COUNCIL MEMBERS
JIM JOLLY, President
LAURA M. TOY, Vice President
SCOTT BAHR
ROB GJONAJ DONOVIC
BRANDON McCULLOUGH
KATHLEEN E. McINTYRE
SCOTT MORGAN

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

OFFICE OF THE COUNCIL

ELECTRONIC AGENDA PACKET FOR THE REGULAR MEETING OF MONDAY, OCTOBER 2, 2023 7:00 P.M.

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

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

1978th Regular Meeting Agenda of the Council of the City of Livonia
Monday, October 2, 2023 - Revised

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

CALL TO ORDER

INVOCATION/PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATION OF MINUTES - Regular Meeting Minutes of September 18, 2023

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

a. Communication from the Department of Finance, dated September 8, 2023, re: forwarding various financial statements of the City of Livonia for the month ending July 31, 2023.

b. Communication from the Department of Finance, dated September 8, 2023, re: forwarding the Departmental Purchases Report, for the month ending August 31, 2023.

CONSENT AGENDA

1. AWARD OF CONTRACT: Livonia Housing Commission, re: for Livonia Transit software for a period of three years, from budgeted funds.

2. REQUEST FOR AUTHORIZATION TO SELL CITY-OWNED PROPERTIES AQUIRED FROM THE FEDERAL COMMUNITY BLOCK GRANT PROGRAM: Livonia Housing Commission, re: for the homes located at 35546 Orangelawn, 20120 Deering, 27545 Long, and vacant lot at 19731 Middlebelt.

UNFINISHED BUSINESS

3. APPEAL OF BUSINESS LICENSE DENIED BY THE DIVISION OF POLICE: Office of the City Clerk, re: submitted by James M. Kennedy, Jr., to obtain a Scavenger License.

4. APPLICATION FOR COMMERCIAL REHABILITATION EXEMPTION CERTIFICATE: CJK Investments, LLC on behalf of Ducati Detroit, re: for the property located at 19265 Victor Parkway, Livonia, MI 48152, to facilitate the redevelopment of this property. (Commercial Rehabilitation District #5)
Public Hearing held on September 13, 2023

5. WAIVER PETITION: Planning Commission, re: Petition 2023-05-02-04, submitted by The Axe Parlor, requesting waiver use approval to operate a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

6. WAIVER PETITION: Planning Commission, re: Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster, requesting to develop a Planned General Development, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1.

7. WAIVER PETITION: Planning Commission, re: Petition 2023-07-02-11, submitted by The Mannik & Smith Group, Inc. requesting waiver use approval to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

8. WAIVER PETITION: Planning Commission, re: Appeal of the denial of the Petition 2023-07-02-10, submitted by Technical Group Inc., requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10. Denied by the City Planning Commission on August 29, 2023, and appealed at the Public Hearing held on September 13, 2023.

9. REZONE PETITION: Planning Commission, re: Petition 2022-12-01-02, submitted by the Basilica of St. Mary, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood).
   Public Hearing held on September 13, 2023.

NEW BUSINESS

10. BLOCK PARTY: Barb Ferrarra, re: to be held Saturday, October 7, 2023, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

11. REQUEST TO CERTIFY THE 2023 TRANSPORTATION ASSET MANAGEMENT PLAN - PUBLIC ACT 325: Engineering Division, re: as required by the Michigan Transportation Asset Management Council (TAMC). (CR 281-20)

AUDIENCE COMMUNICATION

NOTICE(S)

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 clerk@livonia.gov if you need assistance. Council agendas are available on the City's website – www.livonia.gov - under Your Government, City Council, Agendas & Minutes.

SUSAN M. NASH, CITY CLERK

LETTER TO THE LIVONIA CITY COUNCIL

Finance
September 8, 2023

MEETING DATE	PREPARED BY
R100223	DeAnne Bates, Program Supervisor,

AGENDA ITEM

a. Communication from the Department of Finance, dated September 8, 2023, re: forwarding various financial statements of the City of Livonia for the month ending July 31, 2023.

BACKGROUND DETAILS

Attached hereto are the various financial statements of the City of Livonia for the month ending July 31, 2023. These statements are summarized so that you may make a quick financial overview of the various funds. Detailed statements, in support of the summarized statements, have been forwarded electronically to the Council Office.

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

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

ATTACHMENTS

1. BUDGET TO ACTUAL - COUNCIL SUMMARY -JULY 2023

APPROVED BY

Michael T Slater

Michael Slater, Finance Director

Date: September 08, 2023

Maureen Miller Brosnan

Maureen Miller Brosnan, Mayor

Date: September 13, 2023

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization		Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund	**101 - GENERAL FUND**									
REVENUE										
Department	**000 - ACCOUNT BALANCES**	67,118,544.00	147,860.00	67,266,404.00	948,901.85	.00	56,205,783.36	11,060,620.64	84	56,771,328.94
	REVENUE TOTALS	$67,118,544.00	$147,860.00	$67,266,404.00	$948,901.85	$0.00	$56,205,783.36	$11,060,620.64	84%	$56,771,328.94
EXPENSE										
Department	**101 - CITY COUNCIL**	312,021.00	.00	312,021.00	20,344.68	.00	166,374.91	145,646.09	53	190,589.51
Department	**173 - MAYOR'S OFFICE**	515,464.00	.00	515,464.00	40,240.83	.00	330,181.42	185,282.58	64	324,652.61
Department	**174 - COMMUNICATIONS**	400,731.00	.00	400,731.00	26,370.82	.00	199,982.79	200,748.21	50	215,113.68
Department	**175 - GOVERNMENT AFFAIRS**	184,371.00	.00	184,371.00	121.25	.00	14,503.14	169,867.86	8	92,535.14
Department	**191 - ACCOUNTING**	227,442.00	.00	227,442.00	28,069.15	1,201.38	147,329.48	78,911.14	65	124,455.59
Department	**192 - FINANCE DEPARTMENT**	428,000.00	.00	428,000.00	34,394.72	.00	276,275.73	151,724.27	65	271,631.12
Department	**215 - CITY CLERK**	631,484.00	.00	631,484.00	40,949.02	.00	355,110.18	276,373.82	56	369,097.97
Department	**223 - INDEPENDENT AUDIT**	42,859.00	.00	42,859.00	(1,270.00)	.00	56,926.55	(14,067.55)	133	47,230.67
Department	**228 - INFORMATION SYSTEMS**	1,362,324.00	.00	1,362,324.00	56,954.78	71,467.88	863,535.70	427,320.42	69	703,581.18
Department	**236 - ETHICS BOARD**	400.00	.00	400.00	.00	.00	97.00	303.00	24	224.40
Department	**247 - BOARD OF REVIEW**	3,545.00	.00	3,545.00	.00	.00	2,755.84	789.16	78	2,411.36
Department	**253 - TREASURER**	604,347.00	.00	604,347.00	47,768.79	.00	369,302.50	235,044.50	61	342,251.40
Department	**257 - ASSESSING**	652,605.00	.00	652,605.00	46,517.49	.00	406,203.54	246,401.46	62	387,053.92
Department	**261 - UTILITIES AND SUPPLIES**	551,593.00	.00	551,593.00	32,733.28	.00	223,025.74	328,567.26	40	261,253.54
Department	**262 - ELECTION COMMISSION**	376,094.00	.00	376,094.00	12,561.17	.00	143,185.83	232,908.17	38	93,631.06
Department	**263 - INSURANCE-GENERAL**	140,761.00	.00	140,761.00	(3,434.64)	.00	88,788.55	51,972.45	63	139,643.40
Department	**264 - INSURANCE-WORKERS COMP**	435,460.00	.00	435,460.00	20,399.88	.00	476,113.59	(40,653.59)	109	517,781.36
Department	**265 - NON DEPARTMENTAL**	4,000.00	.00	4,000.00	.00	.00	2,500.00	1,500.00	62	.00
Department	**266 - LAW DEPARTMENT**	860,645.00	.00	860,645.00	69,002.65	1,554.65	548,579.51	310,510.84	64	554,642.70
Department	**267 - EMPLOYEE BENEFITS CONTROL**	42,000.00	.00	42,000.00	49.55	.00	(885,627.44)	927,627.44	-2109	(475,585.31)
Department	**268 - NON-DEPT CAPITAL PROJECTS**	5,000.00	.00	5,000.00	.00	.00	.00	5,000.00	0	.00
Department	**269 - CIVIL SERVICE**	833,562.00	.00	833,562.00	64,531.01	.00	426,109.28	407,452.72	51	458,383.80
Department	**270 - TERMINATION PAY**	1,300,000.00	.00	1,300,000.00	9,615.62	.00	768,671.63	531,328.37	59	1,007,715.80
Department	**271 - LABOR RELATIONS**	96,500.00	.00	96,500.00	910.00	.00	20,710.00	75,790.00	21	11,380.50
Department	**272 - DUES AND SUBSCRIPTIONS**	58,000.00	.00	58,000.00	.00	.00	23,496.00	34,504.00	41	21,495.60
Department	**286 - 16TH DISTRICT COURT**	3,104,346.00	.00	3,104,346.00	244,784.37	7,215.00	1,830,509.92	1,266,621.08	59	1,773,516.93
Department	**302 - TRAFFIC BUREAU**	1,118,415.00	.00	1,118,415.00	73,664.09	.00	708,920.25	409,494.75	63	601,258.61
Department	**304 - POLICE ADMINISTRATION**	3,443,056.00	.00	3,443,056.00	235,995.44	25,564.89	1,625,389.38	1,792,101.73	48	1,733,274.59
Department	**306 - POLICE DATA PROCESSING**	1,088,388.00	.00	1,088,388.00	77,964.48	73,436.42	649,018.03	365,933.55	66	560,757.89
Department	**307 - DETECTIVE BUREAU**	3,575,834.00	.00	3,575,834.00	269,089.43	.00	1,972,339.56	1,603,494.44	55	2,154,914.02
Department	**309 - AUTOMOTIVE SERVICE**	586,150.00	.00	586,150.00	42,758.91	.00	368,156.79	217,993.21	63	369,691.49
Department	**310 - POLICE COMMUNICATIONS**	1,014,163.00	.00	1,014,163.00	72,576.74	.00	538,631.78	475,531.22	53	536,165.78
Department	**313 - CROSSING GUARDS**	118,089.00	.00	118,089.00	226.06	.00	46,059.20	72,029.80	39	35,195.19
Department	**316 - SCHOOL LIAISON**	547,427.00	18,080.00	565,507.00	48,087.37	18,080.00	327,061.76	220,365.24	61	256,396.38
Department	**318 - OFFICE OF EMERG PREP**	175,493.00	.00	175,493.00	18,822.56	.00	109,737.80	65,755.20	63	113,009.48
Department	**319 - RESERVE POL/SPECIAL EVENT**	418,687.00	.00	418,687.00	99,235.19	.00	275,507.69	143,179.31	66	265,964.02

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **101 - GENERAL FUND**									
EXPENSE									
Department **325 - POLICE PATROL BUREAU**	13,867,507.00	(18,080.00)	13,849,427.00	1,107,302.53	149,361.56	7,434,982.48	6,265,082.96	55	7,687,343.62
Department **329 - INTELLIGENCE BUREAU**	2,470,179.00	.00	2,470,179.00	197,555.11	.00	1,397,301.11	1,072,877.89	57	1,150,536.58
Department **336 - FIRE ADMINISTRATION**	1,305,323.00	.00	1,305,323.00	97,441.44	6,081.61	887,778.71	411,462.68	68	821,134.52
Department **338 - FIRE FIGHTING**	14,679,677.00	.00	14,679,677.00	1,077,924.85	363,836.05	8,308,001.16	6,007,839.79	59	8,235,836.65
Department **341 - FIRE PREVENTION**	884,992.00	.00	884,992.00	64,454.38	.00	533,703.41	351,288.59	60	528,832.71
Department **371 - INSPECTION**	1,832,980.00	.00	1,832,980.00	121,418.12	.00	942,342.95	890,637.05	51	980,239.05
Department **381 - BLDG CODE BD OF APPEALS**	1,861.00	.00	1,861.00	.00	.00	20.00	1,841.00	1	.00
Department **435 - TRAFFIC COMMISSION**	2,353.00	.00	2,353.00	145.32	.00	1,216.44	1,136.56	52	1,254.16
Department **441 - PUBLIC SERV ADMIN**	21,971.00	15,000.00	36,971.00	(10,540.14)	.00	(19,410.46)	56,381.46	-53	(103,193.91)
Department **443 - PUBLIC SERV-EQUIP MAINT**	128,377.00	.00	128,377.00	(29,754.26)	.00	(236,225.09)	364,602.09	-184	(72,662.87)
Department **447 - ENGINEERING**	795.00	.00	795.00	(7,233.14)	.00	(80,639.22)	81,434.22	-10143	(134,742.77)
Department **448 - STREET LIGHTING**	242,321.00	.00	242,321.00	23,482.52	.00	189,768.96	52,552.04	78	134,689.76
Department **463 - MAINTENANCE-STREET**	271,255.00	(5,500.00)	265,755.00	(44,769.52)	.00	186,595.32	79,159.68	70	116,470.85
Department **523 - PUBLIC SERV-BLDG MAINT**	1,817,657.00	(4,000.00)	1,813,657.00	94,908.24	14,747.62	939,283.55	859,625.83	53	927,819.38
Department **524 - PARKS**	1,407,503.00	(5,500.00)	1,402,003.00	138,793.03	20,429.21	869,821.75	511,752.04	63	606,395.70
Department **701 - PLANNING**	695,738.00	.00	695,738.00	48,155.21	.00	393,501.57	302,236.43	57	382,959.17
Department **702 - ZONING BOARD OF APPEALS**	58,973.00	.00	58,973.00	63.25	.00	8,884.01	50,088.99	15	28,316.54
Department **752 - RECREATION ADMINISTRATION**	138,003.00	.00	138,003.00	8,597.67	.00	65,444.89	72,558.11	47	69,524.73
Department **758 - RECREATION FACILITIES**	292,056.00	.00	292,056.00	7,343.95	87,400.00	30,023.84	174,632.16	40	37,358.84
Department **759 - RECREATION ATHLETICS**	112,294.00	.00	112,294.00	13,110.73	.00	71,905.78	40,388.22	64	64,255.98
Department **820 - PARKS & REC - SENIOR SERVICES**	610,732.00	.00	610,732.00	56,253.28	.00	387,274.41	223,457.59	63	378,176.86
Department **821 - P&R - GREENMEAD AND CULTURAL**	1,015,269.00	147,860.00	1,163,129.00	105,977.92	162,095.00	606,597.69	394,436.31	66	547,279.41
EXPENSE TOTALS	$67,117,072.00	$147,860.00	$67,264,932.00	$4,800,665.18	$1,002,471.27	$36,393,636.89	$29,868,823.84	56%	$36,449,140.34
Fund **101 - GENERAL FUND** Totals									
REVENUE TOTALS	67,118,544.00	147,860.00	67,266,404.00	948,901.85	.00	56,205,783.36	11,060,620.64	84%	56,771,328.94
EXPENSE TOTALS	67,117,072.00	147,860.00	67,264,932.00	4,800,665.18	1,002,471.27	36,393,636.89	29,868,823.84	56%	36,449,140.34
Fund **101 - GENERAL FUND** Totals	$1,472.00	$0.00	$1,472.00	($3,851,763.33)	($1,002,471.27)	$19,812,146.47	($18,808,203.20)		$20,322,188.60

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **202 - MAJOR STREET FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	9,094,315.00	.00	9,094,315.00	780,347.24	.00	4,738,057.39	4,356,257.61	52	4,431,952.50
REVENUE TOTALS	$9,094,315.00	$0.00	$9,094,315.00	$780,347.24	$0.00	$4,738,057.39	$4,356,257.61	52%	$4,431,952.50
EXPENSE									
Department **448 - STREET LIGHTING**	610,359.00	.00	610,359.00	39,667.00	.00	451,695.00	158,664.00	74	447,748.36
Department **451 - CONST-STREET AND BRIDGES**	60,000.00	4,290.00	64,290.00	.00	.00	.00	64,290.00	0	.00
Department **463 - MAINTENANCE-STREET**	944,892.00	373,897.00	1,318,789.00	39,730.46	.00	557,698.26	761,090.74	42	311,907.28
Department **475 - MAINTENANCE-TRAFFIC SERV**	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department **478 - MAINT-FREEWAY LIGHTING**	25,000.00	.00	25,000.00	1,473.42	.00	11,888.66	13,111.34	48	10,583.57
Department **479 - SNOW AND ICE REMOVAL**	921,234.00	396,497.00	1,317,731.00	26,769.00	.00	214,152.00	1,103,579.00	16	215,993.36
Department **483 - ADMIN, ENGIN RECORD KEEPI**	147,228.00	.00	147,228.00	12,267.00	.00	98,136.00	49,092.00	67	99,176.00
Department **484 - FUND TRANSFERS**	6,700,000.00	.00	6,700,000.00	558,333.33	.00	4,466,666.64	2,233,333.36	67	5,100,000.00
EXPENSE TOTALS	$9,408,713.00	$774,684.00	$10,183,397.00	$678,240.21	$0.00	$5,800,236.56	$4,383,160.44	57%	$6,185,408.57
Fund **202 - MAJOR STREET FUND** Totals									
REVENUE TOTALS	9,094,315.00	.00	9,094,315.00	780,347.24	.00	4,738,057.39	4,356,257.61	52%	4,431,952.50
EXPENSE TOTALS	9,408,713.00	774,684.00	10,183,397.00	678,240.21	.00	5,800,236.56	4,383,160.44	57%	6,185,408.57
Fund **202 - MAJOR STREET FUND** Totals	($314,398.00)	($774,684.00)	($1,089,082.00)	$102,107.03	$0.00	($1,062,179.17)	($26,902.83)		($1,753,456.07)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **203 - LOCAL STREET FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	10,155,239.00	.00	10,155,239.00	854,829.62	.00	6,269,288.06	3,885,950.94	62	6,781,568.85
REVENUE TOTALS	$10,155,239.00	$0.00	$10,155,239.00	$854,829.62	$0.00	$6,269,288.06	$3,885,950.94	62%	$6,781,568.85
EXPENSE									
Department **448 - STREET LIGHTING**	130,000.00	.00	130,000.00	10,833.00	.00	86,664.00	43,336.00	67	83,333.36
Department **451 - CONST-STREET AND BRIDGES**	125,000.00	.00	125,000.00	.00	.00	.00	125,000.00	0	.00
Department **463 - MAINTENANCE-STREET**	1,765,706.00	.00	1,765,706.00	131,515.00	.00	1,239,450.21	526,255.79	70	1,051,376.72
Department **475 - MAINTENANCE-TRAFFIC SERV**	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department **479 - SNOW AND ICE REMOVAL**	449,168.00	.00	449,168.00	37,430.00	.00	299,440.00	149,728.00	67	279,471.36
Department **483 - ADMIN, ENGIN RECORD KEEPI**	709,656.00	.00	709,656.00	59,136.00	.00	473,088.00	236,568.00	67	453,168.00
Department **484 - FUND TRANSFERS**	7,150,000.00	.00	7,150,000.00	595,833.00	.00	4,766,664.00	2,383,336.00	67	5,300,000.00
EXPENSE TOTALS	$10,329,530.00	$0.00	$10,329,530.00	$834,747.00	$0.00	$6,865,306.21	$3,464,223.79	66%	$7,167,349.44
Fund **203 - LOCAL STREET FUND** Totals									
REVENUE TOTALS	10,155,239.00	.00	10,155,239.00	854,829.62	.00	6,269,288.06	3,885,950.94	62%	6,781,568.85
EXPENSE TOTALS	10,329,530.00	.00	10,329,530.00	834,747.00	.00	6,865,306.21	3,464,223.79	66%	7,167,349.44
Fund **203 - LOCAL STREET FUND** Totals	($174,291.00)	$0.00	($174,291.00)	$20,082.62	$0.00	($596,018.15)	$421,727.15		($385,780.59)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **204 - ROAD - SIDEWALK & TREE**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	11,810,117.00	319,000.00	12,129,117.00	631,548.13	.00	9,957,439.68	2,171,677.32	82	9,721,961.28
REVENUE TOTALS	$11,810,117.00	$319,000.00	$12,129,117.00	$631,548.13	$0.00	$9,957,439.68	$2,171,677.32	82%	$9,721,961.28
EXPENSE									
Department **441 - PUBLIC SERV ADMIN**	30,968.00	.00	30,968.00	2,580.00	.00	20,640.00	10,328.00	67	33,968.00
Department **447 - ENGINEERING**	2,286,944.00	319,866.00	2,606,810.00	11,412.00	.00	904,103.46	1,702,706.54	35	747,371.36
Department **463 - MAINTENANCE-STREET**	10,320,000.00	1,957,453.00	12,277,453.00	1,761,371.24	.00	5,380,543.81	6,896,909.19	44	4,717,849.69
Department **530 - FORESTRY**	125,000.00	319,000.00	444,000.00	25,220.80	.00	36,115.20	407,884.80	8	95,654.00
EXPENSE TOTALS	$12,762,912.00	$2,596,319.00	$15,359,231.00	$1,800,584.04	$0.00	$6,341,402.47	$9,017,828.53	41%	$5,594,843.05
Fund **204 - ROAD - SIDEWALK & TREE** Totals									
REVENUE TOTALS	11,810,117.00	319,000.00	12,129,117.00	631,548.13	.00	9,957,439.68	2,171,677.32	82%	9,721,961.28
EXPENSE TOTALS	12,762,912.00	2,596,319.00	15,359,231.00	1,800,584.04	.00	6,341,402.47	9,017,828.53	41%	5,594,843.05
Fund **204 - ROAD - SIDEWALK & TREE** Totals	($952,795.00)	($2,277,319.00)	($3,230,114.00)	($1,169,035.91)	$0.00	$3,616,037.21	($6,846,151.21)		$4,127,118.23

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **208 - COMMUNITY RECREATION**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	8,273,773.00	343,803.00	8,617,576.00	357,232.79	.00	7,192,046.06	1,425,529.94	83	6,681,993.72
REVENUE TOTALS	$8,273,773.00	$343,803.00	$8,617,576.00	$357,232.79	$0.00	$7,192,046.06	$1,425,529.94	83%	$6,681,993.72
EXPENSE									
Department **755 - RECREATION CENTER**	7,464,634.00	74,724.00	7,539,358.00	370,837.77	161,469.13	4,726,048.16	2,651,840.71	65	4,602,600.36
Department **756 - OTHER RECREATION**	22,100.00	319,823.00	341,923.00	2,647.04	.00	79,330.96	262,592.04	23	175,445.19
Department **757 - ICE RINK**	389,636.00	.00	389,636.00	.00	.00	357,807.88	31,828.12	92	352,353.30
Department **776 - SPECIAL EVENTS**	159,342.00	20.00	159,362.00	32,906.77	.00	67,630.90	91,731.10	42	56,252.44
Department **795 - SWIMMING POOL - BOTSFORD**	278,189.00	11,000.00	289,189.00	29,541.51	102,619.00	45,127.20	141,442.80	51	156,938.57
Department **796 - SWIMMING POOL - CLEMENT C**	169,164.00	1,000.00	170,164.00	36,272.48	6,211.13	53,283.16	110,669.71	35	89,503.21
Department **797 - SWIMMING POOL - SHELDON**	104,227.00	5,000.00	109,227.00	5,150.68	1,888.87	15,896.18	91,441.95	16	63,099.89
EXPENSE TOTALS	$8,587,292.00	$411,567.00	$8,998,859.00	$477,356.25	$272,188.13	$5,345,124.44	$3,381,546.43	62%	$5,496,192.96
Fund **208 - COMMUNITY RECREATION** Totals									
REVENUE TOTALS	8,273,773.00	343,803.00	8,617,576.00	357,232.79	.00	7,192,046.06	1,425,529.94	83%	6,681,993.72
EXPENSE TOTALS	8,587,292.00	411,567.00	8,998,859.00	477,356.25	272,188.13	5,345,124.44	3,381,546.43	62%	5,496,192.96
Fund **208 - COMMUNITY RECREATION** Totals	($313,519.00)	($67,764.00)	($381,283.00)	($120,123.46)	($272,188.13)	$1,846,921.62	($1,956,016.49)		$1,185,800.76

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **211 - DESIGNATED PURPOSE**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	120,000.00	.00	120,000.00	6,849.00	.00	72,423.20	47,576.80	60	46,028.72
REVENUE TOTALS	$120,000.00	$0.00	$120,000.00	$6,849.00	$0.00	$72,423.20	$47,576.80	60%	$46,028.72
EXPENSE									
Department **000 - ACCOUNT BALANCES**	191,140.00	.00	191,140.00	3,686.78	.00	84,760.23	106,379.77	44	46,065.74
EXPENSE TOTALS	$191,140.00	$0.00	$191,140.00	$3,686.78	$0.00	$84,760.23	$106,379.77	44%	$46,065.74
Fund **211 - DESIGNATED PURPOSE** Totals									
REVENUE TOTALS	120,000.00	.00	120,000.00	6,849.00	.00	72,423.20	47,576.80	60%	46,028.72
EXPENSE TOTALS	191,140.00	.00	191,140.00	3,686.78	.00	84,760.23	106,379.77	44%	46,065.74
Fund **211 - DESIGNATED PURPOSE** Totals	($71,140.00)	$0.00	($71,140.00)	$3,162.22	$0.00	($12,337.03)	($58,802.97)		($37.02)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **219 - SP ASSESS-LIGHTING**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	2,000.00	.00	2,000.00	4,916.29	.00	21,116.31	(19,116.31)	1056	478.60
Department **457 - STREETLIGHTING**	1,130,906.00	.00	1,130,906.00	.00	.00	1,154,117.51	(23,211.51)	102	1,175,282.36
REVENUE TOTALS	$1,132,906.00	$0.00	$1,132,906.00	$4,916.29	$0.00	$1,175,233.82	($42,327.82)	104%	$1,175,760.96
EXPENSE									
Department **000 - ACCOUNT BALANCES**	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department **457 - STREETLIGHTING**	1,170,764.00	.00	1,170,764.00	88,709.39	.00	663,864.67	506,899.33	57	1,058,477.15
EXPENSE TOTALS	$1,170,764.00	$0.00	$1,170,764.00	$88,709.39	$0.00	$663,864.67	$506,899.33	57%	$1,058,477.15
Fund **219 - SP ASSESS-LIGHTING** Totals									
REVENUE TOTALS	1,132,906.00	.00	1,132,906.00	4,916.29	.00	1,175,233.82	(42,327.82)	104%	1,175,760.96
EXPENSE TOTALS	1,170,764.00	.00	1,170,764.00	88,709.39	.00	663,864.67	506,899.33	57%	1,058,477.15
Fund **219 - SP ASSESS-LIGHTING** Totals	($37,858.00)	$0.00	($37,858.00)	($83,793.10)	$0.00	$511,369.15	($549,227.15)		$117,283.81

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **226 - MUNICIPAL REFUSE FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	12,846,718.00	.00	12,846,718.00	81,463.78	.00	13,286,740.61	(440,022.61)	103	12,109,495.60
REVENUE TOTALS	$12,846,718.00	$0.00	$12,846,718.00	$81,463.78	$0.00	$13,286,740.61	($440,022.61)	103%	$12,109,495.60
EXPENSE									
Department **521 - SANITATION**	1,360,439.00	.00	1,360,439.00	84,300.79	28,812.00	685,486.71	646,140.29	53	641,823.62
Department **528 - PUBLIC SERVICE**	11,858,726.00	226,413.00	12,085,139.00	818,331.73	140,185.00	6,874,262.69	5,070,691.31	58	6,275,869.18
Department **529 - ANIMAL CONTROL**	382,033.00	(20,000.00)	362,033.00	25,961.58	.00	177,274.54	184,758.46	49	151,955.42
EXPENSE TOTALS	$13,601,198.00	$206,413.00	$13,807,611.00	$928,594.10	$168,997.00	$7,737,023.94	$5,901,590.06	57%	$7,069,648.22
Fund **226 - MUNICIPAL REFUSE FUND** Totals									
REVENUE TOTALS	12,846,718.00	.00	12,846,718.00	81,463.78	.00	13,286,740.61	(440,022.61)	103%	12,109,495.60
EXPENSE TOTALS	13,601,198.00	206,413.00	13,807,611.00	928,594.10	168,997.00	7,737,023.94	5,901,590.06	57%	7,069,648.22
Fund **226 - MUNICIPAL REFUSE FUND** Totals	($754,480.00)	($206,413.00)	($960,893.00)	($847,130.32)	($168,997.00)	$5,549,716.67	($6,341,612.67)		$5,039,847.38

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **242 - LIVONIA BROWNFIELD - LSRRF**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	150,000.00	.00	150,000.00	1,694.77	.00	76,085.71	73,914.29	51	40,274.23
REVENUE TOTALS	$150,000.00	$0.00	$150,000.00	$1,694.77	$0.00	$76,085.71	$73,914.29	51%	$40,274.23
EXPENSE									
Department **000 - ACCOUNT BALANCES**	36,700.00	.00	36,700.00	2,640.00	.00	21,120.00	15,580.00	58	20,904.00
EXPENSE TOTALS	$36,700.00	$0.00	$36,700.00	$2,640.00	$0.00	$21,120.00	$15,580.00	58%	$20,904.00
Fund **242 - LIVONIA BROWNFIELD - LSRRF** Totals									
REVENUE TOTALS	150,000.00	.00	150,000.00	1,694.77	.00	76,085.71	73,914.29	51%	40,274.23
EXPENSE TOTALS	36,700.00	.00	36,700.00	2,640.00	.00	21,120.00	15,580.00	58%	20,904.00
Fund **242 - LIVONIA BROWNFIELD - LSRRF** Totals	$113,300.00	$0.00	$113,300.00	($945.23)	$0.00	$54,965.71	$58,334.29		$19,370.23

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **243 - LIVONIA BROWNFIELD REDEV AUTH**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	830,000.00	.00	830,000.00	.00	.00	293,895.84	536,104.16	35	194,091.42
REVENUE TOTALS	$830,000.00	$0.00	$830,000.00	$0.00	$0.00	$293,895.84	$536,104.16	35%	$194,091.42
EXPENSE									
Department **000 - ACCOUNT BALANCES**	830,000.00	.00	830,000.00	.00	.00	293,895.84	536,104.16	35	194,091.42
EXPENSE TOTALS	$830,000.00	$0.00	$830,000.00	$0.00	$0.00	$293,895.84	$536,104.16	35%	$194,091.42
Fund **243 - LIVONIA BROWNFIELD REDEV AUTH** Totals									
REVENUE TOTALS	830,000.00	.00	830,000.00	.00	.00	293,895.84	536,104.16	35%	194,091.42
EXPENSE TOTALS	830,000.00	.00	830,000.00	.00	.00	293,895.84	536,104.16	35%	194,091.42
Fund **243 - LIVONIA BROWNFIELD REDEV AUTH** Totals	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **244 - ECONOMIC DEVEL CORP**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	100.00	.00	100.00	98.89	.00	645.43	(545.43)	645	(105.63)
REVENUE TOTALS	$100.00	$0.00	$100.00	$98.89	$0.00	$645.43	($545.43)	645%	($105.63)
EXPENSE									
Department **000 - ACCOUNT BALANCES**	107.00	.00	107.00	.00	.00	.00	107.00	0	.00
EXPENSE TOTALS	$107.00	$0.00	$107.00	$0.00	$0.00	$0.00	$107.00	0%	$0.00
Fund **244 - ECONOMIC DEVEL CORP** Totals									
REVENUE TOTALS	100.00	.00	100.00	98.89	.00	645.43	(545.43)	645%	(105.63)
EXPENSE TOTALS	107.00	.00	107.00	.00	.00	.00	107.00	0%	.00
Fund **244 - ECONOMIC DEVEL CORP** Totals	($7.00)	$0.00	($7.00)	$98.89	$0.00	$645.43	($652.43)		($105.63)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **248 - PLYMOUTH RD DEV AUTHORITY**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	780,419.00	.00	780,419.00	798,086.63	.00	777,114.22	3,304.78	100	754,075.54
REVENUE TOTALS	$780,419.00	$0.00	$780,419.00	$798,086.63	$0.00	$777,114.22	$3,304.78	100%	$754,075.54
EXPENSE									
Department **000 - ACCOUNT BALANCES**	820,041.00	.00	820,041.00	58,385.45	.00	111,405.56	708,635.44	14	171,980.91
EXPENSE TOTALS	$820,041.00	$0.00	$820,041.00	$58,385.45	$0.00	$111,405.56	$708,635.44	14%	$171,980.91
Fund **248 - PLYMOUTH RD DEV AUTHORITY** Totals									
REVENUE TOTALS	780,419.00	.00	780,419.00	798,086.63	.00	777,114.22	3,304.78	100%	754,075.54
EXPENSE TOTALS	820,041.00	.00	820,041.00	58,385.45	.00	111,405.56	708,635.44	14%	171,980.91
Fund **248 - PLYMOUTH RD DEV AUTHORITY** Totals	($39,622.00)	$0.00	($39,622.00)	$739,701.18	$0.00	$665,708.66	($705,330.66)		$582,094.63

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **260 - MIDC GRANT**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	456,199.00	.00	456,199.00	.00	.00	418,643.64	37,555.36	92	543,034.66
REVENUE TOTALS	$456,199.00	$0.00	$456,199.00	$0.00	$0.00	$418,643.64	$37,555.36	92%	$543,034.66
EXPENSE									
Department **000 - ACCOUNT BALANCES**	456,199.00	.00	456,199.00	21,463.31	.00	162,341.64	293,857.36	36	149,991.89
EXPENSE TOTALS	$456,199.00	$0.00	$456,199.00	$21,463.31	$0.00	$162,341.64	$293,857.36	36%	$149,991.89
Fund **260 - MIDC GRANT** Totals									
REVENUE TOTALS	456,199.00	.00	456,199.00	.00	.00	418,643.64	37,555.36	92%	543,034.66
EXPENSE TOTALS	456,199.00	.00	456,199.00	21,463.31	.00	162,341.64	293,857.36	36%	149,991.89
Fund **260 - MIDC GRANT** Totals	$0.00	$0.00	$0.00	($21,463.31)	$0.00	$256,302.00	($256,302.00)		$393,042.77

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **261 - PUB. SAFETY COMMUNICATION**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	460,000.00	.00	460,000.00	16,674.97	.00	394,201.99	65,798.01	86	531,552.03
REVENUE TOTALS	$460,000.00	$0.00	$460,000.00	$16,674.97	$0.00	$394,201.99	$65,798.01	86%	$531,552.03
EXPENSE									
Department **000 - ACCOUNT BALANCES**	3,915,500.00	.00	3,915,500.00	9,999.41	.00	110,643.94	3,804,856.06	3	187,878.05
EXPENSE TOTALS	$3,915,500.00	$0.00	$3,915,500.00	$9,999.41	$0.00	$110,643.94	$3,804,856.06	3%	$187,878.05
Fund **261 - PUB. SAFETY COMMUNICATION** Totals									
REVENUE TOTALS	460,000.00	.00	460,000.00	16,674.97	.00	394,201.99	65,798.01	86%	531,552.03
EXPENSE TOTALS	3,915,500.00	.00	3,915,500.00	9,999.41	.00	110,643.94	3,804,856.06	3%	187,878.05
Fund **261 - PUB. SAFETY COMMUNICATION** Totals	($3,455,500.00)	$0.00	($3,455,500.00)	$6,675.56	$0.00	$283,558.05	($3,739,058.05)		$343,673.98

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **262 - ADJUDICATED FORFEITURES**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	170,000.00	.00	170,000.00	12,753.00	.00	202,476.83	(32,476.83)	119	68,008.48
REVENUE TOTALS	$170,000.00	$0.00	$170,000.00	$12,753.00	$0.00	$202,476.83	($32,476.83)	119%	$68,008.48
EXPENSE									
Department **333 - STATE/LOCAL FORFEITURE EX**	532,600.00	.00	532,600.00	2,002.80	10,020.00	31,290.31	491,289.69	8	15,682.99
Department **334 - FEDERAL FORFEITURE EXP**	223,750.00	.00	223,750.00	500.00	.00	959.95	222,790.05	0	23,012.06
Department **335 - CONTINUING CRIMINAL ENTERPRISE**	145,000.00	.00	145,000.00	.00	.00	.00	145,000.00	0	1,083.75
EXPENSE TOTALS	$901,350.00	$0.00	$901,350.00	$2,502.80	$10,020.00	$32,250.26	$859,079.74	5%	$39,778.80
Fund **262 - ADJUDICATED FORFEITURES** Totals									
REVENUE TOTALS	170,000.00	.00	170,000.00	12,753.00	.00	202,476.83	(32,476.83)	119%	68,008.48
EXPENSE TOTALS	901,350.00	.00	901,350.00	2,502.80	10,020.00	32,250.26	859,079.74	5%	39,778.80
Fund **262 - ADJUDICATED FORFEITURES** Totals	($731,350.00)	$0.00	($731,350.00)	$10,250.20	($10,020.00)	$170,226.57	($891,556.57)		$28,229.68

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **270 - HISTORICAL COMMISSION**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	89,200.00	.00	89,200.00	11,529.46	.00	101,469.50	(12,269.50)	114	128,404.18
REVENUE TOTALS	$89,200.00	$0.00	$89,200.00	$11,529.46	$0.00	$101,469.50	($12,269.50)	114%	$128,404.18
EXPENSE									
Department **000 - ACCOUNT BALANCES**	62,000.00	149,495.00	211,495.00	143.12	.00	169,696.67	41,798.33	80	26,317.09
EXPENSE TOTALS	$62,000.00	$149,495.00	$211,495.00	$143.12	$0.00	$169,696.67	$41,798.33	80%	$26,317.09
Fund **270 - HISTORICAL COMMISSION** Totals									
REVENUE TOTALS	89,200.00	.00	89,200.00	11,529.46	.00	101,469.50	(12,269.50)	114%	128,404.18
EXPENSE TOTALS	62,000.00	149,495.00	211,495.00	143.12	.00	169,696.67	41,798.33	80%	26,317.09
Fund **270 - HISTORICAL COMMISSION** Totals	$27,200.00	($149,495.00)	($122,295.00)	$11,386.34	$0.00	($68,227.17)	($54,067.83)		$102,087.09

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **271 - LIBRARY FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	4,430,642.00	.00	4,430,642.00	34,245.83	.00	4,660,662.50	(230,020.50)	105	4,223,277.87
REVENUE TOTALS	$4,430,642.00	$0.00	$4,430,642.00	$34,245.83	$0.00	$4,660,662.50	($230,020.50)	105%	$4,223,277.87
EXPENSE									
Department **778 - CIVIC CENTER LIBRARY**	4,178,232.00	536,880.00	4,715,112.00	278,838.75	146,887.00	2,032,810.13	2,535,414.87	46	1,939,984.61
Department **779 - NOBLE LIBRARY**	15,000.00	.00	15,000.00	107.37	.00	2,757.12	12,242.88	18	3,967.43
Department **780 - SANDBURG LIBRARY**	747,294.00	.00	747,294.00	55,868.66	.00	443,662.72	303,631.28	59	471,594.01
EXPENSE TOTALS	$4,940,526.00	$536,880.00	$5,477,406.00	$334,814.78	$146,887.00	$2,479,229.97	$2,851,289.03	48%	$2,415,546.05
Fund **271 - LIBRARY FUND** Totals									
REVENUE TOTALS	4,430,642.00	.00	4,430,642.00	34,245.83	.00	4,660,662.50	(230,020.50)	105%	4,223,277.87
EXPENSE TOTALS	4,940,526.00	536,880.00	5,477,406.00	334,814.78	146,887.00	2,479,229.97	2,851,289.03	48%	2,415,546.05
Fund **271 - LIBRARY FUND** Totals	($509,884.00)	($536,880.00)	($1,046,764.00)	($300,568.95)	($146,887.00)	$2,181,432.53	($3,081,309.53)		$1,807,731.82

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **272 - ARTS COMMISSION FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	8,500.00	.00	8,500.00	343.48	.00	2,343.76	6,156.24	28	3,970.14
REVENUE TOTALS	$8,500.00	$0.00	$8,500.00	$343.48	$0.00	$2,343.76	$6,156.24	28%	$3,970.14
EXPENSE									
Department **000 - ACCOUNT BALANCES**	17,700.00	.00	17,700.00	842.17	.00	1,122.87	16,577.13	6	892.78
EXPENSE TOTALS	$17,700.00	$0.00	$17,700.00	$842.17	$0.00	$1,122.87	$16,577.13	6%	$892.78
Fund **272 - ARTS COMMISSION FUND** Totals									
REVENUE TOTALS	8,500.00	.00	8,500.00	343.48	.00	2,343.76	6,156.24	28%	3,970.14
EXPENSE TOTALS	17,700.00	.00	17,700.00	842.17	.00	1,122.87	16,577.13	6%	892.78
Fund **272 - ARTS COMMISSION FUND** Totals	($9,200.00)	$0.00	($9,200.00)	($498.69)	$0.00	$1,220.89	($10,420.89)		$3,077.36

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **284 - OPIOID SETTLEMENT FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	.00	.00	.00	31,095.31	.00	35,332.37	(35,332.37)	+++	.00
REVENUE TOTALS	$0.00	$0.00	$0.00	$31,095.31	$0.00	$35,332.37	($35,332.37)	+++	$0.00
EXPENSE									
Department **000 - ACCOUNT BALANCES**	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	+++	$0.00
Fund **284 - OPIOID SETTLEMENT FUND** Totals									
REVENUE TOTALS	.00	.00	.00	31,095.31	.00	35,332.37	(35,332.37)	+++	.00
EXPENSE TOTALS	.00	.00	.00	.00	.00	.00	.00	+++	.00
Fund **284 - OPIOID SETTLEMENT FUND** Totals	$0.00	$0.00	$0.00	$31,095.31	$0.00	$35,332.37	($35,332.37)		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **286 - TRANSIT & CAPITAL IMPR**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	2,608,950.00	.00	2,608,950.00	110.36	.00	2,646,629.91	(37,679.91)	101	2,505,646.26
REVENUE TOTALS	$2,608,950.00	$0.00	$2,608,950.00	$110.36	$0.00	$2,646,629.91	($37,679.91)	101%	$2,505,646.26
EXPENSE									
Department **000 - ACCOUNT BALANCES**	2,608,950.00	.00	2,608,950.00	.00	.00	2,608,950.00	.00	100	2,465,846.00
EXPENSE TOTALS	$2,608,950.00	$0.00	$2,608,950.00	$0.00	$0.00	$2,608,950.00	$0.00	100%	$2,465,846.00
Fund **286 - TRANSIT & CAPITAL IMPR** Totals									
REVENUE TOTALS	2,608,950.00	.00	2,608,950.00	110.36	.00	2,646,629.91	(37,679.91)	101%	2,505,646.26
EXPENSE TOTALS	2,608,950.00	.00	2,608,950.00	.00	.00	2,608,950.00	.00	100%	2,465,846.00
Fund **286 - TRANSIT & CAPITAL IMPR** Totals	$0.00	$0.00	$0.00	$110.36	$0.00	$37,679.91	($37,679.91)		$39,800.26

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **288 - COMMUNITY TRANSIT PROGRAM**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	704,445.00	.00	704,445.00	8,154.49	.00	612,809.74	91,635.26	87	681,739.84
REVENUE TOTALS	$704,445.00	$0.00	$704,445.00	$8,154.49	$0.00	$612,809.74	$91,635.26	87%	$681,739.84
EXPENSE									
Department **606 - COMM TRANSIT DISPATCHERS**	102,624.00	.00	102,624.00	7,554.23	.00	62,993.77	39,630.23	61	56,980.53
Department **607 - COMMUNITY TRANSIT ADMIN**	160,583.00	.00	160,583.00	10,262.39	.00	94,781.67	65,801.33	59	99,707.01
Department **608 - COMMUNITY TRANSIT**	935,910.00	212,883.00	1,148,793.00	20,300.14	99,080.35	368,403.76	681,308.89	41	347,531.16
EXPENSE TOTALS	$1,199,117.00	$212,883.00	$1,412,000.00	$38,116.76	$99,080.35	$526,179.20	$786,740.45	44%	$504,218.70
Fund **288 - COMMUNITY TRANSIT PROGRAM** Totals									
REVENUE TOTALS	704,445.00	.00	704,445.00	8,154.49	.00	612,809.74	91,635.26	87%	681,739.84
EXPENSE TOTALS	1,199,117.00	212,883.00	1,412,000.00	38,116.76	99,080.35	526,179.20	786,740.45	44%	504,218.70
Fund **288 - COMMUNITY TRANSIT PROGRAM** Totals	($494,672.00)	($212,883.00)	($707,555.00)	($29,962.27)	($99,080.35)	$86,630.54	($695,105.19)		$177,521.14

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **297 - CABLE TELEVISION FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	386,200.00	.00	386,200.00	2,350.31	.00	194,941.75	191,258.25	50	201,116.62
REVENUE TOTALS	$386,200.00	$0.00	$386,200.00	$2,350.31	$0.00	$194,941.75	$191,258.25	50%	$201,116.62
EXPENSE									
Department **806 - CABLE TELEVISION**	641,279.00	32,000.00	673,279.00	36,556.67	1,966.20	336,459.01	334,853.79	50	302,077.52
EXPENSE TOTALS	$641,279.00	$32,000.00	$673,279.00	$36,556.67	$1,966.20	$336,459.01	$334,853.79	50%	$302,077.52
Fund **297 - CABLE TELEVISION FUND** Totals									
REVENUE TOTALS	386,200.00	.00	386,200.00	2,350.31	.00	194,941.75	191,258.25	50%	201,116.62
EXPENSE TOTALS	641,279.00	32,000.00	673,279.00	36,556.67	1,966.20	336,459.01	334,853.79	50%	302,077.52
Fund **297 - CABLE TELEVISION FUND** Totals	($255,079.00)	($32,000.00)	($287,079.00)	($34,206.36)	($1,966.20)	($141,517.26)	($143,595.54)		($100,960.90)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **372 - D/S 2015 MBA REFUNDING**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	181,245.00	.00	181,245.00	.00	.00	176,422.00	4,823.00	97	173,459.75
REVENUE TOTALS	$181,245.00	$0.00	$181,245.00	$0.00	$0.00	$176,422.00	$4,823.00	97%	$173,459.75
EXPENSE									
Department **000 - ACCOUNT BALANCES**	181,245.00	.00	181,245.00	.00	.00	176,422.00	4,823.00	97	173,459.75
EXPENSE TOTALS	$181,245.00	$0.00	$181,245.00	$0.00	$0.00	$176,422.00	$4,823.00	97%	$173,459.75
Fund **372 - D/S 2015 MBA REFUNDING** Totals									
REVENUE TOTALS	181,245.00	.00	181,245.00	.00	.00	176,422.00	4,823.00	97%	173,459.75
EXPENSE TOTALS	181,245.00	.00	181,245.00	.00	.00	176,422.00	4,823.00	97%	173,459.75
Fund **372 - D/S 2015 MBA REFUNDING** Totals	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **373 - D/S 2016 MBA REFUNDING**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84	449,900.00
REVENUE TOTALS	$548,300.00	$0.00	$548,300.00	$0.00	$0.00	$458,000.00	$90,300.00	84%	$449,900.00
EXPENSE									
Department **000 - ACCOUNT BALANCES**	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84	449,900.00
EXPENSE TOTALS	$548,300.00	$0.00	$548,300.00	$0.00	$0.00	$458,000.00	$90,300.00	84%	$449,900.00
Fund **373 - D/S 2016 MBA REFUNDING** Totals									
REVENUE TOTALS	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84%	449,900.00
EXPENSE TOTALS	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84%	449,900.00
Fund **373 - D/S 2016 MBA REFUNDING** Totals	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **374 - D/S 2017 MBA REFUNDING**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	1,994,175.00	.00	1,994,175.00	.00	.00	1,735,750.00	258,425.00	87	1,711,900.00
REVENUE TOTALS	$1,994,175.00	$0.00	$1,994,175.00	$0.00	$0.00	$1,735,750.00	$258,425.00	87%	$1,711,900.00
EXPENSE									
Department **000 - ACCOUNT BALANCES**	1,994,175.00	.00	1,994,175.00	.00	.00	1,735,750.00	258,425.00	87	1,711,900.00
EXPENSE TOTALS	$1,994,175.00	$0.00	$1,994,175.00	$0.00	$0.00	$1,735,750.00	$258,425.00	87%	$1,711,900.00
Fund **374 - D/S 2017 MBA REFUNDING** Totals									
REVENUE TOTALS	1,994,175.00	.00	1,994,175.00	.00	.00	1,735,750.00	258,425.00	87%	1,711,900.00
EXPENSE TOTALS	1,994,175.00	.00	1,994,175.00	.00	.00	1,735,750.00	258,425.00	87%	1,711,900.00
Fund **374 - D/S 2017 MBA REFUNDING** Totals	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **401 - CAPITAL PROJECTS**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	2,118,950.00	.00	2,118,950.00	36,156.89	.00	3,318,149.41	(1,199,199.41)	157	2,372,350.78
REVENUE TOTALS	$2,118,950.00	$0.00	$2,118,950.00	$36,156.89	$0.00	$3,318,149.41	($1,199,199.41)	157%	$2,372,350.78
EXPENSE									
Department **000 - ACCOUNT BALANCES**	2,907,500.00	8,615,278.00	11,522,778.00	275,941.31	1,240,608.34	3,231,595.85	7,050,573.81	39	2,098,585.44
EXPENSE TOTALS	$2,907,500.00	$8,615,278.00	$11,522,778.00	$275,941.31	$1,240,608.34	$3,231,595.85	$7,050,573.81	39%	$2,098,585.44
Fund **401 - CAPITAL PROJECTS** Totals									
REVENUE TOTALS	2,118,950.00	.00	2,118,950.00	36,156.89	.00	3,318,149.41	(1,199,199.41)	157%	2,372,350.78
EXPENSE TOTALS	2,907,500.00	8,615,278.00	11,522,778.00	275,941.31	1,240,608.34	3,231,595.85	7,050,573.81	39%	2,098,585.44
Fund **401 - CAPITAL PROJECTS** Totals	($788,550.00)	($8,615,278.00)	($9,403,828.00)	($239,784.42)	($1,240,608.34)	$86,553.56	($8,249,773.22)		$273,765.34

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **409 - GOLF COURSE CAPITAL IMPR**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	205,200.00	.00	205,200.00	29,233.60	.00	78,210.60	126,989.40	38	394,184.61
REVENUE TOTALS	$205,200.00	$0.00	$205,200.00	$29,233.60	$0.00	$78,210.60	$126,989.40	38%	$394,184.61
EXPENSE									
Department **000 - ACCOUNT BALANCES**	282,500.00	.00	282,500.00	2,009.98	.00	40,483.59	242,016.41	14	28,520.05
EXPENSE TOTALS	$282,500.00	$0.00	$282,500.00	$2,009.98	$0.00	$40,483.59	$242,016.41	14%	$28,520.05
Fund **409 - GOLF COURSE CAPITAL IMPR** Totals									
REVENUE TOTALS	205,200.00	.00	205,200.00	29,233.60	.00	78,210.60	126,989.40	38%	394,184.61
EXPENSE TOTALS	282,500.00	.00	282,500.00	2,009.98	.00	40,483.59	242,016.41	14%	28,520.05
Fund **409 - GOLF COURSE CAPITAL IMPR** Totals	($77,300.00)	$0.00	($77,300.00)	$27,223.62	$0.00	$37,727.01	($115,027.01)		$365,664.56

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **418 - BUILDING IMPROVEMENT FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	5,000.00	.00	5,000.00	37,125.91	.00	242,894.14	(237,894.14)	4858	(19,720.81)
REVENUE TOTALS	$5,000.00	$0.00	$5,000.00	$37,125.91	$0.00	$242,894.14	($237,894.14)	4858%	($19,720.81)
EXPENSE									
Department **000 - ACCOUNT BALANCES**	100,000.00	.00	100,000.00	.00	.00	28,849.04	71,150.96	29	67,511.80
EXPENSE TOTALS	$100,000.00	$0.00	$100,000.00	$0.00	$0.00	$28,849.04	$71,150.96	29%	$67,511.80
Fund **418 - BUILDING IMPROVEMENT FUND** Totals									
REVENUE TOTALS	5,000.00	.00	5,000.00	37,125.91	.00	242,894.14	(237,894.14)	4858%	(19,720.81)
EXPENSE TOTALS	100,000.00	.00	100,000.00	.00	.00	28,849.04	71,150.96	29%	67,511.80
Fund **418 - BUILDING IMPROVEMENT FUND** Totals	($95,000.00)	$0.00	($95,000.00)	$37,125.91	$0.00	$214,045.10	($309,045.10)		($87,232.61)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **419 - SENIOR CENTER CONSTRUCTION FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	.00	.00	.00	15,711.93	.00	103,249.15	(103,249.15)	+++	.00
REVENUE TOTALS	$0.00	$0.00	$0.00	$15,711.93	$0.00	$103,249.15	($103,249.15)	+++	$0.00
EXPENSE									
Department **000 - ACCOUNT BALANCES**	.00	696,678.00	696,678.00	5,916.95	.00	44,284.62	652,393.38	6	.00
EXPENSE TOTALS	$0.00	$696,678.00	$696,678.00	$5,916.95	$0.00	$44,284.62	$652,393.38	6%	$0.00
Fund **419 - SENIOR CENTER CONSTRUCTION FUND** Totals									
REVENUE TOTALS	.00	.00	.00	15,711.93	.00	103,249.15	(103,249.15)	+++	.00
EXPENSE TOTALS	.00	696,678.00	696,678.00	5,916.95	.00	44,284.62	652,393.38	6%	.00
Fund **419 - SENIOR CENTER CONSTRUCTION FUND** Totals	$0.00	($696,678.00)	($696,678.00)	$9,794.98	$0.00	$58,964.53	($755,642.53)		$0.00

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **470 - COURT BUILDING IMPROVEMENTS**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	350,100.00	.00	350,100.00	28,156.00	.00	271,547.58	78,552.42	78	172,610.45
REVENUE TOTALS	$350,100.00	$0.00	$350,100.00	$28,156.00	$0.00	$271,547.58	$78,552.42	78%	$172,610.45
EXPENSE									
Department **000 - ACCOUNT BALANCES**	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84	449,900.00
EXPENSE TOTALS	$548,300.00	$0.00	$548,300.00	$0.00	$0.00	$458,000.00	$90,300.00	84%	$449,900.00
Fund **470 - COURT BUILDING IMPROVEMENTS** Totals									
REVENUE TOTALS	350,100.00	.00	350,100.00	28,156.00	.00	271,547.58	78,552.42	78%	172,610.45
EXPENSE TOTALS	548,300.00	.00	548,300.00	.00	.00	458,000.00	90,300.00	84%	449,900.00
Fund **470 - COURT BUILDING IMPROVEMENTS** Totals	($198,200.00)	$0.00	($198,200.00)	$28,156.00	$0.00	($186,452.42)	($11,747.58)		($277,289.55)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **536 - NEWBURGH VILLAGE**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	843,000.00	.00	843,000.00	74,418.64	.00	595,126.68	247,873.32	71	542,881.89
REVENUE TOTALS	$843,000.00	$0.00	$843,000.00	$74,418.64	$0.00	$595,126.68	$247,873.32	71%	$542,881.89
EXPENSE									
Department **677 - NEWBURGH VILLAGE**	703,934.00	716,985.00	1,420,919.00	40,900.53	19,610.00	376,708.56	1,024,600.44	28	382,048.54
EXPENSE TOTALS	$703,934.00	$716,985.00	$1,420,919.00	$40,900.53	$19,610.00	$376,708.56	$1,024,600.44	28%	$382,048.54
Fund **536 - NEWBURGH VILLAGE** Totals									
REVENUE TOTALS	843,000.00	.00	843,000.00	74,418.64	.00	595,126.68	247,873.32	71%	542,881.89
EXPENSE TOTALS	703,934.00	716,985.00	1,420,919.00	40,900.53	19,610.00	376,708.56	1,024,600.44	28%	382,048.54
Fund **536 - NEWBURGH VILLAGE** Totals	$139,066.00	($716,985.00)	($577,919.00)	$33,518.11	($19,610.00)	$218,418.12	($776,727.12)		$160,833.35

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **538 - SILVER VILLAGE FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	668,620.00	.00	668,620.00	62,896.89	.00	484,927.99	183,692.01	73	416,616.17
REVENUE TOTALS	$668,620.00	$0.00	$668,620.00	$62,896.89	$0.00	$484,927.99	$183,692.01	73%	$416,616.17
EXPENSE									
Department **676 - SILVER VILLAGE**	603,445.00	160,000.00	763,445.00	36,042.55	.00	383,970.39	379,474.61	50	327,606.81
EXPENSE TOTALS	$603,445.00	$160,000.00	$763,445.00	$36,042.55	$0.00	$383,970.39	$379,474.61	50%	$327,606.81
Fund **538 - SILVER VILLAGE FUND** Totals									
REVENUE TOTALS	668,620.00	.00	668,620.00	62,896.89	.00	484,927.99	183,692.01	73%	416,616.17
EXPENSE TOTALS	603,445.00	160,000.00	763,445.00	36,042.55	.00	383,970.39	379,474.61	50%	327,606.81
Fund **538 - SILVER VILLAGE FUND** Totals	$65,175.00	($160,000.00)	($94,825.00)	$26,854.34	$0.00	$100,957.60	($195,782.60)		$89,009.36

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **584 - GOLF COURSE FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	2,075,397.00	.00	2,075,397.00	388,164.35	.00	1,381,993.14	693,403.86	67	1,197,543.02
REVENUE TOTALS	$2,075,397.00	$0.00	$2,075,397.00	$388,164.35	$0.00	$1,381,993.14	$693,403.86	67%	$1,197,543.02
EXPENSE									
Department **000 - ACCOUNT BALANCES**	.00	.00	.00	.00	.00	.00	.00	+++	340,000.00
Department **773 - WHISPERING WILLOWS**	735,662.00	(9,358.00)	726,304.00	63,640.44	.00	463,968.64	262,335.36	64	406,146.19
Department **774 - IDYL WYLD**	559,662.00	9,358.00	569,020.00	70,014.63	.00	396,774.25	172,245.75	70	363,778.52
Department **775 - FOX CREEK**	777,570.00	.00	777,570.00	69,796.27	.00	440,963.48	336,606.52	57	434,943.39
EXPENSE TOTALS	$2,072,894.00	$0.00	$2,072,894.00	$203,451.34	$0.00	$1,301,706.37	$771,187.63	63%	$1,544,868.10
Fund **584 - GOLF COURSE FUND** Totals									
REVENUE TOTALS	2,075,397.00	.00	2,075,397.00	388,164.35	.00	1,381,993.14	693,403.86	67%	1,197,543.02
EXPENSE TOTALS	2,072,894.00	.00	2,072,894.00	203,451.34	.00	1,301,706.37	771,187.63	63%	1,544,868.10
Fund **584 - GOLF COURSE FUND** Totals	$2,503.00	$0.00	$2,503.00	$184,713.01	$0.00	$80,286.77	($77,783.77)		($347,325.08)

BUDGET TO ACTUAL - COUNCIL SUMMARY - 07/31/2023

Through 07/31/23

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund **592 - WATER AND SEWER FUND**									
REVENUE									
Department **000 - ACCOUNT BALANCES**	43,581,472.00	.00	43,581,472.00	4,719,557.77	.00	28,412,378.40	15,169,093.60	65	26,387,051.65
REVENUE TOTALS	$43,581,472.00	$0.00	$43,581,472.00	$4,719,557.77	$0.00	$28,412,378.40	$15,169,093.60	65%	$26,387,051.65
EXPENSE									
Department **558 - W & S FINANCIAL ADMIN**	34,947,013.00	.00	34,947,013.00	1,457,124.76	.00	21,192,491.02	13,754,521.98	61	22,574,763.57
Department **559 - W & S FIELD OPERATIONS**	7,842,052.00	1,479,036.00	9,321,088.00	396,185.97	72,774.40	3,625,402.41	5,622,911.19	40	3,853,140.75
EXPENSE TOTALS	$42,789,065.00	$1,479,036.00	$44,268,101.00	$1,853,310.73	$72,774.40	$24,817,893.43	$19,377,433.17	56%	$26,427,904.32
Fund **592 - WATER AND SEWER FUND** Totals									
REVENUE TOTALS	43,581,472.00	.00	43,581,472.00	4,719,557.77	.00	28,412,378.40	15,169,093.60	65%	26,387,051.65
EXPENSE TOTALS	42,789,065.00	1,479,036.00	44,268,101.00	1,853,310.73	72,774.40	24,817,893.43	19,377,433.17	56%	26,427,904.32
Fund **592 - WATER AND SEWER FUND** Totals	$792,407.00	($1,479,036.00)	($686,629.00)	$2,866,247.04	($72,774.40)	$3,594,484.97	($4,208,339.57)		($40,852.67)
Grand Totals									
REVENUE TOTALS	184,197,726.00	810,663.00	185,008,389.00	9,974,648.18	.00	146,572,914.46	38,435,474.54	79%	141,393,953.72
EXPENSE TOTALS	192,329,448.00	16,736,078.00	209,065,526.00	12,535,620.81	3,034,602.69	109,138,314.22	96,892,609.09	54%	109,208,853.49
Grand Totals	($8,131,722.00)	($15,925,415.00)	($24,057,137.00)	($2,560,972.63)	($3,034,602.69)	$37,434,600.24	($58,457,134.55)		$32,185,100.23

LETTER TO THE LIVONIA CITY COUNCIL

Finance
September 8, 2023

MEETING DATE	PREPARED BY
R100223	DeAnne Bates, Program Supervisor,

AGENDA ITEM

b. Communication from the Department of Finance, dated September 8, 2023, re: forwarding the Departmental Purchases Report, for the month ending August 31, 2023.

BACKGROUND DETAILS

Finance Ordinance 3.04.130(A) requires that a report be provided to the governing body regarding departmental purchases that are between $15,000 and $19,999. Attached hereto are the departmental purchases that meet this criterion for the month ending August 31, 2023.

Additional details on these purchases will be provided upon request.

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

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

ATTACHMENTS

1. City Council - Receive and File Purchases - August 2023

APPROVED BY

Michael T Slater

Michael Slater, Finance Director

Date: September 08, 2023

Maureen Miller Brosnan

Maureen Miller Brosnan, Mayor

Date: September 13, 2023

City of Livonia **For Month of : August 2023**

City Council - Recieve and File Purchases

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

Item #	Date	Department	Vendor	Item	Cost	Description
1	8/7/2023	Parks and Recreation	RCI Electric Co.	Ben Celani Kid's Park	$18,700.00	Run power to comfort station at Celani park
2	8/31/2023	Civil Service	NeoGov/Governmentjobs.com	Subscription for job postings	$17,791.83	Sole-Source Subscription Fee for Neogov 9/30/23-9/29/2024
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 18, 2023

Meeting was called to order at 8:37 p.m. by Council President Jim Jolly. Present: Scott Bahr, Rob Donovic, Brandon McCullough, Kathleen McIntyre, Vice President Toy, and President Jim Jolly. Absent: Scott Morgan.

Elected and appointed officials present: Susan Nash, City Clerk; Paul Bernier, City Attorney; Mark Taormina, Planning and Economic Development Director; Todd Zilincik, City Engineer; and Jacob Rushlow, Assistant Director of DPW.

Councilmember Bahr led the Pledge of Allegiance.

4. AWARD OF CONTRACT: Livonia Housing Commission, re: for Livonia Transit software for a period of three years, from budgeted funds.

Felicia Cross, Program Supervisor Housing, presented the request to Council.

Vice President Toy offered an approving motion for the Consent agenda.

DIRECTION APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

Housing
September 19, 2023

MEETING DATE	PREPARED BY
S091823/R100223	Lori Miller, MiPMC, Deputy City Clerk,

AGENDA ITEM

AWARD OF CONTRACT: Livonia Housing Commission, re: for Livonia Transit software for a period of three years, from budgeted funds.

BACKGROUND DETAILS

The Livonia Housing Commission has solicited proposals to replace transit software used to manage the operations of Livonia Community Transit. The services provided would include:

- Software and Licenses
- Training
- Implementation Assistance
- Data conversion from legacy software
- Ongoing maintenance and support

The Housing Commission, in coordination with the Purchasing Manager, prepared a Request for Proposal, and advertised the competitive solicitation on the MITN website. Five (5) proposals were received by the due date of 06/20/2023. Proposals received were scored and ranked by a department evaluation committee (Scoring attached).

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

The evaluation committee recommends that the City Council award the contract to Via Mobility, LLC, Ten Crosby Street, Floor Two, New York, NY 10013, who submitted the highest ranked proposal. The proposal cost is broken out as follows:

Software Licenses, Implementation and Training: $250,820
Annual Maintenance Year 1: $106,940 (to be partially offset with a $50,000 grant).
Annual Maintenance Year 2: $ 71,940
Annual Maintenance Year 3: $ 71,940
Total Cost: $250,820

SPECIFIC NAME OF PRODUCT AND NUMBER TO BE PURCHASED (if more than one)

One (1) Via Mobility, LLC

CONTRACT: Amount and/or purchase price and length of contract (with dates if applicable)

The total project cost is $250,820, payable as follows:
Year 1 - $106,940 (to be partially offset with a $50,000 grant).
Year 2 - $71,940
Year 3 - $71,940

DETAILED WORK BEING PERFORMED

Once the project is approved to proceed, the launch timeline is 12-weeks with a six-step process. To begin, there will be an initial needs assessment, followed by confirming the technical requirements, data migration, testing and training, operational preparation and then full service launch.

FISCAL CONSIDERATIONS (Amount requested and Account(s) used. If applicable, Grant Funding information)

A sufficient budget of 106,940 is included in account #288-608-986-010, with $50,000 to be reimbursed via a grant received from Consumers Energy.

ACCEPTANCE OF BID (Please detail the following: Why accepted, why not lowest bidder, company name, contact person, full address)

Working with the City's Purchasing Manager, the request for proposals process began in May 2023. With a bid committee and a blind ranking system, Via Mobility, LLC ranked the highest out of all bidders. Via Mobility, LLC met all the criteria, had the best talent and the cost was competitive. Via Mobility, LLC, Ten Crosby Street, Floor Two, New York, NY 10013. Contact: Garrett Brinker at Tel: (574) 286-4710, Email: garrett.brinker@ridewithvia.com

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Did not waive the bid process

ATTACHMENTS

1. S091823 LTC Housing Transit software
2. Via Mobility LLC_Livonia_RFP for Transit Software
3. TRANSIT SOFTWARE RFP FINAL SCORING

APPROVED BY

_____ Date:
Jim Inglis, Director of Housing

_____ Date:
Michael Slater, Finance Director

_____ Date:
Paul Bernier, City Attorney

_____ Date:
Maureen Miller Brosnan, Mayor

LETTER TO THE LIVONIA CITY COUNCIL

4.

Housing
August 28, 2023

MEETING DATE	PREPARED BY
S091823/R100223	Felicia Cross, Program Supervisor,

AGENDA ITEM

AWARD OF CONTRACT: Livonia Housing Commission, re: for Livonia Transit software for a period of three years, from budgeted funds.

BACKGROUND DETAILS

The Livonia Housing Commission has solicited proposals to replace transit software used to manage the operations of Livonia Community Transit. The services provided would include:

- Software and Licenses
- Training
- Implementation Assistance
- Data conversion from legacy software
- Ongoing maintenance and support

The Housing Commission, in coordination with the Purchasing Manager, prepared a Request for Proposal, and advertised the competitive solicitation on the MITN website. Five (5) proposals were received by the due date of 06/20/2023. Proposals received were scored and ranked by a department evaluation committee (Scoring attached).

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

The evaluation committee recommends that the City Council award the contract to Via Mobility, LLC, Ten Crosby Street, Floor Two, New York, NY 10013, who submitted the highest ranked proposal. The proposal cost is broken out as follows:

Software Licenses, Implementation and Training: $250,820
Annual Maintenance Year 1: $106,940 (to be partially offset with a $50,000 grant).
Annual Maintenance Year 2: $ 71,940
Annual Maintenance Year 3: $ 71,940
Total Cost: $250,820

SPECIFIC NAME OF PRODUCT AND NUMBER TO BE PURCHASED (if more than one)

One (1) Via Mobility, LLC

CONTRACT: Amount and/or purchase price and length of contract (with dates if applicable)

The total project cost is $250,820, payable as follows:
Year 1 - $106,940 (to be partially offset with a $50,000 grant).
Year 2 - $71,940
Year 3 - $71,940

DETAILED WORK BEING PERFORMED

Once the project is approved to proceed, the launch timeline is 12-weeks with a six-step process. To begin, there will be an initial needs assessment, followed by confirming the technical requirements, data migration, testing and training, operational preparation and then full service launch.

FISCAL CONSIDERATIONS (Amount requested and Account(s) used. If applicable, Grant Funding information)

A sufficient budget of 106,940 is included in account #288-608-986-010, with $50,000 to be reimbursed via a grant received from Consumers Energy.

ACCEPTANCE OF BID (Please detail the following: Why accepted, why not lowest bidder, company name, contact person, full address)

Working with the City's Purchasing Manager, the request for proposals process began in May 2023. With a bid committee and a blind ranking system, Via Mobility, LLC ranked the highest out of all bidders. Via Mobility, LLC met all the criteria, had the best talent and the cost was competitive. Via Mobility, LLC, Ten Crosby Street, Floor Two, New York, NY 10013. Contact: Garrett Brinker at Tel: (574) 286-4710, Email: garrett.brinker@ridewithvia.com

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Did not waive the bid process

ATTACHMENTS

1. Via Mobility LLC_Livonia_RFP for Transit Software
2. TRANSIT SOFTWARE RFP FINAL SCORING

APPROVED BY

Jim Inglis, Director of Housing

Date: August 29, 2023

Michael Slater, Finance Director

Date: August 31, 2023

Date: August 31, 2023

Paul Bernier, City Attorney

Date: September 05, 2023

Maureen Miller Brosnan, Mayor

Transit Software Request for Proposal

The City of Livonia, Michigan
Livonia Community Transit

June 20, 2023

Submitted by Via Mobility, LLC
(A wholly owned subsidiary of Via Transportation, Inc.)

Proprietary and Confidential Information

Please note that this document and any and all supporting documentation, appendices and attachments contain proprietary, confidential, and trade secret information of Via Mobility, LLC ("Via"), and is exempt from disclosure under the Michigan Compiled Laws ("M.C.L."), including under M.C.L. § 13(1)(f) (as trade secret, commercial, or financial information); MCL § 16.1261(13)(b) (as records containing trade secret, financial, or proprietary information); and M.C.L. § 15.243(1)(d), which prohibits the disclosure of public records if they are, in pertinent part, "records or information specifically described and exempted from disclosure by statute." As the information provided herein is confidential and trade secret, both federal and state statutes, including the Michigan Uniform Trade Secrets Act, § 445.1906, et seq., preclude its disclosure. Further, this response contains information which, if released, would constitute a clearly unwarranted invasion of individual's privacy pursuant to M.C.L. § 15.243(1)(a). We expect that the City of Livonia will protect the entire content of Via's proposal from public disclosure until the time for the public opening of bids or proposals, or if a public opening is not to be conducted, until the time for the public opening of bids or proposals, or if a public opening is not to be conducted, until the deadline for submission of bids or proposals has expired pursuant to M.C.L. § 15.243(1)(i).We request that your office maintain the confidentiality of these materials and provide Via with notice of any request for disclosure of this information prior to production by contacting compliance@ridewithvia.com.

Table of Contents

1. Company Background and Experience **4**
1.1 Company Overview 4
1.2 Business Organization 5
1.3 Prior Experience 6
2. Proposed System **7**
2.1 System Overview 7
2.2 System Setup and Configuration 10
2.2.1 ViaAlgo 10
2.3 Operations and Management/Dispatching 11
2.3.1 Real-time Performance Management 11
2.3.2. Client Profile & Eligibility Management 12
2.3.3 Service Log Management 13
2.3.4 Data and Reporting 13
2.4 Rider Access, Setup, and Booking 16
2.5 Driver Interface and Usability 19
2.6 Marketing and User Communication 19
2.6.1 Marketing and Rider Growth 19
2.6.2 Via Media Solutions (VMS) 20
2.6.3 User Communication 20
2.7 Product Roadmap 21
3. Project Team and Implementation Plan **23**
3.1 Organization Structure and Staff Description 23
3.2 Work Plan 24
3.3 Data Migration Plan 26
3.4 Training 27
4. Maintenance and Support Program **29**
5. References **31**
6. Cost Proposal **38**
Appendix **41**
A.1 Contract Exceptions 41
A.2 Staff Resumes 41
A.3 Launch Schedule 45
A.4 Via Service Level Agreement 47
A.5 Required Forms 50

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

Via Mobility, LLC
(a wholly owned subsidiary of Via Transportation, Inc.)
10 Crosby Street, Floor 2
New York, NY 10013

Subject: Request for Proposal (RFP) for Transit Software
To: City of Livonia, Michigan
Attn: Enna A. Bachelor, Purchasing Manager

Dear Ms. Bachelor,

We are excited to propose our transit software for the City of Livonia and Livonia Community Transit's (LCT) demand-response transit service. Via and Livonia share a similar vision: one where public transit highlights continual growth, individualized service and support, as well as operational efficiency. As such, we leverage our superior technology to deliver seamless operations and unmatched, robust partner support.

Via is the world's leading provider of TransitTech solutions, including microtransit, paratransit, senior transportation, and Non-Emergency Medical Transportation (NEMT). We partner with more than 650 cities and transit agencies across the globe, providing route and utilization optimizing software that improves efficiency, rider experience, and accessibility. The result is more mobility using fewer vehicles, with fewer miles traveled and fewer dollars spent.

In the pages that follow, we provide detailed information about our proposed solution for the City of Livonia. We hope this response demonstrates our enthusiasm to partner with the City and welcome any future opportunities to further discuss our proposal.

Sincerely,

DocuSigned by:
Alex Lavoie
C7652978C824421...

Authorized Corporate Officer:

Alex Lavoie
Manager
Via Transportation, Inc.
Via Mobility, LLC

Authorized Contacts:

Garrett Brinker
Partnerships, U.S.
Via Transportation, Inc.
garrett.brinker@ridewithvia.com

Daniel Lee
Strategy Associate
Via Transportation, Inc.
(888) 501-7511, ext. 4
daniel.lee@ridewithvia.com

1. Company Background and Experience

1.1 Company Overview

Via has extensive experience providing and improving demand-response services for partners by providing the best technology, paired with comprehensive and genuine partner support. We have a strong and growing presence throughout Michigan and have worked closely with a number of communities operating demand-response services on legacy software looking to evolve their transit software to the next level. In opting to switch to Via's platform, our partners see meaningful improvements in every facet of their service, including:

Operations. Riders who love the service become regular customers, meaning that we will drive both immediate and long-term ridership growth for LCT. On average, Via **increases ridership by 289%** when replacing or extending fixed-route bus service.

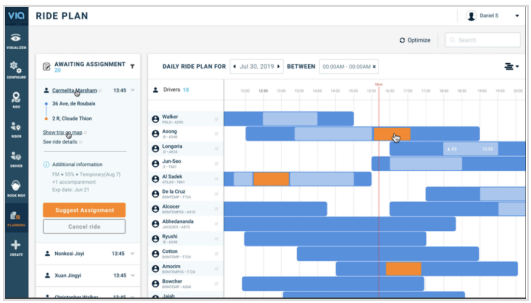
Sustainability. Riders who switch to using the Via service instead of relying on their Single-Occupancy-Vehicles (SOVs) can drive reduction in carbon emissions. In our service in Cupertino, CA, at least **73% of riders switched from SOVs** to shared rides with the introduction of this service.

Customer Experience. Riders will love LCT's service because Via makes public transit the most convenient, accessible, and reliable transportation option. Our services **reduce wait times by 63%** on average when extending or replacing a fixed route.

We strongly believe that we are best equipped to fulfill the City's needs and deliver a successful solution. Our proposal is centered on:

Best-in-class Software

Our software is designed to address all of LCT's key priorities. Our proprietary algorithms are designed to optimize ridesharing, increase vehicle utilization, reduce travel time and vehicle miles traveled (VMT), and efficiently serve riders. Our rider and driver apps are fully accessible and designed to deliver a high-quality experience allowing for the introduction of features like electronic bus passess and real-time trip visibility.



The Via Operations Console (VOC) allows operators to seamlessly manage their deployments. We provide solutions to manage rider eligibility across multiple services, a seamless analytics portal designed for reporting requirements, and a host of automated and manual tools for the scheduling and management of vehicle fleets, drivers, and trips. In addition, our technology is specifically designed to enable users to seamlessly transition from legacy systems to our more advanced platform.

Robust Partnership

Via invests in service evolution and growth for every one of our partners. Our Partner Success Manager will be the City's primary point of contact and will be fully committed to meeting all of their needs and ensuring the success of their service. Our experienced in-house Community Engagement and Marketing teams can provide guidance on launch and rider engagement strategies, public relations, creative asset development, and foster strong partnerships with community organizations. In particular, Via has a team of 40 marketing, digital advertising and design experts that specialize in transit marketing, including expertise in commuter, student, disabled, senior, and unbanked rider communities. Our teams can create high-touch outreach and in-depth explainer materials: e.g., videos, flyers, signage and user guides for LCT riders.

39% of Via riders, on average, come to the service through activity driven by Via marketing, which also influences many other riders.

1.2 Business Organization

Via has been in business for eleven years (since 2012) and we have maintained our belief that access to mobility promotes human connections, creates economic opportunity, and fosters more equitable communities. We envision a future where efficient, affordable, and sustainable transportation is available to all.

To advance this vision, we build innovative software to enable our customers to transform their legacy transportation systems into smart, data-driven, technology-enabled networks. Using our software, customers achieve a greatly enhanced level of visibility and control over their operations, simultaneously lowering operating costs and increasing quality of service.

Over the past eleven years, we have built a suite of software designed to allow cities and transit agencies to manage every aspect of public mobility. We offer solutions for microtransit, ADA paratransit, senior transportation, integrated trip planning and payment systems, electric vehicle (EV) charge management, autonomous vehicle (AV) fleet management, school bus routing, and dynamic road-usage charging (RUC). To date, **we have powered over 100 million rides around the world**.

Via also offers our partners the most advanced transportation planning, design, and fixed route scheduling software through Remix, which hundreds of cities and transit authorities use to plan,

operate, and optimize multimodal transportation systems. Via Strategies, our dedicated in-house transit planning and consulting practice, helps transit agencies, cities, operators and other clients develop and optimize multimodal transportation networks uniquely tailored to their local needs. All in all, we have deployed transit solutions in partnership with over **650 cities and transit agencies in nearly 50 countries around the world**.

Please see the table below for additional information on our company:

Additional Company Information	
Company Name	Via Mobility, LLC (a subsidiary of Via Transportation, Inc.)
Business Address	10 Crosby St, Floor 2, New York, NY 10013
Company Type	Via Transportation, Inc. is a C Corporation registered in the state of Delaware
Federal Identification	Via Transportation, Inc.: 45-5372621 Via Mobility, LLC: 30-1031498
Conflict Certification	We certify that Via Mobility, LLC does not have any actual or potential conflicts of interest with, or adversarial litigation against the City or any of its officers or employees. During the course of the contractual relationship formed pursuant to this solicitation, any such conflict of interest, whether newly arising or newly discovered, will be disclosed to the City in writing.
Pending Litigation	Via Mobility, LLC is not involved in any pending litigation that may affect our ability to provide demand-response transit software, ongoing maintenance, or support of our products and services.

1.3 Prior Experience

Via maintains a strong presence across Michigan, and our project team will be deeply familiar with the operational parameters, regulatory requirements, and other aspects of powering demand-response services in the state. For example, Via currently powers demand-responsive services in Detroit, Ann Arbor, Grand Rapids, Grand Traverse, as well as Muskegon and Leelanau Counties, and we are currently in the process of implementing five additional deployments across the state in partnership with Cadillac/Wexford Transit Authority. Accordingly, Via's team of service planners, partner success managers, and engineers are well-versed in the particularities of Michigan's public transportation landscape, regulatory environment, and best practices.

In addition, Via has extensive experience providing software systems for public transit agencies with both paratransit and microtransit services. Our software — through a single tech stack — powers more than 300,000 rides every week across various forms of transportation services for our Software-as-a-Service partners. We are excited to empower the City with the same operational flexibility and configurability that we offer our current partners.

Please refer to Section 5: References for reference contact information and case studies substantiating our qualifications to perform this project.

2. Proposed System

We are excited to leverage a combination of our best-in-class software solution and expert transportation support to help enhance mobility and access for Livonia Community Transit's demand-response service. For this project, Via proposes our **Software-as-a-Service (SaaS) solution**: a comprehensive technology system to power intuitive and user-friendly demand-response services for riders. Our technology, in tandem with our deeply involved partner support services, will help expand mobility across the city while maintaining manageable operational and administrative costs.

The Via Platform delivers an automated advanced booking and demand-response transit system, with seamless user experiences for riders, drivers, and administrators. Via's industry-leading routing and ride assignment algorithms analyze all trip requests, assign riders to the best-suited vehicle, and group passengers headed in the same direction into efficient shared rides.

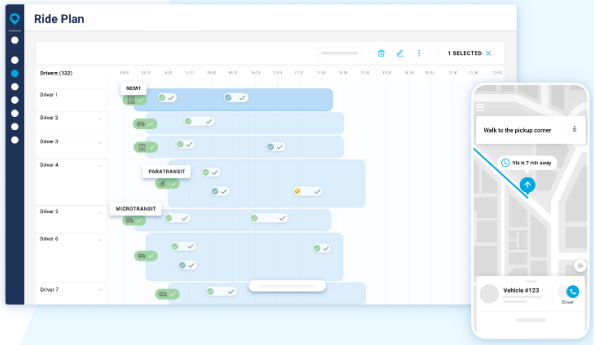
We believe that the solution we have highlighted in this proposal is sufficient to meet and exceed the needs of LCT (as well as the technical requirements and specifications listed in the RFP) to deliver a highly efficient, best-in-class demand-response service to the City of Livonia. For a select few product features listed in the RFP, we offer alternative solutions to the use-cases that the City has specified. We describe these alternatives in the following section and look forward to further discussing these features with the City to find a fully suitable solution.

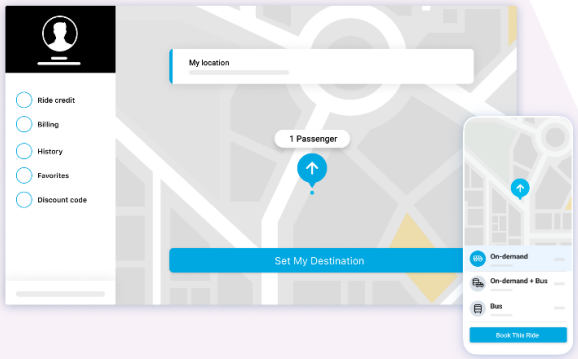
2.1 System Overview

The Via Platform comprises several integrated software modules which together deliver the world's most efficient and intuitive public mobility platform. In the sections that follow, we provide details on each of these modules and how they will power and improve the City's demand-response service.

1 Fleet routing and optimization algorithms.

Via's industry-leading routing and ride assignment algorithms analyze all trip requests, assign riders to vehicles, and group passengers traveling in the same direction into shared rides. Our technology dynamically updates routes in response to real-time demand and traffic conditions.



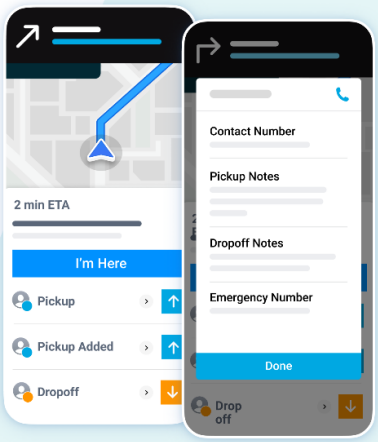


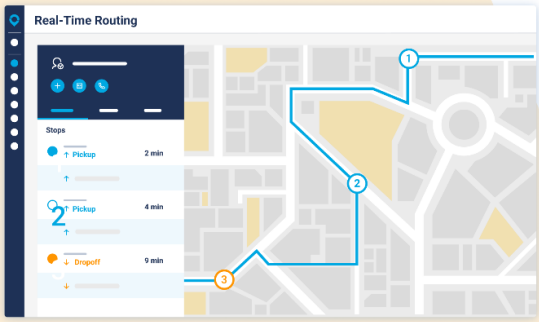
2 Rider App and web booking portal.

Via's Rider App — a mobile application available for free download on iOS and Android devices — allows customers to book pre-scheduled, on-demand, and multimodal trips, track their vehicles, pay for rides, and troubleshoot any issues. Riders without smartphones can book through a web portal, or by calling a customer service agent over the phone.

3 Driver App.

Via's Driver App provides clear visual navigation as well as spoken instructions to guide drivers from stop to stop. Drivers use the app to communicate with system administrators, dispatchers, and customers, while the app transmits live ride data back to the Via system.



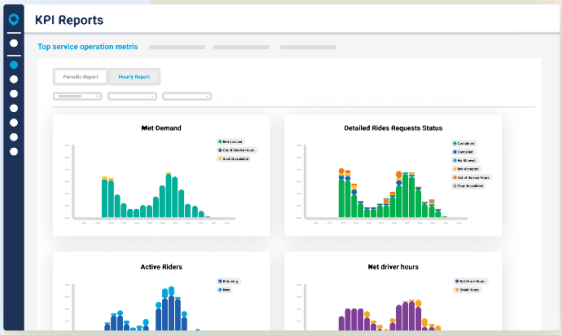


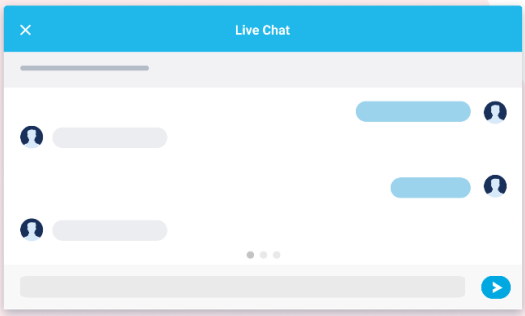
4 Via Operations Center and dispatch interface.

The Via Operations Center (VOC) is a web-based interface where administrators can monitor live operations, manage user accounts, and communicate with customers and drivers. The VOC performs a variety of functions, including checking trip details, adjusting account information, accessing operational data, and more.

5 Data analytics and reporting.

Via leverages sophisticated analytics and data visualizations tools to share operational data with our partners. This interface contains a range of data reports that can be queried and filtered for specific insights, or treated as ongoing dashboards to monitor service performance.





6 Software support and maintenance.

Via partners benefit from regular system upgrades designed to improve all of our global services. Our servers and cloud services are monitored continuously, and a technical support team is on-call 24 hours a day to immediately address issues.

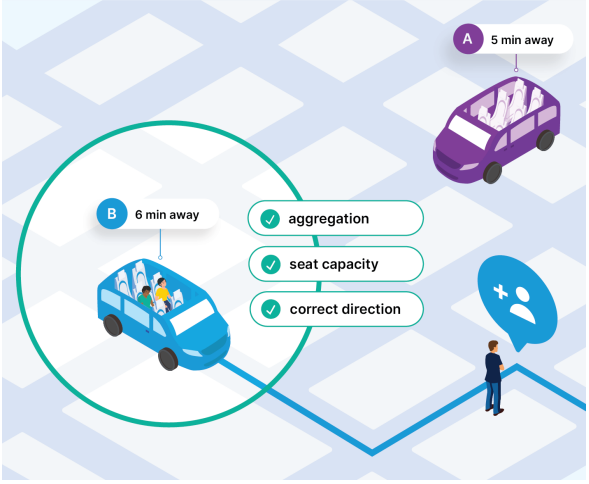
2.2 System Setup and Configuration

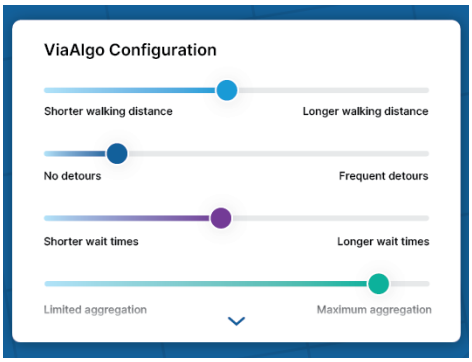
Via's system is **fully capable of configuring multiple service types, including microtransit and paratransit, on the same platform while accounting for ADA and other relevant obligations**, such as wait times for pick-up and drop-off windows. In fact, we can actually ensure increased overall fleet utilization by commingling microtransit and paratransit services, while adhering to all eligibility and service parameters of each mode. With a large, growing number of integrated specialized and microtransit services, we are the most experienced provider of commingled demand-response services. If this is of interest to the City, we would be happy to further discuss this service configuration and provide additional details.

2.2.1 ViaAlgo

Our proprietary routing, aggregation, and demand prediction algorithms are the foundation of our platform. Our software uses predictive logic to make routing decisions based on historic and real-time traffic speeds and demand data. With machine learning and artificial intelligence, our algorithms become smarter over time, continuously **optimizing pickups, drop-offs, and routing while dynamically updating riders, drivers, and administrators with real-time information.**

When a passenger requests a ride, the algorithm examines the request in relation to other riders traveling to the same general location. It then uses data leveraged from nearly 115 million trips to select the best single vehicle and virtual pickup spot and generate the most efficient route to transport the rider to their destination. The algorithms will dynamically update routes in response to real-time data related to changing traffic conditions. In deployments where customers have integrated our software with the existing public transport network, we can also provide routes to the rider that span multiple modes of transport (e.g., existing fixed route buses, metro services, and on-demand transport).





The algorithms are configurable and can be adjusted on a per deployment and per service-type level to accommodate a diverse and nuanced set of demands. For example, the maximum walking distance from the point of request to the pickup location can be modified depending on a rider's mobility requirements or a partner's preference.

2.3 Operations and Management/Dispatching

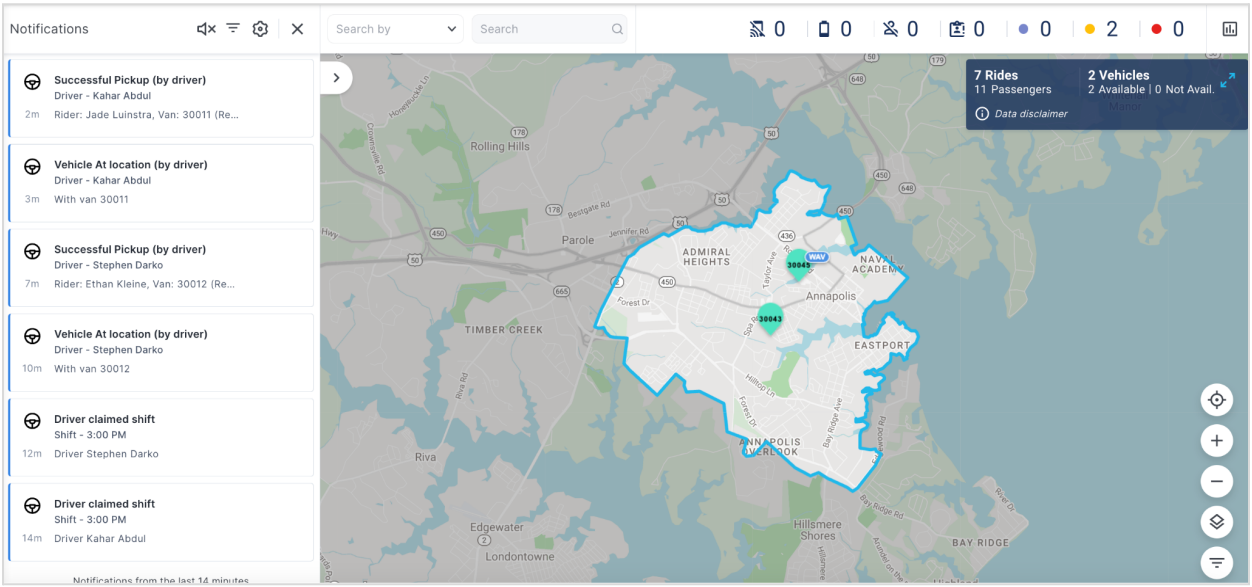
The Via Operations Center (VOC) is the central application designed to manage every aspect of an operator's daily workflow. The console features a set of sophisticated automations designed to minimize the amount of manual intervention necessary by dispatchers, while still preserving the flexibility they need to do their job. The VOC provides customers with best-in-class solutions for:

2.3.1 Real-time Performance Management

The **Via Hub** and **Ride Plan** provides LCT staff a map-based interface to monitor and control their deployment in real-time. This interface displays real-time vehicle location, vehicle load, schedule adherence, driver status, and vehicle status. Notifications alert dispatchers to pending issues giving them the option to let the software automatically resolve or to manually intervene.

Our software leverages real-time speed and location data to continuously optimize for on-time performance. If the software recognizes that a vehicle is running late to a pickup, and there is another vehicle available to reach the pickup quicker, it will automatically reassign the trip and notify the riders and drivers.

If the dispatcher wants to make a manual intervention, the tool provides a simple interface to communicate with riders and vehicle operators, access more information about a rider or trip, and adjust trip parameters as necessary. As an alternative to predetermined question and response options for communication between the dispatcher and vehicle operator, the VOC offers flexible and custom communication features that enables all necessary back-and-forth while ensuring the safety of the vehicle operator while in motion.

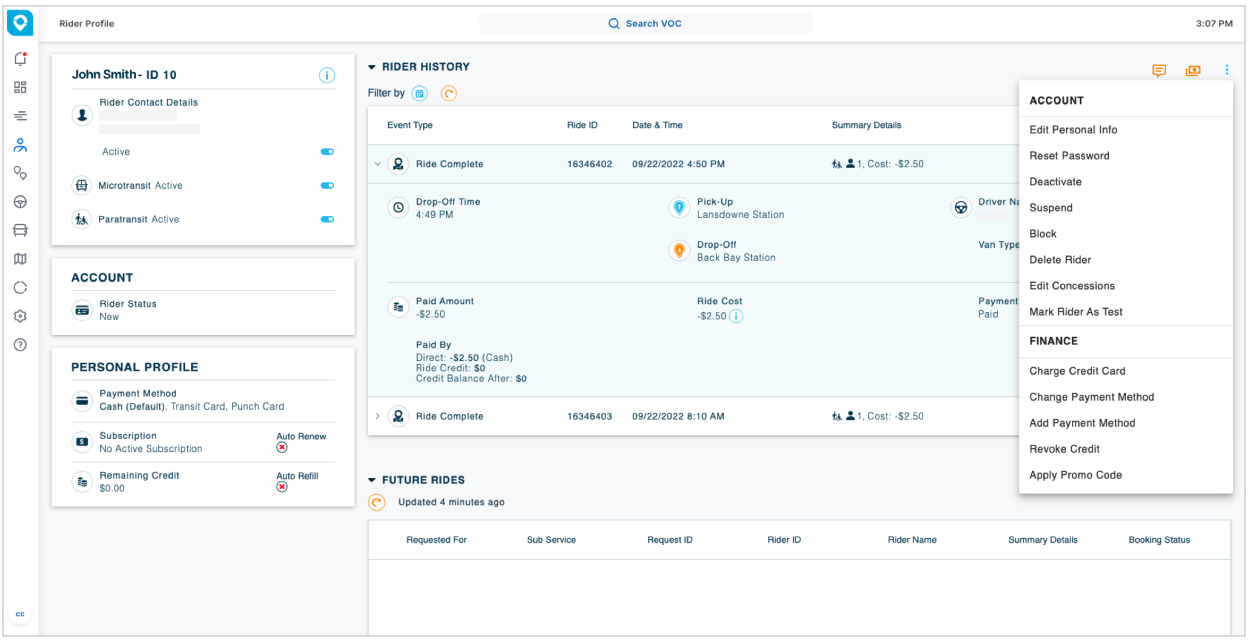


2.3.2. Client Profile & Eligibility Management

Our extensive suite of rider and fleet management features will allow administrators to manage the workflow of their operations including rider management (including manual account creation when necessary), driver management, shift scheduling, and vehicle tracking. Dispatchers can also monitor shift status, visualize shifts across dates and times, and add or edit shifts.

Client Profile Management: The VOC clearly displays rider/client profiles (called "Rider Profiles" in the Via System), each including the rider's status (active, inactive, suspended), trip history, future reserved trips, accessibility and eligibility details, mobility equipment specifications, payment and contact information, and other relevant profile data. Rider Profiles also allow administrators to see which subservices a rider is eligible for and track rider-specific accommodations or "driver notes." Authorized staff can edit information in the customer database or add relevant comments to Rider Profiles at any time.

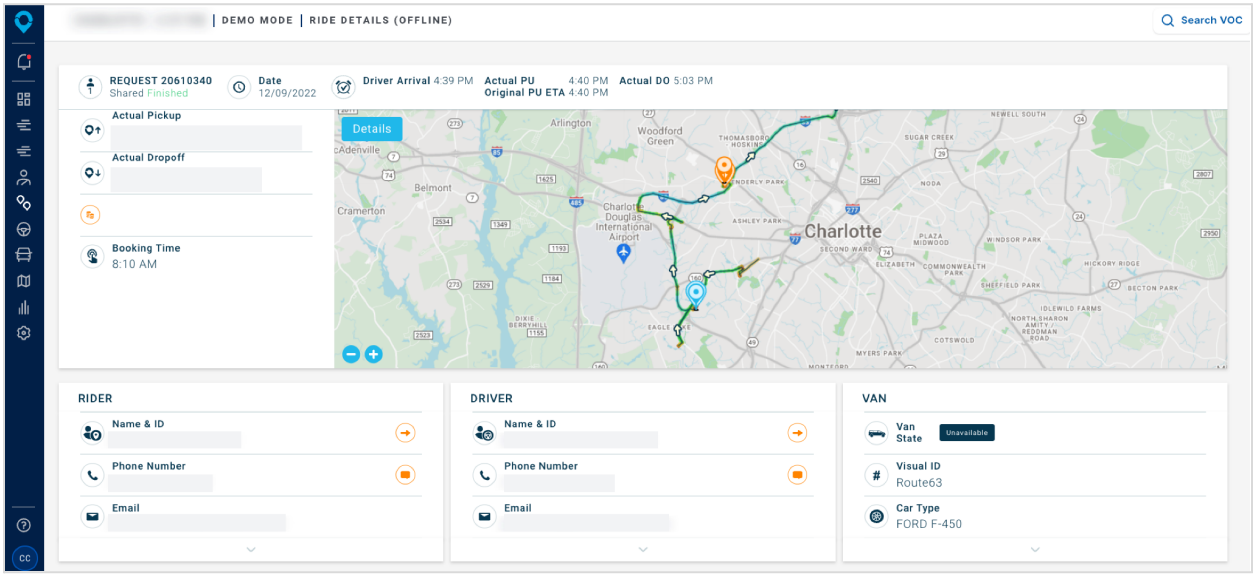
Eligibility Management: Via's eligibility management module is designed to help partners increase application certification speed and volume, reduce review costs, and provide a user-friendly and transparent application experience for riders. Via's platform provides staff with a workflow to review applications, track their status, and move applicants to the next step in the review process. Through these eligibility capabilities, riders can only request rides for which they are eligible. In addition, we are currently developing an advanced eligibility module to account for all potential eligibility use cases, which will be available at no additional cost in 2024.



Example Rider Profile in the VOC

2.3.3 Service Log Management

To enable audits and reviews of dispatching within the VOC, our system logs key actions in a searchable database. In addition, LCT administrators will have access to service replay controls through our map-based ride history visualization feature, which shows sequences for a given trip (as shown below).



2.3.4 Data and Reporting

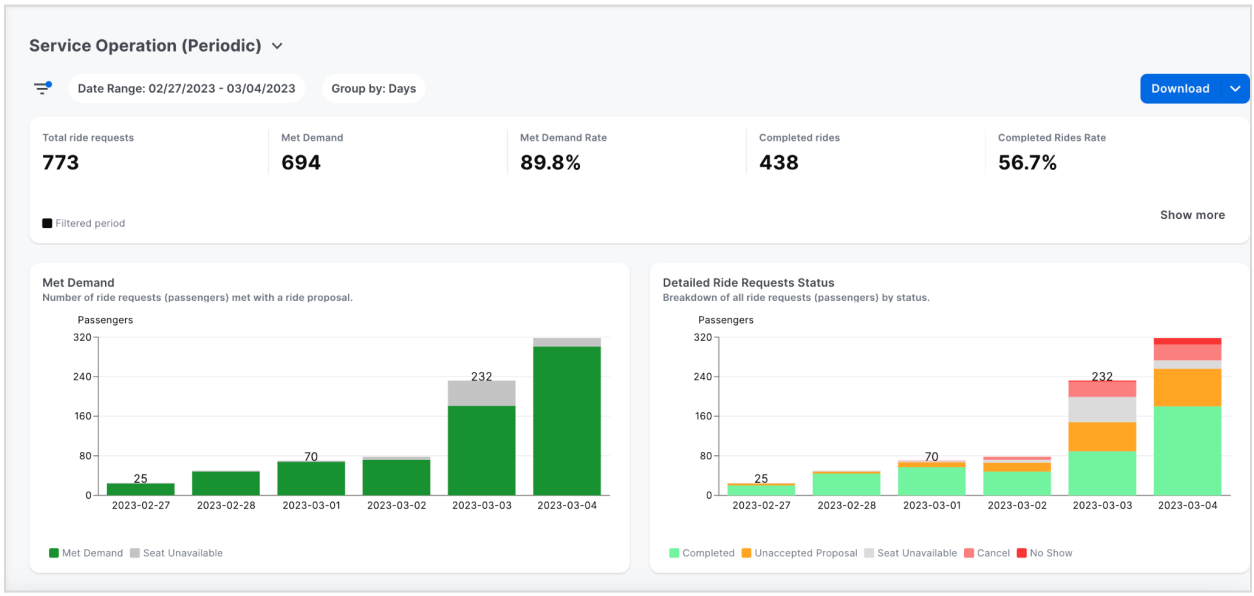
Our world-class in-house Data Science Team has developed sophisticated tools to optimize the performance of our deployments and to help inform our partners' future transportation decisions. Our data is easily exported and can be used to fulfill National Transit database (NTD), Federal Transit Administration (FTA), and Department of Transportation (DOT) reporting requirements as needed. We will leverage our direct experience powering demand-response transit services in the state of Michigan to ensure that the City can comply with reporting requirements from the State, FTA, and local governing board or municipality.

Reporting is accessed through two interfaces: **Service KPI Dashboards** and **Data Generator Reports**. If desired, we can also provide the City access to raw data using our Direct Data Access solution which provides a machine-to-machine connection to data tables.

Service KPI Dashboards

These dashboards function as the central view for service analysis and management. Through this interface, partners can organize and visualize the thousands of data points our system collects every minute based on their unique needs and concerns, and leverage our filtering and grouping tools to generate reports that range from neat and simple to highly complex. These reports ensure that partners understand core service indicators, such as total ridership and on-time performance, and can make data-driven changes to service parameters such as maximum wait time, fleet size,

and/or vehicle supply throughout the day. Further, these tools allow partners to easily measure the efficacy of marketing campaigns and rider engagement strategies to understand what is drawing and keeping riders on the service.



Data Generator

The Data Generator provides more than a dozen raw data tables that will allow the City to conduct original, granular performance analyses. Staff will be able to organize tables for a detailed view of rider and/or driver activity, trip cost, vehicle information, and more, and pull data for any time period. Further, staff can easily export this data into any data analysis software, such as Microsoft Power BI, to conduct original analysis and create reports that incorporate additional datasets to investigate questions of specific interest. This will enable the City to gain an understanding of the impact of the service on broader trends, such as the impact on access to jobs or healthcare or a reduction in the use of single occupancy vehicles.

Ride Requests

Date: 05/16/2023 - 05/16/2023 | Request Sessionization: Hide Unsessionized Data | Large downloads | Download

Request Creation Date	Request Creation Time	Session ID	Request ID	Request Status	Rider ID	Driver ID
2023-05-16	2023-05-16 15:01:34	33170460	33170460	Completed	3782	30045
2023-05-16	2023-05-16 15:03:33	33170646	33170646	No Show	6422	30045
2023-05-16	2023-05-16 15:05:56	33170857	33170857	Completed	936	30043
2023-05-16	2023-05-16 15:19:00	33171898	33171898	Completed	5314	30038
2023-05-16	2023-05-16 15:20:26	33172002	33172002	Unaccepted Proposal	3762	
2023-05-16	2023-05-16 15:27:26	33172628	33172628	Unaccepted Proposal	5429	
2023-05-16	2023-05-16 15:39:42	33174033	33174033	Unaccepted Proposal	6264	
2023-05-16	2023-05-16 15:41:15	33174123	33174123	Unaccepted Proposal	5983	
2023-05-16	2023-05-16 15:43:25	33174282	33174282	Completed	7102	30043
2023-05-16	2023-05-16 15:44:40	33174353	33174353	Cancel	4637	30038

10 Items per page 1 - 10 of 93 items

1 2 3 4 5 ... 10

Regulatory Reports

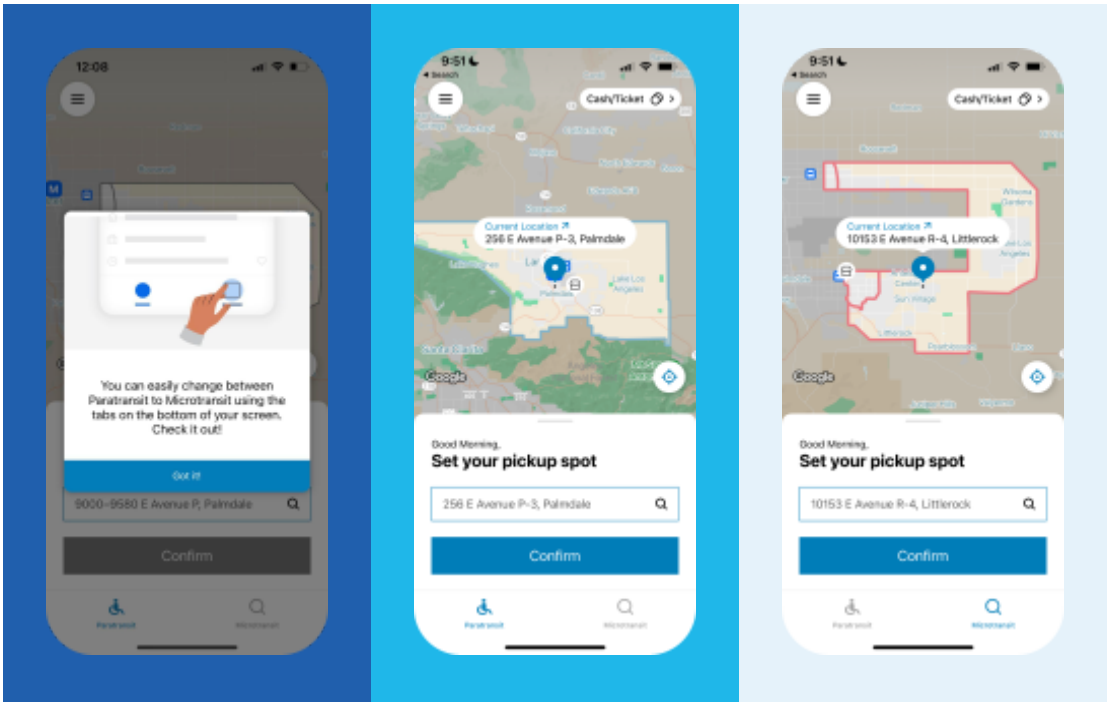
Through the various tools in our reporting suite, we provide our partners with stress-free compliance reporting. As a contractor to numerous recipients and subrecipients of FTA funding, Via understands the importance of federally-mandated reports and the time-intensive process for generating accurate data in all required formats. To minimize compliance reporting and allow our partners to focus on service delivery, we offer the City pre-built dashboards for FTA and NTD reporting purposes. Based on the service type, funding type, size, or any other contributing factor, our reporting suite will auto-generate all required data fields that LCT may be asked to report over the course of the year. With this information, our system automatically populates these reports with the required service-related data on a monthly and/or annual basis, providing the City with a complete package to directly report to the FTA or other regulators.

In addition to our pre-built reports and on-demand data generation functionalities within the VOC, we offer Direct Data Access (DDA) solutions that can provide the City with raw service data to process using their own means. Please note that this add-on feature will come at additional cost.

2.4 Rider Access, Setup, and Booking

For this project, we will configure a Livonia-branded Rider App that is compliant with WCAG 2.1 standards and is available for free download in both the iOS Apple and Android Google Play stores. For those without smartphone access, we will provide our configured web portal, which enables users all the same functionalities as the Rider App on any modern browser. For individuals without smartphones or internet access, or for those who simply prefer additional assistance over the phone, Via's system allows riders to book rides by calling a customer support representative.

Via's simple and customer-friendly Rider App has been downloaded by millions of passengers worldwide and consistently receives glowing reviews. For LCT's transitioned service, riders will be able to easily toggle between different modes of demand-response trips and make requests for the service(s) that they are eligible for (as shown below). Riders can also make minor changes to their booked rides.



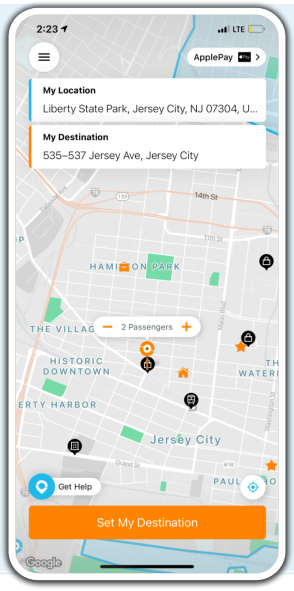
A. Rider Registration

A new rider creates an account by entering required contact information, followed by optional information about their preferred payment methods and accessibility needs. Riders can also call a customer support representative to create an account over the phone. Furthermore, riders can continue to make changes to their profile on their own through the Rider App.

B. Pickup and Drop-off Location

Once riders have created an account, upon opening the app riders will clearly see the geofenced zone(s) in which service is offered and will be invited to set a pickup location. They can then select their desired dropoff location using the following methods:

1. **Riders can type actual addresses** into the map search bar at the top of the app screen and select from the search results.
2. **Riders can scroll across the map**, zoom in on particular locations, and drop a pin.
3. **Riders can choose from a dynamically updated "Recents" list** containing recently-used locations and saved, customizable "Favorites" that appear below the search bar.
4. **Riders can tap on a Point of Interest (POI)** on the map, such as a transit hub, hospital, grocery store, library, or other location, or bring up a list of POIs to select from.

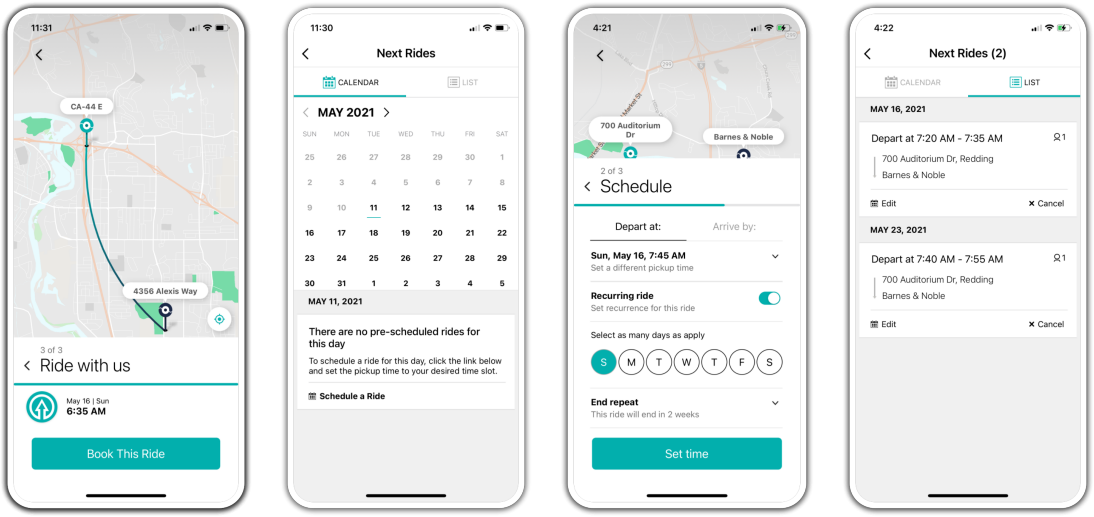


Both paratransit and microtransit riders will also have the option to indicate other specifics prior to booking, such as the need for a wheelchair accessible vehicle (WAV), boarding assistance, or a bike rack. Our algorithm will take into account these requests to send a properly equipped vehicle.

Riders can pay for their trips directly through the app using a variety of payment methods depending on the partner's preference such as credit or debit cards, subscription passes, digital transit passes, cash cards, or vouchers. The system can also be configured to allow for cash payment for riders who are unbanked.

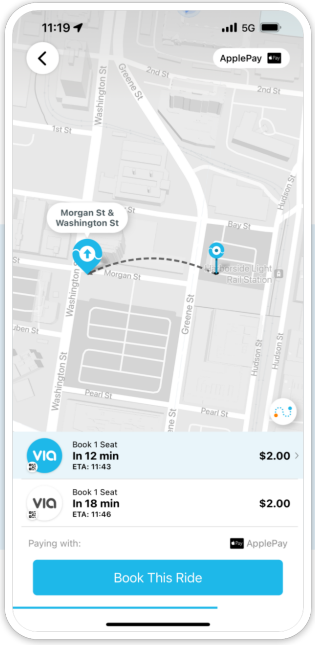
C. Pre-Scheduled Trip Proposal

To book a pre-scheduled trip, riders input their requested trip date, and whether they would like to be picked up or dropped off by their requested time. If the rider wishes to book a recurring trip — for example, every weekday, every Tuesday and Thursday, etc. — they can easily do so with the "Recurring ride" toggle. After inputting their preferences, the rider receives a trip proposal and can tap the "book ride" button to confirm. This flow is shown below.



D. Demand Response Trip Proposal

Once a rider completes a trip request, the Via algorithm performs thousands of calculations to match the request with available seats across the fleet, assigning the rider to a vehicle for a convenient personal trip that also optimizes for efficiency across the entire service.



The rider may receive multiple trip proposals, each containing the following:

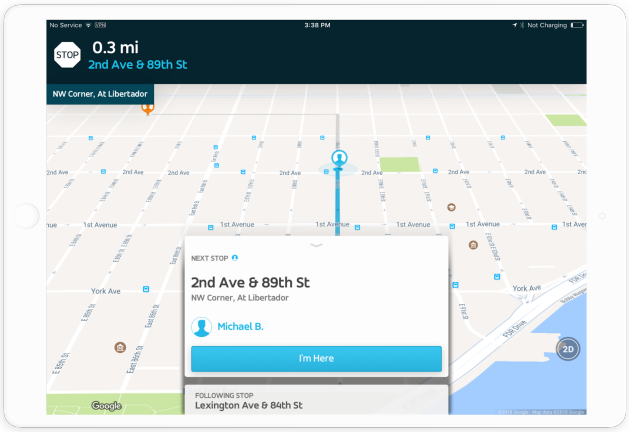
1. The vehicle's estimated time of arrival (ETA) at the pickup location
2. The pickup and drop-off addresses
3. The trip fare (if applicable)
4. The estimated drop-off time

Once presented with potential rides, the customer will select an option and tap the "Book A Seat" button to confirm their ride.

E. Inbound Interactive Voice Response (IVR)

While the Via platform provides a number of unique rider engagement tools and communication options, we recognize the importance of delivering accessible communication features like interactive voice response (IVR). Via has partnered with Twilio to enable communications and trip booking through a comprehensive IVR solution. We are currently working to significantly improve our IVR solution to vastly improve the user experience, and this new update will be available in 2024 at no additional cost. In our various other comparable deployments, we have found that many of our regular Rider App users have been able to fully access services through our various accessibility features.

2.5 Driver Interface and Usability



Our driver application has been developed to make drivers' jobs safer and easier. The app provides a single interface that tracks vehicles using GPS (in lieu of an external Automatic Vehicle Location system) and provides drivers access to information they need before, during, and after their shifts. This includes turn-by-turn navigation, a dynamically updated rider manifest, automated notifications, and "one click" task acknowledgements. If a rider is added to a vehicle's trip, the Driver App will automatically update and reflect to navigate the operator to the new route and pick-up/drop-off points. Real-time location data from the rider and driver apps feeds back into our algorithms, allowing for dynamic optimization of routing and trip assignments.

In-Vehicle Hardware

Via's Driver App is compatible with most modern tablets or smartphones and can easily be installed on any Android or iOS device from the Google Play or Apple App Store. We understand that LCT will utilize their existing in-vehicle hardware. For the City's convenience, if it is ever of interest, we would be happy to provide pricing for our own hardware and mounting equipment.

2.6 Marketing and User Communication

2.6.1 Marketing and Rider Growth

Via's 20+ person in-house Rider Growth team — including marketing, creative, and community engagement experts — specializes in all facets of innovative transit marketing and has driven over one hundred million rides in more than 200 services. Our partners benefit from ongoing, accumulated testing and learnings across many markets, as well as a centralized approach that avoids the frustrations of multiple marketing teams, agencies, and fees.

Via also has extensive experience conducting community outreach and soliciting feedback to ensure that riders with the highest barriers to entry are ready to ride within weeks of launch. Outside of our traditional marketing process, we would be happy to provide Livonia with community-engagement services to emphasize the consistency, safety, and ease of use of their demand-response program.

Via's community outreach efforts have driven success for demand-response partners across key metrics like ride-booking rates, Rider App adoption, and support interactions. For example, in our paratransit service with Hampton Roads Transit, app bookings have increased nearly 4x since our app adoption campaign.

2.6.2 Via Media Solutions (VMS)

Via offers comprehensive marketing tools and support at no additional cost to ensure a successful launch and service growth for our partners. In addition to our standard marketing services, Via works with our partners around the world to design and implement advertising solutions using our marketing communication tools. Via Media Solutions (VMS) is a proprietary, fully modular service that will seamlessly integrate with the City's services. VMS is a configurable part of Via's offering to create an additional source of funding for the service, which we will provide at no additional cost. Via can equip any fleet with digital and/or physical advertising channels to generate additional revenue and offset service costs. Below are our most relevant media and advertising solutions, please note that these solutions are dependent on compatibility with the type of vehicles the City utilizes in their fleet.

Rooftop Screens

High-quality LCD or LED external screens that dynamically adjust content based on various real-time factors, such as time, weather, or location.

In-vehicle Screens

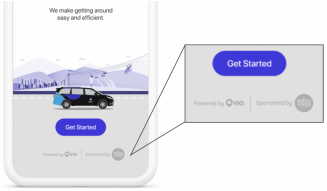
Screens embedded into vehicle headrests that display a mix of local infotainment, ads, and content.

Partial Wraps

Display long-term ad campaigns on the fleet's exterior. These advertising wraps are designed so that they fit with the fleet branding.

In-app

Innovative ways to display sponsor messages natively, within the Rider App without affecting the user experience.

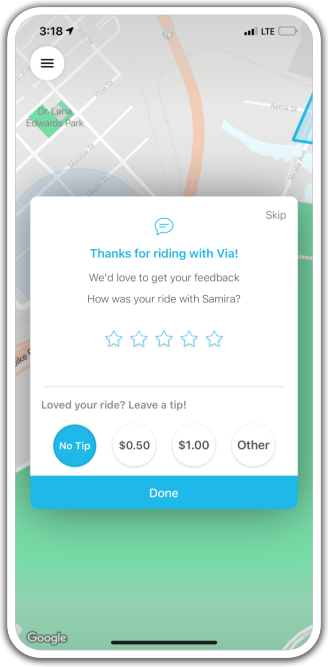


During the launch process, we will work closely with the City to understand their specific interest in microtransit advertising and build a media solution tailored around their needs and preferences. If it is of interest, we would be happy to provide an estimate of the revenue that this service could generate for the City. We look forward to further discussing the City's specific needs when it comes to fleet advertising.

2.6.3 User Communication

Riders are able to provide real-time and post-trip feedback. A rider who requires immediate support can simply reply to the SMS message received when the vehicle is two minutes away, or

the message received when the vehicle reaches the pickup point. The rider's message immediately appears in the Via Operations Center's live view, giving dispatchers the opportunity to resolve any issues using a set of configurable, pre-written responses or custom messages. Phone support is also available.



After a trip, riders can reply to the same SMS messages or they can email service administrators. Additionally, after every trip, riders can assign a rating to their experience and choose from a menu of configurable, pre-selected descriptions correlated to the star rating (or manually input additional detail).

Precise feedback will provide insight into rider preferences, not only enabling dispatchers to respond to particular issues, but also suggesting how the service model itself could be improved. Additionally, custom rider surveys can be deployed to understand specific and recurring rider concerns and gather qualitative data.

2.7 Product Roadmap

Via is focused on creating more integrated, multimodal, accessible, and sustainable transit networks by continuing to innovate on the design, capabilities, and comprehensiveness of our software platform and providing it to more communities all over the world. We also continually deploy new enhancements and developments in our software for our existing partners, regularly building out new features in direct response to our on-the-ground experience and feedback from passengers, drivers, dispatchers, and administrators. A selection of considered product enhancements can be found below. Please note this is an indicative roadmap; as an agile software developer, our priority product features and timelines for development may change:

Stage	Rider App	Driver App	Via Operation Center
In development	• Personalized subscription passes • Enhanced verification flow • Comprehensive passenger eligibility management • Pause ride subscription functionality	• Redesigned Driver App menu • Ability to add relevant info: rider travel reason, early no show with configurable reasons	• Partner-specific branding with back-end tools • Displaying estimated demand within the Ride Plan • Agent-to-agent messaging within the VOC • Multi-vendor supply management • Improving user management controls with role configurations

In consideration for the next calendar year	• Allow for multi use case and efficiency, for example: ○ Rider account management improvement ○ Transit network integration	• Allow for greater driver control, for example: ○ Functionality for vehicle registration, inspections, accident reporting, and more	• Allow for greater operator management ○ Notification segmentation and task management ○ Updating the VOC landing page with access to the most important KPIs and insights
Planned for the next 3 years	• Allow for greater rider visibility, for example: ○ Customization of Mobility as a Service (MaaS) app – "search by line" functionality for bus and/or train routes ○ Feedback by trip leg	• Allow for greater driver control, for example: ○ Driver ability to change passenger count ○ Driver ability to see Next Planned Shift in app ○ Driver feedback - provide about ride and rider	• Allow for greater operator management ○ Sorting the Ride Plan – custom grouping by vehicle, per vendor, and more

Via's product roadmap over the next 6-12 months already includes more than 50 product upgrades and new features. The majority of these are subtle improvements that will automatically be implemented within all instances of the Via System for our public transit partners. Major product enhancements, such as those in the table above, will be communicated to the Agency prior to implementation, with the opportunity to thoroughly discuss all the new features and workflows. We would also be happy to offer additional training to help administrators, staff, and drivers (if applicable) learn to use new features, if necessary. Via's baseline solution, and each product upgrade, will continue to be supported over the duration of our partnership with the Agency.

Our partners always have the ability to communicate feedback and service requests to the Partner Success Manager / Via project team on an ongoing basis, over the entire course of each partnership. We take feedback and requests from all our partners seriously; many of our enhancements have come as a result of conversations with our partners (and in some cases, our passengers). Partners are not charged for upgrades, which are applied to systems automatically. At a high level, the top priorities we consider when pursuing enhancements / upgrades are:

1. Upgrades that enhance system stability and security; and
2. Upgrades and enhancements that will benefit multiple systems / services and partnerships or are system- or partner-specific.

3. Project Team and Implementation Plan

3.1 Organization Structure and Staff Description

Via's dedicated Livonia Project Team will manage, supervise, and advise on every aspect of service design and delivery, leveraging their experience launching and optimizing other Via services around the world.

Below, we include an overview of team member roles and an organizational chart. We have included resumes for key personnel in the Appendix.

Contract: Our in-house team of service design experts and consultants will work closely with the City to finalize project goals, key KPIs, and service design as well as manage the contracting process.

Launch: Our launch team will work closely with LCT staff to oversee the full end-to-end implementation of VIa's software and the training of relevant personnel.

Partner Success: Partner Success will be the day-to-day partner of the LCT team, orchestrating business review meetings, continuously monitoring service performance, and driving iterative improvements. Max Fisher, Livonia's dedicated Partner Success Manager, will be highly available to the City during regular business hours and remain dedicated to the service for the life of our partnership.

Expert Support: LCT's service will be supported by Fred Dintenfass, Via's Vice President of Rider Growth, and Tess Gebretensai, our Community Engagement Lead, who will ensure ongoing service growth, a smooth transition for paratransit riders, and strong partnerships with local community organizations.

3.2 Work Plan

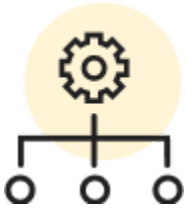
Via is committed to launching a successful service according to the City's timeline of launching by December 30, 2023. We have a 12-week launch process that is efficient, thorough, and proven (please refer to the Appendix for a sample launch schedule). While some providers may offer to implement their services in a shorter time, Via is fully aware of the complexities and risks of transitioning from legacy software like Routematch. Our Launch Team has fully developed processes specifically to facilitate this transition and will spend the time necessary to ensure a smooth and successful transition.

Via's system implementation process includes several stages that are designed to ensure both a successful launch as well as service design that supports LCT's long-term goals for the service:

Service Planning and Design: Each community has unique goals and passenger needs, so our launch process is anchored around a collaborative input gathering stage that includes simulation studies, a review of the project's technical requirements, and alignment on performance and reporting goals. The result is a service design plan that is completely customized to suit Livonia's

needs, and which allows Via's implementation specialists to configure the Via system according to the City's service goals.

Testing and Training: In advance of launch, Via's launch team will install Via's Driver App on the LCT's hardware devices, test with drivers in vehicles, and conduct training workshops for LCT staff to ensure they are comfortable using Via's software from day one. Via's Community Engagement team will also support the City's pre-launch community outreach and marketing efforts to ensure passengers are aware of the service transition.



In-Person Launch Support: We understand how challenging it can be to switch software providers, and we also recognize the importance of face to face conversations to facilitate trust in the new system. **Via is pleased to commit to on-the-ground training and support for LCT staff** during the immediate launch period from hand-picked Via staff members who are experts at migrating services over from Routematch. This in-person support will be supplemented by our robust partner support team, including a dedicated Partner Support Manager and 24/7 technical support.

In the initial launch phases, we will continue to scope the City's specific needs and we can gladly adjust our schedule should the City desire a modified implementation timeline. We look forward to discussing the program's launch in further detail.

3.3 Data Migration Plan

As part of our launch process, we will migrate all data from Livonia's Routematch system into Via's platform in order to enable access through the VOC for report and data generation. Via has proven expertise in managing complex migrations from Routematch and other platforms for other transportation providers, including:

Routematch Migrations:

- Peterborough, Ontario
- Charlotte Area Transit System, NC
- Intercity Transit, WA
- Mountain Line, Montana
- Flathead County, Montana
- Tyler Transit, TX
- St. John's, Newfoundland and Labrador
- Baldwin County, Alabama
- Shasta County, California
- Richland County, Montana

Other Platform Migrations:

- King County Metro (Seattle, WA)
- Sacramento Regional Transit District (Sacramento, CA)
- Harvard University (Cambridge, MA)
- Northeastern University (Boston, MA)
- Green Bay Metro (Green Bay, WI)
- Eastern Contra Costa Transit Authority / Tri Delta Transit (Eastern Contra Costa County, CA)
- Norwalk Transit District (Norwalk, CT)

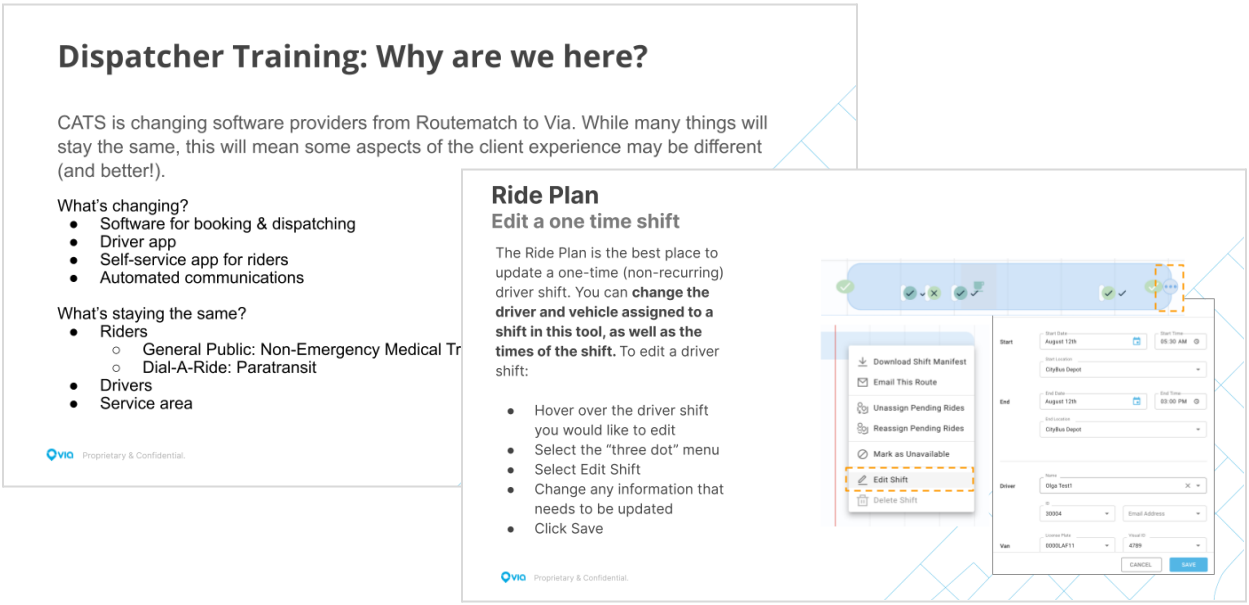
For a seamless transition from their legacy paratransit service, we can import existing data from the City's existing Routematch databases into our system. Via's in-house Data Science team will work directly with staff to conduct the following four-step data migration process:

- **Step 1 - Knowledge sharing & data scoping.** Perform extensive data scoping to assess existing data sets, and the project data needs to determine what data needs to be migrated.
- **Step 2 - Data evaluation.** Evaluate data formatting, speed of data import, and the need for additional data fields and product features to support the migration.
- **Step 3 - Initial data migration, quality assurance (QA), and validation.** Upload an initial data set, and perform extensive QA to evaluate the success of the migration and confirm system readiness for bulk upload. Our team will also perform data validation to ensure the data makes sense (e.g., the geographic location of pickup locations).
- **Step 4 - Full migration, QA, validation, and field testing.** Upload the entire data set, perform QA and validation, as well as extensive live field testing.

This process will ensure a successful migration of data to the Via Platform, and enable us to convert the City's service with minimal disruptions.

3.4 Training

Via has trained **tens of thousands of system users and drivers** across our global deployments. Leveraging this experience, we will develop a customized hands-on training program to ensure that all relevant personnel — including drivers, customer support representatives, and administrative staff — are equipped to use the Via platform and operate the service successfully. We will supplement the live training workshops with a suite of written training documents tailored to the City's needs.



Sessions will consist of a combination of "classroom" and "hands-on" training and Via will provide all software necessary and electronic copies of product software manuals. We can train as many employees as LCT deems appropriate, and we can conform our training program to align with any unique training needs, such as splitting up or combining dispatch training, depending on the City's preference.

Training Introduction Workshop:
High-level overviews of the Rider App, Driver App, and administrative tools

Overall Systems Training:
Workshops for using the Via Operations Center, Driver App and Rider App

Paratransit Scheduling and Dispatch Training (3 sessions):
Detailed workshops for schedulers and dispatchers who are taking reservations, preparing pre-scheduled manifests, and monitoring and managing day of service operations

Advanced Administrative Tools:
Training for advanced administrative functions, such as inputting road closures and adjusting operational settings / configurations

Data and Reporting Training:
Workshops for understanding and leveraging the data through our various dashboards, reports, S3 bucket, and best practices for marketing and growing the service

Driver Training:
Workshop to train both paratransit and microtransit drivers, can be broken up into multiple sessions to accommodate driver schedules if necessary

Rider-Centric Tools Training:
Workshops focused on usage of rider centric tools so that staff can help driver adoption and support rider community questions and needs

In addition, our dedicated Partner Success Manager will provide additional follow-up resources and refresher training at any time upon the City's request. We look forward to further discussing our training offerings with the City to best understand and meet their needs.

4. Maintenance and Support Program

Our Service Maintenance Program is designed to provide partners with all the support they will need, not just to ensure successful day-to-day operations, but also to grow ridership, improve the overall efficiency of the service, and secure additional funding to support service expansions.

- **Dedicated Partner Success Manager:** The cornerstone of our Service Maintenance Program is Via's dedicated Partner Success Manager for Livonia, Max Fisher. Max will be LCT's key point of contact for the life of the service, providing core support and coordinating the activities of additional Via teams who will contribute to the growth and success of the service. In addition, the City will have the support of Via's other dedicated teams, including Marketing, Rider Growth, and our in-house consulting team, Via Strategies (we would be happy to provide additional information upon the City's request).

- **Technical Support:** Via will provide 24/7 web and telephone-based technical assistance to the City via our technical support platform. A rotating team of support engineers is on call at all times to provide direct remote support and resolve any problems that may arise. Further, all servers and cloud services dedicated to this deployment will be monitored continuously. The Via System is highly available, delivering 99.9% uptime (please refer to the Appendix for our Service Level Agreement [SLA]).

Incidents are escalated to our 24/7 technical team using a predefined alert protocol, which instantly notifies the on-call member of the team. The technical team member will immediately examine the issue to begin the process of issue resolution and resource allocation. All issues will be resolved based on their level of severity and associated response times, and Via will provide the City with regular status updates on resolution. While uncommon, our team can also provide on-site support, facilitated by the PSM, whenever necessary. For self support, staff will also have access to a database of system knowledge and frequently asked questions.

- **Ongoing Product Upgrades:** Across the life of the service, and at no additional charge, Via will continuously improve our software platform to provide improved efficiency and new product features, based on lessons learned across all of our global deployments. Since Via's operator tools are cloud-based, they are continuously upgraded on a regular basis with new functionality, with no downtime or installation required. This means that the City will always benefit from Via's ongoing research and development efforts in the form of always up-to-date software. In addition, we look forward to considering the City's input (communicated through the PSM) to potentially incorporate feedback into new product releases.

Via's community outreach efforts have driven success for paratransit partners across key metrics like ride-booking rates, Rider App adoption, and support interactions. For example, in our paratransit service with Hampton Roads Transit, app bookings have increased nearly 4x since our app adoption campaign.

- **Data Security:** Via follows proven practices for ensuring the security, privacy, and integrity of data in the Via system. All security practices are informed by Via's comprehensive Information Security Management System ("ISMS"), which establishes guidelines for protecting the privacy of non-public information, safeguarding the accuracy of all data, and maintaining the availability of systems that are vital to the operations of Via and our partners.

  Via has developed all ISMS policies in accordance with ISO 27001 — an international standard for information risk management — and has received full ISO 27001 certification. The ISMS also reflects cybersecurity practices outlined in the CIS Critical Security Controls ("CSC"), a globally recognized guide for following best practices around data protection. Via complies with all applicable data protection laws in the geographies in which we operate and all regulatory requirements agreed upon with our partners. We would be happy to share our full data privacy policy with the City upon request.

  By following ISO 27001 and CSC standards, Via incorporates proven practices to:
  - Minimize risk associated with a computer or network intrusion;
  - Allocate time and resources necessary to maintain the confidentiality, integrity and availability of information systems; and
  - Direct resources required to comply with internal and external compliance or audit requirements.

- **Grants and Funding Support:** Via's in-house team of grants and funding experts can work directly with the City, as well as with neighboring partner entities, community foundations, or non-profits, to develop grant applications, pursue sponsorships from local businesses, and other initiatives to generate additional funding for the City. We have helped partners around the world access these fundraising channels and would be happy to provide strategic and executional support for the City's service.

For instance, Via partnered with Baldwin County, Alabama to develop a winning proposal to the 2019 FTA Integrated Mobility Innovation (IMI) Program. Baldwin County Commission **secured $261,000** to create an on-demand rural transit network tailored to increase access to jobs, schools, and health care appointments.

5. References

Via's software solution and comprehensive support are unmatched, delivering everything needed for transitioning the City's demand-response transit from legacy technology and implementing a high quality and operationally efficient service. As proof that our platform is the best solution for the City of Livonia, we offer the contact information of three current partners, as well as one former, that have scopes of work that are comparable to that of this project.

We hope that hearing from our partner agencies will solidify the City's understanding of the success of our technology and support in powering their demand-response service. In addition, please find detailed case studies for our services with project summaries of services provided, service outcomes, and core metrics, as well as a letter of support from our former partner, IndyGo.

Partner	Contact and Service Information
Charlotte Area Transit System (CATS) (Charlotte, NC)	**Contact name and title**: Jeffrey McClellan, Paratransit Supervisor **Address:** 600 East 4th Street, Charlotte, North Carolina 28202 **Direct Phone number**: (704) 336-7600 **Email address**: jeffrey.mcclellan@charlottenc.gov **Length of Relationship:** 1 year **Software System Provided:** Paratransit SaaS
Mountain Line (Missoula, MT)	**Contact name and title**: Jennifer Sweten, Director of Operations **Address:** 1221 Shakespeare St, Missoula, Montana 59802 **Direct Phone number**: (406) 215-2465 **Email address**: jsweten@mountainline.com **Length of Relationship:** 1 year **Software System Provided:** Microtransit and Paratransit SaaS
Shasta Regional Transit Agency (SRTA) (Redding, CA)	**Contact name and title**: Sean Tiedgen, Senior Transportation Planner **Address:** 1255 East St, Ste 202, Redding, California 96001 **Direct Phone number**: (530) 262-6185 **Email address**: stiedgen@srta.ca.gov **Length of Relationship:** 2.5 years **Software System Provided:** Microtransit, Paratransit, NEMT SaaS
IndyGo (Indianapolis, IN)	**Contact name and title**: Michael Roth, Senior Director Mobility Solutions & Interim Deputy Chief Transportation Officer **Address:** 1501 West Washington Street; Indianapolis, Indiana 46222 **Direct Phone number**: (317) 614-9208 **Email address**: mroth@indygo.net **Length of Relationship:** 2 years (former partner) **Software System Provided:** Turnkey Microtransit Services

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

STATEMENT OF QUALIFICATIONS
PROJECT REFERENCES

List similar projects completed within the last (5) years:

Project Title: Paratransit for Charlotte Area Transit System

Client: Charlotte Area Transit System (CATS) (Charlotte, NC)

Contact Person: Jeffrey McClellan Phone: (704) 336-7600

Contract Amount: $289,000

Start Date: May 2022 Completion Date: June 2026

Project Description: We worked with CATS to transition their legacy Routematch paratransit service to the Via Platform, including all technical implementations, data migrations, and staff training. Using our technology, CATS set a record for on-time performance, while greatly minimizing the need for dispatcher scheduling and intervention throughout service hours.

Project Title: Microtransit and Paratransit for Mountain Line

Client: Mountain Line (Missoula, MT)

Contact Person: Jennifer Sweten Phone: (406) 215-2465

Contract Amount: $335,700

Start Date: November 2021 Completion Date: November 2026

Project Description: Via migrated over 830 Mountain Line rider accounts to launch an upgraded, commingled mobility service for both ADA and non-ADA trips. The Via Platform enabled Mountain Line to greatly increase service efficiency, while also offering a higher quality of service to riders.

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

STATEMENT OF QUALIFICATIONS
PROJECT REFERENCES

Project Title: Microtransit, Paratransit, and NEMT for Shasta Regional Regional Transit Agency

Client: Shasta Regional Regional Transit Agency (SRTA) (Redding, CA)

Contact Person: Sean Tiedgen Phone: (530) 262-6185

Contract Amount: $201,900

Start Date: October 2020 Completion Date: June 2024

Project Description: The Via Platform enabled SRTA to replace their Routematch system and consolidate disjointed systems into one service. The Agency can now offer a growing ridership base high quality service across their large service area.

Project Title: Turnkey Microtransit Services for IndyGo

Client: IndyGo (Indianapolis, IN)

Contact Person: Michael Roth Phone: (317) 614-9208

Contract Amount: $1,380,000

Start Date: December 2021 Completion Date: April 2023

Project Description: Via launched IndyGo's first ever microtransit pilot, aimed at complementing their existing fixed-route network. The pilot was a success, with continually growing ridership, high rates of satisfaction, and high quality and efficient service.

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

STATEMENT OF QUALIFICATIONS
PROJECT REFERENCES

Project Title: _____

Client: _____

Contact Person:_____Phone:_____

Contract Amount: _____

Start Date:_____Completion Date: _____

Project Description: _____

_____

_____

_____

Form Completed by: Alex Lavoie
Name

DocuSigned by:
Alex Lavoie
C7652978CB24421...
Signature

6/15/2023
Date

Charlotte Area Transit

Technology to improve efficiency of one of the largest ADA paratransit services in the US

Partner:
Charlotte Area Transit (CATS)

Location:
Charlotte, NC

Service Type:
Paratransit

80%

Decrease in daily unassigned rides

5K+

Migrated rider accounts

10%

Immediate improvement in OTP

Partner Challenges

Charlotte Area Transit System (CATS), one of the largest transit agencies in the U.S., wanted to improve its paratransit service's on-time performance (OTP), reduce compliance risk and boost overall network efficiency. In January 2022, CATS chose Via to optimize the service, replacing RouteMatch, its legacy provider.

Via Solution

In the fastest launch in CATS history, Via configured the new paratransit solution, trained agency staff, and migrated all data in just 16 weeks. CATS quickly saw an increased OTP, which is currently at its highest level in years, compared to the previous service's 73% OTP record. Amid the backdrop of a shrunken driver workforce, Via's enhanced automated scheduling and dispatching minimized the need for dispatchers to schedule rides throughout the day.

"First software developer for paratransit who instills a sense of integrity and pride in their product. Not willing to compromise if it compromises the principles of the product they are developing. It is refreshing."

— CATS Paratransit Senior Manager

Mountain Line

A commingled solution for on-demand microtransit and paratransit

Partner:
Mountain Line

Location:
Missoula, MT

Service Type:
Commingled mobility

11%

Reduction in revenue hours with zero performance impact

31%

Increase in utilization

4.9

Average passenger trip rating

Partner Challenges

Mountain Line faced a manual, labor-intensive process for managing their ADA paratransit and non-ADA senior shuttle services, which led to inefficient scheduling, dispatching, and reporting.

Via Solution

Via led the migration of 830+ rider accounts onto a single platform to manage both ADA paratransit service and demand-response service for non-ADA Seniors. By commingling the programs, Mountain Line was able to leverage the same fleet of vehicles to serve both ADA and non-ADA trips, allowing the partner to serve more riders with better outcomes using the same number of vehicle. Via also introduced a rider app and web booking tool in order to enable self-serve trip booking and tracking, reducing calls to the contact center.

"With [an] automated scheduling platform and commingled service model, we have been able to serve more rides with limited supply, while ensuring that we deliver reliable, on-time trips to riders."

- Jennifer Sweten, Director of Operations

Shasta Regional Transit Agency

Demand responsive service for the general public, seniors, and people with disabilities

Partner:
Shasta Regional Transit Agency (SRTA)

Location:
Redding, CA

Service Type:
Microtransit, Paratransit, NEMT

400

Square mile zone

25%

Rider retention for 5+ trip bookings

45%

Ridership growth since launch

Partner Challenges

Multiple services with varying service hours and eligibility between weekdays and weekends, significantly large service zone leading to efficiency challenges.

Via Solution

By replacing SRTA's Routematch technology, Via helped the agency garner immediate success, with an average 5/5 star rating for each trip. The service now provides over 300 Sunday trips per month. In addition to reducing personal vehicle use and increasing accessibility for the general population, Shasta Connect also provides service for seniors and riders with limited mobility.

To: City of Livonia, Michigan
Attn: Enna A. Bachelor, Purchasing Manager

Dear Ms. Bachelor,

I am happy to recommend Via's demand-response solution for the City of Livonia Community Transit system. A year ago, we launched a pilot service with Via in southeast Indianapolis, where many were underserved by public transit. For a portion of the City with the least frequent bus lines (wait times were up to 60 minutes), we wanted to provide a more equitable mobility solution for people to connect to their destinations as well as other transit options.

Our partnership with Via is a testament to how microtransit can contribute to better mobility right here in Indiana. Via makes it simple for us, too. Even though Via has partnerships all over the world, they have an established presence and commitment to the Midwest and have been dedicated to supporting us every step of the way; in our time working with their team, they have clearly demonstrated this to us, and this has made them so easy to work with. During the implementation process, the Via team spent time on the ground helping us launch the service, provide customer communication support, acquaint all relevant staff with their top-notch software, and more. Surely Livonia's needs are different from ours, but speaking from our experience, Via's team will make sure they are fully met. Throughout the implementation process and to this day, Via has provided both us as well as our customers with first-class service.

Via's team has also demonstrated great flexibility through candid and frequent feedback loops that have allowed us to tweak the microtransit pilot's service parameters to better complement our fixed-route network. With Via's solution, we have been able to not only create phenomenal impact with our pilot program but also collect useful information to help guide our transit goals moving forward. Service performance figures, like how 54% of active riders have used the service to connect to other forms of public transportation at least once and our 4.9 (out of 5) average trip rating, have shown us that we are meeting our goals of maximizing our fixed route service and improving customer experience. Throughout the past year, Via has also provided us with insights derived from the treasure trove of data they collect as well as from rider surveys. From this, we have learned so much about rider habits and preferences. For example, 91% of active riders are willing to pay more to use our service!

All in all, I strongly recommend Via's services to the City of Livonia. Please feel free to contact me with any questions.

Best,

Michael Roth

Michael L. Roth
Senior Director Mobility Solutions & Interim Deputy Chief Transportation Officer
IndyGo Office: (317) 614-9208
mroth@indygo.net

6. Cost Proposal

While Via offers the CIty of Livonia the most advanced demand-response technology and robust partner support services, we also acutely understand the financial consideration that the City must take when choosing software providers. As such, we are fully committed to providing the best value for money to the City. Our Software-as-a-Service solution includes two fee categories:

- **Installation Fee:** This one-time fee covers all technical tasks and start-up activities required to launch a successful demand-response transit software platform.
- **Monthly Support Fee:** After launch, our solution is priced as an all-inclusive monthly per-active vehicle fee, granting ongoing access to Via's cloud-based software. This means that **the City will only be charged for active vehicles during service hours, and not for every vehicle in their fleet**. The fee also covers our reporting suite, Amazon Web Services cloud hosting, marketing support, and continuous software upgrades.

Via's fee structure is fully flexible and we welcome further discussion to determine a pricing strategy in line with the City's goals and needs. For example, we can adjust our fee structure to charge more in upfront costs, to reduce ongoing support fees to provide the City with as much budget flexibility as possible, or vice versa.

Via's pricing is fully inclusive of all future software updates, upgrades, and partner and technical support throughout the term of the contract. Our proposed price includes all aspects of our software and service package, including:

- System implementation, including service configuration, data migration, training, and launch support
- Access to all of our interfaces, including the Via Operations Center (VOC), Rider App, and Driver App
- Ongoing partner support (available during regular business hours) and technical support (available 24/7)
- All future system updates, upgrades, and software maintenance

Below is our completed and signed *Cost Schedule* form, as required by the RFP, as well as our own supplementary pricing form which provides additional details on the breakdown of our cost proposal. Please note that our pricing is based on the City's 11 active vehicles (per Addendum No. 1, question 49) and that the City will only be charged for the number of active vehicles used during the course of a month.

TRANSIT SOFTWARE COST PROPOSAL

COMPANY NAME Via Mobility, LLC

Furnish all necessary labor, training, licenses, materials, technology and equipment necessary to provide a fully operational *TRANSIT SOFTWARE SYSTEM*

COMPLETE FOR THE SUM OF :

$ 250,820

Annual Maintenance Agreement (to include any and all upgrades to software)

COMPLETE FOR THE SUM OF: $ 106,940 YEAR 1

COMPLETE FOR THE SUM OF: $ 71,940 YEAR 2

COMPLETE FOR THE SUM OF: $ 71,940 YEAR 3

Authorized Signature DocuSigned by: Alex Lavoie C7652079C824421...

Print Name Alex Lavoie

Via's Cost Proposal for Transit Software

Via SaaS Pricing Proposal for Livonia Community Transit

	Description	Amount
Installation Fee	One-Time Fee	$35,000
Monthly Per Vehicle Fees	Fixed Monthly Fee - Up to 9 Vehicles	$2,995
	Monthly Fee per Vehicle - Vehicles 10+	$300
Total 3-Year Cost	**19-Vehicle Fleet**	**$250,820**
Option Year 1 Cost		**$71,940**
Option Year 2 Cost		**$71,940**
Option Year 3 Cost		**$71,940**

Note: Pricing excludes applicable taxes. Fixed fee payable upfront annually.

Appendix

A.1 Contract Exceptions

We have reviewed the RFP documents and find they are generally acceptable. Should our submission be selected, we would seek to discuss with LCT a limited number of items, including adding: (i) a liability cap commensurate with the size and scale of the project, (ii) a disclaimer of liability for transportation accidents as Via would be providing software, not transportation services, and (iii) a provision that defines LCT's access and use rights with respect to the Via Solution, and confirms that the Via Solution and all derivative works and improvements thereof are proprietary to Via.

We would be open to using our standard form of contract if preferred, and would be happy to provide it upon request.

A.2 Staff Resumes

The following are resumes of key members of our proposed project team, each including details on their relevant background and experience for this project.

Core Team

Garrett Brinker

WESTERN US PARTNERSHIPS LEAD

Garrett builds new relationships with cities, transit agencies, transportation operators, and private institutions. Part consultant, part project manager, part salesperson, Garrett helps partners understand their goals and priorities, and advises these partners on building the most optimal tech-enabled mobility solutions that help solve the unique challenges within their communities, guiding these partnerships from project conception through launch. Prior to Via, Garrett was Chief of Staff and a Product Manager at Neighborly, a fintech startup that financed public infrastructure projects and democratized access to impact investing.

Max Fisher

PARTNER SUCCESS MANAGER

As a Partner Success Associate, Max works directly with partners to ensure both deployment and ongoing success. Max is a member of the Partner Success team in the Central Region, and currently oversees a book of business that includes partners from Illinois, Iowa, Indiana, Nebraska, Michigan, Minnesota, Texas, Arkansas and Arizona. He also directly manages 4 autonomous vehicle deployments for May Mobility, giving him valuable insight in the intricacies of launching and sustaining AV deployments. Before joining Via, Max worked for Kinside, an early-stage startup where he was directly responsible for sales, partnerships and strategy across the company.

Ariel Gordon

LAUNCH MANAGER

Ariel is responsible for launching and managing multiple deployments throughout the US, with a specific focus on Via's largest school deployment. Based in New York City, Ariel is currently overseeing operations for Via's school bus partnerships, with a focus on hardware and installation, training, and operation processes. Prior to Via Ariel was the Director of Portfolio Operations for Private Equity Firm, Madison Ventures Plus, and has experience in the entertainment industry - most notably as General Manager for a live events music company, KAABOO, where she managed multi-million dollar budgets and oversaw 15 various operational departments.

Jahan Nanji

LAUNCH SUPPORT

As an Expansion Associate Principal, Jahan handles scoping and service design for multiple projects at Via. She has developed expertise in planning for highly-specialized services providing tailored transportation for specific populations. Prior to Via, Jahan worked as a consultant for Columbia University's Transportation Department and as a summer analyst for both Encourage Capital and HSBC. She holds an M.S. and B.A. in Sustainability from Columbia University.

Oversight

Carly Rubin

CONTRACTING MANAGER

As a Project Advisor, Carly will provide strategic oversight for the development of the business model, launch, and operation of the service. Carly is the Global Procurements Lead at Via, where she works to bring Via's revolutionary technology to cities and public agencies to increase access to mobility. Carly leverages her research and communications experience to help cities and transit agencies design localized transit solutions for their communities. Before joining Via, Carly earned her Ph.D. in English Literature at Louisiana State University, where she taught undergraduate literature and composition courses and planned an international graduate student conference. Carly also has a B.A. in English Literature from Boston University.

Leonie Stevens

VICE PRESIDENT OF LAUNCH

As Via's Vice President of Expansion, Leonie coordinates all aspects of new service launches: service scoping, product development, project management, operations management, and quality assurance. Leonie has been at Via since 2016, and has played a central role in most Via deployments, including the launch of the Via for Schools partnership with NYCDOE, where she also served as General Manager in 2019-2021. As the company has grown, she has taken on an expanded role leading Via's 45+ person global (technical) launch team. Prior to Via, Leonie worked as a Strategy Consultant at Booz&Company and received an MBA from Columbia Business School.

Nicole Crim

DIRECTOR OF PARTNER SUCCESS

Nicole works closely with partners to ensure both deployment and ongoing success. Nicole has been leading the Partner Success team in the Central Region since August 2021 and has led more than 10 service launches. She oversees all active partnerships in the Central Region and directly manages multiple large-scale partnerships giving her valuable insight and familiarity with the region. Before joining Via, Nicole worked for the Denton County Transportation Authority, where she was responsible for mobility services, marketing, and outreach activities (including the development of a microtransit service powered by Via). Prior to her time at DCTA, Nicole spent seven years at Greyhound leading service development and branding for their North American markets, and another seven years across positions focused on positive community impact and equity.

Dan Berkovits

VICE PRESIDENT OF STRATEGY & CONSULTING

Dan has more than 15 years experience working in and for the public sector to solve complex challenges related to planning for and implementing new infrastructure. Today, Dan works to develop and apply strategies for cities and public agencies to increase the quality, breadth, and accessibility of mobility networks. Prior to Via, Dan managed a variety of interdisciplinary consulting engagements for public and private-sector clients at AECOM; led an award-winning, long-term recovery and resiliency program to address the impacts of Hurricane Sandy and other natural disasters; and worked as a land-use lawyer. He holds a J.D. from Harvard Law School, an MUP from Harvard Graduate School of Design, and a B.A. in sociology from the University of Chicago.

A.3 Launch Schedule

Below is our six-step launch process according to a 12-week timeline beginning when we receive notice to proceed, along with the estimated length of time of each step, major deliverables, and both Via and the City's responsibilities. We look forward to discussing the program's launch timeline in further detail with the City.

Project Stage	Via + LCT Activities	Milestones
STAGE 1: Initial System Assessment ***Weeks 1 - 3***	• Confirm goals for initial system/needs assessment • Analyze existing system and surrounding transit options in the region • Conduct simulations of different service models in the region • Assess needs for data migration from Routematch *LCT to provide existing ridership data*	• Project goals collaboratively established • Understanding of demand and travel patterns clarified • Pain points and opportunity areas identified
STAGE 2: Service Planning & Design ***Weeks 4 - 7***	• Confirm technical and any unique product requirements • Align on performance goals, service quality targets, and reporting requirements • Run simulations to test service performance under different service parameters *LCT to provide performance goals and / or KPIs, and preference regarding service parameters / simulation results; input on preferred outreach strategies*	• Project scope finalized • Service parameters established • Technical specifications confirmed • Data sharing plan finalized
STAGE 3: System Development & Internal Testing ***Weeks 8 - 9***	• Localize the Via platform, including the routing and aggregation algorithms and internal mapping system, to the service area • Localize front-end environment as well as system messages, emails, and other branded communications • Conduct data migration from Routematch • Configure Rider App, Driver App, Admin tools, and data dashboards • Begin quality assurance testing and debugging *LCT to provide access to data for migration*	• Software suite localized • Quality assurance and internal system testing completed • All required data migrated to the Via platform
STAGE 4: Testing & Training ***Weeks 10 - 11***	• Perform a broad spectrum of functional tests using a fully localized simulation environment • Conduct quality assurance internal field tests in zone with real drivers and riders • Install Via's Driver App and in-vehicle tablets, and test with drivers in vehicles • Conduct training workshops for drivers and administrators	• Training completed • Field testing continued • Rider and Driver Apps made available for download

	• Support pre-launch outreach activities *LCT staff to attend required trainings and participate in pre-launch outreach*	
STAGE 5: Operational Preparation ***Weeks 11 - 12***	• Ensure the system experience aligns with the City's vision • Finalize any adjustments to service design resulting from functional and internal tests *LCT staff to participate in any additional training activities*	• Field testing completed • Additional operational tests completed • All pre-launch marketing completed
STAGE 6: Service Launch & Optimization ***Week 12 - Ongoing***	• Provide hands-on support to ensure a successful launch • Create an initial run schedule to maximize service efficiency and attract new riders • Gather feedback from initial users and make adjustments as needed *LCT to provide feedback for ongoing optimization*	• Live service • Ongoing optimization • Post-launch outreach plan initiated

A.4 Via Service Level Agreement

1. **Availability**
   Via provides a targeted uptime of 99.9%. All work for the purpose of planned outages for maintenance, upgrades and related reasons, will take place outside of service hours whenever possible. Planned outages will be notified via email and, wherever possible, with 24 hours' notice.

2. **Unexcused Downtime**
   Unexcused Downtime means any material error in the Via Solution that causes the Via Solution or a material element thereof (i.e., the rider app, the driver app, the Via Visualizer or the Via Administration Console) to fail to operate properly, other than problems caused by Excused Events (defined below), planned outages or emergency downtimes required to remedy security vulnerabilities (such error, a "Defect"). Unexcused Downtime is calculated from the time of notification of Defect by the Customer as logged by Via, until such time the Via Solution is restored to working order. In addition to the other Excused Events relieving Via of responsibility hereunder, the Customer will be responsible for managing the mobile network provider and customer contact systems.

   If total Unexcused Downtime exceeds 20 hours per month for 3 or more consecutive months, then the Customer will be able to apply Service Level Credits (as defined below).

3. **Excused Events**
   Via is not responsible hereunder for any Defects or unavailability arising from or related to the following (collectively, "Excused Events"): (a) any modifications or alterations of the Via Solution made by any individual or entity other than Via; (b) any breach of the Agreement by the Customer; (c) any Defect that cannot be reasonably recreated by Via; (d) the Customer's use of a non-supported version; (e) the Customer's failure to comply with the user and related documentation provided for the Via Solution; (f) any component expressly identified as being out of scope from the Terms and Condition or applicable Order; (g) any Third Party Content or the AWS hosting; (h) the accuracy of the Customer data provided for loading in the Via environment and any output resulting from its use or processing; (i) the Public Circuit (as defined below); (j) failures beyond Via's reasonable control; (k) failure of the Customer personnel to be available to Via personnel for the performance of required Customer-side actions in connection with diagnosis and related remediation services; (l) the Customer's inability to access the Via Solution due to problems with software, hardware, devices (including phones) telecommunications, or networking equipment not provided by Via; and/or (m) any other events described in Section 2(d) of the Terms and Conditions. The Customer and each of its individual passengers and drivers are responsible for the purchase, installation, and maintenance of an Internet or wireless network connections to access the Via Solution via the Public Circuit. As used herein, "Public Circuit" means the third party provided circuits, overland, wireless and/or submarine cabling, and other connectivity infrastructure outside of the Via data center in which the Via Solution is deployed.

4. **Defect Priority, Escalation, and Resolution**
   At the time of notification of a Defect by the Customer, Via will assign a severity and priority level as follows:

Defect Level	Response Service Level	Diagnosis Service Level	Resolution Service Level	Service Level Credit
Severity 1 – the Via Solution is completely inoperative.	Response within **30** minutes of notification of Defect.	Diagnosis of Defect complete within **2** hours of notification of Defect.	Resolution or workaround no later than **6** hours of notification of Defect.	60 credits for failure to achieve Resolution SLA.
Severity 2 - loss of documented material functionality or features such that all or a substantial portion of the Via Solution cannot be used in production without difficulty or adverse impact on Customer's operations.	Response within **1 hour** of notification of Defect.	Problem Diagnosis complete within **6** hours of Problem Report.	Resolution no later than **3 days** following notification of Defect.	30 credits for failure to achieve Resolution SLA.
Severity 3 - loss of documented material functionality or features but the Via Solution can still be used in production without adverse impact on Customer's operations.	Response within **24** hours of notification of Defect (this Service Level shall not apply to Defects downgraded to Severity 4).	Problem Diagnosis complete within **2** Business Days of notification of Defect (this Service Level shall not apply to Defects downgraded to Severity 4).	Resolution within **5** Business Days following notification of Defect.	10 credits for failure to achieve Resolution SLA.
Severity 4 - a Defect that does not impact the ability or level of effort to use the VIA Solution, including any incompatibility discovered with another product that must be used in the same environment as the VIA solution.	Response within one Business Day.	Problem Diagnosis complete within **10** Business Days of Problem Report.	Resolution will be provided in next periodic maintenance release.	None.

The Customer, on finding a Defect, shall inform Via immediately, providing details of the fault and any error messages, symptoms and diagnostic information as appropriate.

If the Defect is relating to a specific rider, driver or operator, the Customer should provide Via with full details, including where applicable, their mobile device, make and model, operating system name and version and details of the Defect experienced.

Via may also request further details regarding the Defect. In the event that the Customer does not respond in a timely fashion, such delays will not be counted towards the resolution times mentioned above.

Via and the Customer will work together to create a mutually agreed upon Defect Escalation Process and implement that process together.

The Customer is responsible for ensuring that their staff are familiar with this SLA assessment of priorities and the points of contact.

5. **Mobile Device Availability**
   In the event that a Rider or Driver experiences a Defect affecting their mobile device specifically, Via will use its own facilities to seek out an identical or similar device with which to reproduce and diagnose the Defect.

   In the event that such a device cannot be found in Via's device library, the Customer will, at its discretion and on Via's request to the nominated representative for that Defect, take reasonable steps to source an appropriate test device via their mobile network provider.

6. **Service Level Credits**
   Each Service Level Credit shall be in an amount equal to 1 percent (1%) of the total monthly support fee, detailed in section 4 of the applicable Order, for the month in which the relevant Defect occurred. Any credits earned by the Customer in accordance with Section 4 above will be applied towards the Customer's next payment to Via. The total amount of Service Level Credits credited in any year, even if multiple creditable Defects occur, will be capped at ten percent (10%) of the total annual sum of monthly support fees accrued in that year. Service Level Credits shall constitute Customer's sole remedy for Defects.

7. **Third Party Content**
   The Via Solution includes certain Third Party Content. In the event that elements of the Via Solution fails due to such Third Party Content, Via shall instruct the relevant third party (e.g. Amazon AWS) to replace or repair the appropriate component. Via should use all reasonable endeavors to outline the nature of the fault and seek the quickest possible resolution. Via shall oversee and coordinate all dealings with any third parties with respect to resolving any issue caused by such third party's component.

A.5 Required Forms

The following are our completed and signed forms required by the RFP, including:

- *Addendum 1 Acknowledgement*
- *Anti-Collusion Statement*
- *Statement of Qualifications*
- *Iran Linked Business Certification*
- *Legal Status of Bidder*
- *Legal Status of Bidder (2)*

DocuSign Envelope ID: 63DA7839-827E-49E4-90AB-34E38516A6AF

CITY OF LIVONIA

ADDENDUM NO. 1 – TRANSIT SOFTWARE RFP

DATE: June 9, 2023

TO: Prospective Bidders

FROM: Enna A. Bachelor, Purchasing Manager

SUBJECT: ADDENDUM NO. 1 – TRANSIT SOFTWARE RFP

Addendum No. 1 is being issued to:

- Provide responses to vendor questions (6 pages)
- Publish mandatory prebid meeting attendance (see attached 1 page)
- Extend the due date to no later than 2:00 p.m. on June 20, 2023 (all proposal responses must be uploaded to the MITN website, www.mitn.info)
- Provide Insurance requirements (see attached 3 pages)

All other provisions of the RFP remain the same. Vendor shall acknowledge receipt of addendum with proposal response uploaded to the MITN website,

ADDENDUM NO. 1 – ACKNOWLEDGEMENT – TRANSIT SOFTWARE RFP

Company Name: Via Mobility, LLC

Authorized Signature: DocuSigned by: Alex Lavoie

Print Name: Alex Lavoie Date: 6/15/2023

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

CITY OF LIVONIA, MICHIGAN

PROPOSAL

TRANSIT SOFTWARE RFP

City of Livonia
33000 Civic
Center Drive
Livonia,
Michigan
48154

The undersigned, by submission of this proposal, represents that he/she is familiar with and has determined for himself/herself the nature and extent of the proposed work and the conditions under which it must be performed and completed, and agrees that he/she will contract with the City of Livonia to furnish at and for the following monies, all materials, labor, equipment, insurance, supervision, and all other things necessary or incidental to complete the entire work in accordance with the appended specifications, general conditions and related contract documents. By submission of this bid, the undersigned represents that he/she is familiar with and understands all of the above referenced contact documents.

The undersigned agrees that if the proposal made herein is accepted, he/she will satisfactorily perform and complete all of the work and meet all of the requirements and obligations imposed upon him/her by the contract including the specifications, and general conditions no later than December 30, 2023.

Also, the undersigned agrees that if the above proposal is accepted, he/she will execute the contract within ten (10) calendar days from such acceptance.

No bid shall be withdrawn for at least one hundred twenty (120) days after the scheduled closing time for receiving bids.

The undersigned represents that he acknowledges that the City reserves the right to accept or reject any bid or all bids and to waive irregularities in bids.

Bidder shall not add any conditions or qualifying statements to the bid. If statements are added, the bid may be declared irregular and not responsive to the Advertisement for Bids.

The Contractor agrees that said work shall be prosecuted regularly, diligently and uninterruptedly at such rate of progress as will ensure full completion thereof within the time specified. It is expressly understood and agreed, by and between the Contractor and Owner, that the time for completion of the work described herein are reasonable times for the completion of same,

Final Completion /Acceptance Shall include a fully operational transit software system which has successfully completed converted all required data from Route Match, Successfully completed user-acceptance testing and is fully operational in a live production environment and has been approved by the Livonia Community Transit Department.

Final Payment includes all items of work complete including acceptance acceptable documentation required to close out the project.

No incentive will be given for work completed and accepted by the Owner prior to the completion

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

date set forth in this contract.

It is agreed that time is of the essence of each and every portion of this contract and of the specifications wherein a definite and certain length of time is fixed for the performance of any act whatsoever; and where under the contract and additional time is allowed for the completion of any work, the new time limit fixed by such extension shall be of the essence of this contract.

Calendar Day is defined as every day shown on the calendar beginning and ending at midnight. Unless otherwise designated, the word “day” shall mean calendar day.

WAIVER

The Bidder does hereby represent and warrant that the price bid in this proposal is a complete and correct statement of the price bid for the work included in said proposal is complete, correct and submitted as intended by him and does hereby waive any right or claim he may now or hereafter have by reason of errors, mistakes or omissions made by him in said proposal.

BID NON-COLLUSIVE

The Bidder does hereby represent and warrant that this proposal is genuine and not collusive or sham, and that he has not in any manner, directly or indirectly agreed or colluded with any other person, firm or association to submit a sham bid or to refrain from bidding or in any way fix this proposal or that of the other bidder, or to secure any advantage against the Owner.

The Bidder does hereby represent and warrant that no officer or employee of the Owner is directly or indirectly interested in this proposal or in any contract which may be made under it, or any expected profits to arise there from.

if this Proposal is accepted by the City of Livonia, and the undersigned shall fail to contract as aforesaid and to furnish the required surety bonds within ten (10) days of being notified of the acceptance of his/her bid, then the undersigned shall be considered due and payable to the Owner.

If the undersigned enters into the contract in accordance with the Proposal or if his/her Proposal is rejected then the accompanying bid guarantee shall be voided.

In submitting this bid, it is understood that the right is reserved by the Owner to reject any or all bids, reject any bids that may include unbalanced items, to waive irregularities and/or formalities and, in general, to make award in any manner deemed by it, in its sole discretion, to be in the best interest of the Owner.

SIGNED AND SEALED THIS_____DAY OF_____6/15/2023_____, 2023.

MAILING ADDRESS:

10 Crosby St, Floor 2

New York, NY 10013

Via Mobility, LLC
Firm Name

Alex Lavoie
Representative

DocuSigned by:
Alex Lavoie
C7552078C934431...
Authorized Signature

Manager
Title

(888) 501-7511 Ext. 4
Telephone Number

N/A
Fax Number

Name of firm's representative must be clearly printed or typed under signature.

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

STATEMENT OF QUALIFICATIONS

Bidder must answer all questions. If more space is needed to complete a question, attach a separate sheet. Bidder may submit any additional information.

Name: Via Mobility, LLC

Address: 10 Crosby St, Floor 2 Phone: (888) 501-7511 Ext. 4

New York, NY 10013

Number of years operating under your present name: 5 years

General nature of work performed by your company: Software publisher

Background and experience of the principal members of your organization including officers:

Alex Lavoie, Manager, Chief Operations Officer, Via Transportation, Inc.

Clara Fain, Manager, Chief Financial Officer, Via Transportation, Inc.

Erin Abrams, Manager, Chief Legal Officer, Via Transportation, Inc.

Dillon Twombly, Manager, Chief Revenue Officer, Via Transportation, Inc.

Zachary Wasserman, Manager, Chief Strategy Officer, Via Transportation, Inc.

Has your firm provided goods or services to the City of Livonia in the last five years? If so please specify:

Time Period	Department	Nature of Work
None.		

What challenges do you foresee with this project?

None.

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

State of New York }
County of New York } ss:

IRAN LINKED BUSINESS CERTIFICATION

Pursuant to Michigan Public Act 517 of 2012, any Bidder that submits a bid on a request for proposal with the City of Livonia shall certify that Bidder is not an Iran linked business. An Iran linked business is not eligible to submit a bid on a request for proposal with the City. See attached definitions regarding this certification.

The undersigned Bidder does hereby certify, pursuant to Michigan Public Act 517 of 2012, that:

Bidder is not a person engaging in investment activities in the energy sector of Iran, including a person that provides oil or liquefied natural gas tankers, or products used to construct or maintain pipelines used to transport oil or liquefied natural gas, for the energy sector of Iran, or

Bidder is not a financial institution that extends credit to another person if that person will use the credit to engage in investment activities in the energy sector of Iran.

Date: 6/8/23

Via Mobility, LLC

By: [signature]

Its: Alex Lavoie, Manager

Subscribed and sworn to before me, a Notary Public on this 8th day of June, 2023

Notary Public [signature]

New York County, ~~Michigan~~ New York

My Commission Expires: 7/11/2026

YVETTE M. SEGAN
STATE OF NEW YORK
NOTARY PUBLIC
Qualified in Westchester County
01SE6438392
MY COMMISSION EXPIRES 07/11/2026

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

LEGAL STATUS OF BIDDER

(The Bidder shall fill out the appropriate section and strike out the other two).

A ~~Corporation~~ Limited Liability Company duly organized and doing business under the laws of the State of

Delaware, Via Mobility, LLC for Alex Lavoie, Manager whom

whose signature is affixed to this Proposal, is duly authorized to execute contracts.

~~A Partnership, all members of which, with addresses, are:~~

~~An Individual, whose signature is affixed to this Proposal:~~

DocuSign Envelope ID: D8C5ACB5-C29B-4053-8169-986DFA17A4C3

LEGAL STATUS OF BIDDER

(The Bidder shall fill out the appropriate section and strike out the other two).

A ~~Corporation~~ Limited Liability Company duly organized and doing business under the laws of the State of

Delaware, whom Alex Lavoie, Manager for Via Mobility, LLC

whose signature is affixed to this Proposal, is duly authorized to execute contracts.

~~A Partnership, all members of which, with addresses, are:~~

~~An Individual, whose signature is affixed to this Proposal:~~

vontact person who can respond to questions regarding the RFP:

Name Daniel Lee
Title Strategy Associate

Phone (888) 501-7511 Ext. 4
Email daniel.lee@ridewithvia.com

TRANSIT SOFTWARE RFP - PRELIMINARY SCORING 7/25/2023

TRIPSPARK TECHNOLOGIES					
CRITERIA	MAX POINTS	EVAL 1	EVAL 2	EVAL 3	
Company Background & Experience	20	20	20	20	
Proposed System	20	18	15	12	
Projec Team & Implementation Plan	20	17	15	14	
Maintenance & Suppor	15	15	15	10	
References	10	10	10	8	
Cost Proposal	15	10	5	5	TRIPSPARK AVG
		90	80	69	**79.66666667**

ECOLANE USA					
CRITERIA	MAX POINTS	EVAL 1	EVAL 2	EVAL 3	
Company Background & Experience	20	20	20	20	
Proposed System	20	20	20	13	
Projec Team & Implementation Plan	20	20	20	15	
Maintenance & Suppor	15	15	15	13	
References	10	10	10	5	
Cost Proposal	15	10	8	10	ECOLANE USA AVG
		95	**93**	**76**	**88**

FOXSTER OPCO DBA CTS SOFTWARE					
CRITERIA	MAX POINTS	EVAL 1	EVAL 2	EVAL 3	
Company Background & Experience	20	20	20	20	
Proposed System	20	20	19	5	
Projec Team & Implementation Plan	20	20	20	10	
Maintenance & Suppor	15	13	15	12	
References	10	10	10	10	
Cost Proposal	15	15	15	14	FOXSTER DBA CTS
		98	**99**	**71**	**89.33333333**

TRANSIT SOFTWARE RFP - FINAL SCORING 07/31/2023

KEVADIYA					
CRITERIA	MAX POINTS	EVAL 1	EVAL 2	EVAL 3	
Company Background & Experience	20	18	15	10	
Proposed System	20	18	10	8	
Projec Team & Implementation Plan	20	15	15	8	
Maintenance & Suppor	15	15	10	12	
References	10	10	10	3	
Cost Proposal	15	15	15	14	KEVADIYA AVG
		91	**75**	**55**	**73.66666667**

RIVER NORTH TRANSIT (VIA MOBILITY)					
CRITERIA	MAX POINTS	EVAL 1	EVAL 2	EVAL 3	
Company Background & Experience	20	20	20	20	
Proposed System	20	20	20	18	
Projec Team & Implementation Plan	20	20	20	17	
Maintenance & Suppor	15	15	15	14	
References	10	10	10	10	
Cost Proposal	15	15	14	14	RIVER NORTH -VIA
		100	**99**	**93**	**97.33333333**

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 18, 2023

Meeting was called to order at 8:37 p.m. by Council President Jim Jolly. Present: Scott Bahr, Rob Donovic, Brandon McCullough, Kathleen McIntyre, Vice President Toy, and President Jim Jolly. Absent: Scott Morgan.

Elected and appointed officials present: Susan Nash, City Clerk; Paul Bernier, City Attorney; Mark Taormina, Planning and Economic Development Director; Todd Zilincik, City Engineer; and Jacob Rushlow, Assistant Director of DPW.

Councilmember Bahr led the Pledge of Allegiance.

5. REQUEST FOR AUTHORIZATION TO SELL CITY-OWNED PROPERTIES AQUIRED FROM THE FEDERAL COMMUNITY BLOCK GRANT PROGRAM: Livonia Housing Commission, re: for the homes located at 35546 Orangelawn, 20120 Deering, 27545 Long, and vacant lot at 19731 Middlebelt.

Jim Inglis, Interim Housing Director, presented the request to Council.

President Jolly asked if the City of Livonia is getting out of the business of owning and renting individual homes.

Mr. Inglis said they are moving in a new direction to get these properties out of city ownership and back to private ownership. There are currently fifteen under the public housing program. If four are sold, there would be seven left under the Community Development Block Grant Program, there is one vacant lot, three will be demolished. The homes under the Community Development Block Grant Program can be brought to Council and sold quickly, but the ones under the federal government will take months to years to handle.

President Jolly asked where the funds go when they are sold.

Mr. Inglis said the Federal Community Development Block Grant funds, which is a city grant, go back to that program as program income so it can be used for housing rehabilitation and other programs authorized by the Community Develop Block Grant Program. Those under the Public Housing Program, would go back to the Housing Commission for renovations of McNamara towers and other federal housing programs.

Councilmember McIntyre offered an approving motion for the Consent agenda.

DIRECTION APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

5.

Housing
August 25, 2023

MEETING DATE	PREPARED BY
S091823/R100223	Madison Bjertness, CDBG Specialist,

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO SELL CITY-OWNED PROPERTIES AQUIRED FROM THE FEDERAL COMMUNITY BLOCK GRANT PROGRAM: Livonia Housing Commission, re: for the homes located at 35546 Orangelawn, 20120 Deering, 27545 Long, and vacant lot at 19731 Middlebelt.

BACKGROUND DETAILS

The City of Livonia purchased the property located at 35546 Orangelawn on November 8, 2002 under the Wayne County First Right of Refusal program. This property was acquired utilizing Federal Community Development Block Grant (CDBG) program funds and has been a rental home since that time. The property was vacated in June, 2023. An appraisal was conducted which resulted in an appraised value of $245,000.

The City of Livonia purchased the property located at 19731 Middlebelt on July 26, 2019 under the Wayne County First Right of Refusal program. This property was acquired using Federal Community Development Block Grant (CDBG) program funds. This property will be sold for the State Equalized Value (SEV) which is $54,800.

The City of Livonia purchased the property located at 20120 Deering around 2000 utilizing Federal Community Development Block Grant (CDBG) program funding and it was a rental home until it was vacated in July of 2022. An appraisal was conducted which resulted in an appraised value of $168,000.

The City of Livonia purchased the property located at 27545 Long around 1980 utilizing Federal Community Development Block Grant (CDBG) program funding. It has been a rental home since purchase. Current scattered site resident, Kristy Sims is pre-approved for the appraised value of $130,000. One of the goals of the Housing Department is to increase housing affordability and stability. Approving this sale would not only achieve these goals, but it would also provide Ms. Sims with an opportunity to move out of rental housing and into homeownership.

The sale of these 4 city-owned homes was approved by the Livonia Housing Commission on Tuesday, August 22, 2023 (Resolution #25-23).

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

The Livonia Housing Commission would respectfully request that the Livonia City Council approve

the sale of 35546 Orangelawn, 19731 Middlebelt, 20120 Deering, and 27545 Long St and further authorize the Law Department to prepare a Quit Claim Deed and authorize the Housing Director to execute the appropriate sale documents. Proceeds from the sale are to be returned to the federal CDBG program and classified as program income.

ATTACHMENTS

1. S091823 LTC Req to sell city owned properties
2. Appraisal 20120 Deering
3. Appraisal 27545 Long
4. 35546 Orangelawn Appraisal
5. SEV Middebelt

APPROVED BY

Jim Inglis, Director of Housing

Date: August 31, 2023

Michael Slater, Finance Director

Date: August 31, 2023

Paul Bernier, City Attorney

Date: August 31, 2023

Maureen Miller Brosnan, Mayor

Date: September 05, 2023

File No. 230495

********* INVOICE *********

File Number: 230495 08/14/2023

Livonia Housing Commission
19300 Purlingbrook
Livonia, MI

Invoice # : 230495
Order Date : 08/11/2023
Reference/Case # :
PO Number :

20120 Deering St
Livonia, MI 48152

Appraisal Fee	$	375.00
	$	
Invoice Total	$	375.00
State Sales Tax @	$	0.00
Deposit	($	)
Deposit	($	)
Amount Due	$	375.00

Terms: Net 30 days

Please Make Check Payable To:

RIDENER APPRAISAL SERVICE, INC.
18465 Stoneridge Court
Northville, MI 48168

Fed. I.D. #: 38-3367840

Thank you for your business!

RIDENER APPRAISAL SERVICE, INC.

File No. 230495

APPRAISAL OF

Single Family Dwelling

LOCATED AT:

20120 Deering St
Livonia, MI 48152

CLIENT:

Livonia Housing Commission
19300 Purlingbrook
Livonia, MI, 48154

AS OF:

August 12, 2023

BY:

Kimberly G. Ridener
Certified Residential Appraiser

18465 Stoneridge Court, Northville, MI 48168 Phone 248-347-6623 Fax 248-347-6624

File No. 230495

Livonia Housing Commission
19300 Purlingbrook
Livonia, MI, 48154

File Number: 230495

In accordance with your request, I have appraised the real property at:

20120 Deering St
Livonia, MI 48152

The purpose of this appraisal is to develop an opinion of the defined value of the subject property, as improved. The property rights appraised are the fee simple interest in the site and improvements.

In my opinion, the defined value of the property as of August 12, 2023 is:

$168,000
One Hundred Sixty-Eight Thousand Dollars

The attached report contains the description, analysis and supportive data for the conclusions, final opinion of value, descriptive photographs, assignment conditions and appropriate certifications.

Kimberly G. Ridener

Kimberly G. Ridener
Certified Residential Appraiser

Residential Appraisal Report

File No. 230495

PURPOSE

The purpose of this appraisal report is to provide the client with a credible opinion of the defined value of the subject property, given the intended use of the appraisal.

Client Name/Intended User Livonia Housing Commission E-mail

Client Address 19300 Purlingbrook City Livonia State MI Zip 48154

Additional Intended User(s) Livonia Housing Commission

Intended Use Estimate market value for potential sale

SUBJECT

Property Address 20120 Deering St City Livonia State MI Zip 48152

Owner of Public Record City Of Livonia Housing County Wayne

Legal Description 1D297 Argonne Sub T1s R9e L40 P5 Wcr Lot 297

Assessor's Parcel # 46-001-04-0297-000 Tax Year 2022 R.E. Taxes $ 0.00

Neighborhood Name Argonne Sub Map Reference CT 2010 Census Tract 5561.00

Property Rights Appraised [X] Fee Simple [ ] Leasehold [ ] Other (describe)

SALES HISTORY

My research [ ] did [X] did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.

Prior Sale/Transfer: Date Price Source(s) Realcomp MLS

Analysis of prior sale or transfer history of the subject property (and comparable sales, if applicable) The was no previous recorded history for the past 36 months for the subject and the past 12 months for the comparables #1, #2 and #3.

Offerings, options and contracts as of the effective date of the appraisal No offerings, options or contracts as of the effective date of the appraisal.

NEIGHBORHOOD

Neighborhood Characteristics			One-Unit Housing Trends			One-Unit Housing			Present Land Use %	
Location	[ ] Urban	[X] Suburban	[ ] Rural	Property Values	[ ] Increasing	[X] Stable	[ ] Declining	PRICE $(000)	AGE (yrs)	One-Unit 90 %
Built-Up	[X] Over 75%	[ ] 25-75%	[ ] Under 25%	Demand/Supply	[ ] Shortage	[X] In Balance	[ ] Over Supply			2-4 Unit %
Growth	[ ] Rapid	[X] Stable	[ ] Slow	Marketing Time	[X] Under 3 mths	[ ] 3-6 mths	[ ] Over 6 mths	125 Low	45	Multi-Family %
Neighborhood Boundaries See Attached Addendum								240 High	80	Commercial 10 %
								175 Pred.	70	Other %

Neighborhood Description The subject's neighborhood is overall in moderate proximity to local employment centers and recreational amenities with predominate employment centers located within a reasonable commute by auto or mass transit.

Market Conditions (including support for the above conclusions) See Attached Addendum

SITE

Dimensions 136 x 40 Area 5445 sf Shape Rectangle View N;Res;

Specific Zoning Classification NI Zoning Description Neighborhood

Zoning Compliance [X] Legal [ ] Legal Nonconforming (Grandfathered Use) [ ] No Zoning [ ] Illegal (describe)

Is the highest and best use of the subject property as improved (or as proposed per plans and specifications) the present use? [X] Yes [ ] No If No, describe. The subject's highest and best use is as it's current use, as improved.

Utilities	Public	Other (describe)		Public	Other (describe)	Off-site Improvements—Type	Public	Private
Electricity	[X]	[ ]	Water	[X]	[ ]	Street Concrete	[X]	[ ]
Gas	[X]	[ ]	Sanitary Sewer	[X]	[ ]	Alley None	[ ]	[ ]

Site Comments See Attached Addendum

IMPROVEMENTS

GENERAL DESCRIPTION		FOUNDATION		EXTERIOR DESCRIPTION	materials	INTERIOR	materials
Units [X] One [ ] One w/Acc. unit [ ]		[ ] Concrete Slab	[X] Crawl Space	Foundation Walls	Concrete/Avg.	Floors	VInyl/Hdwd/Avg.
# of Stories 1		[ ] Full Basement	[ ] Partial Basement	Exterior Walls	Vinyl/Avg.	Walls	Drywall/Avg.
Type [X] Det. [ ] Att. [ ] S-Det./End Unit		Basement Area	0 sq. ft.	Roof Surface	Asphlt Shngle/Avg	Trim/Finish	Wood/Pntd/Avg.
[X] Existing [ ] Proposed [ ] Under Const.		Basement Finish	0 %	Gutters & Downspouts	Aluminum/Avg.	Bath Floor	Ceramic/Avg.
Design (Style) Ranch		[ ] Outside Entry/Exit	[ ] Sump Pump	Window Type	Slide/Avg.	Bath Wainscot	Ceramic/Avg.
Year Built 1958				Storm Sash/Insulated	Insulated/Avg.	Car Storage	[ ] None
Effective Age (Yrs) 25				Screens	Aluminum/Avg.	[X] Driveway # of Cars	1
Attic	[ ] None	Heating [X] FWA [ ] HW	[ ] Radiant	Amenities	[ ] WoodStove(s) #0	Driveway Surface	Concrete
[ ] Drop Stair	[ ] Stairs	[ ] Other	Fuel Gas	[ ] Fireplace(s) # 0	[X] Fence Chn.Lnk	[ ] Garage # of Cars	0
[ ] Floor	[X] Scuttle	Cooling [X] Central Air Conditioning		[ ] Patio/Deck None	[X] Porch Porch	[ ] Carport # of Cars	0
[ ] Finished	[ ] Heated	[ ] Individual	[ ] Other	[ ] Pool None	[ ] Other None	[ ] Att. [ ] Det.	[ ] Built-in

Appliances [ ] Refrigerator [ ] Range/Oven [ ] Dishwasher [ ] Disposal [ ] Microwave [ ] Washer/Dryer [ ] Other (describe)

Finished area above grade contains: 6 Rooms 4 Bedrooms 1.0 Bath(s) 1,272 Square Feet of Gross Living Area Above Grade

Additional Features The subject is a four bedroom ranch style dwelling.

Comments on the Improvements The kitchen and bath have been updated. Timeframe unknown. Percentage of physical depreciation is rounded upwards to the nearest whole percentage and is based on the age-life method of deprecation. No repairs, functional or external depreciation were noted at the time of inspection. This appraiser makes no guarantee or warranties, express or implied, regarding the condition of the mechanicals and structural condition of the subject property. It is assumed that they are in sound and working condition. All utilities were turned on and all mechanical sytems are functioning in a normal manner.

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

Residential Appraisal Report

File No. 230495

FEATURE	SUBJECT	COMPARABLE SALE NO. 1		COMPARABLE SALE NO. 2		COMPARABLE SALE NO. 3	
Address	20120 Deering St Livonia, MI 48152	27620 Long St Livonia, MI 48152		20115 Antago St Livonia, MI 48152		20128 Deering St Livonia, MI 48152	
Proximity to Subject		0.20 miles NE		0.09 miles SE		0.02 miles NW	
Sale Price	$ 695		$ 175,000		$ 170,000		$ 165,000
Sale Price/Gross Liv. Area	$ 0.55 sq. ft.	$ 157.66 sq. ft.		$ 115.18 sq. ft.		$ 118.53 sq. ft.	
Data Source(s)		RCMLS#20230045629;DOM 8		RCMLS#20230036665;DOM 13		RCMLS#20221033249;DOM 6	
Verification Source(s)		Livonia Assr Rcds		Livonia Assr Rcds		Livonia Assr Rcds	
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment
Sale or Financing Concessions		ArmLth Conv;0		ArmLth Conv;0		ArmLth FHA;0	
Date of Sale/Time	09/15/2008	s07/23;c06/23		s07/23;c05/23		s10/22;c08/22	
Location	N;Res;	N;Res;		N;Res;		N;Res;	
Leasehold/Fee Simple	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Site	5445 sf	8712	0	5445 sf		5445 sf	
View	N;Res;	N;Res;		N;Res;		N;Res;	
Design (Style)	Ranch	Ranch		Ranch		Ranch	
Quality of Construction	Vinyl/Avg.	Vinyl/Avg.		Vinyl/Avg.		Vinyl/Avg.	
Actual Age	65	77	0	65	0	65	0
Condition	Updated	Updated		Not Updated	8,000	Not Updated	8,000
Above Grade Room Count (Total / Bdrms / Baths)	6 / 4 / 1.0	5 / 3 / 1.0		5 / 3 / 1.0		5 / 3 / 1.0	
Gross Living Area 40.00	1,272 sq. ft.	1,110 sq. ft.	6,500	1,476 sq. ft.	-8,200	1,392 sq. ft.	-4,800
Basement & Finished Rooms Below Grade	No Basement	No Basement		No Basement		No Basement	
Functional Utility	Average	Average		Average		Average	
Heating/Cooling	FWA/Gas/CA	FWA/Gas/CA		FWA/Gas/CA		FWA/Gas/CA	
Energy Efficient Items	None	None		None		None	
Garage/Carport	No Garage	2gd2dw	-10,000	No Garage		No Garage	
Porch/Patio/Deck	Porch	Porch		Porch		Porch/Patio	-1,000
Fireplace	None	None		Fireplace	-1,500	Fireplace	-1,500
Fence	Fence	Fence		Fence		Fence	
Net Adjustment (Total)		☐ + ☒ -	$ 3,500	☐ + ☒ -	$ 1,700	☒ + ☐ -	$ 700
Adjusted Sale Price of Comparables		Net Adj. -2.0% Gross Adj. 9.4%	$ 171,500	Net Adj. -1.0% Gross Adj. 10.4%	$ 168,300	Net Adj. 0.4% Gross Adj. 9.3%	$ 165,700

SALES COMPARISON APPROACH

Summary of Sales Comparison Approach See Attached Addendum

COST APPROACH TO VALUE

Site Value Comments The Cost Approach is not required by the intended user. The cost approach may not be a reliable indication of replacement or reproduction cost for any date other than the effective date of this appraisal due to changing costs of labor and materials and due to changing building codes and governmental regulations and requirements.

COST APPROACH

ESTIMATED ☐ REPRODUCTION OR ☐ REPLACEMENT COST NEW

Source of cost data

Quality rating from cost service Effective date of cost data

Comments on Cost Approach (gross living area calculations, depreciation, etc.)

OPINION OF SITE VALUE ..... = $

Dwelling Sq. Ft. @ $ ..... = $

Sq. Ft. @ $ ..... = $

Garage/Carport Sq. Ft. @ $ ..... = $

Total Estimate of Cost-New ..... = $

Less 65 Physical Functional External

Depreciation $0 = $(0)

Depreciated Cost of Improvements ..... = $ 0

"As-is" Value of Site Improvements ..... = $

INDICATED VALUE BY COST APPROACH ..... = $ 0

INCOME APPROACH TO VALUE

INCOME

Estimated Monthly Market Rent $ X Gross Rent Multiplier = $ Indicated Value by Income Approach

Summary of Income Approach (including support for market rent and GRM) Subject is located in a predominately owner occupied market area, therefore the income approach is not a consideration to determine value in this report.

RECONCILIATION

Indicated Value by: Sales Comparison Approach $ Cost Approach (if developed) $ 0 Income Approach (if developed) $ 0

Greatest weight is given to the sales comparison approach. Typically, the cost approach is deemed not applicable due to the difficulty in estimating depreciation and is most effective with newer construction. The income approach may not be applicable due to the lack of rental data or similar homes are typically not purchased for their income stream.

This appraisal is made ☒ "as is," ☐ subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed, ☐ subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed ☐ subject to the following:

See Attached Addendum

Based on the scope of work, assumptions, limiting conditions and appraiser's certification, my (our) opinion of the defined value of the real property that is the subject of this report is $ 168,000 as of 08/12/2023, which is the effective date of this appraisal.

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved
(gPAR™) General Purpose Appraisal Report 05/2010
GPAR1004_10 05262010

Scope of Work, Assumptions and Limiting Conditions

Scope of work is defined in the Uniform Standards of Professional Appraisal Practice as " the type and extent of research and analyses in an assignment." In short, scope of work is simply what the appraiser did and did not do during the course of the assignment. It includes, but is not limited to: the extent to which the property is identified and inspected, the type and extent of data researched, the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of this appraisal and ensuing discussion in this report are specific to the needs of the client, other identified intended users and to the intended use of the report. This report was prepared for the sole and exclusive use of the client and other identified intended users for the identified intended use and its use by any other parties is prohibited. The appraiser is not responsible for unauthorized use of the report.

The appraiser's certification appearing in this appraisal report is subject to the following conditions and to such other specific conditions as are set forth by the appraiser in the report. All extraordinary assumptions and hypothetical conditions are stated in the report and might have affected the assignment results.

1. The appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or title thereto, nor does the appraiser render any opinion as to the title, which is assumed to be good and marketable. The property is appraised as though under responsible ownership.

2. Any sketch in this report may show approximate dimensions and is included only to assist the reader in visualizing the property. The appraiser has made no survey of the property.

3. The appraiser is not required to give testimony or appear in court because of having made the appraisal with reference to the property in question, unless arrangements have been previously made thereto.

4. Neither all, nor any part of the content of this report, copy or other media thereof (including conclusions as to the property value, the identity of the appraiser, professional designations, or the firm with which the appraiser is connected), shall be used for any purposes by anyone but the client and other intended users as identified in this report, nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media, without the written consent of the appraiser.

5. The appraiser will not disclose the contents of this appraisal report unless required by applicable law or as specified in the Uniform Standards of Professional Appraisal Practice.

6. Information, estimates, and opinions furnished to the appraiser, and contained in the report, were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished to the appraiser is assumed by the appraiser.

7. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering or testing, which might be required to discover such factors. This appraisal is not an environmental assessment of the property and should not be considered as such.

8. The appraiser specializes in the valuation of real property and is not a home inspector, building contractor, structural engineer, or similar expert, unless otherwise noted. The appraiser did not conduct the intensive type of field observations of the kind intended to seek and discover property defects. The viewing of the property and any improvements is for purposes of developing an opinion of the defined value of the property, given the intended use of this assignment. Statements regarding condition are based on surface observations only. The appraiser claims no special expertise regarding issues including, but not limited to: foundation settlement, basement moisture problems, wood destroying (or other) insects, pest infestation, radon gas, lead based paint, mold or environmental issues. Unless otherwise indicated, mechanical systems were not activated or tested.

This appraisal report should not be used to disclose the condition of the property as it relates to the presence/absence of defects. The client is invited and encouraged to employ qualified experts to inspect and address areas of concern. If negative conditions are discovered, the opinion of value may be affected.

Unless otherwise noted, the appraiser assumes the components that constitute the subject property improvement(s) are fundamentally sound and in working order.

Any viewing of the property by the appraiser was limited to readily observable areas. Unless otherwise noted, attics and crawl space areas were not accessed. The appraiser did not move furniture, floor coverings or other items that may restrict the viewing of the property.

9. Appraisals involving hypothetical conditions related to completion of new construction, repairs or alteration are based on the assumption that such completion, alteration or repairs will be competently performed.

10. Unless the intended use of this appraisal specifically includes issues of property insurance coverage, this appraisal should not be used for such purposes. Reproduction or Replacement cost figures used in the cost approach are for valuation purposes only, given the intended use of the assignment. The Definition of Value used in this assignment is unlikely to be consistent with the definition of Insurable Value for property insurance coverage/use.

11. The ACI General Purpose Appraisal Report (GPAR™) is not intended for use in transactions that require a Fannie Mae 1004/Freddie Mac 70 form, also known as the Uniform Residential Appraisal Report (URAR).

Additional Comments Related To Scope Of Work, Assumptions and Limiting Conditions

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved
(gPAR™) General Purpose Appraisal Report 05/2010
GPAR100X_10 052E2010

Appraiser's Certification

The appraiser(s) certifies that, to the best of the appraiser's knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are the appraiser's personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. Unless otherwise stated, the appraiser has no present or prospective interest in the property that is the subject of this report and has no personal interest with respect to the parties involved.
4. The appraiser has no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. The appraiser's engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The appraiser's compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The appraiser's analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. Unless otherwise noted, the appraiser has made a personal inspection of the property that is the subject of this report.
9. Unless noted below, no one provided significant real property appraisal assistance to the appraiser signing this certification. Significant real property appraisal assistance provided by:

Additional Certifications:

Definition of Value: [X] Market Value [ ] Other Value: _____

Source of Definition: _____

ADDRESS OF THE PROPERTY APPRAISED:
20120 Deering St
Livonia, MI 48152

EFFECTIVE DATE OF THE APPRAISAL: 08/12/2023

APPRAISED VALUE OF THE SUBJECT PROPERTY $ 168,000

APPRAISER

Signature: Kimberly G Ridener
Name: Kimberly G. Ridener
State Certification # 1204000822
or License # _____
or Other (describe): _____ State #: _____
State: MI
Expiration Date of Certification or License: 07/31/2025
Date of Signature and Report: 08/14/2023
Date of Property Viewing: _____
Degree of property viewing:
[X] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

SUPERVISORY APPRAISER

Signature: _____
Name: _____
State Certification # _____
or License # _____
State: _____
Expiration Date of Certification or License: _____
Date of Signature: _____
Date of Property Viewing: _____
Degree of property viewing:
[ ] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

ADDENDUM

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152

Neighborhood Boundaries

The subject is located North of Seven Mile Road, South of Grand River Avenue, West of Inkster Road, and East of Angling Street. The single family dwellings consist primarily of one and two story detached dwellings mixed in style and construction quality. Commercial property is located along main thoroughfares and only effects properties that abut to it.The subject is serviced by the Clarenceville Public School System.

Neighborhood Market Conditions
Interest rates are still expected to continue to rise through 2023. The Federal Reserve announced at the May 2023 FOMC meeting another .25 basis point increase to the Federal Fund rate and a projected continued increase in the federal funds rate through 2023 and possibly 2024 to curb inflation. FHA, VA, and Land Contract sales are acceptable alternative forms of financing.

Due to the increasing acceptance of appraisal waivers by lenders, it has become evident that in many instances, the market valuation is being inflated with the higher sales not requiring an appraisal or being subjected to the appraisal process. Often, when confirmed by the agent, the higher prices sales that can not be supported by the market have opted to use an appraisal waiver. This is supported often by similar sales in a market area and one sale being substantially priced above the market and not supported.

Site Comments
This lot is typical for the area in terms of size and appeal. There are no adverse apparent adverse easements, encroachments or conditions. This lot is suitable for the improvements.

This appraiser did not investigate specific zoning ordinances and is not qualified to determine zoning violations and setbacks.

No adverse environmental condition were noted from a visual inspection of the property and surrounding area or from common public record.

Comments on Sales Comparison
Comparable sales were selected based on similarity to subject based on location, square footage, functional utility and condition. All comparable sales are with the subject's competing market area. After appropriate and necessary adjustments, the comparable sales selected indicated a range and a mid-range value for the subject. The comparable sales reported in this appraisal are deemed the most appropriate in estimating the fair market value for the subject. Paired analysis, market reaction and experience are used to determine adjustment amounts. Realcomp MLS was the primary source for obtaining sale and listing data. Adjustment values of zero in the sales comparison grid indicated that the appraiser considered an adjustment, however after consideration, determined the difference to be so minimal that it is not recognized by the market. Therefore, no adjustment was made.

Primary consideration is given to comparable #1 due to it's recent sale date and requiring few adjustments. Support is also given to the remaining sales. An opinion of value is an opinion of market value, based upon comparable sales and a weighting of comparable sales. Appraisals are not the average of the comparable sales used. Some comparable sales are more comparable to the subject property than others.

No adjustment is warranted for age differences for the subject and the comparables +/- 8 years. No adjustment is warranted for the site size differences, the size difference is negligible. The market does not recognize the minimal difference. Comparable #2 and #3 were given a condition adjustment for their lack of similar updating.

Conditions of Appraisal

Samantha Bourque, a State of Michigan Licensed Limited Real Estate Appraiser #1201075897, participated in this report. The participation includes physical inspection of subject property, exterior inspection of the comparable sales and inputting subject data in report.

EXPOSURE TIME: estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal.

Comment: Exposure time is a retrospective opinion based on an analysis of past events assuming a competitive and open market. The opinion of the time period for reasonable exposure is not intended to be a prediction of a date of sale or a one line statement. Instead, it is an integral part of the analyses conducted during the appraisal assignment. The opinion may be expressed as a range. USPAP 2022-2023 Edition The Appraisal Foundation.

The purpose of their appraisal is to estimate market value of the subject property for NON federally related mortgage purposes.

Appraisers are required to be licensed in the State of Michigan and are regulated by the Department of Licensing and Regulatory Affairs. PO Box 30018, Lansing, Michigan, 48909.

The electronic signatures currently being utilized were established by our software provider (ACI/Polaroid Digital Solutions) These signatures are generated through the computer/computer software.

This appraisal is not a home or environmental inspection and the appraiser is not acting as a home or environmental inspector when preparing this report. The borrower has the right to have the home inspected by a professional home or environmental inspector.

ADDENDUM

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152

When completing the appraisal, a visual inspection was done in accordance with FNMA guidelines. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value. This appraisal does not guarantee that the property is free of defects or environmental problems.

SCOPE OF APPRAISAL: The scope of the discussion in this report is specific to the needs of the client and to the intended use of this report. The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. If you are not the client listed above, you are a 'third party' to the report and are warned not to rely on this report in anyway. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

This report should be read in it's entirety, including all attachments and addendums. Special attention should be given to the certification and limiting conditions.

This report has been prepared for the mortgage lending purposes only. Any other use is strictly prohibited without the express written consent of the appraiser.

SCOPE OF WORK

To develop the opinion of value shown on the report, the appraiser(s) performed a complete appraisal process as defined by the Uniform Standards of Professional Appraisal Practice (USPAP). This means that no departures from Standards Rule 1 were invoked.

In conducting the appraisal assignment, the appraiser first collected preliminary public record information, and made an initial search of available market sales, trends, and influences using local MLS data. A physical viewing of the subject property was made in accordance with the information requirements of the URAR format. General research on comparable properties in the subject and competing neighborhoods was performed. Comparable sales selection was refined to the most similar and recent sale properties subject to the conditions of appraisal. A residential market analysis using standard residential appraisal methods and techniques was completed. The value indications from the comparable sale properties were reconciled into a final value estimate. The land value estimate is limited to a review of real market assessed land value, land sales in the neighborhood, and abstraction of land values from improved sales in the neighborhood.

The purpose of the final value reconciliation is to develop a rational, defensible conclusion of the most probable market value for the subject property subject to the assumptions and conditions specified for this assignment.

Any other visits or work performed will be deemed outside the scope of the original assignment and a fee will be charged.

LIMITING CONDITIONS AND ASSUMPTIONS:
The estimate of market value is effective as of the date of the initial inspection of the subject property, which is noted on the appraisal report. This is not a prospective determination of market value and this appraiser makes no estimates of market value for any date other than that specified in the report. Conditions or events outside the scope of work statement, assumptions and conditions under which this estimate of market value is determined could alter this appraiser's opinion of market value and render this report void.

The appraiser is not an expert in matters of contracting, estimating, pest control, mold, structural engineering, hazardous waste, survey, condemnation, title matters or any profession other than real property appraisal. This appraiser shall not be held responsible for issues arising out of areas beyond his expertise. It is assumed that all permits for construction, modification and/or changes, were obtained. Any representation regarding square footage is an approximation and the appraiser does not guarantee accuracy. The appraiser will not be liable for any representation of square footage. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value subject to the conditions and assumptions of the assignment. When performing the inspection of this property, the appraiser visually observed areas that were accessible. The appraiser is not required to disturb or move anything that obstructs access or visibility.

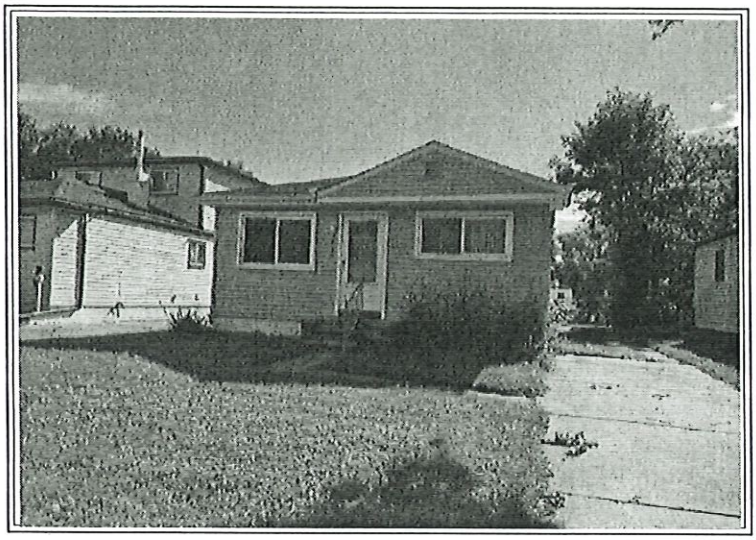
Information used as supporting data is assumed to be reliable. This appraiser will not be held liable for representation of properties provided by any third party.

The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

COPYRIGHT NOTICE:
The presentation of the data contained within this analysis and report is for informational purposes only and transmission of the data is not authorization for copy or redistribution. The data contained herein is copyrighted and may not be published, sold, redistributed, copied, provided at a fee or for free to any other person or entity. The information contained within this report is protected by the copyright laws of the United States.

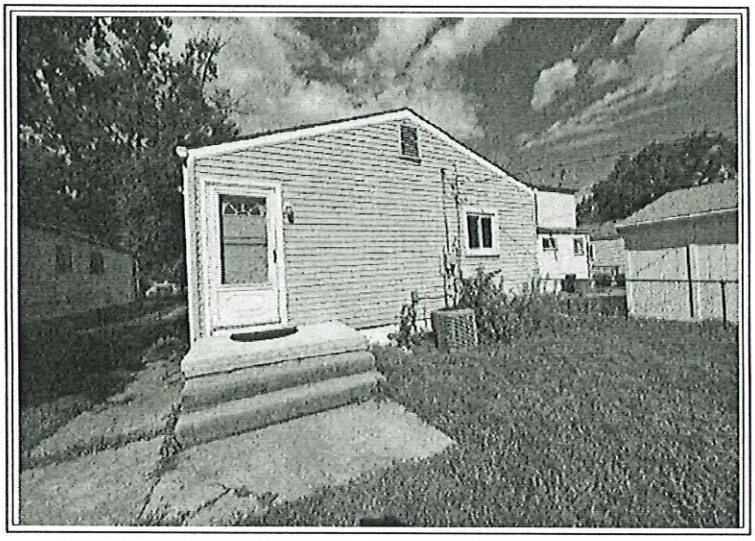
SUBJECT PROPERTY PHOTO ADDENDUM

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152

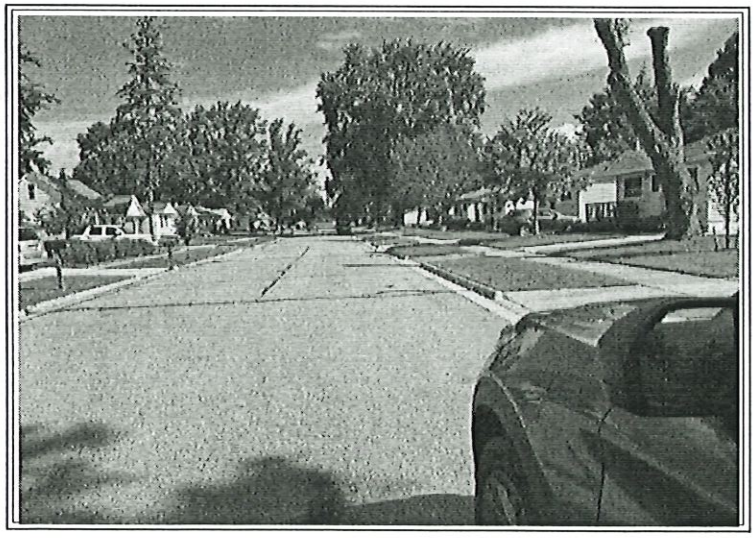


FRONT VIEW OF SUBJECT PROPERTY

Appraised Date: August 12, 2023
Appraised Value: $ 168,000



REAR VIEW OF SUBJECT PROPERTY



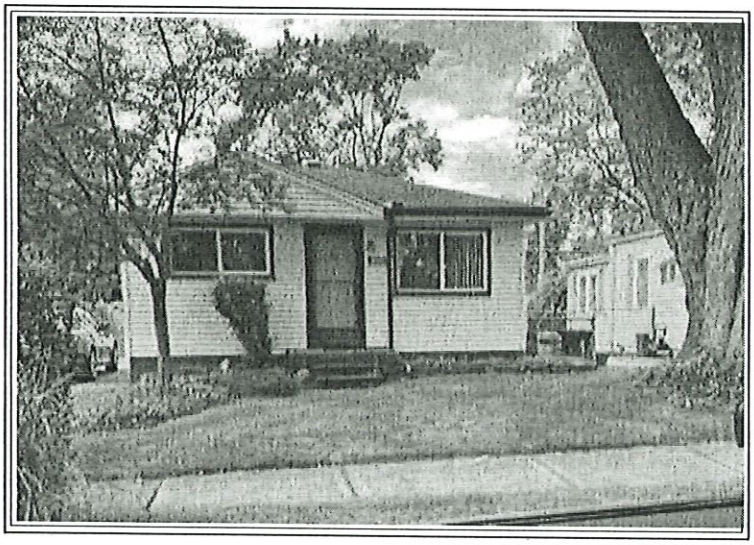
STREET SCENE

COMPARABLE PROPERTY PHOTO ADDENDUM

Client: Livonia Housing Commission		File No.: 230495
Property Address: 20120 Deering St		Case No.:
City: Livonia	State: MI	Zip: 48152

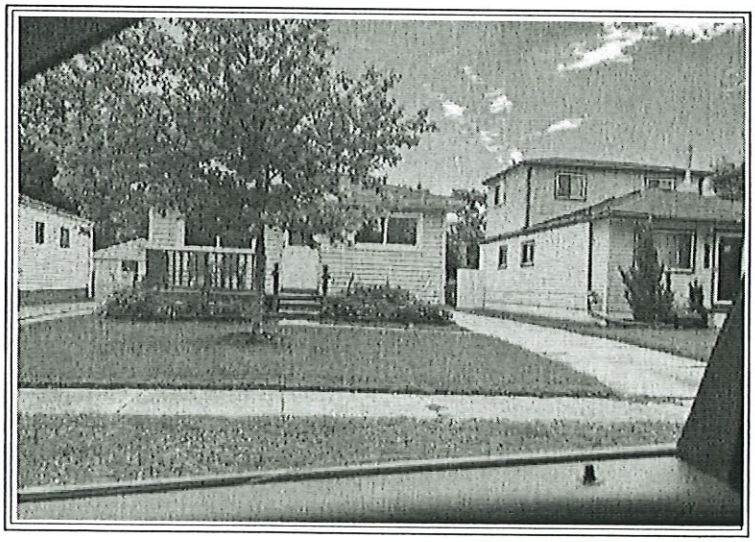
COMPARABLE SALE #1

27620 Long St
Livonia, MI 48152
Sale Date: s07/23;c06/23
Sale Price: $ 175,000



COMPARABLE SALE #2

20115 Antago St
Livonia, MI 48152
Sale Date: s07/23;c05/23
Sale Price: $ 170,000



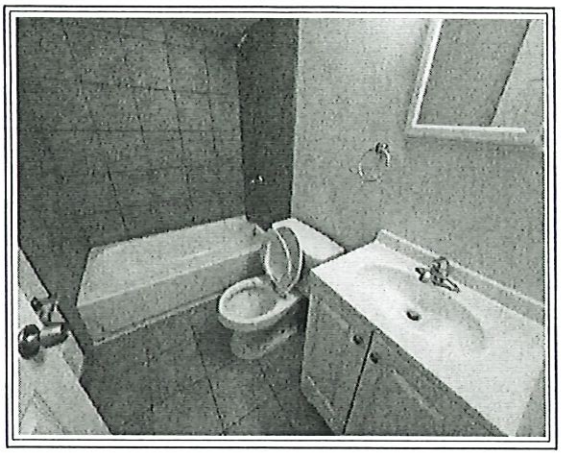
COMPARABLE SALE #3

20128 Deering St
Livonia, MI 48152
Sale Date: s10/22;c08/22
Sale Price: $ 165,000

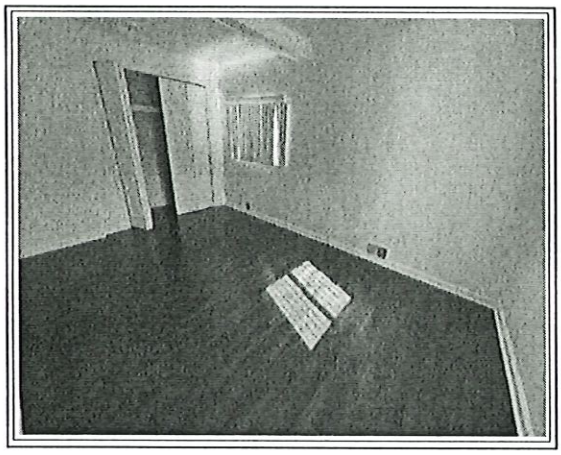
ADDITIONAL PHOTO PAGE

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152

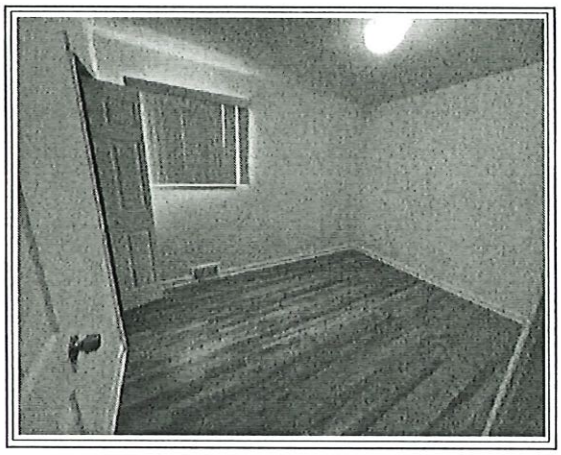
KITCHEN



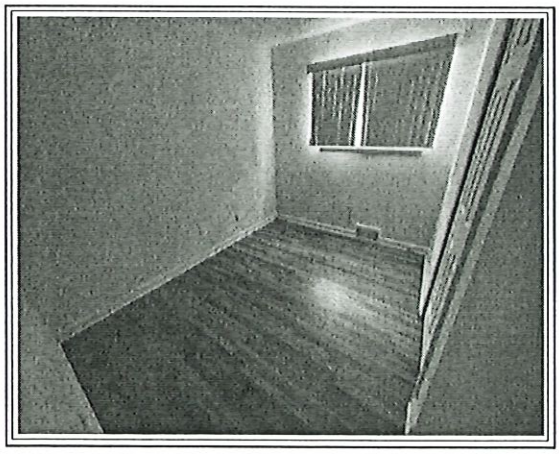
BATHROOM



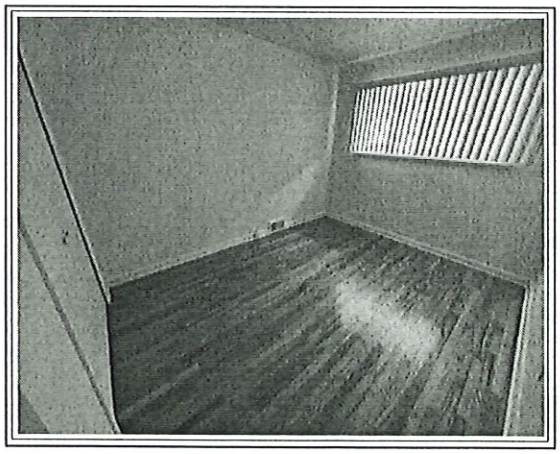
BEDROOM



BEDROOM



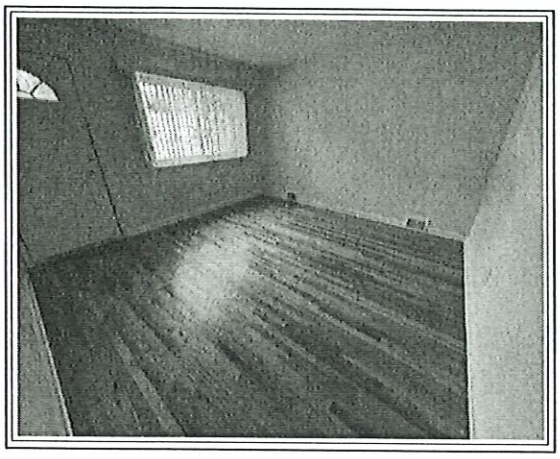
BEDROOM



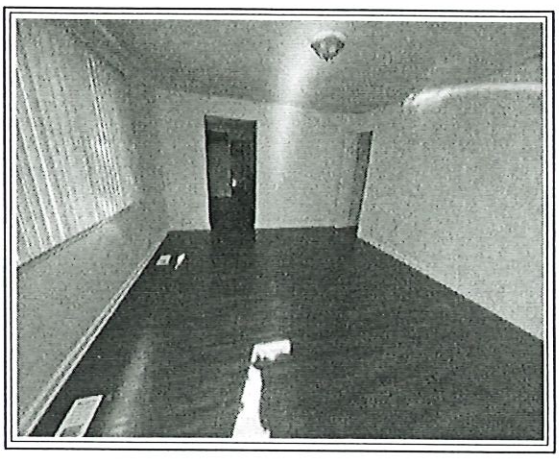
BEDROOM

ADDITIONAL PHOTO PAGE

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152

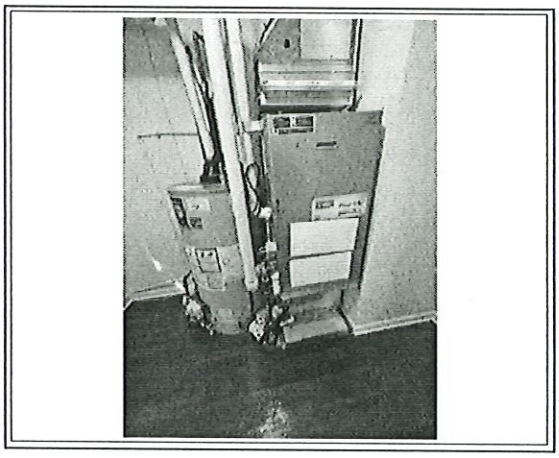


LIVING ROOM



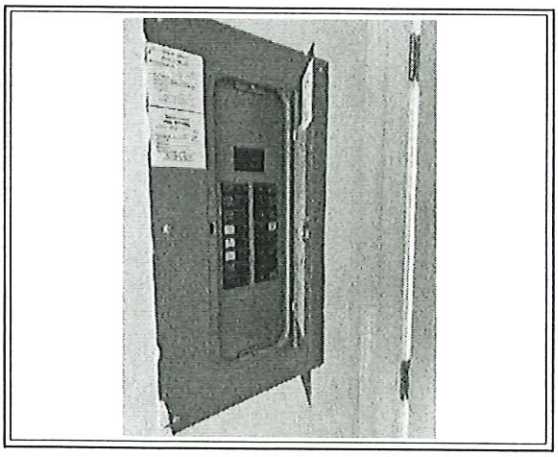
FAMILY ROOM

LAUNDRY/UTILITIES



FURNACE

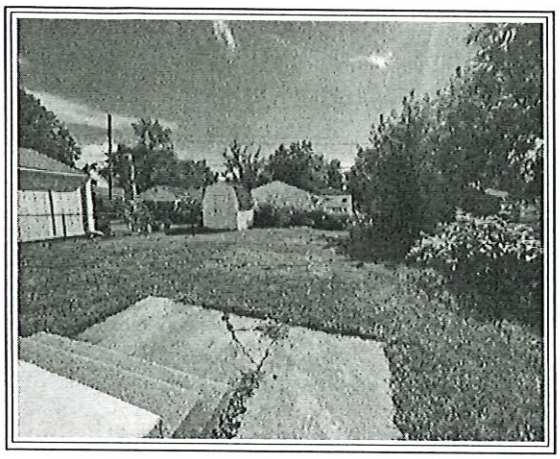
WATER HEATER



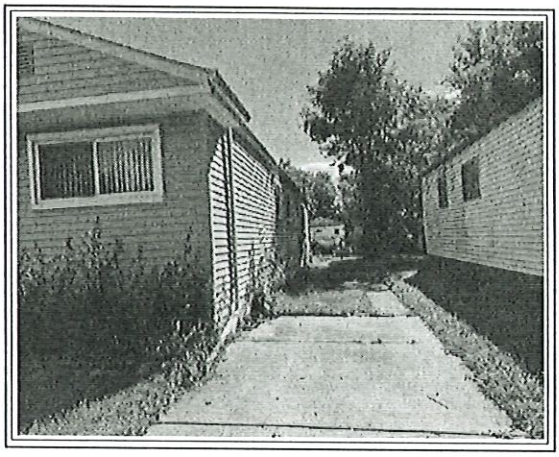
ELECTRICAL PANEL

ADDITIONAL PHOTO PAGE

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152



BACKYARD



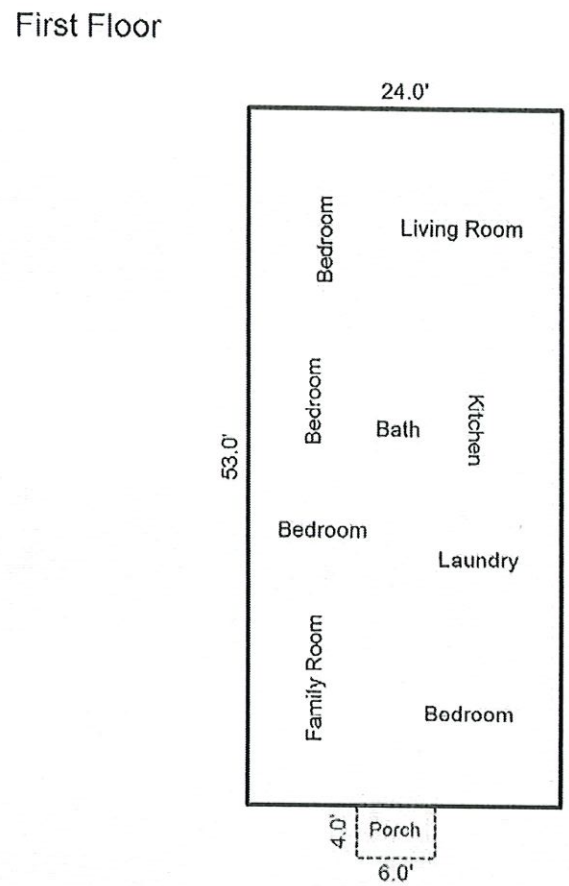
SIDE VIEW

SIDE VIEW

STREET SCENE

FLOORPLAN SKETCH

Client: Livonia Housing Commission	File No.: 230495	
Property Address: 20120 Deering St	Case No.:	
City: Livonia	State: MI	Zip: 48152



Sketch by Apex Sketch

AREA CALCULATIONS SUMMARY

Code	Description	Factor	Net Size	Perimeter	Net Totals
GLA1	First Floor	1.0	1272.0	154.0	1272.0
P/P	Porch	1.0	24.0	20.0	24.0
	Net LIVABLE	cnt	1	(rounded)	1,272

AREA CALCULATIONS BREAKDOWN

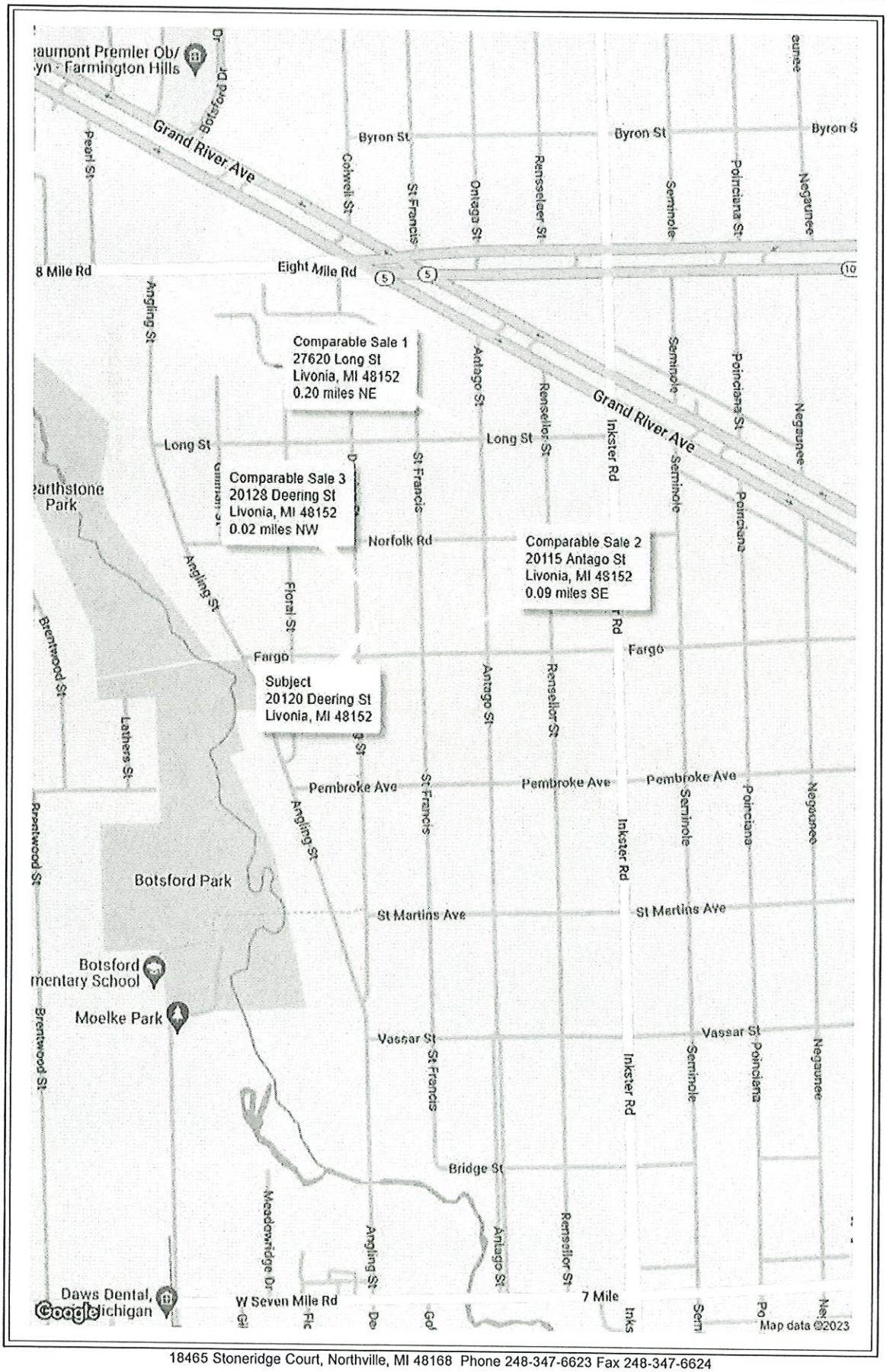
Name	Base x	Height x	Width =	Area
First Floor		53.0 x	24.0 =	1272.0
1 total items			(rounded)	1,272

© HOOKABOUT (US) Inc. dba Apex Software

18465 Stoneridge Court, Northville, MI 48168 Phone 248-347-6623 Fax 248-347-6624

LOCATION MAP

Client: Livonia Housing Commission	File No.: 230495
Property Address: 20120 Deering St	Case No.:
City: Livonia	State: MI Zip: 48152



Client: Livonia Housing Commission		File No.: 230495
Property Address: 20120 Deering St		Case No.:
City: Livonia	State: MI	Zip: 48152

GRETCHEN WHITMER
GOVERNOR

Q644333

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
BUREAU OF PROFESSIONAL LICENSING
CERTIFIED RESIDENTIAL REAL ESTATE APPRAISER LICENSE

KIMBERLY G RIDENER

LICENSE NO.
1204000822

EXPIRATION DATE
07/31/2025

23159040600

THIS DOCUMENT IS DULY ISSUED UNDER THE LAWS OF THE STATE OF MICHIGAN

Client: Livonia Housing Commission	File No.: 230495
Property Address: 20120 Deering St	Case No.:
City: Livonia	State: MI Zip: 48152

LIA Administrators & Insurance Services

ASPEN

APPRAISAL, VALUATION AND PROPERTY SERVICES PROFESSIONAL LIABILITY INSURANCE POLICY

DECLARATIONS

Aspen American Insurance Company
(Referred to below as the "Company")
590 Madison Avenue, 7th Floor
New York, NY 10022
877-245-3510

Date Issued	Policy Number	Previous Policy Number
12/14/2022	AA0041 0148	AA0041 0107

THIS IS A **CLAIMS** MADE AND REPORTED POLICY. COVERAGE IS LIMITED TO LIABILITY FOR ONLY THOSE **CLAIMS** THAT ARE FIRST MADE AGAINST THE **INSURED** DURING THE **POLICY PERIOD** AND THEN REPORTED TO THE COMPANY IN WRITING NO LATER THAN SIXTY (60) DAYS AFTER EXPIRATION OR TERMINATION OF THIS POLICY, OR DURING THE **EXTENDED REPORTING PERIOD**, IF APPLICABLE, FOR A **WRONGFUL ACT** COMMITTED ON OR AFTER THE **RETROACTIVE DATE** AND BEFORE THE END OF THE **POLICY PERIOD**. PLEASE READ THE POLICY CAREFULLY.

1. Customer ID: 131704
   Named Insured:
   RIDENER APPRAISAL SERVICE, INC.
   Kimberly G. Ridener
   18465 Stoneridge Court
   Northville, MI 48168

2. **Policy Period:** From: 01/20/2023 To: 01/20/2024
   12:01 A.M. Standard Time at the address stated in 1 above.

3. **Deductible:** $1000 Each Claim

4. **Retroactive Date:** 01/20/1993

5. **Inception Date:** 01/20/2016

6. **Limits of Liability:** A. $1,000,000 Each Claim
   B. $1,000,000 Aggregate

   Subpoena Response: $5,000 Supplemental Payment Coverage
   Pre-Claim Assistance: $5,000 Supplemental Payment Coverage
   Disciplinary Proceeding: $7,500 Supplemental Payment Coverage
   Loss of Earnings: $500 per day Supplemental Payment Coverage

7. **Covered Professional Services (as defined in the Policy and/or by Endorsement):**

Real Estate Appraisal and Valuation:	Yes [X]	No [ ]	
Residential Property:	Yes [X]	No [ ]	
Commercial Property:	Yes [ ]	No [X]	
Bodily Injury and Property Damage Caused During Appraisal Inspection ($100,000 Sub-Limit):	Yes [X]	No [ ]	If "yes", added by endorsement)
Right of Way Agent and Relocation:	Yes [ ]	No [X]	
Machinery and Equipment Valuation:	Yes [ ]	No [X]	
Personal Property Appraisal:	Yes [ ]	No [X]	If "yes", added by endorsement)
Real Estate Sales/Brokerage:	Yes [ ]	No [X]	If "yes", added by endorsement)

18465 Stoneridge Court, Northville, MI 48168 Phone 248-347-6623 Fax 248-347-6624

USPAP ADDENDUM

File No. 230495

Borrower: N/A
Property Address: 20120 Deering St
City: Livonia County: Wayne State: MI Zip Code: 48152
Lender: Livonia Housing Commission

Reasonable Exposure Time

My opinion of a reasonable exposure time for the subject property at the market value stated in this report is: 5-30 days

Additional Certifications

[X] I have performed **NO** services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

[ ] **I HAVE** performed services, as an appraiser or in another capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment. Those services are described in the comments below.

Additional Comments

APPRAISER:

Signature: Kimberly G Ridener
Name: Kimberly G. Ridener
Date Signed: 08/14/2023
State Certification #: 1204000822
or State License #:
or Other (describe): State #:
State: MI
Expiration Date of Certification or License: 07/31/2025
Effective Date of Appraisal: August 12, 2023

SUPERVISORY APPRAISER (only if required):

Signature:
Name:
Date Signed:
State Certification #:
or State License #:
State:
Expiration Date of Certification or License:
Supervisory Appraiser inspection of Subject Property:
[ ] Did Not [ ] Exterior-only from street [ ] Interior and Exterior

Appraiser Independence Certification

File No.: 230495

Borrower: N/A
Property Address: 20120 Deering St
City: Livonia County: Wayne State: MI Zip Code: 48152
Lender/Client: Livonia Housing Commission

I do hereby certify, I have followed the appraiser independence safeguards in compliance with Appraisal Independence and any applicable state laws I may be required to comply with. This includes but is not limited to the following:

- I am currently licensed and/or certified by the state in which the property to be appraised is located. My license is the appropriate license for the appraisal assignment(s) and is reflected on the appraisal report.
- I certify that there have been no sanctions against me for any reason that would impair my ability to perform appraisals pursuant to the required guidelines.

I assert that no employee, director, officer, or agent of the Lender/Client, or any other third party acting as joint venture partner, independent contractor, appraisal company, appraisal management company, or partner on behalf of the Lender/Client, influenced or attempted to influence the development, reporting, result, or review of the appraisal through coercion, extortion, collusion, compensation, inducement, intimidation, bribery, or in any other manner.

I further assert that the Lender/Client has never participated in any of the following prohibited behavior in our business relationship:

1. Withholding or threatening to withhold timely payment or partial payment for the appraisal report;
2. Withholding or threatening to withhold future business, or demoting or terminating, or threatening to demote or terminate my services;
3. Expressly or implicitly promising future business, promotions, or increased compensation for my services;
4. Conditioning the ordering of the appraisal report or the payment of the appraisal fee or salary or bonus on my opinion, conclusion or valuation reached, or on a preliminary value estimate requested;
5. Requesting an estimated, predetermined, or desired valuation in the appraisal report, prior to the completion of the appraisal report, or requesting estimated values or comparable sales at any time prior to the completion of the appraisal report;
6. Providing an anticipated, estimated, encouraged or desired value for the subject property, or a proposed or target amount to be loaned to the Borrower, except that a copy of the sales contract may have been provided if the assignment was for a purchase transaction;
7. Providing stock or other financial or non-financial benefits to me or any entity or person related to me, my appraisal or appraisal management company, if applicable;
8. Any other act or practice that impairs or attempts to impair my independence, objectivity or impartiality, or violates law or regulation, including but not limited to, the Truth in Lending Act (TILA) and Regulation Z, or the Uniform Standards of Professional Appraisal Practice (USPAP).

Additional Comments:

APPRAISER:

Signature: Kimberly G Ridener
Name: Kimberly G. Ridener
Date Signed: 08/14/2023
State Certification #: 1204000822
or State License #:
or Other (describe): State #:
State: MI
Expiration Date of Certification or License: 07/31/2025

SUPERVISORY APPRAISER (only if required):

Signature:
Name:
Date Signed:
State Certification #:
or State License #:
State:
Expiration Date of Certification or License:

Produced using ACI software, 800.234.8727 www.aciweb.com

AERIAL MAP

Client: Livonia Housing Commission		File No.: 230495
Property Address: 20120 Deering St		Case No.:
City: Livonia	State: MI	Zip: 48152

City of Livonia
33000 Civic Center Drive
Livonia, MI, 48154

File Number: 221054

In accordance with your request, I have appraised the real property at:

27545 Long St
Livonia, MI 48150

The purpose of this appraisal is to develop an opinion of the defined value of the subject property, as improved. The property rights appraised are the fee simple interest in the site and improvements.

In my opinion, the defined value of the property as of August 20, 2022 is:

$130,000
One Hundred Thirty Thousand Dollars

The attached report contains the description, analysis and supportive data for the conclusions, final opinion of value, descriptive photographs, assignment conditions and appropriate certifications.

Sherri L. Bourque
Certified Residential Appraiser

Residential Appraisal Report

File No. 221054

PURPOSE

The purpose of this appraisal report is to provide the client with a credible opinion of the defined value of the subject property, given the intended use of the appraisal.

Client Name/Intended User City of Livonia E-mail Esims@livonia.gov

Client Address 33000 Civic Center Drive City Livonia State MI Zip 48154

Additional Intended User(s) City of Livonia Community Development (CBDG)

Intended Use Estimate market value for potential sale

SUBJECT

Property Address 27545 Long St City Livonia State MI Zip 48150

Owner of Public Record City of Livonia County Wayne

Legal Description 01D122 ARGONNE SUB T1S R9E L40 P5 WCR LOT 122

Assessor's Parcel # 46001040122000 Tax Year 2021 R.E. Taxes $ 0.00

Neighborhood Name ARGONNE SUB Map Reference CT 2020 Census Tract 5561.00

Property Rights Appraised [X] Fee Simple [ ] Leasehold [ ] Other (describe)

SALES HISTORY

My research [ ] did [X] did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.

Prior Sale/Transfer: Date Price Source(s) Livonia Assr Records

Analysis of prior sale or transfer history of the subject property (and comparable sales, if applicable) The was no previous recorded history for the past 36 months for the subject and the past 12 months for the comparables.

Offerings, options and contracts as of the effective date of the appraisal No offerings, options or contracts as of the effective date of the appraisal.

NEIGHBORHOOD

Neighborhood Characteristics				One-Unit Housing Trends				One-Unit Housing		Present Land Use %	
Location	[ ] Urban	[X] Suburban	[ ] Rural	Property Values	[ ] Increasing	[X] Stable	[ ] Declining	PRICE	AGE	One-Unit	90 %
Built-Up	[X] Over 75%	[ ] 25-75%	[ ] Under 25%	Demand/Supply	[ ] Shortage	[X] In Balance	[ ] Over Supply	$(000)	(yrs)	2-4 Unit	0 %
Growth	[ ] Rapid	[X] Stable	[ ] Slow	Marketing Time	[X] Under 3 mths	[ ] 3-6 mths	[ ] Over 6 mths	200 Low	55	Multi-Family	0 %
Neighborhood Boundaries See Attached Addendum								270 High	85	Commercial	10 %
								235 Pred.	65	Other	%

Neighborhood Description See Attached Addendum

Market Conditions (including support for the above conclusions) See Attached Addendum

SITE

Dimensions 40 X 120 Area 4800 Sq.Ft. Shape Rectangular View A;Res;I96

Specific Zoning Classification NM Zoning Description Neighborhood

Zoning Compliance [X] Legal [ ] Legal Nonconforming (Grandfathered Use) [ ] No Zoning [ ] Illegal (describe)

Is the highest and best use of the subject property as improved (or as proposed per plans and specifications) the present use? [X] Yes [ ] No If No, describe.

Utilities	Public	Other (describe)		Public	Other (describe)	Off-site Improvements—Type	Public	Private
Electricity	[X]	[ ]	Water	[X]	[ ]	Street Concrete	[X]	[ ]
Gas	[X]	[ ]	Sanitary Sewer	[X]	[ ]	Alley None	[ ]	[ ]

Site Comments See Attached Addendum

IMPROVEMENTS

GENERAL DESCRIPTION		FOUNDATION	EXTERIOR DESCRIPTION materials	INTERIOR materials
Units [X] One [ ] One w/Acc. unit [ ]		[X] Concrete Slab [ ] Crawl Space	Foundation Walls Concrete/Avg.	Floors Hdwd/Crmc/Avg.
# of Stories 1		[ ] Full Basement [ ] Partial Basement	Exterior Walls Vinyl/Avg.	Walls Plaster/Avg.
Type [X] Det. [ ] Att. [ ] S-Det./End Unit		Basement Area 0 sq. ft.	Roof Surface Asphlt Shngle/Avg	Trim/Finish Wood/Pntd/Avg.
[X] Existing [ ] Proposed [ ] Under Const.		Basement Finish 0 %	Gutters & Downspouts Aluminum/Avg.	Bath Floor Ceramic/Avg.
Design (Style) Ranch		[ ] Outside Entry/Exit [ ] Sump Pump	Window Type D.Hung/Avg.	Bath Wainscot Ceramic/Avg.
Year Built 1940			Storm Sash/Insulated Vinyl/Avg.	Car Storage [ ] None
Effective Age (Yrs) 20			Screens Aluminum/Avg.	[X] Driveway # of Cars 2
Attic	[ ] None	Heating [X] FWA [ ] HW [ ] Radiant	Amenities [ ] WoodStove(s) #0	Driveway Surface Concrete
[ ] Drop Stair	[ ] Stairs	[ ] Other Fuel Gas	[ ] Fireplace(s) # 0 [X] Fence Chn Link	[X] Garage # of Cars 2
[ ] Floor	[X] Scuttle	Cooling [X] Central Air Conditioning	[ ] Patio/Deck None [X] Porch Concrete	[ ] Carport # of Cars 0
[ ] Finished	[ ] Heated	[ ] Individual [ ] Other	[ ] Pool None [ ] Other None	[ ] Att. [X] Det. [ ] Built-in

Appliances [P] Refrigerator [P] Range/Oven [X] Dishwasher [X] Disposal [ ] Microwave [P] Washer/Dryer [X] Other (describe) Fan

Finished area above grade contains: 5 Rooms 3 Bedrooms 1.0 Bath(s) 740 Square Feet of Gross Living Area Above Grade

Additional Features The subject is a three bedroom,vinyl sided ranch with a two car detached garage.

Comments on the Improvements C4;No updates in the prior 15 years;Percentage of physical depreciation is rounded upwards to the nearest whole percentage and is based on the age-life method of deprecation. No repairs, functional or external depreciation were noted at the time of inspection. This appraiser makes no guarantee or warranties, express or implied, regarding the condition of the mechanicals and structural condition of the subject property. It is assumed that they are in sound and working condition. The subject is occupied. All utilities were on at the time of the inspection.

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

Residential Appraisal Report

File No. 221054

FEATURE	SUBJECT	COMPARABLE SALE NO. 1		COMPARABLE SALE NO. 2		COMPARABLE SALE NO. 3	
Address	27545 Long St Livonia, MI 48152	19231 Rensellor St Livonia, MI 48152		19134 Angling St Livonia, MI 48152		20116 Floral St Livonia, MI 48152	
Proximity to Subject		0.70 miles SE		0.76 miles SW		0.23 miles SW	
Sale Price	$ 126,000		$ 130,000		$ 152,050		$ 160,000
Sale Price/Gross Liv. Area	$ 170.27 sq. ft.	$ 155.88 sq. ft.		$ 174.17 sq. ft.		$ 180.18 sq. ft.	
Data Source(s)		RCMLS#2210073982;DOM 60		RCMLS#2220037863;DOM 6		RCMLS#2220040935;DOM 4	
Verification Source(s)		Livonia Assr Records		Livonia Assr Records		Livonia Assr Records	
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment
Sale or Financing Concessions		Conv No Concessions		Conv No Concessions		Conv No Concessions	
Date of Sale/Time	05/03/2004	CLD 01/13/2022		CLD 06/17/2022		CLD 08/03/2022	
Location	N;Res;	N;Res;		N;Res;		N;Res;	
Leasehold/Fee Simple	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Site	4800 sf	5060 sf	0	5662 sf	0	5600 sf	0
View	N;Res;	N;Res;		N;Res;		N;Res;	
Design (Style)	Ranch	Ranch		Bungalow	0	DT1;Ranch	
Quality of Construction	Vinyl/Avg.	Vinyl/Avg.		Vinyl/Avg.		Abestos/Avg.	0
Actual Age	82	70	0	82		60	-11,000
Condition	Not Updated	Not Updated		Not Updated		Not Updated	
Above Grade Room Count (Total / Bdrms / Baths)	4 / 2 / 1.0	4 / 2 / 1.0		5 / 3 / 1.0		5 / 3 / 1.0	0
Gross Living Area	740 sq. ft.	834 sq. ft.	0	873 sq. ft.	-4,000	888 sq. ft.	-4,400
Basement & Finished Rooms Below Grade	0sf	0sf		0sf		0sf	
Functional Utility	2 Bed/Avg.	2 Bed/Avg.		3 Bed/Sup.	-5,000	3 Bed/Sup.	-5,000
Heating/Cooling	FWA/Gas	FWA/Gas		FWA/Gas		FWA/Gas/CA	-1,500
Energy Efficient Items	None	None		None		None	
Garage/Carport	2 Car Garage	2 Car Garage		No Garage	10,000	2 Car Garage	
Porch/Patio/Deck	Porch	Porch		Porch/Deck	-1,000	Porch/Deck	-1,000
Fireplace	No Fireplace	No Fireplace		No Fireplace		No Fireplace	
Fence	Fence	Fence		Fence		Fence	
Net Adjustment (Total)		[X] + [ ] -	$ 0	[X] + [ ] -	$ 0	[ ] + [X] -	$ 22,900
Adjusted Sale Price of Comparables		Net Adj. 0.0% Gross Adj. 0.0%	$ 130,000	Net Adj. 0.0% Gross Adj. 13.2%	$ 152,050	Net Adj. -14.3% Gross Adj. 14.3%	$ 137,100

SALES COMPARISON APPROACH

Summary of Sales Comparison Approach See Attached Addendum

COST APPROACH

COST APPROACH TO VALUE

Site Value Comments Not developed

ESTIMATED [ ] REPRODUCTION OR [ ] REPLACEMENT COST NEW

Source of cost data

Quality rating from cost service Effective date of cost data

Comments on Cost Approach (gross living area calculations, depreciation, etc.)

OPINION OF SITE VALUE			= $
Dwelling	740 Sq. Ft. @ $		= $ 0
Bsmt: 912 Sq.Ft.	Sq. Ft. @ $		= $ 0
Garage/Carport 400	Sq. Ft. @ $		= $ 0
Total Estimate of Cost-New			= $ 0
Less 65 Physical	Functional	External	
Depreciation $0			= $ (0)
Depreciated Cost of Improvements			= $ 0
"As-is" Value of Site Improvements			= $
INDICATED VALUE BY COST APPROACH			= $ 0

INCOME

INCOME APPROACH TO VALUE

Estimated Monthly Market Rent $ X Gross Rent Multiplier = $ 0 Indicated Value by Income Approach

Summary of Income Approach (including support for market rent and GRM) Subject is located in a predominately owner occupied market area, therefore the income approach is not a consideration to determine value in this report.

RECONCILIATION

Indicated Value by: Sales Comparison Approach $ 130,000 **Cost Approach (if developed) $** 0 **Income Approach (if developed) $** 0

Greatest weight is giving to the sales comparison approach. The cost approach was not developed and is not required by Fannie Mae and income approach was excluded based on market area being predominately owner occupied.

This appraisal is made [X] "as is," [ ] subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed, [ ] subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed [ ] subject to the following:

See Attached Addendum

Based on the scope of work, assumptions, limiting conditions and appraiser's certification, my (our) opinion of the defined value of the real property that is the subject of this report is $ 130,000 **as of** 08/20/2022**, which is the effective date of this appraisal.**

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved
(gPAR™) General Purpose Appraisal Report 05/2010
GPAR1004_1005262010

Scope of Work, Assumptions and Limiting Conditions

Scope of work is defined in the Uniform Standards of Professional Appraisal Practice as " the type and extent of research and analyses in an assignment." In short, scope of work is simply what the appraiser did and did not do during the course of the assignment. It includes, but is not limited to: the extent to which the property is identified and inspected, the type and extent of data researched, the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of this appraisal and ensuing discussion in this report are specific to the needs of the client, other identified intended users and to the intended use of the report. This report was prepared for the sole and exclusive use of the client and other identified intended users for the identified intended use and its use by any other parties is prohibited. The appraiser is not responsible for unauthorized use of the report.

The appraiser's certification appearing in this appraisal report is subject to the following conditions and to such other specific conditions as are set forth by the appraiser in the report. All extraordinary assumptions and hypothetical conditions are stated in the report and might have affected the assignment results.

1. The appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or title thereto, nor does the appraiser render any opinion as to the title, which is assumed to be good and marketable. The property is appraised as though under responsible ownership.

2. Any sketch in this report may show approximate dimensions and is included only to assist the reader in visualizing the property. The appraiser has made no survey of the property.

3. The appraiser is not required to give testimony or appear in court because of having made the appraisal with reference to the property in question, unless arrangements have been previously made thereto.

4. Neither all, nor any part of the content of this report, copy or other media thereof (including conclusions as to the property value, the identity of the appraiser, professional designations, or the firm with which the appraiser is connected), shall be used for any purposes by anyone but the client and other intended users as identified in this report, nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media, without the written consent of the appraiser.

5. The appraiser will not disclose the contents of this appraisal report unless required by applicable law or as specified in the Uniform Standards of Professional Appraisal Practice.

6. Information, estimates, and opinions furnished to the appraiser, and contained in the report, were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished to the appraiser is assumed by the appraiser.

7. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering or testing, which might be required to discover such factors. This appraisal is not an environmental assessment of the property and should not be considered as such.

8. The appraiser specializes in the valuation of real property and is not a home inspector, building contractor, structural engineer, or similar expert, unless otherwise noted. The appraiser did not conduct the intensive type of field observations of the kind intended to seek and discover property defects. The viewing of the property and any improvements is for purposes of developing an opinion of the defined value of the property, given the intended use of this assignment. Statements regarding condition are based on surface observations only. The appraiser claims no special expertise regarding issues including, but not limited to: foundation settlement, basement moisture problems, wood destroying (or other) insects, pest infestation, radon gas, lead based paint, mold or environmental issues. Unless otherwise indicated, mechanical systems were not activated or tested.

This appraisal report should not be used to disclose the condition of the property as it relates to the presence/absence of defects. The client is invited and encouraged to employ qualified experts to inspect and address areas of concern. If negative conditions are discovered, the opinion of value may be affected.

Unless otherwise noted, the appraiser assumes the components that constitute the subject property improvement(s) are fundamentally sound and in working order.

Any viewing of the property by the appraiser was limited to readily observable areas. Unless otherwise noted, attics and crawl space areas were not accessed. The appraiser did not move furniture, floor coverings or other items that may restrict the viewing of the property.

9. Appraisals involving hypothetical conditions related to completion of new construction, repairs or alteration are based on the assumption that such completion, alteration or repairs will be competently performed.

10. Unless the intended use of this appraisal specifically includes issues of property insurance coverage, this appraisal should not be used for such purposes. Reproduction or Replacement cost figures used in the cost approach are for valuation purposes only, given the intended use of the assignment. The Definition of Value used in this assignment is unlikely to be consistent with the definition of Insurable Value for property insurance coverage/use.

11. The ACI General Purpose Appraisal Report (GPAR™) is not intended for use in transactions that require a Fannie Mae 1004/Freddie Mac 70 form, also known as the Uniform Residential Appraisal Report (URAR).

Additional Comments Related To Scope Of Work, Assumptions and Limiting Conditions

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

Appraiser's Certification

The appraiser(s) certifies that, to the best of the appraiser's knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are the appraiser's personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. Unless otherwise stated, the appraiser has no present or prospective interest in the property that is the subject of this report and has no personal interest with respect to the parties involved.
4. The appraiser has no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. The appraiser's engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The appraiser's compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The appraiser's analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. Unless otherwise noted, the appraiser has made a personal inspection of the property that is the subject of this report.
9. Unless noted below, no one provided significant real property appraisal assistance to the appraiser signing this certification. Significant real property appraisal assistance provided by:

Additional Certifications:

Definition of Value: [X] **Market Value** [ ] **Other Value:** _____

Source of Definition: _____

ADDRESS OF THE PROPERTY APPRAISED:
27545 Long St
Livonia, MI 48150
EFFECTIVE DATE OF THE APPRAISAL: 08/20/2022
APPRAISED VALUE OF THE SUBJECT PROPERTY $ 130,000

APPRAISER

Signature: Sherri L. Bourque
Name: Sherri L. Bourque
State Certification # 1204005188
or License # _____
or Other (describe): _____ State #: _____
State: MI
Expiration Date of Certification or License: 07/31/2023
Date of Signature and Report: 08/28/2022
Date of Property Viewing: 8/20/2022
Degree of property viewing:
[X] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

SUPERVISORY APPRAISER

Signature: _____
Name: _____
State Certification # _____
or License # _____
State: _____
Expiration Date of Certification or License: _____
Date of Signature: _____
Date of Property Viewing: _____
Degree of property viewing:
[ ] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

ADDENDUM

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

Neighborhood Boundaries
The subject is located North of Seven Mile Road, South of Eight Mile Road, East of Middlebelt Road and West of Inkster Road. The single family dwellings consist primarily of one and two story detached dwellings mixed in style and construction quality. Commercial property is located along main thoroughfares and only effects properties that abut to it. The subject is serviced by the Clarenceville Public School System.

Neighborhood Description
The subject's neighborhood is overall in moderate proximity to local employment centers and recreational amenities with predominate employment centers located within a reasonable commute by auto or mass transit. Interest rates are being lowered in an effort to curb inflation.

Neighborhood Market Conditions

Interest rates are still expected to remain relatively low through 2022. The Federal Reserve announced at the December 2021 FOMC meeting the a projected increase of 0.9 in the federal funds rate for 2022 and a continued increase through 2024. FHA, VA, and Land Contract sales are acceptable alternative forms of financing. Due to the increasing acceptance of appraisal waivers by lenders, it has become evident that in many instances, the market valuation is being inflated with the higher sales not requiring an appraisal or being subjected to the appraisal process. Often, when confirmed by the agent, the higher prices sales that can not be supported by the market have opted to use an appraisal waiver. This is supported often by similar sales in a market area and one sale being substantially priced above the market and not supported.

Site Comments
This lot is typical for the area in terms of size and appeal. There are no adverse apparent adverse easements, conditions or encroachments. This lot is suitable for the improvements. The subject suffers from external obsolescence created by backing to commercial property.

This appraiser did not investigate specific zoning ordinances and is not qualified to determine zoning violations and setbacks.

No adverse environmental condition were noted from a visual inspection of the property and surrounding area or from common public record.

Comments on Sales Comparison
Comparable sales were selected based on similarity to subject based on location, square footage, functional utility and condition. All comparable sales are with the subject's competing market area. After appropriate and necessary adjustments, the comparable sales selected indicated a range and a mid-range value for the subject. The comparable sales reported in this appraisal are deemed the most appropriate in estimating the fair market value for the subject. Paired analysis, market reaction and experience are used to determine adjustment amounts. Realcomp MLS was the primary source for obtaining sale and listing data. Adjustment values of zero in the sales comparison grid indicated that the appraiser considered an adjustment, however after consideration, determined the difference to be so minimal that it is not recognized by the market. Therefore, no adjustment was made.

Primary consideration is given to comparable sale #1 due to it's similar floor plan. Support is also given to the remaining comparables. The subject and all comparables are serviced by the Livonia Public School System.

The subject and comparable sale #1 suffer from functional obsolescence created by their two bedroom floor plans in a three bedroom or more market area. Therefore an adjustment was warranted for the remaining comparable sales having superior three bedroom floor plans. No adjustment is warranted for age differences for the subject and the comparables +/- 15 years. No adjustment was made for energy efficient items as it is difficult to verify these items in the MLS comments as they are not always listed. Various adjustments were warranted for square footage and garage count.

Bracketing for the subject site size was not possible. After a thorough search through RealComp MLS no recent and reliable sales were found with a similar site size. This appraiser felt it was relevant to remain in the subject's market area and utilized recent and reliable comparable sales. No adverse effect was noted. No adjustment is warranted for the site size differences, the size difference is negligible. The market does not recognize the minimal difference.

Bracketing for the subject's square footage was not possible. After a thorough search through RealComp MLS no recent and reliable sales were found to bracket the subject's square footage. However, comparable sale #1 is within the recommended FNMA Guideline of 100 Sf +/-. This appraiser felt it was relevant to remain in the subject's market area and utilized recent and reliable comparable sales. No adverse effect was noted.

It should noted that the appraiser considered numerous sales within the defined neighborhood. The appraiser noted sales in various states of condition. In comparable selection the appraiser made a concentrated effort to locate and select homes similar to the subject in terms of physical characteristics and condition. Due to UAD requirements the appraiser is forced to differentiate between Condition and the Quality of Construction. In addition UAD mandates that condition and quality rating are to be reported on an "absolute" basis and not have a "relative" basis. Consequently, in some cases, the appraiser will have to make adjustments to comparables that have the same rating due to minor differences in terms of the overall condition or quality from one comparable to the next. The appraiser has assessed the features and condition through the use of RCMLS listings, interior photos, exterior inspections and in some cases, realtor interviews. During the course of research the appraiser deemed that all comparable sales warrant a similar condition rating.

Conditions of Appraisal

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

EXPOSURE TIME: estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal.

Comment: Exposure time is a retrospective opinion based on an analysis of past events assuming a competitive and open market. The opinion of the time period for reasonable exposure is not intended to be a prediction of a date of sale or a one line statement. Instead, it is an integral part of the analyses conducted during the appraisal assignment. The opinion may be expressed as a range. USPAP 2021-2022 Edition The Appraisal Foundation

Samantha Bourque, a State of Michigan Licensed Limited Real Estate Appraiser #1201075897, participated in this report. The participation includes physical inspection of subject property, exterior inspection of the comparable sales and inputting subject data in report.

The purpose of their appraisal is to estimate market value of the subject property for non federally related mortgage purposes.

Appraisers are required to be licensed in the State of Michigan and are regulated by the Department of Licensing and Regulatory Affairs. PO Box 30018, Lansing, Michigan, 48909.

The electronic signatures currently being utilized were established by our software provider (ACI/Polaroid Digital Solutions) These signatures are generated through the computer/computer software.

This appraisal is not a home or environmental inspection and the appraiser is not acting as a home or environmental inspector when preparing this report. The borrower has the right to have the home inspected by a professional home or environmental inspector.

When completing the appraisal, a visual inspection was done in accordance with FNMA guidelines. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value. This appraisal does not guarantee that the property is free of defects or environmental problems.

SCOPE OF APPRAISAL: The scope of the discussion in this report is specific to the needs of the client and to the intended use of this report. The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. If you are not the client listed above, you are a 'third party' to the report and are warned not to rely on this report in anyway. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

This report should be read in it's entirety, including all attachments and addendums. Special attention should be given to the certification and limiting conditions.

This report has been prepared for the mortgage lending purposes only. Any other use is strictly prohibited without the express written consent of the appraiser.

SCOPE OF WORK

To develop the opinion of value shown on the report, the appraiser(s) performed a complete appraisal process as defined by the Uniform Standards of Professional Appraisal Practice (USPAP). This means that no departures from Standards Rule 1 were invoked.

In conducting the appraisal assignment, the appraiser first collected preliminary public record information, and made an initial search of available market sales, trends, and influences using local MLS data. A physical viewing of the subject property was made in accordance with the information requirements of the URAR format. General research on comparable properties in the subject and competing neighborhoods was performed. Comparable sales selection was refined to the most similar and recent sale properties subject to the conditions of appraisal. A residential market analysis using standard residential appraisal methods and techniques was completed. The value indications from the comparable sale properties were reconciled into a final value estimate. The land value estimate is limited to a review of real market assessed land value, land sales in the neighborhood, and abstraction of land values from improved sales in the neighborhood.

The purpose of the final value reconciliation is to develop a rational, defensible conclusion of the most probable market value for the subject property subject to the assumptions and conditions specified for this assignment.

Any other visits or work performed will be deemed outside the scope of the original assignment and a fee will be charged.

The appraisal fee charged contemplates only th report and does not contemplate court appearances or testimony, any court appearances require a fee to be paid from the office to court and return to the office. The fee is billed at $200.00 per hour, with a six hour minimum, payable 10 days in advance before the date of testimony or deposition. Any additional information will be billed at the same rate. Any additional inspections of the subject property will be billed at the rate of $100 per inspection. There is a 72 hour notice for cancellation or a cancellation fee will be charged.

LIMITING CONDITIONS AND ASSUMPTIONS:
The estimate of market value is effective as of the date of the initial inspection of the subject property, which is noted on the appraisal report. This is not a prospective determination of market value and this appraiser makes no estimates of market value for any date other than that specified in the report. Conditions or events outside the scope of work statement,

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

assumptions and conditions under which this estimate of market value is determined could alter this appraiser's opinion of market value and render this report void.

The appraiser is not an expert in matters of contracting, estimating, pest control, mold, structural engineering, hazardous waste, survey, condemnation, title matters or any profession other than real property appraisal. This appraiser shall not be held responsible for issues arising out of areas beyond his expertise. It is assumed that all permits for construction, modification and/or changes, were obtained. Any representation regarding square footage is an approximation and the appraiser does not guarantee accuracy. The appraiser will not be liable for any representation of square footage. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value subject to the conditions and assumptions of the assignment. When performing the inspection of this property, the appraiser visually observed areas that were accessible. The appraiser is not required to disturb or move anything that obstructs access or visibility.

Information used as supporting data is assumed to be reliable. This appraiser will not be held liable for representation of properties provided by any third party.

The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

COPYRIGHT NOTICE:
The presentation of the data contained within this analysis and report is for informational purposes only and transmission of the data is not authorization for copy or redistribution. The data contained herein is copyrighted and may not be published, sold, redistributed, copied, provided at a fee or for free to any other person or entity. The information contained within this report is protected by the copyright laws of the United States.

SUBJECT PROPERTY PHOTO ADDENDUM

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

FRONT VIEW OF SUBJECT PROPERTY

Appraised Date: August 20, 2022
Appraised Value: $ 130,000

REAR VIEW OF SUBJECT PROPERTY

STREET SCENE

COMPARABLE PROPERTY PHOTO ADDENDUM

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

COMPARABLE SALE #1

19231 Rensellor St
Livonia, MI 48152
Sale Date: CLD 01/13/2022
Sale Price: $ 130,000

COMPARABLE SALE #2

19134 Angling St
Livonia, MI 48152
Sale Date: CLD 06/17/2022
Sale Price: $ 152,050

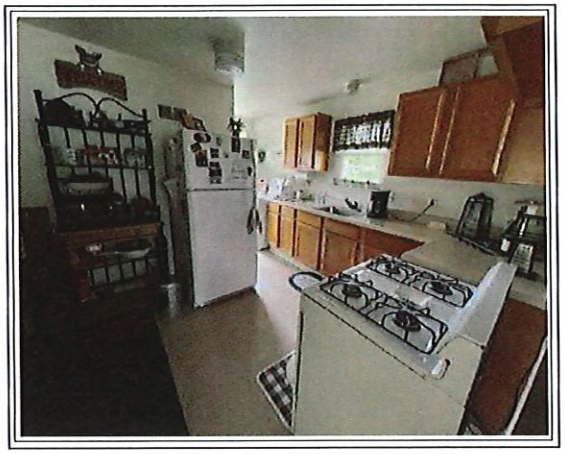
COMPARABLE SALE #3

20116 Floral St
Livonia, MI 48152
Sale Date: CLD 08/03/2022
Sale Price: $ 160,000

ADDITIONAL PHOTO PAGE

Client: City of Livonia		File No.: 221054
Property Address: 27545 Long St		Case No.:
City: Livonia	State: MI	Zip: 48150

KITCHEN 1 OF 2



KITCHEN 2 OF 2

BATHROOM

BEDROOM

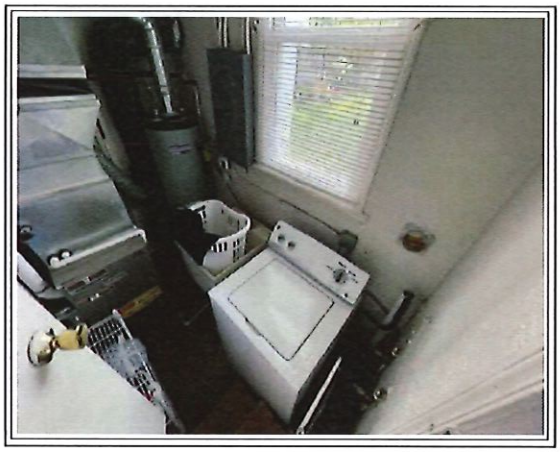
BEDROOM

DINING AREA

ADDITIONAL PHOTO PAGE

Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150

LIVING ROOM



LAUNDRY/UTILITIES

FURNACE

WATER HEATER

ELECTRICAL PANEL

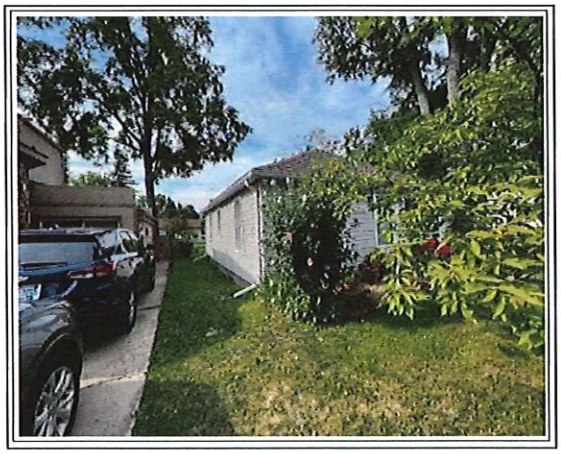
GARAGE

ADDITIONAL PHOTO PAGE

Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150

SIDE VIEW/GARAGE

SIDE VIEW



SIDE VIEW

STREET VIEW

KITCHEN

LOCATION MAP

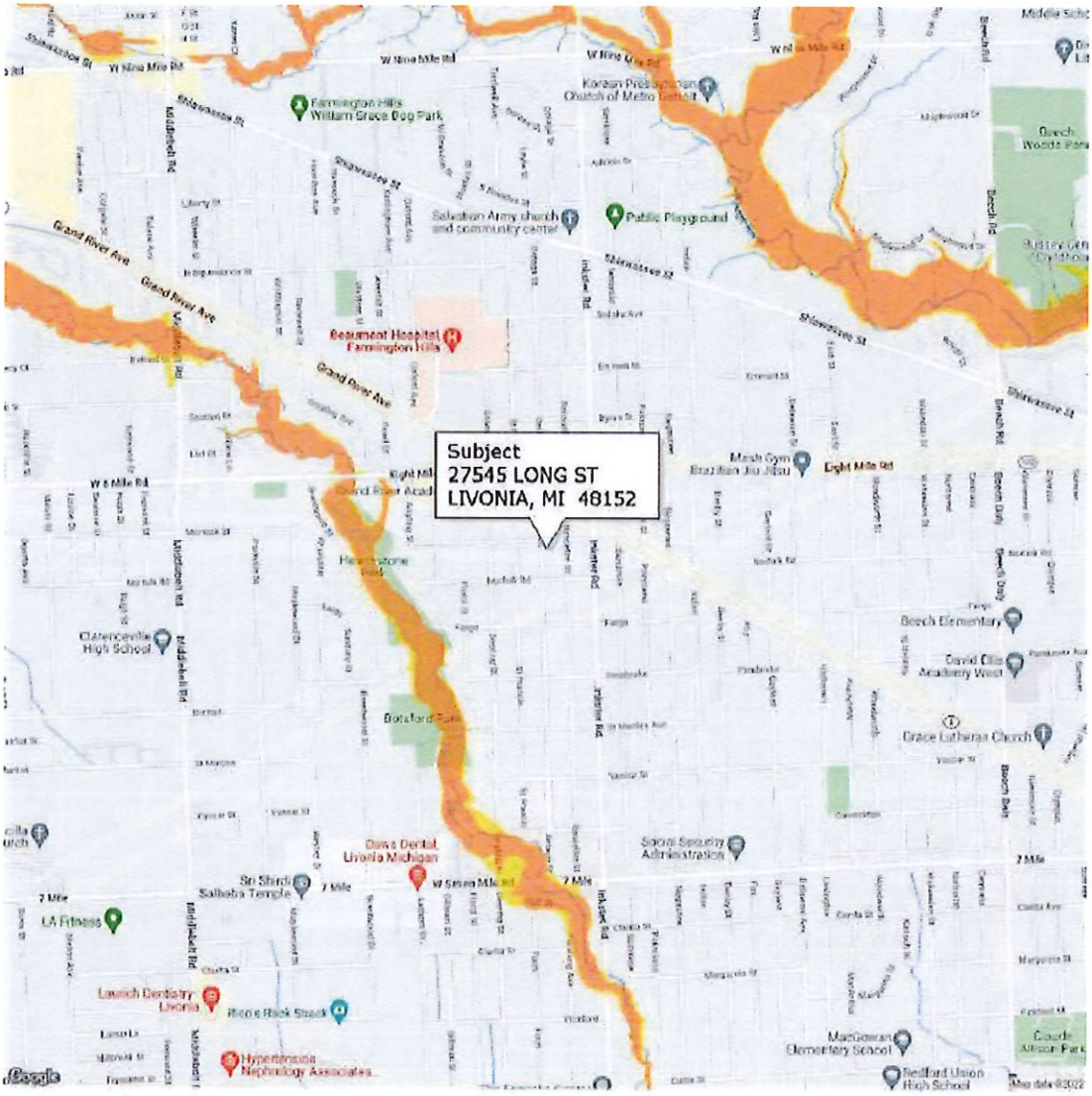
Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150

AERIAL MAP

Client: City of Livonia	File No.: 221054
Property Address: 27545 Long St	Case No.:
City: Livonia State: MI	Zip: 48150

FLOOD MAP

Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150



FLOOD INFORMATION

Community: CITY OF LIVONIA

Property is NOT in a FEMA Special Flood Hazard Area

Map Number: 26163C0054E

Panel: 26163C0054

Zone: X

Map Date: 02-02-2012

FIPS: 26163

Source: FEMA DFIRM

LEGEND

= FEMA Special Flood Hazard Area – High Risk

= Moderate and Minimal Risk Areas

Road View:

= Forest = Water

Sky Flood™

No representations or warranties to any party concerning the content, accuracy or completeness of this flood report, including any warranty of merchantability or fitness for a particular purpose is implied or provided. Visual scaling factors differ between map layers and are separate from flood zone information at marker location. No liability is accepted to any third party for any use or misuse of this flood map or its data.

Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150

GRETCHEN WHITMER
GOVERNOR

P831093

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
BUREAU OF PROFESSIONAL LICENSING

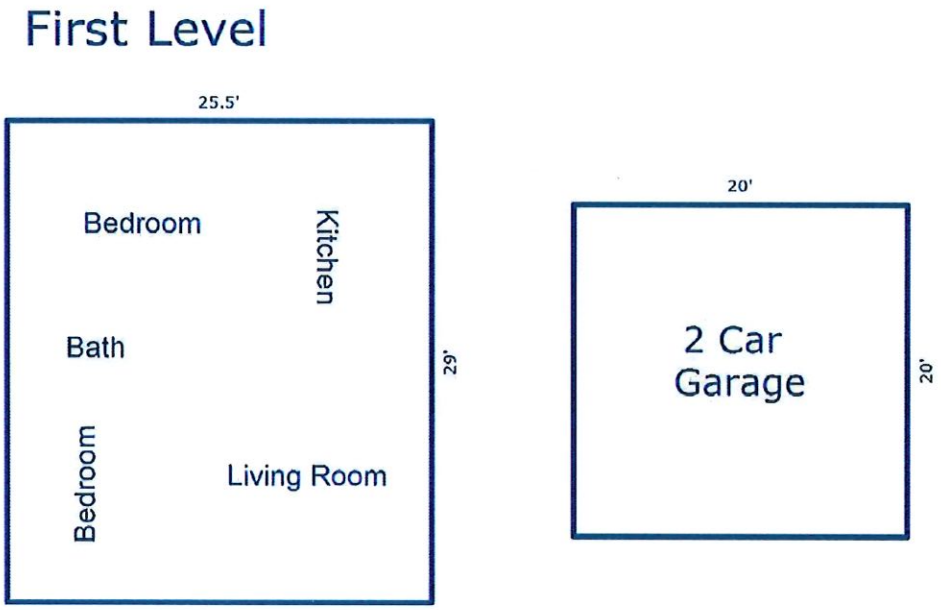
CERTIFIED RESIDENTIAL APPRAISER
LICENSE

SHERRI LYNN BOURQUE

LICENSE NO.	EXPIRATION DATE	AUDIT NO	
1204005188	07/31/2023	3473575	THIS DOCUMENT IS DULY ISSUED UNDER THE LAWS OF THE STATE OF MICHIGAN

FLOORPLAN SKETCH

Client: City of Livonia	File No.: 221054	
Property Address: 27545 Long St	Case No.:	
City: Livonia	State: MI	Zip: 48150



Sketch by Apex Sketch

AREA CALCULATIONS SUMMARY

Code	Description	Factor	Net Size	Perimeter	Net Totals
GLA1	First Floor	1.0	739.5	109.0	739.5
GAR	Garage	1.0	400.0	80.0	400.0
	Net LIVABLE	cnt	1	(rounded)	740

AREA CALCULATIONS BREAKDOWN

Name	Base x	Height x	Width =	Area
First Floor		29.0 x	25.5 =	739.5
1 total items			(rounded)	740

© iLOOKABOUT (US) Inc. dba Apex Software

RIDENER APPRAISAL SERVICE, INC.

File No. 221055

********* INVOICE *********

File Number: 221055 08/28/2022

City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

Invoice # : 221055
Order Date : 8/10/2022
Reference/Case # :
PO Number :

14200 Beatrice
Livonia, MI 48150

Fee	$	350.00
	$	
Invoice Total	$	350.00
State Sales Tax @ 0%	$	0.00
Deposit	($	)
Deposit	($	)
Amount Due	$	350.00

Terms: 30 Days Net

Please Make Check Payable To:

Ridener Appraisal Service, Inc.
18465 Stoneridge Court
Northville, MI 48168

Fed. I.D. #: 38-3367840

Thank you for your business
Please refer to invoice # when remitting

RIDENER APPRAISAL SERVICE, INC.

File No. 221055

APPRAISAL OF

Single Family Dwelling

LOCATED AT:

14200 Beatrice
Livonia, MI 48150

CLIENT:

City of Livonia
33000 Civic Center Drive
Livonia, MI, 48154

AS OF:

August 16, 2022

BY:

Sherri L. Bourque
Certified Residential Appraiser

File No. 221052

********* INVOICE *********

File Number: 221052 08/28/2022

City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

Invoice # : 221052
Order Date : 8/10/2022
Reference/Case # :
PO Number :

35546 Orangelawn
Livonia, MI 48150

Appraisal Fee	$	350.00
	$	
Invoice Total	$	350.00
State Sales Tax @ 0%	$	0.00
Deposit	($	)
Deposit	($	)
Amount Due	$	350.00

Terms: 30 Days Net

Please Make Check Payable To:

Ridener Appraisal Service, Inc.
18465 Stoneridge Court
Northville, MI 48168

Fed. I.D. #: 38-3367840

Thank you for your business
Please refer to invoice # when remitting

RIDENER APPRAISAL SERVICE, INC.

File No. 221052

APPRAISAL OF

Single Family Dwelling

LOCATED AT:

35546 Orangelawn
Livonia, MI 48150

CLIENT:

City of Livonia
33000 Civic Center Drive
Livonia, MI, 48154

AS OF:

August 20, 2022

BY:

Sherri L. Bourque
Certified Residential Appraiser

File No. 221052

City of Livonia
33000 Civic Center Drive
Livonia, MI, 48154

File Number: 221052

In accordance with your request, I have appraised the real property at:

35546 Orangelawn
Livonia, MI 48150

The purpose of this appraisal is to develop an opinion of the defined value of the subject property, as improved. The property rights appraised are the fee simple interest in the site and improvements.

In my opinion, the defined value of the property as of August 20, 2022 is:

$245,000
Two Hundred Forty-Five Thousand Dollars

The attached report contains the description, analysis and supportive data for the conclusions, final opinion of value, descriptive photographs, assignment conditions and appropriate certifications.

Sherri L. Bourque
Certified Residential Appraiser

Residential Appraisal Report

File No. 221052

PURPOSE

The purpose of this appraisal report is to provide the client with a credible opinion of the defined value of the subject property, given the intended use of the appraisal.

Client Name/Intended User City of Livonia E-mail Esims@livonia.gov

Client Address 33000 Civic Center Drive City Livonia State MI Zip 48154

Additional Intended User(s) City of Livonia Community Development (CBDG)

Intended Use Estimate market value for potential sale

SUBJECT

Property Address 35546 Orangelawn City Livonia State MI Zip 48150

Owner of Public Record City of Livonia County Wayne

Legal Description 32H282 COUNTRY HOMES NO 2 T1S R9E L77 P58 59 60 WCR LOT 282

Assessor's Parcel # 46125010282000 Tax Year 2021 R.E. Taxes $ 0.00

Neighborhood Name COUNTRY HOMES NO 2 Map Reference CT 2020 Census Tract 5585.00

Property Rights Appraised [X] Fee Simple [ ] Leasehold [ ] Other (describe)

SALES HISTORY

My research [ ] did [X] did not reveal any prior sales or transfers of the subject property for the three years prior to the effective date of this appraisal.

Prior Sale/Transfer: Date Price Source(s) Livonia Assr Records

Analysis of prior sale or transfer history of the subject property (and comparable sales, if applicable) The was no previous recorded history for the past 36 months for the subject and the past 12 months for the comparables.

Offerings, options and contracts as of the effective date of the appraisal No offerings, options or contracts as of the effective date of the appraisal.

NEIGHBORHOOD

Neighborhood Characteristics			One-Unit Housing Trends			One-Unit Housing		Present Land Use %	
Location	[ ] Urban	[X] Suburban	[ ] Rural	Property Values	[ ] Increasing	[X] Stable	[ ] Declining	PRICE $(000)	AGE (yrs)	One-Unit	90 %
Built-Up	[X] Over 75%	[ ] 25-75%	[ ] Under 25%	Demand/Supply	[ ] Shortage	[X] In Balance	[ ] Over Supply			2-4 Unit	0 %
Growth	[ ] Rapid	[X] Stable	[ ] Slow	Marketing Time	[X] Under 3 mths	[ ] 3-6 mths	[ ] Over 6 mths	200 Low	55	Multi-Family	0 %
Neighborhood Boundaries See Attached Addendum								270 High	85	Commercial	10 %
								235 Pred.	65	Other	%

Neighborhood Description See Attached Addendum

Market Conditions (including support for the above conclusions) See Attached Addendum

SITE

Dimensions 60 X 122 Area 7320 Sq.Ft. Shape Rectangular View N;Res;

Specific Zoning Classification NM Zoning Description Neighborhood

Zoning Compliance [X] Legal [ ] Legal Nonconforming (Grandfathered Use) [ ] No Zoning [ ] Illegal (describe)

Is the highest and best use of the subject property as improved (or as proposed per plans and specifications) the present use? [X] Yes [ ] No If No, describe.

Utilities	Public	Other (describe)		Public	Other (describe)	Off-site Improvements—Type	Public	Private
Electricity	[X]	[ ]	Water	[X]	[ ]	Street Concrete	[X]	[ ]
Gas	[X]	[ ]	Sanitary Sewer	[X]	[ ]	Alley None	[ ]	[ ]

Site Comments See Attached Addendum

IMPROVEMENTS

GENERAL DESCRIPTION		FOUNDATION		EXTERIOR DESCRIPTION materials		INTERIOR materials	
Units [X] One [ ] One w/Acc. unit [ ]		[X] Concrete Slab	[ ] Crawl Space	Foundation Walls	Concrete/Avg.	Floors	Hdwd/Crmc/Avg.
# of Stories 1		[ ] Full Basement	[ ] Partial Basement	Exterior Walls	Brick/Avg.	Walls	Plaster/Avg.
Type [X] Det.	[ ] Att. [ ] S-Det./End Unit	Basement Area	1113 sq. ft.	Roof Surface	Asphlt Shngle/Avg	Trim/Finish	Wood/Pntd/Avg.
[X] Existing	[ ] Proposed [ ] Under Const.	Basement Finish	0 %	Gutters & Downspouts	Aluminum/Avg.	Bath Floor	Ceramic/Avg.
Design (Style) Ranch		[ ] Outside Entry/Exit	[ ] Sump Pump	Window Type	D.Hung/Avg.	Bath Wainscot	Ceramic/Avg.
Year Built 1955				Storm Sash/Insulated	Vinyl/Avg.	Car Storage	[ ] None
Effective Age (Yrs) 20				Screens	Aluminum/Avg.	[X] Driveway	# of Cars 2
Attic	[ ] None	Heating [X] FWA	[ ] HW [ ] Radiant	Amenities	[ ] WoodStove(s) #0	Driveway Surface	Concrete
[ ] Drop Stair	[ ] Stairs	[ ] Other	Fuel Gas	[ ] Fireplace(s) # 0	[X] Fence Chn Link	[X] Garage	# of Cars 2
[ ] Floor	[X] Scuttle	Cooling [X] Central Air Conditioning		[X] Patio/Deck Patio	[X] Porch Concrete	[ ] Carport	# of Cars 0
[ ] Finished	[ ] Heated	[ ] Individual	[ ] Other	[ ] Pool None	[ ] Other None	[X] Att.	[ ] Det. [ ] Built-in

Appliances [P] Refrigerator [P] Range/Oven [X] Dishwasher [X] Disposal [ ] Microwave [P] Washer/Dryer [X] Other (describe) Fan

Finished area above grade contains: 6 Rooms 3 Bedrooms 1.1 Bath(s) 1,123 Square Feet of Gross Living Area Above Grade

Additional Features The subject is a three bedroom,brick sided ranch with a two car detached garage.

Comments on the Improvements C4;No updates in the prior 15 years;Percentage of physical depreciation is rounded upwards to the nearest whole percentage and is based on the age-life method of deprecation. No repairs, functional or external depreciation were noted at the time of inspection. This appraiser makes no guarantee or warranties, express or implied, regarding the condition of the mechanicals and structural condition of the subject property. It is assumed that they are in sound and working condition. The subject is occupied. All utilities were on at the time of the inspection.

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved
(gPAR™) General Purpose Appraisal Report 05/2010
GPAR1004_10 05262010

Residential Appraisal Report

File No. 221052

FEATURE	SUBJECT	COMPARABLE SALE NO. 1		COMPARABLE SALE NO. 2		COMPARABLE SALE NO. 3	
Address	35546 Orangelawn Livonia, MI 48150	34958 Parkdale St Livonia, MI 48150		35159 Parkdale St Livonia, MI 48150		35133 Richland St Livonia, MI 48150	
Proximity to Subject		0.33 miles NE		0.24 miles NE		0.34 miles SE	
Sale Price	$ 126,000		$ 225,000		$ 255,000		$ 265,000
Sale Price/Gross Liv. Area	$ 112.20 sq. ft.	$ 197.02 sq. ft.		$ 226.87 sq. ft.		$ 235.77 sq. ft.	
Data Source(s)		RCMLS#2220036960;DOM 25		RCMLS#2220028176;DOM 3		RCMLS#543287334;DOM 7	
Verification Source(s)		Livonia Assr Records		Livonia Assr Records		Livonia Assr Records	
VALUE ADJUSTMENTS	DESCRIPTION	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment	DESCRIPTION	+(-) $ Adjustment
Sale or Financing Concessions		Conv No Concessions		Conv No Concessions		Conv No Concessions	
Date of Sale/Time	05/03/2004	CLD 07/11/2022		CLD 06/01/2022		CLD 05/31/2022	
Location	N;Res;	N;Res;		N;Res;		N;Res;	
Leasehold/Fee Simple	Fee Simple	Fee Simple		Fee Simple		Fee Simple	
Site	7320 sf	8100 sf	0	7320 sf		10890 sf	0
View	N;Res;	N;Res;		N;Res;		N;Res;	
Design (Style)	Ranch	Ranch		Ranch		Ranch	
Quality of Construction	Brick/Avg.	Brick/Avg.		Brick/Avg.		Brick/Avg.	
Actual Age	67	67	0	67	0	67	0
Condition	Not Updated	Not Updated		Not Updated		Not Updated	
Above Grade Room Count (Total / Bdrms / Baths)	6 / 3 / 1.1	5 / 3 / 1.1		5 / 3 / 1.1		5 / 3 / 1.1	
Gross Living Area	1,123 sq. ft.	1,142 sq. ft.	0	1,124 sq. ft.	0	1,124 sq. ft.	0
Basement & Finished Rooms Below Grade	1113sf0sfin	1142sf0sfin	0	1113sf750sfin Finished	0 -5,000	1113sf0sfin	0
Functional Utility	Typical	Typical		Typical		Typical	
Heating/Cooling	FWA/Gas/CA	FWA/Gas/CA		FWA/Gas/CA		FWA/Gas/CA	
Energy Efficient Items	None	None		None		None	
Garage/Carport	2 Car Garage	2 Car Garage		2 Car Garage		1 Car Garage	2,500
Porch/Patio/Deck	Porch/Patio	Porch/Patio		Porch/Patio		Porch/Deck	0
Fireplace	No Fireplace	No Fireplace		No Fireplace		No Fireplace	
Fence	Fence	Fence		Fence		Fence	
Net Adjustment (Total)		[X] + [ ] -	$ 0	[ ] + [X] -	$ 5,000	[X] + [ ] -	$ 2,500
Adjusted Sale Price of Comparables		Net Adj. 0.0% Gross Adj. 0.0%	$ 225,000	Net Adj. -2.0% Gross Adj. 2.0%	$ 250,000	Net Adj. 0.9% Gross Adj. 0.9%	$ 267,500

SALES COMPARISON APPROACH

Summary of Sales Comparison Approach See Attached Addendum

COST APPROACH

COST APPROACH TO VALUE

Site Value Comments Not developed

ESTIMATED [ ] REPRODUCTION OR [ ] REPLACEMENT COST NEW

Source of cost data

Quality rating from cost service Effective date of cost data

Comments on Cost Approach (gross living area calculations, depreciation, etc.)

OPINION OF SITE VALUE			= $
Dwelling	1,123 Sq. Ft. @ $		= $ 0
Bsmt: 1113 Sq.Ft.	Sq. Ft. @ $		= $ 0
Garage/Carport 484	Sq. Ft. @ $		= $ 0
Total Estimate of Cost-New			= $ 0
Less 65 Physical	Functional	External	
Depreciation $0			= $ (0)
Depreciated Cost of Improvements			= $ 0
"As-is" Value of Site Improvements			= $
INDICATED VALUE BY COST APPROACH			= $ 0

INCOME

INCOME APPROACH TO VALUE

Estimated Monthly Market Rent $ X Gross Rent Multiplier = $ 0 Indicated Value by Income Approach

Summary of Income Approach (including support for market rent and GRM) Subject is located in a predominately owner occupied market area, therefore the income approach is not a consideration to determine value in this report.

RECONCILIATION

Indicated Value by: Sales Comparison Approach $ 245,000 **Cost Approach (if developed) $** 0 **Income Approach (if developed) $** 0

Greatest weight is giving to the sales comparison approach. The cost approach was not developed and is not required by Fannie Mae and income approach was excluded based on market area being predominately owner occupied.

This appraisal is made [X] "as is," [ ] subject to completion per plans and specifications on the basis of a hypothetical condition that the improvements have been completed, [ ] subject to the following repairs or alterations on the basis of a hypothetical condition that the repairs or alterations have been completed [ ] subject to the following:

See Attached Addendum

Based on the scope of work, assumptions, limiting conditions and appraiser's certification, my (our) opinion of the defined value of the real property that is the subject of this report is $ 245,000 **as of** 08/20/2022 **, which is the effective date of this appraisal.**

This form Copyright © 2005 2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved.

Scope of Work, Assumptions and Limiting Conditions

Scope of work is defined in the Uniform Standards of Professional Appraisal Practice as " the type and extent of research and analyses in an assignment." In short, scope of work is simply what the appraiser did and did not do during the course of the assignment. It includes, but is not limited to: the extent to which the property is identified and inspected, the type and extent of data researched, the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of this appraisal and ensuing discussion in this report are specific to the needs of the client, other identified intended users and to the intended use of the report. This report was prepared for the sole and exclusive use of the client and other identified intended users for the identified intended use and its use by any other parties is prohibited. The appraiser is not responsible for unauthorized use of the report.

The appraiser's certification appearing in this appraisal report is subject to the following conditions and to such other specific conditions as are set forth by the appraiser in the report. All extraordinary assumptions and hypothetical conditions are stated in the report and might have affected the assignment results.

1. The appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or title thereto, nor does the appraiser render any opinion as to the title, which is assumed to be good and marketable. The property is appraised as though under responsible ownership.

2. Any sketch in this report may show approximate dimensions and is included only to assist the reader in visualizing the property. The appraiser has made no survey of the property.

3. The appraiser is not required to give testimony or appear in court because of having made the appraisal with reference to the property in question, unless arrangements have been previously made thereto.

4. Neither all, nor any part of the content of this report, copy or other media thereof (including conclusions as to the property value, the identity of the appraiser, professional designations, or the firm with which the appraiser is connected), shall be used for any purposes by anyone but the client and other intended users as identified in this report, nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media, without the written consent of the appraiser.

5. The appraiser will not disclose the contents of this appraisal report unless required by applicable law or as specified in the Uniform Standards of Professional Appraisal Practice.

6. Information, estimates, and opinions furnished to the appraiser, and contained in the report, were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished to the appraiser is assumed by the appraiser.

7. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering or testing, which might be required to discover such factors. This appraisal is not an environmental assessment of the property and should not be considered as such.

8. The appraiser specializes in the valuation of real property and is not a home inspector, building contractor, structural engineer, or similar expert, unless otherwise noted. The appraiser did not conduct the intensive type of field observations of the kind intended to seek and discover property defects. The viewing of the property and any improvements is for purposes of developing an opinion of the defined value of the property, given the intended use of this assignment. Statements regarding condition are based on surface observations only. The appraiser claims no special expertise regarding issues including, but not limited to: foundation settlement, basement moisture problems, wood destroying (or other) insects, pest infestation, radon gas, lead based paint, mold or environmental issues. Unless otherwise indicated, mechanical systems were not activated or tested.

This appraisal report should not be used to disclose the condition of the property as it relates to the presence/absence of defects. The client is invited and encouraged to employ qualified experts to inspect and address areas of concern. If negative conditions are discovered, the opinion of value may be affected.

Unless otherwise noted, the appraiser assumes the components that constitute the subject property improvement(s) are fundamentally sound and in working order.

Any viewing of the property by the appraiser was limited to readily observable areas. Unless otherwise noted, attics and crawl space areas were not accessed. The appraiser did not move furniture, floor coverings or other items that may restrict the viewing of the property.

9. Appraisals involving hypothetical conditions related to completion of new construction, repairs or alteration are based on the assumption that such completion, alteration or repairs will be competently performed.

10. Unless the intended use of this appraisal specifically includes issues of property insurance coverage, this appraisal should not be used for such purposes. Reproduction or Replacement cost figures used in the cost approach are for valuation purposes only, given the intended use of the assignment. The Definition of Value used in this assignment is unlikely to be consistent with the definition of Insurable Value for property insurance coverage/use.

11. The ACI General Purpose Appraisal Report (GPAR™) is not intended for use in transactions that require a Fannie Mae 1004/Freddie Mac 70 form, also known as the Uniform Residential Appraisal Report (URAR).

Additional Comments Related To Scope Of Work, Assumptions and Limiting Conditions

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved

Appraiser's Certification

The appraiser(s) certifies that, to the best of the appraiser's knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are the appraiser's personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. Unless otherwise stated, the appraiser has no present or prospective interest in the property that is the subject of this report and has no personal interest with respect to the parties involved.
4. The appraiser has no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. The appraiser's engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. The appraiser's compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. The appraiser's analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. Unless otherwise noted, the appraiser has made a personal inspection of the property that is the subject of this report.
9. Unless noted below, no one provided significant real property appraisal assistance to the appraiser signing this certification. Significant real property appraisal assistance provided by:

Additional Certifications:

Definition of Value: [X] **Market Value** [ ] **Other Value:** _____

Source of Definition: _____

ADDRESS OF THE PROPERTY APPRAISED:
35546 Orangelawn
Livonia, MI 48150
EFFECTIVE DATE OF THE APPRAISAL: 08/20/2022
APPRAISED VALUE OF THE SUBJECT PROPERTY $ 245,000

APPRAISER

Signature: Sherri L. Bourque
Name: Sherri L. Bourque
State Certification # 1204005188
or License # _____
or Other (describe): _____ State #: _____
State: MI
Expiration Date of Certification or License: 07/31/2023
Date of Signature and Report: 08/28/2022
Date of Property Viewing: 8/20/2022
Degree of property viewing:
[X] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

SUPERVISORY APPRAISER

Signature: _____
Name: _____
State Certification # _____
or License # _____
State: _____
Expiration Date of Certification or License: _____
Date of Signature: _____
Date of Property Viewing: _____
Degree of property viewing:
[ ] Interior and Exterior [ ] Exterior Only [ ] Did not personally view

This form Copyright © 2005-2010 ACI Division of ISO Claims Services, Inc., All Rights Reserved
(gPAR™) General Purpose Appraisal Report 05/2010
GPAR1004_1005262010

ADDENDUM

Client: City of Livonia		File No.: 221052
Property Address: 35546 Orangelawn		Case No.:
City: Livonia	State: MI	Zip: 48150

Neighborhood Boundaries
The subject is located North of Joy Road, South of Plymouth Road, East of Farmington Road and West of Merriman Road. The single family dwellings consist primarily of one and two story detached dwellings mixed in style and construction quality. Commercial property is located along main thoroughfares and only effects properties that abut to it. The subject is serviced by the Livonia Public School System.

Neighborhood Description
The subject's neighborhood is overall in moderate proximity to local employment centers and recreational amenities with predominate employment centers located within a reasonable commute by auto or mass transit. Interest rates are being lowered in an effort to curb inflation.

Neighborhood Market Conditions

Interest rates are still expected to remain relatively low through 2022. The Federal Reserve announced at the December 2021 FOMC meeting the a projected increase of 0.9 in the federal funds rate for 2022 and a continued increase through 2024. FHA, VA, and Land Contract sales are acceptable alternative forms of financing. Due to the increasing acceptance of appraisal waivers by lenders, it has become evident that in many instances, the market valuation is being inflated with the higher sales not requiring an appraisal or being subjected to the appraisal process. Often, when confirmed by the agent, the higher prices sales that can not be supported by the market have opted to use an appraisal waiver. This is supported often by similar sales in a market area and one sale being substantially priced above the market and not supported.

Site Comments
This lot is typical for the area in terms of size and appeal. There are no adverse apparent adverse easements, conditions or easements. This lot is suitable for the improvements.

This appraiser did not investigate specific zoning ordinances and is not qualified to determine zoning violations and setbacks.

No adverse environmental condition were noted from a visual inspection of the property and surrounding area or from common public record.

Comments on Sales Comparison
Comparable sales were selected based on similarity to subject based on location, square footage, functional utility and condition. All comparable sales are with the subject's competing market area. After appropriate and necessary adjustments, the comparable sales selected indicated a range and a mid-range value for the subject. The comparable sales reported in this appraisal are deemed the most appropriate in estimating the fair market value for the subject. Paired analysis, market reaction and experience are used to determine adjustment amounts. Realcomp MLS was the primary source for obtaining sale and listing data. Adjustment values of zero in the sales comparison grid indicated that the appraiser considered an adjustment, however after consideration, determined the difference to be so minimal that it is not recognized by the market. Therefore, no adjustment was made.

Equal consideration is given to all comparable sales. All comparable sales are located within the same neighborhood. They share the same amenities and construction quality. All comparables contribute to the final estimate of value. The subject and all comparables are serviced by the Livonia Public School System.

Bracketing for the subject's square footage was not possible. After a thorough search through RealComp MLS no recent and reliable sales were found to bracket the subject's square footage. However, all comparable sales are within the recommended FNMA Guideline of 100 Sf +/-. This appraiser felt it was relevant to remain in the subject's market area and utilized recent and reliable comparable sales. No adverse effect was noted. No adjustment is warranted for the site size differences, the size difference is negligible. The market does not recognize the minimal difference. No adjustment was made for energy efficient items as it is difficult to verify these items in the MLS comments as they are not always listed.

It should noted that the appraiser considered numerous sales within the defined neighborhood. The appraiser noted sales in various states of condition. In comparable selection the appraiser made a concentrated effort to locate and select homes similar to the subject in terms of physical characteristics and condition. Due to UAD requirements the appraiser is forced to differentiate between Condition and the Quality of Construction. In addition UAD mandates that condition and quality rating are to be reported on an "absolute" basis and not have a "relative" basis. Consequently, in some cases, the appraiser will have to make adjustments to comparables that have the same rating due to minor differences in terms of the overall condition or quality from one comparable to the next. The appraiser has assessed the features and condition through the use of RCMLS listings, interior photos, exterior inspections and in some cases, realtor interviews. During the course of research the appraiser deemed that all comparable sales warrant a similar condition rating.

Conditions of Appraisal

EXPOSURE TIME: estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal.

Comment: Exposure time is a retrospective opinion based on an analysis of past events assuming a competitive and open market. The opinion of the time period for reasonable exposure is not intended to be a prediction of a date of sale or a one line statement. Instead, it is an integral part of the analyses conducted during the appraisal assignment. The opinion may be expressed as a range. USPAP 2021-2022 Edition The Appraisal Foundation

Samantha Bourque, a State of Michigan Licensed Limited Real Estate Appraiser #1201075897, participated in this report. The participation includes physical inspection of subject property, exterior inspection of the comparable sales and inputting

subject data in report.

The purpose of their appraisal is to estimate market value of the subject property for non federally related mortgage purposes.

Appraisers are required to be licensed in the State of Michigan and are regulated by the Department of Licensing and Regulatory Affairs. PO Box 30018, Lansing, Michigan, 48909.

The electronic signatures currently being utilized were established by our software provider (ACI/Polaroid Digital Solutions) These signatures are generated through the computer/computer software.

This appraisal is not a home or environmental inspection and the appraiser is not acting as a home or environmental inspector when preparing this report. The borrower has the right to have the home inspected by a professional home or environmental inspector.

When completing the appraisal, a visual inspection was done in accordance with FNMA guidelines. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value. This appraisal does not guarantee that the property is free of defects or environmental problems.

SCOPE OF APPRAISAL: The scope of the discussion in this report is specific to the needs of the client and to the intended use of this report. The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. If you are not the client listed above, you are a 'third party' to the report and are warned not to rely on this report in anyway. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

This report should be read in it's entirety, including all attachments and addendums. Special attention should be given to the certification and limiting conditions.

This report has been prepared for the mortgage lending purposes only. Any other use is strictly prohibited without the express written consent of the appraiser.

SCOPE OF WORK

To develop the opinion of value shown on the report, the appraiser(s) performed a complete appraisal process as defined by the Uniform Standards of Professional Appraisal Practice (USPAP). This means that no departures from Standards Rule 1 were invoked.

In conducting the appraisal assignment, the appraiser first collected preliminary public record information, and made an initial search of available market sales, trends, and influences using local MLS data. A physical viewing of the subject property was made in accordance with the information requirements of the URAR format. General research on comparable properties in the subject and competing neighborhoods was performed. Comparable sales selection was refined to the most similar and recent sale properties subject to the conditions of appraisal. A residential market analysis using standard residential appraisal methods and techniques was completed. The value indications from the comparable sale properties were reconciled into a final value estimate. The land value estimate is limited to a review of real market assessed land value, land sales in the neighborhood, and abstraction of land values from improved sales in the neighborhood.

The purpose of the final value reconciliation is to develop a rational, defensible conclusion of the most probable market value for the subject property subject to the assumptions and conditions specified for this assignment.

Any other visits or work performed will be deemed outside the scope of the original assignment and a fee will be charged.

The appraisal fee charged contemplates only th report and does not contemplate court appearances or testimony, any court appearances require a fee to be paid from the office to court and return to the office. The fee is billed at $200.00 per hour, with a six hour minimum, payable 10 days in advance before the date of testimony or deposition. Any additional information will be billed at the same rate. Any additional inspections of the subject property will be billed at the rate of $100 per inspection. There is a 72 hour notice for cancellation or a cancellation fee will be charged.

LIMITING CONDITIONS AND ASSUMPTIONS:
The estimate of market value is effective as of the date of the initial inspection of the subject property, which is noted on the appraisal report. This is not a prospective determination of market value and this appraiser makes no estimates of market value for any date other than that specified in the report. Conditions or events outside the scope of work statement, assumptions and conditions under which this estimate of market value is determined could alter this appraiser's opinion of market value and render this report void.

The appraiser is not an expert in matters of contracting, estimating, pest control, mold, structural engineering, hazardous waste, survey, condemnation, title matters or any profession other than real property appraisal. This appraiser shall not be held responsible for issues arising out of areas beyond his expertise. It is assumed that all permits for construction, modification and/or changes, were obtained. Any representation regarding square footage is an approximation and the appraiser does not guarantee accuracy. The appraiser will not be liable for any representation of square footage. The inspection is not technically exhaustive. The inspection does not offer warranties or guarantees of any kind. The appraiser provides an opinion of value subject to the conditions and assumptions of the assignment. When performing the inspection of this property, the appraiser visually observed areas that were accessible. The appraiser is not required to disturb or move

ADDENDUM

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

anything that obstructs access or visibility.

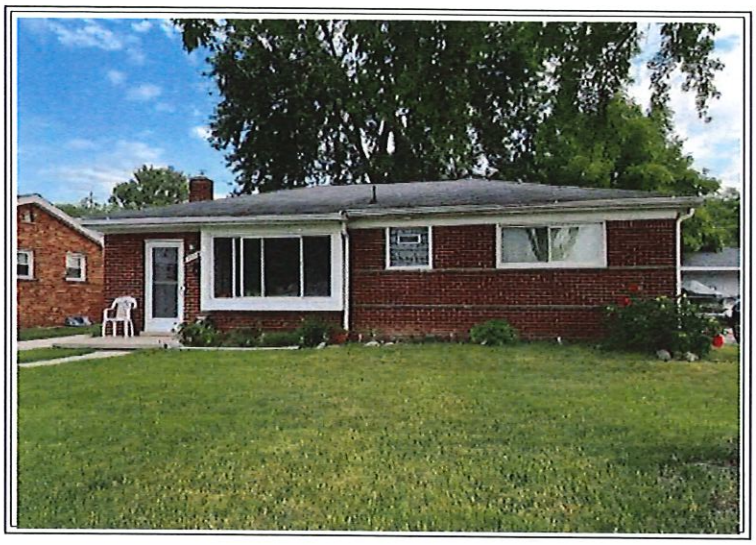
Information used as supporting data is assumed to be reliable. This appraiser will not be held liable for representation of properties provided by any third party.

The report was prepared for the sole and exclusive use of the client and its use or reliance on by anyone other that the client is prohibited. The appraiser is not responsible for unauthorized use of the report. It's quite possible that misinterpretation of the information contained may occur. No one, client or third party, should rely on this report to disclose the condition of the property or the presence/absence of any defects. This is an appraisal report, not a home inspection report.

COPYRIGHT NOTICE:
The presentation of the data contained within this analysis and report is for informational purposes only and transmission of the data is not authorization for copy or redistribution. The data contained herein is copyrighted and may not be published, sold, redistributed, copied, provided at a fee or for free to any other person or entity. The information contained within this report is protected by the copyright laws of the United States.

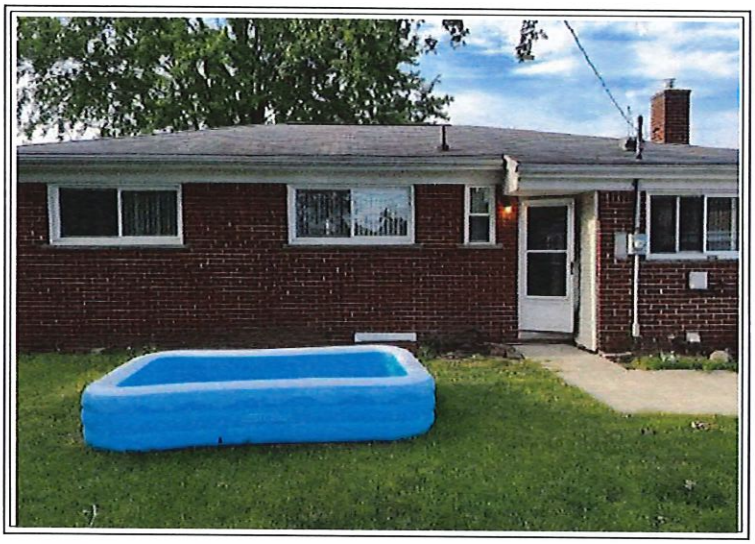
SUBJECT PROPERTY PHOTO ADDENDUM

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

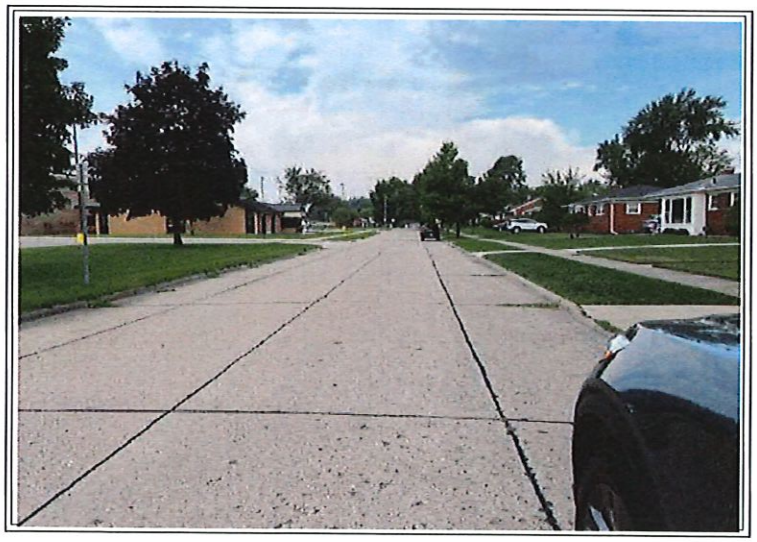


FRONT VIEW OF SUBJECT PROPERTY

Appraised Date: August 20, 2022
Appraised Value: $ 245,000



REAR VIEW OF SUBJECT PROPERTY



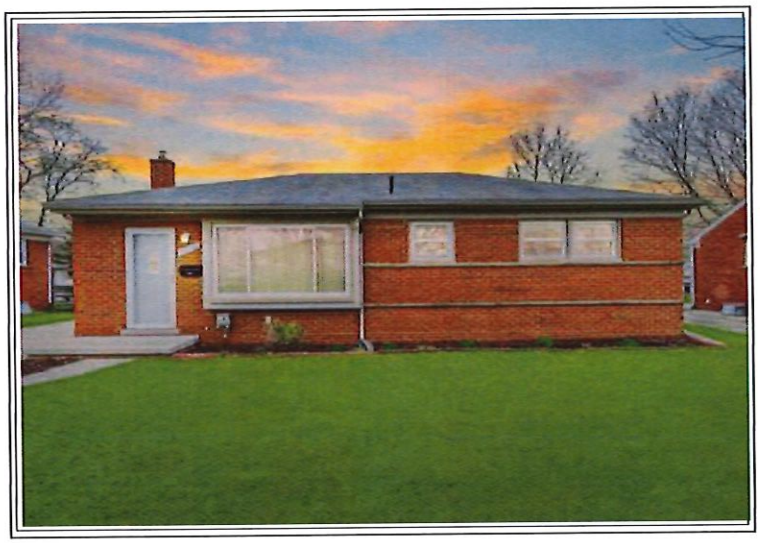
STREET SCENE

COMPARABLE PROPERTY PHOTO ADDENDUM

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

COMPARABLE SALE #1

34958 Parkdale St
Livonia, MI 48150
Sale Date: CLD 07/11/2022
Sale Price: $ 225,000



COMPARABLE SALE #2

35159 Parkdale St
Livonia, MI 48150
Sale Date: CLD 06/01/2022
Sale Price: $ 255,000

COMPARABLE SALE #3

35133 Richland St
Livonia, MI 48150
Sale Date: CLD 05/31/2022
Sale Price: $ 265,000

ADDITIONAL PHOTO PAGE

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

KITCHEN 1 OF 2

KITCHEN 2 OF 2

LAVATORY

BATHROOM

BEDROOM

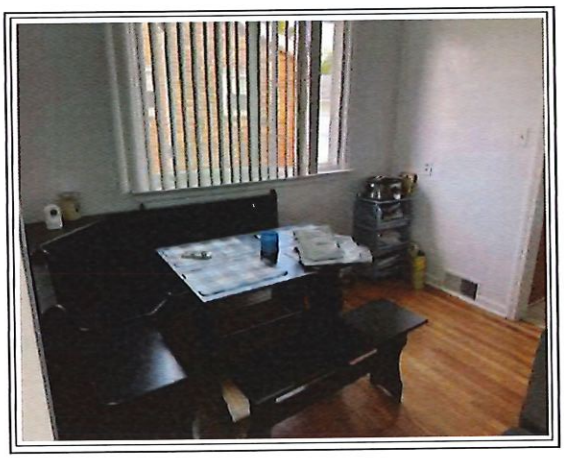
BEDROOM

ADDITIONAL PHOTO PAGE

Client: City of Livonia	File No.: 221052
Property Address: 35546 Orangelawn	Case No.:
City: Livonia State: MI	Zip: 48150

BEDROOM

LIVING ROOM



DINING AREA

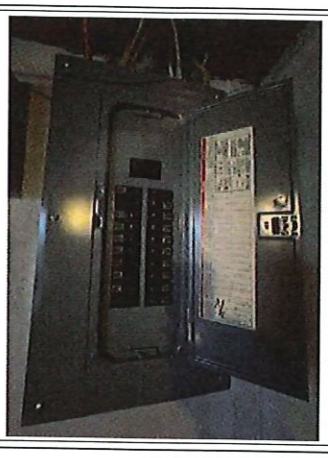
BASEMENT

FURNACE

WATER HEATER

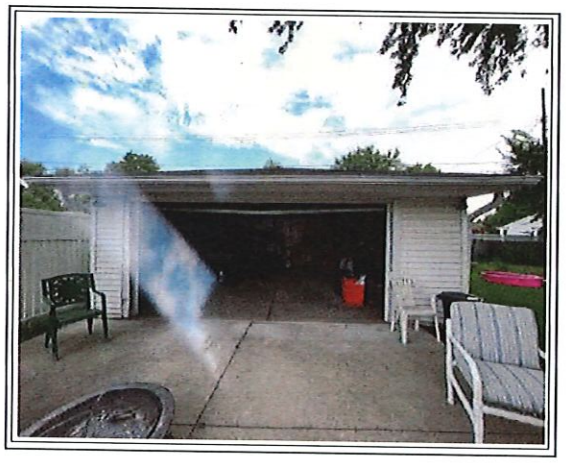
ADDITIONAL PHOTO PAGE

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

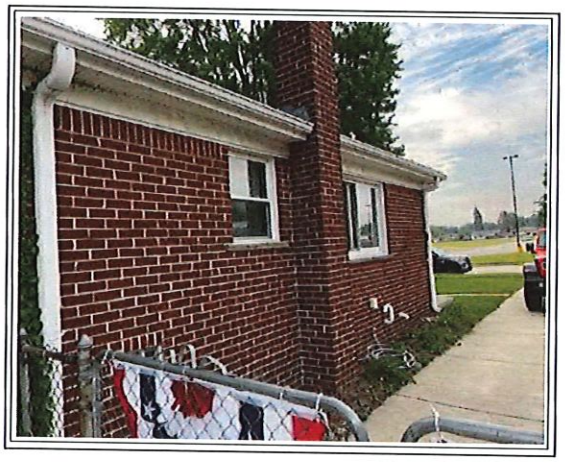


ELECTRICAL PANEL

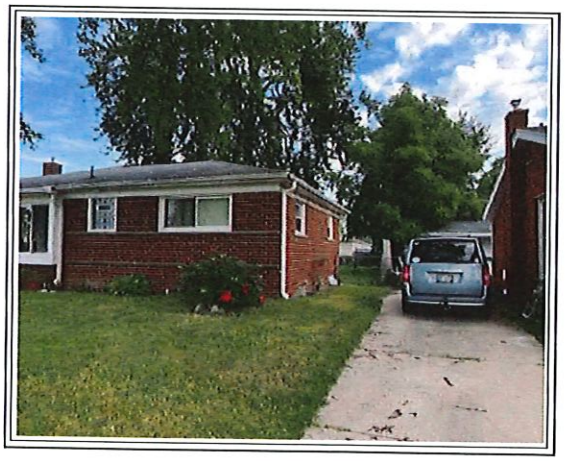
GARAGE



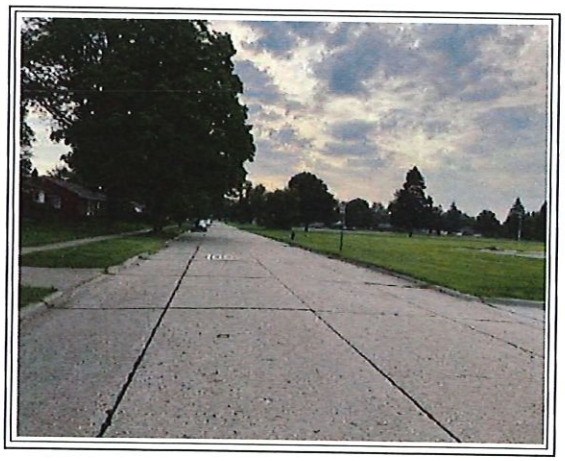
GARAGE



SIDE VIEW



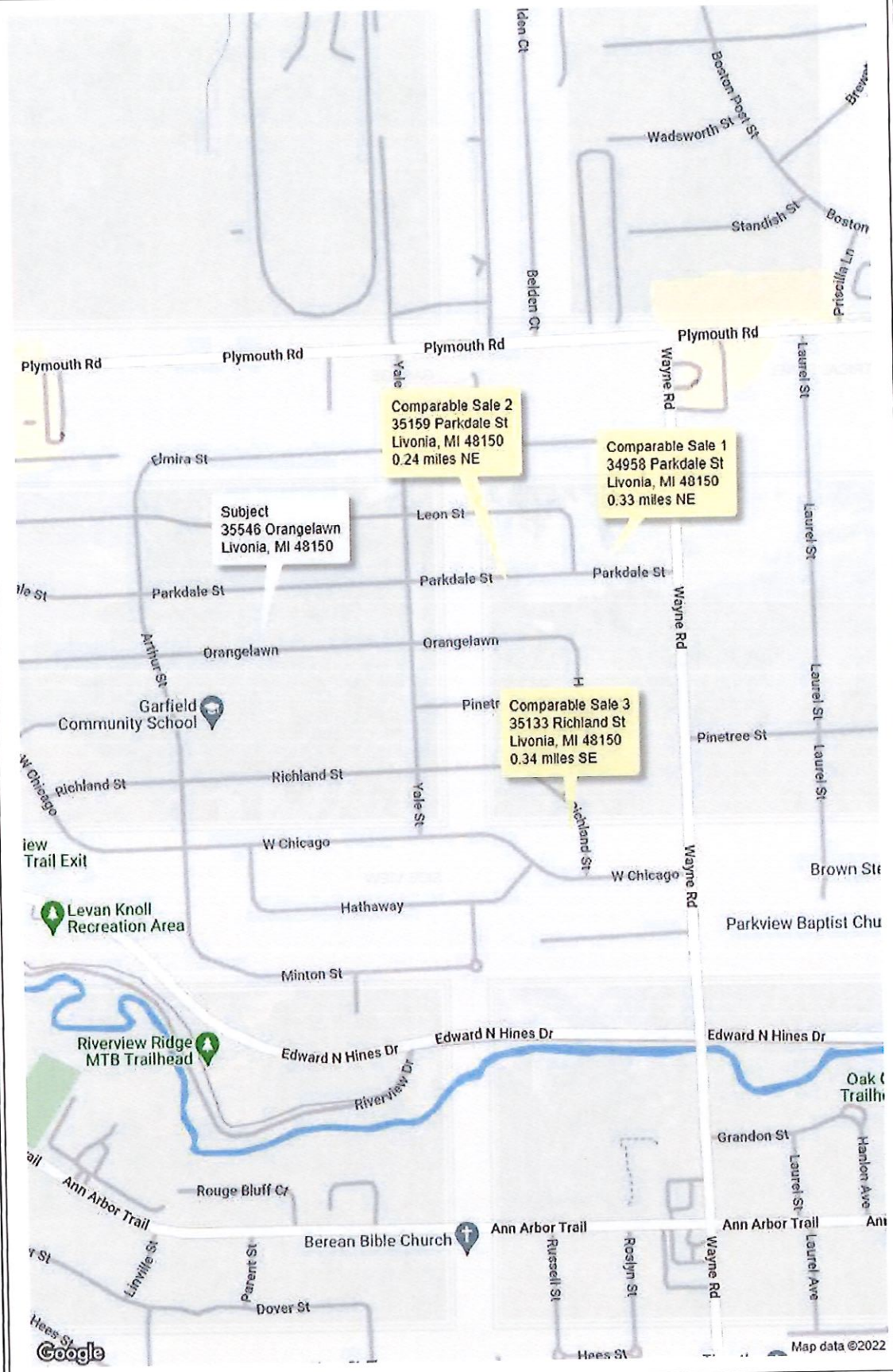
SIDE VIEW



STREET SCENE

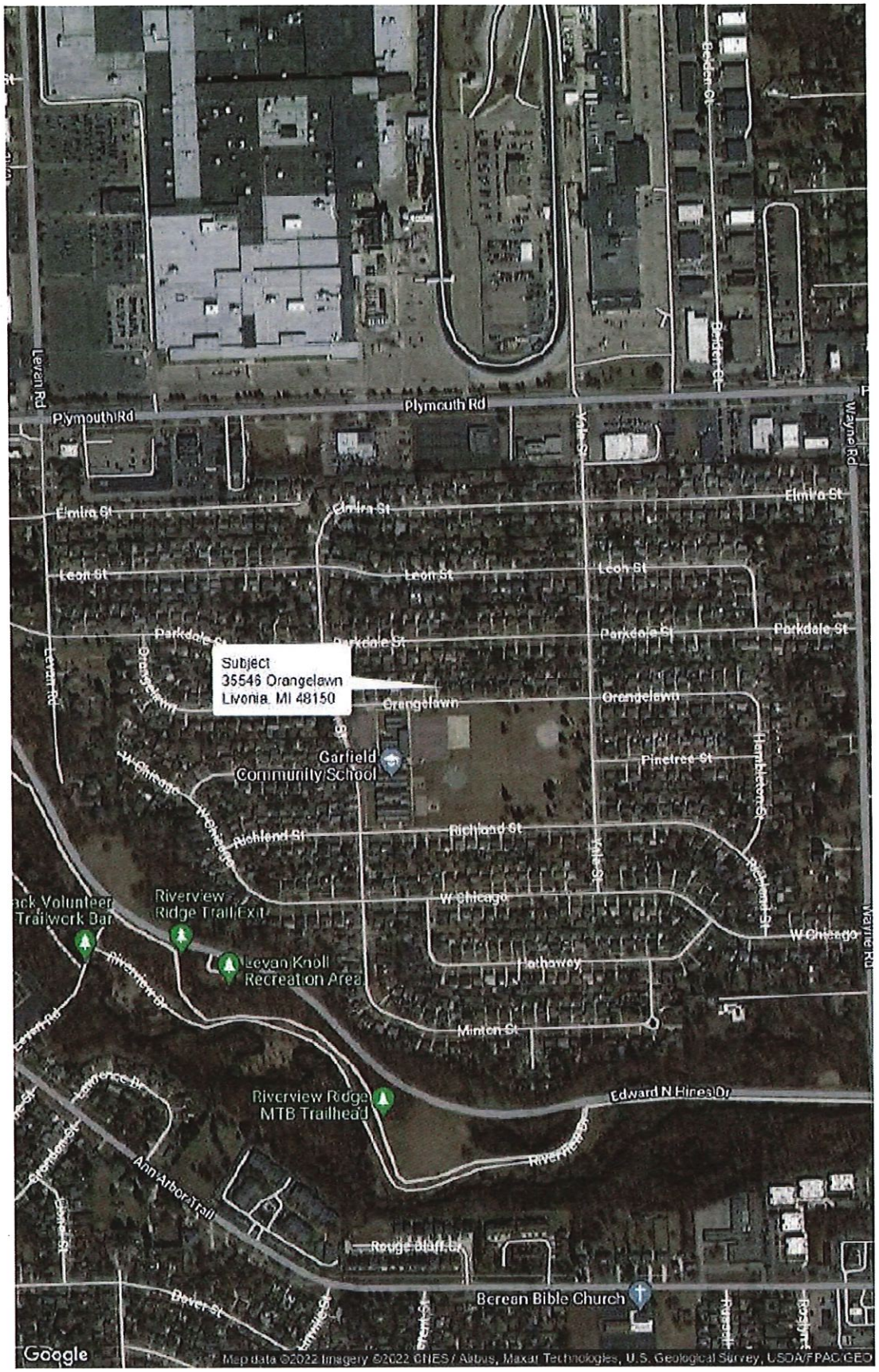
LOCATION MAP

Client: City of Livonia	File No.: 221052
Property Address: 35546 Orangelawn	Case No.:
City: Livonia	State: MI Zip: 48150



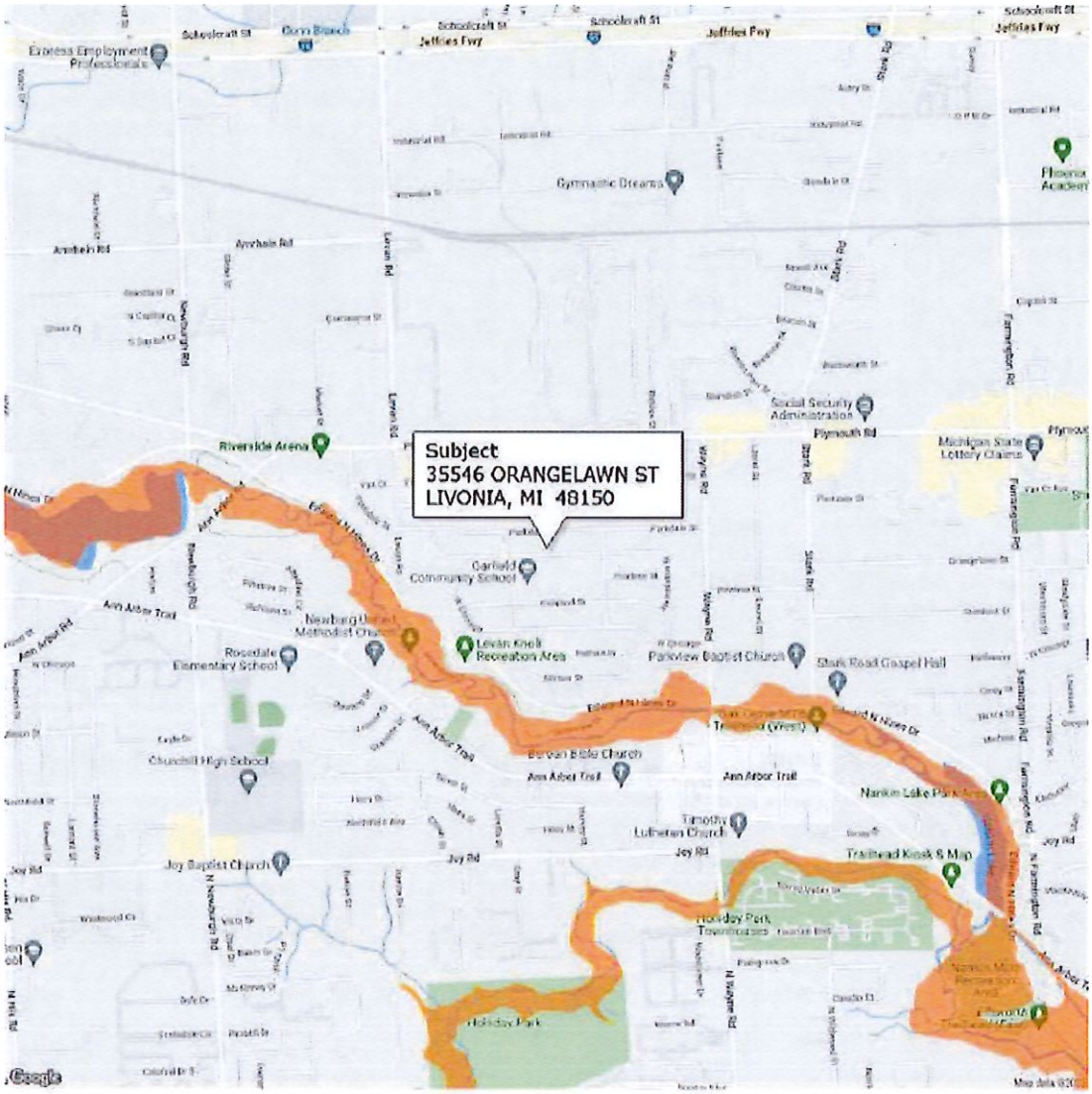
AERIAL MAP

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150



FLOOD MAP

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150



FLOOD INFORMATION

Community: CITY OF LIVONIA

Property is NOT in a FEMA Special Flood Hazard Area

Map Number: 26163C0210E

Panel: 26163C0210

Zone: X

Map Date: 02-02-2012

FIPS: 26163

Source: FEMA DFIRM

LEGEND

= FEMA Special Flood Hazard Area – High Risk

= Moderate and Minimal Risk Areas

Road View:

= Forest = Water

Sky Flood™

No representations or warranties to any party concerning the content, accuracy or completeness of this flood report, including any warranty of merchantability or fitness for a particular purpose is implied or provided. Visual scaling factors differ between map layers and are separate from flood zone information at marker location. No liability is accepted to any third party for any use or misuse of this flood map or its data.

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150

GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN

P831093

DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS

BUREAU OF PROFESSIONAL LICENSING

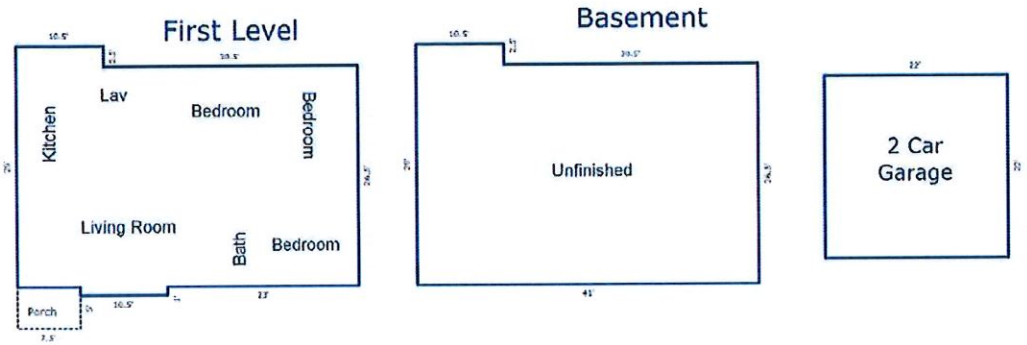
CERTIFIED RESIDENTIAL APPRAISER
LICENSE

SHERRI LYNN BOURQUE

LICENSE NO.	EXPIRATION DATE	AUDIT NO	
1204005188	07/31/2023	3473575	THIS DOCUMENT IS DULY ISSUED UNDER THE LAWS OF THE STATE OF MICHIGAN

FLOORPLAN SKETCH

Client: City of Livonia	File No.: 221052	
Property Address: 35546 Orangelawn	Case No.:	
City: Livonia	State: MI	Zip: 48150



Sketch by Apex Sketch

AREA CALCULATIONS SUMMARY

Code	Description	Factor	Net Size	Perimeter	Net Totals
GLA1	First Floor	1.0	1123.3	142.0	1123.3
BSMT	Basement	1.0	1112.8	140.0	1112.8
GAR	Garage	1.0	484.0	88.0	484.0
P/P	Porch	1.0	37.5	25.0	37.5
	Net LIVABLE	cnt	1	(rounded)	1,123

AREA CALCULATIONS BREAKDOWN

Name	Base x	Height x	Width =	Area
First Floor		10.5 x	1.0 =	10.5
		41.0 x	26.5 =	1086.5
		10.5 x	2.5 =	26.2
3 total items			(rounded)	1,123

© iLOOKABOUT (US) Inc. dba Apex Software

19731 MIDDLEBELT LIVONIA, MI 48152 (Property Address)

Parcel Number: 008 01 0485 006

Item 1 of 1 1 Image / 0 Sketches

Property Owner: CITY OF LIVONIA

Summary Information

> Assessed Value: $0 | Taxable Value: $0
> 25 Building Department records found
> Property Tax information found

Parcel is Vacant

Owner and Taxpayer Information

Owner	CITY OF LIVONIA 19731 MIDDLEBELT LIVONIA, MI 48152	**Taxpayer**	CITY OF LIVONIA 33000 CIVIC CENTER DR LIVONIA, MI 48154

General Information for Tax Year 2023

Property Class	402 RESIDENTIAL-VACANT	**Unit**	46 CITY OF LIVONIA
School District	CLARENCEVILLE SCHOOL DIST	**Assessed Value**	$0
YR BLT/SQ FT	*No Data to Display*	**Taxable Value**	$0
PP FILE CODE	0	**State Equalized Value**	$0
CURRENT USE	XMT - CITY	**Date of Last Name Change**	08/19/2019
MISC	*Not Available*	**Notes**	*Not Available*
Historical District	No	**Census Block Group**	*No Data to Display*
STATUS	*Not Available*	**Exemption**	*No Data to Display*

Principal Residence Exemption Information

Homestead Date *No Data to Display*

Principal Residence Exemption	June 1st	Final
2023	0.0000 %	0.0000 %

Previous Year Information

Year	MBOR Assessed	Final SEV	Final Taxable
2022	$0	$0	$0
2021	$0	$0	$0
2020	$0	$0	$0
2019	$54,800	$54,800	$38,683
2018	$54,800	$54,800	$37,777
2017	$54,800	$54,800	$37,000
2016	$54,820	$54,820	$36,670
2015	$36,570	$36,570	$36,570
2014	$36,570	$36,570	$36,570
2013	$36,570	$36,570	$36,570
2012	$36,570	$36,570	$36,570
2011	$44,170	$44,170	$44,170
2010	$47,750	$47,750	$44,920
2009	$56,180	$56,180	$45,060
2008	$56,180	$56,180	$43,170
2007	$52,260	$52,260	$42,200
2006	52,260	$52,260	$40,700

By continuing to use this website you agree to the BS&A Online Terms of Use. ×

Year	MBOR Assessed	Final SEV	Final Taxable
2005	$52,260	$52,260	$39,400
2004	$52,260	$52,260	$38,520
2003	$48,840	$48,840	$37,660
2002	$46,910	$46,910	$37,110
2001	$41,150	$41,150	$35,960
2000	$38,640	$38,640	$34,850
1999	$36,110	$36,110	$34,210
1998	$33,680	$33,680	$33,680
1997	$33,680	$33,680	$33,680

Land Information

Zoning Code		**Total Acres**	0.577
Land Value	$0	**Land Improvements**	$0
Renaissance Zone	No	**Renaissance Zone Expiration Date**	*No Data to Display*
ECF Neighborhood	CITY OWNED	**Mortgage Code**	*No Data to Display*
Lot Dimensions/Comments	*No Data to Display*	**Neighborhood Enterprise Zone**	No

Lot(s)	Frontage	Depth
Lot 1	123.00 ft	204.27 ft
	Total Frontage: 123.00 ft	**Average Depth: 204.27 ft**

Legal Description

02C485A1 SUPERVISORS LIVONIA PLAT NO 8 T1S R9E L66 P59 WCR N 123 FT OF LOT 485 EXCEPT THE E 27 FT THEREOF

Land Division Act Information

Date of Last Split/Combine	*No Data to Display*	**Number of Splits Left**	*Not Available*
Date Form Filed	*No Data to Display*	**Unallocated Div.s of Parent**	*Not Available*
Date Created	01/01/0001	**Unallocated Div.s Transferred**	*Not Available*
Acreage of Parent	0.00	**Rights Were Transferred**	No
Split Number	0	**Courtesy Split**	No
Parent Parcel	*No Data to Display*		

Sale History

Sale Date	Sale Price	Instrument	Grantor	Grantee	Terms of Sale	Liber/Page	Comments
08/14/2019	$6,789.00	QC	MID - ST MARTINS, LLC	CITY OF LIVONIA	13-GOVERNMENT		

**Disclaimer: BS&A Software provides BS&A Online as a way for municipalities to display information online and is not responsible for the content or accuracy of the data herein. This data is provided for reference only and WITHOUT WARRANTY of any kind, expressed or inferred. Please contact your local municipality if you believe there are errors in the data.

Copyright © 2023 BS&A Software, Inc.

By continuing to use this website you agree to the BS&A Online Terms of Use. ×

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 18, 2023

Meeting was called to order at 8:37 p.m. by Council President Jim Jolly. Present: Scott Bahr, Rob Donovic, Brandon McCullough, Kathleen McIntyre, Vice President Toy, and President Jim Jolly. Absent: Scott Morgan.

Elected and appointed officials present: Susan Nash, City Clerk; Paul Bernier, City Attorney; Mark Taormina, Planning and Economic Development Director; Todd Zilincik, City Engineer; and Jacob Rushlow, Assistant Director of DPW.

Councilmember Bahr led the Pledge of Allegiance.

1. APPEAL OF BUSINESS LICENSE DENIED BY THE DIVISION OF POLICE: Office of the City Clerk, re: submitted by James M. Kennedy, Jr., to obtain a Scavenger License.

   President Jolly presented the request to Council. The petitioner was not present.

   Councilmember McIntyre indicated many scavengers operate in our city without permits. She asked how one would know if they were permitted or not and asked if it is indicated on their vehicles. She would like Administration to provide this information before the next meeting.

   Paul Bernier, City Attorney, said there isn't anything on their vehicle. He said they do get charged in the District Court for scavenging without a license. The city is alerted to them because the people who are licensed follow the rules and do it during the right days and times. The unlicensed people are the ones doing it at night.

   Councilmember Bahr offered a denying motion for the Consent agenda.

   Councilmember McIntyre requested this be on the Regular agenda.

   DIRECTION: APPROVAL REGULAR

LETTER TO THE LIVONIA CITY COUNCIL

1.

City Clerk
September 11, 2023

MEETING DATE	PREPARED BY
S091823/R10223	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

APPEAL OF BUSINESS LICENSE DENIED BY THE DIVISION OF POLICE: Office of the City Clerk, re: submitted by James M. Kennedy, Jr., to obtain a Scavenger License.

BACKGROUND DETAILS

Letter received by James M. Kennedy, Jr. to appeal a denial of a scavenger license by the Livonia Police Department..

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

To consider the approval of the requested business license.

ATTACHMENTS

1. S091823 Appeal of denial of business license James M Kennedy Jr

APPROVED BY

September 6th, 2023

Livonia City Clerk's Office

To Whom it May Concern,

I am writing this letter as an appeal for a denial I received of my request to be granted a Junk Collectors and Scavenger Permit. I recently applied for a Junk Collectors and Scavengers permit through the city of Livonia. I received a letter stating the application has been denied by Livonia Police Department. I am appealing this decision and hoping to obtain this permit. I have been collecting scrap metal since June of 2020 to earn money. This is the only consistent source of income I have. In order to follow the requirements to scrap in Livonia I must obtain this permit to continue working and making money to pay for bills, my home, etc.

I am currently on non-reporting probation with the city of Livonia and one condition the Judge set was for me to apply and to obtain a Junk Collectors and Scavenger Permit within a specific time period. The Judge said if I completed all of the terms of probation she set then the Larceny charge will be removed from my record. To comply with the Judge, I must have a scraping license as soon as possible. I am trying to follow all of the steps in order to have this charge removed from my otherwise clean record and this denial is putting me in a difficult situation. I can only assume the denial is due to the Larceny charge which will be removed if I continue to do what the Judge asks of me. Scraping is my only source of income, and it is essential for me to continue working to provide for my family and myself. I do not have the option to wait to reapply for this permit once the charge has been removed from my record since the Judge requested I get the permit now. I am afraid If I don't receive approval for the permit, I will not be able to pay my bills and will fall too far behind on my mortgage payments and other responsibilities.

I ask that you please re-consider approving my application so that I can continue working and earning income. If you have any other questions or need more information, please let me know. I appreciate your consideration.

Thank you for your time,
James M. Kennedy Jr.

RECEIVED
OFFICE OF THE CITY CLERK
2023 SEP -8 PM 3:46

OFFICE OF THE CITY CLERK

SUSAN M. NASH
CITY CLERK

LORI L. MILLER
DEPUTY CITY CLERK

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2230
clerk@livonia.gov

August 28, 2023

JAMES MICHAEL KENNEDY JR.
33825 RICHLAND
LIVONIA, MI 48150

Dear JAMES MICHAEL KENNEDY JR. ,

We regret to inform you that your application has been denied. The denied application is for the following: **Scavanger/Scrap Collector Permit**. The primary reason for which your application was denied is noted below:

- **Denied by Livonia Police Department**

You have the right to appeal the denial by writing a letter to City Council. Your written request must be filed with the City Clerk within ten (10) days following the delivery of this notice.

Sincerely,

Livonia City Clerk's Office

//tg

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Wednesday, September 13, 2023

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on September 13, 2023.

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Scott Bahr

OTHERS PRESENT: Paul Bernier, City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:01 p.m. with Council President Jim Jolly presiding. This item is regarding CJK Investments, LLC on behalf of Ducati Detroit, requesting approval of a Commercial Rehabilitation Exemption Certificate (CREC) for the property located at 19265 Victor Parkway, Livonia, MI 48152, to facilitate the redevelopment of this property. Parcel ID 024-99-0003-009 (Commercial Rehabilitation District #5) This item will be moved to the Regular Meeting of October 2, 2023.

The Public Hearing is now open. There were approximately 250 persons in the audience.

Jolly Item number one tonight is CJ K investments LLC on behalf of Ducati Detroit. Our colleague Mr. Bahr is at his child's curriculum night at school, and we expect him to join us shortly. To start off on item number one, I'm going to go into our Economic Development Director Mr. Taormina. Could you give us a brief presentation in regards to what is being requested here?

Taormina Thank you, Mr. President. This is a request for a commercial rehabilitation exemption certificate in connection with the redevelopment of the former Doc’s Sports Retreat on Victor Parkway. It was on December 5th of last year.

Jolly I'm going to set the tone right now. There's a lot of interested parties here. We are not going to do that. We're not going to yell out. Mr. Taormina, is your microphone working?

Taormina I believe it is.

Jolly I think the problem without being able to hear him is the fact that people are still talking because we can hear that out there. Please proceed sir.

Taormina Thank you. On December 5th of last year is when City Council approved the construction of a new Ducati and BMW dealership. These are two premier dealerships that will sit side by side in a new 35,000 square foot facility adjacent to the I 275 expressway. Charles Knoll, your applicant this evening, holds both dealerships of the BMW, is currently located on Sheldon Road in Plymouth Township and the Ducati is on Woodward in Birmingham. The two will be combined under one roof and what will be each brand's largest dealership in the country. On January 27, 2020, the Council approved Commercial Rehabilitation District number five. This encompasses the 3.2-acre parcel and 19265 Victor Parkway. That property is situated between Dave and Busters and Los Amigos restaurant to the north and the large stormwater detention basin to the South. Originally, Commercial Rehabilitation District number five was established in anticipation of construction of new six story dual-branded Aloft & Element hotel. Just prior to Council's consideration of the CREC for the hotels, COVID-19 hit, resulting in the project being abandoned and the sale of the property to Mr. Knoll. The effect of granting the Commercial Rehabilitation Exemption Certificate is to freeze the taxable value of the property, excluding the land as established on Tax Day of last year, which is December 31, 2022. That amount is $540,945. The duration of the incentive is the number of years the taxable value of the Real Property would remain frozen and can be up to 10 years as determined by City Council. If approved, the tax revenue derived from the real property will remain constant for the duration of the incentive. The estimated Commercial Rehabilitation Exemption Certificate tax would be $130,000 per year, and depending on the future value of improvements could represent an equivalent savings to the developer. So, with that, Mr. President, I would be happy to answer any questions you may have on this.

Jolly Are there any questions from the Council?

Donovic Mr. President?

Jolly Mr. Donovic.

Donovic Thank you, Mr. President, thank you Mr. Taormina. How many of these certificates do we currently have in our community right now?

Taormina There are four active projects, I believe one of the four is about to expire if it has not already expired.

Donovic And has the petitioner asked for a specific amount of years or do they just leave that decision up to Council?

Taormina They are seeking the full 10 years.

Donovic Thank you, Mr. President.

Jolly Is there anybody else from the Council. Mr. Morgan?

Morgan Mr. Taormina, the tax exempt, once that expires, does that revert to that back to where it would be?

Taormina So, the freeze applies only to the Real Property, excluding the land That would apply for a period of 10 years. Once that freeze is lifted, that pops up to whatever the value is, that's been established at that time. So, it would bring them back to the market value of the property at that time, after 10 years, and that would be 2033. So, it's not an exemption, we're not going backwards in taxes, we're only freezing the value of real property as it applies to the building and land.

Morgan Is the building taxed separately?

Taormina No it does not. It's all part of the taxable value of the property. But in this case, the certificate does hold that value at a constant rate for a period of however many years you determine, anywhere between one and ten years.

Jolly Vice President Toy

Toy Thank you very much, Mr. Chair, if I may. Mr. Taormina, did you say they currently they own the property or is it contingent?

Taormina No, the property has been acquired by Mr. Knoll.

Toy Do we know if they have any past incentives from Plymouth and or Birmingham in the past?

Taormina I'm not aware of any.

Toy Those two companies, maybe I need to ask the petitioner that question, okay. Thank you, Mr. Chair.

Jolly Mr. Donovic

Donovic Thank you Mr. President, if we could step back, the concept or the incentive behind this incentive is to incentivize property owners that have purchased dilapidated buildings that are very expensive to demolish, and

then rebuild. And as Councilmembers, we passed their site plan petition a while back, this really, state of the art, modern building they are bringing to the area right there. So, this is in hopes that we kind of partner with them, right? They're solving a problem, an old, really dilapidated building they're knocking down, and because it's so expensive, they're asking for some help. Is that more of a simplified version trying to explain this Commercial Rehabilitation Certificate?

Taormina That is correct.

Donovic And then, how much, so Petitioner they still pay that that number every year, it's given back or is it just for Brownfield?

Taormina No, they pay the tax based upon the certificate, it's not a reimbursement.

Donovic Okay, for the Brownfield, is more of a reimbursement, and he's still paying it off in the Brownfield.

Taormina That’s correct, this is a little different than Brownfield.

Donovic And then how much would we be on a yearly basis? I think you said it was $130,000 a year, essentially?

Taormina The estimated tax savings to the developer would be approximately $144,000.

Donovic Thank you Mr. Taormina, thank you Mr. President.

Jolly Okay, at this time, I'd like to welcome the petitioner to the podium, please introduce yourself. And Council, we saw this gentleman once before, we’ll entertain any questions you have for him. Good evening, sir.

Knoll Hello everybody, thanks for having me. My name is Charlie Knoll, I know I've spoken to all of you in the past. I'm happy to answer any questions you might have.

Toy Thank you, Mr. Knoll. The question I had earlier to the City Planner. Do you have any tax incentives currently with the other two locations?

Knolll We do not. We actually lease both of those properties. So, there will be no taxes, with me being the operator of the businesses. The whole idea of this project was to obviously mitigate these expenses, come back to Livonia, I am a born and raised Livonia resident, went to Livonia Stevenson. Just coming back to Livonia is exciting for me.

Toy So you did not go to Bentley?

Knoll I did not.

Donovic He didn’t go to Churchill either.

Toy Well, welcome back. Thank you for thinking of us. It looks very, very inviting. Thank you, I appreciate it.

Jolly Since there are no questions for you at this time, please have a seat. I will note that the City Clerk has mailed a notice to the petitioner and to all interested parties having such for this application for Commercial Rehabilitation Exemption Certificate, including the taxing authorities for the property within the city of Livonia, Commercial Rehabilitation District number five. At this time, the public hearing is open for public comments of interested parties or anyone from the public. Is there any public comment on item number one? Seeing none, Ms. McIntyre, do you have a motion?

McIntyre I do. I'd like to offer an approving resolution for this. Commercial rehabilitation Certificates are not taken lightly. But in this case, we've had a number of stops and starts with this property. I think this offers something that's really different and very attractive and appealing at that spot of the city and I think it's absolutely the right thing to do that's been an eyesore and to bring an eyesore into something that's attractive, again is compelling and something very different from what we have. So, I approve.

Jolly Thank you, Ms. McIntyre. We do have an approving at this time. This item will move to the Regular meeting of Monday, October 2 of 2023. This item is now closed.

As there were no further questions or comments, the Public Hearing was declared closed at 7:12 p.m.

LETTER TO THE LIVONIA CITY COUNCIL

1.

Council Office
August 15, 2023

MEETING DATE	PREPARED BY
	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

CJK Investments, LLC on behalf of Ducati Detroit, requesting approval of a Commercial Rehabilitation Exemption Certificate (CREC) for the property located at 19265 Victor Parkway, Livonia, MI 48152, to facilitate the redevelopment of this property. Parcel ID 024-99-0003-009 (Commercial Rehabilitation District #5)

BACKGROUND DETAILS

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

ATTACHMENTS

1. PH091323 Req for CREC Ducati Detroit (19265 Victor Pkwy)

APPROVED BY

CITY of LIVONIA
OFFICE OF THE CITY CLERK

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

Received From: Future Land Holdings
Address
City _____ Zip _____ Date 8/14/23

CERTIFICATES

Dollar Amount

BIRTHS [ ] LF#_____ CC _____ PARCHMENT_____

DEATHS [ ] LF#_____ CC _____

GENERAL

[ ] Maps, Books
[ ] F.O.I.A. Copies
[ ] Signs
[ ] Grading Bond
[ ] Petition, Waiver
[ ] Election Fees
[✓] Other
tax exemption certificate

PAID
AUG 14 2023
CITY OF LIVONIA

CASH [ ] CK# 6987 **Total Amt. >** 300.00

BY.

No. 83835

CITIZEN'S COPY

DUCATI DETROIT

DUCATI DETROIT
33828 WOODWARD AVENUE
BIRMINGHAM, MI 48009

THE HUNTINGTON NATIONAL BANK
74-545/724

6987

8/14/23

PAY TO THE ORDER OF City of Livonia $ 300.00

Three Hundred 7 00/100 DOLLARS

TWO SIGNATURES ON CHECKS OVER $10,000

VALID VALID VALID VALID VALID VALID VALID VALID

AUTHORIZED SIGNATURE

MP

MEMO Tax Exemption Certificate Application

⑈006987⑈ ⑆072403473⑆ 0138282471 2⑈

DUCATI DETROIT 6987

DUCATI DETROIT 6987

Instructions for Completing Form 4507
Application for Commercial Rehabilitation Exemption Certificate

The Commercial Rehabilitation Exemption Certificate was created by Public Act 210 of 2005, as amended. The application is initially filed, reviewed, and approved by the LGU and then reviewed and approved by the State Tax Commission. According to Section 3 of Public Act 210 of 2005, as amended, the LGU must establish a Commercial Rehabilitation District. **Rehabilitation may commence after establishment of the Commercial Rehabilitation District.**

Owner / Applicant Instructions

1. Complete Parts 1, 2 and 3 of application
2. Prepare and attach all documents required under Part 2 of the application:
   a. General description of the facility (year built, original use, most recent use, number of stories, square footage)
   b. Description of the qualified facility's proposed use
   c. Description of the general nature and extent of the rehabilitation to be undertaken
   d. Descriptive list of the fixed building equipment that will be a part of the qualified facility
   e. Time schedule for undertaking and completing the facility's rehabilitation
   f. Statement of the economic advantages expected from the exemption
   g. Legal description of the facility
   h. Description of the "underserved area" (Qualified Retail Food Establishments only)
3. Qualified Retail Food Establishments:
   a. Complete Part 1 of the *Commercial Rehabilitation Exemption Certification for Qualified Retail Food Establishments* (Form 4753). Submit to LGU clerk along with application.
   b. Describe the "underserved area" and provide supporting documentation to show how the project area meets one or more of the following requirements:
      i. An area that contains a low to moderate income census tract(s) which, based on per capita income, are tracts below the 66.67 percentile ($23,643 in 1999 dollars) and a below average supermarket density
      ii. An area that has a supermarket customer base with more than 50% living in a low income census tract(s) which based on the per capita income, are tracts below the 66.67 percentile ($23,643 in 1999 dollars)
      iii. An area that has demonstrated significant access limitations due to travel distance and has no Qualified Retail Food Establishments within two miles of the geo-center for an urban area or has no Qualified Retail Food Establishments within nine miles of the geo-center for a rural area.

   For assistance in determining the project area's eligibility, visit **www.michigan.gov/propertytaxexemptions** and click on Commercial Rehabilitation Act.
4. Submit the application and all attachments to the clerk of the LGU where the property is located.

LGU Assessor Instructions

Complete and sign Part 4 of the application.

LGU Clerk Instructions

1. After LGU action, complete Part 5 of the application.
2. After reviewing the application for complete and accurate information, complete Part 6 and sign the application to certify the application meets the requirements as outlined by Public Act 210 of 2005, as amended.
3. Assemble the following for a complete application:
   a. Completed *Application for Commercial Rehabilitation Exemption Certificate* (Form 4507)
   b. All required attachments listed under Part 2
   c. A copy of the resolution by the LGU establishing the district
   d. A certified copy of the resolution by the LGU approving the application
   e. Complete Form 4753 (Qualified Retail Food Establishments only)
4. **For faster service, email the completed application and additional required documentation to PTE@michigan.gov.** An additional submission option is to mail the completed application and required documents to:Michigan Department of Treasury, State Tax Commission, P.O. Box 30471, Lansing, MI 48909

Application Deadline

The State Tax Commission must receive complete applications on or before October 31 to ensure processing and certificate issuance for the following tax year. Applications received after October 31 may not be processed in time for certificate issuance for the following tax year.

If you have questions or need additional information or sample documents, visit **www.michigan.gov/propertytaxexemptions** or call 517-335-7491.

Michigan Department of Treasury
4507 (Rev. 12-20)

Application for Commercial Rehabilitation Exemption Certificate

Issued under authority of Public Act 210 of 2005, as amended.

LOCAL GOVERNMENT UNIT USE ONLY	
▸ Application No.	▸ Date Received
STATE USE ONLY	
▸ Application No.	▸ Date Received

Read the instructions page before completing the form. **This application should be filed after the commercial rehabilitation district is established.** The applicant must complete Parts 1, 2 and 3 and file the application form (with required attachments) with the clerk of the local governmental unit (LGU). Attach the legal description of property on a separate sheet. This project will not receive tax benefits until approved by the State Tax Commission (STC). Applications received after October 31 may not be acted upon in the current year. This application is subject to audit by the STC.

PART 1: OWNER / APPLICANT INFORMATION (applicant must complete all fields)

Applicant (Company) Name (applicant must be the **owner** of the facility) CJK INVESTMENTS, LLC		NAICS or SIC Code	
Facility's Street Address 19265 VICTOR PARKWAY	City LIVONIA	State MI	ZIP Code 48152
Name of City, Township or Village (taxing authority) LIVONIA ☒ City ☐ Township ☐ Village	County WAYNE	School District Where Facility is Located LIVONIA	
Date of Rehabilitation Commencement (mm/dd/yyyy) 03/15/2023	Planned Date of Rehabilitation Completion (mm/dd/yyyy) 05/01/2024		
Estimated Cost of Rehabilitation $7,000,000	Number of Years Exemption Requested (1-10) 10		

Expected Project Outcomes (check all that apply)

- ☒ Increase Commercial Activity
- ☐ Retain Employment
- ☒ Revitalize Urban Areas
- ☒ Create Employment
- ☐ Prevent Loss of Employment
- ☒ Increase Number of Residents in Facility's Community

No. of jobs to be created due to facility's rehabilitation	No. of jobs to be retained due to facility's rehabilitation	No. of construction jobs to be created during rehabilitation
35	0	100

PART 2: APPLICATION DOCUMENTS

Prepare and attach the following items:

- ☒ General description of the facility (year built, original use, most recent use, number of stories, square footage)
- ☒ Description of the qualifed facility's proposed use
- ☒ Description of the general nature and extent of the rehabilitation to be undertaken
- ☒ Descriptive list of the fixed building equipment that will be a part of the qualified facility
- ☒ Time schedule for undertaking and completing the facility's rehabilitation
- ☒ Statement of the economic advantages expected from the exemption
- ☒ Legal description
- ☐ Description of the "underserved area" (Qualified Retail Food Establishments only)
- ☐ *Commercial Rehabilitation Exemption Certiificate for Qualified Retail Food Establishments* (Form 4753) (Qualified Retail Food Establishments only)

PART 3: APPLICANT CERTIFICATION

Name of Authorized Company Officer (no authorized agents) CHARLES KNOLL	Telephone Number (248) 719-4200		
Fax Number (734) 453-0510	E-mail Address KNOLL.CHARLES@GMAIL.COM		
Street Address 14855 N SHELDON RD	City PLYMOUTH	State MI	ZIP Code 48170

I certify that, to the best of my knowledge, the information contained herein and in the attachments is truly descriptive of the property for which this application is being submitted. Further, I am familiar with the provisions of Public Act 210 of 2005, as amended, and to the best of my knowledge the company has complied or will be able to comply with all of the requirements thereof which are prerequisite to the approval of the application by the local governmental unit and the issuance of a Commercial Rehabilitation Exemption Certificate by the State Tax Commission.

I further certify that this rehabilitation program, when completed, will constitute a rehabilitated facility, as defined by Public Act 210 of 2005, as amended, and that the rehabilitation of this facility would not have been undertaken without my receipt of the exemption certificate.

Signature of Authorized Company Officer (no authorized agents)	Title PRESIDENT	Date 03/14/2023

PART 4: ASSESSOR RECOMMENDATIONS (assessor of LGU must complete Part 4)

Provide the Taxable Value and State Equalized Value of Commercial Property, as provided in Public Act 210 of 2005, as amended, for the tax year immediately preceding the effective date of the certificate (December 31 of the year approved by the STC).

	Taxable Value	State Equalized Value (SEV)
Land		
Building(s)		

The property to be covered by this exemption may not be included on any other specific tax roll while receiving the Commercial Rehabilitation Exemption. For example, property on the Eligible Tax Reverted Property (Land Bank) specific tax roll cannot be granted a Commercial Rehabilitation Exemption that would also put the same property on the Commercial Rehabilitation specific tax roll.

☐ By checking this box I certify that, if approved, the property to be covered by this exemption will be on the Commercial Rehabilitation Exemption specific tax roll and not on any other specific tax roll.

Name of Local Government Body

Name of Assessor (first and last name)	Telephone Number
Fax Number	E-mail Address

I certify that, to the best of my knowledge, the information contained in Part 4 of this application is complete and accurate.

Assessor's Signature	Date

PART 5: LOCAL GOVERNMENT ACTION (clerk of LGU must complete Part 5)

Action Taken By LGU (attach a certified copy of the resolution):

☐ Exemption approved for _____ years, ending December 30, _____ (not to exceed 10 years)

☐ Exemption Denied

Date District Established (attach resolution for district)	Local Unit Classification Identification (LUCI) Code	School Code

PART 6: LOCAL GOVERNMENT CLERK CERTIFICATION (clerk of LGU must complete Part 6)

Clerk's Name (first and last)	Telephone Number		
Fax Number	E-mail Address		
Mailing Address	City	State	ZIP Code
LGU Contact Person for Additional Information	LGU Contact Person Telephone Number	Fax Number	

I certify that, to the best of my knowledge, the information contained in this application and attachments is complete and accurate and hereby request the State Tax Commission issue a Commercial Rehabilitation Exemption Certificate, as provided by Public Act 210 of 2005, as amended.

Clerk's Signature	Date

For faster service, the LGU should email the completed application and required documents to PTE@michigan.gov.

An additional submission option is to mail the completed application and required documents to:

Michigan Department of Treasury, State Tax Commission
P.O. Box 30471
Lansing, MI 48909

Application for Commercial Rehabilitation Exemption Certificate

General Description of the Property and the Nature and Extent of the Rehabilitation Project to be Undertaken:

The current 3.21-acre property has a vacant approximately 14,000 square foot single story restaurant built in 1993 with accompanying asphalt parking. The application proposes to revitalize and update the existing structure, upgrade the infrastructure servicing the property, and construct a new approximate 36,000 square foot, two story, dual branded motorcycle dealership, including Ducati and BMW OEM product lines.

Time Schedule for Undertaking and Completing the Project:

The project is anticipated to commence with site work in summer of 2023, and be completed approximately 13 months after from the issuance of the building permit.

Statement of the Economic Advantages Expected from the Project:

The project will once again create excitement on one of the vital entry points to the city of Livonia – A site that has been vacant for nearly five years. In addition it will continue the revitalization of this commercial district, enhance the city's tax base, and provide needed economic stimulus to the area. It will also aide in the creation of jobs, both during construction and the operational jobs of the dealerships. It is estimated that the tax savings to the applicant will be approximately $144,372 annually if the abatement is granted. This tax savings to the applicant will partially offset extraordinary development costs inherent in the project as more fully set forth below.

CREC TAX ESTIMATES
FOR
PROPOSED DUCATI-BMW MOTORCYCLE DEALERSHIPS
19265 VICTOR PARKWAY

CONSIDERATION OF COMMERCIAL REHABILITATION TAX INCENTIVE (PA 210 OF 2005)

CURRENT VALUE

Current Real Property Taxable Value =	$504,945 ($116,051 Land Imp + $388,894 Building)
Current Land Taxable Value=	$300,090
Current Taxable Value (Total)	$805,035

TAX RATES

Millage Rate=	58.8297
City Millage Rate=	13.2480 (~22.52%)
School Operating + State Education=	24.00

FUTURE VALUES

Estimated TCV of 26K sq. ft. dealership=	$10,000,000 ($384.6K/sq. ft.)
SEV=	$5,000,000
Land Value=	$350,000
Building Value=	$4,650,000

COMPUTATION OF COMMERCIAL REHABILITATION TAX

STEP 1: Multiply total mills levied by the taxable value of Real Property (excluding land) for the year immediately preceding the effective date of exemption
STEP 2: Multiply School Operating + SET by the difference between the taxable value of Real Property (excluding land) for the current year and the taxable value of Real Property (excluding land) for the year immediately preceding the effective date of exemption.

STEP 1: 0.0588297 x 504,945 =	**$29,706**
STEP 2: 0.024000 x (4,650,000 – 504,945) =	**$99,481**
Estimated Commercial Rehabilitation Tax =	**$129,187**

Tax on Land Value = 0.0588297 x 350,000= **$20,590**

Tax w/ the incentive

Total Tax = Commercial Rehab + Land = 129,187 + 20,590 = **$149,777/year**

Comparison without the CREC
Estimated $5.0M Taxable Value
5,000,000 x 0.0588297=

Tax the w/out the incentive
$294,149/year

Estimated Tax Savings

Difference (Annual Savings to Developer): 294,149 – 149,777 = **$144,372/year**

~IMPACT ON CITY PORTION: $11,326 vs. $66,240 ($54,914/year difference)

Note: The above figures are approximations after consultation with the City's Assessment Department and do not include Personal Property taxes.

	SF Cost		26,363
Existing Conditions	5.00	131,815.00	budget
Concrete and Foundations	18.97	500,106.11	quote
Masonry	7.30	192,449.90	quote
Steel	35.50	935,886.50	quote
Carpentry	5.00	131,815.00	budget
Millwork	2.00	52,726.00	budget
Metal Panels	24.08	634,821.04	quote
Roofing	12.00	316,356.00	budget
Insualtion	5.00	131,815.00	budget
Doors/OH doors	3.50	92,270.50	budget
Glass and Glazing	18.06	476,000.00	quote
Drywall / Framing	10.00	263,630.00	budget
Finishes	12.00	316,356.00	budget
Accessories	1.00	26,363.00	budget
Equipment	1.00	26,363.00	budget
Elevator	5.00	131,815.00	budget
Fire supression	3.05	80,500.00	quote
Plumbing	10.43	275,000.00	quote
HVAC	10.00	263,630.00	budget
Controls	2.00	52,726.00	budget
Electrical	17.00	448,171.00	quote
Site	12.00	316,356.00	budget
Utilities	8.00	210,904.00	budget
Architect and Engineering	8.50	224,085.50	budget
Permits and fees	4.00	203,100.00	budget
OH&P and General Conditions	13.00	342,719.00	budget
Total	253.39	6,680,131.55	budget

This does not take into account the 8,000 sf +/- of mezzanine work in the sf cost it is in the overall cost of the pr

Application for Commercial Rehabilitation Exemption Certificate

EXHIBIT C: LEGAL DESCRIPTION OF THE PROPERTY

PT OF THE SE 1/4 SEC 6 T1S R9E DESC AS COMM AT THE S 1/4 COR SEC 6 TH ALONG SEC LINE N 88D 03M 03S E 791.0 FT TH N 01D 56M 57S W 100.0 FT TO E ROW LINE OF 1-275 AND THE N ROW OF SEVEN MILE RD TH ALONG E ROW OF 1-275 N 46D 56M 57S W 176.78 FT TH N 01D 56M 57S W 182.04 FT TH N 28D 18M 53S W 214.08 FT TH N 54D 41M 00S W 141.93 FT TO POB TH ALONG E ROW LINE N 54D 41M 00S W 312.16 FT TH N 01D 41M 47S W 151.91 FT TH N 88D 03M 03S E 334.11 TH N 01D 56M 57S W 24.0 FT TH N 88D 03M 03S E 285.0 FT TO W ROW LINE OF VICTOR PKWY TH S 01D 41M 47S E 139.0 FT TH ALONG W ROW 55.59 FT ALONG THE ARC OF A CUR TO LEFT HAVING RAD OF 390.0 FT PASSING THRU CEN ANGLE FT TH S 8D 10M 00S LONG CH BEARS S5D 46M 47S E 55.54 FT TH S 88D 03M 03S W 276.0 FT TH S 28D 03M 03S W 196.89 FT TO POB 3.206 AC SUBJECT TO MDT DRAINAGE EASE MENT RECORDED L18225 P912 WCR ALSO INCLUDING FOLLOWING DESC FOR PARKING DESC AS: COMM AT THE S 1/4 COR SAID SEC 6 PROC ALONG S SEC N88D 03M 03S E 791.0 FT TH N 01D 56M 57S W 100.0 FT TO E ROW LINE TH ALONG E LINE N 46D 56M 57S W 176.78 FT TH N 01D 56M 57S W 182.04 FT TH N 28D 18M 53S W 214.08 FT TH N 54D 41M 00S W 454.09 FT TH N01D 41M 47S W 175.91 FT TH N 88D 03M 03S E 229.0 FT ALONG N LINE OF THE ACCESS EASEMENT TO THE POB TH N 01D 41M 47S W 70.0 FT TH N 88D 03M 03S E 390.0 FT TO THE W ROW LINE OF VICTOR PKWY TH S 01D 41M 47S E 70.0 FT TH S 88D 03M 03S W 390.0 FT TO POB .627 AC

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 18, 2023

Meeting was called to order at 8:37 p.m. by Council President Jim Jolly. Present: Scott Bahr, Rob Donovic, Brandon McCullough, Kathleen McIntyre, Vice President Toy, and President Jim Jolly. Absent: Scott Morgan.

Elected and appointed officials present: Susan Nash, City Clerk; Paul Bernier, City Attorney; Mark Taormina, Planning and Economic Development Director; Todd Zilincik, City Engineer; and Jacob Rushlow, Assistant Director of DPW.

Councilmember Bahr led the Pledge of Allegiance.

2. WAIVER PETITION: Planning Commission, re: Petition 2023-05-02-04, submitted by The Axe Parlor, requesting waiver use approval to operate an On-Premise Tasting Room Permit in conjunction with a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

   Patrick Howell, Legal Counsel for the Axe Parlor, and Alden Long, owner, presented the request to Council.

   Councilmember Donovic asked if other axe throwing venues have liquor licenses. He asked about their rules, policies, and how employees are trained.

   Mr. Long state others do have liquor licenses. He explained the floor plan and set up. Two people are allowed in the arena at one time and are supervised by an Axe Master. Alcohol is not permitted in the arena area.

   Vice President Toy asked where they are located and who monitors the activity. She also asked where the industry originated.

   Mr. Long said they are next door to TJ Maxx on Five Mile near Henry Ruff. He indicated urban axe throwing originated in Canada with a couple of guys in a back yard drinking beers and throwing axes.

   President Jolly asked for hours of operation.

   Mr. Long said they are open Tuesday through Friday from 4 p.m. to 10 p.m., Saturday from noon to 11 p.m., and Sunday from noon to 9 p.m.

   President Jolly asked if Mark Taormina if he had anything to add.

   Mr. Taormina indicated they spent considerable time working with the proprietors of this business and are happy that this is now before Council. There is one

requirement that will need a waiver, the 1000-foot separation requirement. It is a provision in the City's Zoning Ordinance that requires 1000-foot separation from other Class C licensed establishments. Merri-Bowl is across the street, about 850 feet away and carries a Class C license as well.

Councilmember McIntyre offered an approving motion with the required distance waiver for the Consent agenda.

Vice President Toy requested this be on the Regular agenda.

DIRECTION: APPROVAL REGULAR

NEW DATA RECEIVED FOR THE STUDY MEETING OF SEPTEMBER 18, 2023, ITEM 2

From: Howe, Patrick
To: Taormina, Mark; Kasprowicz, Sara
Cc: chevonrogers2002@gmail.com
Subject: City Council Study Meeting - The Axe Parlor Informational Materials & Safety Guidelines
Date: Monday, September 18, 2023 9:57:12 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
City Study Meeting 9-18-2023.pdf

Good Morning Mark,

I will be attending the Study Session tonight with The Axe Parlor. Would you please circulate the attached materials to the members of City Council prior to this evening's meeting.

Thank you,

Pat

J. Patrick Howe

HONIGMAN LLP
O 248.566.8456
M 248.835.2068
phowe@honigman.com
Honigman celebrates 75 years of service
1948 - 2023

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please delete it and notify the sender of the error.

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Monday, September 18, 2023 9:41 AM
Subject: City Council Study Meeting, 8pm tonight

Good Morning,
As a reminder, your item will be discussed tonight at the **City Council Study Meeting beginning at 8pm.**
When your item is called, please approach the podium.
The Study meeting agenda is attached for quick reference.
Sara

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov

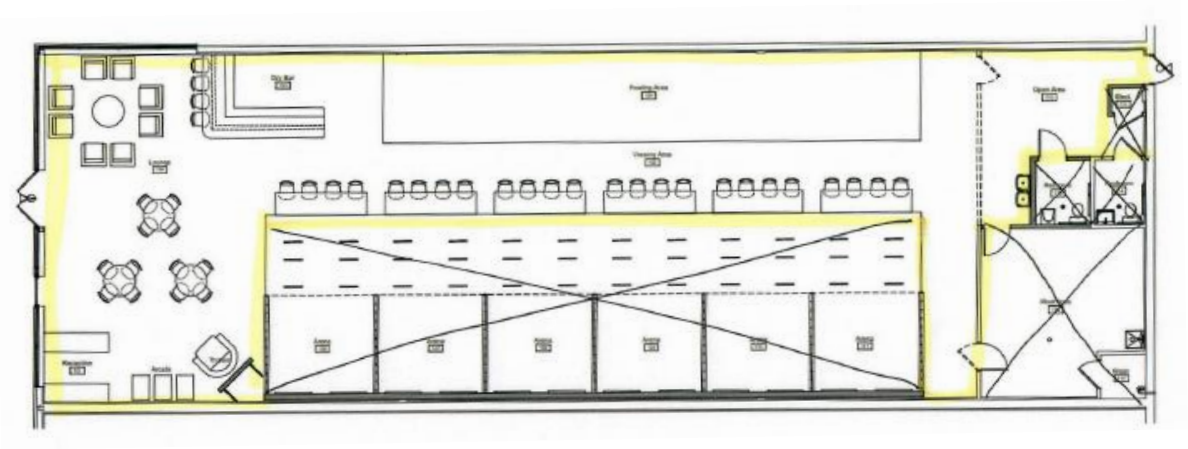
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

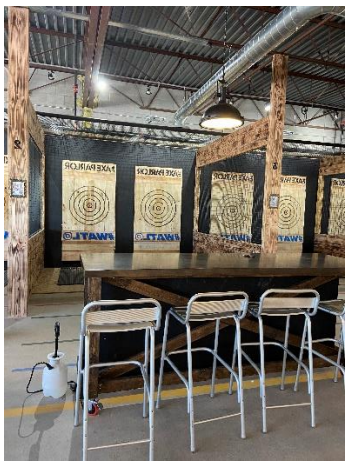
The Axe Parlor is the first of its kind in Livonia. A modern day entertainment venue, similar to bowling, a different twist with more options. Our experienced staff introduce, teach and mentor each new group to throw axes, knives and throwing stars. Axe throwing is an upcoming sport and it's very community based. We've visited and played at many venues. All of them offer food, snacks and alcohol. It's our goal to hold these events and have people from around the country visit us in Livonia, while tapping into local restaurants and businesses for catering needs and everything else.

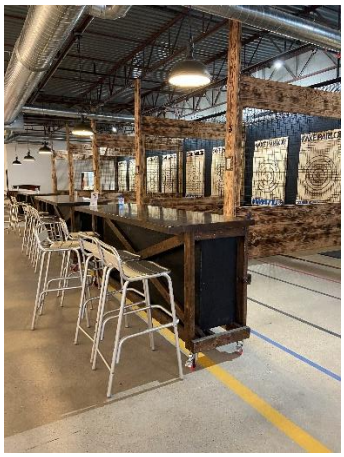
One of the first things we've been asked by pretty much everyone is - do you serve alcohol? Which we currently don't. By allowing us to offer this as an entertainment venue, it would help us become a realistic option for people looking to hang out on the weekends with their friends, enjoy throwing and help us grow the sport. Without offering this, it's going be very hard to compete or even exist with any other evening entertainment venues in Livonia.

- The Axe Parlor is working with Patrick Howe, Honigman LLP, effective June 2, 2023, to secure a liquor license which may take 6 months to 1 year to finalize.
- Our professional Axe Masters have worked at and traveled to several other venues across the US and Canada. All of them offer beer and food/snacks.
- Our staff has also completed the Michigan Alcohol Server/Seller Training Certification course.
- **Safety is our #1 priority.** We have policies in place which are explained to our customers by our Axe Masters before every group. See the Axe Throwing Safety Guidelines at the end of this document.
- Alcohol would not be allowed in throwing lanes, bathrooms or backroom/office as shown in the floor plan.



- Yellow lines indicate the no beer/liquid or food line. No liquid or food is allowed beyond the yellow lines except the water we use to wet and soften the boards.





- We will not serve anyone underage in our venue. Wrist bands will be issued to anyone that is the legal drinking age. Any customer requesting alcohol will have their ID checked.
- We will not serve anyone that appears to be inebriated in our venue. Our Axe Masters have are trained to recognize this and have the authority to tell a customer they cannot engage in throwing activities if they are inebriated.
- Alcohol will be consumed on premise only. No alcohol is allowed to be brought into the venue or leave the venue by customers.
- Without offering beer, it’s going be very hard to compete or even exist with any other evening entertainment venues in Livonia.
- Thank you so much for your time and consideration.

The Axe Parlor, LLC

AXE THROWING SAFETY GUIDELINES

(_____ 2023 Version)

The safety of our guests at The Axe Parlor is our number one priority. We strive to reduce risks and ensure safety in every activity that we offer at The Axe Parlor. Our axe throwing safety protocols and measures are designed to keep patrons safe and adhere to the standards set by the WATL (World Axe Throwing League).

The Axe Throwing area within The Axe Parlor is located along the west wall of the facility adjacent to the check in area, and clearly separated from the bar area and dining areas. This strategic location allows multiple staff members to monitor the Axe Throwing activities at all times. The Axe Throwing area consists of 6 arenas (12 lanes), which allows a maximum of 10 persons to participate at one time in each arena. Each lane is divided by 10 ft. walls made of steel & wood and chain fence material. The entire Axe Throwing Area is enclosed with chain fence material that prevents an Axe from being thrown out of or ejected from the Axe Throwing area. Alcoholic beverages are not allowed in the Axe Throwing Area or the viewing area, and signs prohibiting alcoholic beverages have been posted as well as painted lines on the floor. The Axe Throwing Area is closed with metal stations when not monitored by an Axe Master, and no participants or guests can access the Axe Throwing Area without being accompanied by an Axe Parlor Axe Master.

The design of the Axe Throwing lanes ensures that Axes are thrown towards the targets, and only land in the target areas. The Axes that will be used at the facility are official World Axe Throwing League Throwing Axes or equivalent. Each of the Axes are designed and manufactured exclusively for Axe Throwing. Each Axe has a head weight of approximately1.75 pounds, and a 15 or 17 inch straight wood or fiberglass handle. Wood Axe targets are mounted on a frame and are replaced as needed when the lanes are not in use. The flooring in the Axe Throwing area is made of 3/8 inch plywood with a thick rubber mat on top, which allows for Axes to softly fall to the ground with little bouncing or movement.

A prominent red line marks the area that participants must stand behind before and during the Axe Throwing activities. No participants are allowed past the red line until after all Axes have been thrown in a lane. Viewing areas are located behind the Axe Throwing lanes, which is where staff members will monitor the activities. There is one entrance into the Axe Throwing area, which allows staff to monitor the guests coming into and leaving the Axe Throwing area. Specifically, staff will ensure that guests do not remove Axes from the Axe Throwing area, and do not bring alcoholic beverages into the Axe Throwing area.

The Axe Parlor has implemented the following rules for Axe Throwing:

1. Must be 18 years of age or older to participate in Axe Throwing or a minimum of 8 years or older with signed parental consent.

2. All Participants must participate in Axe Throwing basic training and safety rules provided by The Axe Parlor employees prior to engaging in Axe Throwing.

3. Absolutely no alcoholic beverages are allowed in the Axe Throwing area.

4. Food and non-alcoholic beverages may be brought into and consumed in the Axe Throwing viewing areas only, which are located behind each lane.

5. An Axe Parlor staff member shall monitor the Axe Throwing area at all times to ensure that participants are following the safety protocols and proper throwing techniques.

6. Participants must wear closed toe shoes to participate in Axe Throwing.

7. Visibly intoxicated persons may not participate in Axe Throwing at The Axe Parlor and shall not be served alcoholic beverages.

8. If a visibly intoxicated person arrives at The Axe Parlor, they will not be served alcoholic beverages, and they will not be allowed to participate in Axe Throwing

9. Staff of The Axe Parlor reserves the right to prohibit or terminate the right of any guests to participate in Axe Throwing at any time and without any warning, if the staff member believes that the guest is a danger to any persons or property.

10. Axes will be stored in dedicated magnetic Axe holders located in each lane at all times when not in use.

11. When participants are not engaged in Axe Throwing, the Axes shall be stored in a secured storage area that can only be accessed by staff.

12. All Axe Masters at The Axe Parlor shall receive certification and training from the World Axe Throwing League Inc or World Knife Throwing League.

13. All Axe Masters at The Axe Parlor shall successfully pass an alcohol server training course approved by the Michigan Liquor Control Commission.

14. No participants or viewers shall be allowed in the axe throwing area without being accompanied by an Axe Parlor Axe Master, and access to the axe throwing areas shall be closed with metal stations during all times in which an Axe Master is not accompanying participants or viewers.

15. An Axe Parlor Axe Master shall instruct all participants before the contest, and shall supervise every throw and every pick up of the axe.

LOCAL AXE THROWING VENUES WITH LIQUOR LICENSES

Detroit Axe - Ferndale, Corktown & Partridge Creek

Ferndale
344 W Nine Mile Rd,
Ferndale, MI 48220
(248) 291-5470

Corktown
1375 Michigan Ave
Detroit, MI
(313) 285-8080

Partridge Creek
17420 Hall Rd,
Clinton Township, MI 48038
(586) 221-4311
www.detroitaxe.com

Legendary Axe - Westland
37550 Cherry Hill Rd.
Westland, MI 48185
(734) 326-2800
www.legendryaxethrowingdetroit.com

BATL Axe Throwing - Novi
44175 W 12 Mile Rd suite f-141,
Novi, MI 48377
(248) 675-8575
www.batlgrounds.com

The HUB Stadium - Novi
44325 W 12 Mile Rd H-160,
Novi, MI 48377
(248) 946-8888
www.novi.thehubstadium.com

Axe Play - Jackson
133 W Michigan Ave suite d,
Jackson, MI 49201
(517) 392-5553
www.axeplayjackson.com

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

September 13, 2023

Mark Taormina, Planning and Economic Development Director
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition 2023-05-02-04 - 30959 Five Mile Road

Dear Mr. Taormina,

We have received your email concerning the Axe Parlor securing an interest in acquiring a Class C liquor license, therefore requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

Kroger at 30935 Five Mile (155 feet) holds an active SDM liquor license and Merri-Bowl Lanes at 30950 Five Mile (800 feet) holds and active Class C liquor license and are both well within the separation requirement distance of the proposed site.

After reviewing the plans with the Chief of Police, we have no objections to the waiver being granted, contingent that the petitioner complies with:

- All State Laws
- City Ordinances
- Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police
- Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department

We are available to provide additional information you may desire on this subject.

Sincerely,

FOR THE CHIEF OF POLICE,

Jeffrey Ronayne
Special Services Bureau

From: Kasprowicz, Sara
To: Chevon Rogers
Subject: RE: 9/18
Date: Monday, September 11, 2023 1:49:00 PM

Ok, I will keep your request on the study meeting of September 18th!
See you then,
Sara

From: Chevon Rogers <Chevon@theaxeparlor.com>
Sent: Monday, September 11, 2023 1:27 PM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Subject: Re: 9/18

Of course, I have no idea what the process is. I know Mark said that Office Ronayne is waiting for a response from the Chief of Police. We aren't moving forward with the Red Rock Brewing item. We just want approval to have a contingent license while we are waiting for the MLCC to issue the official license. I'm still hoping we get a response for the September 18th meeting.

Thanks!
Chevon

From: Chevon Rogers
Sent: Monday, September 11, 2023 1:11 PM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Subject: Re: 9/18

I think we should at this point.
I just don't know why it's taking this long. We are applying for a contingent license while we wait for the MLCC to process the full license.

Sent from my iPhone

> On Sep 11, 2023, at 10:47 AM, Kasprowicz, Sara <skasprowicz@livonia.gov> wrote:
>
> Do you want to move forward without their response?
>
> **Sara Kasprowicz**
> Program Supervisor
> City of Livonia | City Council Office
> (734) 466-2250
> skasprowicz@livonia.gov
> **www.livonia.gov**
>
> ---
>
> **From:** Chevon Rogers <Chevon@theaxeparlor.com>
> **Sent:** Monday, September 11, 2023 10:25 AM

To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Subject: Re: 9/18

Hi
I haven't. I'm not sure why it's taking so long….

Sent from my iPhone

> On Sep 11, 2023, at 10:20 AM, Kasprowicz, Sara <skasprowicz@livonia.gov> wrote:
>
> Hi Chevon,
> Have you heard from our Police Department on this yet?
>
> **Sara Kasprowicz**
> Program Supervisor
> City of Livonia | City Council Office
> (734) 466-2250
> skasprowicz@livonia.gov
> **www.livonia.gov**
>
> ---
>
> **From:** Chevon Rogers <Chevon@theaxeparlor.com>
> **Sent:** Friday, September 8, 2023 11:42 AM
> **To:** Taormina, Mark <mtaormina@livonia.gov>; Kasprowicz, Sara <skasprowicz@livonia.gov>
> **Cc:** 'Ronayne, Jeffrey' <jronayne@lpdmail.com>
> **Subject:** Re: 9/18
>
> Hi Mark
>
> Thanks again for clarifying and for the help and the update. You all are great and I appreciate your patience with all of my questions!
>
> Do you recommend we stay on the 9/18 meeting then since it's underway? Hoping the LPD can give an update by then?
>
> Let me know if I can help or provide any other information if needed.
>
> Thanks!
> Chevon
>
> ---
>
> **From:** Taormina, Mark <mtaormina@livonia.gov>
> **Sent:** Friday, September 8, 2023 11:34 AM
> **To:** Chevon Rogers <Chevon@theaxeparlor.com>; Kasprowicz, Sara <skasprowicz@livonia.gov>
> **Cc:** 'Ronayne, Jeffrey' <jronayne@lpdmail.com>
> **Subject:** RE: 9/18

Hi Chevon,

I assure you that City Council approval of the waiver use is required. As you know, the Planning Commission adopted a resolution recommending that a waiver be granted. This recommendation was forwarded to the Council, but what has delayed the final review was the determination by the Livonia Police Department that the method proposed by Red Rocker of self-distributing its products to your patrons required Axe Parlor to have a license. Now that you have a Class C license under contract, we can proceed with the Council review; however, it's imperative that LPD update its recommendation. I know that Jeff Ronayne is aware of your desire to get this moving as quickly as possible. He is awaiting review by the Chief of Police.

Mark

<image001.png>

Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov
www.livonia.gov

<image002.png>

<image003.png>

<image004.png>

<image005.png>

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Chevon Rogers <Chevon@theaxeparlor.com>
Sent: Friday, September 8, 2023 11:10 AM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Cc: Taormina, Mark <mtaormina@livonia.gov>
Subject: Re: 9/18

Hi Sara & Mark,

I'm trying to understand the process for this. Our attorney indicated we may not need a meeting with the city? The application package was overnighted to Officer Ronayne on 8/25 and I don't think our

attorney has heard from him.

The MLCC has had all of our paperwork and is processing and we applied for a contingent license which is what we are trying to get approved right now. Does that require a meeting with the city or is that in the hands of Officer Ronayne? Pat (our attorney) has tried to reach him a couple times but I don't think he's been able to connect with him.

We are coming into busy season and it is starting to impact our business by not having the ability to sell canned alcoholic beverages.

Anything you guys can do is appreciated. Please advise what I need to do or who I need to contact.

I'd rather stay on the 9/18 meeting if we can and hopefully there will be something before then from the PD. It's still 10 days away so I would hope we can have something by the meeting.

Let me know if you want to have a call to discuss. Maybe we don't need the meeting. I'm new to this so I am really unsure of what I need to do.

Thanks in advance!!

Chevon

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Friday, September 8, 2023 10:04 AM
To: Chevon Rogers <Chevon@theaxeparlor.com>
Cc: Taormina, Mark <mtaormina@livonia.gov>
Subject: 9/18

Good Morning Chevon,
I have not heard from our PD to provide their opinion on your request for The Axe Parlor, so I hesitate to add your item to the 9/18 agenda.
The deadline is today for that meeting, and I would expect the Council to look for our PD's opinion before making their decision to approve or deny your request.
Please let me know if you have anything further, or perhaps we allow more time and move your item to the Oct. 2nd Study meeting?
Please let me know your preference,
Sara

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov

<image001.png>

<image002.png>

<image003.png>

<image004.png>

<image005.png>

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Taormina, Mark
To: Ronayne, Jeffrey
Cc: Kasprowicz, Sara
Subject: Axe Parlor - Proposed Class C Liquor License
Date: Tuesday, August 29, 2023 3:20:35 PM

Jeff,

As you know, the Axe Parlor (30959 Five Mile Road) recently received waiver approval from the Planning Commission that would allow for beer consumption on the premises. Under a unique arrangement petitioned by the owners of the Axe Parlor, the ability of its patrons to consume alcohol relied on the license of 3rd party brewery, Red Rocker, which proposed to self-distribute its products to patrons of the Axe Parlor through an order and delivery process. In a letter dated July 6, 2023 (attached), the Livonia Police Department indicated that the method of distributing and consuming alcohol did require the Axe Parlor to obtain an on-premise liquor license from the MLCC. Since then, the Axe Parlor has abandoned using Red Rocker to self-distribute its products and has secured an interest in acquiring a Class C liquor license. The Axe Parlor's waiver use petition is still pending review by the Livonia City Council. Therefore, we seek your opinion regarding the latest proposal, which is to utilize a Class C liquor license in connection with the sale and consumption of alcoholic beverages at the Axe Parlor.

Thank you,

Mark Taormina

Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
August 15, 2023

MEETING DATE	PREPARED BY
S091823/R100223	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2023-05-02-04, submitted by The Axe Parlor, requesting waiver use approval to operate an On-Premise Tasting Room Permit in conjunction with a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

BACKGROUND DETAILS

June 19, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-05-02-04 – The Axe Parlor

Dear Council Members:

At the 1,200th Public Hearings and Regular Meeting held by the City Planning Commission on June 13, 2023, the following resolution was adopted:

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

#06-36-2023 RESOLVED, That the City Planning Commission does hereby recommend to City Council that Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23. be approved subject to the following conditions:

1. City Council waiving the 1,000-foot separation requirement between this location and the nearby Class C license establishment pursuant to Section 6.09(2)(A).

2. That this location shall be in compliance with the Michigan Liquor Control Act, and

3. This waiver use for this license is granted to this petitioner only, and any new user of this

license is required to seek and receive City Council's consent prior to the transfer.

4. This waiver use for this license is granted to this petition for one year only from the date of the City Council approval.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Dinaro, Long, Bongero, Ventura
NAYS: Caramagno, Wilshaw
ABSENT: None
ABSTAIN: None

ATTACHMENTS

1. S091823 The Axe Parlor correspondence
2. S091823 LPD Request for The Axe Parlor - Proposed Class C Liquor License
3. S091823 Petitioner request - The Axe Parlor Liquor License
4. S091823 LTC Petition 2023-05-02-04, The Axe Parlor
5. S071023 Req to remove item (The Axe Parlor) Item 4
6. S071023 New Data (The Axe Parlor) Item 4
7. S071023 LTC Petition 2023-05-02-04, The Axe Parlor
8. 2023-05-02-04_E-COUNCIL Pkt

APPROVED BY

From: chevonrogers2002@gmail.com
To: Kasprowicz, Sara
Cc: Ronayne, Jeffrey; Taormina, Mark
Subject: RE: The Axe Parlor Liquor License
Date: Friday, August 25, 2023 1:15:50 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Ok sounds great. Thank you Sara!

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Friday, August 25, 2023 1:07 PM
To: chevonrogers2002@gmail.com
Cc: Ronayne, Jeffrey <jeffrey.ronayne@livoniapd.com>; Taormina, Mark <mtaormina@livonia.gov>
Subject: RE: The Axe Parlor Liquor License

Hi Chevon,
It would be in your best interest to have Officer Ronayne's approving response (if applicable) to the new request before going in front of Council.
Once that is received, please email a formal request (to me, directed to City Council) be placed on an agenda with a brief description of the revised request.
At that point it will be clear that all documents necessary are in place.
Based on the timeline, it would be best to present your request at the Study meeting of September 18th, which will follow with a vote at the October 2nd meeting.
Thank you,
Sara

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov

From: chevonrogers2002@gmail.com <chevonrogers2002@gmail.com>
Sent: Friday, August 25, 2023 12:31 PM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Cc: Ronayne, Jeffrey <jeffrey.ronayne@livoniapd.com>; Taormina, Mark <mtaormina@livonia.gov>
Subject: RE: The Axe Parlor Liquor License

Hi,

We have a signed purchase agreement for the license, filed all of the paperwork with the MLCC for the contingent and full license, paid the escrow payment for the license, etc. We are just waiting for

the MLCC to process/approve. For the contingent license, my understanding is that we have to submit applications to Officer Ronayne, which our attorney is preparing for me to submit to him (unless they connected already – not quite sure).

Does the City just need to approve us to be able to have a license? If so, we can probably do that meeting on the 6th? I'm not sure what I have to have to present to the city.

Is there just one meeting each month? If we didn't make the Sept 6 or Sept 18 meetings, when would the next option be?

I'm new to this process so hopefully I'm making sense!

I'm open for a call too if that's easier.

Thanks
Chevon

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Friday, August 25, 2023 12:03 PM
To: chevonrogers2002@gmail.com
Cc: Ronayne, Jeffrey <jeffrey.ronayne@livoniapd.com>; Taormina, Mark <mtaormina@livonia.gov>
Subject: RE: The Axe Parlor Liquor License

Hi Chevon,
If you are still in the process of obtaining the license, would you prefer to present your request at the Study meeting of September 18?
Today is the deadline for the September 6th Study meeting, but it sounds like things are still in the works?
Thank you for following up,
Sara

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the

intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: chevonrogers2002@gmail.com <chevonrogers2002@gmail.com>
Sent: Friday, August 25, 2023 11:59 AM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Cc: Ronayne, Jeffrey <jeffrey.ronayne@livoniapd.com>; Taormina, Mark <mtaormina@livonia.gov>
Subject: The Axe Parlor Liquor License

Hi Sara,

We are in the process of obtaining our Class C liquor license and we are applying for a contingent license so we can sell canned beverages while we are in the process of finalizing everything with the MLCC. We have all of the paperwork filed and our attorney, Patrick Howe, is in touch with Officer Ronayne. Patrick is sending me an application package to take to Office Ronayne. We do not have any intention currently to sell spirits; just canned beer/seltzers.

I'm a little unclear as to when we should get back on the agenda for City Council. I don't want to wait because I don't want to miss the next meeting. Also, do we need to go back to the Planning Commission since it's a Class C license, even though we are not going to sell spirits?

Thanks in advance for your assistance!

Chevon

Kasprowicz, Sara

From: Chevon Rogers <Chevon@theaxeparlor.com>
Sent: Friday, July 7, 2023 2:54 PM
To: Kasprowicz, Sara
Cc: Taormina, Mark; Chevon Rogers; Alden Wong; Chris Rogers
Subject: The Axe Parlor - Monday's Agenda

Hi Sara,

We would like to be removed from Monday's City Council meeting agenda. Very sorry for the late notice.

After talking with Mark and Officer Ronayne, we think it would be best to wait. We are working on obtaining our Class C liquor license and will get back to you when we are ready to get back on the agenda.

Thanks in advance,

Chevon

NEW DATA RECEIVED FOR THE STUDY MEETING OF JULY 10, 2023 ITEM 4

Kasprowicz, Sara

From: Taormina, Mark
Sent: Thursday, July 6, 2023 1:49 PM
To: Ronayne, Jeffrey; Kasprowicz, Sara
Cc: Bernier, Paul A.
Subject: FW: The Axe Parlor Petition 2023-05-02-04
Attachments: Planning Commission Report - TheAxe Parlor.pdf; MCL 436.1913.pdf; MCL 436.1909.pdf

Jeff,

Thanks. Via this email, I am forwarding the information to Sara to include as New Data for the Council Study Meeting.

Mark

Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Jeffrey Ronayne <jeffrey.ronayne@LivoniaPD.Com>
Sent: Thursday, July 6, 2023 12:17 PM
To: Taormina, Mark <mtaormina@livonia.gov>
Cc: Bernier, Paul A. <pbernier@livonia.gov>
Subject: The Axe Parlor Petition 2023-05-02-04

Good afternoon Mark,

Please open the above Planning Commission report for the City Council study meeting on Monday. I also included the MCL codes that apply and are referenced in my report (see attachments).

Sincerely,

Investigator Jeff Ronayne
Livonia Police Department
Detective Bureau
734.466.2336

MICHIGAN LEGISLATURE

Michigan Compiled Laws Complete Through PA 52 of 2023
House: Adjourned until Tuesday, July 18, 2023 1:30:00 PM
Senate: Adjourned until Tuesday, July 18, 2023 10:00:00 AM

Section 436.1909

friendly link
printer friendly

MICHIGAN LIQUOR CONTROL CODE OF 1998 (EXCERPT)
Act 58 of 1998

436.1909 Violation of act as misdemeanor or felony; penalties or sanctions; remedies; violation of MCL 436.1203; "person" defined; legislative intent.

Sec. 909.

(1) Except as otherwise provided in this act, a person, other than a person required to be licensed under this act, who violates this act is guilty of a misdemeanor.

(2) Except as otherwise provided in this act, a licensee who violates this act, or a rule or regulation promulgated under this act, is guilty of a misdemeanor punishable by imprisonment for not more than 6 months or a fine of not more than $500.00, or both.

(3) A person who performs an act for which a license is required under this act without first obtaining that license or who sells alcoholic liquor in a county that has prohibited the sale of alcoholic liquor under section 1107 is guilty of a felony punishable by imprisonment for not more than 1 year or by a fine of not more than $1,000.00, or both.

(4) A person, whether or not a licensee, who violates section 901(4) is subject to the following penalties or sanctions:

(a) A person who sells, delivers, or imports spirits in violation of section 901(4) in the amount of at least 80,000 milliliters is guilty of a felony punishable by imprisonment for not more than 4 years or a fine of not more than $5,000.00, or both.

(b) A person who sells, delivers, or imports spirits in violation of section 901(4) in the amount of at least 8,000 milliliters but less than 80,000 milliliters is guilty of a misdemeanor punishable by imprisonment for not more than 93 days or a fine of not more than $2,500.00, or both.

(c) A person who sells, delivers, or imports spirits in violation of section 901(4) in the amount of less than 8,000 milliliters is responsible for a state civil infraction and may be ordered to pay a civil fine of not more than $1,000.00.

(5) Subject to subsection (6), a person, whether or not a licensee, who sells, delivers, or imports beer or wine in violation of section 203(1) is subject to the following penalties or sanctions:

(a) A person who sells, delivers, or imports beer or wine in violation of section 203(1) in the amount of at least 225,000 milliliters is guilty of a felony punishable by imprisonment for not more than 4 years or a fine of not more than $5,000.00, or both.

(b) A person who sells, delivers, or imports beer or wine in violation of

Michigan Color Themes
Publications
Related Sites

Syndication

Bills
Meetings
Laws

Recently Viewed

mcl 436 1909

section 203(1) in the amount of at least 45,000 milliliters but less than 225,000 milliliters is guilty of a misdemeanor punishable by imprisonment for not more than 93 days or a fine of not more than $2,500.00, or both.

(c) A person who sells, delivers, or imports beer or wine in violation of section 203(1) in the amount of less than 45,000 milliliters is responsible for a state civil infraction and may be ordered to pay a civil fine of not more than $500.00.

(6) As used in subsection (5), "person" does not include any of the following:

(a) An air carrier as that term is defined in 49 USC 40102.

(b) A freight forwarder as that term is defined in 49 USC 13102.

(c) A motor carrier as that term is defined in 49 USC 13102.

(7) The remedies under this act are cumulative and independent. The use of 1 remedy by a person does not bar the use of other lawful remedies by the person or the use of a lawful remedy by another person.

(8) It is the intent of the legislature that the court, in imposing punishment under this section, should discriminate between casual or slight violations and habitual sales of alcoholic liquor or attempts to commercialize violations of this act or the rules or regulations promulgated under this act.

History: 1998, Act 58, Imd. Eff. Apr. 14, 1998 ;-- Am. 2010, Act 175, Imd. Eff. Sept. 30, 2010 ;-- Am. 2017, Act 87, Eff. Oct. 10, 2017

Acceptable Use Policy **Privacy Policy** **Copyright Infringement** **Comment Form**
Legislative Directory **Accessibility**

The Michigan Legislature Website is a free service of the Legislative Service Bureau in cooperation with the Michigan Legislative Council, the Michigan House of Representatives, the Michigan Senate, and the Library of Michigan. This site is intended to provide accurate and timely legislative information to the citizens of the State of Michigan and other interested parties. Additional historical documents can be found at http://www.michigan.gov/libraryofmichigan. The information obtained from this site is not intended to replace official versions of that information and is subject to revision. The Legislature presents this information, without warranties, express or implied, regarding the accuracy of the information, timeliness, or completeness. If you believe the information is inaccurate, out-of-date, or incomplete or if you have problems accessing or reading the information, please send your concerns to the appropriate agency using the online Comment Form in the bar above this text.

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
MICHIGAN LIQUOR CONTROL COMMISSION

Alcoholic Beverage Consumption and Sampling in Unlicensed Premises

Recently, the Michigan Liquor Control Commission ("Commission") has received numerous inquiries regarding the legality of non-licensed businesses allowing consumers to consume alcoholic beverages in their establishments, and numerous inquiries regarding non-licensed businesses offering free samples of alcoholic beverages to consumers.

The Liquor Control Code of 1998 generally prohibits alcoholic beverage consumption in non-licensed establishments pursuant to MCL 436.1913 and MCL 436.2027. However, since the participating establishments do not hold liquor licenses, the Commission does not have jurisdiction over them and is powerless to take enforcement action against these unlicensed businesses. **Therefore, the ultimate determination of whether a violation has occurred rests with the local law enforcement agency and the local prosecutor. Any suspected violations of persons allowing the consumption of alcoholic beverages for consideration or conducting alcoholic beverages samplings and tastings for monetary gain should be referred to the local law enforcement agency for enforcement action.**

Consumption:

MCL 436.1913 of the Liquor Control Code prohibits the consumption of alcoholic liquor (beer, wine or spirits) on any premises or place for "consideration" unless the premises are licensed by the Michigan Liquor Control Commission to allow consumption on the premises. Basically, alcoholic beverage consumption for consideration is limited to licensed bars, taverns, restaurants, clubs, hotels or places holding a Special License issued to a non-profit organization by the Michigan Liquor Control Commission. The term "consideration" is defined to include, "any fee, cover charge, ticket purchase, the storage of alcoholic liquor, the sale of food, ice, mixers, or other liquids used with alcoholic liquor drinks, or the purchasing of any service or item, or combination of service and item; or includes the furnishing of glassware or other containers for use in the consumption of alcoholic liquor in conjunction with the sale of food."

MCL 436.1913 prohibits "blind pigs" or other commercial establishments that charge an entry fee or sell food, ice, mixer or other liquids to consumers and allow consumers to bring in their own alcoholic beverages. The statute would also prohibit any other non-licensed business from serving or allowing the consumption of alcoholic beverages as part of their business when the consumer has paid for some other service, such as barbershop, hair salon, tanning salon, limousine service, etc. If consumers are paying any cover charge, entry fee, donation, or any other fee for any goods or services, or are purchasing food, ice, mixers or other liquids, the law prohibits allowing the consumption of alcoholic beverages unless the establishment is properly licensed through the Michigan Liquor Control Commission. This law would not prohibit a wedding reception, retirement party, open house, or other similar event that is not open to the public in a non-licensed facility whereby the attendees were guests and were not charged any fee whatsoever.

Note that the prohibition is for the consumption of any alcoholic beverage product and doesn't matter who is providing the alcohol or whether the person is bringing in his own alcohol. If there is any "consideration" involved, as defined by MCL 436.1913, the consumption of alcoholic beverages in an unlicensed establishment is a violation of MCL 436.1913 and the person providing the place is guilty of a felony pursuant to MCL 436.1909.

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

July 6, 2023

Mark Taormina
Planning and Economic Development Director
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition 2023-05-02-04 – 30959 Five Mile Road

The Axe Parlor in conjunction with Red Rocker Brewery in Canton is requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended to allow the self-distribution of Red Rocker Brewery products directly to The Axe Parlor customers. Patrons of The Axe Parlor would order beer via in-store kiosk directly from Red Rocker Brewery, which would maintain a mini van at the rear of the store and deliver their canned beer to the customer to be consumed on the premises.

The Axe Parlor does not have liquor license for on-premises consumption. Pursuant to MCL 436.1913, the consumption of any alcoholic beverage product on unlicensed premises where consideration is paid, and it doesn't matter who is providing the alcohol or whether the person is bringing in his/her own, is prohibited. In addition, MCL 436.1909(3), states that it is a felony to perform an act for which a license is required.

Consideration is broadly defined under MCL.1913 as any fee, cover charge, ticket purchase, the storage of alcoholic liquor, the sale of food, ice, mixers, or other liquids used with alcoholic liquor drinks, or the purchasing of any service or consumption of alcoholic liquor in conjunction with the sale of food.

Therefore, if The Axe Parlor charges patrons for the use of its axe throwing facilities, it would meet the definition of consideration, and would require a license to allow alcohol consumption on the premises.

Furthermore, the Liquor Control Commission does not license mobile bars. This would include prohibiting a delivery vehicle to park outside an unlicensed establishment to await orders from consumers patronizing a specific establishment.

Sincerely,

FOR THE CHIEF OF POLICE,

Jeffrey Ronayne
Special Services Bureau

LETTER TO THE LIVONIA CITY COUNCIL

4.

Planning
June 19, 2023

MEETING DATE	PREPARED BY
S071023/R072423	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2023-05-02-04, submitted by The Axe Parlor, requesting waiver use approval to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

BACKGROUND DETAILS

June 19, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-05-02-04 – The Axe Parlor

Dear Council Members:

At the 1,200th Public Hearings and Regular Meeting held by the City Planning Commission on June 13, 2023, the following resolution was adopted:

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

#06-36-2023 RESOLVED, That the City Planning Commission does hereby recommend to City Council that Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23. be approved subject to the following conditions:

1. City Council waiving the 1,000-foot separation requirement between this location and the nearby Class C license establishment pursuant to Section 6.09(2)(A).

2. That this location shall be in compliance with the Michigan Liquor Control Act, and

3. This waiver use for this license is granted to this petitioner only, and any new user of this

license is required to seek and receive City Council's consent prior to the transfer.

4. This waiver use for this license is granted to this petition for one year only from the date of the City Council approval.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Dinaro, Long, Bongero, Ventura
NAYS: Caramagno, Wilshaw
ABSENT: None
ABSTAIN: None

ATTACHMENTS

1. 2023-05-02-04_E-COUNCIL Pkt

APPROVED BY

Date: June 20, 2023

Mark Taormina, Planning and Economic Development Director

Date: June 23, 2023

Maureen Miller Brosnan, Mayor

Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 5/9/2023 Petition 2023-05-02-04

Site Address: 30959 Five Mile Sidwell _____ Zoning of Property _____

Requesting Approval To Work with Red Rocker Brewery to sell beer at location

Applicant: Chevon Rogers Business/Company: The Axe Parlor

Applicant's Address: 30959 Five Mile City: Livonia State: MI Zip Code: 48154

Applicant's Phone # (734) 536-7150 Applicant's Email chevon@theaxeparlor.com

Contact Person: Chevon Rogers Business/Company: The Axe Parlor

Contact's Address: 30959 Five Mile City: Livonia State: MI Zip Code: 48154

Contact's Phone # (734) 536-7150 Contact's Email chevon@theaxeparlor.com

Please provide the following information:

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

RECEIVED
MAY 12 2023
CITY OF LIVONIA
PLANNING COMMISSION

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

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

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

Total Amount Due $ _____

Owner of Property: Livonia Station LLC

Owner's Address: 11501 Northlake Drive City: Cincinnati State: OH Zip Code: 45249

Owner's Phone # (513) 338-2734 Owner's Email dtreadaway@phillipsedison.com

Signature of Owner: _____ Print Name: Robert F. Myers

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

on this Ninth day of May 20 23.

Signature of Notary _____ commission expires Never.

Acting in the County of Hamilton

NOTARIAL SEAL

DANIEL J. TREADAWAY
Attorney at Law
NOTARY PUBLIC, STATE OF OHIO
My Commission Has No Expiration Date
Section 147.03 O.R.C.

UNAPPROVED MINUTES

MINUTES OF THE 1,200th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, June 13, 2023, the City Planning Commission of the City of Livonia held its 1,200th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present:	Wafa Dinaro	David Bongero	Sam Caramagno
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: None

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

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

ITEM #2 PETITION 2023-05-02-04 Axe Parlor

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

Mr. Taormina: Thank you. This request is to allow beer consumption in connection with a new indoor recreational use called the Axe Parlor. This business is in the Livonia Plaza Shopping Center, which is on the south side of Five Mile Road between Henry Ruff and Merriman Roads. The Plaza contains a total of approximately 133,000 square feet of retail space, divided into 20 tenants. The plaza is anchored by a Kroger grocery store and the TJ Maxx. The zoning is C-2 (General Business) and P (Parking). The Axe parlor is a target axe throwing venue. It's located near the center of the shopping center adjacent to the TJ Maxx. The unit measures approximately 5,000 square feet. The floor plan submitted with the application shows the layout of the unit. It has 6 axe throwing lanes, each with a table and four chairs for viewing. There's a fowling area, a lounge with a small dry bar, four bar stools, and seating for 20 persons. There are two restrooms and then some back of house operations, including a work area. The Axe Parlor is requesting to offer beer for on-site consumption. A licensed microbrewery called Red Rocker Brewing Company in Canton, Michigan, is the manufacturer and would be the distributor of the beer. Red Rocker proposes self-distributing the beer that it manufactures to Axe Parlor customers. Patrons would order the beer directly from Red Rocker, which would provide delivery, identification verification and then a point of sales. The delivery services would be done by a Red Rocker employee who would be stationed in a vehicle off the premises. This unique method of serving customers regularly is not addressed in the city's zoning regulations. In a C-2 district, brewers, microbrewers, brew pubs, and distilleries are treated as a waiver use under Section 6.09 of the zoning ordinance. Initially, it was thought that Red Rocker would utilize an on-premises tasting room permit as an extension of its existing microbrew license to serve beer at the Axe Parlor. However, the Michigan Liquor Control Commission (MLCC) only allows microbrewers to operate tasting rooms in conjunction with and in the same premises where onsite manufacturing is conducted, which is not the case with the Axe Parlor. In other words, if a microbrewery manufactures beer and has a tasting room permit, they can either have that tasting room located in the establishment where they have their main brewing operations, or can operate a tasting permit elsewhere, but the location would have to be engaged in manufacturing operations. They're not allowed to have just a tasting room. There are some types of licenses that allow this, but not microbrewers. Self-distributing alcohol in a manner proposed by the Axe Parlor and Red Rocker is not something that the city

has ever dealt with. The Livonia Police Department has not completed its review of this petition. Special Investigator Ronayne has been communicating with the MLCC to determine what, if any, additional license or permit is needed to self-distribute and consume alcohol using the method proposed by the petitioner. Questions remain. And since the Livonia Police Department has not provided the Commission with a recommendation, staff feels this item should be tabled until one can be provided. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: Mr. Taormina: The first item is from the Livonia Fire & Rescue Division, dated May 18, 2023, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request for a Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at the property located at the above referenced address. We have no objections to this proposal. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated May 24, 2023, 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 Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated June 1, 2023, which reads as follows: *"Pursuant to your request, the above-referenced petition has been reviewed. This Department has no objections to this petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated May 19, 2023, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated May 31, 2023, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Thank you, Mr. Taormina. Any questions for our planning staff?

Mr. Long: Thank you. Mr. Chairman. Do we have a timetable on when the police expect to opine on this?

Mr. Taormina: I do not. I spoke with Mr. Ronayne this evening, and he is still looking into this. He has some concerns. He has discussed this with several people at the MLCC trying to resolve exactly what can be done and what is allowed under the State's licensing rules and regulations. But that notwithstanding, I think what he would like to hear this evening is precisely how the operation would be done. He wants to get as much information as possible before rendering an opinion. And he also has to consult with the Chief of Police on this matter.

Mr. Long: If we were to approve or deny this tonight, it would still again go on to council or it could be, and so the police department would still have the ability…I mean, it would be accelerated, but they still would have time in order to do their study before it went to council.

Mr. Taormina: He did not indicate how much time he needed. He expressed concerns, clearly. But if this should move forward with an approving resolution, that would provide roughly two weeks of time for him to provide an analysis to City Council. If, on the other hand, it was denied and the petitioner chose to file an appeal, that would provide well over a month between now and the time when the public hearing would be held.

Mr. Long: Okay, so I'm sure we're gonna get a chance to hear from the petitioner and we can find out…I know that other similar places have the ability to sell beer and wine and I want to know how this could adversely affect their business or if they will be able to wait it out. The second question that I have is while I applaud the creativity that's gone into this in order to try to get to a spot where they can find a way to deliver beer to their customers, but I also worry about the precedent it sets and is there a way if we were to approve this, is there a way for us to sunset the permit. In other words, in the write up it says that they've or in the supplement that they provided it says that they're working with attorneys in order to get a permanent license, but they expect that to take six months to a year. So, if we approve this, could we put a sunset on this of a year and a half or two years so that if they can't get their liquor license and that point you know, we we're not just creating a full time work around I guess.

Mr. Taormina: The ordinance allows the Commission to impose reasonable conditions on the granting of a waiver. The actual length of time is another matter. Six months to a year should be more than adequate time to secure a permanent license. We've done hundreds of these over the years, and we know that it can be done within that timeframe. A year and a half would seem excessive.

Mr. Long: Sounds good. Thank you. Thank you, Mr. Chairman.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions for our planning staff?

Mr. Bongero: So, the investigator, he's looking into this. It's kinda like a third party coming there and providing the beer, right? So, what's he investigating? I guess…I missed last week study. So, I'm catching up.

Mr. Taormina: The first thing he needs to establish is whether they have the proper license and permits in order to self-distribute in the manner they're proposing. He has not been able to receive confirmation from the MLCC that Red Rocker has the authority to do what they're proposing. So that's step number one. Number two is what the police think about this method of service alcohol. Somebody sitting in a truck in the back of the business with refrigerated beer and people using an app or however they're going to purchase beer and having somebody come in through the back of the house, sell them the beer, check ID, all those things. It's like I said earlier: this has not done anywhere that I'm aware of, at least not on a regular basis as a part of a business operation. The police want that control. They want to understand everything about the operation before they render an opinion.

Mr. Bongero: Gotcha. Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions for our staff? If not, the petitioner is in the audience, so feel free to come forward to our podium and we ask that you start with your name and address.

Eric Schubert, 25753 Pondview drive, New Boston, MI.

Alden Wong, 31550 Staman Circle, Farmington Hills, MI.

Mr. Wilshaw: Okay, and you're representing both Red Rocker and the Axe parlor.

Mr. Schubert: Yes, Red Rocker.

Mr. Wong: And yeah, I'm co-owner of Axe Parlor.

Mr. Wilshaw: Okay. Is there anything else that you'd like to add from what you've heard so far tonight.

Mr. Schubert: I just like to say that what Bongero just mentioned about the control and security…what we're proposing is not a BYOB, they cannot bring anything on site. They cannot take anything off site. Everything will be controlled and cannot leave. It has to be consumed at that facility within…and I see everybody has the drawings…on the first page, you'll see the yellow lines, it has to be consumed just within those yellow lines. It cannot go to the bathroom across the line into the axe lanes, and it cannot leave the back or front of the property, and that is our job is actually, not only to deliver the beer, but we are also trained to make sure that somebody's not over served. If somebody is clearly intoxicated, they are cut off and we'd handle that and we also are the ones responsible for monitoring, making sure nothing leaves that site as well. There'll be signs, there'll be us in the back, there'll be management at the front that'll make sure that nobody is taking any drink product out of the building. We're also keeping it very simple. It's just cans, at the very most, two types of beer. It's going to be a very, very simple controlled operation, and I understand Mr. Taormina said that, you know, nobody's done this before, but it actually is able to be done, even though it is very unique and hasn't been approached before.

Mr. Wilshaw: All right. Thank you. I appreciate that. Is there any thing that from the Axe Parlors perspective that you would like to add?

Mr. Wong: Yeah, we're just…regarding us obtaining the liquor license. That was just an estimate on our part six months to a year. We've never applied for a liquor license before. So, we're not exactly sure what the timeline is, but we're definitely willing to accept conditions if it ends up being a year, but I agree, you know, a year and a half is excessive, and we definitely expect to have our liquor license by then.

Mr. Wilshaw: Okay. I appreciate that comment.

Mr. Schubert: And just to announce or to also make the comment, conditions are absolutely fine with us too. We understand that this is a stopgap process, and putting a sunset timeline on that is not a problem. Limiting the number of types of beer that can be served there is not an issue. You know, those conditions are absolutely understandable, and we were on board with those as well.

Mr. Wilshaw: All right. Thank you. Mr. Schubert. Is there any questions from any of our commissioners for our petitioners?

Ms. Dinaro: So, can you tell me a little bit about your competitors? Do they have bars? Is this normal in, you know, the axe throwing places? And if this is denied, and you can't have a stop gap, will you be able to stay open?

Mr. Wong: Yeah, I can't speak on that. All of our competitors in the area…there are two in Novi, the Hub Stadium and Battle Axe. They both have full bars there. Detroit Axe has three locations in the Metro Detroit area and they all have full bars. Legendary Axe in Westland has a full bar. So, it is kind of the norm rather than the exception to have alcohol, and so your second question that our customers number one question right now we get asked all the time is when you guys can have alcohol. So, it would definitely impact our business if we don't have this stop gap and that's why we're looking in to collaborating with Red Rocker in the meantime.

Mr. Wilshaw: Thank you.

Mr. Long: Just satisfy my curiosity, if it's restricted, I'm trying to understand the restrictions on the O line, I certainly understand why you don't want it in the axe lines. I'm just curious, why isn't it allowed in the bathrooms? What's prohibits that? Or is that just something that you're choosing? Because you don't want the mess or something?

That's not a Red Rocker regulation.

Mr. Wong: Yeah, I think of just the business partners, they had proposed that to not have it in the bathrooms. I don't know if it's because…Yeah, obviously, the cameras aren't there. So, I don't know if there would be minors in the bathroom consuming. That's probably the biggest issue is not knowing who is in the bathroom consuming the alcohol.

Mr. Long: Okay. Thank you. Thank you, Mr. Chair.

Mr. Wilshaw: Any other questions for our petitioner?

Mr. Wilshaw: I don't see any…Mr. Caramagno.

Mr. Caramagno: If you have a customer that comes in…say, I come in there, and I'm bringing a party with me and I want to order a case of Red Rocker beer. I buy from you on the app, you bring in 24 beers. How do you regulate who's drinking those? And whose responsibility is it to regulate? Is it the Axe Parlor or is it Red Rocker to be responsible for who is drinking that?

Mr. Schubert: it's going to be our responsibility to actually deliver it, and we do not intend on delivering a case of beer. That's not the case. If there's 24 people in there, that's not a problem, we'll deliver 24 beers. But if there's four people in there, we're not gonna allow a case of beer to be sold. It's just gonna have to be done on a, maybe a two per person and that way we are able to monitor, you know, who's drinking, how they're drinking, and if they are in a small group, or our large group, I should say, and there is underage people, that's got to be taken into consideration as well. Like, you know, if there's one adult and three kids and he orders four beers, we're not gonna allow that we know what possibly could happen. On top of that, you know, the Axe Parlors management and crew will be there as well. So, it's a combination that they're going to watch and we're going to watch and make sure that this is done in a safe and legal manner.

Mr. Caramagno: What kind of hours are you talking about? Is this going to be a seven day operation? Is it noon till midnight? Because it only on Fridays and Saturdays? What is the what's the proposal?

Mr. Wong: Yeah, the Axe Parlor is open five days a week, Wednesday through Sunday, and I'm assuming Red Rocker is going to be there during all of our business hours.

Mr. Schubert: The close time, I believe is what, 10:00 or 11:00 o'clock?

Mr. Wong: Wednesday and Thursday we close at 10. Friday, Saturday at 11. Sunday at nine.

Mr. Caramagno: Okay

Mr. Schubert: So it's not going to have bar hours. It's normal restricted.

Mr. Caramagno: How long has the Axe parlor been in business?

Mr. Wong: We opened on May 6, just over a month.

Mr. Caramagno: How is business?

Mr. Wong: In the summer? It's our slow season so it's kind of hit or miss but being brand new, we've been doing okay so far.

Mr. Caramagno: How aggressive are you at going after your own personal Axe Parlor liquor license? Where are you at in that process?

Mr. Wong: We have spoken to an attorney so the process has begun as of June 2. So very early stages.

Mr. Caramagno: Okay. As far as the Red Rocker Where else are you peddling beer? What other locations? Do you peddle beer out of your truck?

Mr. Schubert: Yeah, we self-distribute to bars, restaurants, as well as individuals. We're at about 80 locations across Southeast Michigan. We have customers ranging from Grand Rapids up to Flint, Saginaw, and all around the Detroit area that we deliver to as well.

Mr. Caramagno: You deliver to liquor stores, party stores, where else do you sell liquor out of the truck? What other locations? Do you do that…

Mr. Schubert: It's beer, not liquor, but we deliver to a lot of restaurants in the area. A lot of bars in the area, and only a handful of party stores in the area. And then of course, the individual users, we deliver a lot to their homes. And that's standard and legal up to 2,000 barrels a year we're able to self-distribute, and we are below that volume right now, way below.

Mr. Caramagno: I understand that you distribute, but where do you do direct sales to a facility that's for consumption? Where do you do that?

Mr. Schumbert: Well, there is Belleville Yacht Club is one of the ones we do that as a club that we deliver to, and we do deliver to individuals that order from right from the Yacht Club. On top of that, they have a license to resell, so we deliver to them to resell to boaters that go out on their boats on the weekends.

Mr. Caramagno: When you see you have a truck that parks there at the Belleviile Yacht Club all day and just sells whenever their hours are, and you sell right to…

Mr. Schubert: We don't do that directly out of the truck. No, we have a truck available that delivers as needed. So, if they call us and they say we're out, we're right there within a matter of a couple hours to deliver more.

Mr. Caramagno: Okay, so this is the first venture for you to sell directly to a consumer? To have a truck sitting.

Mr. Schubert: Yes, yes, but it's the same premise. That's the same self-distribution premise. It's just not that we're driving around making the deliveries, were sitting there waiting. When the orders come in, we take them right inside.

Mr. Caramagno: Okay.

Mr. Schubert: Same method, though.

Mr. Caramagno: Where would you propose parking that truck, van, whatever you've got? Where would you propose parking that behind the X Prowler? Because the reason I ask is it's loaded with government army cars back there. Where would you park that truck at?

Mr. Schubert: If you look, there's a yellow kind of lined off area that's right out their back door. That is their loading dock area that's secure for them. It's not taking up a parking spot. And we have a very small minivan and that's where we would park it right there only during hours that it's open. Once it's closed, we're out of there. We're not there until it reopens. So, it's only there during hours, and they have a spot that will not take up any parking spots. It's right down there.

Mr. Caramagno: That's the questions I've got. Thank you.

Mr. Wilshaw: Thank you, Mr. Caramagno. Any additional questions for petitioner? I don't see any additional questions. Is there anyone in the audience wishing to speak for or against this item?

Mr. Schubert: Just want to make one other comment too. I did reach out to the police inspector as well today and we're very happy to talk and walk through this with him on an expedited manner to answer any questions you might have.

Mr. Wilshaw: Appreciate that. Thank you. Is there anyone wishing to speak for Oregon's asylum? I don't see anyone else coming forward. We'll give you again, the last word. Is there anything else that you guys would like to say before we make a decision?

Mr. Schubert: Nope, I'm just, you know, I would appreciate your guys's understanding and the fact that we're trying to make sure that this Axe Parlor can survive over the next six or 11 months or 12 months, however long they take to get their liquor license. This is not a, you know, a permanent long-term thing. This just is going to allow them to keep their customers keep growing their base, while they're going through that lengthy process. We went through it as well, and it takes a lot longer than you think, and it's very tough for some businesses to be able to ride that out. So, we hope to be able to work with them and work with the city to make this happen on their behalf.

Mr. Wilshaw: All right, thank you. I do have one question I'm going to ask as I'm… just because it just came to my mind. Looking at the pictures of the facility, there are counters essentially are seats, if you will. Seated counters behind each of the throwing lanes, and you have a yellow line, essentially going through the middle of that, correct? Which implies a person sitting there at the counter can drink. A person who's in the throwing lane area on the other side of the counter can't.

Mr. Schubert: That's correct. Yeah, it's common for people to try to drink from that side after they throw an axe. They might want to grab a beer and have a drink but we're going to refrain from doing that. Just for safety reasons. We want alcohol on just the seating side of the table.

Mr. Wilshaw: Okay, so that's exactly where I was leading to, is how are you going to enforce that? So, you're gonna have a person in that area that's gonna say, hey, you need to sit down if you're going to drink?

Mr. Schubert: Yeah. Each lane will be manned by an axe master who supervises the axe throwing and they make sure that no one's going to be drinking any type of liquid while in the throwing arena.

Mr. Wilshaw: Okay, the reason I asked that is because I know at bowling alleys, it's kind of a similar layout in the sense of a counter is usually behind bowling lanes, and they don't want you to have

any drinks in the bowling lane area, obviously, because they don't want spills.

Mr. Schubert: Exactly.

Mr. Wilshaw: But people obviously reach over the counter and grab your drinks. So, I was curious how you're going to enforce that.

Mr. Schubert: Yeah, like I said, we have an axe master supervising each group.

Mr. Wilshaw: Okay. Excellent. I appreciate that. Thank you. If there's no other questions or comments from anyone. I don't see anybody. I'm going to look for a motion. Thank you for coming. Oh, we did go to the audience. I will check one more time. Is there anyone in the audience wishing to speak? No one's jumping up. All right, good. Is there a motion?

On a motion by Dinaro, seconded by Long, and adopted, it was

#06-36-2023 ***RESOLVED***, That the City Planning Commission does hereby recommend to City Council that Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23. be approved subject to the following conditions:

1. City Council waiving the 1,000-foot separation requirement between this location and the nearby Class C license establishment pursuant to Section 6.09(2)(A).

2. That this location shall be in compliance with the Michigan Liquor Control Act, and

3. This waiver use for this license is granted to this petitioner only, and any new user of this license is required to seek and receive City Council's consent prior to the transfer.

4. This waiver use for this license is granted to this petition for one year only from the date of the City Council approval.

Mr. Wilshaw: Is there any discussion?

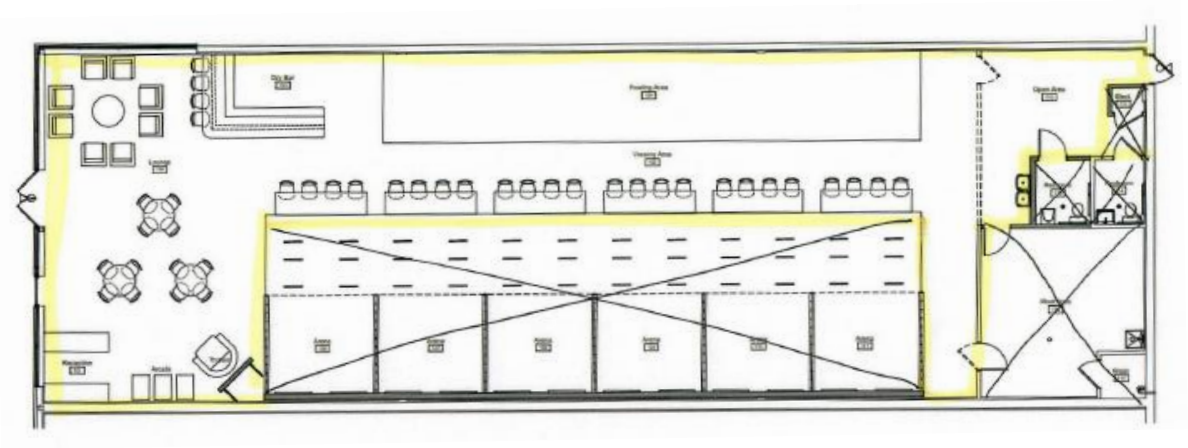
A roll call vote on the foregoing resolution resulted in the following:

AYES: Dinaro, Long, Bongero, Ventura
NAYS: Caramagno, Wilshaw
ABSENT: None
ABSTAIN: None

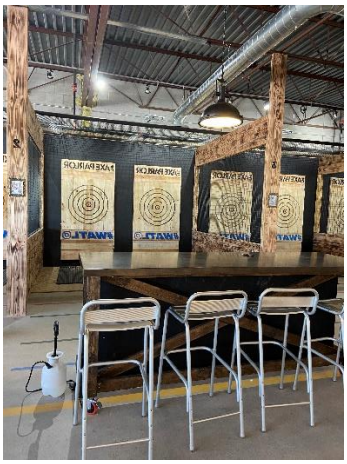
Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted. It will go on to City Council with an approving resolution.

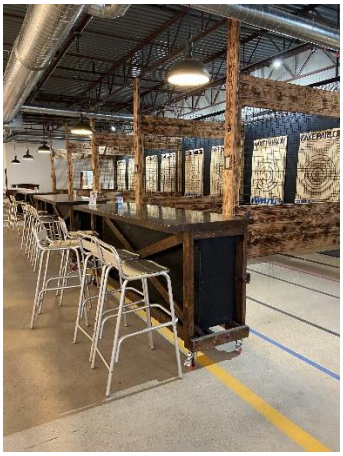
- Petition to allow Red Rocker Brewing to legally deliver beer to The Axe Parlor customers for onsite consumption.
- This is a temporary solution to increase customer base until The Axe Parlor liquor license is obtained.
- The Axe Parlor is working with Patrick Howe, Honigman LLP, effective June 2, 2023, to secure liquor license which may take 6 months to 1 year to finalize.
- Our professional Axe Masters have worked at and traveled to several other venues across the US and Canada. All of them offer beer and food/snacks.

- Safety is our #1 priority. We have policies in place which are explained by our Axe Masters before every group.
- Beer would not be allowed in throwing lanes, bathrooms or backroom/office as shown in the floor plan.

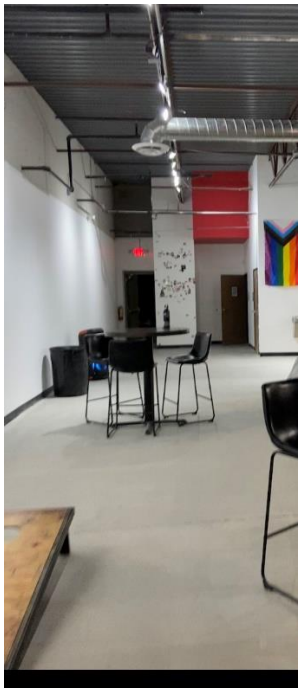


- Yellow lines indicate the no beer/liquid line. No liquid is allowed beyond the yellow lines except the water we use to wet and soften the boards.



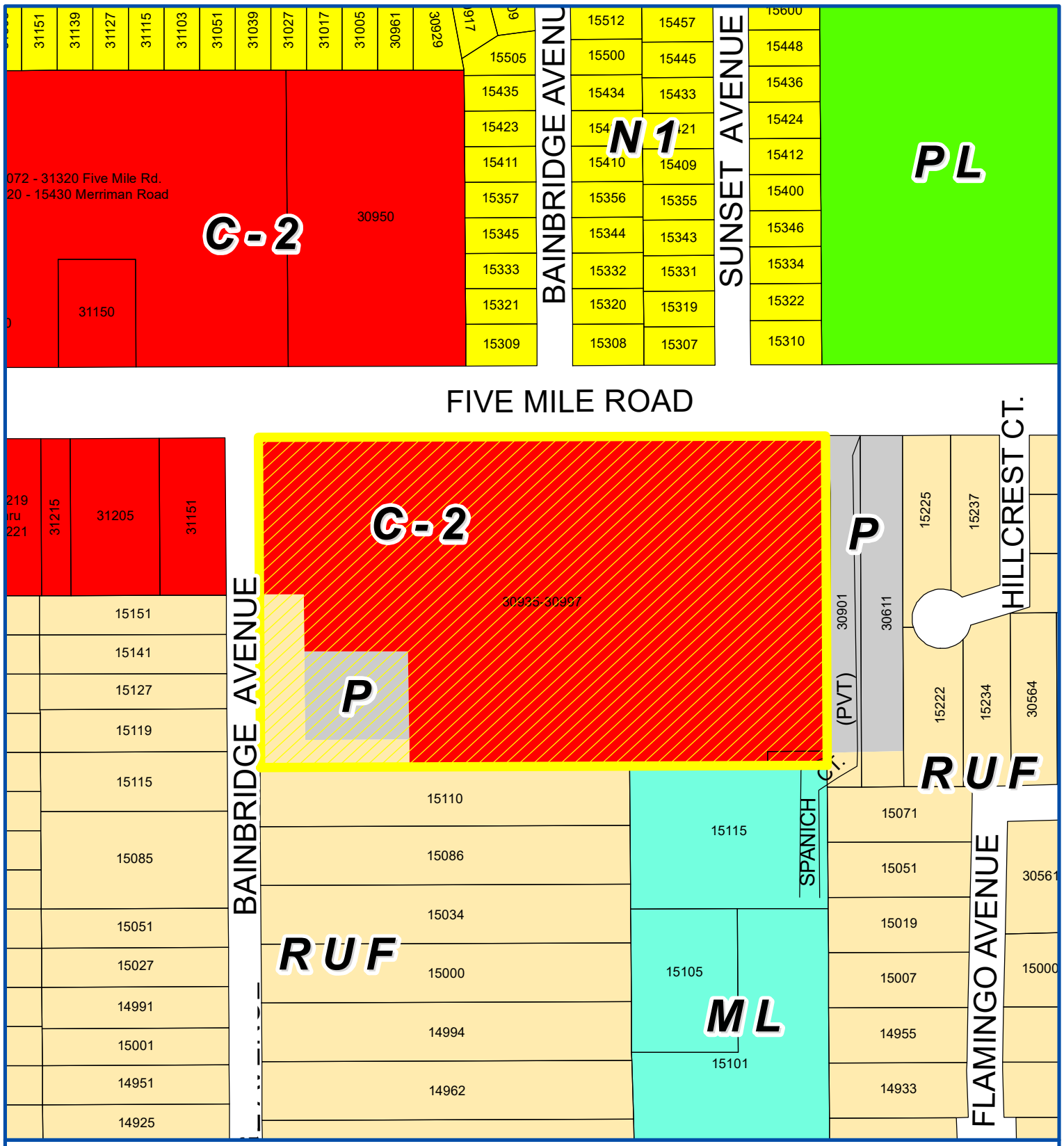


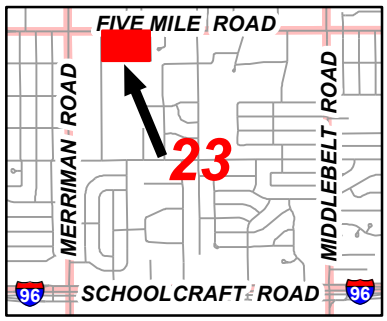
- We will not serve anyone underage or that appears to be inebriated in our venue.
- Red Rocker Brewing will legally deliver, check IDs and manage beer distribution to customers.
- Their truck will be parked out in back of the venue. Customers will order beer directly from Red Rocker, which will be delivered by their trained staff directly to the customer.
- Red Rocker will access the Axe Parlor through the back door.



- Beer will be consumed on premise only. No beer is allowed to be brought into the venue or leave the venue by customers. Signs will be displayed at both entrances to the Axe Parlor.

- Without offering beer, it's going be very hard to compete or even exist with any other evening entertainment venues in Livonia.
- Thank you for your time and consideration.



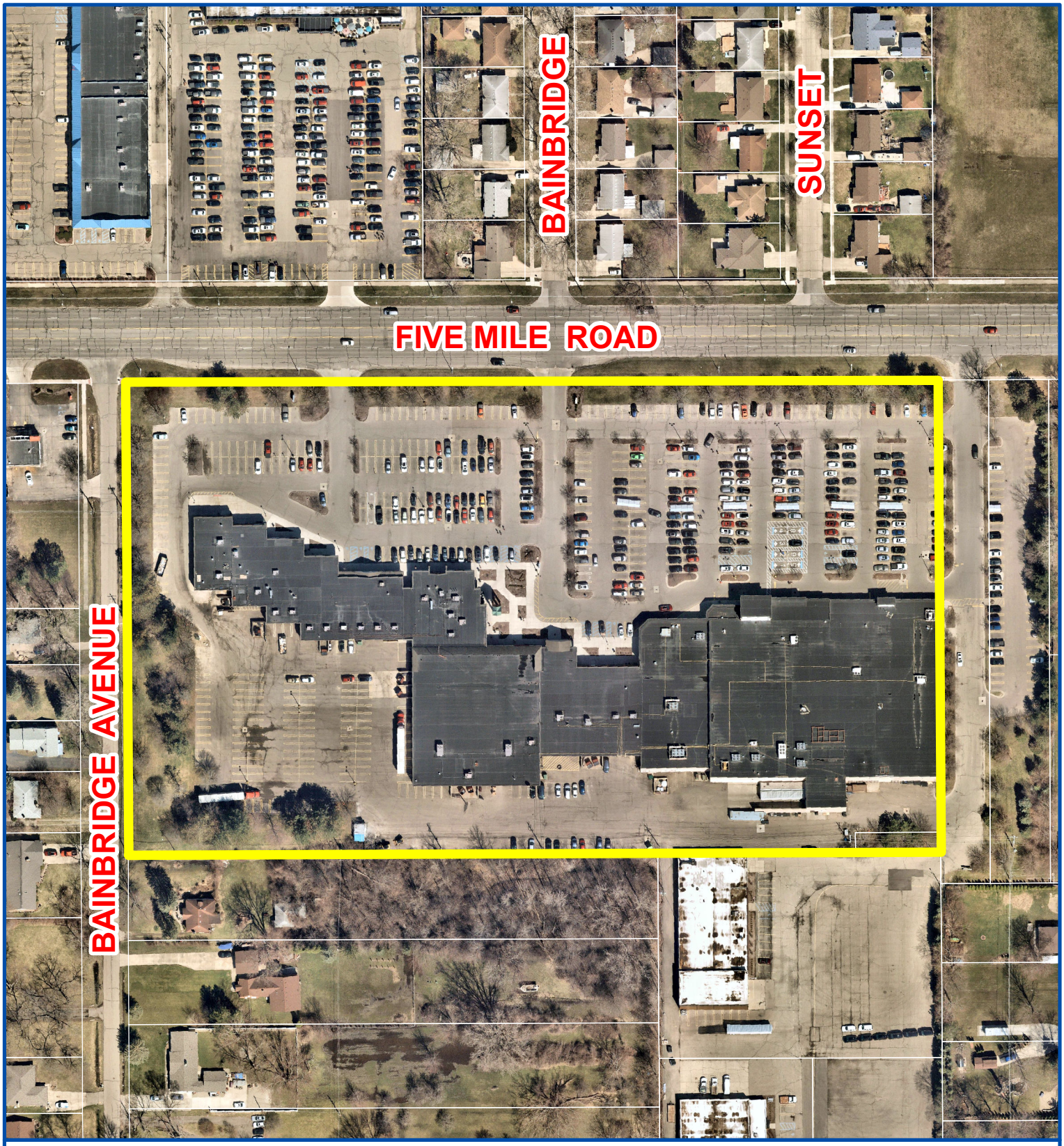


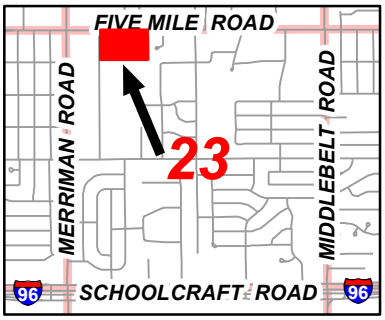
Address & Zoning Map

Petition 2023-05-02-04
The Axe Parlor
30595 Five Mile Road
to operate an On-Premise Tasting Room Permit

N
Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2023-05-02-04
The Axe Parlor
30595 Five Mile Road
to operate an On-Premise Tasting Room Permit

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 2

Petition 2023-05-02-04 submitted by The Axe Parlor requesting waiver use approval pursuant to Section 6.09 of the Livonia Zoning Ordinance, as amended, to operate an On-Premise Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, located within the Livonia Plaza shopping center on the south side of Five Mile Road between Henry Ruff and Merriman Roads in the Northwest ¼ of Section 23.

June 6, 2023: Study Meeting:

The Axe Parlor is an indoor recreational axe-throwing establishment that recently opened in the Livonia Plaza shopping center. The Axe Parlor is requesting approval to offer beer for on-premises consumption. A licensed microbrewer, Red Rocker Brewing Company, in Canton, Michigan, is the manufacturer and distributor of the beer that would be available at the Axe Parlor.

The shopping center is located on the south side of Five Mile Road between Merriman and Henry Ruff Roads. Livonia Plaza contains approximately 133,587 square feet of gross floor area and is divided into about twenty (20) tenant spaces, the largest of which are Kroger and T.J. Maxx. The property is zoned both C-2, General Business, and P, Parking. Under C-2 zoning, Brewers, Micro Brewers, Brewpubs, and Distilleries are treated as waiver uses under Section 6.09 of the Livonia Zoning Ordinance. Because, in this case, the proposed On-Premises Tasting Room Permit is a function of an existing Micro Brewer license, all requirements specified in Section 6.09 must be complied with.

The Axe Parlor is near the middle of the shopping center, adjacent to T.J. Maxx. The unit measures 1,200 square feet. The floor plan shows six (6) axe-throwing lanes, each containing a table and four (4) chairs for viewing, a fowling area, and a lounge with a small “dry bar” with four (4) barstools and additional seating for approximately twenty (20) persons. Two (2) bathrooms and a room labeled “work area” are at the back of the unit. Alcohol would not be allowed in the axe-throwing lanes, bathrooms, or the work area room.

Section 6.09(2)(A) specifies that microbrewers shall not be within 1,000 feet of any establishment licensed to sell alcohol for consumption on the premises. Merri-Bowl, located across from the shopping plaza on the north side of Five Mile Road, operates a Class C license and is approximately 850 feet from the Axe Parlor. City Council can waive this requirement.

Another special requirement, Section 6.09(2)(B), specifies that a proposed licensed establishment shall be located at least 400 feet distant from any church or school building, either public or parochial, as measured from the nearest point

on the building proposed to be licensed to the existing church or school building. No church or school building exists within 400 feet of the subject unit. Riley Upper Elementary School, approximately 1,400 feet away in a northeast direction, is the nearest school to this location.

Section 6.09(3) requires compliance with the Michigan Liquor Control Act. A Micro Brewer license allows self-distribution of the brewer's manufactured beer direct to customers. In this case, Red Rocker would self-distribute the beer it manufactures in Canton to Axe Parlor customers. Patrons of the Axe Parlor would order beer directly from Red Rocker, which would maintain a truck at the rear of the store, deliver the canned beer to the customers in the Axe Parlor, and perform I.D. checks. The point-of-sales would occur at the Axe Parlor and all beer would be consumed on the premises.

Originally, the intent was to sell Red Rocker canned beer to Axe Parlor customers through an on-premises tasting room permit. However, MLCC licensing rules do not allow this. Micro Brewer tasting rooms are only allowed where beer is manufactured at the same location. Because of the recent switch, the Livonia Police Department (LPD) has not had time to properly vet the change to selling beer via self-distributing. As such, the Planning Commission should postpone any action on this item until LPD can make a recommendation.

June 13, 2023: Public Hearing:

Approving Resolution: That the request to operate an On-Premises Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, is hereby approved, subject to City Council approval and the following conditions.

1. City Council waiving the 1,000-foot separation requirement between this location and the nearby Class C license establishment pursuant to Section 6.09(2)(A).

2. That this location shall be in compliance with the Michigan Liquor Control Act, and

3. This waiver use for this license is granted to this petitioner only, and any new user of this license is required to seek and receive City Council's consent prior to the transfer.

Denying Resolution: That the request to operate an On-Premises Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at 30959 Five Mile Road, is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that this proposal would comply with all the general waiver use standards and requirements as set forth in Section 6.09 of the Livonia Zoning Ordinance.

2. That this location fails to comply with the standards of Section 6.09(2)(A) which requires a separation of at least 1,000 feet between any establishment licensed to sell alcohol for consumption on the premises.

3. That this part of the City is currently well-served with licensed establishments selling alcoholic beverages.

4. That it has not been demonstrated that there is a need in this area for additional sales of alcoholic beverages.

5. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed use, and

6. That the proposal is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

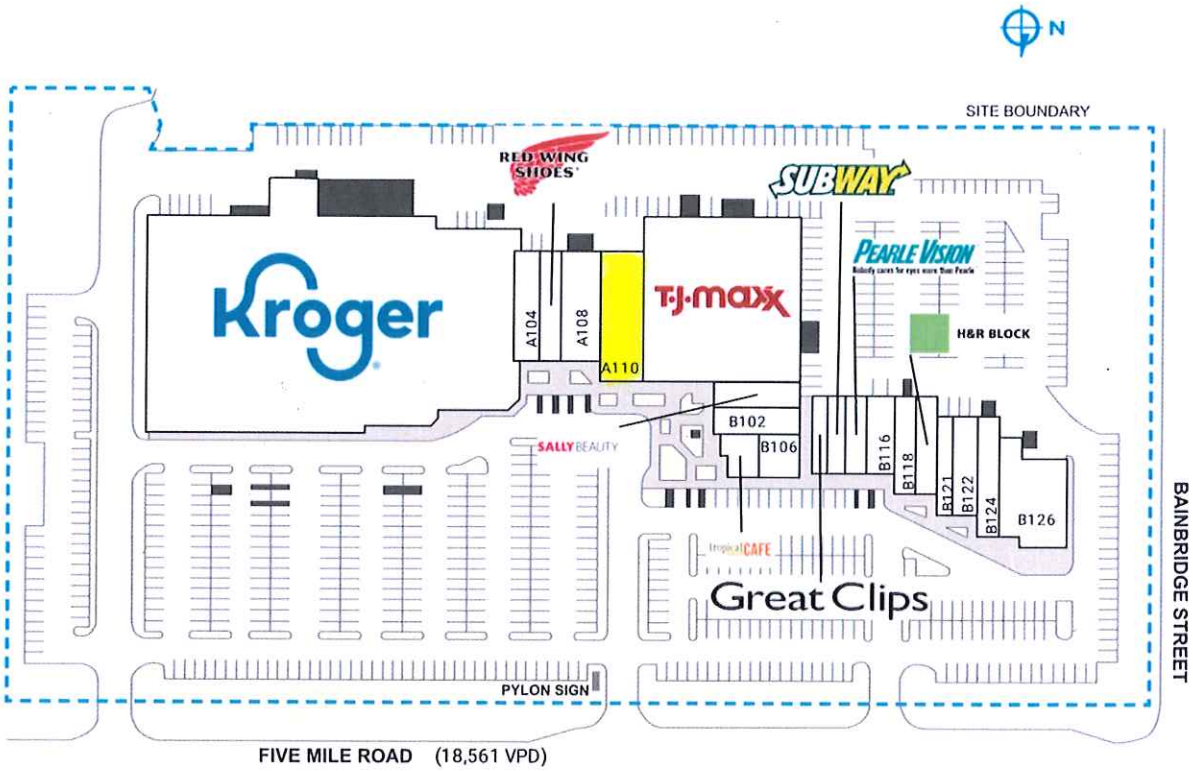
LIVONIA PLAZA

30935 5 Mile Road | Livonia, MI 48154

SPACE	TENANT	SQ. FT.
A104	Miss Nails and Spa	3,137 SF
A106	Red Wing Shoes	2,093 SF
A108	US Armed Forces Recruiting	4,200 SF
A110	The Axe Parlor	5,000 SF
B100	Sally Beauty Supply	2,100 SF
B102	Xclusive Tan	2,118 SF
B104	Tropical Smoothie Cafe	1,370 SF
B106	The Chopstix	1,640 SF
B110	Great Clips	1,200 SF
B112	Subway	1,400 SF
B114	Pearle Vision	1,500 SF
B116	Broasted Brothers Chicken	1,950 SF
B118	LaVida Massage	2,114 SF
B120	H&R Block	1,733 SF
B121	Wild Bill's Tobacco	1,900 SF
B122	Quickly Bubble Tea of Livonia	1,900 SF
B124	Samantha Grace Salon	1,900 SF
B126	My Salon Suites	5,601 SF
MAJ-A	Kroger	70,549 SF
MAJ-B	T.J.Maxx	23,800 SF
TOTAL SQ. FT.		137,205

SITE LEGEND

- Available
- Leased (not occupied)
- Site Boundary
- Occupied
- Owned by Others

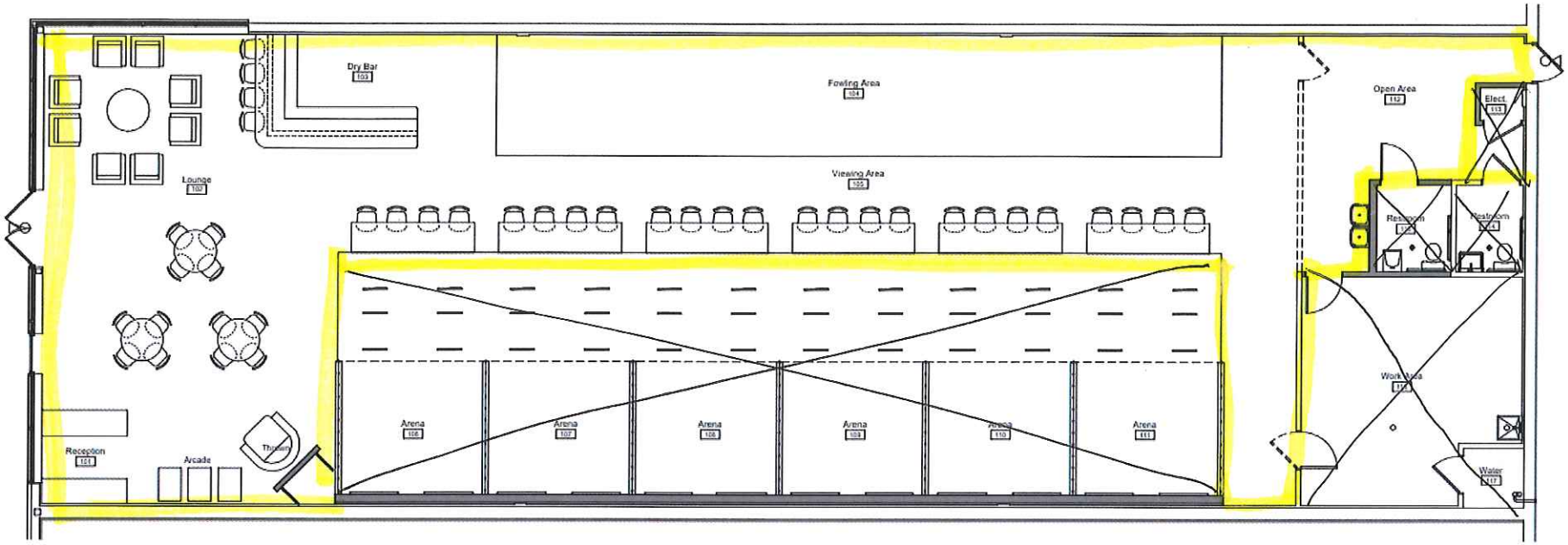


RECEIVED
MAY 12 2023
CITY OF LIVONIA
PLANNING COMMISSION

DISCLAIMER - This site plan is for general information purposes only and is not intended to constitute representations and warranties by Landlord as to the ownership of the real property depicted herein or the identity or nature of any occupants thereof.

PHILLIPS EDISON & COMPANY®

2023-05-02-04



FURNITURE PLAN
SCALE: 1/4"=1'-0"

Alcohol not allowed in bathrooms, back room/storage or in the axe lanes.

RECEIVED
MAY 12 2023
CITY OF LIVONIA
PLANNING COMMISSION

2023-05-02-04

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

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

DATE: May 18, 2023

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition # 2023-05-02-04 Axe Parlor 30959 Five Mile Rd.

This office has reviewed the site plan submitted in connection with a request for a Tasting Room Permit in conjunction with a Micro Brewer license to allow the sale and consumption of beer at the property located at the above referenced address.

We have no objections to this proposal.

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

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

May 24th 2023

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

Re: **Petition 2023-05-02-04 - 30959 Five Mile Road**

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: June 1, 2023

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2023-05-02-04 – 30959 Five Mile Road

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

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

May 19, 2023

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

Petition 2023-05-02-04 - 30959 Five Mile Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

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

May 31, 2023

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

Re: Petition 2023-05-02-04 30959 Five Mile Road
The Axe Parlor

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION

Michigan Department of Licensing and Regulatory Affairs
Liquor Control Commission (MLCC)
Constitution Hall – 525 W. Allegan, Lansing, MI 48933
Mailing Address: PO Box 30005, Lansing, MI 48909
Toll Free 866-813-0011 – www.michigan.gov/lcc

Brewer or Micro Brewer Licensing Requirements & General Information

A Brewer license, as defined by MCL 436.1105(14), is issued by the Michigan Liquor Control Commission to a person located in Michigan to manufacture and sell to licensed wholesalers, beer produced at the licensed brewery facility, and to customers for consumption on or off the premises at a tasting room located on its manufacturing premises where it also holds an On-Premises Tasting Room Permit.

A Micro Brewer license, as defined by MCL 436.1109(5), is issued by the Commission to a person located in Michigan to manufacturer no more than 60,000 barrels per year and sell to licensed wholesalers, beer produced at the licensed brewery facility, and to customers for consumption on or off the premises at a tasting room located on its manufacturing premises where it also holds an On-Premises Tasting Room Permit. A qualified Micro Brewer licensee that manufactures fewer than 1,000 barrels a year may also self-distribute its beer to retailer licensees.

How to Apply

All applicants requesting a new Brewer or Micro Brewer license, seeking to transfer ownership of a Brewer or Micro Brewer license, or transferring interest (stock or membership interest) in a Brewer or Micro Brewer license must submit the following:

- **Application Form**
  For a new Brewer or Micro Brewer license or to transfer a Brewer or Micro Brewer license - Manufacturer License & Permit Application (Form LCC-150)

  To transfer interest in a Brewer or Micro Brewer license – License Interest Transfer Application (LCC-101)

- **Inspection Fee** - A $70.00 nonrefundable inspection fee is required for each license requested in an application. For example, if an applicant has requested a new Micro Brewer license in conjunction with a new Small Wine Maker license, the inspection fee would be $140.00.

- **Local Approval** – If the applicant intends to sell beer it manufactures under its Brewer or Micro Brewer license in an approved tasting room located on the manufacturing premises under an On-Premises Tasting Room Permit, it must obtain the approval of the local legislative body of the local governmental unit where it will be licensed. The Manufacturer License & Permit Application (Form LCC-150) contains a Local Governmental Approval form (LCC-106a) that can be used by the local governmental unit to approve or disapprove the request for the On-Premises Tasting Room Permit.

Local approval is not necessary for the Commission to consider approval and issuance of a Brewer or Micro Brewer license when the applicant does not intend to sell its beer to customers on the premises where it manufactures the beer and has not applied for an On-Premises Tasting Room Permit; however, applicants will still need to comply with any local ordinances specific to manufacturing operations.

- **License & Permit Fees** – The initial and annual renewal fee for a Brewer or Micro Brewer license is $50.00. Additional fees will vary based upon whether additional licenses and permits are requested in conjunction with a Brewer or Micro Brewer license. If the Brewer or Micro Brewer license applicant plans to sell its beer at retail on its manufacturing premises in a tasting room, it must also apply for an On-Premises Tasting Room Permit, for which the initial and annual renewal fee is $100.00.

- **Livescan Fingerprints** – Applicants that have never been licensed through the Michigan Liquor Control Commission must submit fingerprints through the Livescan fingerprinting process - Livescan Fingerprint Background Request Form.

- **Property Document** – Applicants must provide documentation that demonstrates they will have control over the property that comprises the proposed licensed premises. Property documents include deeds, land contracts, and lease agreements.
  - A provision to reassign the license in the event of a default on a land contract or termination of a lease agreement may be included, but may only provide for the reassignment subject to Commission approval.
  - If the applicant is a company and its members or stockholders own the real estate as individuals or under another company, a lease agreement is needed.
  - If the applicant is an individual and he or she owns the real estate with a spouse or someone else who will not be named on the license, a lease between the applicant and the owners of the real estate is needed.

- **Federal Brewer's Notice** – Applicants must provide a copy of the federal Brewer's Notice issued by the federal Alcohol and Tobacco Tax and Trade Bureau (TTB) prior to issuance of the Brewer or Micro Brewer license. This is not required to be submitted at the time of application with the Commission, but should be applied for through the TTB as soon as possible, as the TTB process may take longer to complete than the Michigan licensing process.

- **Purchase Agreement** – Applicants requesting to transfer a license from another licensee must submit an executed purchase agreement or other documentation signed by both the applicant and the current licensee, which details the sale of the liquor license(s) and other business assets.

  - Purchase agreements must specifically indicate that the liquor license is being sold and provide the purchase price and terms of the sale.
  - Purchasers of on-premises licenses must have at least 10% of the purchase price of the business, excluding real estate.
  - Purchase agreements that are not for cash only sales and include real estate must list the personal property, including the licenses, and real estate with the terms and price for each.

- If the personal property and real estate are being purchased by separate people or entities, the purchase agreement must indicate those names and who is purchasing which items.
- If the applicant will not pay the full purchase price at closing, the balance due may be covered by a security agreement or promissory note. Alcoholic beverage inventory cannot be included on a security agreement or promissory note.

In addition to the documents required by all applicants:

Corporations must submit the following information per Administrative Rule R 436.1109:

- Copy of current, filed Articles of Incorporation.
- Current Certificate of Good Standing from the state where incorporated and Certificate of Authority to Do Business in Michigan, if incorporated outside of this state.
- Certified copy of the minutes of a meeting of its board of directors or a statement signed by an officer of the corporation naming the persons authorized by corporate resolution to sign the application and other documents required by the Commission (or Part 3 of Form LCC-301).
- Report of Stockholders/Members/Partners (Form LCC-301)

Limited Liability Companies (LLC) must submit the following information pursuant to Administrative Rule R 436.1110:

- Copy of Articles of Organization and copies of any amendments to the Articles of Organization.
- Current Certificate of Authority to Do Business in Michigan, if the LLC is a non-Michigan LLC.
- Copy of Operating Agreement entered into by members.
- Copy of most recent annual statement filed with the Corporations Division, if an existing LLC.
- Statement signed by a manager of the limited liability company or by at least 1 member if management is reserved to the members naming the person authorized to sign the application and other documents required by the Commission (or Part 3 of Form LCC-301).
- Report of Stockholders/Members/Partners (Form LCC-301)

Partnerships must submit the following information per Administrative Rule R 436.1111:

- Partnership Agreement, if a Limited Partnership.
- Report of Stockholders/Members/Partners (Form LCC-301)

Licensing Process

- The Licensing Division reviews the application and corresponding documents for completeness and verifies the appropriate fees have been received. If additional documents, fees, or corrections to documents are needed, Licensing will notify the applicant.

- Once all the necessary documents have been received Licensing will submit the request to the Enforcement Division for its investigation.

- The Enforcement Division will contact the applicant to schedule an interview with the applicant (and current licensee for license transfers). At this meeting an investigator will review with the applicant documents, including:
  - purchase agreement
  - financial documents
  - property documents
  - other items pertaining to the application

- After the interview, the investigator will prepare a report for the Commission regarding the investigation and submit the request back to Licensing for further processing.

- Licensing reviews the report from Enforcement and any additional documents received during the interview process. The request is prepared for the Commission to consider and placed on a docket for an upcoming licensing meeting.

- The Commission considers the request, including:
  - the liquor license operating history of the applicant (if a current or prior licensee)
  - the arrest and conviction record of the applicant
  - whether the applicant meets the requirements for a license
  - the applicant's financial information
  - opinions of the local legislative body or police department, if received.

- The Commission will approve or deny the request based on these factors. Occasionally, the Commission will request more information from the applicant before making a final decision.

- After the Commission makes a decision on the request, the file is returned to Licensing for final processing.
  - Approval orders are sent to the applicant requesting any final items before the issuance of the license.
  - Denial orders are sent to the applicant and the applicant may appeal the decision.

- When all the final items are received by Licensing, the completed request is forwarded to the Renewal Unit for the issuance of the physical license documents.
  - Any changes in financial provisions at the time of closing which do not conform to the terms previously indicated and investigated may require submission of new forms and possible additional investigation.

Permits, Permissions, and Authorizations

On-Premises Tasting Room Permit – This permit allows the Brewer or Micro Brewer licensee to sell beer it manufactures to customers for consumption on or off in an

approved tasting room located on the manufacturing premises. If the licensee is also licensed to manufacture wine, spirits, or mixed spirit drink products at the same location where it is licensed with a Brewer or Micro Brewer license, it may also sell those products in the approved tasting room that is issued this permit.

A licensee issued an On-Premises Tasting Room Permit must maintain Proof of Financial Responsibility (liquor liability insurance) as required by MCL 436.1536(7)(e) and MCL 436.1803 [see Proof of Financial Responsibility form (Form LC-95)], and must comply with the minimum server training requirements for retail sales as required by MCL 436.1535(7)(d) and MCL 436.1906.

On-Premises Tasting Room Permit limits for Brewer or Micro Brewer licenses:

- A Brewer may have no more than 2 On-Premises Tasting Room Permit locations.
- A Micro Brewer making fewer than 30,000 barrels of beer per year may have an On-Premises Tasting Room Permit at any of its separate manufacturing premises.
- A Micro Brewer making 30,000 barrels of beer or more a year may have an On-Premises Tasting Room Permit at no more than 3 of its manufacturing premises.
- If a Brewer or Micro Brewer has more than one On-Premises Tasting Room Permit location it may sell beer it made at any of its manufacturing premises at any of its On-Premises Tasting Room Permit locations under one of the following conditions:
  - Beer made at another location by the same Brewer or Micro Brewer is transferred to be sold at an On-Premises Tasting Room Permit location that has an installed and functional multivessel system capable of producing and fermenting at least 3 barrels of wort in a single batch
  - Beer made at another location by the same Brewer or Micro Brewer is transferred to be sold at an On-Premises Tasting Room Permit location where the Brewer or Micro Brewer manufactures at least 50% of the volume of beer at that location that is sold to consumers at that location
  - Beer made at another location by the same Brewer or Micro Brewer is transferred to be sold at an On-Premises Tasting Room Permit location that was approved by the Commission under an application received prior to October 1, 2018
- May sell beer for consumption off the premises.
- May sell and serve full size drinks.
- No size or number limit on tasting samples.
- May serve food or have a restaurant in conjunction with the On-Premises Tasting Room Permit.

Sunday Sales Permit (A.M.) - A permit that allows the sale of beer on Sunday mornings between 7:00am and 12:00 noon, if allowed by the local unit of government. A Sunday Sales Permit (P.M.) in not required for beer sales after 12:00 noon on Sunday.

Specific Purpose Permit - A permit that allows specific types of activities (such as the service of food, sporting activities, meetings, etc.) to occur on the licensed premises outside the legal hours for the sale of alcohol. A specific purpose permit does not allow the sale of alcohol outside of the legal hours of sale.

Dance Permit - Allows dancing by patrons of a business with an on premises license. Often combined with an Entertainment Permit.

Entertainment Permit - Permits certain types of live entertainment at a business with an on premises license. An entertainment permit does not allow topless activity. Often combined with a Dance Permit.

Extended Hours Permit - A permit held in conjunction with a Dance or Entertainment Permit (or both) that allows dancing or entertainment on the licensed premises outside the legal hours for the sale of alcohol. An Extended Hours Permit does not allow the sale of alcohol outside of the legal hours of sale.

Catering Permit - Authorizes a holder of a Brewer or Micro Brewer license to sell, deliver, and serve beer, and wine in the original containers at private events. A licensee must have a food service establishment license or retail food establishment license to qualify for this permit.

Beer & Wine Tasting Permit - A permit that allows for a Brewer or Micro Brewer licensee to conduct a beer tasting event at the licensed premises of a Specially Designated Merchant (SDM) licensee. A Salesperson licensee representing the Brewer or Micro Brewer licensee must conduct the tasting event.

Living Quarters Permit - Allows living quarters to be directly connected to the licensed premises.

Direct Connection permission - Allows connections from the licensed premises to unlicensed premises.

Outdoor Service authorization - Authorization granted by the Commission for a license to sell alcohol outdoors in an area controlled by the licensee. This can be a patio area next to the licensed premises or a space as large as a golf course

---

Churches & Schools

A new application to sell alcoholic beverages at retail under an On-Premises Tasting Room Permit, or a request to transfer location of an existing license that intends to sell alcoholic beverages under an On-Premises Tasting Room Permit, may be denied if the contemplated location is within 500 feet of a church or school. The Commission may waive the church/school provision if the church or school does not file an objection to the proposed license. If the church or school does file an objection, the Commission shall hold a hearing before making a decision on the issuance of the license.

Michigan Department of Agriculture & Rural Development Requirements

Facilities that manufacture alcoholic products in Michigan must be licensed through the Michigan Department of Agriculture & Rural Development (MDARD) in addition to

licensure through the Commission. You may contact MDARD regarding the licensing requirements for the type of establishment for which you are applying by calling, toll-free, 800-292-3939 or visiting www.michigan.gov/mdard.

Manufacturing & Labeling

Beer must be manufactured in accordance with federal beer regulations published in the Code of Federal Regulations (CFR) Title 27, Part 25, pursuant to R 436.1611.

All beer products sold in Michigan must have labels approved by the Commission prior to being sold. All beer sold in Michigan must be labeled in accordance with TTB regulations. The Commission uses an on-line label registration process through the Michigan Wholesale Product Registry (MWPR), which requires prior registration with the TTB. Upon licensure, the applicant will be provided with a password and instructions to access the on-line registration site. There is no fee for Michigan label registration.

Mandatory label information, pursuant to TTB regulations:

- Brand name.
- Class, type or, in lieu of, a truthful & adequate statement of composition shall appear on the brand label of the product.
- Name and address of bottler or packer where bottled or packed.
- Net contents.
- Government Warning Statement.
- Alcohol content by volume is optional.

For federal labeling information contact the TTB at 866-927-2533 or www.ttb.gov.

Container Deposits

Beer, mixed wine drink (wine coolers) & mixed spirit drink (spirit coolers) sold in containers of one (1) gallon or less must comply with the Beverage Container Act (Initiated Law of 1976) by requiring a deposit of not less than 10 cents per container when sold to consumers. Containers must be clearly labeled with the name of this state and the deposit amount; “MI” or “MICH” are acceptable abbreviations for Michigan. The wholesaler who sells the returnable containers to their retail customers initiates the container deposit.

Beer Excise Tax Reports

Michigan beer excise tax rate is $6.30 per barrel. A barrel contains 31 gallons. Brewers and Micro Brewers shall pay the Michigan beer excise tax or may designate a wholesaler to pay the tax on their behalf for all beer manufactured and sold in this state. A Brewer

or Micro Brewer licensee is required to submit a Michigan Beer Tax Report and Michigan Brewer or Micro Brewer Report of Sales no later than the 15th day after the end of each quarter (April 15, July 15, October 15, and January 15) regardless of whether a wholesaler has been designated to pay the taxes. Sales and shipments made to military installations, Indian reservations or out-of-state by Brewers or Micro Brewers are nontaxable.

Beer that is sold for consumption in an approved tasting room or self-distributed by the licensee to retailer licensee is subject to the beer excise tax and must be submitted by the Brewer or Micro Brewer licensee regardless if a wholesaler has been designated to pay tax on wholesale shipments to retailers.

For further questions relating to beer tax, please contact our Financial Management Division at: 517-284-6260. Tax forms and instructions may be located on the Commission website at: https://www.michigan.gov/lara/0,4601,7-154-89334_10570_14177_15067---,00.html.

Sales to Wholesalers

All sales must be made through licensed wholesalers (except retail sales to customers at an approved tasting room with an On-Premises Tasting Room Permit). A Micro Brewer licensee may self-distribute to a retailer licensee if the Micro Brewer licensee does not sell more than 2,000 barrels of beer a year (see self-distribution information below).

A Brewer or Micro Brewer licensee must grant each of its wholesalers an exclusive sales territory. A Brewer or Micro Brewer licensee must enter into a written agreement each of the wholesalers specifying the brand or brands to be distributed and the territory where exclusive sales are granted. There can be no overlapping of sales territories between wholesalers of similar brands.

There is no prohibition against offering wholesalers quantity discounts as long as the discounts are uniformly offered to all wholesalers. The Liquor Control Code requires the sale and purchase of all alcoholic beverages to be for cash only, at the time of delivery to wholesalers.

Self-Distribution of Beer

A Micro Brewer may self-distribute beer to a retailer if it does not sell more than 2,000 barrels of beer per year. Beer sold for consumption in a Micro Brewer's tasting room does not count toward calculating the 2,000-barrel threshold. All brands of the Micro Brewer licensee, whether brewed in this state or outside of Michigan, shall be combined to determine the 2,000-barrel threshold. A Micro Brewer that self-distributes to retailer licensees must comply with the following:

- The licensee must file a schedule of net cash prices to retailer licensees: https://www.michigan.gov/documents/lara/Beer_Price_Filing_535194_7.pdf

- The beer must conform to the bottle deposit requirements of 1976 IL 1, MCL 445.571 to 445.576, commonly referred to as the "Bottle Bill", as applicable.
- The licensee must register the beer on the Michigan Wholesale Product Registry (MWPR) and must report and pay the applicable taxes on the products sold.
- The licensee cannot self-distribute to retailer licensees in a sales territory where it has granted exclusive rights to a Wholesaler licensee for the sale of any brand or brands of beer.
- The deliveries must be made by the licensee's own employees. The employees must be individually licensed with a Salesperson license, unless otherwise exempt under the law. Please visit the Salesperson License Information webpage on the MLCC website for more details on Salesperson license requirements.
- The deliveries must be made in vehicles owned by the licensee. These vehicles must have been issued a delivery vehicle decal by the MLCC. The licensee may apply for vehicle decals using the Delivery Vehicle Decal Application (LCC-351).

Barrel Deposits

Manufacturers of beer are required to collect a barrel deposit of $30.00 for all barrels, 1/2 barrels, and 1/4 barrels of beer sold to wholesalers. A refund of $30.00 shall be made to a licensee who has made the deposit and returned the barrels for refund. The Rule does not allow a deposit in excess of $30.00.

Salesperson Licenses

Any person employed by a Brewer or Micro Brewer licensee to sell, deliver, promote, or otherwise assist in the sale of alcoholic liquor in this state is required to hold a Salesperson license issued by the Commission. Employees who work exclusively at the brewery premises and have no contact with wholesalers, retailers, or consumers off the licensed premises do not need a Salesperson license. Salesperson licensees must be at least 18 years of age and are prohibited from being employed by a retailer-tier licensee on a paid or any other basis. For more details on Salesperson licensee requirements and exceptions to the requirements for certain employees please visit the Commission's webpage for Salesperson licensing information: https://www.michigan.gov/lara/0,4601,7-154-89334_10570_16941-456243--,00.html.

Record Retention and Inspection of Premises and Records

All licensees are required to maintain all sales, purchase, and Salesperson licensee expense records for a minimum of four years. Records may be maintained electronically or otherwise as long as a hard copy of the record can be created upon demand.

A licensee must make the licensed premises available for inspection and search by a Commission Investigator or any law enforcement officer empowered to enforce the Commission's rules and code during regular business hours or when the premises is occupied. The Commission or its duly authorized agent may examine the books, records, or papers of a licensee.

Consumer Participatory Brewery ("Brew-On-Premises") Operation

The Michigan Liquor Control Code requires a license to manufacture and sell beer. While the Code does allow for home brewing for personal consumption, the home brewing must be done at a person's residence. Therefore, a Brew-On-Premise operation whereby a person provides a facility and equipment allowing consumers to participate in the brewing process is not recognized as home brewing and is allowable in Michigan only under a Micro Brewer or Brewer license. The Commission recognizes the licensed Brewer or Micro Brewer to be the manufacturer of the beer and holds that licensee accountable for all actions on its licensed premises. The licensee may not lease out their licensed premises or equipment to any person; however, consumers may participate in the brewing process under the supervision of the licensee. The Commission recognizes the licensee to be selling the finished beer product to the participating consumer. The licensee may however collect the money up-front from the participating consumer. The licensee will be responsible for paying the appropriate beer excise taxes on all beer manufactured and sold in this state. The licensee will also be responsible for registering all beer brands with TTB and the Commission and labeling all containers in accordance with TTB standards. The Commission will allow Brew-On-Premise operations to register a 'generic label' approved by TTB and registered with the Commission with the very basic required information (name and address of bottler, net contents & government warning statement), and allow such labels to be further customized by the customer or licensee with additional brand name or fanciful name addition.

Contract Brewing

A Brewer or Micro Brewer licensee may contract brew beer for a retailer licensee that desires to have a "private label". Such contract-brewed beer is basically treated like any other beer. The Brewer or Micro Brewer licensee producing the beer is responsible for registering the product and trade name with TTB and the Commission; paying the beer excise taxes to the Commission for the beer sold in Michigan; assigning sales territories to wholesalers; and selling the beer only to licensed Michigan wholesalers. Contract brewed beer is no different than any other beer except that someone else may own the trade name, formula, and label rights.

PRIVILEGED AND CONFIDENTIAL ATTORNEY-CLIENT COMMUNICATION
DO NOT COPY OR DISTRIBUTE

MEMORANDUM

To: Hon. Maureen Miller Brosnan, Mayor, and
City Council Members
From: Paul A. Bernier, City Attorney
and Michael Fisher, Chief Assistant
Re: Waiver Use Petition Denial
Date: September 22, 2023

On Monday, September 18, 2023, City Council discussed and voted on Petition 2023-06-02-06, which was a waiver use petition filed on behalf of Servicemaster for 29200 Vassar. After much discussion by the members, the petitioner and several area residents, Council voted 3-3 on both proposed approving and denying resolutions. We were asked to advise on the procedural steps and weather this matter needed to be reconsidered.

Normally, lack of a majority is a denial of the resolution. As City Attorney, I have never been witness to a tie vote on a waiver use, and assumed that the normal rules requiring a majority vote also applied to a waiver use petition. Normally a lack of a majority is a denial. I was mistaken in that belief, however.

State statute does not allow a non-denial denial of a waiver use, such as the one here. MCL 125.3502(4) says, in pertinent part,

> The decision on a special land use shall be incorporated in a statement of findings and conclusions relative to the special land use which specifies the basis for the decision and any conditions imposed.

The statutory term "special land use" is equivalent to our "waiver use." Zoning Ordinance2.01(2), part of the definition of "waiver use."

> Waiver uses are synonymous to uses, as defined in Section 125.3502 of the Michigan Zoning Enabling Act.

So, the attempt to decide this via tie vote is a nullity. Any denial must be supported by findings, and incorporated in findings and conclusions, and a tie vote does not accomplish that mandate.

Remember there is no such thing as common law zoning; the power to zone is based on the state statute, as Zoning Section 1.04 recites.

> This Ordinance is adopted pursuant to the Michigan Zoning Enabling Act, Act 110 of 2006, as amended; its predecessor statute, Act 208, Public Acts of Michigan, 1949, as amended; and Section I of Chapter II and Sections 11 and 20 of Chapter IV of the Charter of the City of Livonia. Said acts are hereby made a part of this Ordinance just as if they were word for word repeated herein.

My suggestion is that we use Code of Ordinances Section 2.04.050(A)(4), regarding the submission and correcting of the journal of the last session, as a place to get the question back before the Council. Since Council's last action (or inaction) was a nullity for lack of a majority, perhaps the matter should have been tabled until there was an odd number of members present to provide a majority vote. If we allow a 3-3 tie to decide the issue, a judge on appeal would likely start proceedings with a remand to Council for a compliant straight-up vote. It makes more sense to do it the proper way while we have the opportunity to correct any errors.

The upshot of MCL 125.3502(4) is that this matter is still in effect before Council for its disposition until there is an actual majority vote.

NEW DATA RECEIVED FOR THE REGULAR MEETING OF SEPTEMBER 18, 2023, ITEM 4

From: noreply@civicplus.com
To: CityCouncil
Subject: Online Form Submittal: City Council Inquiries
Date: Wednesday, September 6, 2023 5:46:41 PM

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	Debbie
Last Name	Grefke
Address	19444 Parkville St
Email Address	debbielg6290@yahoo.com
Phone Number	2484738235
Topic	City Council Meetings
Date of Issue	*Field not completed.*
Attachment (Optional)	*Field not completed.*
Comments	I would like to express my feeling on the vassar street redevelopment, although it would be very nice to have this building updated and all, I just don't feel these are the businesses to go in that place, we have a new storage build done the street that is not even full at this time. Also bringing more house in this space would over load our neighborhood. Please do not pass this plan.. we can find something else to go there.

Email not displaying correctly? View it in your browser.

From:	Cowan, Dennis
To:	Kasprowicz, Sara
Cc:	garyg@selfstoragemyspace.com
Subject:	RE: 29200 Vassar
Date:	Wednesday, August 30, 2023 11:07:19 AM
Attachments:	image004.png image005.png image006.png image007.png image008.png

---

Sara: Our team is good for the Monday, Sept. 18th City Council meeting at 7pm. Thanks, Dennis PS I will probably send a letter soon that can be added to the information for the meeting.

Dennis G. Cowan

Plunkett Cooney
Attorneys & Counselors at Law
T 248.901.4029 C 248.321.2820

bio | office | vcard | web | linkedin

ALFA International
THE GLOBAL LEGAL NETWORK
2022 Law Firm of the Year

Mansfield Rule
Certified 2023

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Wednesday, August 30, 2023 10:50 AM
To: Cowan, Dennis <DCowan@plunkettcooney.com>
Cc: garyg@selfstoragemyspace.com
Subject: RE: 29200 Vassar

[EXTERNAL]

Hi Dennis,
I am very sorry, but the Council President indicated his preference to be the 9/18 Regular meeting at 7p instead of 9/6.
I will email the agenda once it is approved, which should be by next Friday.
See you then,
Sara

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov

www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Cowan, Dennis <DCowan@plunkettcooney.com>
Sent: Wednesday, August 30, 2023 10:18 AM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Cc: garyg@selfstoragemyspace.com
Subject: 29200 Vassar

Sara: Thanks for all your assistance this morning. Please call me to confirm our client's item is on the City Council's Sept. 6th voting agenda at 7pm . Thanks, Dennis

Dennis G. Cowan

Plunkett Cooney
Attorneys & Counselors at Law
T 248.901.4029 C 248.321.2820

bio | office | vcard | web | linkedin

NEW DATA RECEIVED RE: THE STUDY MEETING OF JULY 24, 2023 - ITEM 8

From: Cowan, Dennis
To: Kasprowicz, Sara
Subject: RE: City Council Study Agenda off 7/24/23/Vassar St. Project
Date: Tuesday, July 25, 2023 9:10:30 AM
Attachments: image004.png
image005.png
image006.png
image007.png
image008.png

Sara: I don't know if you were at the meeting last night, but in light of the discussion, my client would like to delay the item being on the August 9th City Council agenda. Can we discuss ? Please let me know when we can discuss this morning before 11am, if possible. I am out at meetings most the rest of the day. Thanks, Dennis

Dennis G. Cowan

Plunkett Cooney
Attorneys & Counselors at Law
T 248.901.4029 C 248.321.2820

bio | office | vcard | web | linkedin

ALFA International 2022 Law Firm of the Year
Mansfield Rule Certified 2023

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Wednesday, July 19, 2023 3:56 PM
To: Cowan, Dennis <DCowan@plunkettcooney.com>
Subject: RE: City Council Study Agenda off 7/24/23

[EXTERNAL]

Sounds good!

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the

intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Cowan, Dennis <DCowan@plunkettcooney.com>
Sent: Wednesday, July 19, 2023 3:54 PM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>
Subject: Re: City Council Study Agenda off 7/24/23

Sara: Our entire team will be there. Dennis

Dennis G. Cowan

Plunkett Cooney
Attorneys & Counselors at Law
T 248.901.4029 C 248.321.2820

bio | office | vcard | web | linkedin

ALFA International
THE GLOBAL LEGAL NETWORK
2022 Law Firm of the Year

Mansfield Rule
Certified 2023

On Jul 19, 2023, at 3:36 PM, Kasprowicz, Sara <skasprowicz@livonia.gov> wrote:

[EXTERNAL]

Good Afternoon,

The City Council Study agenda for **Monday, July 24th** is attached.
It is highly recommended that you or a representative attend this meeting in the **City Hall Auditorium** to answer any questions regarding your request.
Please note, the Study meeting is scheduled to begin at **8pm.** However, if the meeting prior runs over, the Study meeting will begin shortly after the prior meeting adjourns.
Thank you,
Sara

<CitySeal100x100_8f7d9122-2022-4a3b-86d9-f05a096c6a3c.png>

Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov

<Livonia-Logo-250_2521acb0-d42c-429b-900f-b59ac98c1049.png>

<SocialLink_Facebook_32x32_15fe2196-de42-486f-ac8c-bd89c9da8fd7.png>

<SocialLink_Twitter_32x32_a844deab-cb87-48f2-9175-647012b70cfe.png>

<SocialLink_Youtube_32x32_9b8afb50-3b86-4678-b53d-7e423a9d8771.png>

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

<S072423 .pdf>

LETTER TO THE LIVONIA CITY COUNCIL

8.

Planning
July 12, 2023

MEETING DATE	PREPARED BY
S072423/R080923	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster, requesting to develop a Planned General Development, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1.

BACKGROUND DETAILS

July 12, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-06-02-06 - Service Master

Dear Council Members:

At the 1,201st Public Hearings and Regular Meeting held by the City Planning Commission on July 11, 2023, the following resolution was adopted:

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

#07-44-2023 RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster requesting special waiver use approval to develop a Planned General Development under Section 5.02 of the City of Livonia Zoning Ordinance, as amended, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1, be approved subject to the following conditions:

The Architectural Site Plan, identified as sheet AS1.1, and the Landscape Plan, identified as Sheet

L1.1, both dated May 31, 2023, as revised, prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that:

The metal fence shall be extended along the south property line to the southwest corner of Building 'C.'

Additional evergreen plantings shall be provided between the parking lot and the residential properties on the site's north side and along the vacated portion of Vassar Avenue.

The final design of the landscape feature at the west end of the site shall be reviewed and approved by the Planning Department.

Any additional trash containers or compactors provided on the site shall be fully enclosed and screened with the masonry wall.

All parking spaces shall be appropriately sized and marked, including any barrier-free space(s) as may be required by the State of Michigan.

All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

Underground sprinklers shall be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and, after that, permanently maintained in a healthy condition.

The Elevation Plans, identified as sheets A2.1 and A2.2, dated May 31, 2023, as revised, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that City Council shall approve the final exterior colors of the building.

The Elevation Plans for Buildings 'B' and 'C,' identified as sheets A1.5 and A1.6, dated May 25, 2023, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that any sides visible to the public shall consist of either brick, stone, prefinished metal panels, or composite siding.

The number of self-storage units on the first floor of the building shall be limited to twenty-two (22).

The overnight outdoor parking and storage of service vehicles shall be restricted to the parking spaces adjacent to the building within the fenced area on the north side of the building.

There shall be no outdoor storage of vehicle parts, equipment, scrap material, waste petroleum products, junked, unlicensed or inoperable vehicles, or other similar items in connection with this operation.

The outdoor storage of recreational vehicles, including motorhomes, travel trailers, and boats, is prohibited.

All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

The three walls of the trash dumpster area shall be constructed from materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting panel fiberglass.

Where this property abuts residential along the north side, a six foot (6') high masonry wall shall be required. The Inspection Department shall review the structural integrity of the existing wall to determine what, if any, improvements are needed. Along with the wall, additional evergreen landscaping shall be installed to help screen the property from the residential district.

The issues outlined in the correspondence dated June 22, 2023, from the Fire Marshal shall be resolved to the satisfaction of the Department of Public Safety, Livonia Fire and Rescue.

Only conforming signage is approved with this petition and all wall signage shall not be installed higher than the first floor of the building. Any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

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

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

Final approval of the residential condominiums shall require the review and approval of the master deed and bylaws by the Planning Commission and City Council.

Under Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for one year only from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.
FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Zoning Ordinance, as amended.

ATTACHMENTS

1. S072423 LTC 2023-06-02-06, ServiceMaster
2. 2023-06-02-06_E-COUNCIL Pkt

APPROVED BY

Date: July 18, 2023

Mark Taormina, Planning and Economic Development Director

Date: July 19, 2023

Maureen Miller Brosnan, Mayor

Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster requesting special waiver use approval to develop a Planned General Development under Section 5.02 of the City of Livonia Zoning Ordinance, as amended, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1.

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: 6/2/2023 Petition 2023-06-02-06

Site Address: 29200 Vassar Sidwell 003010423000 Zoning of Property C-4

Requesting Approval To Convert existing building to ServiceMaster restoration business, retail space and self storage facility with 5 new residential lots on Parkville.

Applicant: Gerald Todd Clark Business/Company: ServiceMaster

Applicant's Address: 979 S. Old US Hwy 23 City: Brighton State: MI Zip Code: 48114

Applicant's Phone # (810) 225-0604 Applicant's Email msssdevelopment@gmail.com

Contact Person: Gary Gerrits Business/Company: ServiceMaster

Contact's Address: 979 S. Old US Hwy 23 City: Brighton State: MI Zip Code: 48114

Contact's Phone # (810) 225-0604 Contact's Email gary@selfstoragemyspace.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 & **three (3)** sets of full-size drawings

RECEIVED
OFFICE OF THE CITY CLERK
2023 JUN -2 PM 12: 24

RECEIVED
JUN 02 2023
CITY OF LIVONIA
PLANNING COMMISSION

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

FEE COMPUTATION

15,505 sq. ft. of new construction x $20.00 per 1,000 sq. ft.		$600.00
(NOTE: Round off to nearest 1,000)	+	320.00
Total Amount Due	$	920.00

Owner of Property: Labeed Nouri, M.D.

Owner's Address: 5440 Whitehall Blvd. City: Oakland Twp. State: MI Zip Code: 48306

Owner's Phone # (619) 627-4440 Owner's Email labeednouri@yahoo.com

Signature of Owner: M.D. Print Name: Labeed Nouri, M.D.

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

on this 1ST day of June 2023.

Signature of Notary My commission expires 6-16-2025

Acting in the County of Macomb

KARAM SHAMMAS
NOTARY PUBLIC - MICHIGAN
MACOMB COUNTY
MY COMMISSION EXPIRES 06/16/2025
ACTING IN MACOMB COUNTY

KARAM SHAMMAS
NOTARY PUBLIC
COUNTY OF MACOMB
My Commission Expires
06/16/2025
Acting in the County of
Macomb
STATE OF MICHIGAN

UNAPPROVED MINUTES

MINUTES OF THE 1,201st PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 11, 2023, the City Planning Commission of the City of Livonia held its 1,201st Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present:	Wafa Dinaro	David Bongero	Sam Caramagno
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: None

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

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

ITEM #4 PETITION 2023-06-02-06 Service Master

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster requesting special waiver use approval to develop a Planned General Development under Section 5.02 of the City of Livonia Zoning Ordinance, as amended, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on

the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1.

Mr. Taormina: Thank you. This petition is for a Planned General Development involving the former Livonia Pavilion East office building, which is on Middlebelt Road across from the former Sears department store. The plan is to convert the eight-story building into a climate controlled self-storage facility, including retail on the first floor and a residential and commercial restoration service company called ServiceMaster. Additionally, portions of the existing parking lot on the east side of the property would be developed with two buildings that would be used for drive-up non-climate-controlled storage, plus five single family homes that would be developed along Parkville Avenue. The property was initially developed in the early 1970s. The site is about four and a half acres in size. It measures 630 feet by 300 feet. Access is available from the south off Middlebelt Road via a public street called Vassar Avenue. Vassar dead ends approximately 670 feet east of Middlebelt. It was in 1971 when the east 225 feet of Vassar was vacated. The rear of the property also has frontage along Parkville Avenue, which is a residential side street. The property is zoned C-4 (High Rise Commercial) and is shown on the Future Land Use Map as part of the former Livonia Mall Mixed Development Center. The existing building contains roughly 122,000 square feet of floor area. It is vacant and it is blighted. In 2016. approval was granted to develop a Planned General Development with commercial services on the first floor and 112 senior apartment units on floors two through eight; however, this project was never developed. The main building appears on the plans as Building A. The first floor of Building A will contain a mix of commercial uses, including office, retail and indoor storage. The plans show a leasing office for the storage units and examples of potential retail tenants such as a UPS Store and a FedEx Office. The first floor would also support the operations of a commercial and residential restoration company called Service Master and would have 22 climate controlled self-storage units. Floors two through eight would be devoted entirely to climate control self-storage. Altogether, there would be 738 climate-controlled storage units that range in size from five by five to 10 feet by 37 feet. On the outside of the building attached to the southeast corner, the plans show eight drive up units that measure 10 feet by 12-1/2 feet. These would be non-climate-controlled units and would only be accessible from the outside of the building. Building B and Building C would be developed

on the easterly portion of the site. Building B, as you can see from this plan, includes two rows of units that are arranged back-to-back. Building C would contain a single row. Separating the two buildings would be a 24-foot-wide drive aisle. Building B will contain 46 storage units, while Building C would have 29 units. All of the outdoor units would be constructed of corrugated metal panels and access would be provided via overhead metal doors. The height of these buildings would be roughly 11 feet. With respect to the single-family lots, the plan shows five lots, four of them would measure 60 feet by 120 feet, and then the fifth, which is the largest lot, would measure 90 feet by 120 feet. All five would exceed the N1 minimum lot size requirements which is 50 feet by 120 feet and 6,000 square feet. Separating the lots from the commercial, the plan shows a six-foot-high block wall. To familiarize you with the plan, this is the main office building. As you can see from the aerial photograph, it sits centrally on the property. The additional exterior units that would be attached to the main building or Building A are located here in the southeast corner, and then Building B and Building C are on the easterly part of the site. As you continue further to the east, where Parkville Avenue is located, the remaining property would be developed with five new residential homesites. Security fencing would be provided for the east part of the site, as well as portions of the north and south. These would all be enclosed with a six-foot-high decorative metal iron fence. Electronic gates would restrict access to these areas. So, the areas that would be fenced-off would be from this point along the north side of the building, connecting to here, the northwest corner. Looking at the south side, the fence would extend from this point south to the property line and then all the way across. So, this entire portion of the site, the east, the area north of the building and then south of the building would all be secured areas. All of these parking spaces would be available to the public. They would not be secured in any way. The parking areas would be reconfigured, and landscaping provided throughout the site. The site plan shows a total of 74 parking spaces that are distributed basically on the west, the north and the south sides of the property. Fifty of those spaces would be provided for customers and employees of the retail units and then the remaining 24 spaces would be located within the secured areas of the site. The landscaping plan shows 76 new trees, 610, shrubs, perennials and ornamental grasses. Sixteen of the trees would be planted along Vassar Avenue at the west end of the property bordering the C-2 district. The plan shows a landscaped courtyard. There's a park-like feature that would be enhanced

with various plant materials. There would be a gazebo, as well as benches, ornamental fencing and then paved walkways. A single trash dumpster is shown in the southeast corner of the site. The enclosure walls would be six feet in height and would be made of brick veneer. Any compactor or additional dumpsters provided at the north end of the property for the ServiceMaster operation should be shielded and fully enclosed in the same manner. The plans do show a small detention pond located on the north side of the property that is located here. Depending on the required storage volume, this pond may have to be enlarged or additional detention provided underground. The zoning ordinance requires a six-foot-high masonry wall wherever the commercial activities on the property are adjacent to residential. So, this would include the entire north portion or most of the north portion of the site, as well as the east side of the site. The north side presently contains a masonry wall and then a new wall would be built along the rear lot line of the five proposed homesites. Right now, a wall extends pretty much across the entire north and east part of the property. The wall along the east part of the property is actually along the right- of-way a Parkville. That wall would be removed and pushed back to the rear of the residential lots. There would be a wall separating the proposed lots from Building C, which backs up to the lot lines. Building C would be about 11 feet in height. There's also a wall that continues along the portion of the west lot line. I'm not sure if that's going to be retained or not, but this is where the landscaped feature would be. There's currently access provided to the commercial property located here to the west with frontage on Middlebelt Road. That access point would be closed off and this area would be maintained as landscaping. The detention basin is shown here on the site within the enclosed fenced in area. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 12, 2023, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of #29200 Vassar Avenue. The legal description included with the submitted drawings appears to be correct, and should be used in conjunction with the proposed project. The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not indicate alterations*

to the existing services, so we cannot comment on any impacts to the existing systems at this time. It should be noted that the proposed development will be required in order to meet the Wayne County Stormwater Ordinance. Per the submitted drawings, no stormwater detention is indicated, but we will need to do a thorough review of the plans once they are submitted for permitting. Also, the drawing show five (5) new residential lots in addition to the commercial buildings. Per the Land Division Act, this would exceed the number of available splits for the parcel. The maximum number of available splits would result in three (3) new residential lots. The developer should contact the Assessing Office to discuss options and limitations for the proposed splits." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated June 22, 2023, which reads as follows: "*This office has reviewed the site plan submitted in connection with a request to modify a commercial building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: 1. Subject building(s) are to be provided with an automatic sprinkler system, and on-site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. 2. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. 3. Chapters 8 & 9 shall be followed as they relate to Fire Protection features and Alarm Systems NFPA 101, 2015 edition. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated June 13, 2023, 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 Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated June 27, 2023, which reads as follows: *"Pursuant to your request, the above-referenced Petition has been reviewed. 1. The petitioner's proposal is a change in use. This would require the proposed space to conform to all current barrier-free building and mechanical codes and standards. This will be addressed further during plan review if this project moves forward. 2. A minimum of one barrier-free van-accessible parking space is required. This space is to be 8' wide with an 8' wide hashed access aisle next to it. This space shall also have signage per code. 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 June 26, 2023, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated June 19, 2023, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the address connected with the above noted petition. At this time, there are no outstanding amounts receivable for taxes. Therefore, I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. The last letter is form the Assessing Department, dated June 12, 2023, which reads as follows: *"A request has been made by Gerald Todd Clark on behalf of ServiceMaster requesting a special waiver use approval for property at 29200 Vassar Avenue, parcel number: 003-01-0423-000. The plan involves conversion of an existing 8-story office building with a portion of the property split to include five (5) single-family residential lots. The parcel in total is 4.47 acres and would only be allowed four (4) total splits which would mean three (3) lots for the residential parcels. Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process."* The letter is signed by Kathie Siterlet, Residential Appraiser. That is the extent of the correspondence.

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

Mr. Bongero: Have they pursued the Land Division Act issue?

Mr. Taormina: No. This was briefly mentioned at the study session. It is the petitioner's intention, should this project move forward, to go through the site condominium process. That is a separate process that they would apply for or if the lots are sold to a third party, they would have to go through that. That's something that we would see in the future.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: Thank you. Any other questions for our planning staff? If not, I believe our petitioner is in the audience, feel free to come forward to our podium and introduce yourself. Good evening.

Dennis Cowan, Plunkett Cooney. and representing, obviously, MySpace, and ServiceMaster. I do want to mention that I served eight years on the Planning Commission on Royal Oak, so I tried to help clients bridge the requirements that a city has, along with the

requirements that they have for their business and hopefully we meet in the middle, and I've been pretty…worked for several years now with both these clients and very pleased to do so. I do have with me the full team, Todd Clark, who is the owner of ServiceMaster and MySpace self-storage, Gary Gerrits, who's the head of their real estate development, and also Hunter Galbreath, who's our architect with Design House. So there'll be here to answer any of your questions. Just a little bit of background on the companies. They're both Michigan owned, and Michigan based. ServiceMaster, as you probably are familiar, is a restoration company that services both residential and commercial customers who suffer property loss or damage. Mr. Clark and his company have many franchises in the Oakland, Wayne and Livingston County areas. They used to be here in Livonia in the southern part of town for many years and moved about four years ago to Farmington Hills and had been looking to return their ServiceMaster business here to Livonia and quite frankly, Mr. Clark has been eyeing this particular property for several years. My Space self-storage is an outgrowth of the ServiceMaster business. You have to put items somewhere when they're when the building or a home is being restored. And so they got into this business and now have seven locations, including Lansing and a couple in East Point and very shortly opening in Warren. We're very pleased to be here tonight. It's been a little bit of a long and winding road. It started in January, we had two meetings with the city's rapid response team, which were organized by Mr. Taormina, and I want to thank him and his crew for all their guidance along the way. As a result of those two meetings, there were several changes made to the plans we believe are for the better. Most prominently we included the change for the five residential homes on Parkville that reduce the outdoor storage units from 295 to 83 and we think that was quite a significant and a positive change. We also met with our residential neighbors at the Clarenceville United Methodist Church on May 11 and we were very pleased to have the opportunity to unveil the plans to them and some of those neighbors are here tonight and will hopefully speak in favor. I'm not gonna go through the site plan, I think Mark did a excellent job. In specifying the various mixed uses that we have in this particular site, I do want to mention a couple features. First of all, there will be a total rehabilitation of both the inside and the outside of this building, the main primary building, and this is a significant investment. Not only are we adding additional green space with respect to the Park Lake area that's to the to the west, and also the green space as a result of the homes, but there'll be a total resurfacing of the

parking lot which is just in very deteriorated condition. There will be gate and keycard access only for self-storage customers and employees security cameras both within and without the building to monitor operations. And as has been mentioned, perhaps retention pond or underground storage on the northern side of the building for stormwater. The Service Master operations are from nine to five. The My Space self-storage operations are 7am to 9pm. By city ordinance, this is by no means a 24/7 operation, there are no problematic noise fumes or lighting problems or issues, the traffic impact will be very low, once mature and leased up fully. The experience of MySpace is about 10 to 15 visitors per day. There will be no outdoor storage, no equipment operated outside, and there will be no outside speaker system or music or any noise of that nature, which emanates through the property. It was suggested to us very early on in the process, due to other self-storage operations in the past that have come before the city, that we conduct a market study. Our client did engage Self Storage 101, which is a very prominent and recognized industry expert, to conduct their independent third-party market study. That entire study, 184 pages, was submitted to the city as promised. I'm just going to give the conclusions. There is unmet self-storage demand in this market area, which the market area is three-mile radius from the site. The site and the proposed development is ranked as a B plus, which has a high ranking and Self-Storage 101 strongly recommended that there'll be, by the developer, our clients, the completion of this project. Based upon that study, and a Public Storage analysis and Public Storage is the most significant owner and operator of self-storage in the country, but mostly with this study by self-storage 101 confirms that the due diligence they had already conducted, that this is an extremely viable site for self-storage, and they don't believe there is any great risk in moving forward. So, in conclusion, we believe this project meets the Livonia Vision 21 goals for mixed use and additional green space. It removes an eyesore from the community, to be replaced with very low impact business and new homes. It takes away the uncertainty that the neighbors, both residential and commercial, have had to live with for a number of years and what is going to happen with this property. What we are proposing is that something very positive is going to happen, and quite frankly, if you were to look at the MySpace properties, almost everyone they've taken over, it's been a problematic property from closed and shuttered car dealerships and businesses of that nature, which just couldn't find a home for a new business, and they've been able to provide a positive business climate. We also believe, and as I stated in a letter to

you, that we meet the standards of the special waiver use and the four conditions which you need to consider. So based on that information that we've presented, we respectfully request that you approve this special waiver use project so that we can move on, hopefully to our next step with the City Council, and I thank you for your time, especially at the study session. Mr. Chairman, that was very valuable to us and we stand prepared to answer any questions that you may have.

Mr. Wilshaw: Well, thank you, Mr. Cohen, for your presentation. Let's see if we have any questions from our commissioners for you qnd then we'll move along to our audience. Anyone on the commission with questions for our petitioner? I guess we covered most everything that…Mr. Ventura.

Mr. Ventura: So, Mr. Cowan 'm pleased to see you here tonight, bringing the opportunity to redevelop this building. Nobody here knows other than my colleagues, but I'm a commercial real estate broker, and was personally involved in marketing this building for a number of years and I can attest to you that we have presented this building or did present this building to a wide range of users from medical, to residential to all kinds of multi floor warehouse and all kinds of uses. It's an essentially obsolete building and the costs to adapt this building to residential use or anything more user friendly than a warehouse, were prohibitive. That said, there is concern in the city and on the part of my colleagues and myself about putting this facility right next to an existing storage business. So, by my count, you're going to build 813 new units to put on the market. At our study session, I believe it was Mr. Clark described his ServiceMaster business as occupying part of the building and occupying as many as five floors. Initially, a couple on the lower level and some on the upper level to store the merchandise that he was restoring, and so that being the case, and I guess I'm confirming that here tonight with you and with Mr. Clark, was this survey done to determine the impact of all 813 units on the market, or was it done to determine the impact, I'll say 40% less than that, because the building would be consumed by the Service Master,

Mr. Cowan: The study did not take into account the Service Master business whatsoever. So, we wanted to compare apples to apples, and that was the appropriate way to do that. And there is no mention of that in the study. It was done purely based on a market-driven analysis. So, and that makes us feel even better, because we know that we will have use for the facility through ServiceMaster

through the customers that they have, who suffer some type of loss and need a place to put their goods and furniture until such time as their residents or businesses repaired.

Mr. Ventura: So, the net effect is that not all 813 units are going to come to market against the competition, but some significant portion less than that will actually be available for customers to come into the public.

Mr. Cowan: Yes.

Mr. Ventura: And Mr. Clark told us that he estimated that the investment he was going to make in this building would be somewhere between eight and ten million. Can you confirm that?

Mr. Cowan: Yes, that's the range. Yes.

Mr. Ventura: And is the ServiceMaster business, a tenant in the building?

Mr. Cowan: Yes, they will be a tenant. Yes.

Mr. Ventura: So, they're going to be paying rent to the ownership entity.

Mr. Cowan: Yes.

Mr. Ventura: I can't think of anything else to ask you at this point. I surrender the floor. Mr. Chairman. Thank you.

Mr. Wilshaw: Thank you, Mr. Ventura, for your questions. Is there any other questions from any of our commissioners of our petitioner? Mr. Ventura.

Mr. Ventura: I note the signage on the buildings at the second-floor level. So you're not planning any signs up in the parapet and on top of…

Mr. Cowan: No, no. We're not planning 1-800-storage across the top or anything of that nature. We will conform with the sign ordinance

Mr. Ventura: So, a restriction in that regard would not, would not…

Mr. Cowan: No.

Mr. Wilshaw: Any other questions?

Mr. Bongero: I guess I'm struggling with the idea of this facility. It’s nice. I mean, there's no question about it, but right next door, literally,

almost a stone's throw away, from another large facility, which I know that they had intentions when they originally came to us with having a phase two expansion. So, we're gonna have these two large competing storage facilities. Does the area demand this kind of storage?

Mr. Cowan: Based upon the study that we presented, yes, there is unmet demand, and so I think I could answer this by saying, based upon my knowledge of the My Space self-storage, and they have locations, I believe it's in Lansing, where they have other self-storage in a very close proximity. You know, a lot of the business of self-storage now is done electronically and done through a computer. Some people don't even come to visit before they sign up. So proximity is not really an issue. It's not like we're putting two competing grocery stores across the street, necessarily. It's more a function of what is the need in the area. And can one more be added? We believe based on a study, the answer is yes. This is still a growing industry. We're a very transient population in this country and when people move to Livonia, they bring their stuff with them. We have also accumulated a lot of things, and sometimes people want to move things out and so this provides that service. I think the other issue is, you know, some of us recall, when we had our first apartment, every apartment building seemed to have storage in the basement. No new facilities have any type of storage, so anybody who moves into a multifamily is going to have to have some kind of self-storage. So, that has driven a lot of the growth in the industry, but you know, we're the last ones in and we feel very confident, based upon the study, and we're talking about experienced operators here. This isn't the new kid on the block, so to speak. I feel very bullish about it, and that this will be successful.

Mr. Bongero: Okay. So, what's your anticipated projection of how long it'll take to occupy this to where it is like…what do you project? 90% 95%? I mean, 100 would be great, but…

Mr. Cowan: Yeah, nobody actually ever gets to 100%. I mean, they may momentarily, but it's not needed. I'm gonna let Gary, speak to that, okay.

Mr. Wilshaw: Good evening, sir.

Gary Gerrits, general manager of MySpace self-storage. So typically, we consider Self Storage properties stabilized whenever it reaches about a 92% to 93% occupancy rate. That remaining 7% or 8%

is always going to be used to increase rents and test the market to see what the market will bear as far as rents go. We're anticipating based on our own experience, based upon projections that we had prepared by three of the national self-storage, real estate investment trusts that trade on the New York Stock Exchange, we're anticipating that we'll hit that 92 or 93%. mark, probably in between the third and the fourth year, probably around 137, or 38. So I'm hoping that answers your question.

Mr. Bongero: Okay. I just I'm wondering like, what's the occupancy rate of the competitor next door,

Mr. Gerrits: In a typical self-storage facility in United States, particularly a new one, and a nice one, like the competition has, right on Seven Mile, you would expect to see, I believe their facility has about 700 to 750, indoor climate-controlled units, and you would expect to see a rent rate of about two, two and a half percent per month. So, we happen to actually stop by there, back when we were first exploring this opportunity, and we found out that they had been open for a year, and they had 200 and some odd units, and it worked out to be a 26% occupancy rate. So, we think that that we believe that they're right on track, to fill their property up at the same pace as anybody else in the world, right, or anybody else in the country. We also believe that by the time we get this property, approved, converted, opened and starting to rent units, that you know, a long time is gonna go by. It'll be another year and a half or so, and we believe that they will be at the 75- 80% occupancy point when that actually occurs. So, it's not like what our market study shows is that there's adequate demand in the market to support both the facilities. So, Mr. Cowan just made reference to a facility that we have out in Lansing. It's on the corner of MLK Boulevard and Holmes Road. It's about 105,000 net rentable square feet, and sure enough, somebody opened up 100,000 net rentable square feet immediately across the street, catty corner, on the same corner. Right? And it didn't even…we didn't even experience a hiccup in our lease up rate. Right. And they are now full as well. They've been open for about two and a half, three years and they're at about an 87% occupancy right now.

Mr. Bongero: Okay, you answered my question. Thank you.

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

Mr. Caramagno: A couple of questions. I don't know who answers these. I heard Mr. Cowan mentioned no outdoor storage, but aren't we going to have ServiceMaster trucks, vans, repair type, hauling moving van vehicles parked outdoors?

Mr. Cowan: Yes, the business…the ServiceMaster business will have their vans out in the parking lot on the north side. Yes. What I meant to say is it'd be no outdoor storage for rent, okay, by any consumers or…customers would not be allowed to, you know, bring boats or campers right, jet skis, nothing like that. No.

Mr. Caramagno: Okay, so to go off that question, Mark, is this property zoned? Or is there a piece of the property that zoned for outdoor vehicle storage? Or is that a concern at all with us?

Mr. Taormina: The zoning will remain the C-4. Under the Planned General Development standards, the City can allow various uses to occur on the property, including recreational vehicle storage. However, that's not something they're proposing to do. So, to answer your question, would the property have to be rezoned to allow for that type of use to occur? Not necessarily. Not if this body and council determined that it would be appropriate within the context of a Planned General Development approval. That's a special waiver use approval. So, the zoning doesn't necessarily have to change. It's not a question at this point, but they would not automatically be allowed to provide that type of use without coming back for approval, whether it's under the context of the Planned General Development or a change of zoning.

Mr. Caramagno: So, this couldn't turn into 100 ServiceMaster vehicles, parked on the property with fuel systems and all kinds of things here later on down the road without special approval.

Mr. Taormina: It is part of the petition that vehicles be stored on site that are connected to the Service Master operation. It probably makes sense then to understand where those are being parked, and how many are being parked. That is addressed in the prepared resolution, and it's subject to further discussion this evening, obviously.

Mr. Caramagno: Okay. Next question I've got is…the concrete wall on the east side where the fabbed storage units are going to be. What are those fab storage units going to be backed right up to that concrete wall? Are they part of that concrete wall? How is that going to…how was that proposed to look?

Mr. Cowan: I'm going to let Mr. Gerrits's handle it.

Mr. Gerrits: So, the wall is intended to be a barrier between our new residential lots and the facility itself. And the wall will have…there'll be like a three- or four-foot buffer between the backside of the storage unit buildings and the wall itself because all of the storage unit buildings on building C are going to slope toward the rear. And so therefore, They are all going to be single sloped toward Parkville Avenue, and so we're going to have to deal with the rainwater runoff, and so there'll be like a little trough back at the back between the backside of the buildings and the wall itself.

Mr. Caramagno: So, you're saying three- or four-feet gap there. How's that maintained? How do you maintain that? Is there some sort of way around the ends to get debris and growth?

Mr. Gerrits: Absolutely. There will be yes.

Mr. Caramagno: When you talked earlier about 90 to 93% store occupancy, I think you said 92-93%, that's considered successful.

Mr. Gerrits: That absolutely is yes.

Mr. Caramagno: And that does not include whatever ServiceMaster is going to occupy. So, you're saying 90 to 93%, I think in four years, three or four years, you said.

Mr. Gerrits: ServiceMaster space will be…so when ServiceMaster does a project for a homeowner or business owner that's experienced a fire or flood or whatever is requiring the restoration effort, ServiceMaster gets paid by the insurance companies for that storage space. So, for sure the Service Master occupancy will be a part of the 92% of the overall facility.

Mr. Caramagno: Okay, and ServiceMaster is not not committing to I think we've talked about this in the, in the study session ServiceMaster, expects to occupy a couple of floors. No more, no less?

Mr. Gerrits: Well, no. We talked about at the study session was that at any given point in time, ServiceMaster has between 25,000 and 30,000 square feet of people's contents, whether they be residences or businesses, and that's been fairly consistent. So we've been in the service master business since the mid 1990s, and we've been fairly consistent with that kind of a need for

storage space. It's what actually led us into the self-storage business from the beginning, and Mr. Clark has a much better story to tell about that than I do, but in any event, trying to commit…so, ServiceMaster is an event driven business, right? It depends on the weather. If it's raining a lot outside, we're gonna get a lot of calls for sewer backups in the basements. If it's dry as a bone outside and hotter than Hades, we're gonna get a lot of fire calls. But there's also times when the weather is, why we all live here in Michigan, and almost perfect, and we get very little business, right? So, we can, at some point, we can drop down to only 10,000 square feet of people's contents. At some points, we can blow up to 40,000 and 45,000 square feet of people's contents. So, the 25,000 to 30,000 is really just a general rule of thumb, that we guide ourselves by.

Mr. Caramagno: That's an estimate, I understand. What percent of occupied space would you bring over as soon as this thing is developed? Based upon where you're at today?

Mr. Gerrits: So, we've got about 18,000 square feet that's currently occupied this minute.

Mr. Caramagno: So, if the world stays the same, 18,000 feet would come over to this facility is what you're thinking?

Mr. Gerrits: That's correct. This is our slow season, actually. Okay, so we would expect that in the winter, wintertime is generally when we get the busiest with our ServiceMaster crews because pipes freeze, people are away at work all day, their pipes freeze and they don't know it, then then the temperature rises up a little bit. The broken pipe starts spewing out water and it could run for hours before anybody gets home and realizes that that's what's going on. Wintertime is our busiest season with ServiceMaster. In the summer times, oftentimes we will go down to hurricanes and big storm events, right with our crews and pack everybody up. But, you know, in speaking to the question that was asked earlier about the Service Master vans and trucks, we don't really store equipment as such, outside of our facility, right? Our vans are, you know, like a 15-passenger van size, and our box trucks are like 16-foot U haul truck size, and most of the times during the days, those trucks are out on the road at some particular job site. On occasion, they come back and they oftentimes they come back and stay overnight. Then they get picked up by their crew the following morning at nine o'clock and away they go and they come back at five o'clock, and you know, they're not really there. Storage is kind of an awkward term to me for our service

master business, right, For our vehicles because it's really just a fleet of vehicles that are used in the operation of the business.

Mr. Caramagno: Will there be any plans to rent Budget, Ryder?

Mr. Gerrits: So, we have in the past, we've had U-Haul dealerships at a number of our storage facilities, but we at this particular facility, here in Livonia, we would have none.

Mr. Caramagno: Thank you.

Mr. Wilshaw: Thank you Mr. Caramagno. Any other questions for our petitioner? If not, I have a couple. Mr. Cowan, earlier you said and I just want to clarify, that the nature of the business has changed. To the point, something along the lines of a lot of your customers are doing their business electronically or online.

Mr. Cowan: Yes. What does that mean, from a storage perspective? Because I just can't…how do you…

Mr. Cowan: Wat that means is most of the advertising, a lot of the advertising is done online. People plug it on Google, you know, closest storage facilities or storage facilities in the area,.and then they'll just kind of scroll through and look at pricing, look at whatever feature they're looking for, if they need climate controlled, or if they need an outdoor more traditional drive up storage, which by the way, one of the features of that is that we get people with classic cars, that rent the garage, they kind of used them as a garage. They can't work on them there or anything like that, but that's like just one example of some of the demand for the traditional drive-up storage. But that's pretty much how that world is working. Do we still have people come and visit and come to the office? Absolutely. But it's becoming more and more computer driven.

Mr. Wilshaw: I see. So, you're referring to the marketing and sales of units. Okay. All right. The other question I had is probably more for the storage end of the business, perhaps architecture, this is a bit of a technical question. But in a previous life of mine, I built out rooms that were in multi-story buildings that had a lot of heavy equipment in them and floor load is a very important thing to concentrate on when you're looking at putting a lot of heavy stuff in a small space because you can collapse the floor and the building, if you're not careful. This building in particular is kind of unique in its construction in the sense that the weight bearing aspects of the building is contained by the outer walls, which is

why in previous petitions that we've seen petitioners have not been able to open up the windows to larger windows for apartments or residential use, or even very desirable for office use these days to have these little, you know, gun slot windows. That being said, if you're going to use this building for eight floors of storage, and I happen to be a person who runs one of these units and has a lot of heavy dumbbells or something that I want to put in my storage unit. Is there a limit to what I can put in? And has that been factored? From a storage aspect?

Mr. Cowan: I believe it has. I'm going to let Mr. Gerritss handle that because we've actually talked about that.

Mr. Wilshaw: Great, thank you.

Mr. Gerrits: Yeah, so typically, self-storage, interior climate control, three story Self Storage properties, which is what we're building these days are designed to the code, which requires 100 pounds per square foot live load. The building over here and on Vassar Avenue, no question, meets that criteria as well. And so, we've never had any kind of an issue or problem. We understand fully the point that you're making, and a part of our, when you sign a lease with us, we exclude or preclude you from storing certain things. We don't want any perishable items. We don't want any munition items; we don't want anything that can blow up. We don't want anything that can smell bad. And we don't want anything that's going to overtax the floor system. So those are conditions that are right in our standard storage company lease. And as to what Mr. Cowan was speaking to just a bit ago, when he talks about the computers, it really is so…back in the day, when we first got into this business, 60% of your customers came from the Yellow Pages 30% of your customers came from driving by the facility or living in the neighborhood and they said I know where I can get a storage unit, and the last 10% came from all the other sources. Today, remarkably, 85% of the units at our facilities are rented on your cell phone without anybody ever having been to the facility at all. And the first time that the customer even sees the storage unit is after they've already rented it and they're going to move their stuff in. So that's what he was talking about with the computers.

Mr. Wilshaw: Okay, yeah, that makes sense. I can understand that. You know, box is a box and there's not much you needed to look at when you see these things, but I am obviously somewhat concerned given the nature the unique nature of this being a very tall multi story building, about weight loads and so I just

wanted to raise that concern, because I certainly don't want to see in the future, you know, some story about any floor collapses or anything like that because that would be very, very bad.

Mr. Cowan: We agree. And that will be tested by the structural engineers at the appropriate time, and then forwarded to the city.

Mr. Wilshaw: Okay, great. Appreciate that. Thank you, Mr. Cowan. Any other questions from any of our commissioners? Mr. Long.

Mr. Long: Thank you. Mr. Gerrits just mentioned the conditions in the contract. How was that enforced? If I rent a storage unit and I've got forbidden contraband that you don't want stored in there, How do you…how are you enforcing that if I'm just kind of wheeling my cart up there? You don't really know what I have? Is that correct?

Mr. Clark: Well in the past… so in the past, like if there's been marijuana and that kind of thing, we could smell it. We specifically…it's going to be in bold about gasoline and ammunition and that type of thing. I mean, we're not going to go into somebody's unit, and that type of thing. Unless the volunteer police or the DEA or somebody like that comes, you know, I've been called out in the middle of the night, the DEA says, Hey, we've been watching somebody, and you've got an hour and a half to get here, or we're just kicking the doors down. And I'm like, well, just hang on, I'll be there as quick as I can get there. You know, and so we do monitor everything, the best that we can, but we're not…we can't get into people's…we're not gonna go into somebody's unit and that type of thing. Right. But it's specifically in the contract that we don't allow it.

Mr. Long: I understand, and I mean, it's not a problem that's unique to you. All storage facilities are going to have that, but I was just curious about how…what your enforcement policies were. Second question that I have. Mr. Cowan, on 11th of May, you said you met with the neighbors, and just was curious, what was the general reaction? I mean, that has been an eyesore for a long time. This is, this is an interesting reuse for it, and it makes a lot of sense in a lot of ways. But I was curious what the reception was.

Mr. Cowan: It was…I don't want to put words in anybody's mouth, but it was very positive from our view. The neighbors complained of the consistent vandalism that's occurred in that area and the need

for them calling the police. They believe that this has improperly and adversely impacted their property values and the ability to sell their homes with both not only the condition, but the uncertainty of what's going to happen to the future. When we explained the full program and the fact that we're not 24/7 or anything of that nature, there was a positive reception. But again, I see some of the audience here for them to speak for themselves.

Mr. Long: Yeah, I'm sure we're going to hear from them, but they were given the opportunity for feedback.

Mr. Cowan: Absolutely. The church was great. We were in one of their larger classrooms, we got to set everything up and we were there for about an hour and a half.

Mr. Long: Perfect. Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions for a petitioner? If not, I'm gonna go to the audience and give them a chance to speak. Thank you, Mr. Cowan. Is there anyone in the audience wishing to speak for or against this petition? Feel free to come forward? Who would like to hear from you? We have one taker. Good evening, ma'am. I would just have you start with your name and address.

Laura Murray, 19461 Parkville, Livonia, MI. My husband and I have lived in our home almost 24 years now and when we first moved in the building had people in it or businesses in it. There was nobody there at night or on the weekends it was perfect. And then we ran into the dumpster that was in the corner right next to our bedroom window and we had people coming in and dumping. As the years have progressed, it's just gotten worse. We've had the cement wall, collapse onto our property, damage our property and whoever was owning it at the time, never made any attempt to make amends for that other than putting a new wall up. And now the last several years it's just gotten worse. We're constantly calling the police. I'm the mean lady in the neighborhood because I'm constantly yelling at kids find something else to do because they're over there throwing rocks we've seen him breaking into the building. In the winter we have cars come in they're doing donuts with their lights going in into our windows fireworks are getting blown off there. And now we have lovely weeds that grow over the wall the last three years I've had to have my son go over there to cut them down because it looks horrible. My yard is nicely kept it will be when

my neighbor comes and cuts my grass, but I've got these weeds coming over the fence and it looks horrible. And it's just it scares me because with especially with these kids, I see them…we've had police bring kids out of that building. I'm worried about some, you know, young girl getting raped in there or somebody getting killed in there and I'm tired of having to constantly call the police. They probably hate us, because we're always calling because I'm concerned, and it's just been a blight. It's just an eyesore. It's embarrassing. So, this project is a godsend to us. I mean, it's going to improve the neighborhood. It's just going to be wonderful. I, I'm hoping, I really am hoping, and I'm hoping you'll see this, that it will be an improvement for the city because I'm proud to live in Livonia and I'm hoping that this will improve it. So, thank you very much.

Mr. Wilshaw: Excellent. Thank you for your comments. Anyone else in our audience wishing to speak for or against. Good evening, sir.

Jerome Rigarello, Livonia Budget Storage, 29150 Seven Mile Road, Livonia, MI, approximately 300 feet from the proposed storage facility. I heard counsel for the petitioner mentioned that this proposal takes care of an eyesore and I just heard the citizen that spoke and I feel it was about three years ago that I appeared before this commission and sought your approval to remove an eyesore in Livonia and we invested millions of dollars and we developed what is Livonia Budget Storage. Shortly before we did that, there was another facility and petitioner that came in to remove another eyesore in Livonia and that was the old Clover Lanes and they invested millions of dollars to answer a demand for storage. Now, we've heard a lot about demand studies tonight and I've got demand studies. I had one done for my facility. I had one done for the proposed facility. Studies are studies. I can tell you that there are experts that have put in paper in writing that say that there are hundreds of 1000s of square feet in excess for this proposal in the market area. I can tell you that study after study after study will say what you want them to say. All of the studies that I've looked at, all of the studies that I've commissioned, show that there is an over surplus in the area in Livonia, there are 10 facilities within the market, three Mile market radius. Ten facilities, almost a million square feet. There are 22 facilities in the city at over 1.3 million square feet. I'm going to tell you about some facts that are not studies. Facts are, we've been open for 18 months and we are less than 30% occupied. The petitioner mentioned that they consider a property to be stabilized when it's 92% occupied.

We're all a long way from stabilization. years away from stabilization. I can tell you that our competitors at Clover, and they're here tonight if you want to ask them, their 100,000 plus square facility is not more than 40% occupied. If you're going to approve every abandoned building in Livonia for a storage facility, you'll become the mecca of storage in the country. What this building needs is a wrecking ball. Do not reward a property owner for letting their property go blight and ignoring ordinances for years upon years upon years, just so that they can come in and sell it or develop it. That's what's really happening. When I came before this commission, my approval leaving your body was specific to your very comprehensive ordinance right down to the type of grass that was planted behind our facility whether it was sod or hydro seed, irrigation, so on and so forth. We designed our facility based upon that ordinance. We were not allowed to have drive up. We were not allowed to have exterior buildings to put outdoor drive-up storage because we agreed to comply with your ordinance. I'm hearing council say that they're willing to comply with your very comprehensive self-storage facility ordinance, but what I'm seeing here does not comply in many, many ways. I had to come back before the board to ask to store two U haul trucks temporarily. Two trucks, and you were specific enough to tell me where they needed to be parked on my property, yet this proposal is seeking to have dozens of vehicles parked wherever they want, whenever they want. If you're going to approve it, please apply the even handedness of complying with the ordinance that you had your experts enact. Make sure that it has to comply with all of the ordinances not the ones that they choose to comply with. Otherwise, you're going to end up with another blighted project or two or three. Please don't reward blight. Make them adhere to. As far as it being an eyesore, yes, I couldn't agree more. I couldn't agree more. But that's not the only solution to make it. Make no mistake about it. What's being sought here is a storage facility. The rest is window dressing. It is a storage facility that's being sought and we've got too much already. Thank you.

Mr. Wilshaw: Thank you, sir. Anyone else in our audience wishing to speak for or against the petition? Hello, sir.

Anthony Cadilly, Clover Self Storage, 28900 Schoolcraft Road, Livonia, MI. We've been open for two and a half years, and we are 35% full. I don't…I've ran every feasibility study that you could possibly run. And we are moving rates right now. Last month, we moved in 15 positive movements. At the rate that I'm going I'll be probably another about three more years before I get the

upstairs filled. That's where we're at. So, you know, as Jerry had explained, we don't have the space available in Livonia to be able to put another facility, so that's my…this is my opinion. I mean, I don't know how it's gonna fit. There's probably 100,000 square feet of net rentable on 130,000 square foot building. That's a lot of square footage.

Mr. Wilshaw: Well, thank you for your comments and opinion. I appreciate you coming tonight. Anyone else wishing to speak for or against? Another taker your coming forward.

Debbie Silvernail, 29123 St. Martins, Livonia, MI. My property butts right up. I guess on the north side of the park where I look at it every day. Last year, I had a police officer, jump the fence. come knocking on my door. I'm sure you guys are aware of this, because there was a dead body once. Had I seen anything. If I had any camera footage if I had. We did our best to help him out however we could, but I'm just saying. I agree with the woman that just spoke. It's a menace. It's dangerous. It's filthy. It is a drug den. I see kids there all the time. I hear them all the time. I back up right to it. Right to it. And it is the north side. The only thing I ask…I'm happy to know that something's going to be developed there. Very happy. My concern is that they don't…the vehicles that they're talking about parking. Is that what I'm going to be looking at. I don't want to be looking at vehicles. Are they going to up the wall, because my wall is not all that tall. They jump the fence all the time. They jump that wall all the time. When they're trying to run, we see them run into between the houses. So I would like a taller wall. And I definitely don't want to be looking at vehicles if that's where they're going to park. Other than that, I'm happy to see it utilized, because it is very bear. It's not an eyesore, it's treacherous. It is treacherous. We hear it all night long. We see it all night long. And you know, I'm not gonna go jump the wall. My husband's not gonna go jump the wall. The dogs are barking like crazy. Something's going on over there, but like I said, last year, when I got the knock on my door, I said this has got to stop. There is no monitoring. There's no police. There's no cameras. There's no nothing. So, hearing that that's going to be the case, it's going to be locked, it's going to be camera'd. We're going to have all of that…lighted. That's nice, but at the same time. I'm right there. Some of the properties have the trees, the growth, I do not. You drive back there, the one that's all clean and neat. That's me. I'm like, no, they gotta please be careful where they're parking that stuff and higher the wall or something to protect my family. And I appreciate that.

Mr. Wilshaw: Great. Well try to take that question to them. Thank you. Anyone else wishing to speak for against? Anyone else coming forward to speak to these items? Mr. Cowan, is there anything that you would like to address based on the comments that we've heard so far?

Mr. Wilshaw: Of course, Mr. Clark.

Mr. Clark: So, as far as the trucks are concerned, they are ServiceMaster business. We might have 10-12 vehicles, you know, five, six vans, four or five box trucks, maybe two or three trailers, we don't have 50 vehicles that are going to be parked all over the place. I think we have a designated area up on here. We've talked about that with the city. I think they have a designated area where we're going to be doing our work, and we're going to park our trucks over there. On the I don't know, what is that? Is it north or south? Yeah. Okay. Okay, so we have a designated area, we've talked about that with the city. And it's not like we're going to have, you know, 50 trucks in there, that's just not the case. And so when the people come in, you know, they're gonna come in, they're gonna park their car, just like anybody would, wherever they come, they're going to get into the trucks, they're going to go out into the field, do their work, come on back five, six o'clock, or whatever it happens to be just like, normal business or whatever. They're going to park them. And they're going to put up be put away. I mean, we spent, I don't know how many iterations on the landscaping to, to take into consideration the neighbors. We made…and what the city needed for this general plan. You know, we didn't come in thinking we were going to do five houses. Right. But that was one of the criteria. It had to have a residential component, and so we agreed and we made those changes. So, I mean, if there's things that need to be tweaked, or something like that, to make the homeowners happy, that's why we had that meeting at the church. We wanted to hear from them. We showed every picture that we had had great feedback, and we want to be good neighbor.

Mr. Wilshaw: Alright, Mr. Clark, I do have a question in regard…so, what you're identifying is that your trucks are going to be parked in these designated parking spaces that are marked along the north side of the building, these are not just going to be randomly…

Mr. Clark: I don’t want them all randomly all over the place, right? You know, because we're trying to conduct basically, maybe four businesses in that area, right. So we're just not going to have them parked all over the place. Right. So the idea…I liked the idea that were coming in, my people are going to keep that in just like everybody else, they're going to drive around to that side of the building. They're going to load and unload their contents, depending upon what type of contents they were, if our water damage or something like that, and there's no smell to it, then we'll bring it right inside we'll start processing it. If there is a little bit of a smell or something like that, you know, because it had all the fire. We don't want that getting into the building. So then we were caught we will go ahead put those in the outside units for a minute and then go ahead and bring them on in, but when I'm talking about like a smell, I mean it would be like in a kind…you couldn't smell it if you're standing out in front of the door of the roll up door but like if you're in a closed environment that's 70 or 80 degrees. You know, that kind of thing. We don't want that inside the building.

Mr. Wilshaw: And will there be a roll up door on the north side of the building? For your trucks to enter the building to do any work or unloading?

Mr. Cowan: No, there's no, there's no roll up doors for them, the trucks to come in.

Mr. Wilshaw: Okay, so there's no like service entrance,

Mr. Cowan: Right just a service entrance, and that wall, obviously will be an opaque wall. So it's not going to be a fence or anything like that, that'll be facing the neighbors to the north in their air area. So if it's a six foot wall, I think is what your ordinance requires, if we, with permission, if we need to, you know, add some kind of feature at the top so that the neighbors don't see even the tops of the trucks. But these are basically, you know, service type vans probably won't be visible from from the backyards, but if they are, we'll work with the neighbors on that.

Mr. Clark: And I would anticipate, you know, if it's a full house or a business or something like that, then we're going to load and unload just like everybody else would in that back area that has the covered canopy, you know, so we're going to use it like that.

Mr. Wilshaw: Alright, make sense? All right, good. Any other questions or anything from our commissioners for out petitioners?

Mr. Cowan: Mr. Chairman, I just wanted to clarify one thing, please. We are not the owner of the building. We will be purchasing the building, we have it under contract. Our clients would never allow a building to fall into that kind of disrepair. In fact, I think you see from what we've proposed, we're going to bring the whole area back, the entire four acres and the building. So thank you very much.

Mr. Wilshaw: Thank you, Mr. Cowan. Any other questions, comments from any of our commissioners? If not, I will close the public hearing. And a motion is an order.

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

#07-44-2023 ***RESOLVED***, That the City Planning Commission does hereby recommend to the City Council that Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster requesting special waiver use approval to develop a Planned General Development under Section 5.02 of the City of Livonia Zoning Ordinance, as amended, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1, be approved subject to the following conditions:

1. The Architectural Site Plan, identified as sheet AS1.1, and the Landscape Plan, identified as Sheet L1.1, both dated May 31, 2023, as revised, prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that:

    a) The metal fence shall be extended along the south property line to the southwest corner of Building ‘C.’

    b) Additional evergreen plantings shall be provided between the parking lot and the residential properties on the site’s north side and along the vacated portion of Vassar Avenue.

c) The final design of the landscape feature at the west end of the site shall be reviewed and approved by the Planning Department.

d) Any additional trash containers or compactors provided on the site shall be fully enclosed and screened with the masonry wall.

2. All parking spaces shall be appropriately sized and marked, including any barrier-free space(s) as may be required by the State of Michigan.

3. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

4. Underground sprinklers shall be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and, after that, permanently maintained in a healthy condition.

5. The Elevation Plans, identified as sheets A2.1 and A2.2, dated May 31, 2023, as revised, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that City Council shall approve the final exterior colors of the building.

6. The Elevation Plans for Buildings ‘B’ and ‘C,’ identified as sheets A1.5 and A1.6, dated May 25, 2023, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that any sides visible to the public shall consist of either brick, stone, prefinished metal panels, or composite siding.

7. The number of self-storage units on the first floor of the building shall be limited to twenty-two (22).

8. The overnight outdoor parking and storage of service vehicles shall be restricted to the parking spaces adjacent to the building within the fenced area on the north side of the building.

9. There shall be no outdoor storage of vehicle parts, equipment, scrap material, waste petroleum products, junked, unlicensed or inoperable vehicles, or other similar items in connection with this operation.

10. The outdoor storage of recreational vehicles, including motorhomes, travel trailers, and boats, is prohibited.

11. All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

12. The three walls of the trash dumpster area shall be constructed from materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting panel fiberglass.

13. Where this property abuts residential along the north side, a six foot (6') high masonry wall shall be required. The Inspection Department shall review the structural integrity of the existing wall to determine what, if any, improvements are needed. Along with the wall, additional evergreen landscaping shall be installed to help screen the property from the residential district.

14. The issues outlined in the correspondence dated June 22, 2023, from the Fire Marshal shall be resolved to the satisfaction of the Department of Public Safety, Livonia Fire and Rescue.

15. Only conforming signage is approved with this petition and all wall signage shall not be installed higher than the first floor of the building. Any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

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

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

18. Final approval of the residential condominiums shall require the review and approval of the master deed and bylaws by the Planning Commission and City Council.

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

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

Mr. Wilshaw: Is there any discussion?

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

PLUNKETT COONEY

July 6, 2023

Planning Commission
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

RE: ServiceMaster/My Space Self Storage Mixed Use Project
29200 Vassar Road

Dear Commissioners:

On behalf of ServiceMaster and My Space Self Storage we wanted to thank you for the opportunity to discuss the 29200 Vassar Road project at your study session on June 27th. We want to supplement that discussion with some additional information.

MARKET STUDY

As promised, we did deliver to Mark Taormina the Pre-Development Self-Storage Site & Market Feasibility Study conducted by Self-Storage 101 ("Market Study"). Along with forwarding the complete market study we also prepared the attached Executive Summary (**see EXHIBIT A**), which highlights several important points.

The Market Study is a very comprehensive 184-page report. The conclusion stated as follows:

> "…**the project is financially viable for self-storage space contemplated by the developer and in particular climate-control space**. Various factors clearly indicate there is sufficient unmet demand for new self-storage space, particularly climate-control space contemplated by the subject development, despite the existing supply of self-storage space in the market."

Self-Storage 101 also rated both the market (3-mile radius area) and the development site as "B+". The Market Report stated:

> "We consider this a "B+" market due to the mostly moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage space in the market, the moderate to moderately high rental rates for self-storage space, the moderate to moderately high per capital and household income levels, the moderate population density and moderate projected population growth."

ServiceMaster/My Space is greatly encouraged by this positive Market Study. In particular, Self-Storage 101 which is a national recognized independent firm recommended that "the developer of the subject site pursue the completion of this project as envisioned". We believe

this Market Report satisfies any concerns about the self-storage market being over-saturated or over-supplied.

PUBLIC STORAGE PROJECTIONS

In addition, My Space Self-Storage received additional "good news" from Public Storage which is the USA's single largest self-storage REIT. They currently own or manage over 2,200 self-storage facilities across the United States. As a matter of normal due diligence, My Space typically requests Public Storage to provide projections for occupancy lease-up rates for any new self-storage facility it is contemplating. My Space forwarded the plans and proposed unit mix to Public Storage and requested they provide 5 year projections for the proposed facility at 29200 Vassar Road. The Public Storage projection chart is attached (**see EXHIBIT B**).

Public Storage projects that the 29200 Vassar Road self-storage facility will reach nearly 60% occupancy by the end of the first year of operation. Part of this accelerated pace is because of the ServiceMaster operations that will account for an initial amount of self-storage unit rentals early in the process of opening and leasing up. It is anticipated that construction effort will likely take 8 months to complete therefore the 60% occupancy would be reached roughly 19 months from the start of the project. ServiceMaster/My Space believes that the attached projections from Public Storage, whose projections are routinely relied upon by lenders, provide further evidence that this project is financially viable and feasible.

COMPLIANCE WITH SPECIAL WAIVER USE STANDARDS

Further, ServiceMaster/My Space either complies or exceeds the four applicable standards for Special Waiver Use as stated in Section 5.02(4) of the Zoning Ordinance. We have attached to this letter evidence of such compliance **(see EXHIBIT C)**. To summarize:

(A) the proposed ServiceMaster operations, retail, self-storage service business and residential uses are in harmony and will not be detrimental to the continuing development of the properties in surrounding districts;

(B) the proposed uses will not create traffic which is very hazardous or inconvenient to the surrounding commercial and residential neighborhoods nor conflict with normal traffic. There will be no noise, vibration, odor, light glare or external effects which are detrimental to neighboring properties;

(C) the nature and height of the perimeter walls and landscaping will not hinder or discourage proper development of adjacent land and buildings, but proposed site improvements will encourage further development;

(D) the project has enhanced the " open space" requirements with the eastern "green space" area that and the western side of the building by adding 5 new residential homes on Parkville, each of which eliminate significant parking areas.

ServiceMaster/My Space looks forward to the opportunity to present its project in detail at the upcoming July 11th Planning Commission meeting. We firmly believe that this project is a "win-win-win" for all involved—the adjacent residents, the city and the new businesses at the project location. The 29200 Vassar Road property has been long overdue for a transformation. The residents who attended our May 11th neighborhood meeting complained about this vacant eyesore, continuing building vandalism and poor appearance which they believe adversely affects their property values. The proposed project will permanently end these negative factors to be replaced with a positive mixed-use facility.

Sincerely,

Dennis G. Cowan
Direct Dial: (248) 901-4029
Email: dcowan@plunkettcooney.com

cc: G. Todd Clark
Gary Gerrits
Mark Taormina

Open.26462.14972.31392114-1

Exhibit A

EXECUTIVE SUMMARY OF
SELF STORAGE 101 SITE AND MARKET FEASIBILITY STUDY
FOR 29200 VASSAR STREET, LIVONIA, MICHIGAN

Self Storage 101, a nationally recognized and independent professional firm with expertise and significant experience in self-storage properties nationwide as well as southeastern Michigan, has been engaged to prepare a site and market feasibility study for 29200 Vassar Street in Livonia, Michigan based upon the project proposed by ServiceMaster / My Space Self Storage (the "Project").

1. **Market Analysis** (Page 5)

   Self Storage 101 conducted a comprehensive study of the Project market area to determine underlying fundamentals that impact the occupancy rates and rental rates including the following:

   - Study focuses on a trade area radius of three miles with a minimum population of 50,000;
   - Survey of competing facilities within the trade area, including number of units and occupancy rate;
   - Demand for self-storage based upon demographic variables, including population, percentage of renters, average household size and average household income; and
   - Generally speaking, oversupplied markets have occupancy rates of less than 80% and undersupplied markets have rates greater than 90%.

2. **Report Conclusion** (Page 10)

   Based upon the hard data collected by Self Storage 101, they have concluded that "the project is financially viable for self-storage space contemplated by the developer and in particular climate-controlled space. Various factors clearly indicate there is sufficient unmet demand for new self-storage space, particularly climate-controlled space contemplated by the subject development, despite the existing supply of self-storage space in the market."

3. **Supporting Data** (Page 10)

   The conclusion of Self Storage 101 is based on the following:

   - Square foot demand calculations and occupancy levels indicate the subject market up to the 3-mile demographic profile is underdeveloped

for storage space and there is sufficient unmet self-storage demand for the contemplated development.

- The subject site's financial viability is positively impacted by moderately high rental rates for climate controlled self-storage space in place at market competitors.

4. **<u>Market and Site Grade Ratings</u>** (Page 11)

Self Storage 101 has a grade rating system for each market and site it reviews. Self Storage 101 has rated both the market and development site as "B+":

> "We consider this a "B+" market due to the mostly moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage space in the market, the moderate to moderately high rental rates for self-storage space, the moderate to moderately high per capital and household income levels, the moderate population density and modest projected population growth."

With respect to the site rating of B+, Self Storage 101 has indicated visibility and access is "Excellent" and traffic counts, surrounding neighborhood and location are "Good."

5. **<u>Competitor Analysis</u>** (Pages 35-54)

This section of the study includes a comprehensive analysis of and information regarding the competitors within the market area.

6. **<u>Self Storage 101 Recommendation</u>** (Page 12)

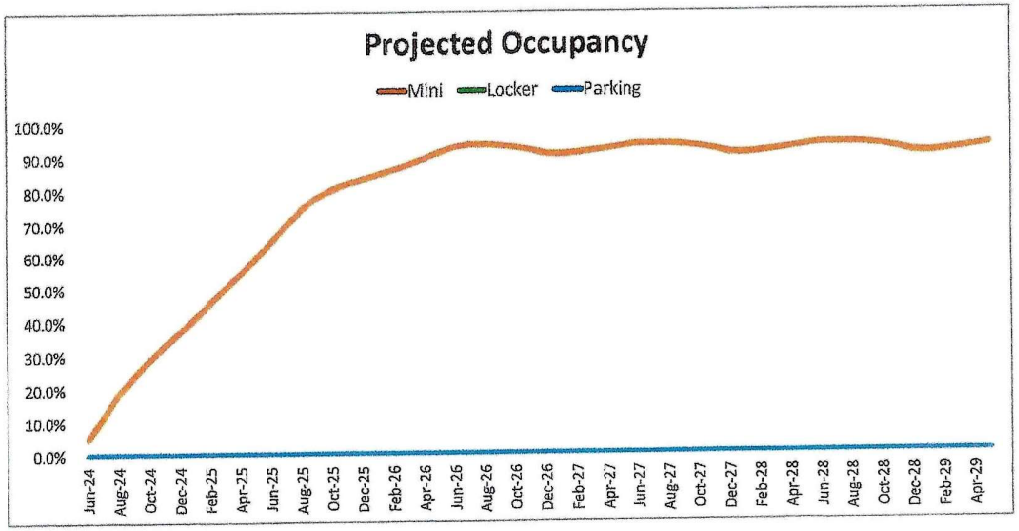
Self Storage 101's final recommendation is as follows:

> **"We highly and confidently recommend the developer of the subject site pursue the completion of this project as envisioned. We have no doubt that it will perform based on the thousands of other feasibility studies we have conducted over the years."**

Prepared by:
Plunkett Cooney
June 30, 2023

Open.26462.14972.31322320-1

Exhibit B



Public Storage

My Space Self Storage
Vassar Avenue, Livonia MI

Exhibit
C

29200 VASSAR ROAD
COMPLIANCE WITH SPECIAL WAIVER USE STANDARDS FOR PLANNED DEVELOPMENTS-SECTION 5.02(4) OF LIVONIA ZONING CODE

(A) The proposed use or uses shall be of such location, size and character as to be in harmony with the appropriate and orderly development of the zoning district in which situated and shall not be detrimental to the orderly development of adjacent zoning districts.

The prior use of the property as an office building with a "sea of blacktop" for parking was not in harmony with the surrounding areas. The proposed project will correct that problem as follows:

- The development of five new family homes on the western edge of the property which will be harmonious with the existing residential neighborhood on Parkville as well as create additional buffer for the residents;
- The creation of green space on the eastern edge of the property will decrease the blacktop and provide a "park-like" space for nearby residents, customers and employees to gather and use;
- The ServiceMaster/My Space self-storage businesses will have very low impact on the surrounding uses;
- Vassar Street will remain closed so there will be no point of entry to Parkville and the residential neighborhood.

(B) The location and size of the proposed use or uses, that nature and intensity of the principal use and all accessory uses, the site layout and its relation to the streets giving access to it, shall be such that the traffic to and from the use or uses, the assembly of persons in connection therewith, will not be hazardous or inconvenient to the neighborhood nor conflict with the normal traffic of the neighborhood. In applying this standard the Commission shall consider, among other things: convenient routes for pedestrian traffic, particularly of children; the relationship of the proposed project to the main traffic throughfare to street and road intersections; and the general character intensity of the existing potential development in the neighborhood. In addition where appropriate the Commission shall determine that noise vibration, odor, light, glare, heat, electromagnetic or act of radiation or other external effects, from any source whatsoever which relates to the proposed use will not have a detrimental effect upon neighboring property or the neighboring area in general.

The principal use of self-storage at the project is very low impact. Upon maturity of the self-storage facilities, the My Space's experience is there are generally only 10-15 visitors per a day. The ServiceMaster business will have approximately 20 to 30 employees on a regular basis and there maybe several more if there is a major

emergency that needs to be responded to by the company. The retail space will be two units with a total of 5255 square feet, which will not create an significant vehicular traffic.

As previously mentioned Vassar Street will remained closed so there will be no vehicular connection to or any hazards or inconvenience to the neighborhood.

The only noise that will be associated with the project uses would be vehicles, and use of the outdoor "drive-up" facilities, which will not be noise intense. Any noises will be mitigated by the new homes on Parkville and the surrounding perimeter walls. There will be no vibrations, odors, light, glare, heat, electromagnetic, or radioactive radiation or other external effects caused by ServiceMaster/My Space business operations which will be detrimental to neighboring properties.

(C) The location and height of the buildings, the location and nature and height of walls and fences, and the nature and extent of landscaping of the site shall be such that they will not hinder or discourage the proper development and use of adjacent land and buildings nor impair the value thereof.

The building is 8 stories high. ServiceMaster/My Space has indicated that they will shield the windows so that no customer or employee will be able to look down into any of the residential neighbor's property and backyards. The perimeter walls will create a buffer and no ServiceMaster business or self-storage activities will be visible by residential neighbors.

The upgrade to the exterior of the building, the removal of the "sea of parking", green space and landscaping will encourage, not discourage, proper development and use of the adjacent land and buildings. Property values will no longer be impaired by the current condition of the Vassar Street property.

(D) The standards of density and required open space in the proposed project are at least equal to those required by this ordinance and the zoning district in which the proposed project is to be located.

Climate controlled self-storage units in building will occupy a portion of the first and the remaining seven floors. The outdoor storage units which were originally planned to be 295 units have been reduced to 84 units. Open space on the eastern side of the project replaces current blacktop parking space. Landscaping will be enhanced on Vassar Street and the entrance to the project.

Open.26462.14972.31393054-1

June 22, 2023

Planning Commission
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

Re: ServiceMaster / My Space Self Storage Mixed Use Project
29200 Vassar Road

Dear Planning Commissioners:

We are very pleased to present for your consideration a proposal for special waiver use for a Planned General Development, which will totally transform the long-vacant property at 29200 Vassar Road ("Vassar Property"). The site plan and proposal are the product of two sessions with the City's "Rapid Response Team," input from the City's Planning and other Departments, and a neighborhood meeting. The project has evolved to a "win-win-win" for all involved -- the adjacent residents, the City and our businesses.

Our companies, ServiceMaster and My Space Self Storage, are family-owned and Michigan-based. We will be moving our ServiceMaster headquarters from Farmington Hills to the Vassar Property. Previously, up until 2020, ServiceMaster was located at 11831 Brookfield Street in Livonia. Our goal was to return to the City and rehabilitate an existing property as we have done in several other communities. We specialize in taking underperforming and vacant eyesores in a community and turning them into productive and attractive business locations.

As the elevations show, there will be a significant transformation to the appearance of the Vassar Property. A new exterior skin will upgrade the "look" of the building. The first floor will include retail space and a ServiceMaster facility, which is a well-known brand in residential and commercial restoration services. Our site plan includes more than adequate parking, a covered entryway for customers/visitors, and other key features, including:

1. Significant greenspace and a gazebo creating a parklike atmosphere on the eastern edge of the property.

2. Five residential lots/homes along Parkville, the western border of the Vassar Property. The lot sizes meet Ordinance standards and will create an additional buffer from the project.

3. All operations of the ServiceMaster business will occur on the first floor within the building. Parking for ServiceMaster vehicles and equipment will be on the north side and adjacent to the building. These trucks and equipment will be shielded by a perimeter wall to be installed.

4. The self-storage component includes both climate-controlled interior storage and traditional outdoor units, which have been significantly reduced from our original proposal of 295 to only 84. The ServiceMaster business will consistently use about two floors of self-storage for customers' furnishings and belongings as they await property restoration to be completed.

5. The retail component will be targeted to businesses which are supplemental to self-storage such as an express delivery service or packaging.

6. There will be no outdoor storage of any kind, such as vehicles or boats. Nor will there be any truck or trailer storage or rental facilities.

As we do with every project, we held a residential neighborhood meeting on May 11th at the nearby Clarenceville United Methodist Church at 20300 Middlebelt. The residents who attended reviewed the plans and uses and were very supportive. Collectively, they believe their neighborhood and property values have suffered from this vacant eyesore, continuing building vandalism and poor appearance.

We believe all of these changes will provide dramatic improvement to the Vassar Property and reduce the current negative impact on surrounding area. From a traffic perspective, once the self-storage facilities are leased, there are generally only 10 to 15 daily visitors.

At our request and expense, an independent market feasibility study has been undertaken by Self Storage 101 shows this site is an excellent one for self-storage and both the proposed development and site are ranked at "B+." It indicates that within a three-mile market area, self-storage is not oversaturated and is, in fact, undersupplied. This "positive ranking" meets the tests required by lenders and property managers. While we do not have the finalized study yet, we are expecting to bring either the completed study or an executive summary to the meeting on June 27th.

We believe the proposed transformation of the Vassar Property will complement future efforts at the nearby former Livonia Mall. A reinvented Vassar Property will encourage redevelopment of the Livonia Mall site with an infusion of new activity and vitality and a longtime eyesore for the community will be removed.

The ServiceMaster/My Space Self Storage proposal for the Vassar Property will meet the goals of Livonia Vision 21 by:

A. Providing a mixed-use concept, including the residential homes, the self-storage facilities and the ServiceMaster business, along with other retail components.

B. Incorporating significant public green space with a gazebo on the west side of the Vassar Property greatly enhancing street level aesthetics.

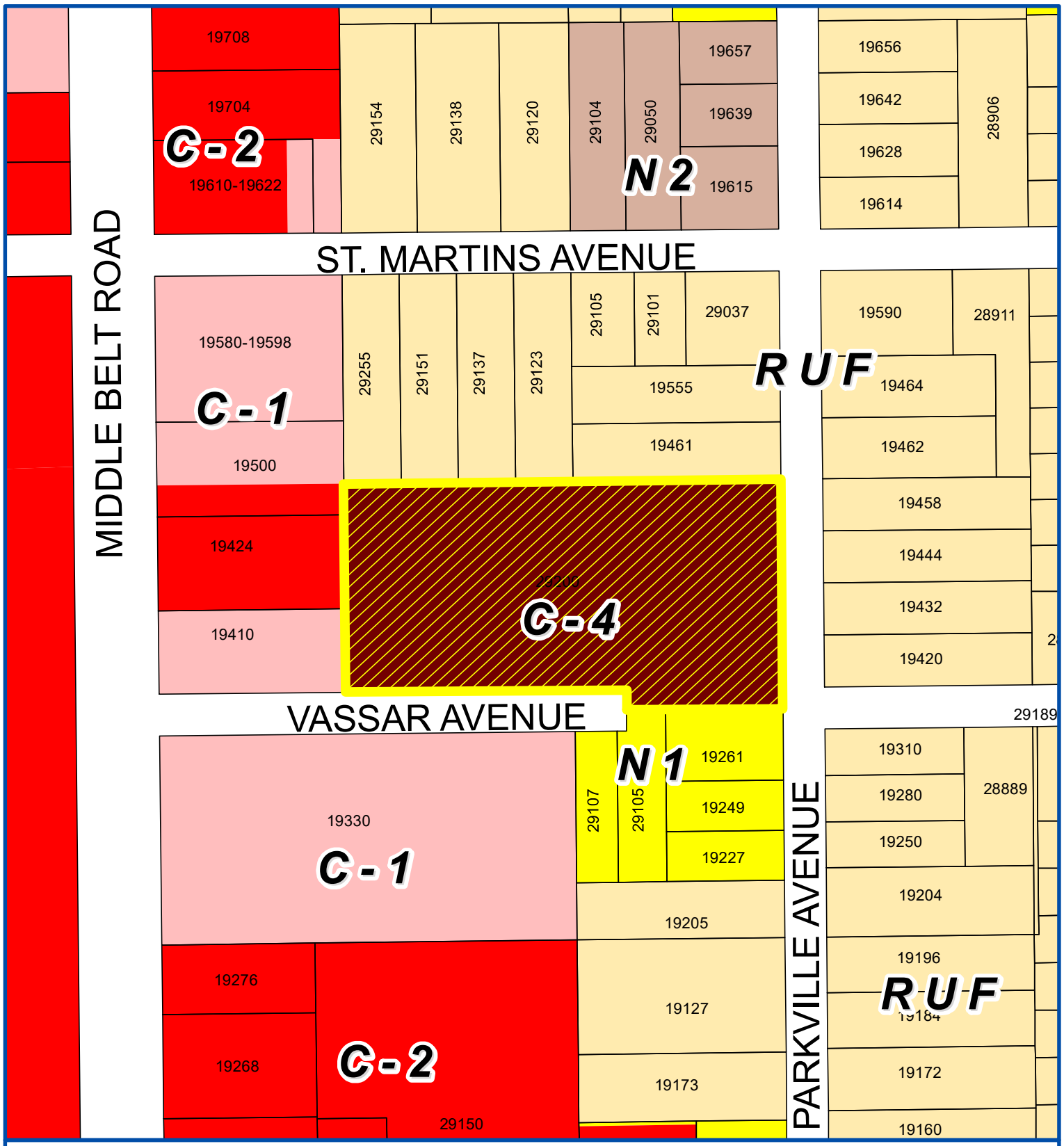
C. Creating a development that is compatible with current and planned residential development. Owners or tenants of these properties will be within easy distance of self-storage facilities.

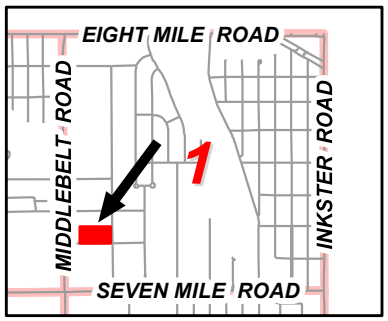
We look forward to meeting with you on June 27th to discuss our plans in more detail and answer any questions. Please feel free to contact me if you have any specific issues you would like addressed on June 27th.

Sincerely,

SERVICEMASTER and
MY SPACE SELF STORAGE

G. Todd Clark
Principal



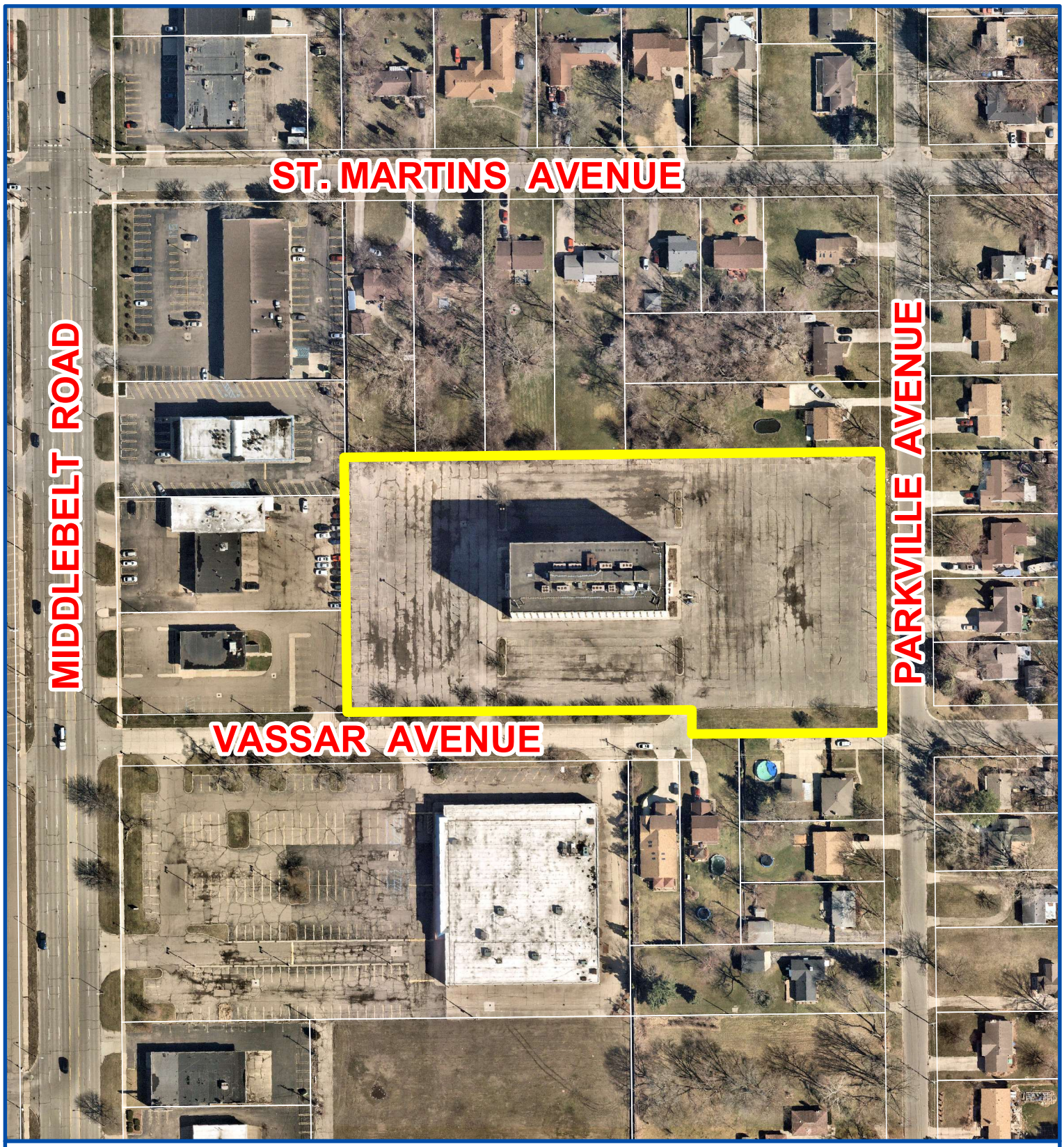


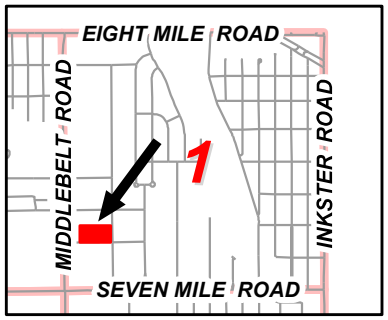
Address & Zoning Map

Petition 2023-06-02-06
Myspace Livonia
29200 Vassar Avenue

N
Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2023-06-02-06
Myspace Livonia
29200 Vassar Avenue

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2023-06-02-06 submitted by Gerald Todd Clark on behalf of ServiceMaster requesting special waiver use approval to develop a Planned General Development under Section 5.02 of the City of Livonia Zoning Ordinance, as amended, involving the conversion of an existing eight-story office building into climate-controlled self-storage and first-floor retail including residential and commercial restoration services, construction of drive-up self-storage units, and five (5) single-family residential lots, on the property at 29200 Vassar Avenue, located on the north side of Vassar Avenue between Parkville Avenue and Middlebelt Road in the Southwest ¼ of Section 1.

June 27, 2023: Study Meeting:

This petition requests special waiver use approval for a Planned General Development involving various uses, including renovating and repurposing an existing office building into a climate-controlled self-storage facility, retail, drive-up storage, and single-family residential. The property was initially developed in the early 1970s as an eight-story office building called Livonia Pavilion East. The property measures 630' x 300' feet for a total land area of 195,016 square feet, or 4.48 acres. Access is available from the south off Middlebelt Road via a public side street called Vassar Avenue. Vassar Avenue is located across from the former Sears department store and dead ends approximately 670 feet east of Middlebelt Road. In 1971, the east 225 feet of Vassar Avenue was vacated (CR #609-71) to avoid having nonresidential traffic enter the adjacent residential area. The rear of the property also has frontage along Parkville Avenue. The property is zoned C-4 (High Rise Commercial) and is shown on the Livonia Vision 21 Future Land Use Map as part of the Former Livonia Mall Mixed Development Center.

The former Pavilion East office center, which is vacant and blighted, contains approximately 122,057 square feet of floor area. In 2016, approval was granted (CR #186-16) to develop a Planned General Development consisting of commercial services on the first floor and 112 senior apartment units on floors 2 thru 8; however, the project was never developed.

Bordering the site along Parkville Avenue to the east and on St. Martins Avenue to the north are single-family homes zoned RUF (Rural Urban Farm). To the south, on the opposite side of Vassar Avenue, are single-family homes, zoned N1 (Neighborhood Single Family), and Perani's Hockey World, zoned C-1 (Local Business). To the west, fronting along Middlebelt Road, are commercial businesses zoned C-1 and C-2 (General Business).

PLANNED GENERAL DEVELOPMENT STANDARDS

Section 5.02 of the Livonia Zoning Ordinance provides special standards for Planned General Developments (PGD), which are treated as a waiver use in commercial districts. Planned Developments are afforded considerable design

flexibility, including modifications in lot sizes and yard requirements. In addition, uses not permitted in the zoning district are allowed when it is determined that such changes will result in more efficient land use and will not be injurious to the surrounding land and the public.

Planned Developments under Section 5.02 are intended to help overcome natural and other unique obstacles or constraints that pose challenges to land development under conventional design standards. The final determination is based on the following criteria as outlined in Section 5.02(4):

a) The proposed use or uses shall be of such location, size, and character as to be in harmony with the appropriate and orderly development of the zoning district in which situated and shall not be detrimental to the orderly development of adjacent zoning districts.

b) The location and size of the proposed use or uses, the nature and intensity of the principal use and all accessory uses, the site layout, and its relation to streets giving access to it shall be such that traffic to and from the use or uses, and the assembly of persons in connection therewith, will not be hazardous or inconvenient to the neighborhood nor conflict with the normal traffic of the neighborhood. In applying this standard, the Commission shall consider, among other things: convenient routes for pedestrian traffic, particularly of children; the relationship of the proposed project to main traffic thoroughfares and to street and road intersections; and the general character and intensity of the existing and potential development of the neighborhood. In addition, where appropriate, the Commission shall determine that noise, vibration, odor, light, glare, heat, electromagnetic or radioactive radiation, or other external effects from any source whatsoever which relates to the proposed use will not have a detrimental effect upon neighboring property or the neighboring area in general.

c) The location and height of buildings, the location and nature and height of walls and fences, and the nature and extent of the landscaping of the site shall be such that they will not hinder or discourage the proper development and use of adjacent land and buildings nor impair the value thereof.

d) The standards of density and required open space in the proposed project are at least equal to those required by this Ordinance in the zoning district where the proposed project is to be located.

BUILDING 'A'

The former office building appears on the plans as Building 'A.' As proposed, the first floor of Building 'A' would have a mix of commercial uses, including office, retail, and indoor storage. The plans show a leasing office for the storage units and examples of potential retail tenants, such as a UPS store and a Fed Ex office. In addition, the first floor would support the operations of a commercial and residential

restoration company called ServiceMaster. ServiceMaster would occupy most of the north half of the main level, where the plans show a large open space devoted to the Company's shop and operations and another area for office space. Also located on the first floor are twenty-two (22) climate-controlled indoor self-storage units of assorted sizes. Floors 2 through 8 of the building would be devoted entirely to climate-controlled self-storage. Counting the storage units on the first floor, Building 'A' would contain 738 climate-controlled self-storage units. The sizes of the units would vary, with the smallest measuring 5' x 5' and the largest measuring 10' x 36.8'. The plan also shows eight (8) drive-up self-storage units at the southeast corner of the building. These units would each measure 10 ft. x 12.5 ft. and only be accessible from outside the building.

BUILDINGS 'B' AND 'C'

To the east of Building 'A,' the plan shows two (2) outdoor (non-climate-controlled) self-storage buildings. Building 'B' would have two (2) rows of units arranged back-to-back, and Building 'C' would have a single row of units. Separating the two (2) is a 24-foot-wide drive aisle. Building 'B' would contain forty-six (46) storage units, (twenty-three (23) units per row), each measuring 10' x 15' in size, and Building 'C' would have twenty-nine (29) units, each measuring 10' x 20'. All the outdoor self-storage buildings, including the ones next to the building, would be constructed of corrugated metal panels. Customer access would be provided via overhead metal doors. The building height would total just over eleven (11) feet.

SINGLE-FAMILY RESIDENTIAL

Along Parkville Avenue, the plan shows five (5) single-family lots. Four (4) of the lots would measure approximately 60' x 120' (7,200 square feet), and the fifth and largest lot would measure 90' x 120' (10,800 square feet). All five (5) would exceed the N1 minimum lot size requirements, which are 50' x 120' (6,000 square feet). Separating the proposed lots from the commercial phase of the project is a six-foot (6') high block wall. The Land Division Act limits the number of parcel divisions to four (4) within ten (10) years. As a result, creating five (5) single-family lots will require the approval of a site condominium, including copies of the master deed and bylaws. According to the Petitioner, documents completing the site condominium process will be submitted to the City for official review should approval of the Planned General Development move forward.

SECURITY

Consistent with most self-storage facilities, access to the site would be restricted for security purposes. This includes the east half of the property and portions of the north and south, where the plans show fencing, walls, and electronic gates to limit access to only customers and employees. The hours of operation for the storage units would be 9:00 am to 9:00 pm.

BUILDING 'A' EXTERIOR

The exterior of Building 'A' would contain insulated metal panels, aluminum "*wood look*" panels, CMU, brick, smooth metal coping, and stone. The aluminum panels

(wood look) would be installed over the entrances on the south and west elevations and at the front corners of the building. Different colored insulated metal panels would cover the main body of the building, including a "wasabi" green color that would appear on the top floor, overhead canopy, doorways, and other features to accent the building. The roofline would be trimmed with smooth metal coping. On the east side of the building, a canopy would be built over the drive-up loading area. The canopy would have a metal roof supported by CMU and metal columns.

LANDSCAPING AND PARKING

New landscaping would be installed throughout the site, and the parking areas would be reconfigured. Parking for climate-controlled, indoor self-storage facilities is based on one (1) parking space for every 1,000 square feet. Based on the overall square footage of the building (122,057 x 80% ÷ 1,000), this site would require ninety-eight (98) parking spaces. The plan shows seventy-four (74) parking spaces. Parking is distributed throughout the site on the building's west, north, and south sides.

The landscape plan shows seventy-six (76) trees and 610 shrubs/perennials/ornamental grasses. Sixteen (16) trees, including Thornless Honey Locusts and Freeman Maples, would be planted along the right-of-way of Vassar Avenue. The plan shows a landscaped courtyard at the west end of the property. This park-like feature would be enhanced with various plant materials, a gazebo, ornamental fencing, and paved walkways. The parking on the west side of the building would contain landscaped parking islands.

DUMPSTER

A trash enclosure is shown near the site's southeast corner, approximately 100 feet from the building and 22'-7" from the nearest outdoor storage unit. The enclosure walls would be six feet (6') tall with a brick veneer exterior. The swing gates would consist of galvanized steel frame concealed by treated boards. A second enclosure should be considered for the north end of the property for the ServiceMaster operations.

STORMWATER MANAGEMENT

A small detention pond is shown along the north side of the property. It is yet to be determined if this pond would be sufficient to handle some or all of the required stormwater detention. Details regarding the system must be submitted to the Engineering Department before obtaining building permits.

SCREENING

Separating the commercial and residential phases of the project, the plan notes the construction of a new 6'-0" high block wall; however, details of the wall are not provided. Additionally, Building 'C,' which has a height of approximately 11'-4", would be built at or near the property line and back up to the wall adjacent to the residential lots. The existing poured concrete wall that runs along the right-of-way of Parkville would be removed. Where the site abuts residential properties to the

north, the site plan indicates "proposed parking lot screening." Here, an existing poured concrete wall runs along the entire length of the property. The distance between this masonry wall and the new curb that would be installed for the parking area of the ServiceMaster would be 7'-0". Within this narrow greenbelt area, the landscape plan proposes twelve (12) arborvitae, which might not be sufficient as a supplement to the wall to adequately screen the operations of the ServiceMaster from the adjacent residential.

Along a portion of the south property line, for a distance of approximately 110 feet, the plan shows a new 6'-0" high metal fence that would extend between the electric security gate and the dumpster. The Site Details plan (Sheet S1.1) shows the height of this metal fence at 8'-0". This should be clarified. Additionally, the fence should be extended further east to help screen the dumpster and outside storage units from the residences across the street.

LIGHTING

The submitted photometric plan provides detailed information on site lighting, including the location and type of light sources and illumination levels. All pole-mounted lights should not exceed a height of twenty feet (20') AFG. The photometric plan shows that the average illumination level for the overall site would not exceed the established 1.0-foot-candle Maximum Level of Illumination for the Average of the Area under Section 7.22.

MARKET ANALYSIS

A market feasibility study has been performed and should be available for the Commission's review at the Study Meeting. This is critical given the project's proximity to Livonia Budget Storage (former Toys-R-Us property).

July 11, 2023: Public Hearing:

At the June 27th meeting, the Petitioner explained that ServiceMaster would utilize the upper floors of the building for storing items related to its restoration business. Also, the final Market Feasibility Study is available (see attached). It concludes that the project is financially viable for self-storage space. The site's overall rating is a B+ based on several factors, including market vacancy, rental rates, population density, income levels, population growth projections, traffic counts, access, neighborhood, and location.

Approving Resolution: The request to develop a Planned General Development at 29200 Vassar Avenue is hereby approved, subject to City Council approval and the following conditions:

1. The Architectural Site Plan, identified as sheet AS1.1, and the Landscape Plan, identified as Sheet L1.1, both dated May 31, 2023, as revised, prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that:

a) The metal fence shall be extended along the south property line to the southwest corner of Building 'C.'
b) Additional evergreen plantings shall be provided between the parking lot and the residential properties on the site's north side and along the vacated portion of Vassar Avenue.
c) The final design of the landscape feature at the west end of the site shall be reviewed and approved by the Planning Department.
d) Any additional trash containers or compactors provided on the site shall be fully enclosed and screened with the masonry wall.

2. All parking spaces shall be appropriately sized and marked, including any barrier-free space(s) as may be required by the State of Michigan.

3. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

4. Underground sprinklers shall be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and, after that, permanently maintained in a healthy condition.

5. The Elevation Plans, identified as sheets A2.1 and A2.2, dated May 31, 2023, as revised, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that City Council shall approve the final exterior colors of the building.

6. The Elevation Plans for Buildings 'B' and 'C,' identified as sheets A1.5 and A1.6, dated May 25, 2023, and prepared by Designhaus Architecture, are hereby approved and shall be adhered to, except that any sides visible to the public shall consist of either brick, stone, prefinished metal panels, or composite siding.

7. The number of self-storage units on the first floor of the building shall be limited to twenty-two (22).

8. The overnight outdoor parking and storage of service vehicles shall be restricted to the parking spaces adjacent to the building within the fenced area on the north side of the building.

9. There shall be no outdoor storage of vehicle parts, equipment, scrap material, waste petroleum products, junked, unlicensed or inoperable vehicles, or other similar items in connection with this operation.

10. The outdoor storage of recreational vehicles, including motorhomes, travel trailers, and boats, is prohibited.

11. All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

12. The three walls of the trash dumpster area shall be constructed from materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting panel fiberglass.

13. The issues outlined in the correspondence dated June 22, 2023, from the Fire Marshal shall be resolved to the satisfaction of the Department of Public Safety, Livonia Fire and Rescue.

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

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

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

17. Final approval of the residential condominiums shall require the review and approval of the master deed and bylaws by the Planning Commission and City Council.

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

Denying Resolution: This request to develop a Planned General Development at 29200 Vassar Avenue is denied for the following reasons:

1. The petitioner has failed to comply with all special and general standards and requirements as outlined in Sections 5.02 and 13.13 of the Livonia Zoning Ordinance, as amended.

2. The petitioner failed to demonstrate a need to use the Planned General Development option to develop the subject property.

3. The use, layout, and residential lots proposed for the development would negatively affect the neighboring properties.

4. That the proposed use is incompatible and not in harmony with the surrounding uses in the area.

5. The proposal significantly impacts adjoining parcels, public services, and community planning efforts.

6. That approving this request would allow a use that is inconsistent with the surrounding land uses, and

7. The petitioner has failed to comply with all the necessary concerns for the safety and welfare of the City and its residents.

EXECUTIVE SUMMARY OF
SELF STORAGE 101 SITE AND MARKET FEASIBILITY STUDY
FOR 29200 VASSAR STREET, LIVONIA, MICHIGAN

Self Storage 101, a nationally recognized and independent professional firm with expertise and significant experience in self-storage properties nationwide as well as southeastern Michigan, has been engaged to prepare a site and market feasibility study for 29200 Vassar Street in Livonia, Michigan based upon the project proposed by ServiceMaster / My Space Self Storage (the "Project").

1. **Market Analysis** (Page 5)

   Self Storage 101 conducted a comprehensive study of the Project market area to determine underlying fundamentals that impact the occupancy rates and rental rates including the following:

   - Study focuses on a trade area radius of three miles with a minimum population of 50,000;
   - Survey of competing facilities within the trade area, including number of units and occupancy rate;
   - Demand for self-storage based upon demographic variables, including population, percentage of renters, average household size and average household income; and
   - Generally speaking, oversupplied markets have occupancy rates of less than 80% and undersupplied markets have rates greater than 90%.

2. **Report Conclusion** (Page 10)

   Based upon the hard data collected by Self Storage 101, they have concluded that "the project is financially viable for self-storage space contemplated by the developer and in particular climate-controlled space. Various factors clearly indicate there is sufficient unmet demand for new self-storage space, particularly climate-controlled space contemplated by the subject development, despite the existing supply of self-storage space in the market."

3. **Supporting Data** (Page 10)

   The conclusion of Self Storage 101 is based on the following:

   - Square foot demand calculations and occupancy levels indicate the subject market up to the 3-mile demographic profile is underdeveloped

for storage space and there is sufficient unmet self-storage demand for the contemplated development.

- The subject site's financial viability is positively impacted by moderately high rental rates for climate controlled self-storage space in place at market competitors.

4. **<u>Market and Site Grade Ratings</u>** (Page 11)

Self Storage 101 has a grade rating system for each market and site it reviews. Self Storage 101 has rated both the market and development site as "B+":

> "We consider this a "B+" market due to the mostly moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage space in the market, the moderate to moderately high rental rates for self-storage space, the moderate to moderately high per capital and household income levels, the moderate population density and modest projected population growth."

With respect to the site rating of B+, Self Storage 101 has indicated visibility and access is "Excellent" and traffic counts, surrounding neighborhood and location are "Good."

5. **<u>Competitor Analysis</u>** (Pages 35-54)

This section of the study includes a comprehensive analysis of and information regarding the competitors within the market area.

6. **<u>Self Storage 101 Recommendation</u>** (Page 12)

Self Storage 101's final recommendation is as follows:

> **"We highly and confidently recommend the developer of the subject site pursue the completion of this project as envisioned. We have no doubt that it will perform based on the thousands of other feasibility studies we have conducted over the years."**

Prepared by:
Plunkett Cooney
June 30, 2023

Open.26462.14972.31322320-1

Myspace Livonia

29200 Vassar St

Livonia, MI 48152

CODE DATA

PROJECT IDENTIFICATION	■ ADDRESS: 29200 VASSAR ST. LIVONIA, MI 48152 ☐ PROPERTY ID: - ☐ OTHER: -	☐ -
PROJECT TYPE	☐ NEW CONSTRUCTION ☐ TENANT IMPROVEMENT ☐ FACADE RENOVATION ■ ALTERATION ☐ ADDITION ☐ REPAIR	☐ -
PROJECT DESCRIPTION	■ DEVELOPMENT OF AN EXISTING VACANT BUILDING INTO SELF STORAGE AND BUSINESS USE	☐ -
APLICABLE CODES	■ BUILDING 2015 MICHIGAN BUILDING CODE ☐ ELECTRIC 2017 NATIONAL ELECTRIC CODE ■ FIRE 2015 INTERNATIONAL FIRE CODE ☐ ELECTRIC 2017 NATIONAL ELECTRIC CODE ☐ ENERGY MICHIGAN ENERGY CODE ☐ MECHANICAL 2015 MICHIGAN BUILDING CODE ■ LIVONIA CODE OF ORDINANCES ■ ADA 2009 IEC AND ANSI ☐ FUEL GAS 2015 MICHIGAN BUILDING CODE ■ ADA 2010 ADA STANDARDS CHAPTER 6	☐ -
DEFERRED SUBMITTALS	☐ FIRE PROTECTION ☐ FIRE ALARM ☐ INTERIOR ELEMENTS ☐ MEP ☐ CONVEYANCE ☐ PRE-ENG. TRUSSES ☐ PRE - ENG. BUILDING ☐ -	☐ -

CHAPTER 3 USE AND OCCUPANCY

BUILDING USE:	☐ SINGLE USE ☐ PRIMARY USE WITH ACCESSORY ☐ MULTI STORY ■ MIXED USE ☐ NON SEPARATED MIXEDUSE ☐ SINGLE STORY ☐ MIXED OCCUPANCY SEPARATION SEE CHAPTER 5 OMA ☐ SEPARATED MIXED USE	☐ -
OCCUPANCY CLASSIFICATION	☐ A1 ☐ A2 ☐ A3 ☐ A4 ☐ A5 ■ B ☐ E ☐ F1 ☐ F2 ☐ H1 ☐ H2 ☐ H3 ☐ H4 ☐ H5 ☐ R ☐ I2 ☐ I3 ☐ M ☐ M ☐ R1 ☐ R2 ☐ R3 ☐ R4 ■ S1 ☐ S2 ☐ U ☐ -	

CHAPTER 5 GENERAL BUILDING AREA AND HEIGHTS

BUILDING HEIGHT	■ HEIGHT EXCEPTIONS NOT APPLIED ☐ MOST RESTRICTIVE USE FOR STORY - ☐ HEIGHT EXCEPTION APPLIED CHAPTER 4 AND 5 ☐ MOST RESTRICTIVE USE FOR HEIGHT - ☐ ALLOWABLE HEIGHT - ■ ACTUAL HEIGHT 87 ☐ ALLOWABLE STORIES -- ■ ACTUAL STORIES 8	☐ -
MIXED OCCUPANCY SEPARATION	■ USE SEPARATION NOT REQUIRED - TO - = - RATING TO - = - RATING ☐ USE SEPARATION REQUIRED SEE TABLE TO THE RIGHT - TO - = - RATING TO - = - RATING	☐ -
BUILDING AREA	☐ SINGLE STORY ☐ MOST RESTRICTIVE USE S1 ■ ACTUAL BUILDING AREA ■ MULTI STORY ☐ TABULAR VALUE - 1ST FLOOR 69,874.00 FT. ☐ SINGLE OCC. ☐ FRONTAGE INCREASE - 2ND FLOOR 14,824.00 FT. ☐ SINGLE OCC. / ACCESSORY TOTAL ALLOWABLE - 3RD FLOOR 14,824.00 FT. ☐ MIXED OCC. NON SEPARATED ALLOWABLE AREA - 4TH FLOOR 14,824.00 FT. ☐ MIXED OCC. SEPARATED - 5TH FLOOR 14,824.00 FT. ☐ UNLIMITED AREA BUILDING - 6TH FLOOR 14,824.00 FT. ☐ PODIUM STYLE BUILDING - TOTAL 129,017.00 SQ. FT.	☐ -

CHAPTER 10 MEANS OF EGRESS CONTINUED

☐

OCCUPANT LOAD	LOCATION	USE	AREA	FACTOR - SF/PERSON	SUB TOTAL	TOTAL	REMARKS
	First Floor	Business	9,250.4	1/100	92.5	-	-
	-	Storage	6,014.7	1/500	12.03	-	-
	-	Mech.	220.4	1/300	0.73	-	-
	Second Floor	Storage	3,660.7	1/500	7.32	-	-
	Third Floor	Storage	3,660.7	1/500	7.32	-	-
	Fourth Floor	Storage	3,660.7	1/500	7.32	-	-
	Fifth Floor	Storage	4,306.8	1/500	8.61	-	-
	Six Floor	Storage	4,306.8	1/500	8.61	-	-
	Seven Floor	Storage	4,306.8	1/500	8.61	-	-
	Eighth Floor	Storage	4,306.8	1/500	8.61	-	-
					172.81		
				TOTAL OCCUPANT LOAD		172	-

☐ TABLE COMMENTS
A. -
B. -
C. -

☐ GENERAL NOTES
1. -
2. -
3. -

PLUMBING FIXTURES COUNT

REQUIRED	W.C.	LAV	DRINKING FOUNTAIN	SERVICE SINK	OTHERS	REMARKS
MEN	1	1	1	1		
WOMEN	1	1				

PROVIDED	W.C.	LAV	DRINKING FOUNTAIN	SERVICE SINK	OTHERS
MEN	3	1	1	1	
WOMEN	4	1			
UNISEX	-	-			

PROJECT TEAM

OWNER
/VSPACE
379 S. OLD US HWY 23
BRIGHTON, MI 48114
CONTACT: GARY GERRITS
T: 810.225.0604
E: GARYG@SELFSTORAGEMYSPACE.COM

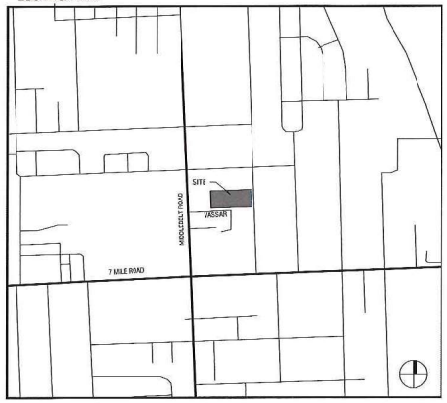
ARCHITECT
DESIGNHAUS ARCHITECTURE
3300 AUBURN RD.
AUBURN HILLS, MI 48326
T: 248.301.4422
F: 248.153.5854
PROJECT MANAGER: JOELATOZAS
PROJECT ARCHITECT:
PETER STIHLREYER, A.I.A.

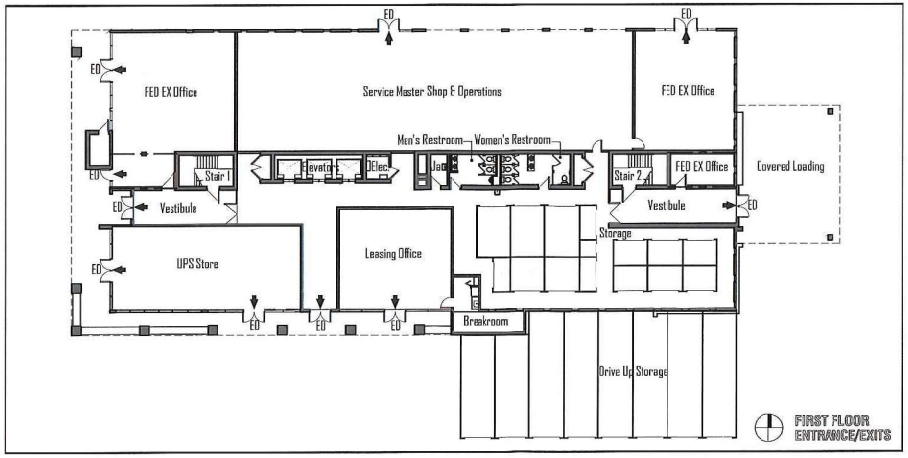
STATEMENT OF SELECTED DESIGN PROFESSIONAL

THESE CONSTRUCTION DOCUMENTS WERE PREPARED FOR COMPLIANCE WITH THE MICHIGAN CONSTRUCTION CODES IN EFFECT AT THE TIME OF PURCHASE SUBMITTAL. ALL ENGINEERS, CONTRACTORS AND SUPPLIERS INVOLVED WITH THIS PROJECT SHALL COMPLY WITH THE SAME CODES ISSUED AND APPROVED CODE MODIFICATIONS AND/OR MUNICIPAL CONSTRUCTION BOARDS OF APPEALS RULINGS AND WHENEVER REQUIRED SHALL PROVIDE SHOP DRAWINGS AND SUBMITTALS CLEARLY DESCRIBING COMPLIANCE TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE FOR REVIEW AND APPROVAL.

REGISTERED DESIGN PROFESSIONAL IN CHARGE:
PETER STIHLREYER, A.I.A.
MICHIGAN IDENTIFICATION # 44668
DESIGNHAUS ARCHITECTURE

LOCATION MAP





INDEX OF DRAWINGS

SHEET ISSUED	RIVISED	SHEET REISSUED	SHEET NR:	DRAWING NAME
			GENERAL	
		☐	G1.1	Title Sheet & Index
			SITE & LANDSCAPE	
		☐	AS1.1	Architectural site Plan
		☐	L1.1	Landscape Plan
		☐	S1.1	Site Details
		☐	1 of 1	Photometric Plan
			ARCHITECTURAL	
		☐	A1.1	Building A First Floor Plan
		☐	A1.2	Building A Second to Fwth FloorPlan
		☐	A1.3	Building A Fifth to Eigth Floor Plan
		☐	A2.1	Building Elevations
		☐	A2.2	Building Elevations
		☐	A3.1	Building B Plan and Elevations
		☐	A3.2	Building C Plan and Elevations

	SPA	05.31.23
	OWNER REVIEW	05.26.23
	ISSUANCE	DATE

RECEIVED
JUN 02 2023
CITY OF LIVONIA
PLANNING COMMISSION

2023-06-02 06

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T: 248.601.4422 F: 248.433.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

PETER M. STIHLREYER ARCHITECT 44668

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

Title Sheet & Index

22176

G1.1

G1.1 Title Sheet & Index.dwg

5/31/2023

User

LEGAL DESCRIPTION

Land situated in the city of Livonia, County of Wayne and State of Michigan.

Lot(s) 423 AND 424, together with 1/2 vacated Vassar Avenue lying South of the East 225 feet of Lot 423, of Supervisor's Livonia Plat No. 7, as recorded in Liber 66 of Plats, page(s) 58, Wayne County Records.

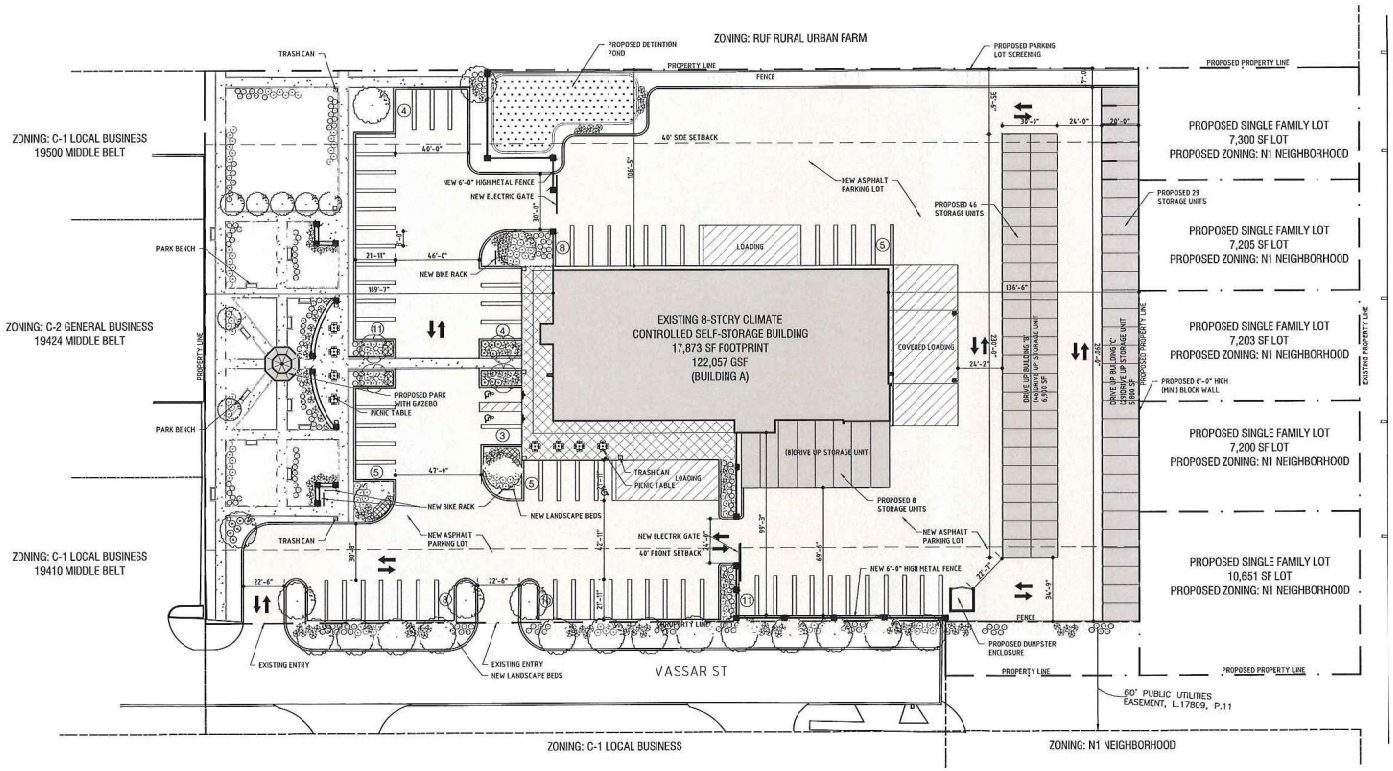
Commonly known as: 29200 Vassar, Livonia, Michigan 48152

SITE DATA

Regulation	Information
Address	29200 Vassar St., Livonia, MI 48152
Parcel ID	46003010423000
Zoning	Existing: C4 (High Rise Commercial Disrict) Proposed: C4 (High Rise Commercial District), N1 (Neighborhood)
Parcel Area	Existing: (195,015.7 SF) ± 4.48 Acres Proposed: C4-(155,489.1 SF) ±3.57 Acres, N1-(39,526.6 SF)±0.91 Acres

ZONING SCHEDULE OF REGULATIONS

Regulation	Required	Provided
Setbacks	Front: 40' Sides: 40' Side yard abutting street or rear yard abutting side yard: 0'	Front: 69'-6" Sides: 106-5" Sideyard abutting street or rear yard abutting side yard: 0'
Building Height	85' Max.	87'-0" Existing
Min. Open Space	-	17.3%
Max. Building Coverage	-	19.6%
Parking	1 per employee spaces	74 spaces (Including 3 Accessible)



1 Architectural Site Plan
SCALE 1"=30'-0"

NORTH

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	05.31.23
OWNER REVIEW	05.26.23

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

Architectural Site Plan

22176

AS1.1

AS1.1 Architectural Site Plan.dwg

5/31/2023

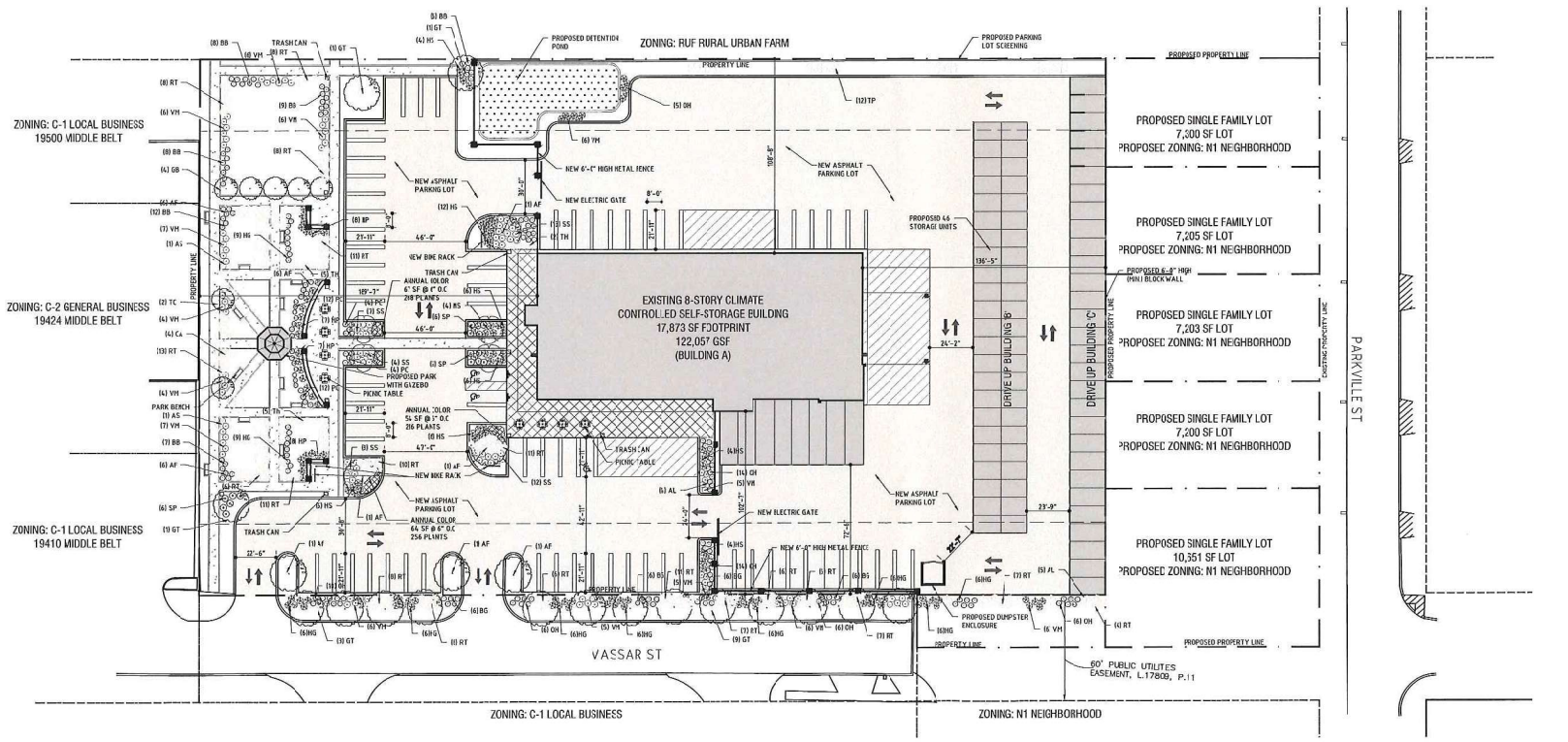
Designhaus

PLANT SCHEDULE (TREES)

QTY	KEY	BOTANICAL NAME/COMMON NAME	SIZE/ROOT (min)
24	AF	ACER x freemanii 'ARMSTRONG'/FREEMAN MAPLE	3" CAL
9	AL	AMELANCHIER lavis/SERVICEBERRY	8-10' B&B
2	AS	ACER rubrum 'RED SUNSET'/RED SUNSET MAPLE	3" CAL
4	CA	MALUS 'RED BARON'/ RED BARRON CRABAPPLE	2.5" B&B
4	GB	GINKGO biloba/ GINKGO	2.5" B&B
15	GT	GLEDITSIA triacanthos f. inermis 'SKYCOLE'/ THORNLESS HONEYLOCUST	3" CAL
4	MS	AMELANCHIER ARBOREA/ MULTI-STEM SERVICE BERRY	2.5" B&B
2	TC	TILIA CORDATA/ LITTLE-LEAF LINDEN	3" B&B
12	TP	THUJA (standish x plicata) 'GREEN GIANT'/GREEN GIANT ARBORVITAE	8' B&B
TOTAL TREES: 76			

PLANT SCHEDULE (SHRUBS/PERENNIALS/ORNAMENTAL GRASSES)

QTY	KEY	BOTANICAL NAME/COMMON NAME	SIZE/ROOT (min)
50	BB	EUONUMUS alata 'COMPACTA'/ DWARF BURNING BUSH	30" B&B
24	BG	BUXUS x 'GREEN VELVET'/GREEN VELVET BOXWOOD	3 GAL
30	HP	HYRANGEA paniculata 'JANE'/LITTLE LIME HARDY HYDRANGEA	3 GAL
48	HS	HEMEROCALLIS/STELLA D'ORO DAYLLY	1 GAL (12" O.C.)
66	HG	PENNISETUM alopecuroides 'HAMELN'/DWARF FOUNTAIN GRASS	1 GAL
51	OH	TAXUS X MEDIA/ EVERLOW YEW	24" B&B
32	PC	ECHANICEA purpurea/ PURPLE CONEFLOWER	#2 CON
156	RT	CORNUS ALBA 'SIBIRICA'/ RED TWIG DOGWOOD	2.5" B&B
31	SP	SPIREA X COCCINEA/ DWARF RED SPIREA	30" B&
31	SS	SEDUM spectablie 'ALTUMN JOY/AUTUMN JOY STONECROP	1 GAL
12	TH	TAXUS x media 'HICKSII'/HICKSII YEW	15-18" B&B
79	VM	VIBURNUN plicatum tementosum 'MARIESII'/DOUBLEFILE VIBURNUM	30-32" B&B
TOTAL SHRUBS/PERENNIALS/ORNAMENTAL GRASSES: 610			



1 Landscape Plan
SCALE: 1" = 30'

NORTH

DESIGNHAUS ARCHITECTURE EST 1998
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4499 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	05.31.23
OWNER REVIEW	05.26.23

Mystpace Livonia
29200 Vassar St.
Livonia, MI 48152

Landscape Plan

22176

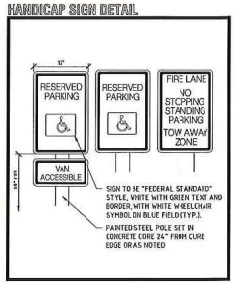
L1.1

L1.1 Landscape Plan.dwg

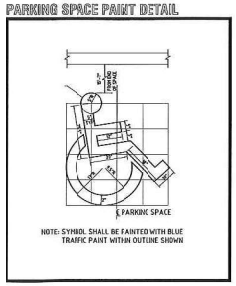
5/31/2023

Designhaus

HANDICAP SIGN DETAIL



PARKING SPACE PAINT DETAIL



NOTE: SYMBOL SHALL BE PAINTED WITH BLUE TRAFFIC PAINT WITHIN OUTLINE SHOWN

GENERAL NOTES FOR LANDSCAPE DEVELOPMENT

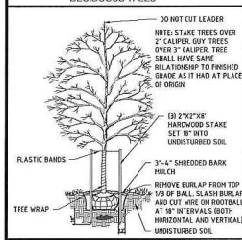
1. LANDSCAPE CONTRACTOR SHALL VISIT THE SITE, INSPECT EXISTING SITE CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, PLAN SHALL GOVERN QUANTITIES. CONTACT LANDSCAPE ARCHITECT WITH ANY CONCERNS.
2. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, CABLE TELEVISION MAY BE LOCATED BY CALLING MISS DIG. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNERS REPRESENTATIVE PRIOR TO COMMENCING.
3. ALL PLANT MATERIAL TO BE PREMIUM GRADE NURSERY STOCK AND SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARD FOR NURSERY STOCK. ALL LANDSCAPE MATERIAL SHALL BE NORTHERN GROWN, NO. 1 GRADE.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
5. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
6. ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
7. ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
8. ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
9. ALL TREE LOCATIONS SHALL BE STAKED BY LANDSCAPE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF THE PLANT MATERIAL.
10. CONCERNING GROUND COVER, ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH, SEE SPECIFICATIONS. ALL OTHER DISTURBED AREAS SHALL BE SODDED.
11. LANDSCAPING SHALL BE MAINTAINED IN A GOOD CONDITION TO PRESENT A HEALTHY, NEAT, AND ORDERLY APPEARANCE FREE FROM REFUSE AND DEBRIS. ALL UNHEALTHY AND DEAD MATERIAL SHALL BE REPLACED WITHIN ONE (1) YEAR OF THE NEXT APPROPRIATE PLANTING PERIOD.
12. OWNER TO ESTABLISH MAINTENANCE PROGRAM TO ENSURE GROUNDS AND LANDSCAPING TO REMAIN HEALTHY AND WELL GROOMED.
13. RECOMMENDED PLANTING DATES ARE MARCH 1ST TO MAY 15TH FOR ALL MATERIALS, AND OCTOBER 15TH TO DECEMBER 15TH FOR DECIDUOUS MATERIALS. PLANTINGS OUTSIDE THESE DATES SHALL HAVE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.
14. UNDERGROUND IRRIGATION SYSTEM TO BE DESIGNED AND INSTALLED BY CONTRACTOR.
15. TURF GRASS TO BE COMMON TO MACOMB COUNTY, MI.

TREE PROTECTION NOTES

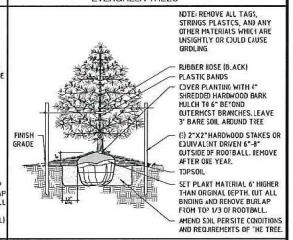
1. Identify on site all trees or areas of trees which are being proposed to be preserved with fluorescent orange spray paint (chalk base) or by red flagging tape.
2. Erect barriers of four (4) foot high fencing staked with metal "T-posts" five (5) feet on center or all such trees or groups of trees proposed to remain
3. Protective barriers are to be erected prior to any clearing or grubbing on the site, and barriers are to remain in tact until approved by the City to be removed, or when a Certificate of Occupancy is issued
4. Keep clear all debris or fill, equipment, and material from within the required protective barrier
5. During construction, the owner, developer, or agent shall not cause or permit any activity within the fence line of any protected tree or group of trees including, but not limited to, the storage of equipment, dumpster, boulders, dirt, and excavated material, building or waste material, or any other material harmful to the life of a tree
6. No damaging attachment, wires (other than cable wires for trees), signs or permits may be fastened to any tree protected by this Ordinance

PLANTING DETAILS

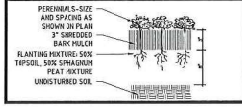
DECIDUOUS TREES



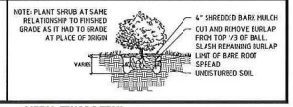
EVERGREEN TREES



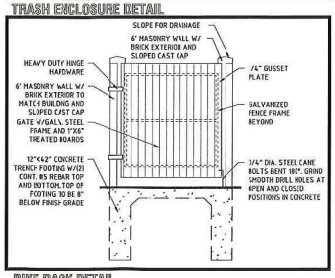
PERENNIALS



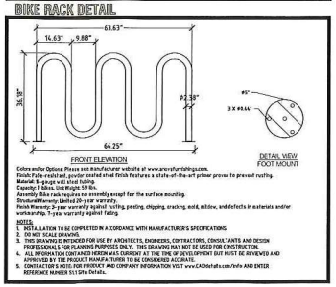
SHRUBS



TRASH ENCLOSURE DETAIL



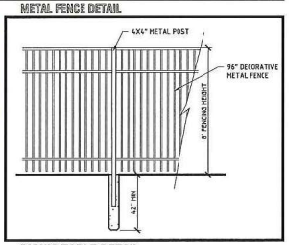
BIKE RACK DETAIL



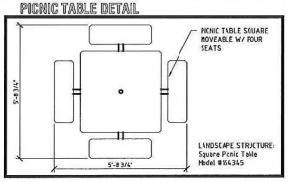
Colors and/or Options: Please see manufacturer website at www.arcroyburbings.com.
Finish: Poly-resistant powder coated shell finish features a state-of-the-art primer process to prevent rusting.
Material: 9-gauge wire steel tubing.
Capacity: 7 bikes. Unit Weight: 59 lbs.
Assembly: Bike rack requires no assembly except for the surface mounting.
Structure Warranty: Limited 20-year warranty.
Finish Warranty: 2-year warranty against rusting, peeling, chipping, cracking, and, mildew, and defects in materials and/or workmanship. 7-year warranty against fading.

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS. THE INFORMATION CONTAINED HEREIN IS, TO THE BEST OF OUR KNOWLEDGE, ACCURATE AND CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
4. ALL INFORMATION CONTAINED HEREIN IS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTACT CARDINAL FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetail.com/info AND ENTER REFERENCE NUMBER S1.1 Site Details.

METAL FENCE DETAIL



PICNIC TABLE DETAIL



©
DESIGNHAUS ARCHITECTURE EST 1998
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
—	—
SPA	05.31.23
OWNER REVIEW	05.26.23
ISSUANCE	DATE

PETERIK, STEVEN JOSEPH ANDREW
LICENSED ARCHITECT
No. 4400

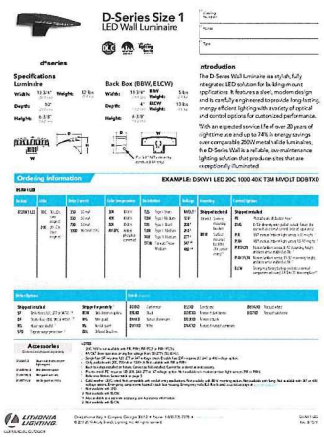
Myspace Livonia
29200 Vassar St.
Livonia, MI 48152

Site Details

22176

S1.1

User 5/31/2023 S1.1 Site Details.dwg

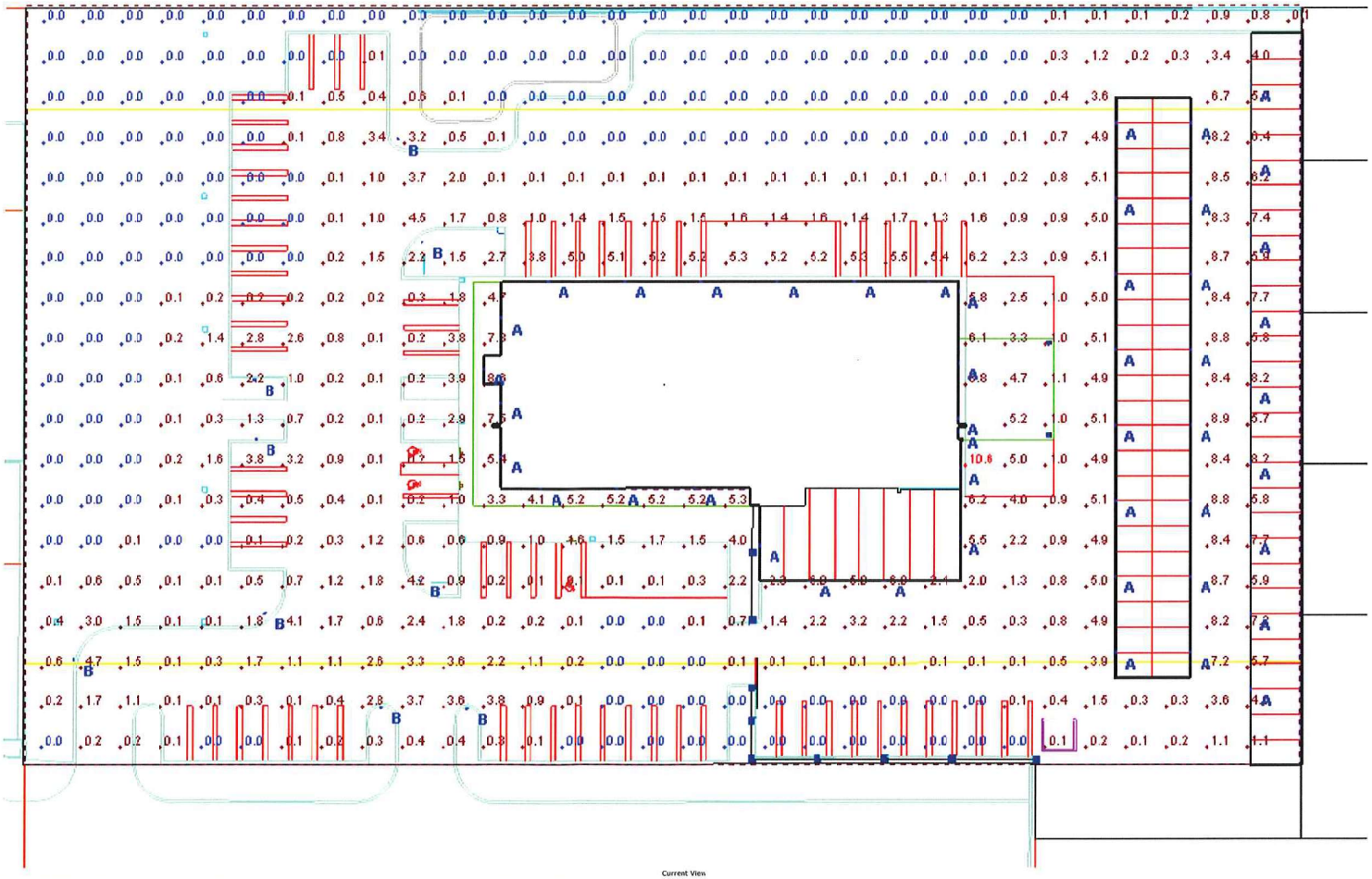


Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	A	47	Lithonia Lighting	DSXW1 LED 10C 1000 40K T3S MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T3S OPTIC, 4000K, @ 1000mA.	1	3912	1	38.8
	B	9	Lithonia Lighting	DSXW1 LED 10C 1000 40K T3S MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T3S OPTIC, 4000K, @ 1000mA.	1	3912	1	38.8

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.5 fc	10.6 fc	0.0 fc	N/A	N/A



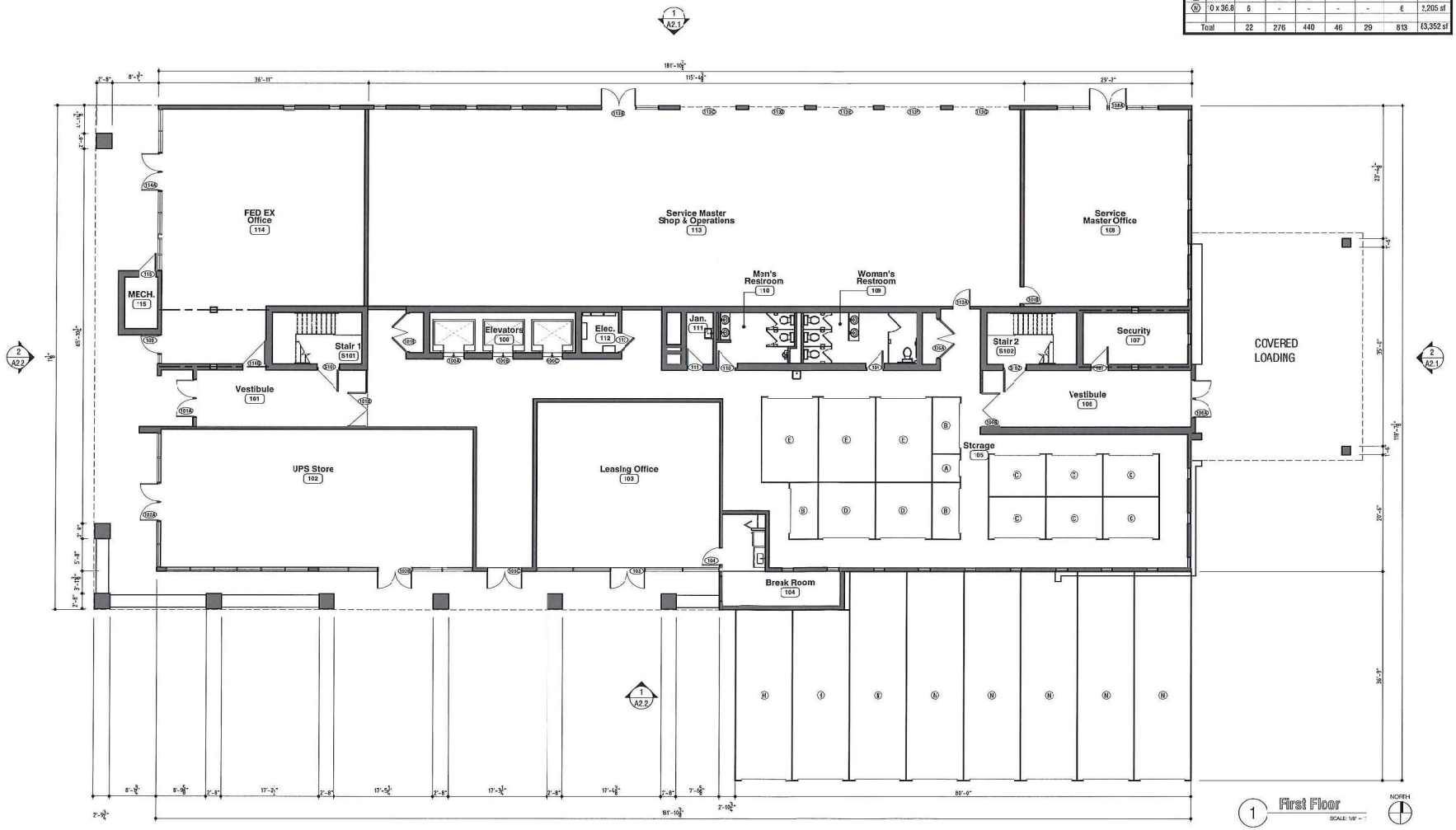
Current View

VISUAL

MySpace Self Storage
29200 Plymouth Rd.
Livonia, MI

Date
05/25/2023
Scale
Not to Scale

Unit Matrix								
		Building A			Building B	Building C		
Mark	Size	1st Floor	Floor 2-4	Floor 5-8			Unit Totals	Unit Area
A	5 x 5	1	15	32	-	-	48	1,200 sf
B	5 x 10	2	45	116	-	-	163	8,150 sf
C	7.5 x 10	6	12	16	-	-	34	2,550 sf
D	10 x 10	2	78	180	-	-	260	26,000 sf
E	10 x 15	3	45	60	46	-	154	23,100 sf
F	10 x 20	-	54	-	-	29	83	16,600 sf
G	10 x 12.5	-	6	8	-	-	14	1,750 sf
H	10 x 30	2	-	-	-	-	2	600 sf
J	3 x 5	-	12	16	-	-	28	420 sf
K	3 x 7	-	3	4	-	-	7	147 sf
L	7 x 9	-	3	4	-	-	7	441 sf
M	3 x 9	-	3	4	-	-	7	189 sf
N	10 x 36.8	6	-	-	-	-	6	2,205 sf
Total		22	276	440	46	29	813	83,352 sf



1 First Floor
SCALE: 1/8" = 1'

NORTH

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4432 F:248.453.5864
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	05.31.23
OWNER REVIEW	05.26.23

PETER M. STULRUDER ARCHITECT

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

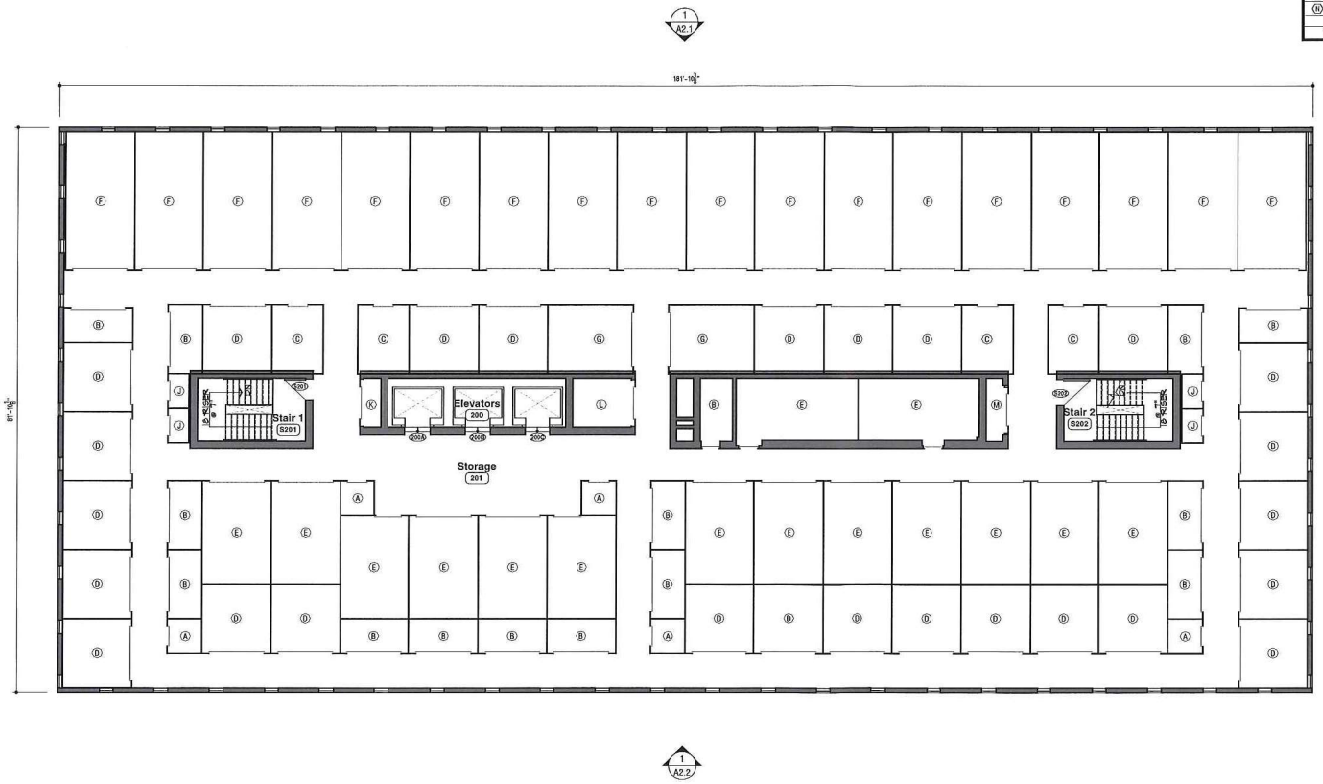
Building A First Floor Plan

22176

A1.1

A1.1 Building A First Floor Plan.dwg
5/31/2023
User

Unit Matrix								
		Building A			Building B	Building C		
Mark	Size	1st Floor	Floor 2-4	Floor 5-8			Unit Totals	Unit Area
A	5 x 5	1	15	32	-	-	48	1,200 sf
B	5 x 10	2	45	116	-	-	163	3,150 sf
C	7.5 x 10	6	12	16	-	-	34	2,550 sf
D	10 x 10	2	78	180	-	-	260	26,000 sf
E	10 x 15	3	45	60	46	-	154	23,100 sf
F	10 x 20	-	54	-	-	29	83	16,600 sf
G	10 x 12.5	-	6	8	-	-	14	1,750 sf
H	10 x 30	2	-	-	-	-	2	600 sf
J	3 x 5	-	12	16	-	-	28	420 sf
K	3 x 7	-	3	4	-	-	7	147 sf
L	7 x 9	-	3	4	-	-	7	441 sf
M	3 x 9	-	3	4	-	-	7	189 sf
N	10 x 36.5	6	-	-	-	-	6	2,205 sf
Total		22	276	440	46	29	843	83,352 sf



1 Floors 2-4
SCALE: 1/8" = 1'

NORTH

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

SPA	05.31.23
OWNER REVIEW	05.26.23
ISSUANCE	DATE

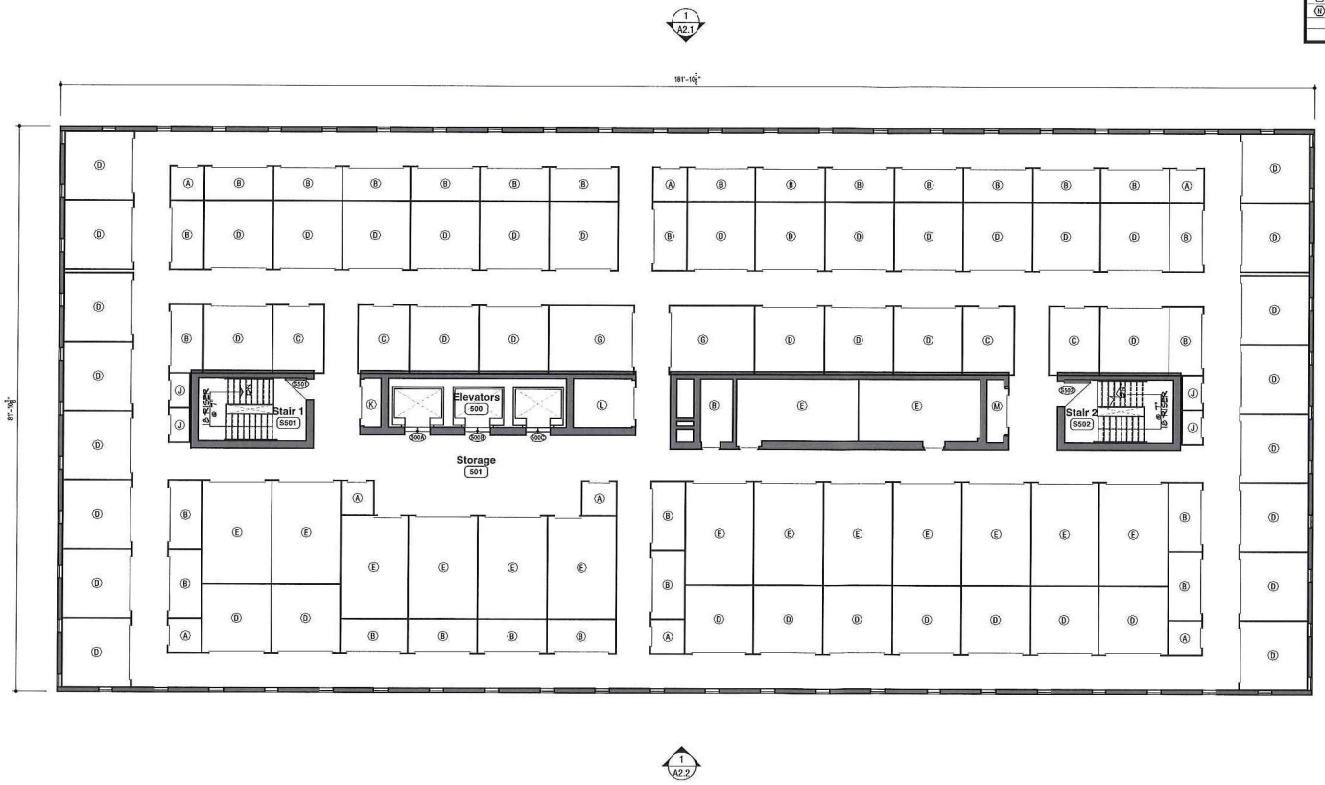
Myspace Livonia
29200 Vassar St.
Livonia, MI 48152

Building A Second to Forth Floor Plan

22176

A1.2

A1.2 Building A Second to Forth Floor Plan.dwg
5/31/2023
User



Unit Matrix								
		Building A		Building B	Building C			
Mark	Size	1st Floor	Floor 2-4	Floor 5-8			Unit Totals	Unit Area
A	5 x 5	1	15	32	-	-	48	1,200 sf
B	5 x 10	2	45	116	-	-	163	3,150 sf
C	7.5 x 10	6	12	16	-	-	34	2,550 sf
D	10 x 10	2	78	180	-	-	260	26,000 sf
E	10 x 15	3	45	60	46	-	154	23,100 sf
F	10 x 20	-	54	-	-	29	83	16,600 sf
G	10 x 12.5	-	6	8	-	-	14	1,750 sf
H	10 x 30	2	-	-	-	-	2	600 sf
J	3 x 5	-	12	16	-	-	28	420 sf
K	3 x 7	-	3	4	-	-	7	147 sf
L	7 x 9	-	3	4	-	-	7	441 sf
M	3 x 9	-	3	4	-	-	7	189 sf
N	10 x 36.8	6	-	-	-	-	6	2,205 sf
Total		22	276	440	46	29	813	83,352 sf

1 Floors 5-8
SCALE: 1/8" = 1'

NORTH

DESIGNHAUS ARCHITECTURE
EST 1998
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5054
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

SPA	05.31.23
OWNER REVIEW	05.26.23
ISSUANCE	DATE

PETER M. STRUCKMOR ARCHITECT

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

Building A Fifth to Eigth Floor Plan

22176

A1.3

A1.3 Building A Fifth to Eigth Floor Plan.dwg

5/31/2023

Designhaus

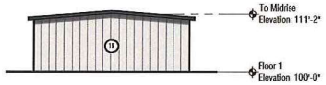
Unit Matrix								
		Building A			Building B	Building C		
Mark	Size	1st Floor	Floor 2-4	Floor 5-8			Unit Totals	Unit Area
Ⓐ	5 x 5	1	-	-	-	-	-	- sf
Ⓑ	5 x 10	2	-	-	-	-	-	- sf
Ⓒ	7.5 x 10	6	-	-	-	-	-	- sf
Ⓓ	10 x 10	2	-	-	-	-	-	- sf
Ⓔ	10 x 15	46	46	-	46	-	-	- sf
Ⓕ	10 x 20	-	-	29	-	29	-	- sf
Ⓖ	10 x 12.5	-	-	-	-	-	-	- sf
Ⓗ	10 x 30	-	-	-	-	-	-	- sf
Ⓙ	3 x 5	-	-	-	-	-	-	- sf
Ⓚ	3 x 7	-	-	-	-	-	-	- sf
Ⓛ	7 x 9	-	-	-	-	-	-	- sf
Ⓜ	3 x 9	-	-	-	-	-	-	- sf
Ⓝ	10 x 36.8	-	-	-	-	-	-	- sf
Total		307	402	307	402	479	1,189	97,385 sf

ELEVATION NOTES

1. EXISTING TO BE PAINTED
2. INSULATED METAL PANEL
3. ALUMINUM PANEL (WOOD LOOK)
4. CMU
5. BRICK
6. SHOOT + METAL COPING
7. O.H. DOOR
8. ALUMINUM FRAMED GLAZING
9. EXISTING MECHANICAL
10. STONE
11. CORRUGATED METAL PANEL

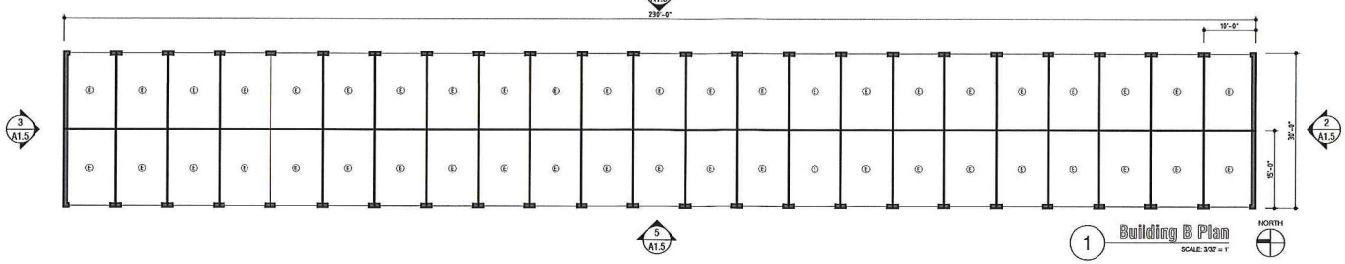
5 Building B West Elevation
SCALE: 3/32" = 1'

4 Building B East Elevation
SCALE: 3/32" = 1'



3 Building B North Elevation
SCALE: 3/32" = 1'

2 Building B South Elevation
SCALE: 3/32" = 1'



1 Building B Plan
SCALE: 3/32" = 1'

DESIGNHAUS ARCHITECTURE EST 1998
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5954
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	05.25.23

Myspace Livonia
29200 Vasser St
Livonia, MI

Building B Plan and Elevations

22176

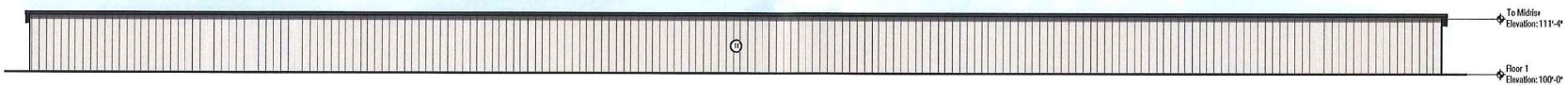
A1.5

A1.5 Building B.dwg
5/24/2023
User

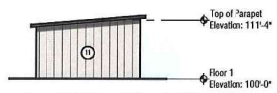
Unit Matrix						
Mark	Size	Building A	Building B	Building C	Unit Totals	Unit Area
A	5 x 5	-	-	-	-	- sf
B	5 x 10	-	-	-	-	- sf
C	7.5 x 10	-	-	-	-	- sf
D	10 x 10	-	-	-	-	- sf
E	10 x 15	-	46	-	-	- sf
F	10 x 20	-	-	29	-	- sf
G	10 x 12.5	-	-	-	-	- sf
H	10 x 30	-	-	-	-	- sf
J	3 x 5	-	-	-	-	- sf
K	3 x 7	-	-	-	-	- sf
L	7 x 9	-	-	-	-	- sf
M	3 x 9	-	-	-	-	- sf
Total		307	402	479	1,188	97,385 sf

ELEVATION NOTES	
1	EXISTING TO BE PAINTED
2	INSULATED METAL PANEL
3	ALUMINUM PANEL (WOOD LOOK)
4	CMU
5	BRICK
6	SMOOTH METAL COPING
7	O.H. DOOR
8	ALUMINUM FRAMED GLAZING
9	EXISTING MECHANICAL
10	STONE
11	CORRUGATED METAL PANEL

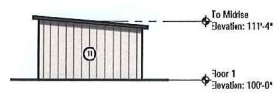
5 Building C West Elevation
SCALE: 3/32" = 1'



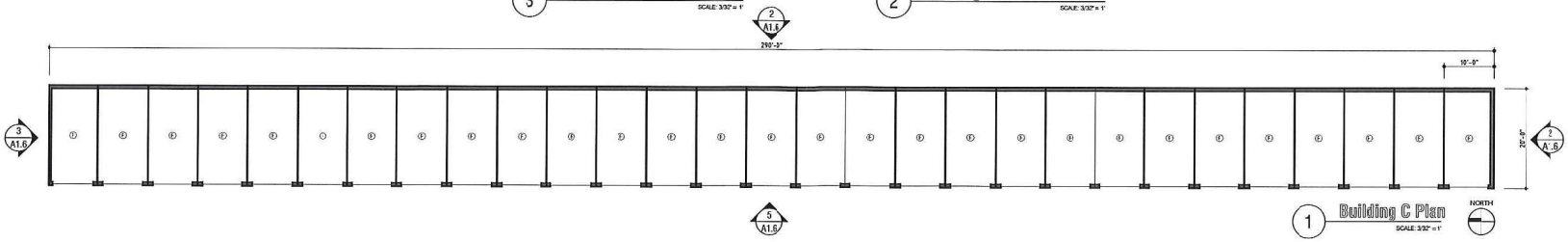
4 Building C East Elevation
SCALE: 3/32" = 1'



3 Building C South Elevation
SCALE: 3/32" = 1'



2 Building C North Elevation
SCALE: 3/32" = 1'



1 Building C Plan
SCALE: 3/32" = 1'

DESIGNHAUS ARCHITECTURE EST 1998
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	06.26.23

Myspace Livonia
29200 Vasser St
Livonia, MI

Building C Plan and Elevations

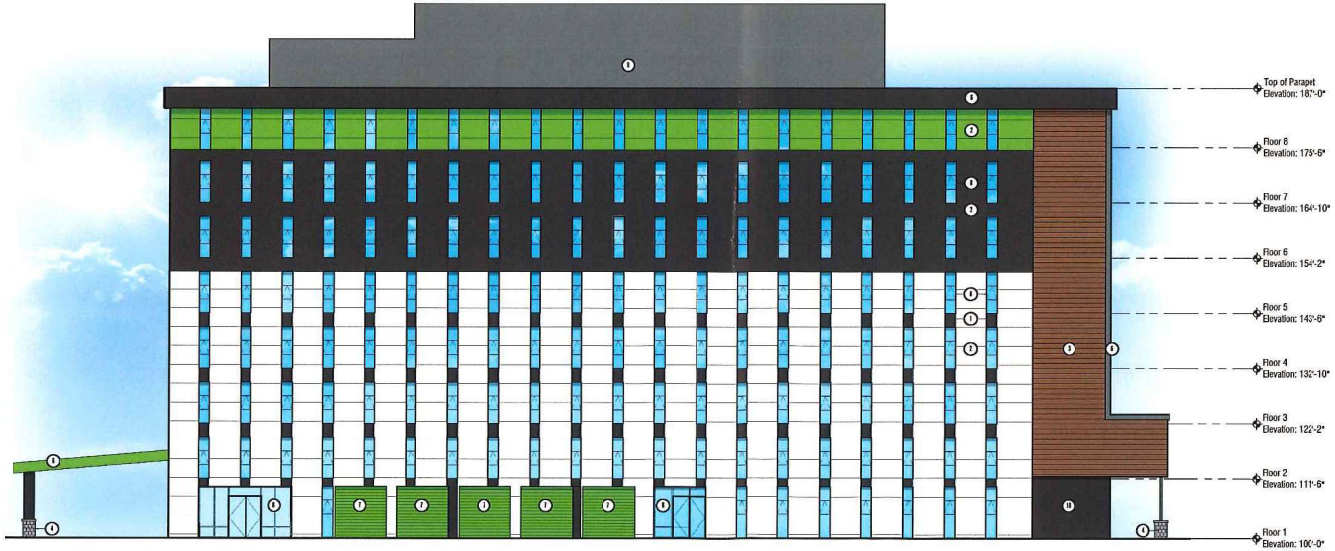
22176

A1.6

A1.6 Building C Plan and Elevations.dwg
5/24/2023
User

2 East Elevation

SCALE: 3/32" = 1'



1 North Elevation

SCALE: 3/32" = 1'

ELEVATION NOTES

1	EXISTING TO BE PAINTED
2	INSULATED METAL PANEL
3	ALUMINUM PANEL (WOOD LOOK)
4	CMU
5	BRICK
6	SMOOTH METAL COPING
7	D.H. DOOR
8	ALUMINUM FRAMED GLAZING
9	EXISTING MECHANICAL
10	STONE
11	CORRUGATED METAL PANEL

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	05.31.23
OWNER REVIEW	05.26.23

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

Building Elevations

22176

A2.1

A2.1 Building Elevations.dwg

5/25/2023

User

2 West Elevation

SCALE: 3/32" = 1'

1 South Elevation

SCALE: 3/32" = 1'

ELEVATION NOTES	
1	EXISTING TO BE PAINTED
2	INSULATED METAL PANEL
3	ALUMINUM PANEL (WOOD LOOK)
4	CMU
5	BRICK
6	SMOOTH METAL COPING
7	O.H. DOOR
8	ALUMINUM FRAMED GLAZING
9	EXISTING MECHANICAL
10	STONE
11	CORRUGATED METAL PANEL

DESIGNHAUS EST 1998 ARCHITECTURE
3300 AUBURN RD. SUITE 300
AUBURN HILLS, MI 48326
T:248.601.4422 F:248.453.5854
WWW.DESIGNHAUS.COM
INFO@DESIGNHAUS.COM

ISSUANCE	DATE
SPA	03.31.23
OWNER REVIEW	03.20.23

Myspace Livonia
29200 Vassar St
Livonia, MI 48152

Building Elevations

22176

A2.2

A2.2 Building Elevations.dwg

5/26/2023

User

MySpace Livonia

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

DESIGNHAUS ARCHITECTURE EST 1988

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Owner Information

MySpace
979 S. Old US WHY 23
Brighton, MI 48114

Architectural Team

Designhaus Architecture LLC
3300 Auburn Rd Ste. 300
Auburn Hills, MI 48326
248.601.4422

Chief Architect: Peter Stuhlreyer AIA

Existing Building Information

- Address: 29200 Vassar St. Livonia, MI 48152
- 120,000 SF
- 8-Story Class C-Office/ Elevators
- ±15,000 SF Open Floor Plates
- 422 Surface Parking
- Parking Lot Paved 2013
- Permitted Uses: Office, Retail, Wholesale, Hotel, Senior Living, Nursing Home, Health Care, Religious, Cultural,Educational, Child Care, Academy, Parking, Restaurant
- 1972 / 2013
- Recast Concrete Building Built for the U.S. Government that may be Structurally Sound. Nearly the Whole Building has been Gutted to the Steel and Concrete – Ready for re-purposing

Site Location

Legend

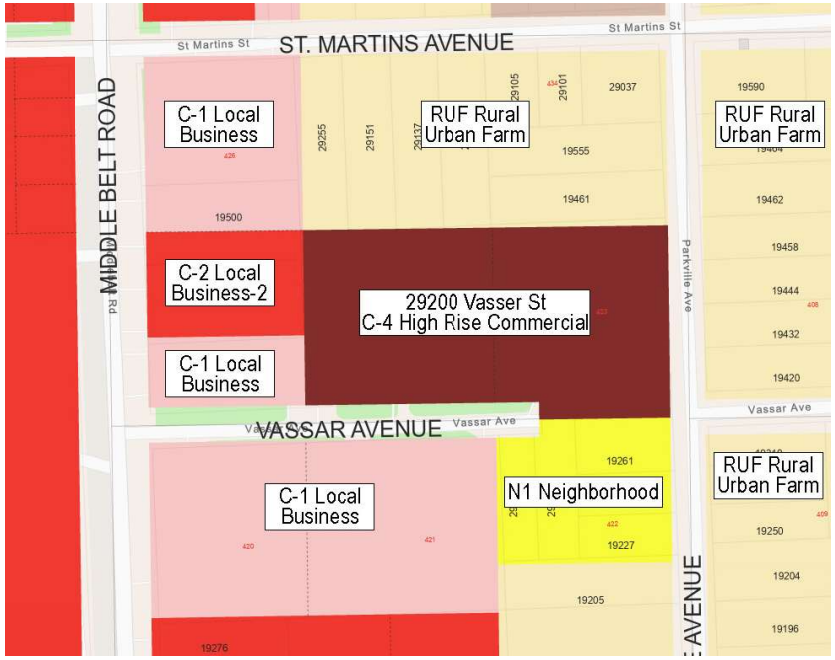
Alley

Lot Combinations

Zoning

- RUF Rural Urban Farm
- N1 Neighborhood
- N2 Neighborhood
- NM1 Neighborhood Multifamily
- NM2 Neighborhood Multifamily
- NM3 Neighborhood Multifamily
- P Parking
- C-1 Local Business
- C-2 General Business-2
- C-3 Highway Services
- C-4 High Rise Commercial
- ML Manufacturing Limited
- M-1 Light Manufacturing
- M-2 General Manufacturing
- PL Public Lands
- NP Nature Preserves

Existing Use



Legend

Alley

Lot Combinations

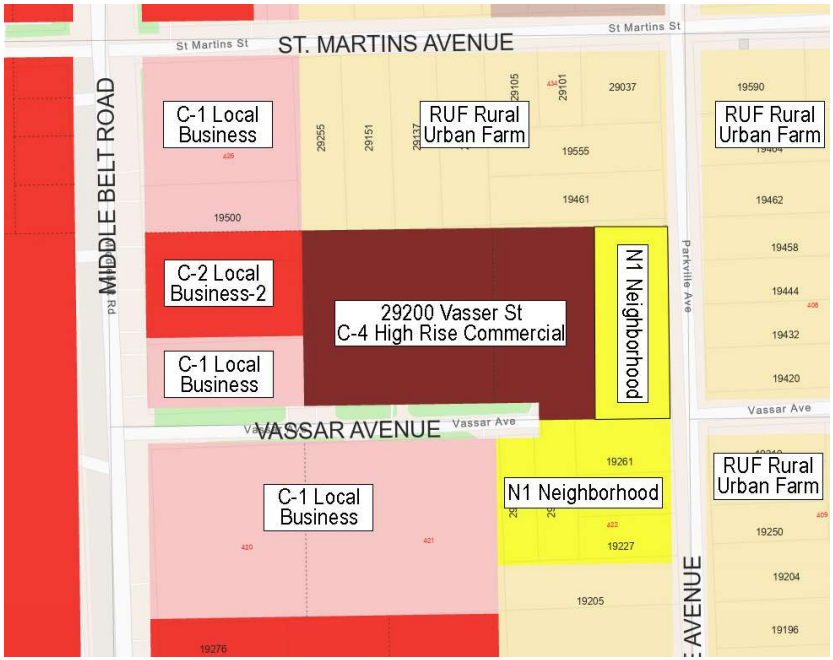
Zoning

- RUF Rural Urban Farm
- N1 Neighborhood
- N2 Neighborhood
- NM1 Neighborhood Multifamily
- NM2 Neighborhood Multifamily
- NM3 Neighborhood Multifamily
- P Parking
- C-1 Local Business
- C-2 General Business-2
- C-3 Highway Services
- C-4 High Rise Commercial
- ML Manufacturing Limited
- M-1 Light Manufacturing
- M-2 General Manufacturing
- PL Public Lands
- NP Nature Preserves

Proposed N1 Lot Info

Minimum lot size:
50 feet width
120 feet depth

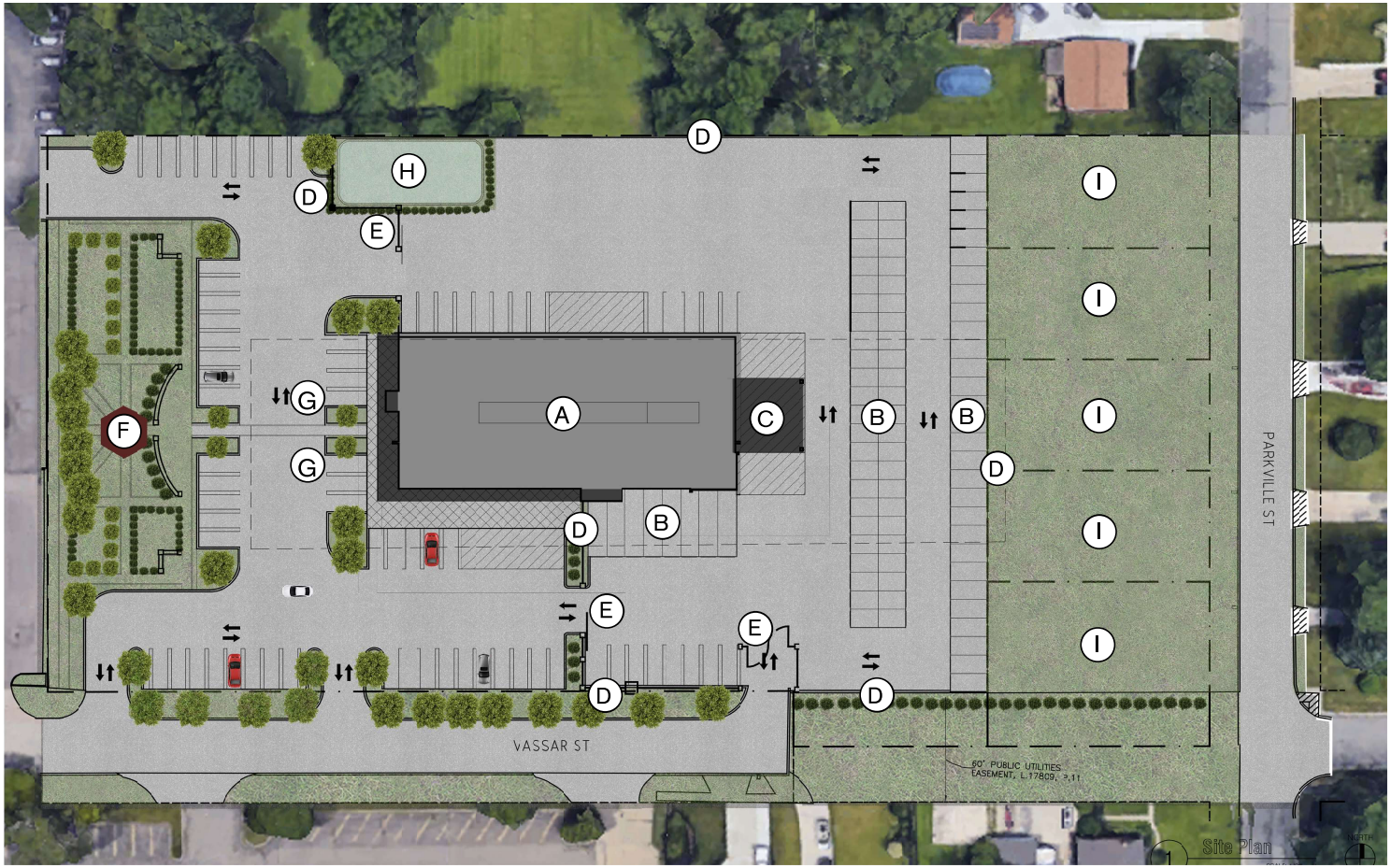
Proposed Use



Zoning Location

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com



CODE ANALYSIS

ZONING ANALYSIS

Current:	Proposed:
Zoning District:	C-4

Front Yard Set-back:	40ft
Side Yard Set-back:	40ft
Rear Yard Set-back:	40ft

Maximum Building Height:	N/A
Density Requirements:	N/A
Maximum Lot Coverage:	N/A
FAR Requirements:	N/A
Open Space Requirements:	N/A

Parking Requirements: Warehouse

Required: 1 per employee
Provided: 3
Total Parking:55
Handicapped Parking: 2

Exterior Loaded Storage Buildings

Total unit SF B: 21,200 ft²

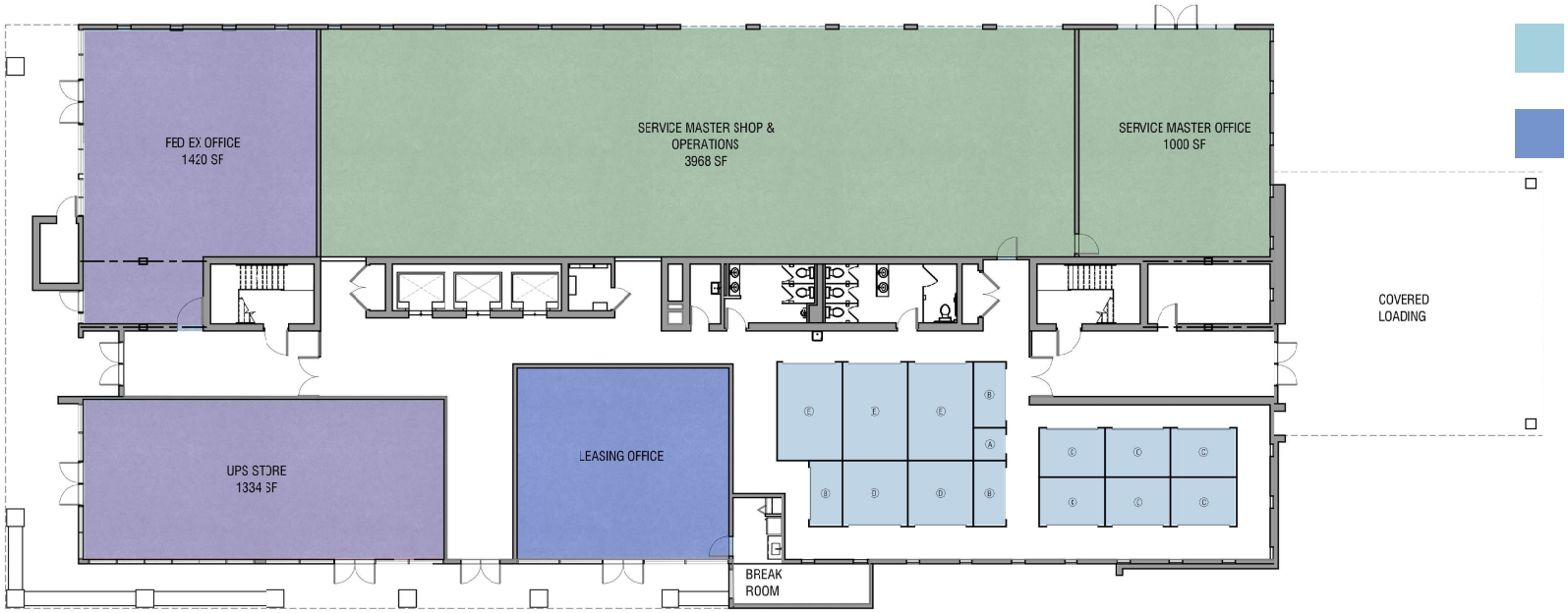
January 24, 2023 concept plan proposed 65,362 SF of exterior storage buildings

N1 Neighborhood Lot

Minimum lot size:
50 feet width
120 feet depth

Legend

- (A) Existing 8 Story Building
- (B) Exterior Loaded Storage Buildings
- (C) Loading Area
- (D) Screen Wall
- (E) Automatic Gate
- (F) Park Gazebo
- (G) Handicap Parking
- (H) Detention Pond
- (I) N1 Neighboorhood Lot Size 60'x120'



First Floor

Area: 15,110 ft²

Service Master Shop & Office
4,968 ft²

Commercial Tenant Space
2,754 ft²

Storage
1,275 ft²

Leasing Office

Building Info

First Floor	15,110 ft²
Retail rentable	7,722 ft² net
Storage	1,275 ft² net
Second Floor	14,883 ft²
Storage	10,287.66 ft² net
Third Floor	14,883 ft²
Storage	10,287.66 ft² net
Fourth Floor	14,883 ft²
Storage	10,287.66 ft² net
Fifth Floor	14,883 ft²
Storage	9,121 ft² net
Sixth Floor	14,883 ft²
Storage	9,121 ft² net
Seventh Floor	14,883 ft²
Storage	9,121 ft² net
Eighth Floor	14,883 ft²
Storage	9,121 ft² net
Exterior Storage	21,200 ft² net
Total	
Building Area	119,291 ft²
Storage Net Rentable	89,822 ft²

March 7, 2023
3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Floors 2-4

Area: 14,883 ft²

Storage
10,287.66 ft²

Building Info

First Floor	15,110 ft²
Retail rentable	7,722 ft² net
Storage	1,275 ft² net
Second Floor	14,883 ft²
Storage	10,287.66 ft² net
Third Floor	14,883 ft²
Storage	10,287.66 ft² net
Fourth Floor	14,883 ft²
Storage	10,287.66 ft² net
Fifth Floor	14,883 ft²
Storage	9,121 ft² net
Sixth Floor	14,883 ft²
Storage	9,121 ft² net
Seventh Floor	14,883 ft²
Storage	9,121 ft² net
Eighth Floor	14,883 ft²
Storage	9,121 ft² net
Exterior Storage	21,200 ft² net
Total	
Building Area	119,291 ft²
Storage Net Rentable	89,822 ft²

March 7, 2023
3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Floors 5-8

Area: 14,883 ft²

Storage
9,121 ft²

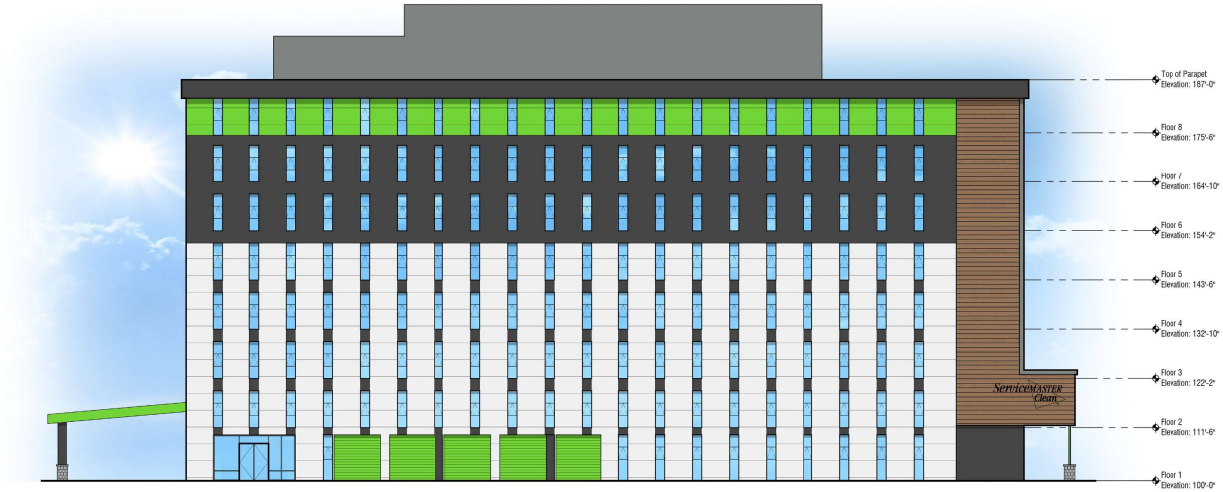
Building Info

First Floor	15,110 ft²
Retail rentable	7,722 ft² net
Storage	1,275 ft² net
Second Floor	14,883 ft²
Storage	10,287.66 ft² net
Third Floor	14,883 ft²
Storage	10,287.66 ft² net
Fourth Floor	14,883 ft²
Storage	10,287.66 ft² net
Fifth Floor	14,883 ft²
Storage	9,121 ft² net
Sixth Floor	14,883 ft²
Storage	9,121 ft² net
Seventh Floor	14,883 ft²
Storage	9,121 ft² net
Eighth Floor	14,883 ft²
Storage	9,121 ft² net
Exterior Storage	21,200 ft² net
Total	
Building Area	119,291 ft²
Storage Net Rentable	89,822 ft²

March 7, 2023
3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

2 East Elevation

SCALE: 3/32" = 1'



1 North Elevation

SCALE: 3/32" = 1'

North & East Elevations

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

4 West Elevation

3 South Elevation

South & West Elevations

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

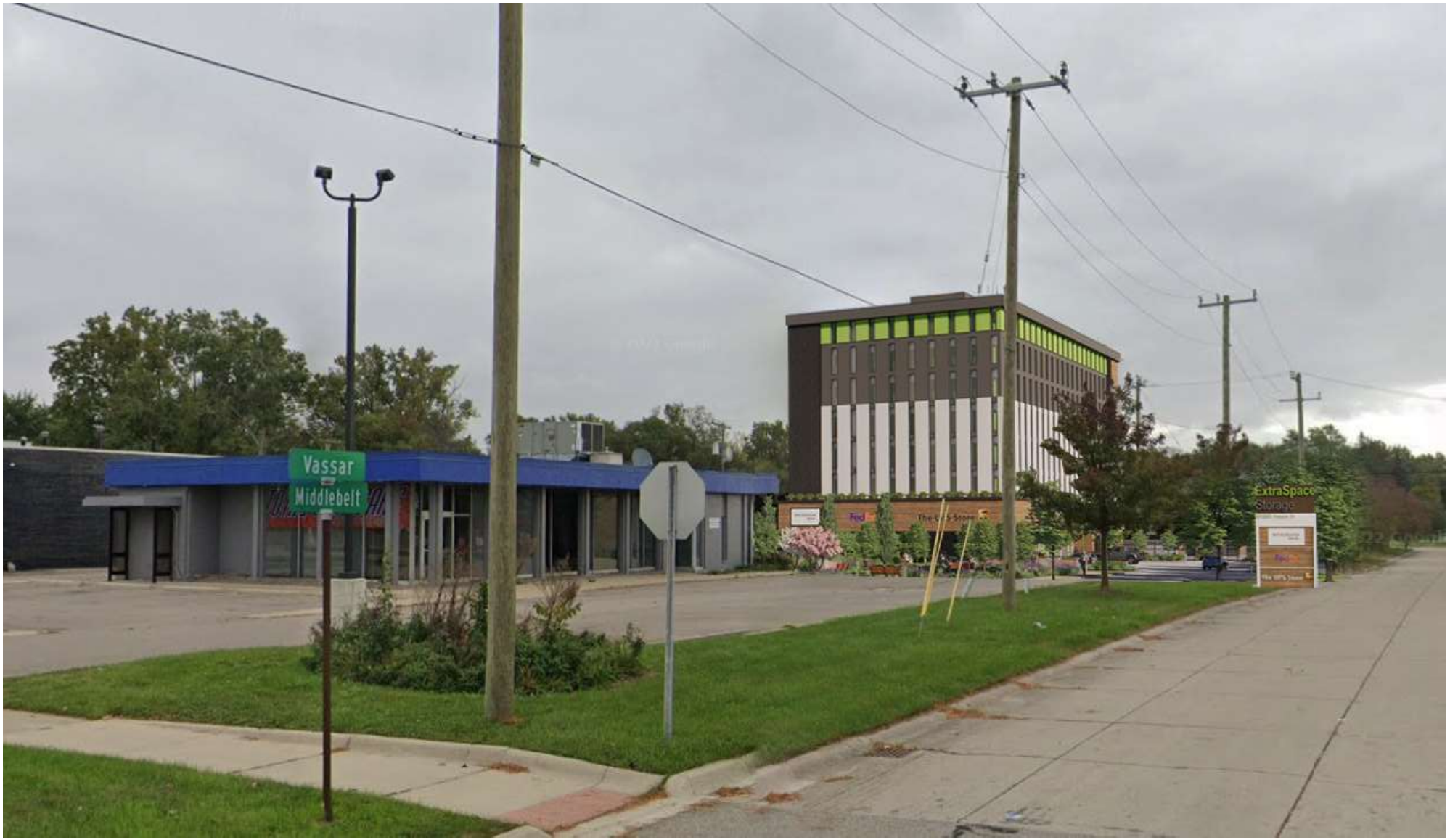
March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com



Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

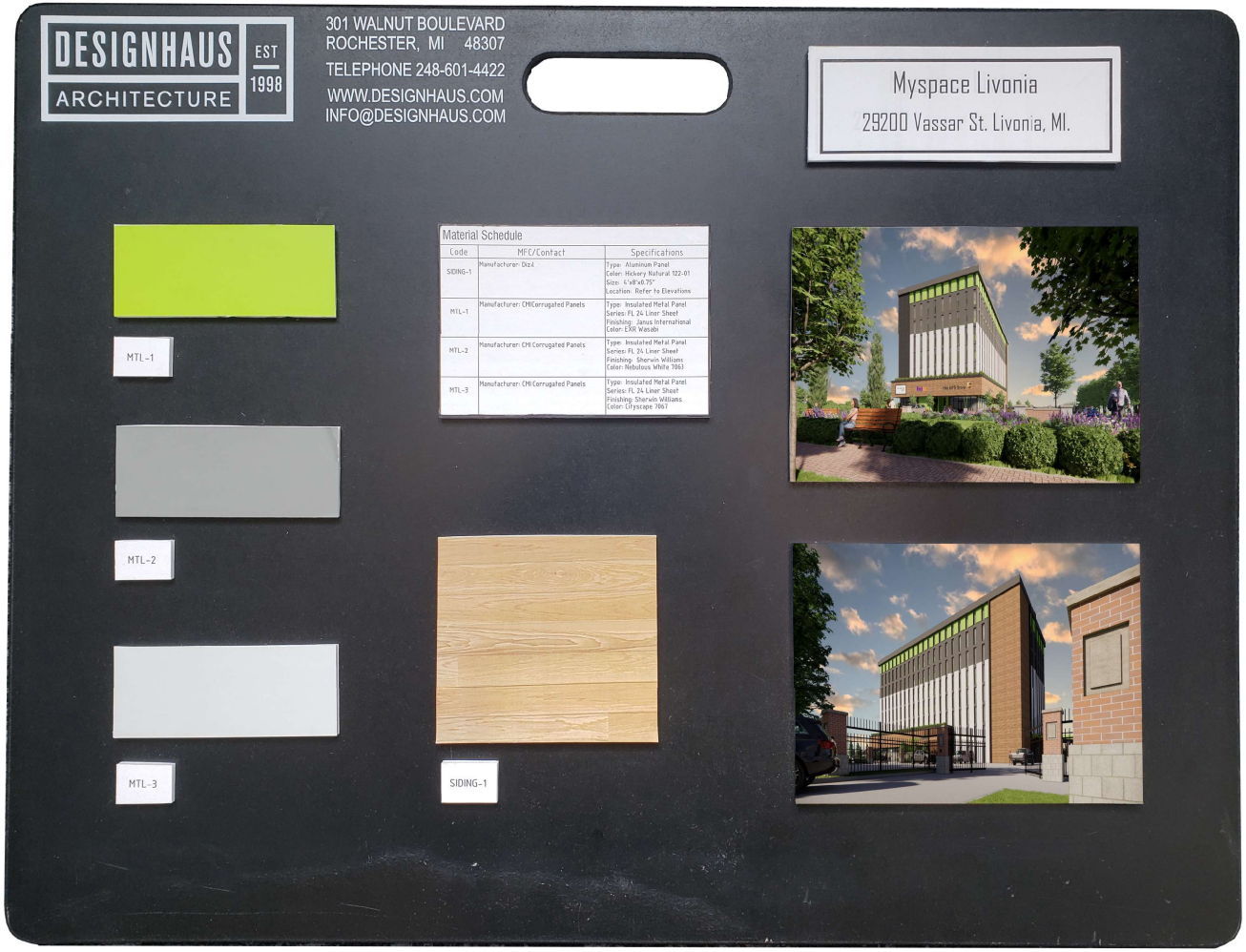
March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com

Exterior Rendering

March 7, 2023

3300 Auburn Rd. Ste. 300 | Auburn Hills, MI | 48326 | p 248 601 4422 | www.designhaus.com



Material Board and Details

March 7, 2023

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 12, 2023

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2023-06-02-06 – #29200 Vassar 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 waiver use at this time. The subject parcel is assigned the address of **#29200 Vassar Avenue**. The legal description included with the submitted drawings appears to be correct, and should be used in conjunction with the proposed project.

The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not indicate alterations to the existing services, so we cannot comment on any impacts to the existing systems at this time. It should be noted that the proposed development will be required in order to meet the Wayne County Stormwater Ordinance. Per the submitted drawings, no stormwater detention is indicated, but we will need to do a thorough review of the plans once they are submitted for permitting.

Also, the drawing show five (5) new residential lots in addition to the commercial buildings. Per the Land Division Act, this would exceed the number of available splits for the parcel. The maximum number of available splits would result in three (3) new residential lots. The developer should contact the Assessing Office to discuss options and limitations for the proposed splits

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

Sincerely,

David W. Lear, P.E.
Assistant City Engineer
cc: 2023 Petition File

M:\ALL OTHER MATTERS\Planning Petition Responses\2023\2023-06-02-06 - 29200 Vassar Avenue.doc

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

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

DATE: June 22, 2023

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2023-06-02-06 29200 Vassar Ave. Self-Storage Units

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

We have no objections to this proposal with the following stipulations:

1. Subject building(s) are to be provided with an automatic sprinkler system, and on-site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection.
2. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.
3. Chapters 8 & 9 shall be followed as they relate to Fire Protection features and Alarm Systems NFPA 101, 2015 edition.

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

Sincerely,

Brian Kukla

Brian Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

June 13th 2023

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

Re: **Petitions 2023-06-02-06 - 29200 Vassar Avenue**

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: June 27, 2023

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2023-06-02-06 – 29000 Vassar Avenue

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

1. The petitioner's proposal is a change in use. This would require the proposed space to conform to all current barrier-free building and mechanical codes and standards. This will be addressed further during plan review if this project moves forward.
2. A minimum of one barrier-free van-accessible parking space is required. This space is to be 8' wide with an 8' wide hashed access aisle next to it. This space shall also have signage per code.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

June 26, 2023

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

Petition 2023-06-02-06 - 29200 Vassar Avenue

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

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

June 19, 2023

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

Re: Petition 2023-06-02-06 29200 Vassar Avenue
ServiceMaster

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR

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

June 12, 2023

To: Planning Department

Re: **Petition 2023-06-02-06 29200 Vassar Ave.**

A request has been made by Gerald Todd Clark on behalf of ServiceMaster requesting a special waiver use approval for property at 29200 Vassar Avenue, parcel number: 003-01-0423-000. The plan involves conversion of an existing 8-story office building with a portion of the property split to include five (5) single-family residential lots. The parcel in total is 4.47 acres and would only be allowed four (4) total splits which would mean three (3) lots for the residential parcels. Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process.

Kindest Regards,

Kathie Siterlet

Kathie Siterlet
Residential Appraiser

EXECUTIVE SUMMARY OF
SELF STORAGE 101 SITE AND MARKET FEASIBILITY STUDY
FOR 29200 VASSAR STREET, LIVONIA, MICHIGAN

Self Storage 101, a nationally recognized and independent professional firm with expertise and significant experience in self-storage properties nationwide as well as southeastern Michigan, has been engaged to prepare a site and market feasibility study for 29200 Vassar Street in Livonia, Michigan based upon the project proposed by ServiceMaster / My Space Self Storage (the "Project").

1. **Market Analysis** (Page 5)

   Self Storage 101 conducted a comprehensive study of the Project market area to determine underlying fundamentals that impact the occupancy rates and rental rates including the following:

   - Study focuses on a trade area radius of three miles with a minimum population of 50,000;
   - Survey of competing facilities within the trade area, including number of units and occupancy rate;
   - Demand for self-storage based upon demographic variables, including population, percentage of renters, average household size and average household income; and
   - Generally speaking, oversupplied markets have occupancy rates of less than 80% and undersupplied markets have rates greater than 90%.

2. **Report Conclusion** (Page 10)

   Based upon the hard data collected by Self Storage 101, they have concluded that "the project is financially viable for self-storage space contemplated by the developer and in particular climate-controlled space. Various factors clearly indicate there is sufficient unmet demand for new self-storage space, particularly climate-controlled space contemplated by the subject development, despite the existing supply of self-storage space in the market."

3. **Supporting Data** (Page 10)

   The conclusion of Self Storage 101 is based on the following:

   - Square foot demand calculations and occupancy levels indicate the subject market up to the 3-mile demographic profile is underdeveloped

for storage space and there is sufficient unmet self-storage demand for the contemplated development.

- The subject site's financial viability is positively impacted by moderately high rental rates for climate controlled self-storage space in place at market competitors.

4. **<u>Market and Site Grade Ratings</u>** (Page 11)

Self Storage 101 has a grade rating system for each market and site it reviews. Self Storage 101 has rated both the market and development site as "B+":

> "We consider this a "B+" market due to the mostly moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage space in the market, the moderate to moderately high rental rates for self-storage space, the moderate to moderately high per capital and household income levels, the moderate population density and modest projected population growth."

With respect to the site rating of B+, Self Storage 101 has indicated visibility and access is "Excellent" and traffic counts, surrounding neighborhood and location are "Good."

5. **<u>Competitor Analysis</u>** (Pages 35-54)

This section of the study includes a comprehensive analysis of and information regarding the competitors within the market area.

6. **<u>Self Storage 101 Recommendation</u>** (Page 12)

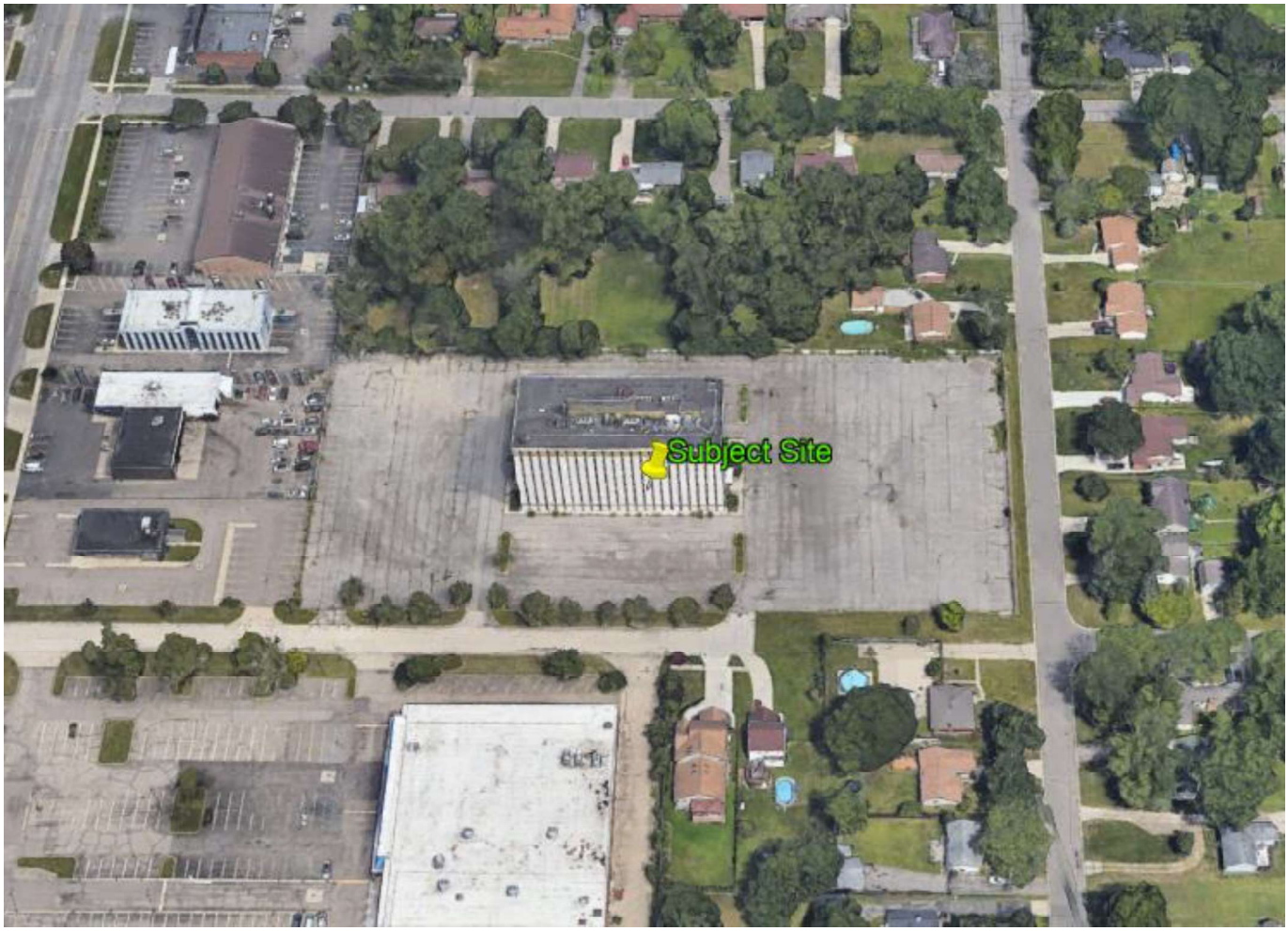
Self Storage 101's final recommendation is as follows:

> **"We highly and confidently recommend the developer of the subject site pursue the completion of this project as envisioned. We have no doubt that it will perform based on the thousands of other feasibility studies we have conducted over the years."**

Prepared by:
Plunkett Cooney
June 30, 2023

Open.26462.14972.31322320-1

PRE-DEVELOPMENT SELF-STORAGE SITE & MARKET FEASIBILITY STUDY



Site Location:

29200 Vassar Street
Livonia, MI 48152

Client: Gary Gerrits

Market and Feasibility Analysis performed by: Self Storage 101

TABLE OF CONTENTS

FOREWARD 4
CONCLUSIONS AND RECOMMENDATIONS 10
SUBJECT MARKET INSPECTION 13
AERIAL VIEW 13
MAP VIEW 14
SUBJECT SITE EVALUATION 15
PROJECT DESCRIPTION 16
AERIAL VIEW 18
MAP VIEW 19
SITE EVALUATION 20
SUBJECT MICRO MARKET 23
MARKET REVIEW 24
DEMOGRAPHICS 26
MARKET SUMMARY 28
NEIGHBORHOOD 30
COMPETITORS BY LOCATION 34
COMPETITOR ANALYSIS 35
COMPETITOR PROFILES 45
POTENTIAL NEW SELF STORAGE DEVELOPMENT 55
DEMAND ANALYSIS 56
UNIT MIX AND RATES 61
MARKET PRICING 65
NATIONAL RENTAL RATE TRENDS 73
REGIONAL RENTAL RATE COMPARISONS 77
LEASE-UP PERIOD 86
FINANCIAL ANALYSIS 90
INCOME STATEMENT INFORMATION 92
OPERATIONS/MARKETING/DEVELOPMENT RECOMMENDATIONS 116
10 Federal Finds Success With Self-Storage Automation: A Case Study of Unmanned Operation 124
Sales 124
Operation 125
Monitoring 126
Challenges 126
Automation Makes Its Way Into Self-Storage 128
APPENDIX 138
WHAT IS SELF STORAGE? 138
WHY PEOPLE STORE 141
SELF STORAGE ZONING 143
SELF STORAGE DEVELOPMENT LIFE CYCLE 144
PRE-OPENING TIME LINE 147
WHY INVEST IN SELF STORAGE? 149
STORAGE TYPES 150

DEVELOPER ACTIVITIES 154
DEVELOPMENT TIMEFRAME 156
DEVELOPMENT COSTS 156
DEVELOPING A SITE PLAN 162
SAMPLE SITE PLANS 163
SELF STORAGE FINANCING 166
Conduit Loans 170
Insurance Company Loans 171
Other Long-Term Loan Considerations 171
INCOME & EXPENSES 173
Rental Rates 173
Lease-up Period 173
Post Lease-up Pricing 174
Vacancies 174
Move-in Discounting 174
Non-Payment by Customers 174
Late Payment Fees 175
Merchandise Sales 175
Truck Leasing Income 175
Miscellaneous Other Income 176
Fixed & Variable Expenses 176
Fixed Expenses 176
Real Estate Taxes 177
Insurance 177
Variable Expenses 177
Payroll 178
Utilities 178
Repairs and Maintenance 178
Management Fees 178
Marketing 178
Office Expenses 179
Miscellaneous 179
Other Expense Considerations 179
Estimate Expenses 179
CAP RATES 180
SELF STORAGE VALUATION 182
Consultant Qualifications 183

FOREWARD

The client has engaged Self Storage 101 to conduct a Pre-Development Self Storage Site and Market Feasibility Study for a specific development site or conversion. The purpose of this report is to provide an in-depth review of the subject site and micro market as each relates to the potential opportunity for successful self-storage management and development at a specific site. This study researches the competitive self-storage market as related to demographic and competitive data, the subject site's location, visibility and other attributes and its place within the existing self-storage market. The report contains a complete profile of the existing self-storage competitors and provides documentation as to their relevance within the subject market and the competitive impact on the potential development of the subject property.

When reviewing the viability and 'marketability' of a potential self-storage location, Self Storage 101 reviews four distinct areas that are critical in determining the subject site's market position and potential for acceptable financial returns:

1) **The Site and its Location.** As self-storage has become ever more a retail-type business, facility location has become more critical than in past times when self-storage facilities were in industrial parks or behind the local airport. When looking at the specific location, we are evaluating the site for its visibility, accessibility and relation to the other self-storage competitors. While contemplating a potential site's suitability it is important to review signage and other marketing opportunities necessary to enhance the subject location's 'statement' within the market. It is also important to note the following as they relate to market position:
    a. **Amenities.** Self-storage customers are becoming more discerning about their self-storage choices and those facilities lacking in 'market amenities' are finding themselves at a disadvantage.
    b. **Curb Appeal.** Self-storage customers sometimes make their decisions regarding a specific site based on the initial look of the facility. A dirty, debris-laden parking lot and trashy landscaping is likely indicative of a poorly managed facility and uncaring managers.
    c. **Specials and Discounts.** The more competitive a market, the more likely it is that a facility will be forced to integrate some type of move-in discounting in its marketing scheme.
    d. **Statistics.** Most self-storage customers 'shopping' for storage end up renting storage. A critical question to ask when reviewing a self-storage facility is 'would a potential customer rent here?' and if not, why not.

2) **The Market**. Self-storage demand in any market is determined by the needs of potential customers and thus, simply adding more self-storage inventory does nothing to increasing that potential demand. A crucial piece of the 'marketability' and viability puzzle is attempting to determine if there is sufficient demand for additional self-storage supply. New self-storage customers can come from only a small number of demand pools: population growth, commercial growth or pent up demand not being met by the existing competitors. An underlying question we must ask in evaluating a potential self-storage location is 'why would potential self-storage customers rent here?' What about the market or location indicates that the subject site should and likely will garner an acceptable and profitable share of the move-in activity?

Market Analysis

A comprehensive study of the market area is necessary to determine the underlying fundamentals that impact the occupancy rates and rental rates.

The first step is to define the trade area as a radius. Generally, a suburban property will have a trade area radius of three miles; a more rural property may have a trade area radius of five or 10 miles. Very dense areas, such as Manhattan, may only require a trade area of one mile. The general rule of thumb is to have a minimum population of 50,000, however, there are many market areas that have a much lower population and are still viable.

Next, a survey of all the facilities within the trade area must be taken. The most important information to be gathered includes the number of units, the net rentable area, and the occupancy rate. While this information can be difficult to obtain, due to its proprietary nature, estimates should be obtained from sources such as assessor's offices, phone surveys, and other public sources. This will allow the supply per foot to be calculated.

Demand for self-storage is difficult to quantify; however, the following four demographic variables have been shown to induce demand for self-storage: population, percentage of renters, average household size, and average household income. Additionally, there may be further demand factors that are difficult to quantify such as a nearby university or highway. An estimate can also be compared to the average supply on the state and national level.

On a per-person basis, if the supply is less than the demand, the market is deemed to be under-supplied. If the supply is greater than the demand, the market is deemed to be over-supplied. As a test of reasonableness, a comparison of the conclusion to the average occupancy in the trade area can be made. Generally speaking, over-supplied markets have occupancy rates less than 80 percent and under-supplied markets have rates greater than 90 percent. A market with an average occupancy rate between 80 and 90 percent is deemed to be near equilibrium.

Understanding the supply and demand of the trade area is a key component to analyzing and forecasting rental rates.

3) **The Competitors.** Determining the rates, occupancy levels and amenities offered by the market competitors is an important factor in determining the quality of the local self-storage market and the propensity for a reasonable occupancy level and revenue growth for a new self-storage development. Our in-person evaluations of the market competitors are designed to compile both anecdotal and quantitative evidence of the 'marketability' of a self-storage facility. The days of 'build it and they will come' are long over within the self-storage industry. Therefore, more than ever before it does matter what the competitors are offering to entice potential customers. There simply may not be enough potential customers looking for storage in a market and any new development will have to be positioned within the market to garner an acceptable percentage of the existing self-storage demand.

4) **The Manager.** There are very few business models that are as 'manager-centric' as self-storage. Oftentimes, customers do not remember the name of the facility but they almost always know the name of the manager. **We believe that an A+ facility with a C- manager is a C- operation.** It is critical that a self-storage company hire, train and develop on-site managers at the highest level. The view of managers as 'baby sitters' reflects a view of the business model that is no longer viable. A self-storage manager must have excellent sales abilities, know how to use effective collections techniques and know how to utilize effective time management skills. In an ever increasingly competitive business cycle, self-storage facilities must have a better trained and more professional manager than their competitors. Our evidence shows that in most any self-storage market, the facilities with the most professional managers almost always have the highest occupancy levels and the highest market rates.

It is important to note that 'manager' can also indicate the 'management' of the site as a growing number of self storage facilities are being developed as automated, unattended facilities. Our commentary related to the necessity of a higher quality manager also relate to those aspects of managing an unattended facility:

- A high quality call center is vitally important to an unattended self storage facility as most rental functions are now handled by the call center:
    - Self storage rentals
    - Payments
    - Customer service issues
    - Overlock process
    - Collections calls
    - Lien and auction process
- Just as important is a high quality, professional website:
    - Online rentals and payments
    - Dynamic pricing
    - Effective SEO efforts

This report was prepared exclusively for our client. While every attempt is made to provide the highest level of accuracy and reliability, it must be recognized that the report relies in some part on written and verbal information provided by others. In some instances, these sources are competitors, who may have a vested interest in skewing data. Every attempt has been made to eliminate possible misrepresentations. Self Storage 101 accepts no responsibility and shall not be liable for misinformation, either intentional or accidental, and cannot be held responsible for any decisions the developer may make based on this report. Reliable sources and redundant checks are employed, but there is always an outside chance that data can be missed. One should be aware of that fact in decision making based on this report.

Some preliminary construction costs estimates have been provided within the report. Although we attempt to determine current materials and construction costs, no representation is made as to their entirety or accuracy. We have provided these estimates for reference and these estimates are for the purposes of making an initial determination as to the return on investment, cash-on-cash returns and other such investment analysis.

It should be noted that the assumptions herein are based on the use of seasoned professionals in the development, entitlement, design, construction, marketing and management of the property.

Self Storage 101 states that it has no financial interest in the development of this proposed project. The payment of professional fees agreed upon for this report was in no manner contingent upon the results and opinions stated within this report.

SELF STORAGE INDUSTRY[1]

FIGURE 1-1:
Total Households vs. Self Storage Renter Households

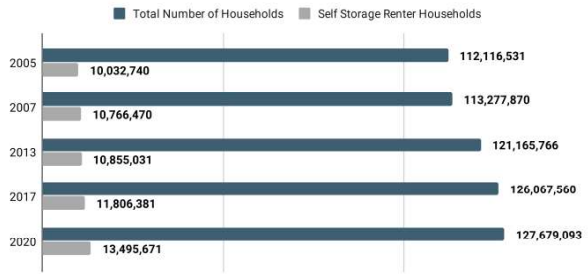


FIGURE 1-2:
Self Storage Penetration

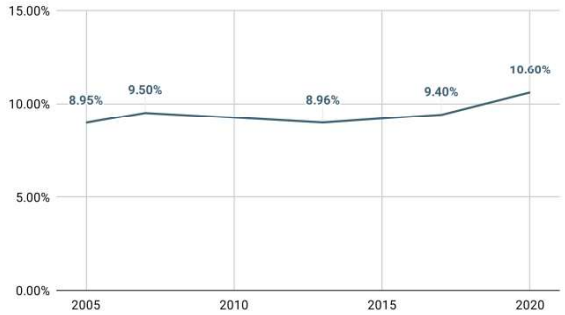
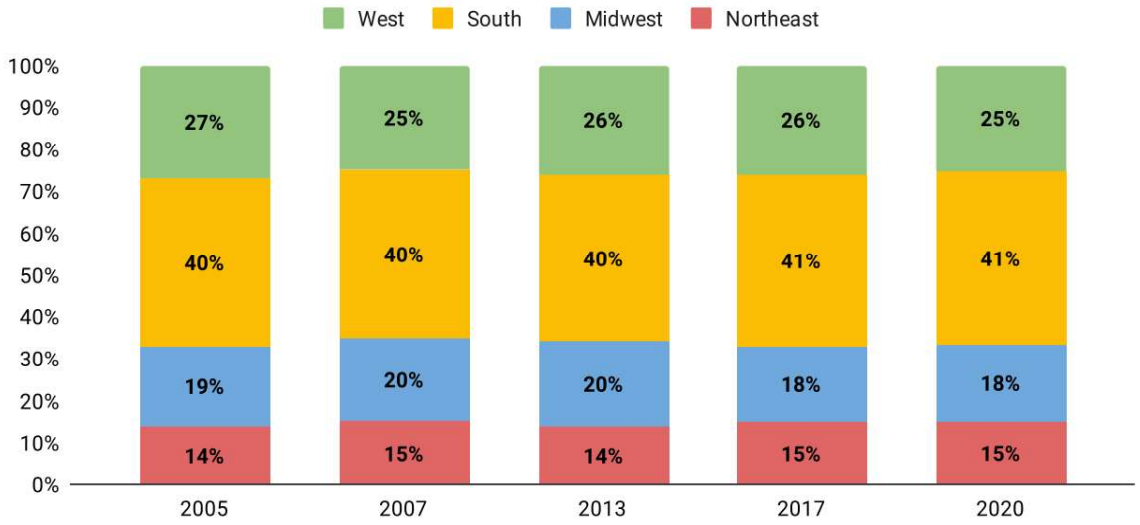
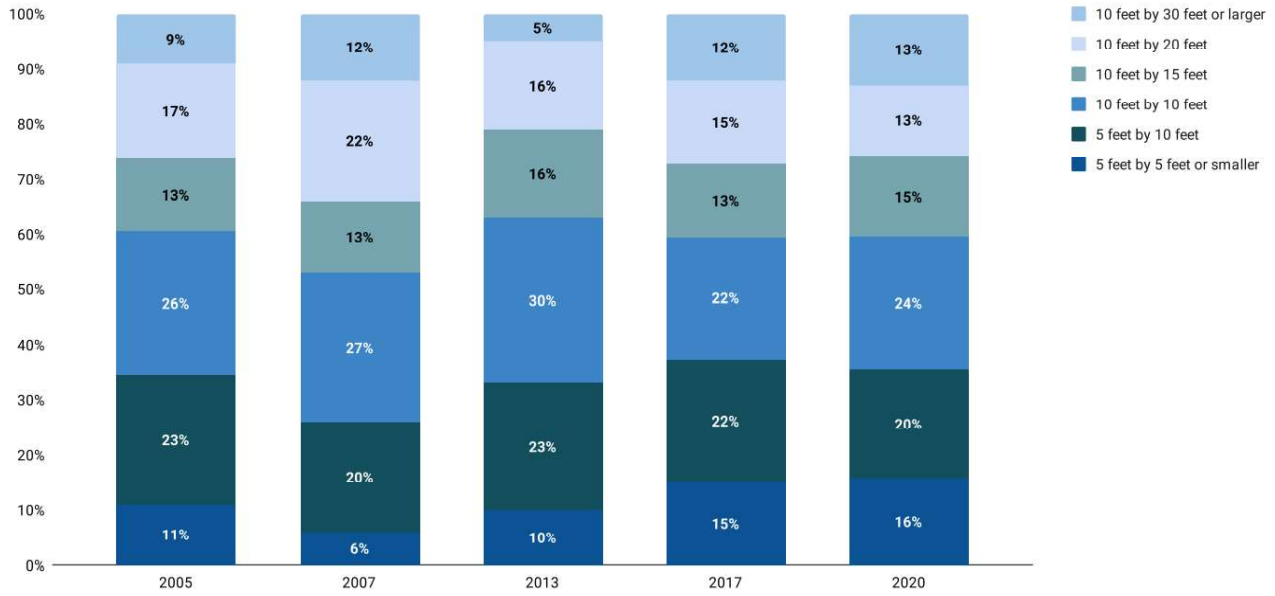


FIGURE 1-3:
Self Storage Users by Region



[1] Information from SSA 2020 Demand Study

Primary Unit Size



CONCLUSIONS AND RECOMMENDATIONS

On or about April 27, 2023, the partners of Self Storage 101 conducted a Self-Storage Market and Feasibility Study for a specific potential development or conversion site in the Livonia MI market. The study included an offsite examination of the subject property, a review of the self-storage competitors in the market and the demographic profile of the subject market.

It is our opinion, as evidenced by the hard data collected that the project is financially viable for self-storage space contemplated by the developer and in particular climate-controlled space. Various factors clearly indicate that there is sufficient unmet demand for new self-storage space, particularly climate-controlled storage space, as contemplated by the subject development, despite the existing supply of self-storage space in the market. These factors are explored further in the "Demand" section of the report. Additionally, our analysis concludes that acceptable financial assumptions and returns can be met and that these return calculations would not be negatively impacted by what we have calculated for the lease-up period and moderate rental rates.

Our opinion is based on the following:

- The square foot demand calculations and anecdotal occupancy levels indicate that the subject market up to the three-mile demographic profile is underdeveloped for storage space and there is sufficient unmet self-storage space demand for the contemplated development.
- The developer should plan to utilize the services of a professional third-party management company which will afford the subject facility a marked operational and marketing advantage over several of the market competitors.
    - The sophisticated online marketing and other marketing programs employed by these companies and their ability to garner their 'fair share" of self-storage market results in a quicker lease up period than would otherwise be expected.
    - The sophisticated revenue management systems and algorithms employed by these companies results in increased incomes and asset value than would be otherwise realized.
    - This recommendation is not intended to infer that this facility would negatively impact the neighboring self-storage facilities' performance, but simply intended to point out the benefits of professional third-party management to a developer.
- The subject site's financial viability is positively impacted by the moderately high rental rates for climate-controlled self-storage space in place at the market competitors.
    - The average rental rate for a 10x10 non climate unit is $114 per month while the average rental rate for a 10x10 climate unit is $131 per month.
    - The 'blended' rental rate for the indicated unit mix is $17.05 per square foot (per year), a rental rate generally found to be high enough to warrant new development.

- The financial viability of the subject project assumes the developer's ability to complete the development for the development costs indicated.
- The stabilized income statement would indicate an appropriate value to assure adequate and appropriate returns.

We believe the subject development is represented as a 'B+' market and the site is a 'B+' site.

We consider this a 'B+' market due to the mostly moderately high to high occupancy levels, the calculation of potential unmet demand for additional self-storage space in the market, the moderate to moderately high rental rates for self-storage space, the moderate to moderately high per capita and household income levels, the moderate population density and modest projected population growth.

Market Vacancy – We noted the market competitors have mostly moderately high to high occupancy levels which indicate unmet demand for units in the area.

Rental Rates – Rental rates in the subject market area are moderate to moderately high.

Population Density – The subject market has a moderate population density.

Income Levels – The subject market has a moderate to moderately high per capita income level and household income level.

Population Growth Projections – The subject market is projected for a +/-1.7% increase over the next five years.

Demand Analysis – The three-mile subject market is under-developed.

Factor	Excellent	Good	Average	Poor
Market Vacancy		XX		
Rental Rates		XX		
Population Density			XX	
Income Levels		XX		
Population Growth Projections			XX	
Demand Analysis			XX	

We consider this a 'B+' site due to the location with excellent visibility and good access from a moderate to moderately high traffic count roadway, the close proximity to residential customers and the potential for population drive by opportunities in close proximity.

Traffic Counts – The subject site is located on a moderate to moderately high traffic count roadway.

Access – Customers will have very good access from the roadway.

Neighborhood – The neighborhood in closest proximity to the subject site is primarily commercial enterprises, vacant land parcels and single-family homes.

Location – The subject site does fit well into potential customers' commute patterns.

Factor	Excellent	Good	Average	Poor
Traffic Counts		**XX**		
Visibility	**XX**			
Access	**XX**			
Neighborhood		**XX**		
Location		**XX**		

The amount of self-storage space owned and operated by sophisticated, institutional operators in the market does indicate that rental rate increases should be expected as occupancy levels increase. Proforma increases in the rental rates will be influenced by the presence of properties owned and/or managed by institutions.

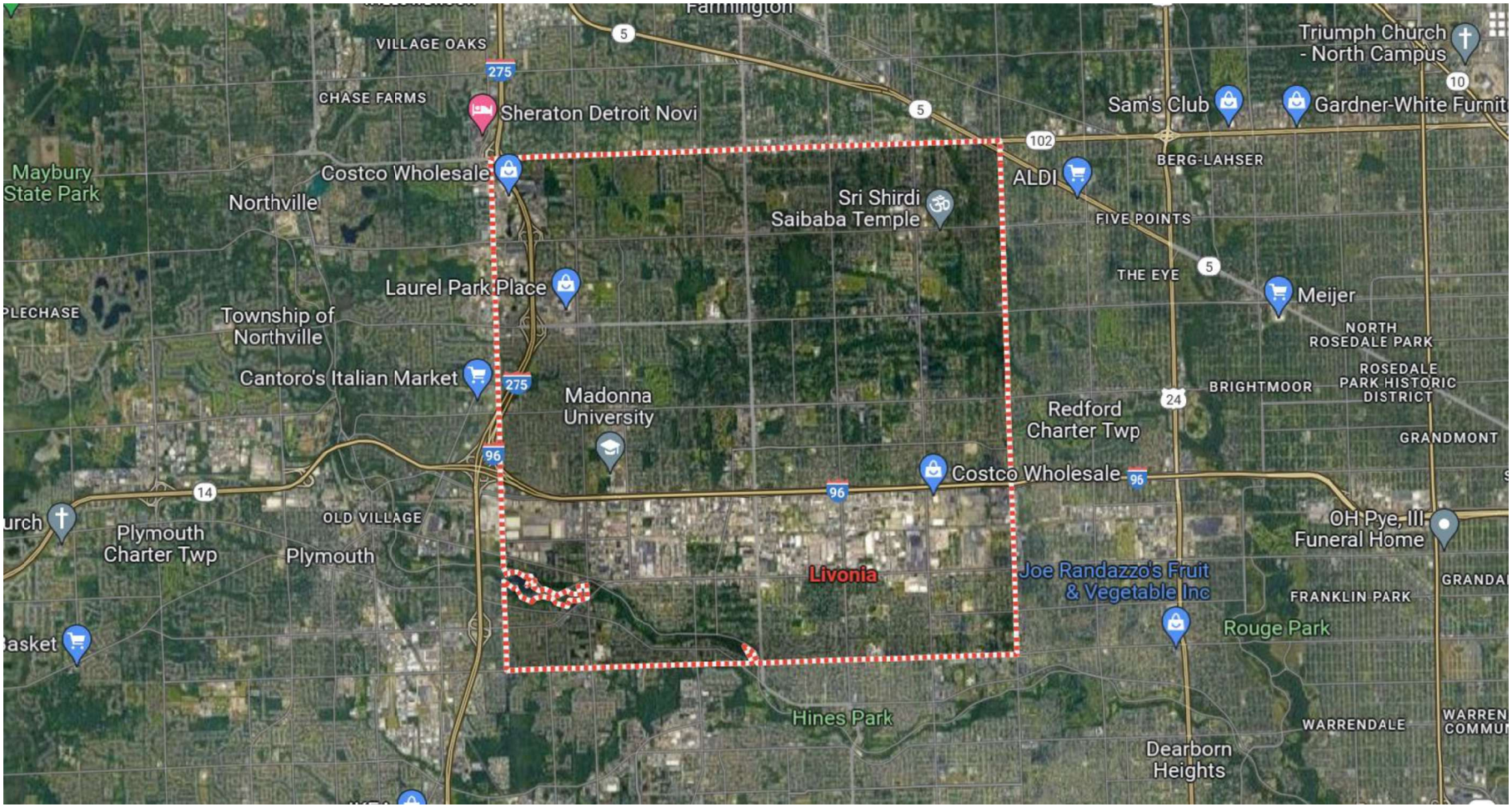
In markets where institutional investments have been made, once projects meet stabilized occupancy, rental rates tend to be aggressively managed, thus creating opportunities for increased rents. Where institutionally owned/managed projects are not prevalent, owner-managed properties tend to have lower rents and a greatly reduced propensity for annual and/or aggressive yield and revenue management. The first paradigm does exist in the Livonia market, and therefore rental rates will increase as occupancy levels increase.

We believe that a third-party management company engagement regarding the subject facility will mitigate and risk with this particular self-storage asset.

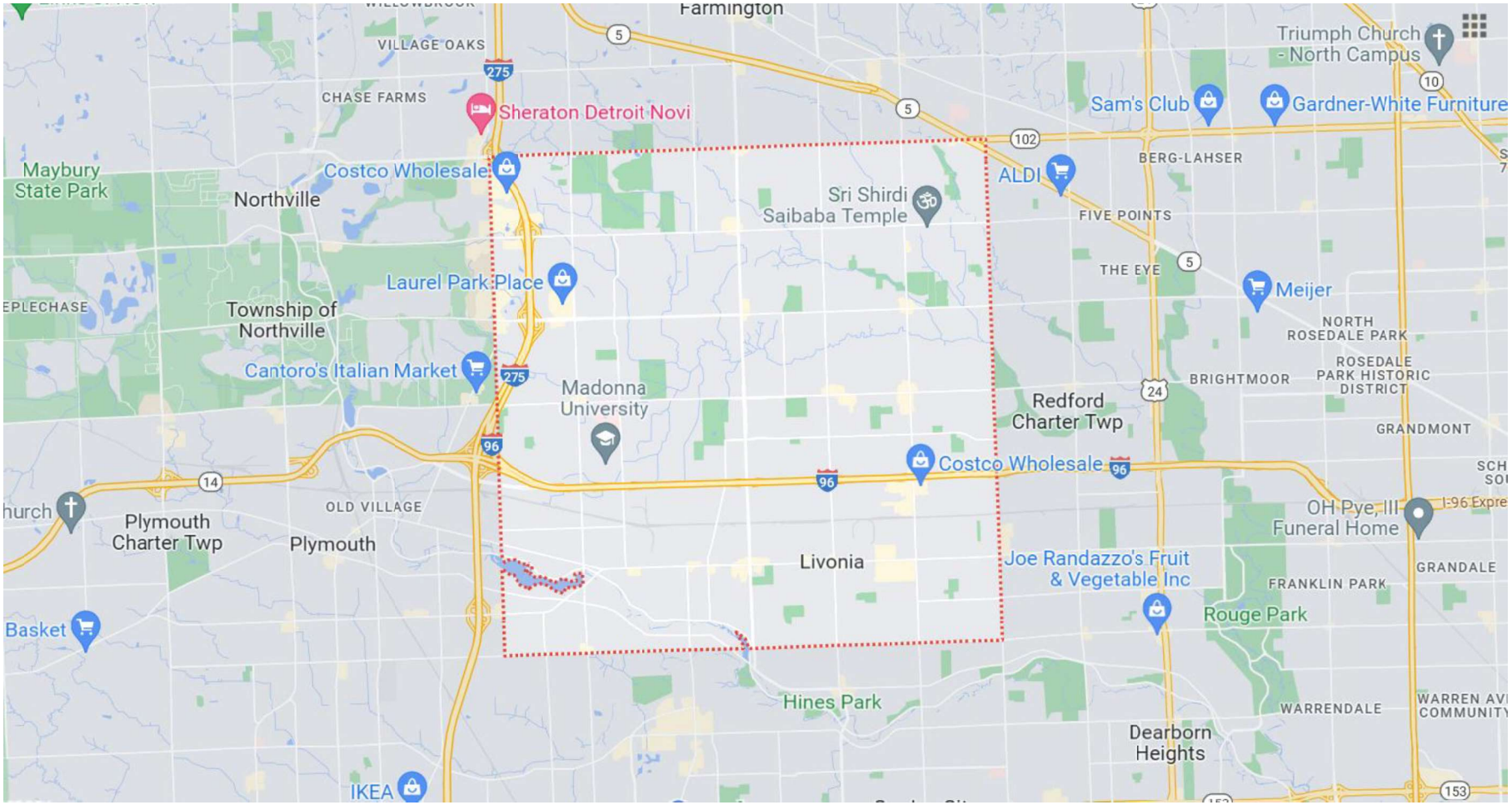
We highly and confidently recommend that the developer of the subject site pursue the completion of this project as envisioned. We have no doubt that it will perform based on the thousands of other feasibility studies we have conducted over the years.

SUBJECT MARKET INSPECTION

AERIAL VIEW

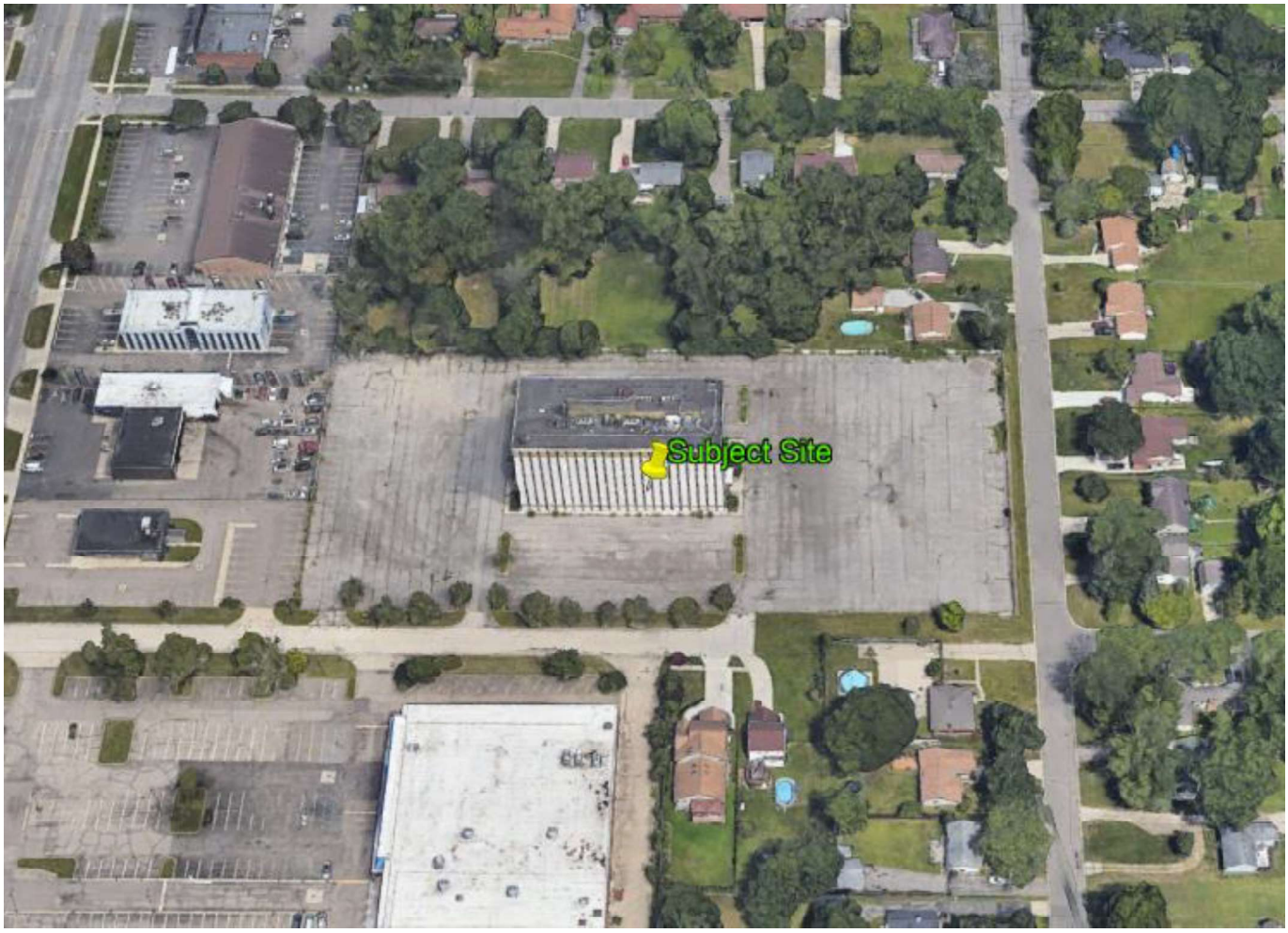


MAP VIEW


Farmington
VILLAGE OAKS
CHASE FARMS
Sheraton Detroit Novi
Triumph Church - North Campus
Sam's Club
Gardner-White Furniture
Maybury State Park
Costco Wholesale
Northville
Sri Shirdi Saibaba Temple
ALDI
BERG-LAHSER
FIVE POINTS
THE EYE
Meijer
Laurel Park Place
Township of Northville
NORTH ROSEDALE PARK
ROSEDALE PARK HISTORIC DISTRICT
BRIGHTMOOR
Cantoro's Italian Market
Madonna University
Redford Charter Twp
GRANDMONT
Costco Wholesale
OLD VILLAGE
Plymouth Charter Twp
Plymouth
OH Pye, III Funeral Home
Livonia
Joe Randazzo's Fruit & Vegetable Inc
FRANKLIN PARK
GRANDALE
Rouge Park
Basket
Hines Park
WARRENDALE
Dearborn Heights
IKEA

SUBJECT SITE EVALUATION

Location: Vacant commercial land parcel located with visibility and access from a moderate to moderately traffic count roadway in the Livonia market.

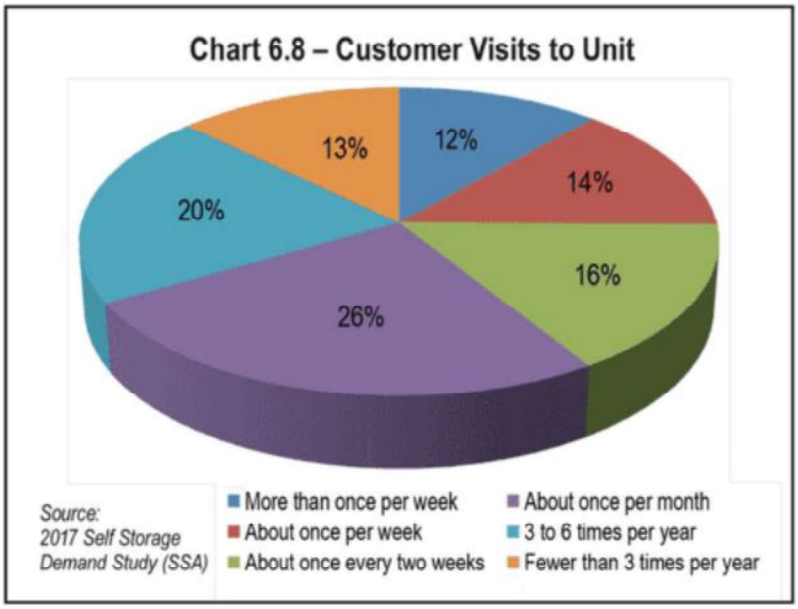


PROJECT DESCRIPTION

A multi-story self-storage facility is proposed as a conversion project located at a vacant commercial building located on Vassar Street in Livonia MI The site is approximately one acre and proposed construction would include an inventory of climate controlled, interior access self storage space newly developed within the vacant commercial building. This facility will likely not include an onsite manager's apartment but will include an office conducive to conducting storage rental and sales operations. Feasibility of the project would be contingent upon all approvals, permits and licenses being obtained.

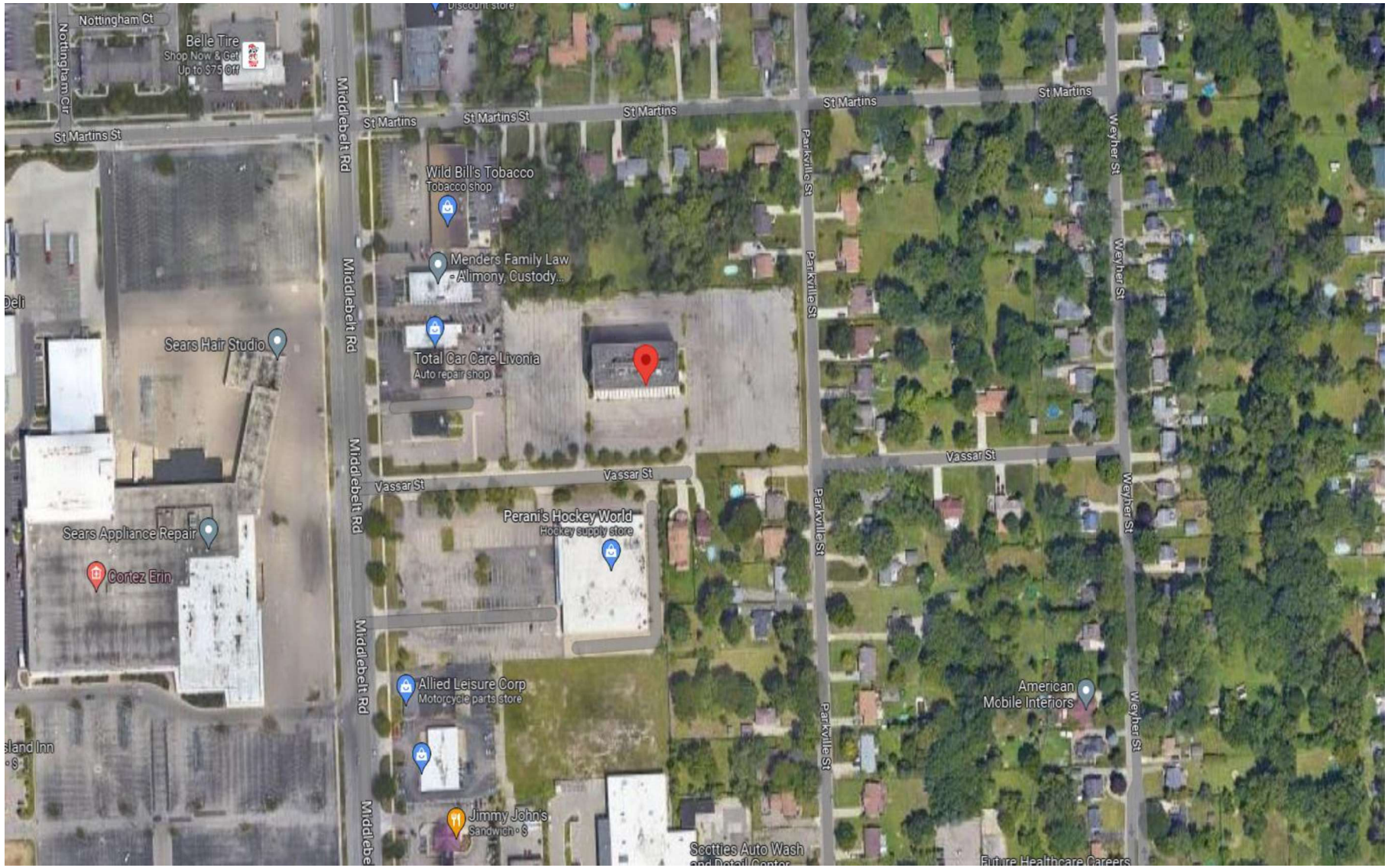
The self-storage facility project will likely have the following attributes:

- An office of approximately 750 square feet of 'A' quality which would be conducive to rental and sales operations.
- The facility would not include an onsite manager's apartment. Consider that:
    - The costs related to completion of a modest apartment can be $50,000-$60,000 or more.
    - The space used, approximately 1,200 square feet, cannot be rented, representing a potential loss in income comparable to the per square foot rate of climate-controlled space.
    - Replacing a manager who lives in an on-site apartment can prove to be problematic.
    - Acquisition-minded self-storage companies may not, and likely will not, require or prefer an apartment.
- The layout of the site should include a main entry point with a key pad entry and computer access controlled entry doors. This design:
    - Allows for better tenant monitoring as access points and histories are documented.
    - Helps control delinquencies as past due tenants are typically not allowed to access their storage unit and are hindered from doing so by way of suspension of their security access code.

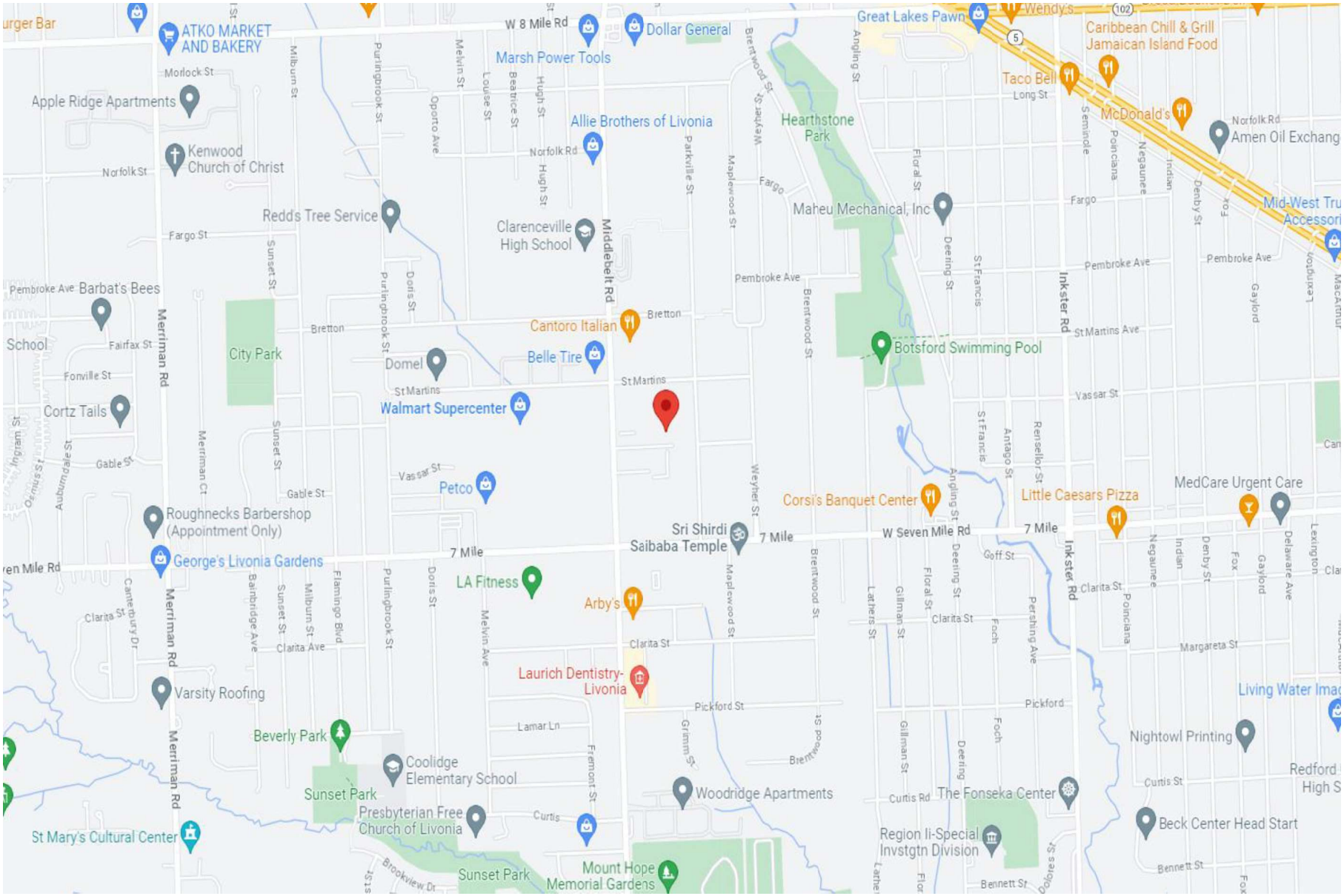


- Approximately 98,365 rentable square feet of rentable self-storage space configured as:
  - Approximately 3,143 square feet of first floor interior access climate controlled self storage space.
  - Approximately 80,222 square feet of upper floor, elevator access self storage space.
  - Approximately 15,000 square feet of drive up non climate space.

AERIAL VIEW

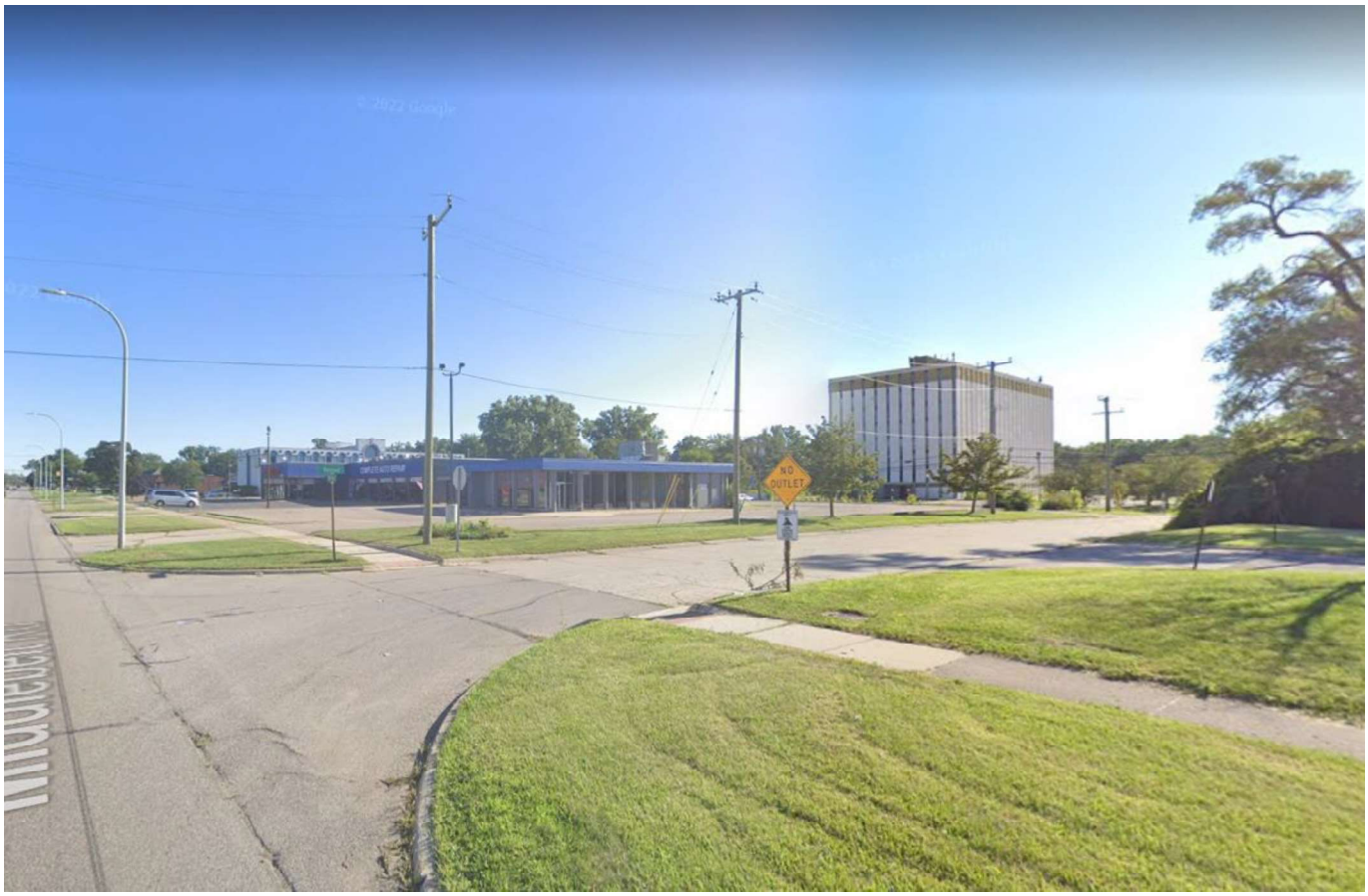

Nottingham Ct
Nottingham Cir
Belle Tire
Shop Now & Get Up to $75 Off
St Martins St
Middlebelt Rd
St Martins
St Martins St
St Martins
St Martins
St Martins
Parkville St
Weyher St
Wild Bill's Tobacco
Tobacco shop
Menders Family Law - Alimony, Custody...
Deli
Sears Hair Studio
Total Car Care Livonia
Auto repair shop
Vassar St
Vassar St
Vassar St
Perani's Hockey World
Hockey supply store
Sears Appliance Repair
Cortez Erin
Allied Leisure Corp
Motorcycle parts store
American Mobile Interiors
Jimmy John's
Sandwich · $
Scotties Auto Wash
Future Healthcare Careers

MAP VIEW


ATKO MARKET AND BAKERY
W 8 Mile Rd
Dollar General
Great Lakes Pawn
Wendy's
Caribbean Chill & Grill Jamaican Island Food
Marsh Power Tools
Taco Bell
McDonald's
Amen Oil Exchang
Apple Ridge Apartments
Allie Brothers of Livonia
Hearthstone Park
Kenwood Church of Christ
Redd's Tree Service
Clarenceville High School
Maheu Mechanical, Inc
Mid-West Tru Accessori
Barbat's Bees
Cantoro Italian
Botsford Swimming Pool
City Park
Domel
Belle Tire
Walmart Supercenter
Cortz Tails
Petco
Corsi's Banquet Center
Little Caesars Pizza
MedCare Urgent Care
Roughnecks Barbershop (Appointment Only)
Sri Shirdi Saibaba Temple
George's Livonia Gardens
LA Fitness
Arby's
Laurich Dentistry-Livonia
Varsity Roofing
Beverly Park
Coolidge Elementary School
Sunset Park
Presbyterian Free Church of Livonia
St Mary's Cultural Center
Woodridge Apartments
Mount Hope Memorial Gardens
Nightowl Printing
The Fonseka Center
Region Ii-Special Invstgtn Division
Beck Center Head Start
Redford High S
Living Water Imag
Merriman Rd
Middlebelt Rd
Inkster Rd
7 Mile
W Seven Mile Rd
Pembroke Ave
Fargo
Bretton
St Martins
Vassar St
Clarita St
Pickford
Curtis
Bennett St

SITE EVALUATION

VISIBILITY: The subject site should be developed in such a manner as to have a high level of visibility from Middlebelt Road, what appears to be a moderate to moderately high traffic count primary roadway in the subject market. When asked "Why did you rent from a particular self-storage facility?' for a Self Storage Market Study conducted by the SSA, customers overwhelmingly responded 'because I saw it.' There are few market conditions that can more positively affect a potential site's viability than high visibility from a high traffic primary arterial. Tenants tend to store close to home and at a facility that 'fits' into their normal commute patterns. The subject site should rank high on the 'visibility' scale from Middlebelt Street.



ACCESS: The subject site should have very good access for both directions of travelers on Vassar Street and Middlebelt as there are no road dividers in this section of either roadway.

TRAFFIC COUNT: The subject site is located with very good visibility and good access from what appears to be a moderate to moderately high traffic count roadway in the subject market. Since a large percentage of potential self storage customers tend to gravitate to a particular facility because of an initial drive-by, we encourage the developer to take advantage of the lack of internet presence and sophistication on the part of some the market competitors and to take advantage of the visibility from the roadway by maximizing the amount of signage allowed at the site.

We would also encourage the developer to create and implement and robust, effective internet marketing plan, including a professional website with online rates and reservations, as well as concerted SEO (search engine optimization) efforts, in order to take further marketing advantage over some of the competitors.

LOCATION RELATIVE TO COMPETITORS: The subject site does appear to enjoy some level of location advantage as it is located with very good visibility and access from a higher traffic count roadway than some of the competitors.

It is important to note that the subject property should have a distinct management advantage over all of the competitors. Self-storage is a highly 'manager-centric' business model and the level of management expertise in the Livonia sub-market is, at best, mediocre to poor. Our opinion is based on making phone call to some of the competitors, some knowledge of this particular sub-market and an overall knowledge base of the level of management expertise at all, if not most, of the larger self-storage operators. (For example, Uhaul generally has some of the most consistently 'C' level managers and Public Storage generally has 'B' to 'B-' managers, while Cubesmart, Extra Space and Life Storage generally have much more highly rated onsite managers).

A strong sales-oriented manager will garner his or her fair share of the self-storage market in this sub-market of Livonia.

SUBJECT MICRO MARKET

There are several self-storage competitors in the micro market. Some of the facilities are locally or regionally owned smaller sized sites with limited amenities, marketing efforts or management systems while the others are regionally or nationally owned larger sites with more up to date amenities and systems conducive to more professional management, operations and marketing.

Most of the self-storage competitors within the subject market were mostly moderately high or highly occupied, with most near or over 90% occupancy and some are closer to 95% occupancy. It is our opinion that there likely at least a modest amount of unmet demand for additional self storage space in the subject market and in particular climate controlled storage space.

The following are positive attributes relative to the micro market and the proposed development at the subject location:

- Lack of available or suitable land on high traffic roadways.
- Local zoning complications can discourage potential developers and create a higher barrier to entry.
- The prohibitive cost of suitable land would indicate that a large percentage of potential self-storage projects, either proposed or imagined, would likely lack sufficient financial returns to warrant the time, energy or financial investment necessary to start such a project.

There are various market conditions that positively impact the subject property and proposed self-storage development:

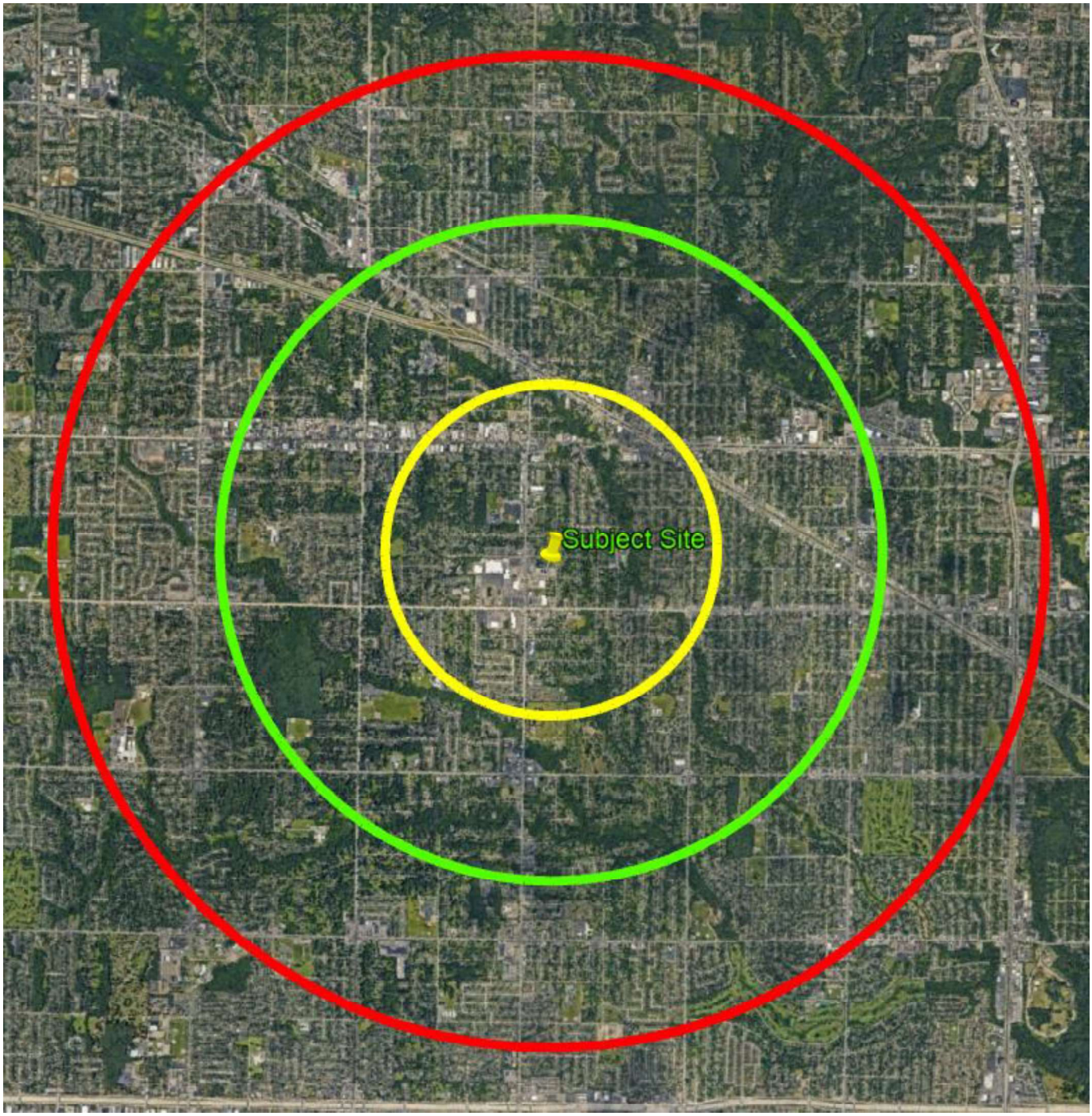
- Most of the market competitors are not aggressively marketing self-storage space. The mostly moderately high to high occupancy levels appear to preclude the necessity of aggressive move-in discounts.
- Some of the market competitors are professionally managed, either self-managed or by a sophisticated regional or national third-party management company.
- Per capita and household income levels are in the moderate to moderately high range.
- Population is projected for a modest increase in the micro market.
- Population density is in the moderate range.

There are various market conditions that negatively impact the subject property and proposed self-storage development:

- N/A

MARKET REVIEW

The following demographic profile is based on the concentric map: 1-, 2- and 3-mile radii from the subject site. It is our belief that the primary customer base for the subject site resides within three miles of the subject site.



Understanding the customer demographics of the surrounding market area is essential for storage developers, owners, and operators. Accurately identifying the types of customers, as well as their wants and needs, is critical in order to form the necessary operational and marketing decisions for a facility.

In a market area comprised of a high percentage of commercial or business tenants, add-ons such as on-site conference rooms, free Wi-Fi, central workspaces, climate control, or other amenities that carry special appeal for business customers can be profitable. In areas with older renters or senior citizens, convenience-oriented services such as professional packing and moving assistance could prove valuable.

The largest proportion of tenants is typically residential customers. While approximately 70 percent of all storage tenants tend to fall in this category, it is important to understand that these numbers can change from market area to market area. In those areas with a predominantly residential customer base, operators need to keep in mind that life changes often drive the decision to need storage. This can range from a divorce or death in the family to remodeling or selling a home.

Depending on the housing specifics in the market area, residential customers may also consist of apartment or condo dwellers who do not have enough storage space where they live. On a national basis while 68 percent of residential customers tend to live in a single-family home, nearly 30 percent reside in multi-family housing.

Another important demographic for self-storage is to know what percentage of your customers are male and female. It is noted that 85 percent of all purchases are made by women and 80 percent of all purchasing decisions are made by women. This means that although men may do the heavy lifting in terms of moving in or out of a unit, the actual rental or decision to rent was likely made by a woman. It should be noted that 57.7 percent of storage renters in 2014 were men and 42.3 percent were women. However, if 85 percent of the decisions on where to rent are actually made by women, the scales are tipped even farther in favor of women as likely storage customers.

Customer age is another demographic that should be considered, especially in terms of the amenities and services offered at a facility. The largest percentage of renters are between the ages of 46 and 55. Falling right behind that are the 36 to 45 and 56 to 65 age groups at 22 percent and 21 percent, respectively. On average, 13 percent tend to be customers over age 65. Understandably, the smallest percentage of storage customers—3 percent—is represented by millennials under age 25.

DEMOGRAPHICS[2]

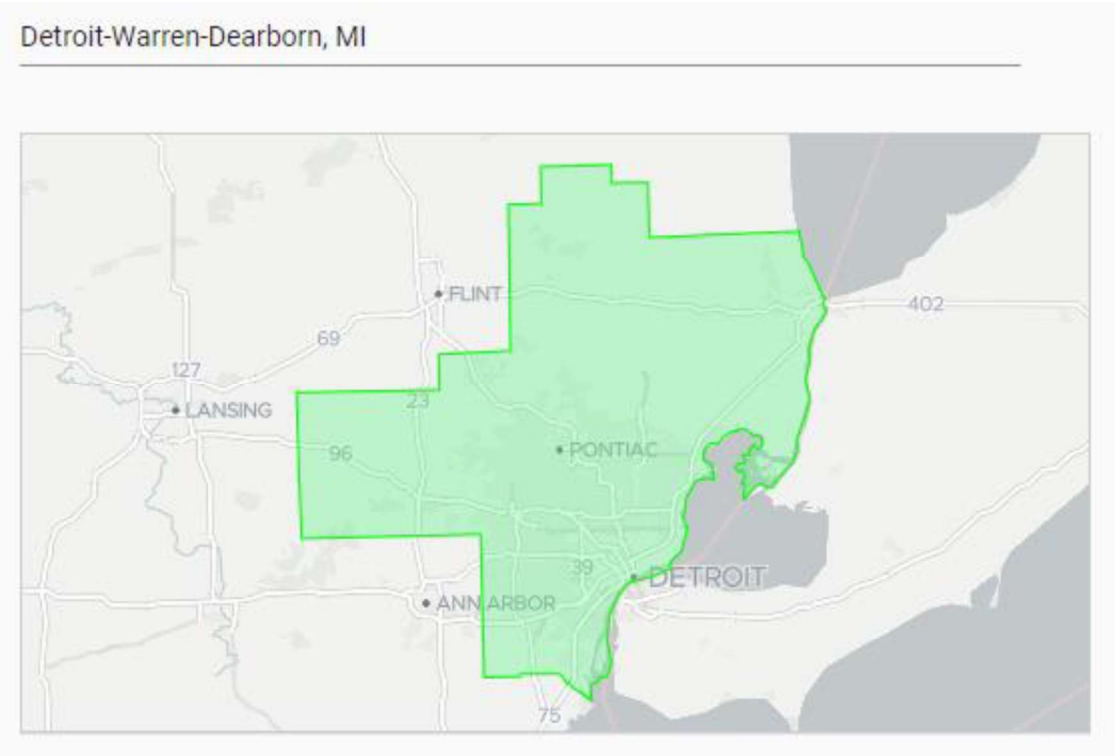
Description	1 Miles	2 Miles	3 Miles
POPULATION BY YEAR			
Population (4/1/2000)	13,078	44,666	96,461
Population (4/1/2010)	12,361	42,564	90,524
Population (4/1/2020)	12,350	42,747	92,272
Population (1/1/2022)	**12,072**	**41,972**	**90,743**
Population (1/1/2027)	12,260	42,683	92,325
Percent Growth (2022/2020)	-2.25	-1.81	-1.66
Percent Forecast (2027/2022)	**1.56**	**1.69**	**1.74**
HOUSEHOLDS BY YEAR			
Households (4/1/2000)	5,347	17,683	38,772
Households (4/1/2010)	5,150	17,474	37,196
Households (4/1/2020)	5,394	17,952	38,704
Households (1/1/2022)	5,303	17,750	38,341
Households (1/1/2027)	5,307	17,930	38,824
Percent Growth (2022/2020)	-1.69	-1.13	-0.94
Percent Forecast (2027/2022)	0.08	1.01	1.26
GENERAL POPULATION CHARACTERISTICS			
Median Age	38.7	42.4	41.5
Male	5,979	20,587	44,739
Female	6,093	21,385	46,004
Density	**3,069.0**	**3,108.4**	**3,249.4**
Urban	12,072	41,972	90,743
Rural	0	0	0
GENERAL HOUSEHOLD CHARACTERISTICS			
Households (1/1/2022)	5,303	17,750	38,341
Families	2,990	10,649	23,002
Non-Family Households	2,313	7,101	15,339
Average Size of Household	2.23	2.32	2.33
Median Age of Householder	51.7	53.1	53.6
Median Value Owner Occupied ($)	157,482	149,571	156,565
Median Rent ($)	848	882	854
Median Vehicles Per Household	2.2	2.1	2.2
GENERAL HOUSING CHARACTERISTICS			
Housing, Units	5,555	18,624	40,303
Housing, Owner Occupied	3,994	13,046	27,599
Housing, Renter Occupied	1,309	4,704	10,742
Housing, Vacant	252	874	1,962
POPULATION BY RACE			
White Alone	9,096	28,996	57,293
Black Alone	1,401	7,680	22,903
Asian Alone	534	1,488	3,128
American Indian and Alaska Native Alone	35	135	272
Other Race Alone	208	732	1,333
Two or More Races	798	2,941	5,814

1 The demographic profile is compiled through a subscription service.

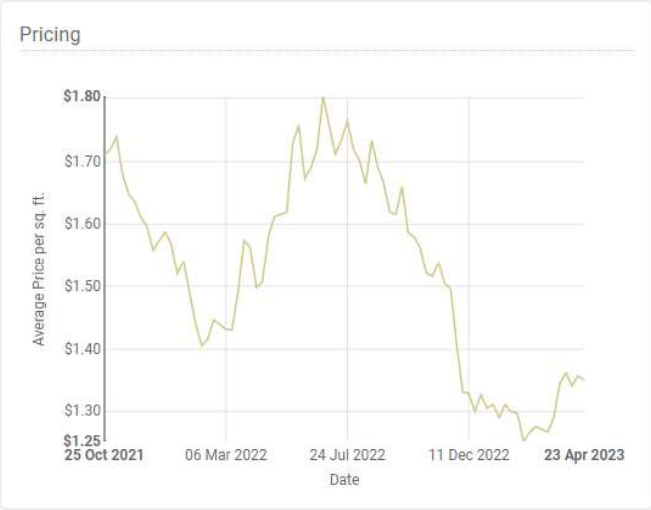
POPULATION BY ETHNICITY			
Hispanic	544	1,927	3,611
White Non-Hispanic	8,865	28,287	56,025
GENERAL INCOME CHARACTERISTICS			
Total Household Income ($)	488,610,264	1,608,611,353	3,470,514,175
Median Household Income ($)	**71,249**	**71,852**	**70,883**
Average Household Income ($)	**92,138**	**90,626**	**90,517**
Per Capita Income ($)	**41,222**	**38,919**	**38,740**
RETAIL SALES			
Total Retail Sales (including Food Services) ($)	171,774	806,843	1,710,093
CONSUMER EXPENDITURES			
Total Annual Expenditures ($000)	336,880.4	1,121,576.0	2,370,184.9
EMPLOYMENT BY PLACE OF BUSINESS			
Employees, Total (by Place of Work)	9,361	24,404	39,889
Establishments, Total (by Place of Work)	462	1,195	2,205

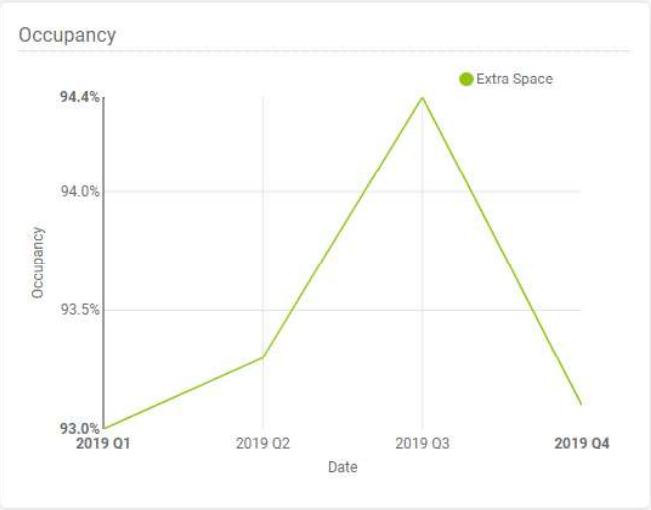
The demographic profile indicates that the population and household numbers are projected to modestly increase over the next five years. It also indicates that the household and per capita income levels are at moderate to moderately high numbers and the population density is in the moderate range.

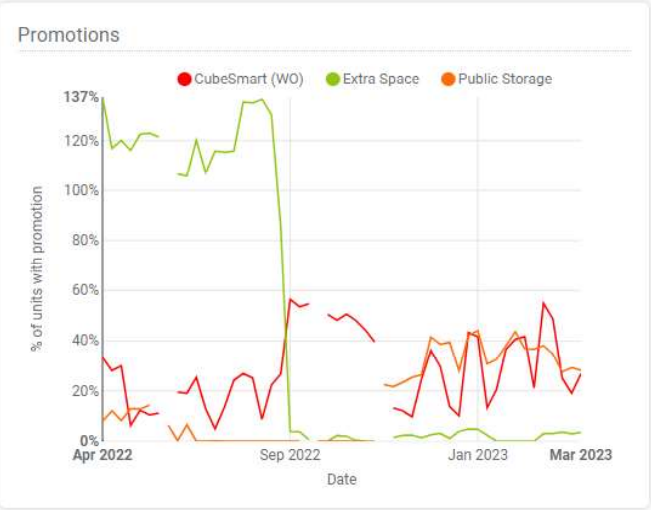
MARKET SUMMARY



Employment
22.3%
20.0%
15.0%
10.0%
5.0%
0.0%
-5.0%
-10.0%
-15.0%
-20.0%
-23.9%
Growth YoY
Jan 2014
Mar 2018
May 2022
Date

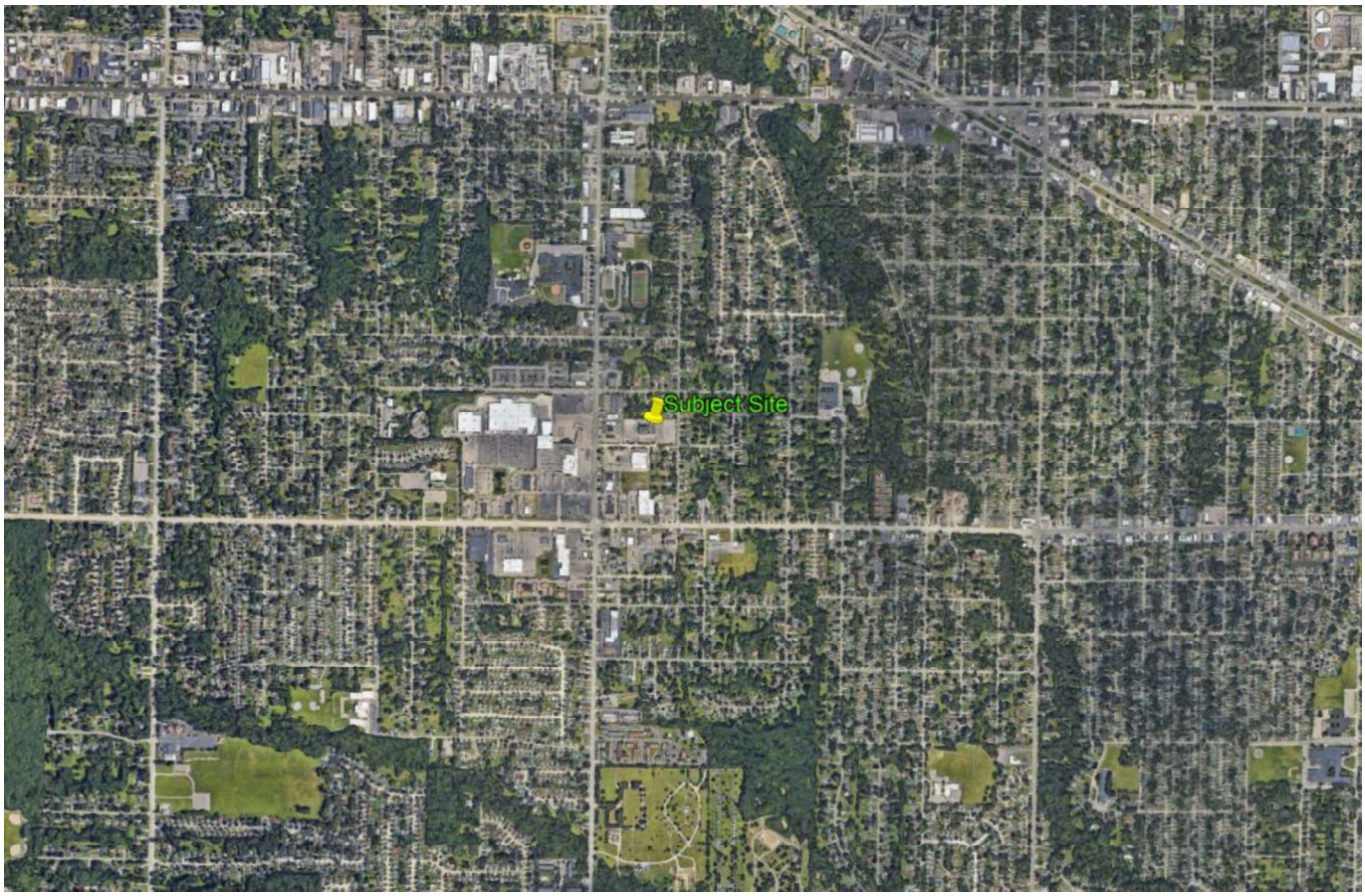

Pricing
$1.80
$1.70
$1.60
$1.50
$1.40
$1.30
$1.25
Average Price per sq. ft.
25 Oct 2021
06 Mar 2022
24 Jul 2022
11 Dec 2022
23 Apr 2023
Date


Occupancy
Extra Space
94.4%
94.0%
93.5%
93.0%
Occupancy
2019 Q1
2019 Q2
2019 Q3
2019 Q4
Date


Promotions
CubeSmart (WO)
Extra Space
Public Storage
137%
120%
100%
80%
60%
40%
20%
0%
% of units with promotion
Apr 2022
Sep 2022
Jan 2023
Mar 2023
Date

NEIGHBORHOOD

The neighborhood in close proximity to the subject site is primarily comprised of a few vacant land parcels, single family homes and residential neighborhoods, apartments and a number of commercial enterprises of various types and sizes.



Weyher St

7 Mile

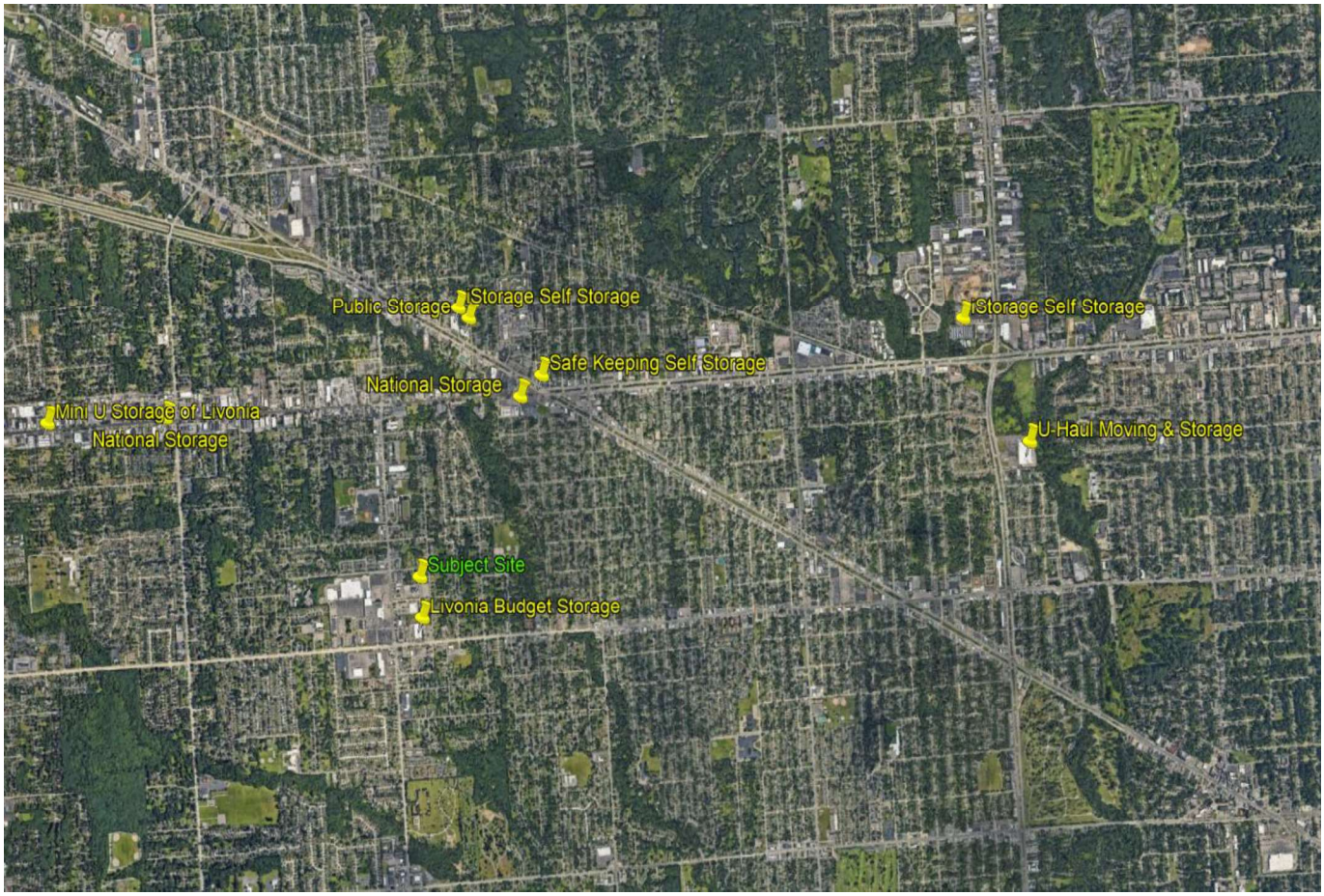
Little Caesars
iCloud Hookah

DEBBIE FELTON'S ACADEMY OF DANCE

Middlebelt Rd

Merriman Rd

COMPETITORS BY LOCATION



We should point out that there is a clear delineation between 'primary' and 'secondary' competitors. 'Primary' competitors consist of those self-storage facilities that are the most likely to compete for the same tenant base as the subject site. These competitors are determined by proximity to the primary market, amenity level, marketing prowess and management expertise. A self-storage facility that is close in proximity may not necessarily qualify as a primary competitor if the level of amenities is low, they have no marketing in place or the management is of a very low quality.

When deciding on the primary competitors, we ask ourselves 'if a prospective tenant does not rent from the subject site, where would they rent?'

COMPETITOR ANALYSIS

An important step in determining the feasibility of building a self-storage facility at a location is the level and quality of competition within the target market area as well as the potential for future competition. The examination of the existing competition must be done using both market demand calculations and a review of the quality of the market competitors.

The 'quality' issues include the examination of the competitive stores' curb appeal, ingress and egress, over-all visibility, the professionalism of the management staff, security features, the facility's Unit Mix between standard and climate controlled spaces and the competitors' locations relative to the subject site within the target market area.

Competitor profiles are an important part of the feasibility analysis. The following are some of the attributes that are significant indicators of market strengths or weaknesses:

- Occupancy levels

Occupancy rates are some of the most highly scrutinized numbers in the self-storage industry. The data is often the first-place owners and operators look to gauge the success of their facilities. To sum it up in simple terms: Rising rates are considered a sign of a healthy storage business while falling rates can indicate unresolved operations problems at a self-storage facility.

Factors such as marketing campaigns, facility maintenance, and staffing issues are generally among the first areas investigated as the potential source of occupancy challenges or success. However, occupancy can expand and contract based on a variety of forces, many of which have little to do with the day-to-day
operations of a self-storage facility. Conditions outside an owner's or operator's control—such as a declining local economy or an oversaturated market.

- Rental rate growth
- Proximity to subject property
- Comparative convenience
- Comparative amenities
- Ability for competitors to expand

The competitor analysis and profiles rate the pertinent features of sites, management and product on a comparative basis. Properties are graded from A to C. This is a purely subjective analysis.

In comparative terms, the "overall" rating at the bottom of the scale (C) is typically a Generation 1 property with low visibility, poor access locations, with unattractive metal or wood buildings. The market would be an area of low density and incomes would be lower than US averages. Management would be inattentive, not sales oriented, and present themselves and the property poorly. Visibility would be poor and access would require more than one turn off the street.

At the top of the scale (A) would be a state-of-the-art property with a combination of climate controlled and direct access space. The location would be on or near "main" street, would be highly visible and access would be multi-directional. The offices would be bright and cheerful, staffed with helpful, knowledgeable salespersons. Per capita and median household incomes would be above US averages.

Self-Storage 101 also provides a notation as to the 'generation' of the self-storage competitor facilities. We note the facilities utilizing the following criteria:

- We would consider a facility '1st Generation' or Class C:
    - Either located in a smaller market or in less desirable areas of a Top 50 MSA
    - Generally 1970's or 1980's vintage properties in average to below average condition
    - Generally managed by the owner and not have an on-site manager.
    - May or may not have typical amenities such as gated access, security cameras, and/or climate controlled units.
    - May have secondary, less desirable locations with generally below average access and/or limited visibility.

C37
C38

- We would consider a facility '2nd Generation' or Class B:
    - Located in a Top 100 MSA
    - Market has typical barriers to entry
    - More than likely built in the late 1980's or 1990's in average to good condition.
    - Basic security in place, such as some cameras and a computer controlled gated access
    - May or may not have an onsite manager's apartment
    - Has a moderately sized office with a counter and some retail sales merchandise display
    - Can have non-climate space, climate space, or both
    - Most likely located in a commercial area with other retail/service oriented businesses near
    - Probably a one-story design but may be multi story
    - Storage buildings probably metal with metal partitions

- We would consider a facility 'state of the art' or Class A:
    - Located in a Top 50 MSA
    - Market has high barriers to entry (either through lack of developable land or a lengthy entitlement process)
    - More than likely built in the 2000's
    - Security in place, including many cameras, large video display monitor in the office, computer controlled gated keypad access or entry door keypad access, and possibly individual door alarms
    - Most likely does not have an onsite manager's apartment
    - Has a large sales and business office with a counter and large merchandise display, has a retail look and design
    - Facility may be 100% climate controlled and more than likely is multi-story
    - May have wine storage
    - Is most likely located in a retail area with high traffic and very good visibility and access
    - Facility most likely has split faced block or other high end architectural treatments

1099
SECURITY SELF STORAGE

Facility 'Class' Types:

Class A Facilities:

A prime location with good drive-by traffic and great visibility. In addition, these properties boast outstanding management professionals who may or may not live on site but who have excellent management and organizational skills including sales, customer service, and marketing. Often, these are newer facilities built with state-of-the-art construction materials and high-tech security, access control, and, in some cases, climate control.

Located in a Top 50 MSA

- Market has high barriers to entry (through either lack of developable land or a lengthy entitlement process)
- Generally newer facilities in good condition with state-of-the-art amenities, including climate controlled units and secured facilities with gated access
- Professional on-site and off-site management
- Minimum size of approximately 75,000 square feet
- Good location with access to attract tenants willing to pay rents in the upper percentile in the market place

Class B Facilities:

Are in good to average locations, often with modest visibility. Although they may be in good condition, they may not be as new or have the excellent curb appeal that a Class-A site typically has, and they usually lack the "bells and whistles" seen at newer facilities. Even with adequate security and management in place, these facilities do not command the high rents garnered at Class-A sites.

Located in a Top 100 MSA

- Market has typical barriers to entry
- Generally, facilities built since 1980 in average to good condition with amenities typical for its market, including secured facilities with gated access
- Full time on-site and off-site management
- Minimum size of approximately 40,000 square feet

Class C Facilities:

Many are first-generation sites in need of rehabbing. Built in single-story rows, they evoke the stereotypical image of self-storage. With less desirable locations and low visibility, they typically command lower rents. While not targeted by major operators or institutional investors, Class-C facilities can be a good investment for smaller entrepreneurs, especially given that they have lower operational costs. Moreover, these facilities do serve as a viable option for those who prefer a less expensive means of storing goods.

Either located in a smaller market or in less desirable areas of a Top 50 MSA

- Generally, 1970s or 1980s vintage properties in average to below-average condition
- Generally managed by the owner and may not have an on-site manager
- May or may not have typical amenities such as gated access, security cameras, and/or climate-controlled units
- May have secondary, less desirable locations with generally below-average access and/or limited visibility

Table 1.3 – Percentage of Facilities by Facility Age

Region	Before 1980	1980-1989	1990-1999	2000-2009	2010+
Midwest	16%	22%	30%	27%	5%
Northeast	15%	18%	23%	38%	6%
South Atlantic	15%	24%	27%	30%	4%
Southwest	15%	22%	26%	30%	7%
West	20%	27%	23%	26%	4%
National	**17%**	**24%**	**25%**	**29%**	**5%**

COMPETITOR PROFILES

Subject Facility: **Vassar Street Livonia MI**

FACILITY RATING*

Visibility:	A
Location:	B+
Neighborhood:	B+
Traffic Count:	B+
Access:	A
Property Condition:	A
Curb Appeal:	A
Drive Width:	A
Manager:	A
Office Quality:	A
OVERALL RATING:	**A**

*Note that the 'facility' rating may differ from the 'site' rating.

1. **Livonia Budget Storage** 29150 7 Mile Road Livonia, MI 48152 (734) 743-8900

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
0.17 miles	2022	Lease up	+/- 78,030	N/A	No	3rd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Multi	Yes	No	Yes	No
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	Yes	Yes	No	Yes	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	B+	A	B+
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
N/A			A	M-F 9-6	Sat 9-4 Sun 9-2	6AM-9PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	No	No	No	No	Yes	C

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down		**$110**	**$180**	**$250**	**$295**	
Climate Up						
Non Climate						

Comments: units available

Property Photo

2. **National Storage** 28153 8 Mile Road Livonia, MI 48152 (248) 460-9103

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
0.86 miles	2017	85-90%	+/- 51,850	25%	Yes	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Single	Yes	No	Yes	No
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	No	Yes	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B+			A	M-F 9-5:30	Sat 9-5:30 Sun Closed	6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down		**$81**	**$121**	**$190**	**$205**	
Climate Up						
Non Climate				**$170**	**$175**	

Comments: limited units available, half off first month for 10x15 and 10x20

Property Photo

3. **Public Storage** 28600 Grand Rover Ave Farmington Hills, MI 48336 (248) 381-3094

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
1.09 miles	1975	90-95%	+/- 61,130	71%	Yes	3rd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Multi	Yes	No	Yes	Yes
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
Yes	No	No	Yes	No	Yes	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	B+	B+	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B+			A	M-F 9:30-5	Sat 9:30-5 Sun 9:30-5	6AM-9PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down	**$56/$70**	**$66/$82**				
Climate Up	**$48/$60**		**$93/$117**		**$147/$183**	
Non Climate						

Comments: limited units available, online discount

Property Photo

4. **iStorage Self Storage** 28650 Grand River Ave Farmington Hills, MI 48336 (248) 406-6874

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
1.11 miles	2003	70-85%	+/- 121,860	79%	Yes	3rd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Multi	Yes	No	Yes	Yes
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
Yes	No	No	Yes	No	Yes	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	B+	A	A	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
N/A			A	M-F 10-6	Sat 10-5 Sun Closed	6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down						**10x20 $121/$173**
Climate Up	**$41/$59**	**$51/$73**	**$109/$156**	**$139/$199**	**$182/$260**	
Non Climate						

Comments: above units available, online discount

Property Photo

5. **National Storage** 31465 8 Mile Road Livonia, MI 48152 (248) 876-4691

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
1.4 miles	1990s	85-90%	+/- 15,670	N/A	Yes	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Multi	Yes	No	Yes	No
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
Yes	No	No	Yes	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B+			A	By appt		6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down			**$113**			**30ft $113**
Climate Up	**$62**	**$97**	**$86**		**$213**	
Non Climate			**$76**			

Comments: above units available, first 2 months free

Property Photo

6. **Safe Keeping Self Storage** 26400 W 8 Mile Road Southfield, MI 48033 (248) 352-4600

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
1.75 miles	1990s	95-99%	+/- 44,940	89%	No	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Single	Yes	No	Yes	No
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	Yes	Yes	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B+			A	M-F 9-6	Sat 9-5 Sun 9-4:30	6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down	**$67.42**			**$186.51**		
Climate Up						
Non Climate						

Comments: only have above units available now

Property Photo

7. **Mini U Storage of Livonia** 32455 8 Mile Road Livonia, MI 48152 (248) 476-4444

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
1.93 miles	1976	85-90%	+/- 76,270	0%	No	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
No	Yes	Single	Yes	No	Yes	No
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	No	Yes	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	B+	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B+			A	M-F 9-6	Sat 8-6 Sun 9-3	6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down						
Climate Up						
Non Climate	**$49/$53.90**	**$89/$97**	**$139/$152**	**$149/$163**	**$225/$247**	

Comments: units available, online discount, 2 months free

Property Photo

8. **iStorage Self Storage** 20945 Link Road Southfield, MI 48033 (248) 801-9444

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
2.84 miles	1984	90%	+/- 86,010	N/A	Yes	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Multi	Yes	No	Yes	no
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	No	No	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	B	B	C	B+	B	C
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
B			B-	By appt		6AM-10PM Daily
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	No	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down						
Climate Up	**$42/$61**					
Non Climate	**$58/$83**		**$129/$185**	**$161/$231**	**$193/$276**	

Comments: above units available

Property Photo

9. **U-Haul Moving & Storage** 19990 Telegraph Road Detroit, MI 48219 (313) 952-9217

Distance from Subject	Year Built	Occupancy	Net Square Feet	% Climate	REIT?	Generation
3 miles	2001	95%	+/- 101,415	100%	Yes	2nd
Climate Control	Controlled Access Gate	Single or Multi Story	Convenient Parking	Door Alarms	Cameras	Fire Sprinklers
Yes	Yes	Single	Yes	Yes	Yes	Yes
Boat/RV Parking	Covered Parking	Truck Rental	Retail Ready Office	Resident Manager	Elevator	Drive Surface
No	No	Yes	Yes	No	No	Asphalt
Property Ratings	Visibility	Location	Traffic Count	Access	Condition	Curb Appeal
	A	A	A	A	A	A
Drive Width	Manager	Office Quality	Overall Rating	Office Hours	Office Hours	Access Hours
N/A			A	M-Th 7-7 Fri 7-8	Sat 7-7 Sun 9-5	24 hours
Website	Online Rates?	Dynamic?	Reservations?	Specials?	Features?	Website Rating
Yes	Yes	Yes	Yes	Yes	Yes	A

	5x5	**5x10**	**10x10**	**10x15**	**10x20**	**Parking**
Climate Down	**$74.99**	**$99.95**	**$174.95**	**$204.95**		
Climate Up						
Non Climate						

Comments: only have 5x5 and 5x10 available now, one month free with truck rental

Property Photo

POTENTIAL NEW SELF STORAGE DEVELOPMENT

Our review of a subscription based new construction database indicated the following:

There are no new self-storage developments either in planning stages or under construction within the subject market.

It is important to note that despite any one group's due diligence efforts in determining whether or not new self storage developments may or may not be coming into a particular sub-market, there is always the possibility that a new development is planned but has not yet progressed sufficiently to have shown up in any new construction websites or databases.

Table 9.6 – First Learned About Facility

Saw self-storage facility while driving to/from home/work	27.7%
Family / friends / co-workers word-of mouth	19.0%
Online – Google, Bing, or other general search engine	15.9%
Online – Self-storage facility or related website	8.1%
Online – Reviews	7.1%
Line ad in phone book	5.0%
Online – Website aggregators (pulls together multiple sites)	3.6%
Display ad in phone book	3.2%
Don't Know	3.2%
Online – Social media site (Facebook, Pinterest, YouTube, etc.)	3.1%
Other	2.3%
Flyer – Promotional brochure	1.7%

Source: SSA 2019 Self Storage Demand Study

DEMAND ANALYSIS

A widely accepted methodology for calculating demand in a market is to examine the amount of storage square footage in the market per capita. **The reader is cautioned that the square-foot-per-capita analysis lacks some credibility.** A benchmark that reflects saturation or demand levels has not been established for any U.S. market. Sufficient data is not available to determine what the threshold for demand may be. Furthermore, making use of the Self-Storage Almanac metro guides and top markets is problematic because of their methodology in determining the supply. What the Almanac has done is to apply an average size facility of 39,668 square feet and multiply the number of facilities in a market (presumably from the phone book) times 39,668. That is how they calculated the number of square feet in a market. The analysis is only as good as the analyst's confidence that the average size of stores (facilities) is the same in every market in the U.S., and that the average size is 39,668.

It is also important to note that this methodology makes no distinction between demand for climate controlled and non-climate controlled storage space. This distinction is a critical factor in the evaluation of demand for the subject property. Other important demand drivers ignored by this methodology include per capita income levels and market rental rates.

What one will find in making use of data from the Almanac is that it is difficult to draw any conclusion as to what the "right" or maximum square-foot-per-capita number is. For example, the highest level is in Boise ID at 12.64 square feet per capita. The lowest is in the New York metropolitan area at 2.82 square feet per capita. In both markets, occupancies can be found to be similar. You cannot, therefore, conclude that the supply threshold for New York is over 10 times the current supply.

The only way to properly assess and analyze square-foot-per-capita demand calculations is to first get an accurate count of square footage. Second, the supply needs to be juxtaposed with occupancies. There are only too many square feet per capita when there are too many available square feet, as measured by vacancy. That is to say that the number of square feet per capita has to be quantified by occupancy, and when occupancy drops, then supply has exceeded demand.

This market analysis would indicate that the three-mile subject market is most likely 'under-supplied' as evidenced in part by the anecdotal evidence of mostly moderately high to high occupancy levels thru onsite manager comments and the dynamic pricing models utilized by some of the competitors. (On those websites that use dynamic pricing, unit sizes with limited or no availability will either not be listed on the site or not have any promotion discounts or indicated 'call for availability' instead of 'reserve'). We believe that the review of the market and the competitors would indicate that there is some amount of unmet demand in the market for the contemplated improvements and the demand calculations and anecdotal evidence of higher occupancy levels appear to substantiate that indication.

While we do not necessarily prescribe to calculating and reviewing the demand numbers in a 'vacuum', we have made those calculations using averages facility sizes and MSA demand and supply numbers from the Self Storage Almanac and a **review of those numbers would support the development of at least a modest amount of additional self-storage space as contemplated with the development project.**

Those demand calculations follow.

Using the national average demand calculation number for comparison, as well as the State and National demand calculations the analysis would indicate that there is likely a substantial amount of unmet demand within the three-mile demographic profile. We should note that it is our belief that the primary demographic that would constitute a large percentage of the potential tenant base resides within three-miles of the subject site.

Notes:

- '***Radius***' refers to the mile radius within the sub-market with the subject site as the central point in that radius.
- '***Subject Property'*** is referring to the square foot per person within the subject site within the particular radius.
- The '***MSA SQ/CAP'*** is the comparison number used per the 2020 Self Storage Almanac that represents the amount of rentable square feet per person in the subject site MSA (Metropolitan Statistical Area)
- The '***State SQ/CAP'*** is the number reported by the 2020 Self Storage Almanac for the state in which the subject site is located.
- The '***US Average'*** is the amount of square footage per person across the US as reported in the 2020 Self Storage Almanac. We use this average number for our demand calculation analysis as the subject market would be considered 'under-supplied' given the low average per person number.
- The '***Highest MSA/US'*** is the highest average square foot per person noted in the US, the Boise ID MSA.
- The '***Lowest MSA/US'*** is the lowest average square foot per person noted in the US, the New York MSA.
- The first section of the calculated demand includes the market competitors.
- The second section of the calculated demand includes subject property and the market competitors.

- There are two columns of calculated demand in each section:
  - The first column calculates the demand including the population as reported in the demographic report plus an additional 10% of demand calculated for commercial users.
    - The amount of commercial users can vary from nearly 0% to a much more substantial percentage, depending on subject site location and the demographic profile of the subject market. We have used 10% for the subject site due to the location in a suburban market within a commercial/retail area.
  - The second column calculates the demand including the population as reported in the demographic report with no amount of demand calculated for commercial users.

RADIUS		SUBJECT PROPERTY		MSA SQ/CAP	STATE SQ/CAP	SF EQUIL	HIGHEST MSA US	LOWEST MSA US	US AVERAGE
				4.97	4.97	7.5	12.64	2.82	5.71
			Variances						
3 MILE		7.02		2.05	2.05	-0.48	-5.62	4.20	
CALCULATION									
	Demand Calculations Including the noted competitors in the subject market								
	2022 POPULATIO	# OF FACILITIES	SQUARE FOOTAGE	SQUARE FEET PER CAPITA		Potential Unmet Demand Comp: MSA SF/Person Plus 10% Commercial			Potential Unmet Demand Comp: MSA SF/Person No Commercial
RADIUS									
3 MILE	90,743	9	637175	7.02		111455			43398

The GREEN highlighted numbers indicate the amount of unmet square footage demand within the various demographic profiles.

Any RED highlighted numbers would indicate the amount of over-supply within the various demographic profiles.

We should note that we have used estimated square footage sizes for the market competitors based on local assessor or other websites and/or google earth views. While it is likely these facility sizes would change with a more thorough onsite market study we do not believe the numbers would change dramatically.

While we acknowledge that consideration of a particular market's per person square footage demand is an important consideration when contemplating the development of a new self storage facility we also strongly believe that there is a temptation to assign far too much importance to this one aspect of a potential development.

These demand numbers and anecdotal occupancy levels would suggest that there is likely at least a modest amount of unmet demand within the three-mile demographic profile of the subject site and that it is more than likely that this subject market is under-supplied.

Table 5.5 –
Most Important Reasons for Using Self-Storage

No Room at Home/Residence	31.0%
Changing Residence	25.4%
Remodeling Home or Residence	7.8%
Storing Relatives' Items	6.1%
Items No Longer Wanted or Needed	5.6%
Temporary Storage While Away from Home / Residence	4.8%
Items Inherited Due to Death	4.8%
Natural Disaster	3.6%
College Student Bewtween Semesters	3.2%
Items from Vacation Home	3.1%
Items that Require Controlled Environment (e.g. wine)	2.1%
Had a Baby or Family Grew	1.8%

Source: SSA 2019 Self Storage Demand Study

Table 5.6 – Items Stored by Renters

Indoor Furniture	43.8%
Pictures / Photos / Paintings	41.9%
Clothing	40.0%
Household Supplies	39.6%
Kitchenware	39.5%
Holiday Seasonal Items	37.7%
Tools	32.3%
Books/Magazines	29.5%
Collectibles / Hobbies	29.5%
Towels / Blankets / Linens	27.1%
Sporting Equipment	23.8%
Electronic Devices (Not Appliances)	23.6%
Outdoor/Seasonal Furniture	23.0%
Family Records (Bank Statements, Tax Filings)	21.0%
Children's Toys	20.0%
Major Appliances	15.7%
Non-Perishable Food (Canned Goods)	8.1%
Vehicles	6.1%
Other	5.1%

Source: SSA 2019 Self Storage Demand Study

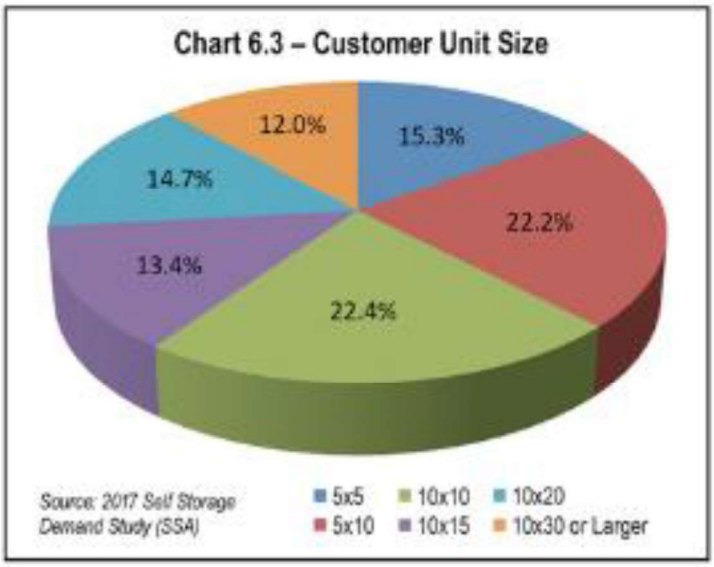
Table 9.1 – Length of Stay by Region

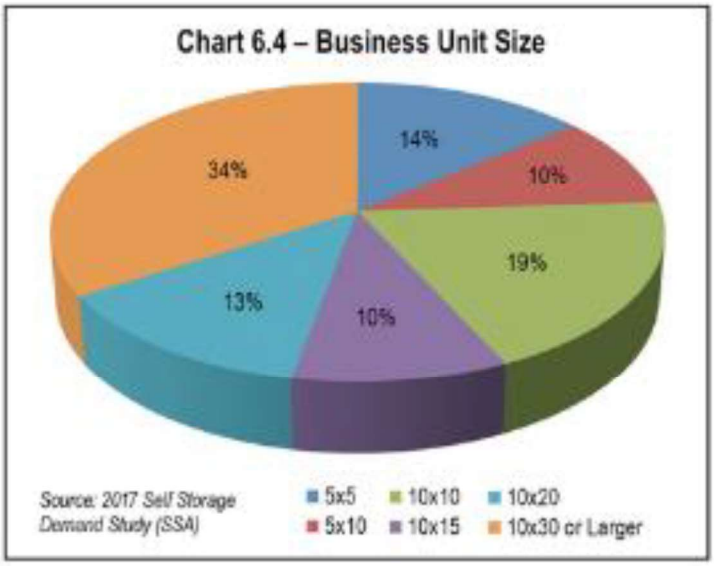
	Northeast	Midwest	South	West
Less than 3 months	10.0%	11.5%	13.2%	14.8%
3 to 6 months	17.6%	22.4%	16.8%	13.9%
7 to 12 months	17.3%	18.3%	22.1%	18.8%
1 to 2 years	30.2%	23.9%	27.2%	25.1%
Longer than 2 years	24.9%	23.9%	20.7%	27.2%

Source: SSA 2019 Self Storage Demand Study

UNIT MIX AND RATES

Due to current absorption rates in the market and the apparent demands, within the developer's proposed configuration of a multi-story construction the largest size concentration would be in the 10x10 size range. There are considerations as to the amount of net rentable square footage in any interior design, particularly with reference to the hallway square footage loss.





There are competitive, demographic and other market factors which affect unit mixes. Tenant composition (commercial vs. consumer) also affects unit mix. Dwelling structures (residences) affect unit mix, particularly regarding basements, attics, and three car garages. The basic sizes of residences have dramatic impacts as well, such as Manhattan apartments versus rural farms.

These criteria, in addition to many others, tend to make formula driven unit mixes inappropriate. Unit mix should be first determined by market conditions and THEN by site constraints.

The final unit mix footage and unit count will likely change at final construction. This proforma suggests the correct mix, given the confines of a preliminary design. Developers are always advised that unit mixes should be derived through market criteria, not construction efficiency.

Rates included are as of this date. Forecasting for future development may allow for some nominal rate increases, and it is assumed that among the primary competitors, the propensity for rate growth is likely.

Some of the primary competitors are known to be rate leaders, suggesting that rates will continue to move upward over time as occupancy levels increase. It is a common practice in revenue management for rates to increase when occupancy levels reach certain targets. Conversely, when vacancy is high, discounts may be deployed, a function of revenue management. It appears that some of the primary competitors have formal revenue management programs, which would manage rates by occupancy levels, offering specials in soft sizes, and pushing rental rates on high demand spaces. Given the subject property's proposed amenity package of cameras, paved driveways, a professional office, and professional storage counselors, it is assumed the subject property will be a rate leader in the market.

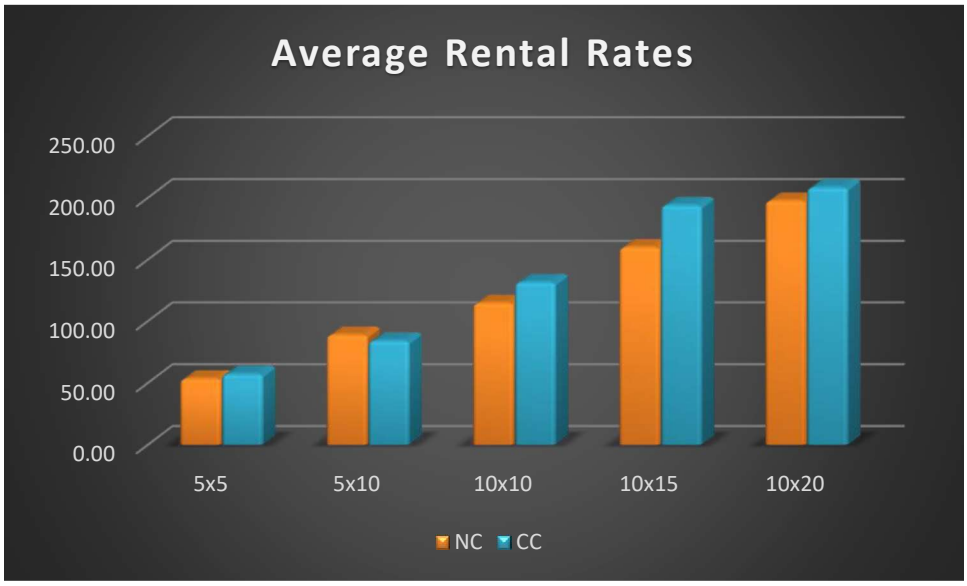
There are a few institutionally owned or managed properties in the market. The presence of institutional properties can positively affect the subject property in its ability to increase rents over time as occupancy levels increase. Institutionally owned properties have sophisticated revenue management tools which drive optimal rent growth. The presence of institutional "players" can be a significant benefit to the profitability and value increase of the subject project. The ability of the subject site to aggressively manage the posted street rates will be positively impacted by the presence of institutionally owned facilities in the market.

Typically, we forecast rents to be near the top of the market as if the project were built today. It is common that rates may increase, and while the projections typically do not include rate increases during rent-up, this factors in as a discount, as would be typically given during the absorption period. Simply stated, our rates should be on target, given the lead time between this report and store opening, coupled with rents held at flat levels during stabilization. The assumption is that discounting and rental rate increases during stabilization are a "wash".

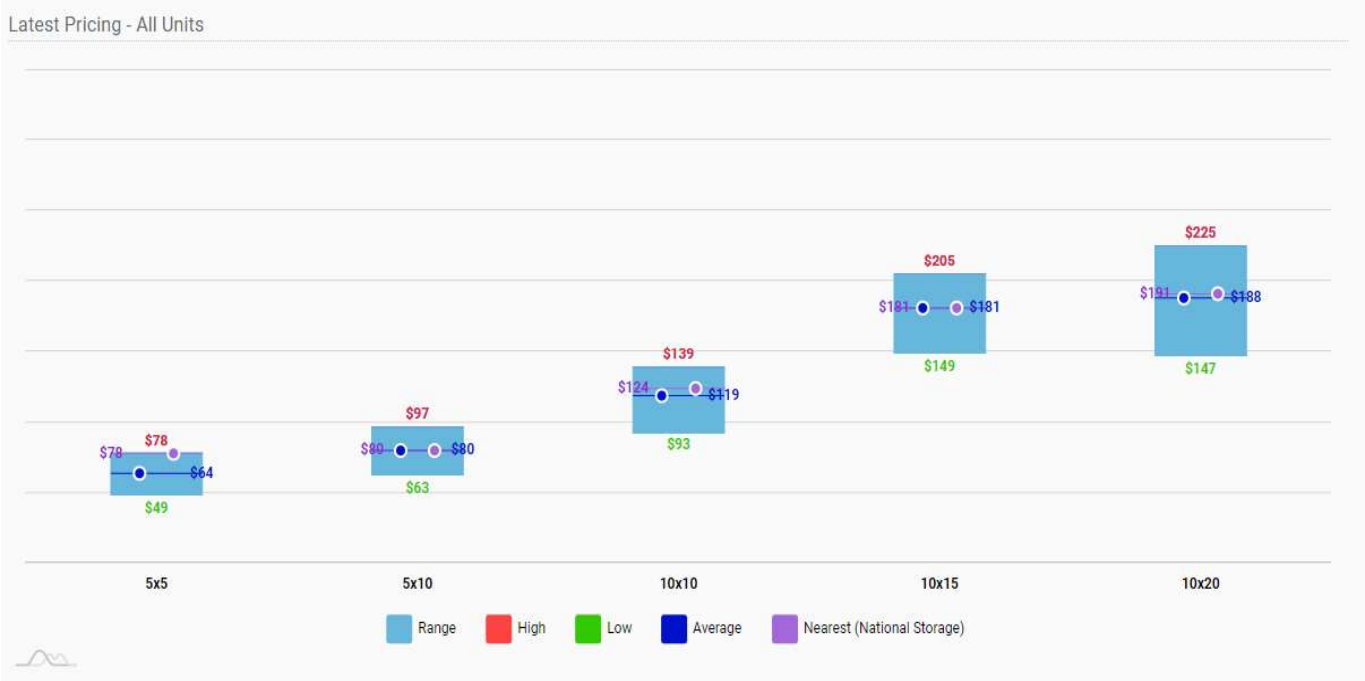
Competitor Rate Matrix:

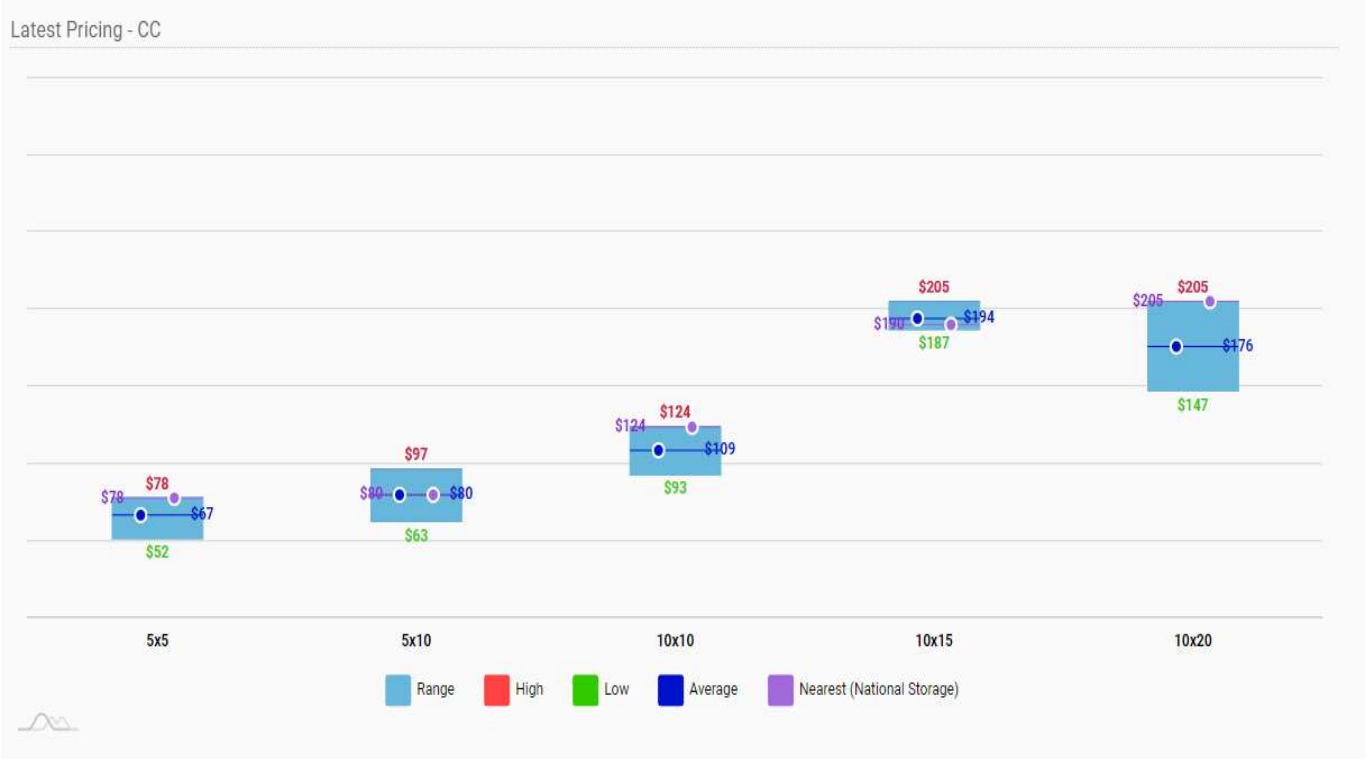
NON CLIMATE CONTROL						
PROPERTY	Map #	5 x 5	5 x 10	10 x 10	10x15	10 x 20
Livonia Budget Storage	1	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
National Storage	2	$ 0.00	$ 0.00	$ 0.00	$ 170.00	$ 175.00
Public Storage	3	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
iStorage Self Storage	4	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
National Storage	5	$ 0.00	$ 0.00	$ 76.00	$ 0.00	$ 0.00
Safe Keeping Self Storage	6	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Mini U Storage of Livonia	7	$ 49.00	$ 89.00	$ 139.00	$ 149.00	$ 225.00
iStorage Self Storage	8	$ 58.00	$ 0.00	$ 129.00	$ 161.00	$ 193.00
U-Haul Moving & Storage	9	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Average		**$ 53.50**	**$ 89.00**	**$ 114.67**	**$ 160.00**	**$ 197.67**

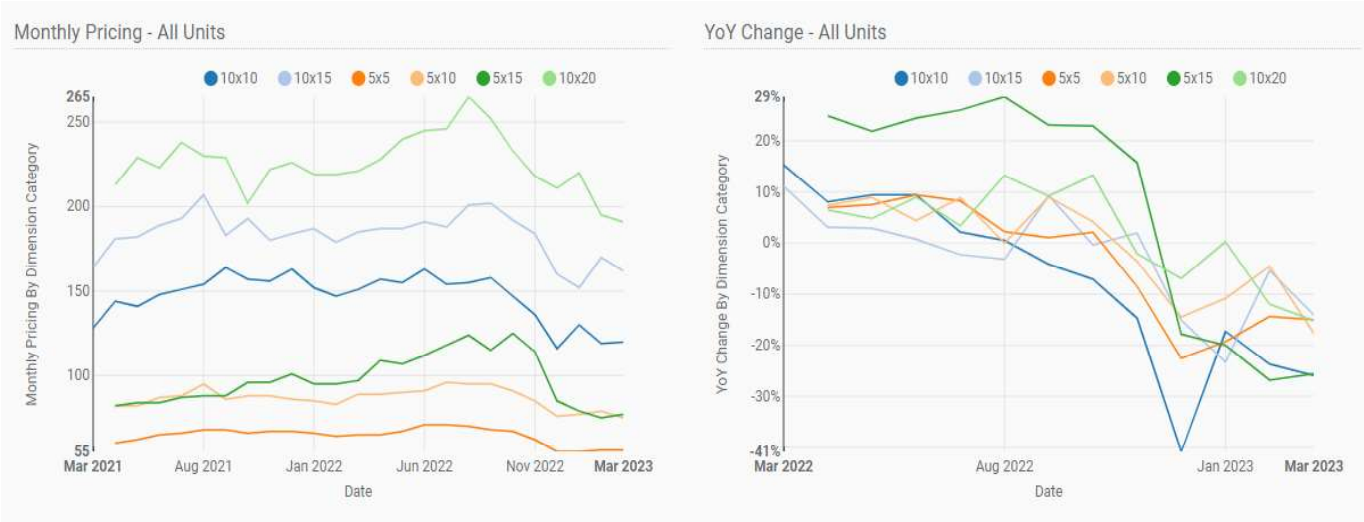
CLIMATE CONTROL						
PROPERTY	Map #	5 x 5	5 x 10	10 x 10	10x15	10 x 20
Livonia Budget Storage	1	$ 0.00	$ 110.00	$ 180.00	$ 250.00	$ 295.00
National Storage	2	$ 0.00	$ 81.00	$ 121.00	$ 190.00	$ 205.00
Public Storage	3	$ 56.00	$ 66.00	$ 93.00	$ 0.00	$ 147.00
iStorage Self Storage	4	$ 41.00	$ 51.00	$ 109.00	$ 139.00	$ 182.00
National Storage	5	$ 62.00	$ 97.00	$ 113.00	$ 0.00	$ 213.00
Safe Keeping Self Storage	6	$ 67.42	$ 0.00	$ 0.00	$ 186.51	$ 0.00
Mini U Storage of Livonia	7	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
iStorage Self Storage	8	$ 42.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00
U-Haul Moving & Storage	9	$ 74.99	$ 99.95	$ 174.95	$ 204.95	$ 0.00
Average		**$ 57.24**	**$ 84.16**	**$ 131.83**	**$ 194.09**	**$ 208.40**

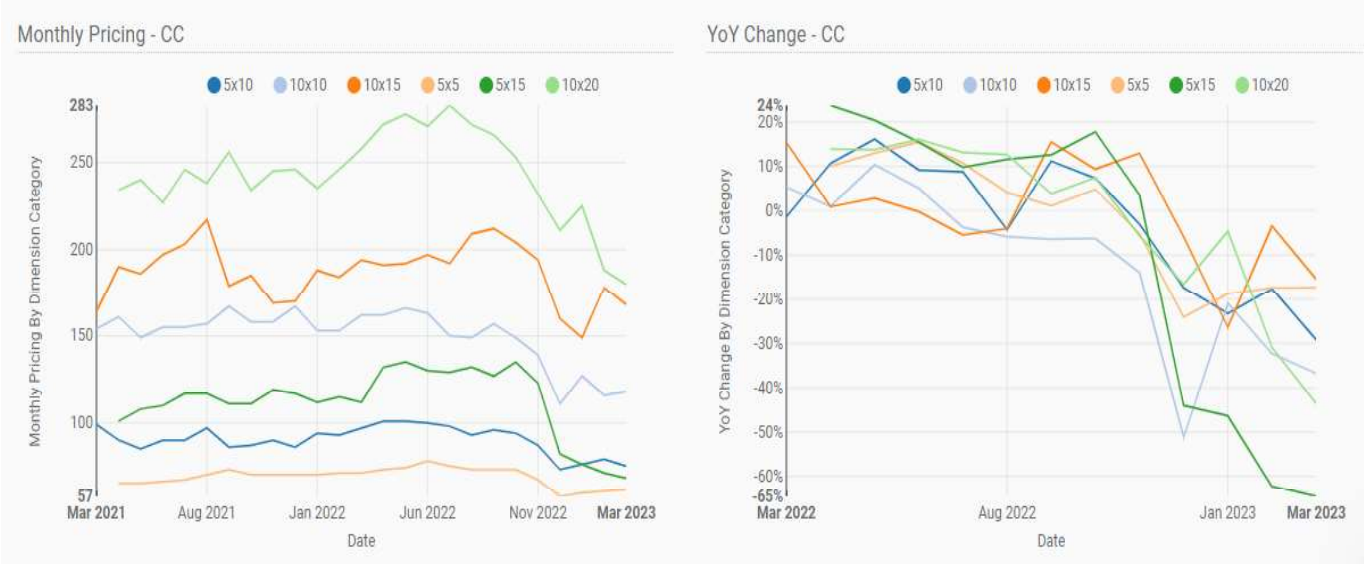

Average Rental Rates
250.00
200.00
150.00
100.00
50.00
0.00
5x5
5x10
10x10
10x15
10x20
NC
CC

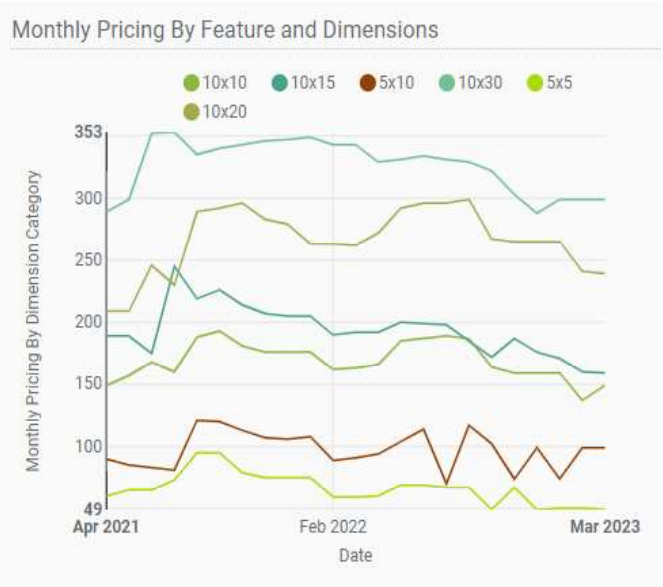
MARKET PRICING






Monthly Pricing - All Units
10x10
10x15
5x5
5x10
5x15
10x20
Monthly Pricing By Dimension Category
265
250
200
150
100
55
Mar 2021
Aug 2021
Jan 2022
Jun 2022
Nov 2022
Mar 2023
Date
YoY Change - All Units
10x10
10x15
5x5
5x10
5x15
10x20
YoY Change By Dimension Category
29%
20%
10%
0%
-10%
-20%
-30%
-41%
Mar 2022
Aug 2022
Jan 2023
Mar 2023
Date


Monthly Pricing - CC
5x10
10x10
10x15
5x5
5x15
10x20
Monthly Pricing By Dimension Category
283
250
200
150
100
57
Mar 2021
Aug 2021
Jan 2022
Jun 2022
Nov 2022
Mar 2023
Date
YoY Change - CC
5x10
10x10
10x15
5x5
5x15
10x20
YoY Change By Dimension Category
24%
20%
10%
0%
-10%
-20%
-30%
-40%
-50%
-60%
-65%
Mar 2022
Aug 2022
Jan 2023
Mar 2023
Date

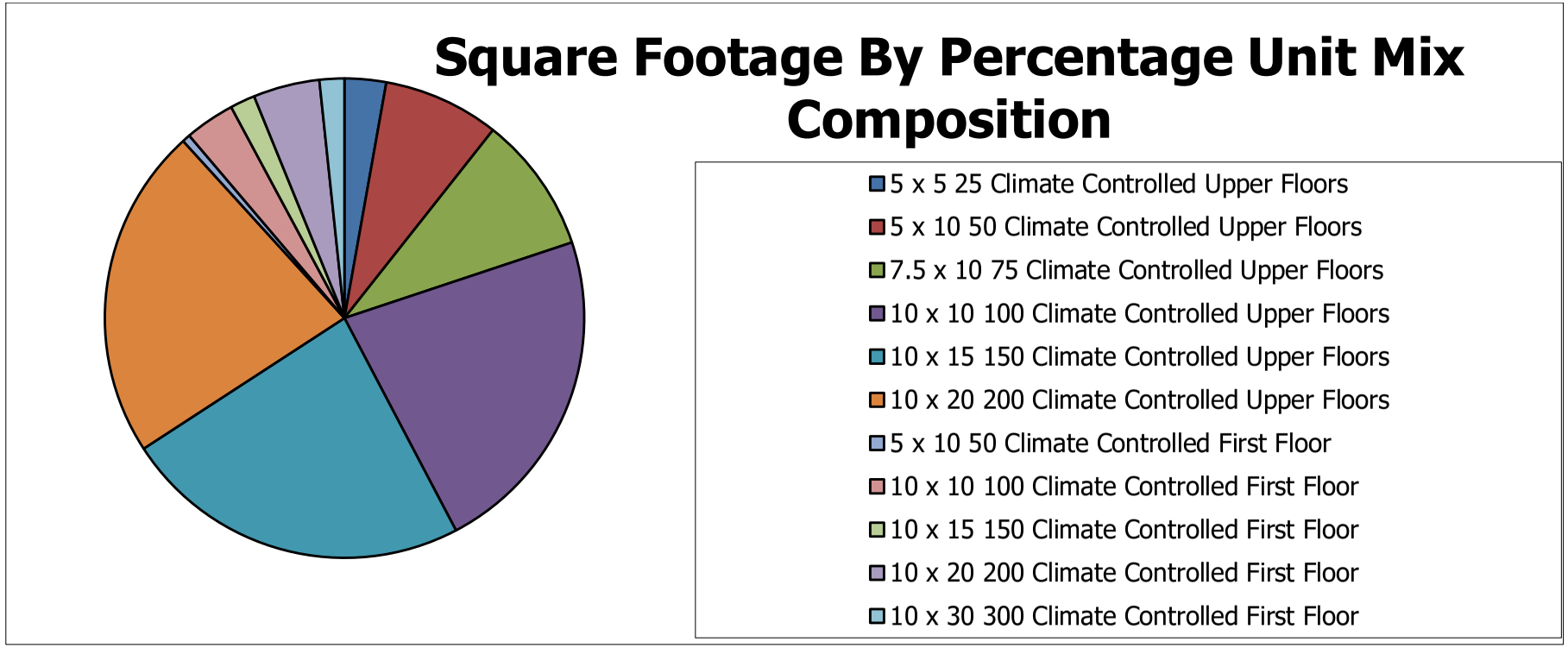

Monthly Pricing By Feature and Dimensions
10x10
10x15
5x10
10x30
5x5
10x20
353
300
250
200
150
100
49
Monthly Pricing By Dimension Category
Apr 2021
Feb 2022
Mar 2023
Date

YoY Change
10x30
10x20
10x10
5x5
5x10
10x15
29%
20%
10%
0%
-10%
-20%
-30%
-40%
-48%
YoY Change By Dimension Category
May 2022
Oct 2022
Mar 2023
Date

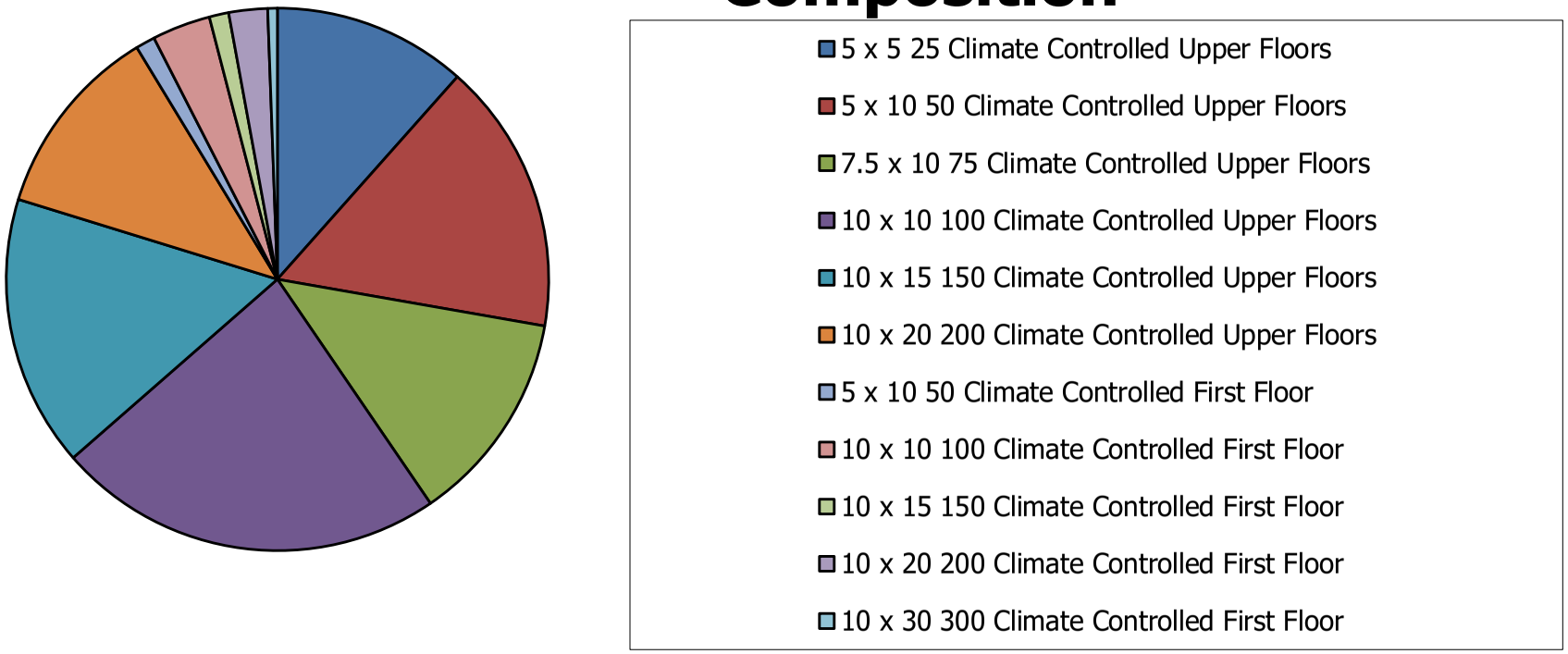
Unit mix for subject site:

UNIT MIX							
SIZE			UNIT SQ FT	SPACE TYPE	% OF SF TOTAL	TYPE SQ FT	# OF SPACES	% OF UNITS TOTAL
10	x	15	150	Standard DOWN	7%	6,900	46	6%
10	x	20	200	Standard DOWN	6%	5,800	29	4%
10	x	25	250	Standard DOWN	1%	500	2	0%
10	x	30	300	Standard DOWN	2%	1,800	6	1%
5	x	3	15	Standard UP	0%	420	28	4%
5	x	5	25	Standard UP	1%	1100	44	6%
5	x	10	50	Standard UP	4%	4000	80	10%
7	x	3	21	Standard UP	0%	147	7	1%
7	x	9	63	Standard UP	0%	441	7	1%
9	x	3	27	Standard UP	0%	189	7	1%
8	x	10	75	Standard UP	3%	2625	35	4%
10	x	10	100	Standard UP	21%	20900	209	26%
10	x	13	125	Standard UP	2%	2000	16	2%
10	x	15	150	Standard UP	15%	14400	96	12%
10	x	20	200	Standard UP	35%	34000	170	21%
5	x	5	25	Climate Controlled First Floor	0%	25	1	0%
5	x	7.5	37.5	Climate Controlled First Floor	0%	38	1	0%
7.5	x	10	75	Climate Controlled First Floor	0%	300	4	1%
10	x	20	200	Climate Controlled First Floor	1%	800	4	1%
20	x	33	660	Climate Controlled First Floor	2%	1,980	3	0%
					TOTAL SQ FT	AVERAGE	TOTAL UNITS	% OF SPACE
Climate Controlled First Floor					3,143	242	13	3%
Standard DOWN					15,000	181	83	15%
Standard UP					80,222	115	699	82%
BUILDINGS TOTAL					98,365		795	100%
PROJECT TOTALS					98,365		795	

We have recreated, more or less, the unit mix as contemplated by the developer.


Square Footage By Percentage Unit Mix Composition
5 x 5 25 Climate Controlled Upper Floors
5 x 10 50 Climate Controlled Upper Floors
7.5 x 10 75 Climate Controlled Upper Floors
10 x 10 100 Climate Controlled Upper Floors
10 x 15 150 Climate Controlled Upper Floors
10 x 20 200 Climate Controlled Upper Floors
5 x 10 50 Climate Controlled First Floor
10 x 10 100 Climate Controlled First Floor
10 x 15 150 Climate Controlled First Floor
10 x 20 200 Climate Controlled First Floor
10 x 30 300 Climate Controlled First Floor

of Units By Percent Unit Mix Composition



REVENUE GENERATOR												
SIZE			UNIT SQ FT	SPACE TYPE		ANNUAL REVENUE		RATE PER SQ FT		% OF REVENUE		UNIT PRICE
10	x	15	150	Standard DOWN		$ 110,372		$ 16.00		7%		$ 199.95
10	x	20	200	Standard DOWN		$ 83,503		$ 14.40		5%		$ 239.95
10	x	25	250	Standard DOWN		$ 6,959		$ 13.92		0%		$ 289.95
10	x	30	300	Standard DOWN		$ 24,476		$ 13.60		1%		$ 339.95
5	x	3	15	Standard UP		$ 16,783		$ 39.96		1%		$ 49.95
5	x	5	25	Standard UP		$ 36,934		$ 33.58		2%		$ 69.95
5	x	10	50	Standard UP		$ 86,352		$ 21.59		5%		$ 89.95
7	x	3	21	Standard UP		$ 4,196		$ 28.54		0%		$ 49.95
7	x	9	63	Standard UP		$ 8,396		$ 33.58		0%		$ 99.95
9	x	3	27	Standard UP		$ 5,036		$ 31.98		0%		$ 59.95
8	x	10	75	Standard UP		$ 58,779		$ 22.39		3%		$ 139.95
10	x	10	100	Standard UP		$ 376,075		$ 13.20		22%		$ 149.95
10	x	13	125	Standard UP		$ 34,550		$ 20.00		2%		$ 179.95
10	x	15	150	Standard UP		$ 241,862		$ 19.71		14%		$ 209.95
10	x	20	200	Standard UP		$ 530,298		$ 15.60		32%		$ 259.95
5	x	5	25	Climate Controlled First Floor		$ 839		$ 33.58		0%		$ 69.95
5	x	7.5	37.5	Climate Controlled First Floor		$ 1,199		$ 31.98		0%		$ 99.95
7.5	x	10	75	Climate Controlled First Floor		$ 6,718		$ 22.39		0%		$ 139.95
10	x	20	200	Climate Controlled First Floor		$ 10,558		$ 13.20		1%		$ 219.95
20	x	33	660	Climate Controlled First Floor		$ 39,598		$ 20.00		2%		$ 1,099.95
						REVENUES		$/Sq . Ft.				
				Climate Controlled First Floor		$ 58,912		$ 18.75		3%		As a % of Revenue
				Standard DOWN		$ 225,310		$ 15.02		13%		
				Standard UP		$ 1,399,261		$ 17.44		83%		
						$ 1,683,483		$ 17.11		100%		
				PROJECT TOTALS		$ 1,683,483		$ 17.11		100%		

We have recommended rental rates that we believe will allow the subject site to be competitive within the sub-market and have derived those rates from the local market competitors. We also recognize that the time lapse between the creation of this report and the opening of this site could result in an actual unit mix with the same rates, higher rates, or lower rates, depending on how the market performs over the ensuing months.

Notes:

- The unit mix contains an inventory of interior access, climate controlled self storage space and drive up access non climate space.
- We have recommended unit rates that we believe would allow the facility to effectively compete with the self-storage competitors in the market.

The creation of a marketable unit mix is an important aspect of the development of a self-storage facility and as such we would point out:

- The unit mix recommendation is created with the assumption that the facility will attract primarily residential tenants and a smaller percentage of commercial tenants.
- The market demographic considerations would indicate that a unit mix comprising an across-the-board selection of unit sizes ranging from 5x5 to 10x30 is appropriate.
- The income levels, housing types and location would dictate that the largest concentration of units should be in the mid-range sizes (5x10, 10x10 and 10x15).

NATIONAL RENTAL RATE TRENDS

Table 8.1 – Historical National Rental Rates (Non-Climate-Controlled)

Year	Non-Climate-Controlled 5x5 Asking Rent	Non-Climate-Controlled 5x10 Asking Rent	Non-Climate-Controlled 10x10 Asking Rent	Non-Climate-Controlled 10x15 Asking Rent	Non-Climate-Controlled 10x20 Asking Rent
2011 Q4	$50.09	$69.03	$109.00	$142.70	$171.31
2012 Q1	$50.40	$69.60	$109.61	$143.35	$172.26
2012 Q2	$51.03	$70.40	$110.82	$145.07	$174.22
2012 Q3	$51.38	$71.05	$112.12	$146.31	$175.39
2012 Q4	$51.34	$70.97	$112.15	$146.43	$176.19
2013 Q1	$51.74	$71.43	$112.74	$146.93	$177.21
2013 Q2	$52.27	$72.15	$113.83	$147.89	$179.74
2013 Q3	$52.54	$72.78	$115.04	$149.02	$180.99
2013 Q4	$52.10	$72.11	$114.10	$147.93	$179.76
2014 Q1	$52.74	$73.19	$115.84	$150.30	$182.26
2014 Q2	$54.22	$75.21	$119.06	$154.05	$186.85
2014 Q3	$54.47	$75.61	$119.66	$154.78	$187.63
2014 Q4	$54.00	$74.87	$118.41	$153.53	$186.27
2015 Q1	$55.07	$76.49	$120.93	$156.81	$190.00
2015 Q2	$56.87	$79.12	$125.24	$162.22	$196.39
2015 Q3	$56.47	$78.64	$124.68	$160.98	$195.28
2015 Q4	$56.23	$78.29	$123.54	$159.81	$193.95
2016 Q1	$57.28	$79.75	$125.68	$162.94	$196.98
2016 Q2	$59.00	$82.29	$129.23	$167.59	$202.85
2016 Q3	$48.90	$69.30	$109.10	$137.00	$157.20
2016 Q4	$45.20	$65.80	$103.00	$130.80	$157.60
2017 Q1	$47.20	$64.60	$102.60	$129.30	$155.40
2017 Q2	$48.00	$68.80	$106.10	$134.30	$161.30
2017 Q3	$49.40	$71.00	$109.60	$141.40	$164.40
2017 Q4	$45.80	$66.30	$102.90	$129.50	$152.30
2018 Q1	$45.30	$65.00	$100.40	$127.40	$148.90
2018 Q2	$47.30	$68.00	$105.60	$132.70	$155.60
2018 Q3	$47.59	$68.90	$106.93	$135.84	$156.28
2018 Q4	$45.78	$66.28	$105.27	$131.71	$152.53
2019 Q1	$45.21	$65.25	$102.78	$128.77	$153.22
2019 Q2	$47.23	$67.94	$107.11	$132.97	$156.41
2019 Q3	$46.69	$66.99	$105.72	$131.59	$153.15
2019 Q4	$44.31	$63.84	$100.30	$127.07	$149.29
2020 Q1	$44.63	$63.60	$99.24	$126.59	$148.95
2020 Q2	$44.81	$63.05	$97.40	$124.07	$146.14

Source: Radius+

Table 8.2 – Historical National Rental Rates (Climate-Controlled)

Year	Climate-Controlled 5x5 Asking Rent	Climate-Controlled 5x10 Asking Rent	Climate-Controlled 10x10 Asking Rent	Climate-Controlled 10x15 Asking Rent	Climate-Controlled 10x20 Asking Rent
2011 Q4	$63.48	$89.08	$139.57	$182.92	$225.43
2012 Q1	$63.81	$89.73	$140.14	$183.17	$226.42
2012 Q2	$64.62	$91.09	$141.80	$185.30	$228.66
2012 Q3	$65.14	$91.83	$143.06	$186.89	$230.51
2012 Q4	$64.96	$91.73	$143.11	$187.32	$230.78
2013 Q1	$65.21	$92.01	$143.80	$188.81	$232.86
2013 Q2	$66.21	$93.35	$145.70	$190.81	$234.23
2013 Q3	$66.39	$93.99	$147.20	$191.75	$235.51
2013 Q4	$65.37	$92.81	$145.62	$190.01	$233.61
2014 Q1	$65.99	$93.99	$147.89	$193.15	$237.38
2014 Q2	$67.95	$96.89	$152.42	$198.69	$244.00
2014 Q3	$68.18	$97.00	$153.04	$199.28	$244.50
2014 Q4	$67.40	$95.74	$151.17	$197.38	$242.50
2015 Q1	$68.36	$97.53	$153.98	$201.05	$246.78
2015 Q2	$71.14	$101.52	$159.95	$208.45	$255.00
2015 Q3	$70.76	$100.95	$158.59	$206.64	$253.34
2015 Q4	$69.85	$99.72	$156.06	$204.28	$250.71
2016 Q1	$71.17	$101.45	$158.25	$207.25	$254.26
2016 Q2	$73.52	$104.87	$162.83	$213.39	$260.28
2016 Q3	$59.60	$89.60	$138.20	$179.60	$225.20
2016 Q4	$54.30	$84.10	$131.60	$171.50	$220.90
2017 Q1	$56.40	$84.10	$130.50	$170.80	$218.40
2017 Q2	$58.90	$87.40	$135.60	$176.80	$223.70
2017 Q3	$58.30	$88.00	$136.40	$180.50	$230.30
2017 Q4	$55.10	$83.10	$129.60	$170.70	$219.10
2018 Q1	$53.90	$80.60	$127.00	$166.50	$213.90
2018 Q2	$55.90	$83.30	$131.40	$169.70	$215.30
2018 Q3	$56.20	$84.56	$132.01	$172.40	$218.18
2018 Q4	$54.10	$81.83	$127.79	$166.57	$212.54
2019 Q1	$53.69	$81.03	$127.25	$166.11	$215.71
2019 Q2	$56.10	$84.46	$132.66	$173.32	$222.49
2019 Q3	$55.67	$82.93	$130.36	$170.69	$216.65
2019 Q4	$52.88	$79.35	$125.14	$164.95	$211.39
2020 Q1	$52.75	$78.96	$123.91	$163.57	$208.64
2020 Q2	$51.95	$77.38	$120.23	$157.83	$205.17

Source: Radius+

Table 8.3 – National Rental Rates Per Square Foot (Non-Climate-Controlled)

Date	25 Sq. Ft. 5x5	50 Sq. Ft. 5x10	100 Sq. Ft. 10x10	150 Sq. Ft. 10x15	200 Sq. Ft. 10x20
Jan-18	$1.97	$1.41	$1.14	$0.98	$0.90
Feb-18	$1.99	$1.43	$1.15	$1.00	$0.91
Mar-18	$2.03	$1.44	$1.16	$1.00	$0.91
Apr-18	$2.19	$1.57	$1.25	$1.07	$0.97
May-18	$2.24	$1.60	$1.26	$1.07	$0.98
Jun-18	$2.24	$1.62	$1.28	$1.09	$0.99
Jul-18	$2.02	$1.43	$1.11	$0.93	$0.85
Aug-18	$2.01	$1.44	$1.11	$0.97	$0.82
Sep-18	$1.91	$1.38	$1.07	$0.93	$0.79
Oct-18	$1.85	$1.34	$1.04	$0.87	$0.77
Nov-18	$1.83	$1.33	$1.03	$0.87	$0.76
Dec-18	$1.81	$1.31	$1.01	$0.85	$0.75
Jan-19	$1.81	$1.30	$1.02	$0.85	$0.76
Feb-19	$1.80	$1.31	$1.03	$0.86	$0.77
Mar-19	$1.82	$1.31	$1.04	$0.86	$0.77
Apr-19	$1.86	$1.34	$1.06	$0.87	$0.78
May-19	$1.90	$1.37	$1.07	$0.89	$0.78
Jun-19	$1.90	$1.38	$1.08	$0.89	$0.78
Jul-19	$1.91	$1.37	$1.08	$0.89	$0.78
Aug-19	$1.89	$1.35	$1.06	$0.88	$0.77
Sep-19	$1.80	$1.30	$1.03	$0.86	$0.75
Oct-19	$1.77	$1.28	$1.01	$0.86	$0.75
Nov-19	$1.77	$1.28	$1.00	$0.85	$0.74
Dec-19	$1.78	$1.27	$1.00	$0.84	$0.74
Jan-20	$1.78	$1.28	$1.00	$0.84	$0.74
Feb-20	$1.78	$1.26	$0.99	$0.85	$0.74
Mar-20	$1.80	$1.28	$1.00	$0.85	$0.75
Apr-20	$1.77	$1.24	$0.96	$0.82	$0.73
May-20	$1.78	$1.25	$0.97	$0.82	$0.72
Jun-20	$1.83	$1.29	$1.00	$0.84	$0.74

Source: Radius+

Table 8.4 – National Rental Rates Per Square Foot (Climate-Controlled)

Date	25 Sq. Ft. 5x5	50 Sq. Ft. 5x10	100 Sq. Ft. 10x10	150 Sq. Ft. 10x15	200 Sq. Ft. 10x20
Jan-18	$2.15	$1.61	$1.26	$1.11	$1.07
Feb-18	$2.16	$1.61	$1.27	$1.11	$1.08
Mar-18	$2.16	$1.61	$1.27	$1.11	$1.06
Apr-18	$2.21	$1.64	$1.30	$1.12	$1.06
May-18	$2.25	$1.67	$1.31	$1.13	$1.08
Jun-18	$2.25	$1.68	$1.32	$1.14	$1.08
Jul-18	$2.27	$1.71	$1.33	$1.15	$1.10
Aug-18	$2.26	$1.69	$1.32	$1.15	$1.10
Sep-18	$2.22	$1.68	$1.30	$1.14	$1.08
Oct-18	$2.18	$1.65	$1.28	$1.12	$1.07
Nov-18	$2.16	$1.64	$1.28	$1.11	$1.06
Dec-18	$2.15	$1.62	$1.26	$1.10	$1.06
Jan-19	$2.15	$1.62	$1.26	$1.09	$1.06
Feb-19	$2.14	$1.61	$1.27	$1.10	$1.07
Mar-19	$2.15	$1.63	$1.28	$1.13	$1.10
Apr-19	$2.21	$1.66	$1.31	$1.14	$1.11
May-19	$2.25	$1.70	$1.33	$1.15	$1.11
Jun-19	$2.27	$1.71	$1.34	$1.17	$1.11
Jul-19	$2.27	$1.69	$1.32	$1.16	$1.10
Aug-19	$2.24	$1.67	$1.31	$1.14	$1.08
Sep-19	$2.17	$1.61	$1.28	$1.12	$1.06
Oct-19	$2.14	$1.60	$1.27	$1.11	$1.07
Nov-19	$2.10	$1.58	$1.25	$1.10	$1.06
Dec-19	$2.10	$1.57	$1.24	$1.09	$1.04
Jan-20	$2.11	$1.58	$1.24	$1.09	$1.03
Feb-20	$2.10	$1.57	$1.23	$1.09	$1.04
Mar-20	$2.12	$1.58	$1.24	$1.09	$1.06
Apr-20	$2.08	$1.54	$1.20	$1.05	$1.01
May-20	$2.05	$1.53	$1.19	$1.04	$1.01
Jun-20	$2.11	$1.57	$1.22	$1.07	$1.05

Source: Radius+

REGIONAL RENTAL RATE COMPARISONS

Table 8.5 – Midwest Rental Rates (East North Central)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$49.42	$75.08	$119.69	$150.59	$190.64	$43.24	$64.51	$100.28	$127.92	$144.75
Aug-16	$51.10	$78.11	$121.66	$154.44	$190.96	$43.34	$61.88	$96.51	$121.54	$137.53
Sep-16	$50.76	$77.83	$121.95	$156.07	$193.75	$42.23	$61.21	$95.80	$120.20	$135.69
Oct-16	$49.69	$76.22	$119.92	$152.51	$192.40	$40.92	$59.51	$93.48	$118.10	$135.12
Nov-16	$47.45	$72.11	$113.52	$147.20	$182.55	$39.40	$57.38	$90.09	$115.22	$134.24
Dec-16	$43.65	$67.27	$108.35	$141.31	$174.51	$38.26	$55.89	$88.30	$114.35	$137.59
Jan-17	$44.82	$70.61	$112.37	$148.37	$184.65	$39.14	$57.13	$88.96	$114.20	$135.38
Feb-17	$47.43	$73.53	$116.26	$152.75	$190.98	$39.85	$57.78	$90.79	$114.47	$132.51
Mar-17	$47.80	$73.05	$116.97	$155.98	$191.39	$39.48	$58.08	$90.63	$114.93	$131.76
Apr-17	$49.46	$76.16	$120.19	$160.46	$195.25	$41.37	$60.28	$92.32	$117.68	$135.05
May-17	$50.64	$76.99	$121.52	$157.18	$198.57	$42.50	$61.53	$94.57	$118.95	$134.94
Jun-17	$51.33	$78.30	$121.75	$155.80	$199.24	$43.06	$62.29	$96.28	$120.91	$136.76
Jul-17	$51.13	$78.91	$121.29	$157.89	$202.83	$43.17	$63.24	$98.14	$121.73	$138.52
Aug-17	$51.85	$78.77	$122.49	$158.50	$197.93	$43.81	$63.25	$98.63	$146.50	$139.75
Sep-17	$51.27	$76.94	$121.00	$157.49	$199.66	$43.52	$60.89	$95.64	$120.33	$134.99
Oct-17	$50.04	$76.02	$119.53	$153.31	$195.70	$41.39	$59.12	$92.58	$116.99	$130.84
Nov-17	$49.33	$74.75	$117.61	$150.72	$189.48	$40.79	$58.79	$90.91	$115.14	$129.52
Dec-17	$48.06	$72.87	$114.75	$148.20	$185.81	$39.91	$57.30	$88.69	$112.42	$127.88
Jan-18	$47.80	$72.79	$113.77	$146.47	$184.11	$39.82	$56.72	$87.39	$111.31	$126.03
Feb-18	$48.03	$72.69	$113.94	$146.34	$182.25	$39.66	$56.23	$87.27	$110.38	$124.98
Mar-18	$47.74	$71.81	$113.13	$145.67	$178.67	$39.65	$56.70	$87.87	$111.01	$126.48
Apr-18	$49.11	$72.61	$116.46	$150.15	$180.51	$40.97	$57.96	$89.65	$112.99	$129.14
May-18	$49.92	$73.47	$117.09	$150.14	$184.40	$41.47	$58.40	$90.41	$112.89	$128.39
Jun-18	$49.70	$73.37	$115.15	$148.47	$183.34	$41.46	$58.64	$91.94	$114.26	$144.62
Jul-18	$49.59	$74.99	$117.68	$152.44	$185.33	$41.29	$59.93	$93.69	$117.09	$133.43
Aug-18	$49.89	$74.97	$117.27	$152.66	$187.92	$41.35	$60.07	$94.34	$117.43	$134.15
Sep-18	$48.68	$74.37	$116.34	$151.89	$187.80	$40.97	$58.86	$92.39	$114.69	$130.79
Oct-18	$47.35	$71.89	$114.08	$147.52	$184.47	$39.81	$57.50	$90.43	$113.06	$129.72
Nov-18	$46.42	$70.74	$112.76	$145.14	$181.83	$39.03	$57.37	$88.70	$111.11	$129.41
Dec-18	$45.75	$69.98	$110.40	$142.69	$179.06	$38.24	$58.09	$88.16	$111.14	$128.44
Jan-19	$45.72	$69.89	$109.79	$140.64	$179.25	$38.36	$56.52	$87.45	$109.71	$126.40
Feb-19	$45.57	$69.63	$109.71	$141.86	$179.81	$38.27	$56.19	$87.30	$109.55	$126.69
Mar-19	$46.08	$70.78	$111.77	$144.34	$182.91	$39.52	$56.62	$89.58	$111.39	$128.01
Apr-19	$46.74	$72.42	$114.18	$147.13	$184.02	$39.97	$57.45	$91.26	$113.20	$128.13
May-19	$46.97	$73.18	$115.82	$148.06	$184.47	$40.31	$58.11	$92.36	$114.05	$129.17
Jun-19	$47.36	$73.09	$116.09	$148.54	$184.64	$40.16	$58.58	$93.21	$115.06	$132.04
Jul-19	$48.53	$72.54	$115.97	$148.91	$187.69	$39.84	$58.68	$94.50	$117.15	$133.18
Aug-19	$47.76	$71.92	$116.14	$148.53	$185.78	$39.84	$57.48	$92.39	$114.06	$129.03
Sep-19	$46.49	$70.13	$112.97	$146.05	$182.88	$37.23	$55.11	$88.14	$109.83	$124.79
Oct-19	$45.49	$69.40	$112.27	$145.67	$181.74	$36.86	$54.39	$86.28	$109.64	$124.09
Nov-19	$44.97	$68.54	$110.25	$143.10	$178.92	$37.30	$54.14	$85.20	$107.66	$124.02
Dec-19	$44.64	$67.98	$109.02	$141.59	$177.19	$37.18	$53.88	$83.93	$106.80	$124.17
Jan-20	$44.83	$68.41	$109.42	$141.48	$177.55	$36.75	$53.78	$83.23	$105.63	$121.98
Feb-20	$44.61	$68.35	$108.57	$141.71	$177.51	$36.54	$53.17	$82.91	$105.77	$122.00
Mar-20	$44.78	$68.58	$109.18	$143.58	$179.47	$37.30	$53.95	$84.29	$107.95	$124.56
Apr-20	$43.79	$67.11	$106.59	$139.95	$175.74	$36.80	$52.54	$80.69	$103.58	$120.77
May-20	$43.66	$66.61	$105.80	$137.45	$174.79	$37.81	$53.41	$80.54	$102.11	$120.07
Jun-20	$44.39	$66.99	$106.63	$138.40	$178.59	$39.31	$54.10	$82.50	$103.88	$121.03

Source: Radius+

Table 8.6 – Midwest Rent Per Square Foot
(East North Central – Non-Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.72	$1.25	$0.97	$0.82	$0.69
2016 Q4	$1.58	$1.15	$0.91	$0.77	$0.68
2017 Q1	$1.58	$1.15	$0.90	$0.76	$0.67
2017 Q2	$1.69	$1.23	$0.94	$0.79	$0.68
2017 Q3	$1.74	$1.25	$0.97	$0.86	$0.69
2017 Q4	$1.63	$1.17	$0.91	$0.77	$0.65
2018 Q1	$1.59	$1.13	$0.88	$0.74	$0.63
2018 Q2	$1.65	$1.17	$0.91	$0.76	$0.67
2018 Q3	$1.65	$1.19	$0.93	$0.78	$0.66
2018 Q4	$1.56	$1.15	$0.89	$0.75	$0.65
2019 Q1	$1.55	$1.13	$0.88	$0.74	$0.64
2019 Q2	$1.61	$1.16	$0.92	$0.76	$0.65
2019 Q3	$1.56	$1.14	$0.92	$0.76	$0.65
2019 Q4	$1.48	$1.08	$0.85	$0.72	$0.62
2020 Q1	$1.47	$1.07	$0.83	$0.71	$0.61
2020 Q2	$1.52	$1.07	$0.81	$0.69	$0.60

Table 8.7 – Midwest Rent Per Square Foot
(East North Central – Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.02	$1.54	$1.21	$1.03	$0.96
2016 Q4	$1.88	$1.44	$1.14	$0.98	$0.92
2017 Q1	$1.86	$1.44	$1.15	$1.01	$0.94
2017 Q2	$2.02	$1.54	$1.21	$1.05	$0.99
2017 Q3	$2.06	$1.56	$1.22	$1.05	$1.00
2017 Q4	$1.97	$1.49	$1.17	$1.00	$0.95
2018 Q1	$1.91	$1.45	$1.14	$0.97	$0.91
2018 Q2	$1.98	$1.46	$1.16	$1.00	$0.91
2018 Q3	$1.98	$1.50	$1.17	$1.02	$0.93
2018 Q4	$1.86	$1.42	$1.12	$0.97	$0.91
2019 Q1	$1.83	$1.40	$1.10	$0.95	$0.90
2019 Q2	$1.88	$1.46	$1.15	$0.99	$0.92
2019 Q3	$1.90	$1.43	$1.15	$0.99	$0.93
2019 Q4	$1.80	$1.37	$1.11	$0.96	$0.90
2020 Q1	$1.79	$1.37	$1.09	$0.95	$0.89
2020 Q2	$1.76	$1.34	$1.06	$0.92	$0.88

Table 8.8 – Midwest Rental Rates (West North Central)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$62.23	$89.12	$135.24	$167.57	$216.61	$48.03	$63.26	$101.97	$126.71	$138.94
Aug-16	$65.79	$90.05	$136.17	$167.29	$214.88	$44.66	$57.97	$93.02	$114.14	$129.46
Sep-16	$64.38	$89.31	$134.08	$167.13	$223.16	$43.15	$57.95	$91.37	$113.12	$127.62
Oct-16	$59.47	$90.12	$130.49	$164.64	$213.62	$42.87	$58.86	$93.01	$114.05	$132.01
Nov-16	$60.01	$84.53	$127.80	$159.61	$223.25	$42.81	$59.02	$94.60	$117.31	$137.87
Dec-16	$55.08	$78.41	$124.29	$157.41	$217.55	$41.71	$56.65	$93.66	$117.50	$136.54
Jan-17	$54.39	$81.05	$125.06	$157.58	$211.44	$41.19	$56.09	$86.93	$109.95	$127.92
Feb-17	$54.22	$82.04	$127.23	$159.21	$205.22	$40.32	$55.23	$83.94	$106.11	$122.48
Mar-17	$56.61	$82.15	$125.57	$162.22	$205.92	$39.76	$55.04	$82.88	$103.84	$120.84
Apr-17	$57.38	$83.86	$127.27	$162.86	$204.22	$40.61	$55.89	$84.52	$104.53	$119.82
May-17	$58.53	$84.03	$128.63	$162.17	$205.86	$42.12	$57.89	$86.13	$107.09	$121.87
Jun-17	$55.72	$83.50	$126.83	$160.08	$198.74	$43.23	$58.47	$87.63	$109.23	$124.86
Jul-17	$56.98	$86.17	$129.26	$168.75	$206.96	$46.72	$65.83	$94.93	$112.89	$128.31
Aug-17	$55.57	$85.50	$128.29	$166.74	$210.49	$46.01	$67.93	$96.09	$115.17	$125.92
Sep-17	$54.26	$82.14	$125.13	$160.15	$207.52	$44.65	$61.53	$90.82	$112.73	$123.23
Oct-17	$52.37	$79.30	$121.35	$155.05	$202.91	$42.79	$58.80	$88.62	$108.43	$118.29
Nov-17	$52.52	$79.31	$120.12	$155.58	$197.98	$43.19	$58.14	$86.19	$105.40	$114.96
Dec-17	$53.95	$78.36	$120.62	$155.36	$198.91	$42.89	$57.49	$84.79	$102.34	$113.34
Jan-18	$52.67	$77.05	$116.99	$150.08	$195.93	$42.48	$56.13	$82.66	$99.46	$110.94
Feb-18	$52.53	$76.90	$116.38	$147.97	$191.68	$43.63	$60.11	$81.69	$99.94	$109.09
Mar-18	$52.23	$75.91	$117.10	$144.03	$182.88	$43.91	$56.35	$82.17	$100.46	$109.78
Apr-18	$53.52	$76.94	$120.65	$147.90	$188.41	$44.46	$58.05	$84.46	$102.46	$113.01
May-18	$54.45	$77.11	$117.17	$146.35	$180.15	$42.38	$57.76	$85.03	$102.53	$111.66
Jun-18	$53.48	$77.87	$118.66	$148.90	$196.08	$46.23	$59.04	$85.47	$101.59	$113.21
Jul-18	$52.71	$78.12	$119.67	$152.02	$191.59	$46.16	$58.95	$85.30	$102.59	$115.17
Aug-18	$52.80	$77.39	$118.20	$149.17	$188.74	$45.86	$59.86	$87.15	$104.16	$116.21
Sep-18	$52.57	$77.02	$117.33	$147.33	$186.65	$43.50	$57.99	$86.27	$103.81	$114.37
Oct-18	$52.03	$76.89	$116.08	$147.27	$186.00	$43.23	$56.21	$85.19	$101.84	$114.22
Nov-18	$52.58	$76.28	$116.26	$147.51	$183.65	$42.66	$55.93	$84.69	$104.06	$112.12
Dec-18	$51.83	$75.48	$115.69	$146.19	$183.89	$41.66	$55.23	$82.63	$101.96	$111.17
Jan-19	$51.74	$75.03	$114.43	$144.97	$183.87	$40.97	$55.04	$81.47	$99.26	$110.06
Feb-19	$51.48	$74.66	$113.99	$143.97	$181.21	$40.71	$55.94	$81.75	$98.98	$109.60
Mar-19	$50.72	$74.13	$113.40	$143.92	$181.57	$39.91	$56.36	$83.58	$99.70	$111.10
Apr-19	$52.20	$75.76	$116.77	$147.97	$185.94	$41.93	$57.54	$86.11	$100.35	$111.35
May-19	$53.08	$77.85	$118.05	$150.52	$188.93	$44.75	$59.03	$88.63	$102.33	$113.94
Jun-19	$53.67	$78.17	$118.99	$150.62	$189.40	$43.96	$59.68	$91.79	$100.81	$113.99
Jul-19	$53.95	$77.18	$117.82	$149.51	$182.60	$44.75	$59.80	$90.92	$101.85	$114.55
Aug-19	$54.21	$77.29	$118.79	$151.26	$188.95	$45.23	$57.98	$88.21	$103.76	$114.21
Sep-19	$50.97	$74.49	$115.77	$148.25	$184.59	$42.42	$55.58	$84.79	$100.41	$112.53
Oct-19	$51.75	$75.41	$114.79	$147.92	$183.10	$39.76	$54.53	$83.40	$99.20	$113.11
Nov-19	$49.39	$72.04	$110.40	$144.81	$176.74	$38.61	$53.77	$81.62	$96.15	$109.08
Dec-19	$49.14	$71.14	$108.31	$141.98	$172.35	$38.59	$52.96	$79.97	$95.18	$107.08
Jan-20	$47.10	$70.37	$107.90	$139.81	$170.75	$37.88	$53.79	$79.78	$94.85	$108.16
Feb-20	$46.45	$70.56	$106.43	$139.21	$173.82	$38.12	$52.31	$78.79	$94.98	$109.69
Mar-20	$45.98	$71.08	$107.47	$140.25	$177.62	$38.49	$51.91	$79.23	$95.59	$110.91
Apr-20	$46.67	$69.78	$105.01	$137.23	$172.51	$37.71	$50.97	$77.36	$96.19	$109.99
May-20	$47.93	$69.20	$103.62	$136.16	$169.14	$38.92	$51.95	$77.14	$95.64	$110.05
Jun-20	$48.05	$71.81	$104.25	$136.26	$175.50	$39.76	$53.13	$79.57	$96.43	$111.46

Source: Radius+

Table 8.9 – Midwest Rent Per Square Foot

(West North Central – Non-Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.80	$1.19	$0.95	$0.78	$0.65
2016 Q4	$1.70	$1.16	$0.94	$0.77	$0.68
2017 Q1	$1.62	$1.11	$0.85	$0.71	$0.62
2017 Q2	$1.68	$1.15	$0.86	$0.71	$0.61
2017 Q3	$1.83	$1.30	$0.94	$0.76	$0.63
2017 Q4	$1.72	$1.16	$0.87	$0.70	$0.58
2018 Q1	$1.73	$1.15	$0.82	$0.67	$0.55
2018 Q2	$1.77	$1.17	$0.85	$0.68	$0.56
2018 Q3	$1.81	$1.18	$0.86	$0.69	$0.58
2018 Q4	$1.70	$1.12	$0.84	$0.68	$0.56
2019 Q1	$1.62	$1.12	$0.82	$0.66	$0.55
2019 Q2	$1.74	$1.18	$0.89	$0.67	$0.57
2019 Q3	$1.77	$1.16	$0.88	$0.68	$0.57
2019 Q4	$1.56	$1.07	$0.82	$0.65	$0.55
2020 Q1	$1.53	$1.05	$0.79	$0.63	$0.55
2020 Q2	$1.55	$1.04	$0.78	$0.64	$0.55

Table 8.10 – Midwest Rent Per Square Foot

(West North Central – Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.57	$1.79	$1.35	$1.12	$1.09
2016 Q4	$2.33	$1.69	$1.27	$1.07	$1.09
2017 Q1	$2.20	$1.63	$1.26	$1.06	$1.04
2017 Q2	$2.29	$1.68	$1.28	$1.08	$1.02
2017 Q3	$2.22	$1.69	$1.28	$1.10	$1.04
2017 Q4	$2.12	$1.58	$1.21	$1.04	$1.00
2018 Q1	$2.10	$1.53	$1.17	$0.98	$0.95
2018 Q2	$2.15	$1.55	$1.19	$0.98	$0.94
2018 Q3	$2.11	$1.55	$1.18	$1.00	$0.95
2018 Q4	$2.09	$1.52	$1.16	$0.98	$0.92
2019 Q1	$2.05	$1.49	$1.14	$0.96	$0.91
2019 Q2	$2.12	$1.55	$1.18	$1.00	$0.94
2019 Q3	$2.12	$1.53	$1.17	$1.00	$0.93
2019 Q4	$2.00	$1.46	$1.11	$0.97	$0.89
2020 Q1	$1.86	$1.41	$1.07	$0.93	$0.87
2020 Q2	$1.90	$1.41	$1.04	$0.91	$0.86

Table 8.11 – Northeast Rental Rates (Middle Atlantic)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$71.33	$113.20	$177.90	$232.68	$287.07	$61.31	$90.87	$142.08	$179.11	$202.82
Aug-16	$71.08	$112.58	$176.42	$231.32	$284.49	$58.45	$87.42	$135.87	$169.75	$196.40
Sep-16	$68.81	$109.32	$171.93	$228.42	$284.42	$56.62	$84.83	$136.08	$167.25	$192.12
Oct-16	$66.77	$108.19	$169.05	$223.48	$276.03	$55.44	$84.44	$135.63	$165.25	$193.96
Nov-16	$64.31	$104.30	$164.14	$219.04	$273.53	$54.42	$82.81	$132.42	$165.58	$194.78
Dec-16	$63.37	$100.92	$161.81	$218.10	$271.17	$52.15	$79.98	$132.10	$168.88	$202.43
Jan-17	$64.01	$102.05	$164.32	$216.20	$270.30	$53.82	$81.48	$133.00	$168.09	$202.25
Feb-17	$64.20	$103.34	$163.46	$216.21	$273.72	$53.92	$81.69	$132.71	$166.38	$200.39
Mar-17	$64.72	$103.85	$164.75	$218.31	$275.60	$54.59	$81.97	$132.29	$167.16	$194.92
Apr-17	$67.98	$107.54	$170.27	$225.91	$287.54	$56.86	$85.56	$135.39	$170.54	$194.29
May-17	$68.65	$109.72	$169.88	$227.07	$291.87	$58.22	$88.43	$136.30	$170.95	$193.83
Jun-17	$68.69	$111.96	$173.74	$233.14	$297.95	$59.07	$89.23	$138.72	$174.47	$201.43
Jul-17	$70.10	$112.70	$177.43	$240.05	$309.68	$59.89	$90.07	$142.14	$181.16	$210.19
Aug-17	$69.79	$110.51	$174.59	$239.61	$310.27	$59.27	$89.31	$141.44	$180.69	$208.07
Sep-17	$66.99	$107.02	$170.19	$233.23	$303.90	$56.87	$84.88	$137.09	$175.52	$200.43
Oct-17	$65.87	$108.52	$167.36	$228.17	$290.83	$55.98	$84.79	$137.42	$171.52	$198.01
Nov-17	$65.66	$105.89	$166.31	$225.71	$290.46	$55.59	$83.54	$135.10	$170.63	$197.72
Dec-17	$64.18	$101.47	$163.21	$221.93	$283.84	$54.67	$81.96	$132.72	$167.59	$197.67
Jan-18	$63.38	$101.29	$163.29	$222.66	$283.75	$54.60	$81.32	$131.44	$167.07	$196.85
Feb-18	$63.33	$102.36	$164.70	$221.56	$287.42	$54.63	$82.03	$132.83	$168.97	$196.52
Mar-18	$63.72	$103.43	$167.47	$225.35	$287.92	$57.02	$84.66	$137.59	$174.80	$198.29
Apr-18	$66.10	$106.69	$172.23	$233.61	$299.35	$60.17	$86.83	$140.60	$176.12	$199.51
May-18	$69.23	$110.41	$173.83	$234.69	$304.89	$60.24	$89.72	$144.01	$181.20	$206.58
Jun-18	$69.17	$110.90	$174.27	$235.27	$301.34	$60.05	$90.73	$144.67	$181.80	$203.27
Jul-18	$69.04	$111.70	$173.88	$237.39	$307.91	$60.28	$91.11	$143.84	$181.92	$202.83
Aug-18	$69.05	$111.59	$173.66	$237.82	$312.80	$59.91	$90.82	$143.45	$181.75	$202.66
Sep-18	$67.18	$109.23	$171.94	$235.48	$308.65	$58.38	$87.37	$140.60	$177.56	$202.22
Oct-18	$66.05	$107.77	$170.50	$231.00	$302.16	$57.49	$85.89	$140.46	$174.88	$198.35
Nov-18	$65.56	$106.95	$168.96	$228.29	$303.91	$57.49	$85.33	$138.02	$175.50	$199.97
Dec-18	$65.24	$104.80	$166.90	$226.32	$296.56	$56.62	$84.59	$136.62	$175.50	$202.11
Jan-19	$64.93	$104.24	$166.41	$224.11	$297.27	$56.64	$84.15	$135.31	$172.28	$200.54
Feb-19	$64.24	$103.79	$166.16	$224.36	$298.55	$57.17	$84.30	$136.64	$173.11	$203.86
Mar-19	$64.71	$104.83	$168.24	$227.99	$304.28	$58.47	$86.37	$141.63	$177.70	$208.22
Apr-19	$65.75	$107.00	$171.05	$230.46	$304.05	$58.85	$88.67	$143.77	$180.28	$212.50
May-19	$66.39	$109.52	$173.95	$232.74	$305.08	$60.24	$90.75	$145.75	$185.94	$213.30
Jun-19	$66.51	$108.79	$174.05	$230.65	$298.30	$59.69	$91.41	$145.75	$188.16	$214.17
Jul-19	$65.99	$106.29	$171.63	$227.60	$294.02	$59.37	$90.62	$145.04	$186.39	$210.56
Aug-19	$65.18	$105.77	$170.13	$225.51	$295.64	$58.84	$88.64	$140.71	$178.49	$205.62
Sep-19	$62.26	$102.29	$164.27	$222.20	$286.70	$56.01	$84.16	$134.99	$171.43	$198.40
Oct-19	$61.61	$101.28	$161.86	$221.35	$285.48	$53.79	$81.78	$133.22	$169.89	$196.70
Nov-19	$61.18	$100.51	$160.62	$219.45	$285.29	$53.78	$81.16	$130.76	$167.10	$196.44
Dec-19	$61.16	$99.89	$159.41	$215.56	$283.60	$53.75	$81.21	$129.85	$164.63	$196.23
Jan-20	$61.11	$98.91	$158.48	$214.96	$281.33	$54.03	$81.64	$129.42	$165.67	$196.34
Feb-20	$60.10	$96.34	$155.58	$212.25	$280.66	$54.70	$80.94	$128.93	$166.45	$195.40
Mar-20	$60.79	$96.96	$156.37	$213.09	$284.54	$55.85	$81.29	$130.55	$166.75	$198.92
Apr-20	$57.97	$92.31	$147.57	$202.97	$270.38	$53.71	$77.11	$121.98	$161.18	$193.32
May-20	$57.48	$91.98	$145.89	$198.34	$264.00	$54.23	$78.99	$126.05	$159.20	$189.16
Jun-20	$61.15	$97.38	$154.84	$208.96	$278.67	$56.48	$81.67	$131.79	$166.00	$190.62

Source: Radius+

Table 8.12 – Northeast Rent Per Square Foot
(Middle Atlantic – Non-Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.34	$1.75	$1.38	$1.14	$0.98
2016 Q4	$2.16	$1.65	$1.33	$1.11	$0.99
2017 Q1	$2.16	$1.63	$1.33	$1.12	$1.00
2017 Q2	$2.32	$1.75	$1.37	$1.15	$0.98
2017 Q3	$2.35	$1.76	$1.40	$1.19	$1.03
2017 Q4	$2.22	$1.67	$1.35	$1.13	$0.99
2018 Q1	$2.22	$1.65	$1.34	$1.14	$0.99
2018 Q2	$2.41	$1.78	$1.43	$1.20	$1.02
2018 Q3	$2.38	$1.80	$1.43	$1.20	$1.01
2018 Q4	$2.29	$1.71	$1.38	$1.17	$1.00
2019 Q1	$2.30	$1.70	$1.38	$1.16	$1.02
2019 Q2	$2.38	$1.81	$1.45	$1.23	$1.07
2019 Q3	$2.58	$2.10	$1.69	$1.50	$1.46
2019 Q4	$2.45	$2.01	$1.61	$1.46	$1.42
2020 Q1	$2.43	$1.95	$1.57	$1.42	$1.41
2020 Q2	$2.36	$1.88	$1.49	$1.36	$1.36

Table 8.13 – Northeast Rent Per Square Foot
(Middle Atlantic – Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.81	$2.23	$1.75	$1.54	$1.42
2016 Q4	$2.59	$2.09	$1.65	$1.47	$1.37
2017 Q1	$2.57	$2.06	$1.64	$1.45	$1.37
2017 Q2	$2.74	$2.19	$1.71	$1.52	$1.46
2017 Q3	$2.76	$2.20	$1.74	$1.58	$1.54
2017 Q4	$2.61	$2.11	$1.66	$1.50	$1.44
2018 Q1	$2.54	$2.05	$1.65	$1.49	$1.43
2018 Q2	$2.73	$2.19	$1.73	$1.56	$1.51
2018 Q3	$2.74	$2.22	$1.73	$1.58	$1.55
2018 Q4	$2.62	$2.13	$1.69	$1.52	$1.50
2019 Q1	$2.59	$2.09	$1.67	$1.50	$1.50
2019 Q2	$2.65	$2.17	$1.73	$1.54	$1.51
2019 Q3	$2.32	$1.76	$1.40	$1.19	$1.02
2019 Q4	$2.15	$1.63	$1.31	$1.11	$0.98
2020 Q1	$2.19	$1.63	$1.30	$1.11	$0.98
2020 Q2	$2.19	$1.59	$1.27	$1.08	$0.96

Table 8.14 – Northeast Rental Rates (New England)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$66.00	$101.30	$156.90	$207.90	$254.60	$58.40	$88.00	$137.70	$172.70	$197.60
Aug-16	$64.70	$97.00	$156.30	$195.60	$238.10	$53.40	$79.00	$127.10	$156.40	$182.80
Sep-16	$62.70	$93.80	$154.00	$197.40	$242.40	$50.70	$77.70	$121.60	$149.90	$176.80
Oct-16	$57.70	$92.80	$151.70	$196.10	$243.50	$49.60	$75.70	$117.20	$148.20	$177.20
Nov-16	$54.90	$90.10	$149.60	$191.70	$244.10	$49.30	$73.20	$116.80	$146.20	$177.00
Dec-16	$56.70	$91.40	$145.70	$187.70	$246.10	$46.70	$71.20	$114.10	$143.80	$176.40
Jan-17	$57.70	$88.90	$145.10	$193.30	$239.00	$46.20	$70.00	$111.70	$141.40	$176.30
Feb-17	$56.10	$88.70	$145.40	$187.40	$235.50	$47.00	$69.20	$110.80	$140.40	$177.00
Mar-17	$57.00	$89.70	$144.60	$185.30	$226.70	$46.80	$70.80	$112.00	$143.90	$174.60
Apr-17	$64.40	$94.10	$151.00	$190.80	$244.00	$48.30	$76.30	$119.80	$151.10	$182.50
May-17	$63.10	$95.30	$156.10	$195.70	$249.30	$51.20	$80.80	$123.80	$154.40	$191.80
Jun-17	$64.47	$96.27	$155.91	$201.48	$254.31	$52.60	$84.15	$125.90	$159.03	$196.67
Jul-17	$64.55	$95.26	$152.95	$201.86	$245.12	$55.11	$83.62	$132.05	$159.90	$192.31
Aug-17	$62.09	$95.34	$152.94	$205.83	$253.58	$56.81	$83.58	$129.68	$159.90	$186.92
Sep-17	$61.13	$95.44	$149.74	$205.94	$257.43	$51.14	$76.75	$121.09	$151.26	$179.33
Oct-17	$59.65	$92.87	$147.94	$197.34	$255.85	$49.90	$74.68	$118.80	$147.03	$173.87
Nov-17	$58.13	$90.52	$145.26	$187.24	$246.91	$48.12	$73.30	$118.29	$143.42	$168.38
Dec-17	$57.12	$89.45	$138.70	$185.18	$237.19	$46.91	$72.35	$116.79	$142.44	$167.13
Jan-18	$56.47	$87.33	$139.14	$182.95	$237.38	$46.28	$71.17	$115.29	$142.37	$167.12
Feb-18	$57.51	$86.11	$140.71	$182.34	$233.36	$47.19	$71.70	$115.33	$145.39	$169.46
Mar-18	$57.34	$87.34	$140.06	$179.25	$229.62	$48.87	$73.76	$117.28	$147.42	$169.75
Apr-18	$60.10	$89.72	$148.22	$181.95	$224.83	$51.49	$75.79	$120.39	$151.49	$173.50
May-18	$63.86	$92.59	$147.67	$192.35	$236.20	$52.71	$77.76	$122.79	$153.82	$176.77
Jun-18	$62.79	$95.59	$149.27	$191.16	$234.88	$54.87	$80.21	$125.22	$155.17	$175.58
Jul-18	$64.17	$98.00	$150.42	$191.88	$233.88	$54.79	$81.96	$126.78	$153.58	$176.89
Aug-18	$61.96	$95.38	$148.62	$191.16	$236.73	$54.94	$81.41	$125.77	$154.52	$178.05
Sep-18	$59.96	$95.53	$145.37	$189.44	$229.95	$52.70	$79.71	$125.06	$155.19	$178.08
Oct-18	$59.15	$93.99	$143.40	$187.39	$227.62	$52.23	$79.19	$123.38	$151.72	$175.82
Nov-18	$58.18	$89.85	$143.28	$184.95	$224.22	$52.10	$77.06	$120.91	$149.57	$177.09
Dec-18	$56.12	$87.30	$140.03	$182.65	$231.11	$50.13	$75.45	$120.33	$153.40	$178.87
Jan-19	$55.41	$87.54	$138.96	$177.27	$228.10	$50.05	$74.14	$119.00	$151.14	$174.69
Feb-19	$55.80	$88.53	$140.14	$183.37	$239.20	$49.76	$73.90	$117.48	$150.93	$178.06
Mar-19	$59.42	$92.24	$146.78	$198.14	$253.54	$49.82	$73.11	$118.73	$150.76	$180.11
Apr-19	$62.30	$96.31	$149.86	$201.64	$256.65	$52.13	$75.68	$122.78	$151.61	$180.33
May-19	$67.56	$99.43	$153.80	$203.21	$256.36	$54.01	$77.71	$121.95	$149.28	$175.39
Jun-19	$68.04	$98.91	$154.72	$205.96	$255.34	$53.58	$78.36	$123.61	$149.21	$178.29
Jul-19	$67.08	$99.53	$151.88	$200.31	$248.86	$53.59	$76.40	$123.11	$148.55	$174.97
Aug-19	$64.53	$97.53	$149.96	$196.39	$249.31	$53.90	$76.61	$119.94	$147.25	$168.93
Sep-19	$62.66	$93.71	$146.90	$188.23	$238.56	$51.40	$74.26	$118.50	$144.63	$170.86
Oct-19	$59.86	$90.91	$143.12	$185.66	$236.38	$49.82	$73.41	$117.33	$146.37	$173.76
Nov-19	$58.15	$88.94	$139.69	$182.79	$235.38	$48.99	$72.99	$115.98	$146.94	$173.01
Dec-19	$58.03	$88.44	$139.20	$181.45	$230.80	$48.09	$72.72	$116.09	$147.62	$172.89
Jan-20	$58.59	$88.80	$137.89	$182.15	$231.89	$48.13	$71.75	$114.56	$144.41	$173.01
Feb-20	$59.72	$89.26	$138.57	$184.29	$235.06	$48.29	$70.86	$113.40	$146.55	$173.46
Mar-20	$61.30	$90.07	$140.06	$183.78	$239.39	$48.78	$71.74	$113.98	$147.32	$175.88
Apr-20	$60.82	$88.68	$138.09	$177.46	$230.96	$47.68	$69.62	$110.21	$143.96	$168.84
May-20	$60.86	$88.56	$137.90	$178.30	$227.82	$50.13	$70.75	$109.63	$140.35	$168.33
Jun-20	$61.29	$89.09	$138.53	$180.43	$230.70	$52.88	$75.10	$113.73	$147.11	$171.69

Source: Radius+

Table 8.15 – Northeast Rent Per Square Foot
(New England – Non-Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.15	$1.62	$1.28	$1.06	$0.92
2016 Q4	$1.94	$1.47	$1.16	$0.97	$0.88
2017 Q1	$1.86	$1.40	$1.12	$0.95	$0.88
2017 Q2	$2.03	$1.61	$1.23	$1.03	$0.95
2017 Q3	$2.17	$1.63	$1.28	$1.05	$0.93
2017 Q4	$1.93	$1.47	$1.18	$0.96	$0.85
2018 Q1	$1.90	$1.44	$1.16	$0.97	$0.84
2018 Q2	$2.12	$1.56	$1.23	$1.02	$0.88
2018 Q3	$2.17	$1.62	$1.26	$1.03	$0.89
2018 Q4	$2.06	$1.54	$1.22	$1.01	$0.89
2019 Q1	$2.00	$1.47	$1.18	$1.01	$0.89
2019 Q2	$2.13	$1.54	$1.23	$1.00	$0.89
2019 Q3	$2.12	$1.52	$1.21	$0.98	$0.86
2019 Q4	$1.96	$1.46	$1.16	$0.98	$0.87
2020 Q1	$1.94	$1.43	$1.14	$0.97	$0.87
2020 Q2	$2.01	$1.44	$1.11	$0.96	$0.85

Table 8.16 – Northeast Rent Per Square Foot
(New England – Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.57	$1.94	$1.56	$1.33	$1.22
2016 Q4	$2.26	$1.83	$1.49	$1.28	$1.22
2017 Q1	$2.28	$1.78	$1.45	$1.26	$1.17
2017 Q2	$2.56	$1.90	$1.54	$1.31	$1.25
2017 Q3	$2.50	$1.91	$1.52	$1.36	$1.26
2017 Q4	$2.33	$1.82	$1.44	$1.27	$1.23
2018 Q1	$2.28	$1.74	$1.40	$1.21	$1.17
2018 Q2	$2.49	$1.85	$1.48	$1.26	$1.16
2018 Q3	$2.48	$1.93	$1.48	$1.27	$1.17
2018 Q4	$2.31	$1.81	$1.42	$1.23	$1.14
2019 Q1	$2.28	$1.79	$1.42	$1.24	$1.20
2019 Q2	$2.64	$1.96	$1.53	$1.36	$1.28
2019 Q3	$2.59	$1.94	$1.50	$1.30	$1.23
2019 Q4	$2.35	$1.79	$1.41	$1.22	$1.17
2020 Q1	$2.39	$1.79	$1.39	$1.22	$1.18
2020 Q2	$2.44	$1.78	$1.38	$1.19	$1.15

Table 8.17 – South Atlantic Rental Rates

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$62.81	$89.85	$142.05	$180.80	$226.95	$51.08	$72.47	$114.81	$145.00	$167.90
Aug-16	$58.82	$88.76	$137.33	$176.64	$217.57	$48.26	$67.69	$106.36	$132.78	$158.96
Sep-16	$56.23	$86.05	$133.68	$172.92	$213.68	$45.86	$65.75	$103.89	$131.93	$154.95
Oct-16	$55.01	$84.51	$131.10	$170.36	$213.52	$44.73	$64.64	$102.48	$130.54	$153.85
Nov-16	$54.13	$82.78	$130.25	$170.63	$213.26	$43.97	$64.72	$104.15	$131.73	$157.20
Dec-16	$54.10	$82.59	$130.38	$176.38	$210.91	$44.75	$66.84	$106.37	$135.71	$163.84
Jan-17	$55.40	$83.41	$127.86	$168.61	$208.44	$45.18	$65.49	$103.12	$132.10	$156.94
Feb-17	$56.41	$83.77	$128.21	$166.83	$211.09	$45.10	$65.13	$102.42	$130.38	$155.23
Mar-17	$56.01	$83.49	$128.31	$167.22	$209.76	$45.36	$64.20	$102.07	$130.50	$155.00
Apr-17	$58.41	$85.55	$131.49	$171.33	$217.75	$48.13	$66.70	$105.76	$134.37	$159.56
May-17	$60.06	$85.94	$130.49	$173.04	$221.31	$49.31	$68.21	$106.28	$135.02	$161.09
Jun-17	$60.41	$86.53	$132.73	$176.68	$223.19	$49.27	$69.34	$108.23	$136.54	$163.70
Jul-17	$60.08	$87.98	$133.74	$179.83	$231.47	$51.17	$70.53	$109.26	$140.98	$170.97
Aug-17	$58.64	$88.02	$135.47	$179.16	$231.47	$50.63	$71.37	$110.25	$162.60	$168.85
Sep-17	$57.37	$85.92	$132.82	$176.99	$227.92	$48.84	$69.84	$108.40	$174.20	$163.20
Oct-17	$55.93	$84.04	$131.01	$173.32	$222.74	$47.44	$67.24	$105.89	$134.73	$157.56
Nov-17	$54.80	$82.91	$129.48	$168.94	$214.87	$46.10	$65.81	$103.44	$131.71	$154.04
Dec-17	$53.41	$80.74	$126.47	$163.84	$208.94	$45.08	$64.49	$101.55	$128.84	$151.61
Jan-18	$53.30	$79.74	$124.56	$162.43	$208.89	$44.79	$64.03	$100.73	$127.73	$149.72
Feb-18	$53.25	$79.25	$124.77	$162.42	$208.85	$45.13	$63.93	$101.11	$128.68	$149.28
Mar-18	$53.01	$78.57	$124.43	$162.11	$209.66	$45.17	$64.45	$102.41	$129.92	$150.67
Apr-18	$54.24	$80.35	$128.29	$165.80	$213.24	$46.19	$66.06	$105.02	$132.61	$156.09
May-18	$54.71	$80.28	$129.12	$167.13	$217.12	$47.69	$66.55	$105.76	$134.92	$157.72
Jun-18	$54.50	$80.46	$130.10	$167.61	$215.02	$47.70	$67.23	$106.85	$135.71	$158.53
Jul-18	$54.91	$81.63	$132.48	$170.73	$218.74	$47.32	$67.81	$107.96	$135.64	$160.66
Aug-18	$55.02	$81.64	$131.14	$172.43	$219.34	$46.64	$67.24	$107.18	$136.23	$159.28
Sep-18	$53.80	$81.07	$128.32	$170.20	$216.34	$45.20	$65.67	$105.35	$134.47	$158.64
Oct-18	$52.68	$79.93	$126.14	$166.12	$211.91	$44.59	$65.26	$106.03	$133.23	$156.67
Nov-18	$51.92	$79.46	$125.08	$163.98	$209.05	$44.77	$65.52	$120.05	$132.29	$154.89
Dec-18	$52.81	$78.91	$123.17	$162.17	$208.04	$44.91	$64.79	$121.64	$131.10	$153.49
Jan-19	$53.18	$78.70	$123.61	$162.22	$208.62	$44.32	$64.17	$102.76	$130.59	$153.15
Feb-19	$52.98	$78.04	$123.37	$161.72	$209.36	$44.07	$64.04	$102.57	$130.96	$154.49
Mar-19	$53.09	$79.51	$125.04	$163.84	$210.03	$44.27	$65.16	$104.01	$132.04	$156.01
Apr-19	$54.32	$81.51	$127.41	$166.51	$213.50	$46.20	$67.34	$105.85	$134.34	$158.93
May-19	$55.39	$82.84	$128.75	$168.28	$217.06	$46.87	$67.74	$106.11	$137.06	$159.68
Jun-19	$55.48	$83.06	$130.88	$170.30	$220.06	$46.42	$67.90	$106.06	$138.32	$159.56
Jul-19	$55.35	$82.19	$129.39	$170.18	$221.12	$46.99	$67.68	$106.94	$139.60	$159.11
Aug-19	$54.60	$81.06	$128.23	$169.37	$218.06	$46.83	$66.77	$104.82	$136.87	$158.90
Sep-19	$52.62	$78.61	$124.70	$165.18	$214.46	$44.21	$63.38	$100.91	$131.90	$154.86
Oct-19	$51.61	$77.70	$124.18	$163.38	$209.94	$43.03	$62.11	$100.10	$129.64	$154.05
Nov-19	$50.78	$76.54	$123.09	$161.61	$207.87	$43.29	$61.87	$98.61	$127.43	$152.67
Dec-19	$50.43	$76.26	$121.10	$160.37	$204.88	$43.66	$62.28	$97.72	$126.51	$150.15
Jan-20	$50.90	$76.66	$121.73	$160.36	$203.34	$44.18	$62.56	$98.84	$127.01	$150.78
Feb-20	$50.75	$75.18	$120.38	$157.71	$203.00	$43.47	$61.45	$98.19	$126.58	$149.60
Mar-20	$51.02	$75.86	$121.66	$158.43	$204.21	$44.38	$62.40	$98.82	$127.51	$151.39
Apr-20	$48.52	$71.97	$114.82	$149.73	$194.05	$43.60	$59.91	$93.11	$120.71	$145.97
May-20	$47.30	$70.89	$111.98	$146.19	$190.81	$43.18	$59.87	$92.73	$120.66	$142.30
Jun-20	$49.25	$73.58	$116.88	$153.49	$200.28	$44.11	$62.04	$96.46	$124.48	$147.05

Source: Radius+

Table 8.18 – South Atlantic Rent Per Square Foot

(Non-Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.93	$1.37	$1.08	$0.91	$0.80
2016 Q4	$1.78	$1.31	$1.04	$0.88	$0.79
2017 Q1	$1.81	$1.30	$1.03	$0.87	$0.78
2017 Q2	$1.96	$1.36	$1.07	$0.90	$0.81
2017 Q3	$2.01	$1.41	$1.09	$1.06	$0.84
2017 Q4	$1.85	$1.32	$1.04	$0.88	$0.77
2018 Q1	$1.80	$1.28	$1.01	$0.86	$0.75
2018 Q2	$1.89	$1.33	$1.06	$0.90	$0.79
2018 Q3	$1.86	$1.34	$1.07	$0.90	$0.80
2018 Q4	$1.79	$1.30	$1.16	$0.88	$0.78
2019 Q1	$1.77	$1.29	$1.03	$0.87	$0.77
2019 Q2	$1.86	$1.35	$1.06	$0.91	$0.80
2019 Q3	$1.84	$1.32	$1.04	$0.91	$0.79
2019 Q4	$1.73	$1.24	$0.99	$0.85	$0.76
2020 Q1	$1.76	$1.24	$0.99	$0.85	$0.75
2020 Q2	$1.75	$1.21	$0.94	$0.81	$0.73

Table 8.19 – South Atlantic Rent Per Square Foot

(Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.36	$1.76	$1.37	$1.18	$1.09
2016 Q4	$2.18	$1.67	$1.31	$1.15	$1.06
2017 Q1	$2.24	$1.67	$1.28	$1.12	$1.05
2017 Q2	$2.38	$1.72	$1.32	$1.16	$1.10
2017 Q3	$2.35	$1.75	$1.34	$1.19	$1.15
2017 Q4	$2.19	$1.65	$1.29	$1.12	$1.08
2018 Q1	$2.13	$1.58	$1.25	$1.08	$1.05
2018 Q2	$2.18	$1.61	$1.29	$1.11	$1.08
2018 Q3	$2.18	$1.63	$1.31	$1.14	$1.09
2018 Q4	$2.10	$1.59	$1.25	$1.09	$1.05
2019 Q1	$2.12	$1.58	$1.24	$1.08	$1.05
2019 Q2	$2.20	$1.65	$1.29	$1.12	$1.08
2019 Q3	$2.17	$1.61	$1.27	$1.12	$1.09
2019 Q4	$2.04	$1.54	$1.23	$1.08	$1.04
2020 Q1	$2.04	$1.52	$1.21	$1.06	$1.02
2020 Q2	$1.93	$1.44	$1.15	$1.00	$0.98

Table 8.20 – South Rental Rates (East South Central)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$61.60	$88.80	$136.20	$177.50	$223.00	$53.20	$70.90	$110.60	$139.80	$166.00
Aug-16	$59.70	$88.10	$134.80	$175.00	$214.20	$48.00	$68.00	$104.30	$124.30	$145.50
Sep-16	$56.60	$85.60	$131.60	$172.40	$215.60	$46.00	$66.20	$102.40	$127.80	$141.60
Oct-16	$54.80	$82.80	$129.40	$168.90	$212.30	$45.00	$64.60	$100.20	$126.30	$146.10
Nov-16	$53.60	$81.50	$127.60	$167.50	$210.80	$44.00	$64.00	$100.10	$127.70	$150.90
Dec-16	$52.70	$80.60	$125.50	$170.50	$207.00	$45.20	$65.70	$100.80	$124.80	$151.70
Jan-17	$54.60	$81.50	$124.30	$165.80	$207.40	$45.80	$63.90	$98.80	$124.30	$152.00
Feb-17	$55.40	$82.30	$124.70	$164.70	$209.70	$45.20	$64.60	$98.60	$126.40	$152.90
Mar-17	$54.90	$82.30	$124.90	$165.30	$207.60	$45.50	$64.30	$97.90	$123.60	$151.90
Apr-17	$58.20	$84.30	$128.50	$169.40	$215.40	$48.40	$68.10	$103.10	$127.60	$164.10
May-17	$60.50	$85.40	$129.00	$171.00	$217.00	$49.70	$70.10	$103.70	$130.50	$164.20
Jun-17	$60.00	$86.00	$131.70	$174.50	$223.50	$50.20	$69.70	$104.90	$132.00	$169.10
Jul-17	$60.78	$87.77	$133.68	$179.72	$233.28	$51.14	$70.38	$107.02	$132.18	$178.15
Aug-17	$58.55	$87.04	$133.08	$177.77	$227.39	$50.70	$71.12	$107.71	$146.62	$171.65
Sep-17	$56.33	$84.55	$130.01	$175.00	$222.99	$48.03	$69.75	$104.91	$152.43	$162.24
Oct-17	$53.50	$79.84	$122.18	$166.42	$214.07	$45.26	$64.32	$96.64	$118.33	$154.97
Nov-17	$52.91	$78.26	$120.41	$161.37	$209.74	$44.69	$64.66	$94.92	$119.61	$154.76
Dec-17	$51.82	$77.20	$118.00	$158.85	$206.68	$44.37	$63.87	$93.96	$117.21	$152.06
Jan-18	$51.90	$75.75	$116.63	$155.59	$203.65	$43.79	$64.48	$91.88	$118.22	$149.19
Feb-18	$51.68	$75.34	$115.79	$154.92	$205.90	$43.27	$65.34	$90.24	$117.91	$142.07
Mar-18	$51.37	$77.47	$117.27	$155.96	$203.12	$44.37	$63.75	$92.78	$114.73	$149.98
Apr-18	$53.70	$79.42	$121.84	$161.04	$208.24	$45.86	$67.54	$97.07	$116.73	$160.66
May-18	$55.31	$82.84	$127.57	$164.60	$214.99	$45.56	$73.42	$103.43	$118.85	$168.92
Jun-18	$55.58	$82.90	$128.11	$165.29	$213.36	$45.75	$72.41	$101.02	$118.08	$174.36
Jul-18	$56.55	$84.27	$128.68	$166.39	$215.37	$47.81	$68.09	$99.07	$133.33	$165.29
Aug-18	$57.04	$83.01	$128.52	$169.20	$217.79	$47.25	$72.31	$101.46	$157.79	$170.99
Sep-18	$55.06	$80.86	$125.46	$166.51	$215.56	$45.34	$67.49	$99.23	$144.98	$162.83
Oct-18	$54.10	$79.36	$122.82	$163.81	$210.68	$45.25	$69.10	$97.63	$148.97	$151.74
Nov-18	$53.36	$79.18	$123.93	$160.64	$207.15	$44.95	$68.34	$94.40	$135.76	$155.09
Dec-18	$52.45	$78.03	$121.68	$155.71	$203.87	$45.61	$68.72	$94.06	$118.73	$146.87
Jan-19	$52.62	$78.90	$121.14	$156.00	$207.89	$45.18	$67.84	$97.28	$108.01	$148.11
Feb-19	$52.72	$79.61	$122.44	$156.56	$207.64	$45.03	$67.94	$100.33	$117.70	$167.01
Mar-19	$52.81	$79.42	$122.08	$158.15	$211.20	$44.58	$65.09	$100.58	$121.59	$158.23
Apr-19	$53.77	$79.97	$124.05	$160.95	$213.04	$44.41	$65.33	$105.32	$120.83	$167.03
May-19	$54.63	$81.82	$126.25	$162.19	$221.05	$45.53	$68.97	$104.28	$127.81	$167.57
Jun-19	$56.35	$83.90	$128.35	$163.43	$216.56	$45.72	$66.36	$102.96	$131.56	$165.50
Jul-19	$55.05	$84.07	$124.87	$162.43	$213.26	$44.66	$64.28	$99.66	$124.13	$160.66
Aug-19	$54.54	$82.20	$123.07	$162.59	$207.89	$43.59	$63.80	$101.52	$119.65	$158.88
Sep-19	$52.23	$77.65	$118.43	$153.97	$200.61	$42.13	$62.36	$96.54	$120.07	$154.00
Oct-19	$52.86	$78.32	$120.71	$158.85	$205.15	$42.01	$63.27	$93.91	$117.68	$153.28
Nov-19	$51.81	$75.69	$118.48	$156.90	$205.63	$42.75	$63.71	$90.55	$113.56	$151.20
Dec-19	$52.21	$75.43	$118.88	$156.42	$201.60	$43.16	$63.30	$93.76	$114.06	$145.88
Jan-20	$52.20	$76.53	$118.31	$155.92	$202.73	$44.10	$63.30	$94.14	$116.28	$148.22
Feb-20	$50.91	$75.00	$116.97	$154.77	$198.78	$45.03	$64.22	$92.15	$125.98	$152.30
Mar-20	$52.63	$77.45	$119.02	$157.27	$201.90	$47.23	$67.02	$92.45	$121.11	$154.33
Apr-20	$50.46	$75.09	$112.00	$149.34	$197.61	$48.22	$67.46	$93.44	$118.91	$151.87
May-20	$49.39	$72.65	$110.13	$145.28	$198.03	$44.64	$64.55	$91.89	$120.81	$150.77
Jun-20	$49.94	$75.24	$114.72	$147.68	$196.08	$43.23	$63.65	$91.69	$117.91	$144.57

Source: Radius+

Table 8.21 – South Rent Per Square Foot
(East South Central – Non-Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.95	$1.36	$1.05	$0.87	$0.74
2016 Q4	$1.79	$1.30	$1.00	$0.84	$0.75
2017 Q1	$1.82	$1.28	$0.98	$0.83	$0.76
2017 Q2	$1.98	$1.39	$1.04	$0.87	$0.83
2017 Q3	$2.00	$1.41	$1.07	$0.96	$0.85
2017 Q4	$1.79	$1.29	$0.95	$0.79	$0.77
2018 Q1	$1.75	$1.29	$0.92	$0.78	$0.74
2018 Q2	$1.83	$1.42	$1.00	$0.79	$0.84
2018 Q3	$1.87	$1.39	$1.00	$0.97	$0.83
2018 Q4	$1.81	$1.37	$0.95	$0.90	$0.76
2019 Q1	$1.80	$1.34	$0.99	$0.77	$0.79
2019 Q2	$1.81	$1.34	$1.04	$0.84	$0.83
2019 Q3	$1.74	$1.27	$0.99	$0.81	$0.79
2019 Q4	$1.71	$1.27	$0.93	$0.77	$0.75
2020 Q1	$1.82	$1.30	$0.93	$0.81	$0.76
2020 Q2	$1.81	$1.30	$0.92	$0.79	$0.75

Table 8.22 – South Rent Per Square Foot
(East South Central – Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.36	$1.75	$1.34	$1.16	$1.08
2016 Q4	$2.15	$1.63	$1.27	$1.13	$1.05
2017 Q1	$2.20	$1.64	$1.25	$1.10	$1.04
2017 Q2	$2.38	$1.70	$1.30	$1.14	$1.09
2017 Q3	$2.34	$1.73	$1.32	$1.18	$1.14
2017 Q4	$2.11	$1.57	$1.20	$1.08	$1.05
2018 Q1	$2.07	$1.52	$1.17	$1.04	$1.02
2018 Q2	$2.19	$1.63	$1.26	$1.09	$1.06
2018 Q3	$2.25	$1.65	$1.28	$1.12	$1.08
2018 Q4	$2.13	$1.58	$1.23	$1.07	$1.04
2019 Q1	$2.11	$1.59	$1.22	$1.05	$1.04
2019 Q2	$2.20	$1.64	$1.26	$1.08	$1.08
2019 Q3	$2.16	$1.63	$1.22	$1.06	$1.04
2019 Q4	$2.09	$1.53	$1.19	$1.05	$1.02
2020 Q1	$2.08	$1.53	$1.18	$1.04	$1.01
2020 Q2	$2.00	$1.49	$1.12	$0.98	$0.99

Table 8.23 – South Rental Rates (West South Central)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$51.80	$77.00	$115.30	$147.90	$182.90	$39.50	$56.40	$86.20	$115.00	$125.50
Aug-16	$56.90	$76.70	$112.60	$144.90	$178.60	$37.60	$52.30	$78.20	$100.00	$119.10
Sep-16	$56.30	$75.30	$111.90	$148.10	$176.20	$36.30	$50.80	$77.30	$97.40	$116.40
Oct-16	$53.70	$70.90	$108.80	$143.50	$175.70	$34.50	$49.40	$76.00	$94.90	$115.10
Nov-16	$47.70	$67.10	$104.60	$143.40	$172.90	$32.60	$46.70	$72.30	$90.90	$112.40
Dec-16	$44.00	$65.30	$102.60	$140.30	$167.90	$31.10	$45.30	$73.60	$91.30	$116.30
Jan-17	$48.80	$68.30	$105.00	$136.20	$171.00	$33.90	$47.80	$74.50	$93.90	$114.50
Feb-17	$52.60	$71.90	$108.80	$141.40	$176.20	$34.80	$48.80	$74.50	$93.30	$111.60
Mar-17	$52.60	$72.40	$108.70	$142.80	$176.20	$34.70	$48.30	$74.20	$93.80	$110.90
Apr-17	$54.00	$74.20	$111.20	$147.60	$174.20	$35.10	$49.90	$75.50	$96.40	$113.90
May-17	$55.10	$75.50	$112.20	$149.20	$174.60	$36.40	$51.30	$77.30	$98.10	$115.40
Jun-17	$56.40	$79.50	$112.60	$144.50	$170.90	$38.00	$52.60	$77.90	$97.50	$117.90
Jul-17	$53.97	$78.77	$111.25	$137.69	$170.92	$36.26	$52.93	$79.98	$99.94	$120.11
Aug-17	$51.68	$76.20	$109.64	$139.54	$172.64	$36.80	$52.77	$81.17	$101.39	$119.37
Sep-17	$49.99	$74.54	$110.90	$141.02	$174.70	$37.80	$52.88	$81.63	$102.09	$117.56
Oct-17	$49.95	$73.77	$109.20	$140.09	$172.15	$37.62	$52.65	$79.89	$100.60	$116.22
Nov-17	$49.74	$72.88	$108.36	$139.39	$171.40	$37.49	$52.12	$79.54	$99.04	$114.00
Dec-17	$48.43	$70.08	$106.56	$135.94	$167.90	$37.14	$51.21	$77.99	$97.61	$113.34
Jan-18	$48.54	$69.40	$105.69	$135.67	$167.93	$36.47	$50.64	$76.96	$97.12	$111.97
Feb-18	$48.70	$69.82	$106.83	$137.07	$169.54	$36.50	$50.88	$77.02	$97.69	$113.53
Mar-18	$48.10	$69.49	$105.78	$137.02	$167.96	$36.55	$51.27	$77.77	$98.79	$115.42
Apr-18	$49.79	$71.14	$107.17	$138.08	$169.95	$37.04	$51.81	$78.92	$99.73	$116.33
May-18	$49.92	$71.01	$107.58	$138.15	$171.03	$37.17	$52.09	$79.10	$99.65	$114.86
Jun-18	$50.21	$71.57	$108.66	$141.02	$173.77	$36.54	$51.40	$78.65	$99.83	$115.16
Jul-18	$50.06	$71.20	$109.10	$142.30	$176.34	$36.38	$50.84	$78.89	$100.03	$114.98
Aug-18	$49.55	$70.69	$107.82	$140.80	$179.01	$36.45	$50.60	$78.33	$98.42	$114.73
Sep-18	$48.23	$69.76	$106.71	$139.82	$176.65	$35.77	$50.53	$77.23	$97.64	$113.39
Oct-18	$47.83	$68.94	$106.07	$138.33	$171.11	$35.10	$50.07	$76.32	$96.98	$114.05
Nov-18	$47.77	$69.40	$106.35	$137.24	$172.75	$35.42	$49.73	$75.99	$97.03	$113.86
Dec-18	$47.23	$68.86	$106.04	$135.72	$171.84	$35.79	$49.40	$76.04	$97.20	$113.79
Jan-19	$47.20	$68.80	$106.56	$135.01	$172.92	$35.35	$48.97	$74.97	$96.41	$112.27
Feb-19	$47.17	$68.68	$107.00	$135.46	$172.45	$35.06	$49.74	$76.43	$97.79	$114.03
Mar-19	$47.58	$69.70	$107.51	$138.02	$173.39	$35.56	$51.14	$78.11	$98.25	$115.03
Apr-19	$48.34	$70.79	$108.46	$138.61	$174.42	$36.21	$51.95	$78.39	$98.68	$115.87
May-19	$47.89	$71.02	$109.16	$140.35	$175.33	$36.88	$52.31	$78.50	$98.79	$115.16
Jun-19	$48.43	$71.35	$108.95	$141.38	$175.86	$37.02	$52.42	$78.79	$98.49	$115.31
Jul-19	$49.24	$71.52	$108.82	$141.19	$178.05	$36.80	$51.38	$78.51	$98.76	$115.06
Aug-19	$49.16	$70.41	$108.19	$140.67	$177.45	$36.22	$50.26	$76.79	$96.00	$112.67
Sep-19	$48.15	$69.24	$105.71	$138.91	$176.79	$35.70	$49.75	$76.15	$95.26	$111.96
Oct-19	$48.21	$69.68	$106.98	$139.01	$176.02	$34.94	$49.11	$75.30	$95.29	$112.16
Nov-19	$47.08	$69.48	$106.18	$138.39	$175.05	$35.18	$48.75	$74.25	$94.21	$110.87
Dec-19	$47.60	$69.42	$106.13	$138.42	$174.64	$35.50	$49.26	$74.63	$94.79	$111.23
Jan-20	$47.84	$69.70	$106.64	$139.22	$173.99	$35.30	$49.35	$74.52	$94.82	$111.29
Feb-20	$47.53	$68.95	$105.37	$138.15	$173.77	$35.27	$49.19	$74.39	$94.85	$111.44
Mar-20	$47.68	$68.39	$105.63	$137.73	$172.42	$35.48	$49.45	$74.66	$95.51	$112.89
Apr-20	$46.63	$67.10	$103.19	$134.57	$168.67	$35.33	$48.47	$73.02	$93.82	$112.00
May-20	$45.33	$66.58	$101.65	$132.58	$169.02	$35.97	$48.34	$73.36	$94.35	$111.61
Jun-20	$46.27	$67.91	$102.89	$136.03	$171.79	$36.13	$48.99	$73.74	$93.88	$111.13

Source: Radius+

Table 8.24 – South Rent Per Square Foot
(West South Central – Non-Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.51	$1.06	$0.80	$0.69	$0.60
2016 Q4	$1.31	$0.94	$0.74	$0.62	$0.57
2017 Q1	$1.38	$0.96	$0.74	$0.62	$0.56
2017 Q2	$1.46	$1.03	$0.77	$0.65	$0.58
2017 Q3	$1.48	$1.06	$0.81	$0.67	$0.60
2017 Q4	$1.50	$1.04	$0.79	$0.66	$0.57
2018 Q1	$1.46	$1.02	$0.77	$0.65	$0.57
2018 Q2	$1.48	$1.04	$0.79	$0.67	$0.58
2018 Q3	$1.45	$1.01	$0.78	$0.66	$0.57
2018 Q4	$1.42	$0.99	$0.76	$0.65	$0.57
2019 Q1	$1.41	$1.00	$0.76	$0.65	$0.57
2019 Q2	$1.47	$1.04	$0.79	$0.66	$0.58
2019 Q3	$1.45	$1.01	$0.77	$0.64	$0.57
2019 Q4	$1.41	$0.98	$0.75	$0.63	$0.56
2020 Q1	$1.41	$0.99	$0.75	$0.63	$0.56
2020 Q2	$1.43	$0.97	$0.73	$0.63	$0.56

Table 8.25 – South Rent Per Square Foot
(West South Central – Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.21	$1.53	$1.13	$0.98	$0.89
2016 Q4	$1.94	$1.36	$1.05	$0.95	$0.86
2017 Q1	$2.04	$1.41	$1.07	$0.93	$0.87
2017 Q2	$2.21	$1.53	$1.12	$0.98	$0.87
2017 Q3	$2.08	$1.53	$1.11	$0.93	$0.86
2017 Q4	$1.97	$1.44	$1.08	$0.92	$0.85
2018 Q1	$1.94	$1.39	$1.06	$0.91	$0.84
2018 Q2	$2.00	$1.42	$1.08	$0.93	$0.86
2018 Q3	$1.97	$1.41	$1.08	$0.94	$0.89
2018 Q4	$1.90	$1.38	$1.06	$0.91	$0.86
2019 Q1	$1.89	$1.38	$1.07	$0.91	$0.86
2019 Q2	$1.93	$1.42	$1.09	$0.93	$0.88
2019 Q3	$1.95	$1.41	$1.08	$0.94	$0.89
2019 Q4	$1.91	$1.39	$1.06	$0.92	$0.88
2020 Q1	$1.91	$1.38	$1.06	$0.92	$0.87
2020 Q2	$1.84	$1.34	$1.03	$0.90	$0.85

Table 8.26 – West Rental Rates (Mountain)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$46.70	$76.30	$115.20	$150.00	$188.10	$41.10	$60.30	$96.90	$128.20	$144.50
Aug-16	$48.70	$74.20	$109.70	$149.00	$185.80	$40.80	$56.50	$87.30	$112.50	$133.30
Sep-16	$48.70	$73.10	$108.60	$155.20	$189.30	$40.60	$54.90	$85.70	$110.40	$130.20
Oct-16	$47.50	$72.80	$113.00	$144.80	$205.20	$39.90	$55.50	$84.70	$107.90	$130.20
Nov-16	$44.30	$71.70	$106.00	$131.30	$202.10	$38.80	$54.40	$81.10	$104.50	$129.50
Dec-16	$42.70	$73.60	$104.70	$138.40	$192.00	$38.70	$56.50	$81.70	$110.60	$135.30
Jan-17	$48.30	$72.70	$103.30	$136.80	$180.10	$40.00	$55.30	$84.20	$110.50	$131.50
Feb-17	$49.10	$72.40	$103.40	$138.50	$172.00	$40.10	$54.00	$84.30	$110.10	$129.70
Mar-17	$49.70	$73.60	$104.70	$138.20	$172.80	$39.80	$53.70	$84.60	$109.00	$127.80
Apr-17	$50.90	$75.90	$108.90	$142.20	$179.30	$42.10	$56.30	$88.60	$111.80	$131.60
May-17	$50.30	$71.50	$108.00	$144.80	$181.50	$43.20	$57.10	$90.00	$114.10	$134.20
Jun-17	$52.00	$71.00	$107.30	$142.50	$182.60	$44.60	$58.20	$92.20	$116.40	$136.30
Jul-17	$53.47	$76.13	$114.54	$151.48	$197.30	$45.44	$60.40	$94.42	$121.03	$140.28
Aug-17	$50.85	$75.04	$113.37	$152.05	$200.79	$45.00	$60.42	$92.97	$119.79	$138.20
Sep-17	$51.77	$73.79	$109.52	$147.17	$195.00	$41.59	$58.25	$89.63	$113.37	$130.24
Oct-17	$52.08	$72.12	$107.58	$145.71	$184.08	$39.83	$57.34	$88.41	$112.72	$130.60
Nov-17	$50.21	$71.24	$106.38	$143.99	$181.62	$41.24	$57.25	$89.98	$112.12	$128.44
Dec-17	$49.36	$70.38	$105.29	$141.20	$177.99	$40.80	$57.11	$88.68	$109.29	$126.17
Jan-18	$49.08	$70.46	$105.16	$143.45	$181.39	$39.67	$56.24	$87.12	$108.52	$126.78
Feb-18	$49.22	$70.83	$106.51	$143.52	$185.81	$41.03	$55.64	$86.69	$108.69	$127.84
Mar-18	$48.92	$70.78	$107.27	$143.07	$180.01	$40.98	$56.30	$86.95	$110.93	$129.45
Apr-18	$48.37	$72.05	$108.08	$143.03	$178.31	$40.52	$57.21	$88.03	$113.97	$132.83
May-18	$48.47	$72.34	$108.61	$139.35	$180.43	$41.46	$58.15	$90.26	$116.03	$134.38
Jun-18	$50.22	$72.46	$108.94	$140.26	$178.56	$41.93	$58.28	$90.45	$115.87	$134.62
Jul-18	$50.73	$72.66	$110.67	$143.88	$181.51	$41.13	$57.73	$89.54	$115.52	$133.53
Aug-18	$49.40	$73.06	$109.71	$144.39	$180.00	$41.67	$58.41	$89.21	$114.53	$132.17
Sep-18	$49.96	$73.62	$108.76	$144.32	$174.98	$41.95	$57.97	$90.00	$113.22	$131.96
Oct-18	$48.99	$72.85	$108.17	$143.23	$178.36	$40.95	$57.04	$89.06	$112.22	$131.41
Nov-18	$49.22	$71.92	$107.77	$142.28	$181.90	$40.51	$56.32	$88.28	$111.50	$132.14
Dec-18	$48.55	$71.40	$107.01	$139.25	$180.82	$40.85	$56.39	$87.98	$110.54	$132.50
Jan-19	$49.27	$71.52	$106.69	$139.66	$180.73	$40.55	$56.41	$89.40	$111.56	$134.85
Feb-19	$49.09	$71.89	$108.85	$144.16	$180.15	$40.91	$56.74	$89.86	$111.40	$136.26
Mar-19	$49.44	$71.97	$109.52	$150.73	$189.45	$41.40	$56.55	$91.10	$111.45	$137.35
Apr-19	$50.24	$73.21	$112.33	$151.62	$193.53	$42.22	$56.93	$91.99	$112.34	$139.47
May-19	$50.10	$75.36	$114.36	$150.82	$198.11	$43.57	$57.12	$92.91	$113.77	$141.28
Jun-19	$49.75	$75.12	$114.20	$158.32	$194.91	$44.16	$58.48	$92.06	$114.87	$134.87
Jul-19	$50.35	$73.94	$112.84	$153.31	$193.56	$44.14	$58.28	$92.59	$114.52	$134.28
Aug-19	$49.13	$73.20	$110.69	$146.81	$189.62	$42.42	$57.46	$91.46	$114.93	$136.76
Sep-19	$48.98	$71.72	$110.61	$146.57	$184.87	$40.46	$56.49	$89.61	$114.10	$131.99
Oct-19	$47.84	$70.74	$107.31	$143.04	$186.86	$41.89	$56.67	$89.77	$115.91	$133.35
Nov-19	$47.40	$70.06	$105.37	$143.75	$186.58	$40.68	$56.00	$87.93	$113.53	$131.08
Dec-19	$47.57	$69.08	$104.99	$138.00	$181.50	$41.08	$56.20	$87.14	$112.11	$130.01
Jan-20	$48.07	$69.21	$106.05	$142.32	$174.83	$41.34	$56.86	$87.29	$112.33	$129.72
Feb-20	$48.49	$71.02	$106.83	$143.62	$176.14	$40.90	$55.82	$86.35	$111.47	$129.33
Mar-20	$48.66	$70.24	$107.52	$141.03	$182.46	$40.57	$56.25	$86.30	$110.83	$130.18
Apr-20	$47.22	$68.76	$103.95	$136.73	$175.01	$40.41	$55.75	$85.50	$108.57	$127.21
May-20	$47.50	$69.53	$106.05	$140.05	$179.13	$41.08	$56.60	$86.69	$110.42	$127.24
Jun-20	$49.27	$69.61	$108.22	$142.90	$187.89	$41.79	$57.40	$88.31	$112.64	$130.14

Source: Radius+

Table 8.27 – West Rent Per Square Foot

(Mountain – Non-Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.63	$1.14	$0.89	$0.77	$0.67
2016 Q4	$1.57	$1.11	$0.83	$0.72	$0.66
2017 Q1	$1.60	$1.09	$0.84	$0.73	$0.65
2017 Q2	$1.73	$1.14	$0.90	$0.76	$0.67
2017 Q3	$1.76	$1.19	$0.92	$0.79	$0.68
2017 Q4	$1.62	$1.14	$0.89	$0.74	$0.64
2018 Q1	$1.62	$1.12	$0.87	$0.73	$0.64
2018 Q2	$1.65	$1.16	$0.90	$0.77	$0.67
2018 Q3	$1.66	$1.16	$0.90	$0.76	$0.66
2018 Q4	$1.63	$1.13	$0.88	$0.74	$0.66
2019 Q1	$1.64	$1.13	$0.90	$0.74	$0.68
2019 Q2	$1.73	$1.15	$0.92	$0.76	$0.69
2019 Q3	$1.69	$1.15	$0.91	$0.76	$0.67
2019 Q4	$1.65	$1.13	$0.88	$0.76	$0.66
2020 Q1	$1.64	$1.13	$0.87	$0.74	$0.65
2020 Q2	$1.64	$1.13	$0.87	$0.74	$0.64

Table 8.28 – West Rent Per Square Foot

(Mountain – Climate-Controlled) Source: Radius+

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$1.93	$1.49	$1.11	$1.01	$0.94
2016 Q4	$1.80	$1.45	$1.08	$0.92	$1.00
2017 Q1	$1.96	$1.46	$1.04	$0.92	$0.88
2017 Q2	$2.04	$1.46	$1.08	$0.95	$0.91
2017 Q3	$2.08	$1.50	$1.12	$1.00	$0.99
2017 Q4	$2.02	$1.42	$1.06	$0.96	$0.91
2018 Q1	$1.96	$1.41	$1.06	$0.96	$0.91
2018 Q2	$1.96	$1.45	$1.09	$0.94	$0.90
2018 Q3	$2.00	$1.46	$1.10	$0.96	$0.89
2018 Q4	$1.96	$1.44	$1.08	$0.94	$0.90
2019 Q1	$1.97	$1.44	$1.08	$0.97	$0.92
2019 Q2	$2.00	$1.49	$1.14	$1.02	$0.98
2019 Q3	$1.98	$1.46	$1.11	$0.99	$0.95
2019 Q4	$1.90	$1.40	$1.06	$0.94	$0.92
2020 Q1	$1.94	$1.40	$1.07	$0.95	$0.89
2020 Q2	$1.92	$1.39	$1.06	$0.93	$0.90

Table 8.29 – West Rental Rates (Pacific)

	Climate-Controlled Units					Non-Climate-Controlled Units				
	5x5	5x10	10x10	10x15	10x20	5x5	5x10	10x10	10x15	10x20
Jul-16	$75.30	$118.20	$196.70	$254.60	$330.60	$72.80	$107.80	$175.00	$231.00	$275.10
Aug-16	$71.40	$114.50	$187.00	$239.70	$327.20	$71.10	$95.20	$160.70	$217.00	$243.60
Sep-16	$69.20	$112.20	$184.20	$235.40	$317.40	$66.80	$94.40	$158.80	$197.10	$235.60
Oct-16	$68.60	$111.30	$183.00	$236.40	$307.40	$66.90	$97.60	$160.10	$207.60	$251.60
Nov-16	$68.50	$107.40	$180.40	$231.90	$293.30	$66.10	$99.60	$160.00	$213.70	$276.10
Dec-16	$65.20	$107.90	$178.10	$225.60	$292.10	$64.60	$102.90	$155.50	$211.30	$274.20
Jan-17	$66.00	$108.80	$182.60	$235.40	$315.60	$64.50	$98.00	$156.40	$204.20	$250.40
Feb-17	$67.40	$108.90	$186.50	$238.00	$322.40	$63.00	$96.20	$153.80	$207.20	$247.50
Mar-17	$70.10	$112.10	$187.10	$237.90	$312.80	$63.20	$95.30	$158.90	$214.90	$252.70
Apr-17	$72.80	$115.30	$195.10	$247.00	$324.50	$64.40	$100.60	$162.20	$218.30	$257.10
May-17	$73.30	$116.00	$194.90	$249.60	$331.30	$65.70	$98.70	$162.60	$216.30	$255.20
Jun-17	$71.30	$116.30	$196.60	$257.20	$323.10	$68.00	$99.70	$166.40	$211.40	$257.90
Jul-17	$70.33	$115.27	$196.31	$256.13	$321.23	$67.14	$97.67	$166.96	$218.62	$270.94
Aug-17	$72.74	$113.85	$193.99	$255.57	$327.07	$65.02	$99.72	$160.83	$214.75	$251.95
Sep-17	$70.70	$111.44	$184.46	$247.03	$320.87	$61.93	$98.56	$154.80	$204.46	$249.77
Oct-17	$68.50	$108.57	$181.01	$236.54	$313.53	$61.05	$95.44	$150.73	$195.60	$248.77
Nov-17	$68.51	$108.48	$181.33	$239.07	$317.53	$60.16	$96.51	$148.75	$198.06	$245.05
Dec-17	$68.48	$106.96	$179.77	$234.35	$306.10	$59.96	$94.61	$146.94	$197.98	$233.12
Jan-18	$67.13	$105.05	$180.10	$236.22	$309.89	$61.43	$93.17	$145.65	$192.71	$234.65
Feb-18	$68.23	$104.60	$180.16	$236.98	$325.31	$61.35	$90.58	$146.53	$195.61	$236.19
Mar-18	$69.55	$106.01	$179.01	$235.76	$303.32	$60.28	$92.02	$148.87	$198.08	$233.73
Apr-18	$70.30	$107.18	$184.29	$236.17	$299.16	$61.29	$94.76	$155.79	$205.45	$235.58
May-18	$69.73	$107.54	$181.61	$235.12	$300.15	$63.16	$96.09	$161.55	$208.20	$236.58
Jun-18	$68.97	$109.56	$184.33	$240.78	$315.80	$62.55	$93.99	$156.74	$210.00	$236.59
Jul-18	$69.68	$112.08	$184.65	$240.16	$312.45	$64.09	$97.47	$160.13	$207.91	$235.29
Aug-18	$70.98	$110.43	$184.12	$238.20	$302.26	$62.97	$101.09	$164.27	$207.04	$241.68
Sep-18	$70.42	$107.93	$179.21	$230.96	$302.27	$61.63	$100.86	$163.74	$205.07	$242.83
Oct-18	$68.53	$106.85	$175.88	$223.48	$297.15	$61.46	$94.70	$157.38	$201.31	$236.80
Nov-18	$68.38	$106.94	$175.72	$228.75	$299.79	$60.84	$92.59	$156.83	$197.11	$233.76
Dec-18	$69.29	$107.43	$173.75	$228.51	$291.52	$60.51	$91.71	$151.45	$196.80	$234.14
Jan-19	$69.37	$108.25	$176.08	$228.95	$298.57	$60.98	$90.42	$150.35	$195.33	$232.76
Feb-19	$68.66	$105.84	$178.16	$232.05	$313.95	$60.74	$91.46	$151.72	$196.77	$230.93
Mar-19	$67.00	$104.93	$177.08	$232.41	$315.49	$62.94	$91.36	$149.22	$194.04	$232.67
Apr-19	$69.15	$105.36	$179.62	$231.42	$320.86	$62.70	$93.48	$150.73	$199.24	$232.30
May-19	$70.07	$107.64	$181.38	$234.91	$297.75	$61.91	$97.11	$157.79	$205.55	$230.10
Jun-19	$72.64	$110.16	$185.46	$238.91	$306.58	$63.03	$99.98	$162.74	$205.14	$227.51
Jul-19	$71.15	$109.16	$181.59	$235.26	$309.40	$63.92	$100.93	$162.68	$204.90	$231.02
Aug-19	$71.90	$106.48	$176.71	$228.29	$284.86	$63.14	$101.54	$162.85	$204.71	$227.71
Sep-19	$69.63	$101.49	$175.44	$225.19	$284.77	$60.54	$98.32	$156.62	$197.19	$228.58
Oct-19	$68.29	$102.01	$174.58	$224.46	$299.51	$59.19	$92.44	$151.63	$198.08	$225.53
Nov-19	$67.91	$104.24	$176.59	$229.30	$308.93	$62.94	$93.60	$153.54	$200.93	$222.86
Dec-19	$68.85	$105.68	$172.90	$227.43	$296.13	$64.11	$93.79	$154.48	$195.14	$229.62
Jan-20	$70.77	$106.63	$176.00	$229.69	$293.17	$63.44	$93.46	$154.76	$197.76	$226.86
Feb-20	$70.07	$105.72	$176.23	$229.86	$302.92	$63.13	$91.23	$151.53	$196.80	$222.61
Mar-20	$71.26	$107.71	$176.34	$229.67	$306.49	$63.52	$93.86	$156.32	$198.98	$228.94
Apr-20	$70.40	$104.72	$169.67	$222.37	$289.86	$62.05	$89.41	$147.79	$191.66	$220.89
May-20	$66.75	$105.49	$167.72	$216.14	$291.89	$60.41	$89.74	$151.31	$185.52	$217.61
Jun-20	$70.55	$107.44	$175.45	$227.53	$312.63	$63.62	$95.63	$159.91	$197.27	$225.43

Source: Radius+

Table 8.30 – West Rent Per Square Foot

(Pacific – Non-Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q3	$2.80	$1.97	$1.64	$1.43	$1.23
2016 Q4	$2.63	$2.00	$1.58	$1.40	$1.33
2017 Q1	$2.55	$1.93	$1.57	$1.39	$1.25
2017 Q2	$2.64	$1.99	$1.64	$1.43	$1.28
2017 Q3	$2.59	$1.97	$1.61	$1.42	$1.29
2017 Q4	$2.42	$1.91	$1.49	$1.31	$1.21
2018 Q1	$2.44	$1.84	$1.47	$1.30	$1.17
2018 Q2	$2.49	$1.90	$1.58	$1.39	$1.18
2018 Q3	$2.52	$2.00	$1.63	$1.38	$1.20
2018 Q4	$2.44	$1.86	$1.55	$1.32	$1.17
2019 Q1	$2.46	$1.82	$1.50	$1.30	$1.16
2019 Q2	$2.50	$1.94	$1.57	$1.36	$1.15
2019 Q3	$2.50	$2.01	$1.61	$1.35	$1.15
2019 Q4	$2.48	$1.87	$1.53	$1.32	$1.13
2020 Q1	$2.53	$1.86	$1.54	$1.32	$1.13
2020 Q2	$2.48	$1.83	$1.53	$1.28	$1.11

Table 8.31 – West Rent Per Square Foot

(Pacific – Climate-Controlled) *Source: Radius+*

	5x5	5x10	10x10	10x15	10x20
2016 Q4	$2.87	$2.29	$1.89	$1.61	$1.62
2017 Q1	$2.70	$2.18	$1.80	$1.54	$1.49
2017 Q2	$2.71	$2.20	$1.85	$1.58	$1.58
2017 Q3	$2.90	$2.32	$1.96	$1.68	$1.63
2017 Q4	$2.85	$2.27	$1.92	$1.69	$1.61
2018 Q1	$2.74	$2.16	$1.81	$1.58	$1.56
2018 Q2	$2.73	$2.10	$1.80	$1.58	$1.56
2018 Q3	$2.81	$2.20	$1.83	$1.58	$1.53
2018 Q4	$2.75	$2.14	$1.75	$1.51	$1.48
2019 Q1	$2.73	$2.13	$1.77	$1.54	$1.55
2019 Q2	$2.82	$2.15	$1.82	$1.57	$1.54
2019 Q3	$2.84	$2.12	$1.78	$1.53	$1.47
2019 Q4	$2.73	$2.08	$1.75	$1.51	$1.51
2020 Q1	$2.83	$2.13	$1.76	$1.53	$1.50
2020 Q2	$2.77	$2.12	$1.71	$1.48	$1.49

LEASE-UP PERIOD

To deliver the most successful pricing plans, many factors are evaluated including street rates, discounts, inventory levels, historic trends, and move-in specials. Combining the data to determine optimal target occupancy for a specific self-storage store is somewhat of an art form. As always, business conditions in a facility's immediate market area must be considered when creating occupancy strategies for individual storage stores.

Since self-storage is a highly localized industry, conditions in the immediate market area surrounding the store can have a major impact on occupancy rates. Factors such as a depressed local economy or the opening of a new storage facility in the area can potentially lead to a decline in occupancy.

On the other end of the spectrum, new home developments, an explosion in recruitment at local companies, and other dynamics are often met with sharp increases in occupancy rates.

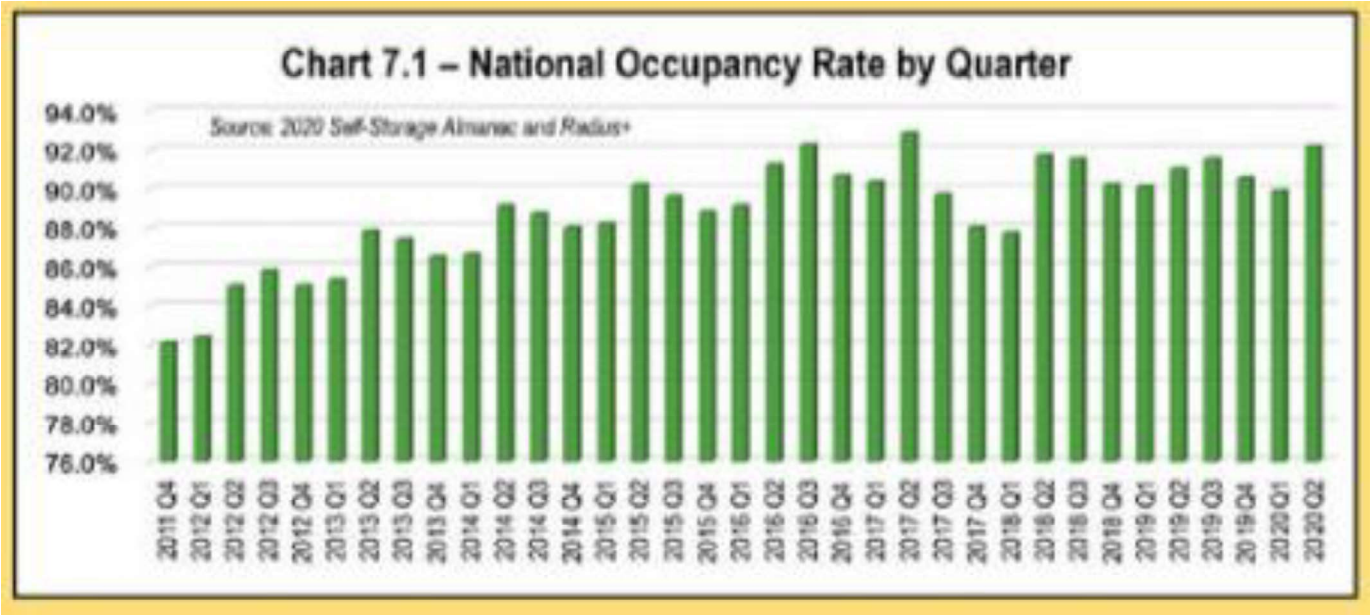
In general, most industry experts agree that target occupancy rates for self-storage stores in the U.S. should hover in the 90 to 95 percent range. When a store has too many unoccupied units, it is unable to generate money to its full potential. On the other hand, self-storage facilities with too few vacant storage
spaces will have to turn customers away—some of whom would have been willing to pay more for a unit than the current tenants are paying. In addition, most unserved potential customers will end up as tenants at competing self-storage stores.

Due to the current unmet demand for self-storage space in the micro market as represented by the mostly moderately high to high occupancy levels in the market, it is our opinion that the subject facility should anticipate a 42-48 month lease-up period to stabilization. This assumption is predicated upon the belief that the market will remain as strong as it currently is and that the developer will upgrade, manage and market the facility as an 'A+' facility using most, if not all, of the included recommendations (such as employing only the highest caliber of onsite management). We also predicate this opinion on the recognition that the developer is an experienced self-storage operator or will utilize the services of an experienced self-storage operator or third-party management company.

This assumption is based on the following:

- There is some amount of calculated and anecdotal unmet demand for new self-storage inventory near the subject facility based on the estimated and known occupancy levels of the market competitors as well as comments from competitor managers.
- There are no other known potential self-storage projects in development within the subject micro-market.

- The management expertise level at the subject site should afford the new facility a substantial sales and marketing advantage over the market competitors.



Stepping back and looking at the country, it is clear that occupancy rates are exceptionally high and appear to be on the rise at self-storage stores across the nation. Demand for storage space is strong and continues to grow year-by-year and quarter-over-quarter. Average occupancy rates are robust in every region of the country and in every size category analyzed.

Table 7.3 – 2019-2020 Occupancy by Region*

Region	2019 Occupancy	2020 Occupancy
Midwest (East North Central)	91.0%	90.4%
Midwest (West North Central)	89.6%	91.1%
Northeast (Middle Atlantic)	90.9%	90.8%
Northeast (New England)	89.3%	89.9%
South Atlantic	90.7%	90.6%
South (East South Central)	90.4%	90.4%
South (West South Central)	89.8%	90.2%
West (Mountain)	91.4%	92.3%
West (Pacific)	92.1%	92.3%
National	**91.0%**	**92.2%**

** Based on 2nd Quarter Numbers* *Source: Radius+*

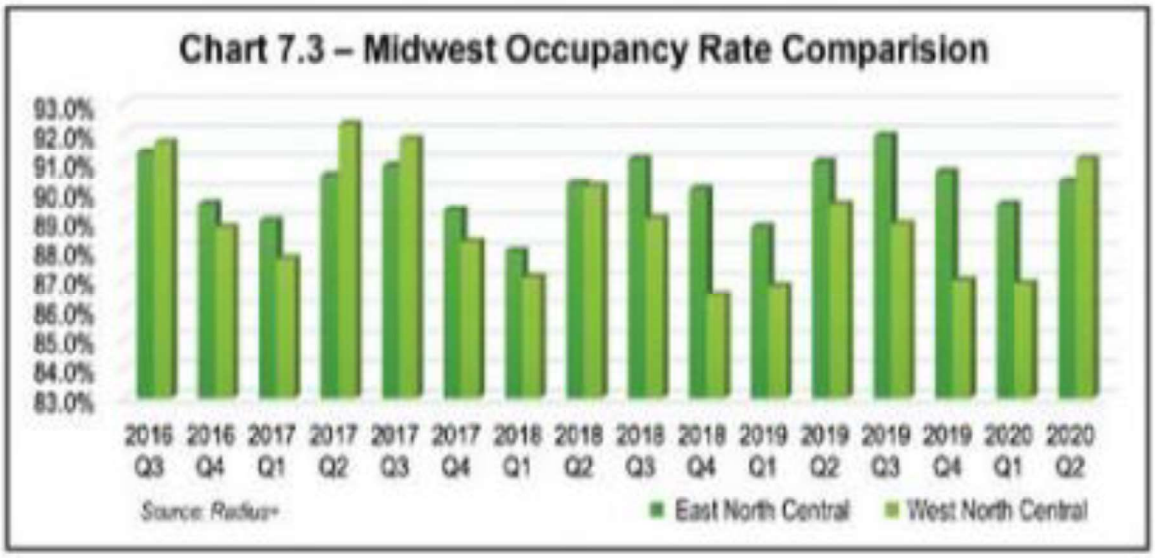


Chart 7.3 – Midwest Occupancy Rate Comparision
93.0%
92.0%
91.0%
90.0%
89.0%
88.0%
87.0%
86.0%
85.0%
84.0%
83.0%
2016 Q3
2016 Q4
2017 Q1
2017 Q2
2017 Q3
2017 Q4
2018 Q1
2018 Q2
2018 Q3
2018 Q4
2019 Q1
2019 Q2
2019 Q3
2019 Q4
2020 Q1
2020 Q2
Source: Radius+
East North Central
West North Central

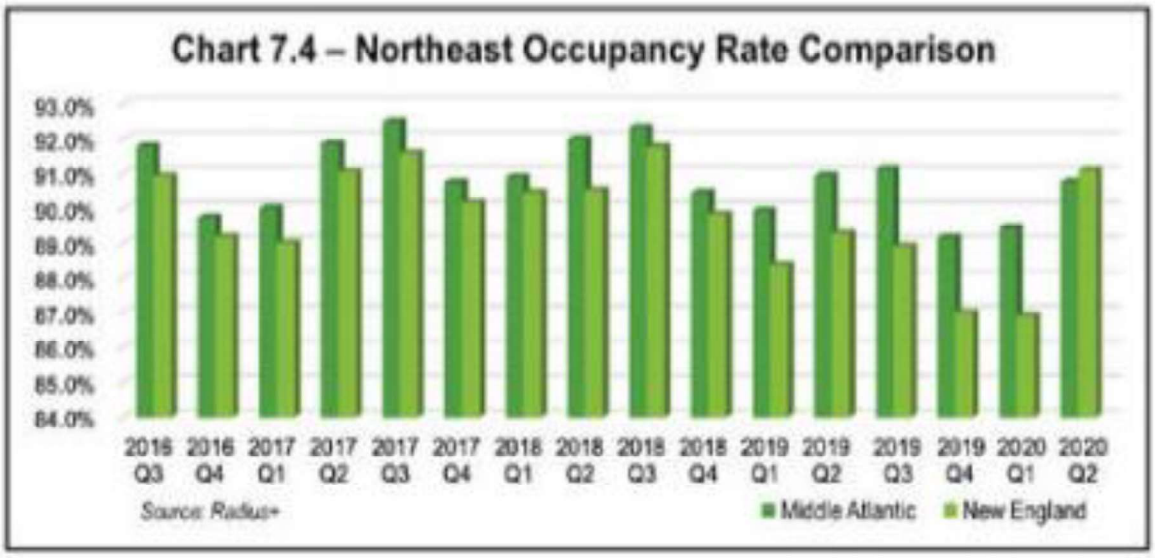


Chart 7.4 – Northeast Occupancy Rate Comparison
93.0%
92.0%
91.0%
90.0%
89.0%
88.0%
87.0%
86.0%
85.0%
84.0%
2016 Q3
2016 Q4
2017 Q1
2017 Q2
2017 Q3
2017 Q4
2018 Q1
2018 Q2
2018 Q3
2018 Q4
2019 Q1
2019 Q2
2019 Q3
2019 Q4
2020 Q1
2020 Q2
Source: Radius+
Middle Atlantic
New England

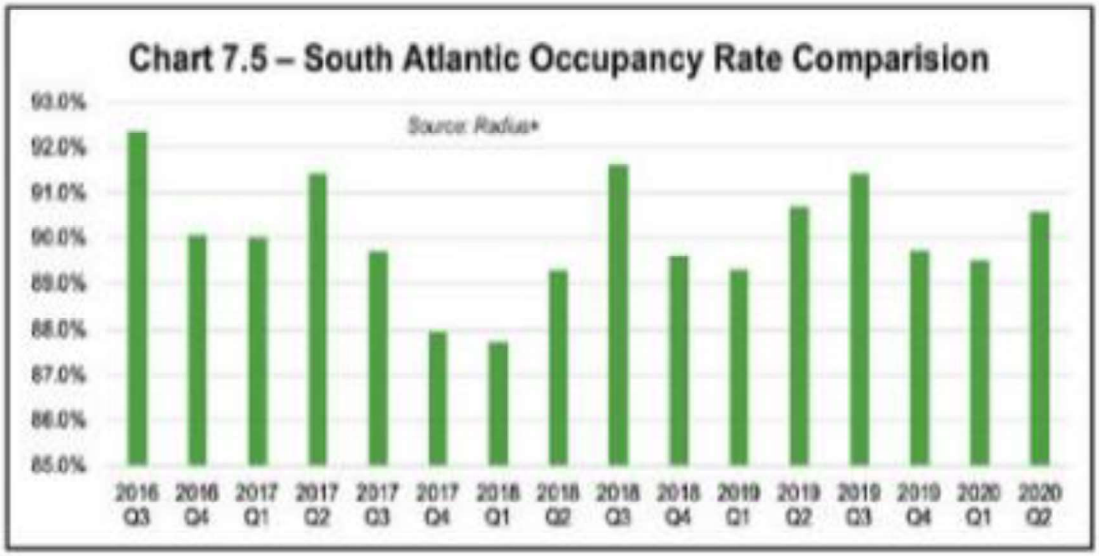


Chart 7.5 – South Atlantic Occupancy Rate Comparision
Source: Radius+
93.0%
92.0%
91.0%
90.0%
89.0%
88.0%
87.0%
86.0%
85.0%
2016 Q3
2016 Q4
2017 Q1
2017 Q2
2017 Q3
2017 Q4
2018 Q1
2018 Q2
2018 Q3
2018 Q4
2019 Q1
2019 Q2
2019 Q3
2019 Q4
2020 Q1
2020 Q2

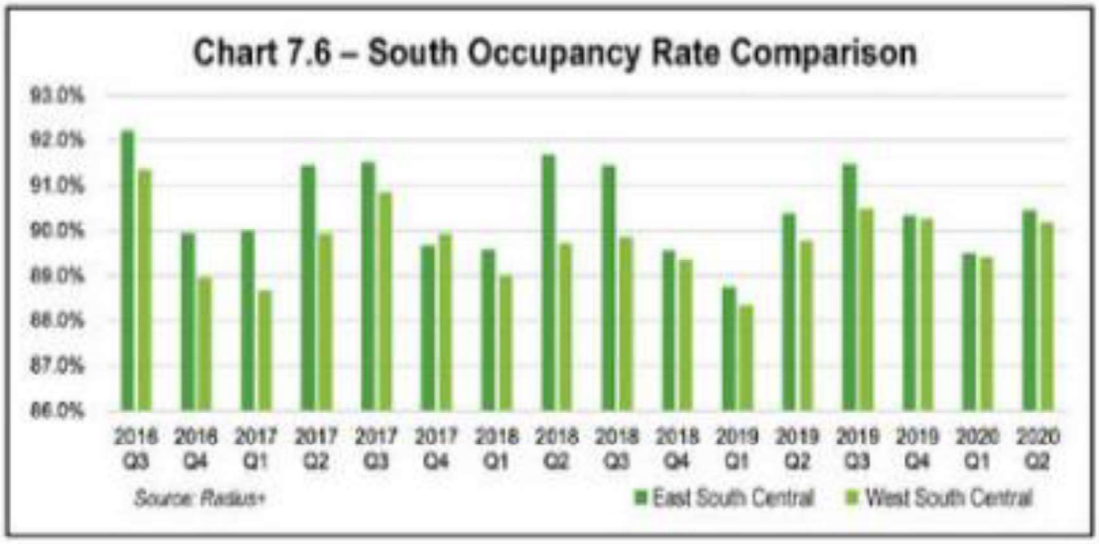


Chart 7.6 – South Occupancy Rate Comparison
93.0%
92.0%
91.0%
90.0%
89.0%
88.0%
87.0%
86.0%
2016 Q3
2016 Q4
2017 Q1
2017 Q2
2017 Q3
2017 Q4
2018 Q1
2018 Q2
2018 Q3
2018 Q4
2019 Q1
2019 Q2
2019 Q3
2019 Q4
2020 Q1
2020 Q2
Source: Radius+
East South Central
West South Central

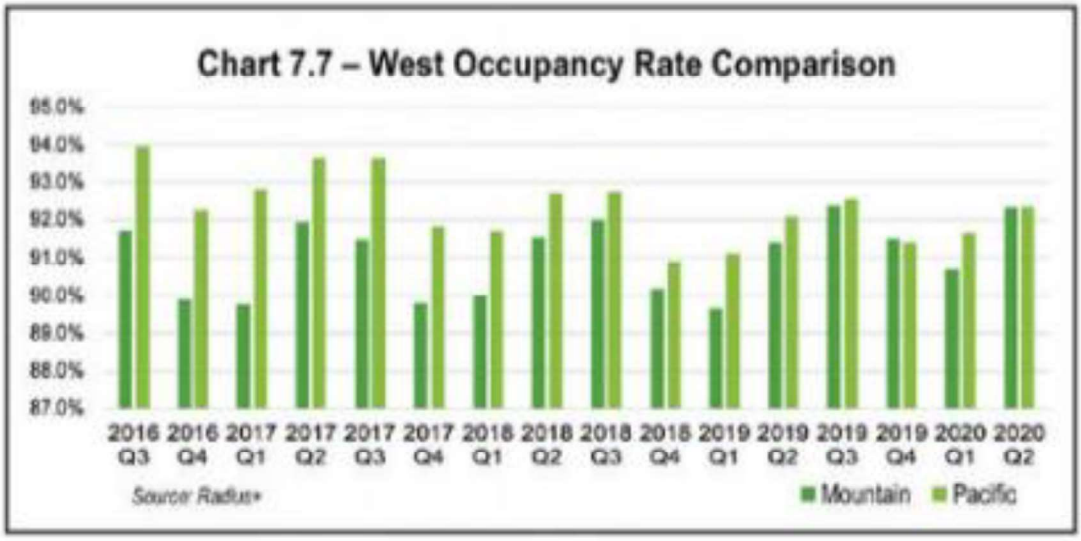


Chart 7.7 – West Occupancy Rate Comparison
95.0%
94.0%
93.0%
92.0%
91.0%
90.0%
89.0%
88.0%
87.0%
2016 Q3
2016 Q4
2017 Q1
2017 Q2
2017 Q3
2017 Q4
2018 Q1
2018 Q2
2018 Q3
2018 Q4
2019 Q1
2019 Q2
2019 Q3
2019 Q4
2020 Q1
2020 Q2
Source: Radius+
Mountain
Pacific

FINANCIAL ANALYSIS

The current full development unit mix would calculate, using the current rates, a gross potential of $1,683,483. Our analysis assumes a stabilized occupancy of 90% and within the income statement preparation we have used the development costs as are typical for a facility in the configuration of the subject site and expenses as represented by those expenses as reported by the Self Storage Association and we would comment that those provided expenses are well within the 'industry norms' we have noted in reviewing actual financial statements.

Basic Development Assumptions:

Name of Project	**Vasser Street Self Storage**				
Location	**Livonia MI**				
Land Cost:		$ 3,150,000.00	**Land Cost Analysis**		
Site Size-Acres:		1	Cost of Land Per Acre (Total Cost)	$	3,150,000.00
Site Size-Square Feet:		43,560	Cost of Land Per Square Foot	$	72.31
Number of Floors:		8	Total Land Costs	$	3,150,000.00
Number of Elevators:		2	Total Land Costs Per NR Square Feet	$	32.02
Number of Feet of Frontage:		500			
Number of Parking Spaces:		7			
Number of Months For Construction:		12			
Number of Buildings:		1			
Number of Gates:		1			
Building Configuration:	**Fortress**				
Office Size(Sq Ft)		750	**Net Rentable Square Footage Cost Analysis**		
Primary Construction Material:	**Metal**		Total NR Square Feet		98,364.50
Roofing Material:	**Metal**		Total Hard Costs	$	5,500,000.00
Manager Lives:	**Off-Site**		Total Hard Costs Per NR Square Feet	$	55.91
Current Annual Real Estate Taxes		$ 50,000.00	Total Soft Costs	$	322,470.00
Minimum Management Fee:		$ 2,500.00	Total Soft Costs Per NR Square Feet	$	3.28
Vertical Configuration	**Multi-Story**		Total Other Costs	$	1,313,593.22
Purchase Price Or Total Project Cost:		$ 10,566,063.00	Total Other Costs Per NR Square Feet	$	13.35
			Total Builders Fees	$	280,000.00
INCOME/EXPENSES			Total Builders Fees Per NR Square Feet	$	2.85
Number of Months to Stabilization		42	Total Land Costs	$	3,150,000.00
Effective Actual Gross Income		$ 1,683,483	Total Land Costs Per NR Square Feet	$	32.02
Stabilized Occupancy %		92.00%	Total Construction Costs	$	7,416,063.22
Other Income %		5.00%	Total Construction Costs Per NR Square Feet	$	75.39
Management Fee %		6.00%	Total Project Cost	$	10,566,063.22
Expenses w/ Management and Reserves %		42%	Total Project Cost Per NR Square Feet	$	107.42
Anticipated Increase in rent and expenses					
Gross Income Annual % Increase		4.00%			
Expense Anticipated Annual % Increase		3.00%			
CASH INVESTED					
Down payment Percent of Purchase Price		33.00%			
Total Cash Invested		$ 3,486,800.79			
Mortgage					
Loan Amount		$13,520,852			
Perm Loan Amount As % of Stabilized Value		75%			
Annual Interest Rate		6.50%			
Amortization (Months)		300			
Term (Years)		7			
Construction Loan					
Loan Amount		$7,079,262			
Interest Rate		6.50%			
Disposition Data					
Sale Price @ Disposition (Year 7)		$ 21,573,183			
Terminal Cap Rate		6.00%			
Terminal Cost of Sales (%)		3.0%			
Proceeds From Sale @ Disposition		$ 7,752,617			

We should note that the 'Loan Amount' of $13,520,952 listed under Mortgage' is assuming a refinance at stabilization with a 75% loan to value calculation.

Estimated Development Costs:

	Unit	Unit Qty	Cost	Total	Per Sq.Ft.	% of Hard Cost	% of Project Cost
Land Costs							
Land				$ 3,150,000	$ 26.25	57%	0%
TOTAL LAND COSTS				**$ 3,150,000**	**$ 26.25**	**57%**	**0%**
Hard Costs							
Buildings Standard Multi Story	SF	1.00	$ 5,500,000.00	$ 5,500,000	$ 45.83	100%	52%
TOTAL HARD COST				**$ 5,500,000**	**$ 45.83**	**100%**	**52%**
BUILDERS FEES							
Construction Contingency	%	100%	$ 280,000.00	$ 280,000	$ 2.33		3%
TOTAL BUILDERS FEES				**$ 280,000**	**$ 2.33**		**3%**
SOFT COSTS							
Soft Costs	EA	1	$ 322,470.00	$ 322,470	$ 2.69		3%
TOTAL OTHER COSTS				**$ 322,470**	**$ 2.69**		**3%**
OTHER COSTS							
Operating Deficit (Including Construction Interest)			$ 1,313,593.22	$ 1,313,593	$ 10.95		12%
TOTAL OTHER COSTS				**$ 1,313,593**	**$ 10.95**		**12%**
TOTAL HARD AND SOFT COSTS EXCLUDING LAND				**$ 7,416,063**	**$ 61.80**		**70%**
TOTAL PROJECT COST INCLUDING LAND				**$ 10,566,063**	**$ 88.05**		**100%**

INCOME STATEMENT INFORMATION

Income generated at a facility, excluding rent revenue, is a major contributor to profit. Managing the other income sources, and recognizing the impact on NOI, is critical to maximizing the profitability of the facility.

Other income sources include:

- Late fees
- Lien fees
- Lock cut fees
- Tenant insurance payments
- Truck rentals
- Moving and packing supplies

It is important to note that expenses can vary widely, particularly when analyzed solely on a single unit of analysis such as per square foot of rentable building area. Therefore, we offer the following clarification on some of the expenses listed above:

• On-Site Management – On-site management expenses account for full-time management including assistant managers, relief managers, and payroll-related costs. In today's self-storage industry, hiring quality managers is essential, especially given their direct impact on rental rates, occupancy, and ancillary income such as merchandise sales. This expense ranges $.60 - $1.25 per square foot.

• Administrative Expenses – In this category, expenses relate to office functions such as dues, subscriptions, copy machine, professional fees including legal services (eviction costs), data processing, travel expenses, partnership professional fees (legal and accounting), local licensing and permit fees, and other expenses incurred in the operation of a self-storage facility. This expense ranges $.25 - $.75 per square foot.

Insurance – Insurance includes property, liability and casualty insurance expenses. Due to the significant variables involved when underwriting insurance, lower rates may in some cases be achieved by blanket policies with significant rate reductions. This expense ranges $.08 - $.20 per square foot.

Therefore, unless there are special circumstances such as portfolio analysis, insurance rates are typically forecast for a single property. Other items that must be considered when seeking insurance are property specific technology in fire, life, and safety construction and design.

• Management Fee – This category includes either:

Any costs associated with a third-party management service

All general and administrative costs associated with expenses at the corporate office for a facility operated by vertically integrated ownership.

The cost allocation to this expense generally covers corporate salaries, accounting staff, systems, and all the other corporate office expense. Generally, it is charged to the property as a percentage of collected gross revenue and ranges from 5%-6% of gross revenues.

- Advertising - This expense element is crucial for the successful operation of a self-storage property. Expenses include *Yellow Pages* advertisement, maintaining a website, promotions, and other marketing expenses. This expense ranges $.15 - $.30 per square foot.

• Real Estate Taxes – Taxes account for real property taxes only. In most forecasts of income and expenses, real estate taxes are adjusted to market value according to an iterative process that multiplies market value against the tax rate. As a result, there tends to be a "lag effect" in the data which results in current taxes being somewhat higher than those indicated in the historical data. As such, it is imperative that local tax statutes are carefully analyzed and considered when estimating property taxes.

Other expenses that may require clarification are:

• Utilities – This expense category includes natural or propane gas, electricity, water, sewer service, and regular trash service. The age of the facility can have an impact on this category especially given that many newer sites utilize motion detectors to control lighting, thereby reducing utility costs. Moreover, single-level facilities with drive-up access only will have lower utility costs than multi-story facilities with indoor/elevator access. This expense ranges $.20 - $.50 per square foot.

Maintenance & Repairs – This expense category will be influenced by the age of the facility, the quality of construction, and overall condition of the property. This expense ranges $.15 - $.40 per square foot. Actual expenses may include but are not limited to items such:

1. Electrical repairs
2. Elevator maintenance and repairs
3. Gate maintenance and repairs
4. Landscaping
5. Pest control
6. Plumbing repairs

Roll-up door maintenance and repairs

8. Roof repairs and maintenance
9. Security system, alarms, and monitor maintenance
10. Site clean-up

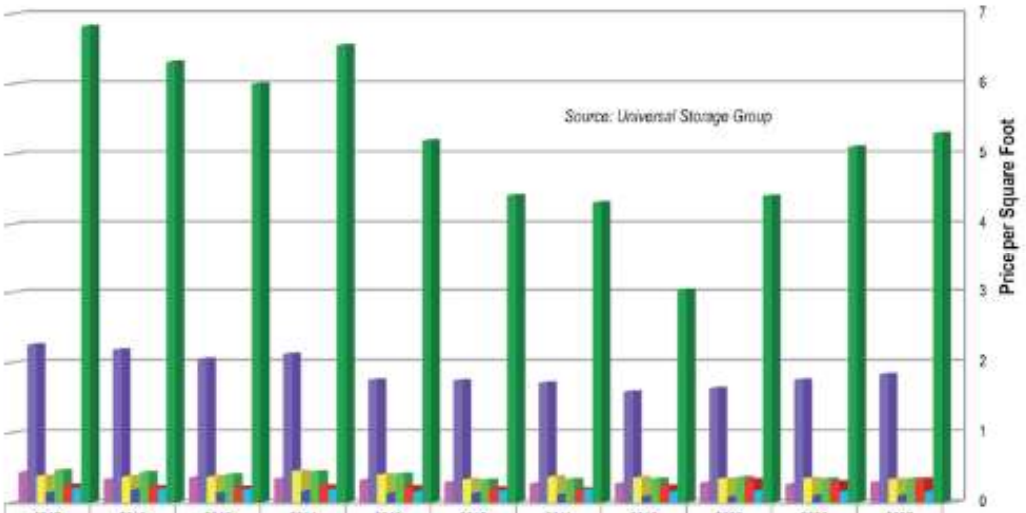
11. Trash removal

• Other – This category of expenses primarily accounts for all other variables. It is used as a catch-all for miscellaneous expenses that vary between sites, are infrequently used and do not match the other categories. Amounts in this category typically account for less than ten-percent of the total expenses at a given property.

Table 14.1 – Typical Expense Conclusions *Source: Cushman & Wakefield*

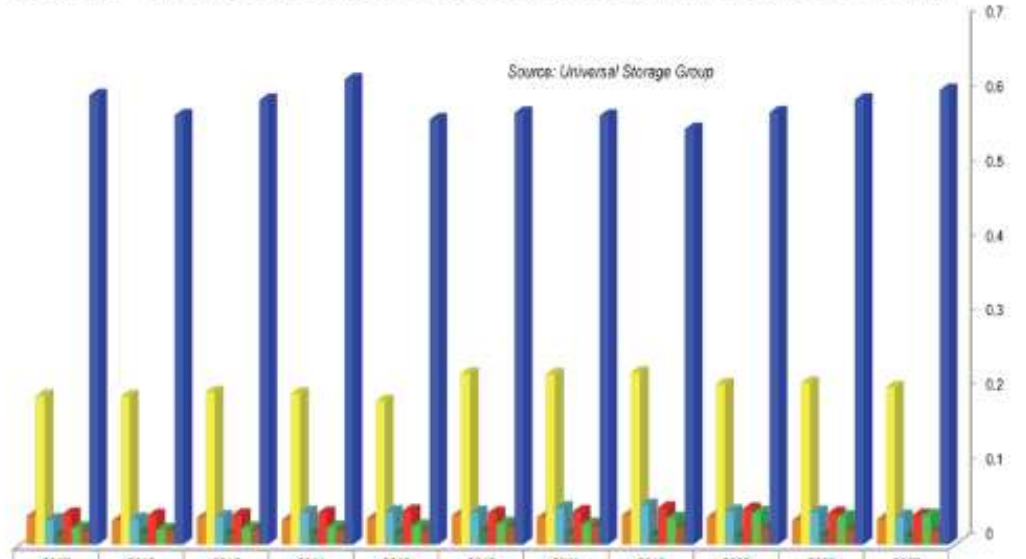
Expense Item	Typical Ranges	Description & Analysis
Real Estate Taxes	Varies by Location	This expense includes all taxes related to the real estate. Each state has its own process of determining the assessed values. In some states, the assessment is to be based on 100 percent of market value, whereas another state may only be able to increase an assessment a certain percentage per year. It is important to not only understand the possible changes on a year-to-year basis, but also the impact of a sale on an assessment.
Property Insurance	$0.08 - $0.20 / SF	This expense includes costs associated with building insurance. Location factors into the cost of insurance. Areas that are more prone to flooding, hurricanes, or other natural disasters will experience higher premiums.
Repairs & Maintenance	$0.15 - $.40 / SF	This expense category includes elements typical to self-storage maintenance, such as all maintenance contracts, sweeping and landscaping, pest control, gate repairs, and other general maintenance of the building.
General & Administrative	$0.25 - $0.75 / SF	Administration expenses related to office functions, such as telephone, postage, bank charges, credit reports, professional fees (including legal services), data processing, and other expenses incurred in the operation of a self-storage property.
On-Site Management	$0.60 - $1.25 / SF	On-site management expenses account for full-time management, including relief managers and payroll-related costs.
Off-Site Management	5% - 6 % of EGI	Prudent ownership will incur fees for outside management and overhead expenses, calculated as three to six percent of the effective gross income for self-storage properties.
Utilities	$0.20 - $0.50 / SF	Utility expenses include electricity, trash, water, and sewer. The climate of the facility, as well as the percentage of climate-controlled units, will impact the utility expense.
Advertising	$0.15 - $0.30 / SF	This expense element is crucial for the successful operation of a self-storage property. Expenses include SEO placement, maintaining a website, promotions, and other marketing expenses.

Chart 9.3 – Expense Dollars (2007 - 2017)



	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Maint.	0.43	0.33	0.36	0.34	0.32	0.29	0.27	0.27	0.28	0.26	0.29
Mgmt.	2.25	2.18	2.05	2.12	1.75	1.74	1.71	1.58	1.63	1.75	1.83
Utilities	0.38	0.37	0.37	0.45	0.4	0.33	0.37	0.36	0.34	0.35	0.33
Insur.	0.14	0.18	0.14	0.16	0.13	0.13	0.11	0.09	0.08	0.1	0.1
Admin.	0.46	0.43	0.4	0.44	0.41	0.32	0.33	0.34	0.36	0.34	0.34
Adver.	0.25	0.23	0.22	0.24	0.23	0.21	0.2	0.24	0.33	0.3	0.34
Oper.	0.21	0.2	0.19	0.19	0.16	0.17	0.19	0.16	0.17	0.16	0.16
NOI	6.82	6.31	6	6.55	5.19	4.41	4.31	3.03	4.4	5.1	5.3

Chart 9.4 – Expenses as Percent of Actual Income (Stabilized Stores 2007 - 2017)



	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
Maint.	0.038	0.032	0.036	0.033	0.035	0.039	0.0352	0.0391	0.0369	0.0321	0.0339
Mgmt.	0.199	0.198	0.204	0.202	0.192	0.229	0.2278	0.2303	0.2149	0.2163	0.2104
Utilities	0.033	0.034	0.037	0.043	0.044	0.043	0.0495	0.0528	0.0448	0.0433	0.0375
Insur.	0.012	0.016	0.014	0.015	0.015	0.018	0.0143	0.013	0.011	0.0124	0.0111
Admin.	0.041	0.039	0.04	0.042	0.045	0.042	0.0441	0.049	0.0474	0.042	0.0395
Adver.	0.022	0.02	0.022	0.023	0.025	0.028	0.0271	0.0353	0.0429	0.0371	0.0392
Oper.	0.018	0.018	0.019	0.018	0.018	0.023	0.0255	0.023	0.022	0.0196	0.0185
NOI	0.603	0.5759	0.5964	0.624	0.5705	0.5795	0.5754	0.5573	0.5801	0.597	0.6099

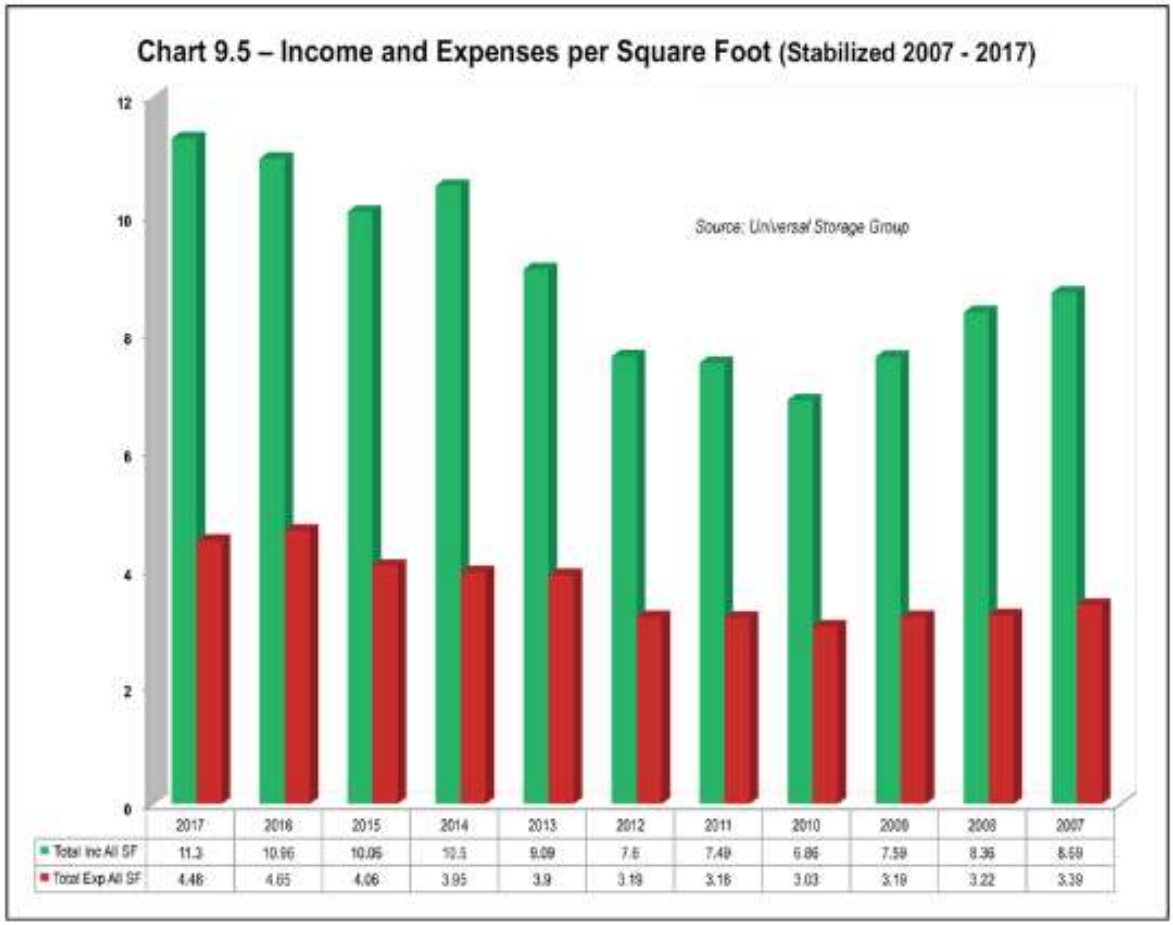


Chart 9.5 – Income and Expenses per Square Foot (Stabilized 2007 - 2017)
Source: Universal Storage Group
12
10
8
6
4
2
0
2017 2016 2015 2014 2013 2012 2011 2010 2009 2008 2007
Total Inc All SF 11.3 10.96 10.06 10.5 9.09 7.6 7.49 6.86 7.59 8.36 8.59
Total Exp All SF 4.48 4.65 4.06 3.95 3.9 3.19 3.16 3.03 3.19 3.22 3.39

Table 5 – Average Facility Income Per Square Foot

Region/Division	Storage Rental Income	Miscellaneous Income	Total Revenue
East Region	**$17.85**	**$0.88**	**$18.73**
Mideast Division	$14.57	$0.58	$15.15
Northeast Division	$18.70	$0.96	$19.65
Midwest Region	**$9.38**	**$0.39**	**$9.77**
East North Central Division	$9.49	$0.41	$9.90
West North Central Division	$8.73	$0.30	$9.03
South Region	**$9.85**	**$0.51**	**$10.37**
Southeast Division	$11.36	$0.62	$11.98
Southwest Division	$7.96	$0.38	$8.34
West Region	**$14.19**	**$0.66**	**$14.85**
Mountain Division	$8.34	$0.52	$8.86
Pacific Division	$16.31	$0.71	$17.02
National	**$13.26**	**$0.64**	**$13.90**

Table 4 – Average Facility Income

Region/Division	Self-Storage Income	Miscellaneous Income	Miscellaneous Income (% of Self-Storage Income)	Total Revenue
East Region	**$288,026,143**	**$14,213,244**	**4.93%**	**$302,239,386**
Mideast Division	$48,339,527	$1,929,484	3.99%	$50,269,011
Northeast Division	$239,686,616	$12,283,760	5.12%	$251,970,376
Midwest Region	**$62,092,531**	**$2,609,417**	**4.20%**	**$64,701,948**
East North Central Division	$53,602,463	$2,317,030	4.32%	$55,919,493
West North Central Division	$8,490,068	$292,387	3.44%	$8,782,455
South Region	**$194,655,537**	**$10,167,334**	**5.22%**	**$204,822,871**
Southeast Division	$124,996,998	$6,816,648	5.45%	$131,813,646
Southwest Division	$69,658,540	$3,350,686	4.81%	$73,009,226
West Region	**$290,683,816**	**$13,504,367**	**4.65%**	**$304,188,183**
Mountain Division	$45,469,746	$2,839,579	6.24%	$48,309,326
Pacific Division	$245,214,070	$10,664,788	4.35%	$255,878,858
National	**$835,458,027**	**$40,494,362**	**4.85%**	**$875,952,389**

Table 2 – Self-Storage Operating Expense Report

Expense Category	National	East			Midwest			South			West		
		East Region	Mideast Division	Northeast Division	Midwest Region	East North Central Division	West North Central Division	South Region	Southeast Division	Southwest Division	West Region	Mountain Division	Pacific Division
Real Estate Taxes	$1.41	$2.37	$1.65	$2.55	$1.14	$1.12	$1.24	$1.10	$1.03	$1.19	$1.05	$0.81	$1.13
Property Insurance	$0.23	$0.20	$0.11	$0.22	$0.12	$0.12	$0.14	$0.24	$0.30	$0.17	$0.27	$0.13	$0.33
Utilities	$0.34	$0.45	$0.30	$0.49	$0.24	$0.23	$0.25	$0.32	$0.35	$0.28	$0.32	$0.28	$0.34
Repairs & Maintenance	$0.47	$0.61	$0.39	$0.67	$0.40	$0.40	$0.39	$0.37	$0.40	$0.33	$0.47	$0.31	$0.53
Administration	$0.61	$0.71	$0.61	$0.73	$0.45	$0.45	$0.42	$0.50	$0.56	$0.43	$0.69	$0.53	$0.75
Off-Site Management	$0.76	$1.05	$0.98	$1.06	$0.52	$0.56	$0.34	$0.57	$0.69	$0.43	$0.78	$0.49	$0.89
On-Site Management	$1.06	$1.27	$1.07	$1.32	$0.90	$0.90	$0.92	$0.89	$0.99	$0.76	$1.11	$0.80	$1.22
Advertising	$0.29	$0.35	$0.35	$0.35	$0.27	$0.27	$0.23	$0.25	$0.29	$0.19	$0.29	$0.27	$0.30
Miscellaneous	$0.58	$0.50	$0.00	$0.63	$0.24	$0.27	$0.01	$0.43	$0.56	$0.27	$0.89	$0.58	$1.00
Total Expenses (SF):	**$5.75**	**$7.50**	**$5.48**	**$8.02**	**$4.26**	**$4.32**	**$3.95**	**$4.68**	**$5.17**	**$4.07**	**$5.87**	**$4.20**	**$6.48**
Effective Gross Income (SF):	**$13.75**	**$18.60**	**$15.79**	**$19.33**	**$9.88**	**$9.94**	**$9.59**	**$10.92**	**$12.16**	**$9.36**	**$13.91**	**$9.12**	**$15.65**
Operating Expense Ratio:	**41.79%**	**40.31%**	**34.68%**	**41.50%**	**43.14%**	**43.46%**	**41.22%**	**42.88%**	**42.53%**	**43.45%**	**42.21%**	**46.08%**	**41.40%**
Sample Size	*921*	*234*	*47*	*187*	*104*	*87*	*17*	*285*	*162*	*123*	*298*	*81*	*217*

Annual Income Statements:

This income statement is intended to give the reader an overview estimation of the stabilized income and expenses of the subject site. We have used typical, customary expenses based on per square foot averages for the various expense categories with some adjustments for the region and location of the subject site. We have included 6% (gross income) management fee, a 92% stabilized economic occupancy and a 5% ancillary income percentage.

It should be noted that this income statement is assuming the site at stabilization and as such we assume a 4% increase in the gross potential revenue and 3% increase in expenses and so the gross potential at this point in the 'life' of the facility would be an increase over the gross potential contemplated with the recommended unit mix.

The income portion of the income statement consists of rental income and 'other' income. The other income includes late fees, tenant insurance payments, retail merchandise sales and various other 'ancillary' income sources. This amount would be adjusted up, for example, should the developer add truck rentals to the operation, and would be adjusted down should the developer choose not to offer tenant insurance.

Month	1	2	3	4	5	6	7	8	9	10	11	12	YEAR 1
INCOME													
Gross Potential Income	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 1,644,823
Occupancy	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Rents	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other Income	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Discounts	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bad Debt	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL INCOME	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
EXPENSES													
Advertising & Promotion	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,332	$ 2,332
Insurance													$ -
Management											$ -	$ 2,500	$ 2,500
Miscellaneous & Other													$ -
Office and Administrative													$ -
Payroll & Burden											$ -	$ 8,523	$ 8,523
Real Estate Taxes	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 50,000
Repairs & Maintenance													$ -
Utilities													$ -
TOTAL EXPENSES	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 4,167	$ 17,521	$ 63,354
NOI	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (4,167)	$ (17,521)	$ (63,354)

Month	13	14	15	16	17	18	19	20	21	22	23	24	YEAR 2
INCOME													
Gross Potential Income	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 137,069	$ 1,644,823
Occupancy	3%	5%	7%	9%	12%	13%	15%	16%	18%	20%	22%	25%	14%
Rents	$ 3,556	$ 6,738	$ 9,704	$ 12,610	$ 15,763	$ 18,465	$ 20,792	$ 22,593	$ 24,695	$ 26,947	$ 30,250	$ 33,928	$ 226,041
Other Income	$ 178	$ 337	$ 485	$ 631	$ 788	$ 923	$ 1,040	$ 1,130	$ 1,235	$ 1,347	$ 1,512	$ 1,696	$ 11,302
Discounts/Write Offs	$ (1,568)	$ (2,618)	$ (3,362)	$ (3,575)	$ (3,807)	$ (3,684)	$ (3,711)	$ (3,558)	$ (3,630)	$ (3,678)	$ (3,811)	$ (4,275)	$ (41,279)
Bad Debt	$ (75)	$ (141)	$ (204)	$ (265)	$ (331)	$ (388)	$ (437)	$ (474)	$ (519)	$ (566)	$ (635)	$ (712)	$ (4,747)
TOTAL INCOME	$ 2,091	$ 4,315	$ 6,623	$ 9,401	$ 12,413	$ 15,317	$ 17,684	$ 19,690	$ 21,781	$ 24,050	$ 27,316	$ 30,637	$ 191,318
EXPENSES													
Advertising & Promotion	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 2,402	$ 28,819
Insurance	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 19,875
Management	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 30,000
Miscellaneous & Other	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 10,931
Office and Administrative	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 25,838
Payroll & Burden	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 8,778	$ 105,339
Real Estate Taxes	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 130,251
Repairs & Maintenance	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 11,925
Utilities	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 50,682
TOTAL EXPENSES	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 34,472	$ 413,661
NOI	$ (32,381)	$ (30,156)	$ (27,849)	$ (25,071)	$ (22,058)	$ (19,155)	$ (16,788)	$ (14,782)	$ (12,691)	$ (10,421)	$ (7,156)	$ (3,835)	$ (222,343)

Month	25	26	27	28	29	30	31	32	33	34	35	36	YEAR 3
INCOME													
Gross Potential Income	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 142,551	$ 1,710,616
Occupancy	27%	30%	32%	34%	36%	38%	40%	41%	43%	44%	47%	50%	38%
Rents	$ 38,876	$ 42,154	$ 45,277	$ 48,400	$ 51,678	$ 54,489	$ 56,909	$ 58,782	$ 60,968	$ 63,310	$ 66,745	$ 70,570	$ 658,156
Other Income	$ 1,944	$ 2,108	$ 2,264	$ 2,420	$ 2,584	$ 2,724	$ 2,845	$ 2,939	$ 3,048	$ 3,165	$ 3,337	$ 3,528	$ 32,908
Discounts/Write Offs	$ (4,898)	$ (5,311)	$ (5,705)	$ (6,098)	$ (6,511)	$ (6,866)	$ (7,170)	$ (6,172)	$ (6,402)	$ (6,648)	$ (7,008)	$ (7,410)	$ (76,200)
Bad Debt	$ (816)	$ (885)	$ (951)	$ (1,016)	$ (1,085)	$ (1,144)	$ (1,195)	$ (1,234)	$ (1,280)	$ (1,330)	$ (1,402)	$ (1,482)	$ (13,821)
TOTAL INCOME	$ 35,105	$ 38,065	$ 40,885	$ 43,705	$ 46,665	$ 49,203	$ 51,388	$ 54,315	$ 56,334	$ 58,498	$ 61,672	$ 65,206	$ 601,043
EXPENSES													
Advertising & Promotion	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 2,407	$ 28,889
Insurance	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 1,656	$ 19,875
Management	$ 2,500	$ 2,500	$ 2,500	$ 2,622	$ 2,800	$ 2,952	$ 3,083	$ 3,259	$ 3,380	$ 3,510	$ 3,700	$ 3,912	$ 36,719
Miscellaneous & Other	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 911	$ 10,931
Office and Administrative	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 2,153	$ 25,838
Payroll & Burden	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 8,800	$ 105,595
Real Estate Taxes	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 130,251
Repairs & Maintenance	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 11,925
Utilities	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 4,223	$ 50,682
TOTAL EXPENSES	$ 34,499	$ 34,499	$ 34,499	$ 34,621	$ 34,799	$ 34,951	$ 35,082	$ 35,258	$ 35,379	$ 35,509	$ 35,699	$ 35,911	$ 420,706
NOI	$ 606	$ 3,567	$ 6,386	$ 9,084	$ 11,867	$ 14,252	$ 16,306	$ 19,057	$ 20,955	$ 22,989	$ 25,973	$ 29,295	$ 180,337

Month	37	38	39	40	41	42	43	44	45	46	47	48	YEAR 4
INCOME													
Gross Potential Income	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 148,253	$ 1,779,041
Occupancy	52%	54%	57%	59%	61%	63%	65%	66%	68%	69%	72%	74%	63%
Rents	$ 77,127	$ 80,537	$ 83,784	$ 87,032	$ 90,442	$ 93,364	$ 95,881	$ 97,830	$ 100,103	$ 102,538	$ 106,111	$ 110,089	$ 1,124,837
Other Income	$ 3,856	$ 4,027	$ 4,189	$ 4,352	$ 4,522	$ 4,668	$ 4,794	$ 4,891	$ 5,005	$ 5,127	$ 5,306	$ 5,504	$ 56,242
Discounts/Write Offs	$ (8,098)	$ (8,456)	$ (8,797)	$ (9,138)	$ (4,748)	$ (4,902)	$ (5,034)	$ (5,136)	$ (5,255)	$ (5,383)	$ (5,571)	$ (5,780)	$ (76,299)
Bad Debt	$ (1,620)	$ (1,691)	$ (1,759)	$ (1,828)	$ (1,899)	$ (1,961)	$ (2,014)	$ (2,054)	$ (2,102)	$ (2,153)	$ (2,228)	$ (2,312)	$ (23,622)
TOTAL INCOME	$ 71,265	$ 74,416	$ 77,417	$ 80,417	$ 88,316	$ 91,170	$ 93,628	$ 95,531	$ 97,750	$ 100,129	$ 103,617	$ 107,502	$ 1,081,158
EXPENSES													
Advertising & Promotion	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 2,479	$ 29,754
Insurance	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 1,706	$ 20,472
Management	$ 4,276	$ 4,465	$ 4,645	$ 4,825	$ 5,299	$ 5,470	$ 5,618	$ 5,732	$ 5,865	$ 6,008	$ 6,217	$ 6,450	$ 64,870
Miscellaneous & Other	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 938	$ 11,259
Office and Administrative	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 2,218	$ 26,613
Payroll & Burden	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 9,063	$ 108,755
Real Estate Taxes	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 10,854	$ 130,251
Repairs & Maintenance	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 12,283
Utilities	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 4,350	$ 52,202
TOTAL EXPENSES	$ 36,908	$ 37,097	$ 37,277	$ 37,457	$ 37,931	$ 38,103	$ 38,250	$ 38,364	$ 38,497	$ 38,640	$ 38,849	$ 39,082	$ 456,458
NOI	$ 34,357	$ 37,319	$ 40,139	$ 42,960	$ 50,385	$ 53,068	$ 55,378	$ 57,166	$ 59,253	$ 61,489	$ 64,768	$ 68,419	$ 624,700

Month	49	50	51	52	53	54	55	56	57	58	59	60	YEAR 5
INCOME													
Gross Potential Income	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 154,184	$ 1,850,202
Occupancy	65%	79%	81%	83%	86%	88%	89%	91%	92%	92%	92%	92%	86%
Rents	$ 100,219	$ 121,922	$ 125,300	$ 128,677	$ 132,223	$ 135,263	$ 137,880	$ 139,907	$ 141,849	$ 141,849	$ 141,849	$ 141,849	$ 1,588,788
Other Income	$ 5,011	$ 6,096	$ 6,265	$ 6,434	$ 6,611	$ 6,763	$ 6,894	$ 6,995	$ 7,092	$ 7,092	$ 7,092	$ 7,092	$ 79,439
Discounts/Write Offs	$ (5,262)	$ (6,401)	$ (6,578)	$ (6,756)	$ (6,942)	$ (7,101)	$ (7,239)	$ (7,345)	$ (7,447)	$ (7,447)	$ (7,447)	$ (7,447)	$ (83,411)
Bad Debt	$ (2,105)	$ (2,560)	$ (2,631)	$ (2,702)	$ (2,777)	$ (2,841)	$ (2,895)	$ (2,938)	$ (2,979)	$ (2,979)	$ (2,979)	$ (2,979)	$ (33,365)
TOTAL INCOME	$ 97,864	$ 119,057	$ 122,355	$ 125,653	$ 129,116	$ 132,084	$ 134,640	$ 136,619	$ 138,515	$ 138,515	$ 138,515	$ 138,515	$ 1,551,451
EXPENSES													
Advertising & Promotion	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 2,552	$ 30,620
Insurance	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 1,756	$ 21,068
Management	$ 5,872	$ 7,143	$ 7,341	$ 7,539	$ 7,747	$ 7,925	$ 8,078	$ 8,197	$ 8,311	$ 8,311	$ 8,311	$ 8,311	$ 93,087
Miscellaneous & Other	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 966	$ 11,587
Office and Administrative	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 2,282	$ 27,388
Payroll & Burden	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 9,327	$ 111,923
Real Estate Taxes	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 11,180	$ 134,158
Repairs & Maintenance	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 1,053	$ 12,641
Utilities	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 4,477	$ 53,723
TOTAL EXPENSES	$ 39,464	$ 40,736	$ 40,934	$ 41,132	$ 41,339	$ 41,517	$ 41,671	$ 41,789	$ 41,903	$ 41,903	$ 41,903	$ 41,903	$ 496,195
NOI	$ 58,400	$ 78,322	$ 81,422	$ 84,522	$ 87,777	$ 90,567	$ 92,970	$ 94,830	$ 96,612	$ 96,612	$ 96,612	$ 96,612	$ 1,055,256

Month	61	62	63	64	65	66	67	68	69	70	71	72	YEAR 6
INCOME													
Gross Potential Income	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 160,351	$ 1,924,211
Occupancy	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%
Rents	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 147,523	$ 1,770,274
Other Income	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 7,376	$ 88,514
Discounts/Write Offs	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (7,745)	$ (92,939)
Bad Debt	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (3,098)	$ (37,176)
TOTAL INCOME	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 144,056	$ 1,728,672
EXPENSES													
Advertising & Promotion	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 2,626	$ 31,513
Insurance	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 1,807	$ 21,682
Management	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 8,643	$ 103,720
Miscellaneous & Other	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 994	$ 11,925
Office and Administrative	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 2,349	$ 28,187
Payroll & Burden	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 9,599	$ 115,185
Real Estate Taxes	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 11,505	$ 138,066
Repairs & Maintenance	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 1,084	$ 13,009
Utilities	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 4,607	$ 55,289
TOTAL EXPENSES	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 43,215	$ 518,576
NOI	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 100,841	$ 1,210,096

Month	73	74	75	76	77	78	79	80	81	82	83	84	YEAR 7
INCOME													
Gross Potential Income	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 166,765	$ 2,001,179
Occupancy	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%
Rents	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 153,424	$ 1,841,085
Other Income	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 7,671	$ 92,054
Discounts/Write Offs	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (8,055)	$ (96,657)
Bad Debt	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (3,222)	$ (38,663)
TOTAL INCOME	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 149,818	$ 1,797,819
EXPENSES													
Advertising & Promotion	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 2,703	$ 32,432
Insurance	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 1,859	$ 22,314
Management	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 8,989	$ 107,869
Miscellaneous & Other	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 1,023	$ 12,273
Office and Administrative	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 2,417	$ 29,008
Payroll & Burden	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 9,879	$ 118,543
Real Estate Taxes	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 11,841	$ 142,090
Repairs & Maintenance	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 1,116	$ 13,388
Utilities	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 4,742	$ 56,901
TOTAL EXPENSES	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 44,568	$ 534,818
NOI	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 105,250	$ 1,263,001

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7
INCOME							
Gross Potential Income	$ 1,644,823	$ 1,644,823	$ 1,710,616	$ 1,779,041	$ 1,850,202	$ 1,924,211	$ 2,001,179
Occupancy	0%	14%	38%	63%	86%	92%	92%
Rents	$ -	$ 226,041	$ 658,156	$ 1,124,837	$ 1,588,788	$ 1,770,274	$ 1,841,085
Other Income	$ -	$ 11,302	$ 32,908	$ 56,242	$ 79,439	$ 88,514	$ 92,054
TOTAL INCOME	**$ -**	**$ 191,318**	**$ 601,043**	**$ 1,081,158**	**$ 1,551,451**	**$ 1,728,672**	**$ 1,797,819**
EXPENSES							
Advertising & Promotion	$ 2,332	$ 28,819	$ 28,889	$ 29,754	$ 30,620	$ 31,513	$ 32,432
Insurance	$ -	$ 19,875	$ 19,875	$ 20,472	$ 21,068	$ 21,682	$ 22,314
Management	$ 2,500	$ 30,000	$ 36,719	$ 64,870	$ 93,087	$ 103,720	$ 107,869
Miscellaneous & Other	$ -	$ 10,931	$ 10,931	$ 11,259	$ 11,587	$ 11,925	$ 12,273
Office and Administrative	$ -	$ 25,838	$ 25,838	$ 26,613	$ 27,388	$ 28,187	$ 29,008
Payroll & Burden	$ 8,523	$ 105,339	$ 105,595	$ 108,755	$ 111,923	$ 115,185	$ 118,543
Real Estate Taxes	$ 50,000	$ 130,251	$ 130,251	$ 130,251	$ 134,158	$ 138,066	$ 142,090
Repairs & Maintenance	$ -	$ 11,925	$ 11,925	$ 12,283	$ 12,641	$ 13,009	$ 13,388
Utilities	$ -	$ 50,682	$ 50,682	$ 52,202	$ 53,723	$ 55,289	$ 56,901
TOTAL EXPENSES	**$ 63,354**	**$ 413,661**	**$ 420,706**	**$ 456,458**	**$ 496,195**	**$ 518,576**	**$ 534,818**
NOI	**$ (63,354)**	**$ (222,343)**	**$ 180,337**	**$ 624,700**	**$ 1,055,256**	**$ 1,210,096**	**$ 1,263,001**

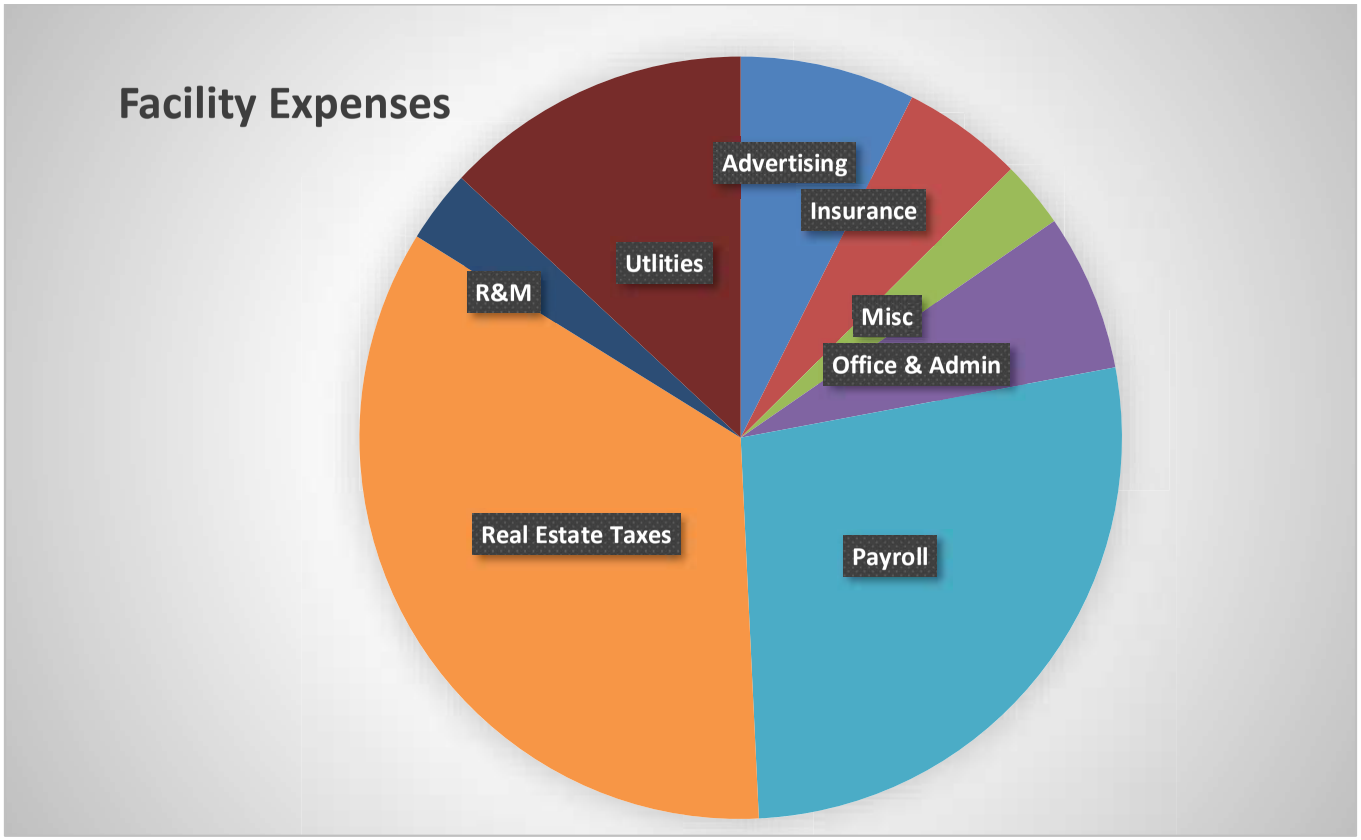

Facility Expenses
Advertising
Insurance
Misc
Office & Admin
Payroll
Real Estate Taxes
R&M
Utlities

Table 10 – National Operating Expenses

	Range Low $/SF	Range High $/SF	Average $/SF	% of Expenses
Real Estate Taxes	0.38	3.74	1.41	24.6%
Property Insurance	0.04	0.39	0.23	4.0%
Utilities	0.05	0.94	0.34	6.0%
Repairs & Maintenance	0.12	1.99	0.47	8.1%
Administration	0.13	0.91	0.61	10.6%
Off-Site Management	0.17	1.35	0.76	13.2%
On-Site Management	0.34	1.75	1.06	18.4%
Advertising	0.01	0.49	0.29	5.0%
Miscellaneous	-0.02	1.47	0.58	10.1%
Total Expenses	**1.22**	**13.02**	**5.75**	**100%**

Table 11 – East Region Operating Expenses

	Range Low $/SF	Range High $/SF	Average $/SF	% of Expenses
Real Estate Taxes	0.60	3.74	2.37	31.6%
Property Insurance	0.09	0.30	0.20	2.7%
Utilities	0.19	0.90	0.45	6.0%
Repairs & Maintenance	0.16	0.85	0.61	8.1%
Administration	0.43	0.91	0.71	9.4%
Off-Site Management	0.27	1.31	1.05	14.0%
On-Site Management	0.80	1.75	1.27	16.9%
Advertising	0.20	0.46	0.35	4.7%
Miscellaneous	-0.02	1.47	0.50	6.7%
Total Expenses	**2.73**	**11.69**	**7.50**	**100%**

Table 12 – Midwest Region Operating Expenses

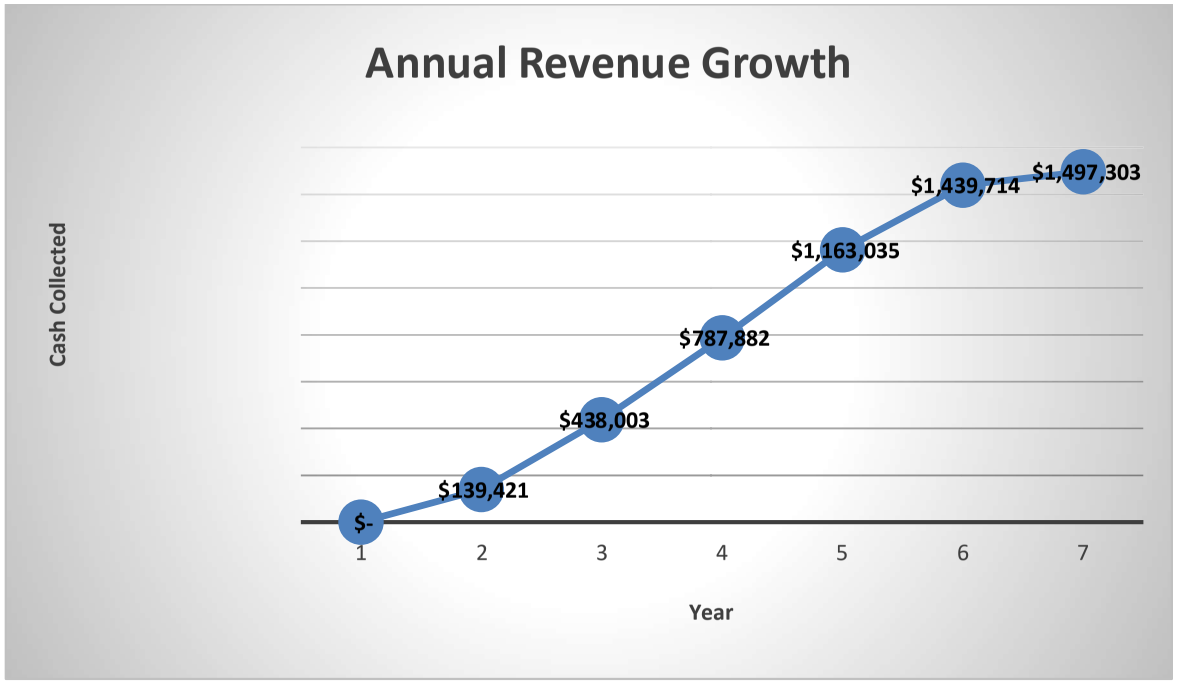
	Range Low $/SF	Range High $/SF	Average $/SF	% of Expenses
Real Estate Taxes	0.59	2.33	1.14	26.7%
Property Insurance	0.09	0.17	0.12	2.8%
Utilities	0.19	0.33	0.24	5.5%
Repairs & Maintenance	0.14	0.52	0.40	9.3%
Administration	0.19	0.53	0.45	10.5%
Off-Site Management	0.30	0.83	0.52	12.3%
On-Site Management	0.53	1.46	0.90	21.1%
Advertising	0.01	0.46	0.27	6.2%
Miscellaneous	0.00	0.76	0.24	5.5%
Total Expenses	**2.04**	**7.38**	**4.26**	**100%**

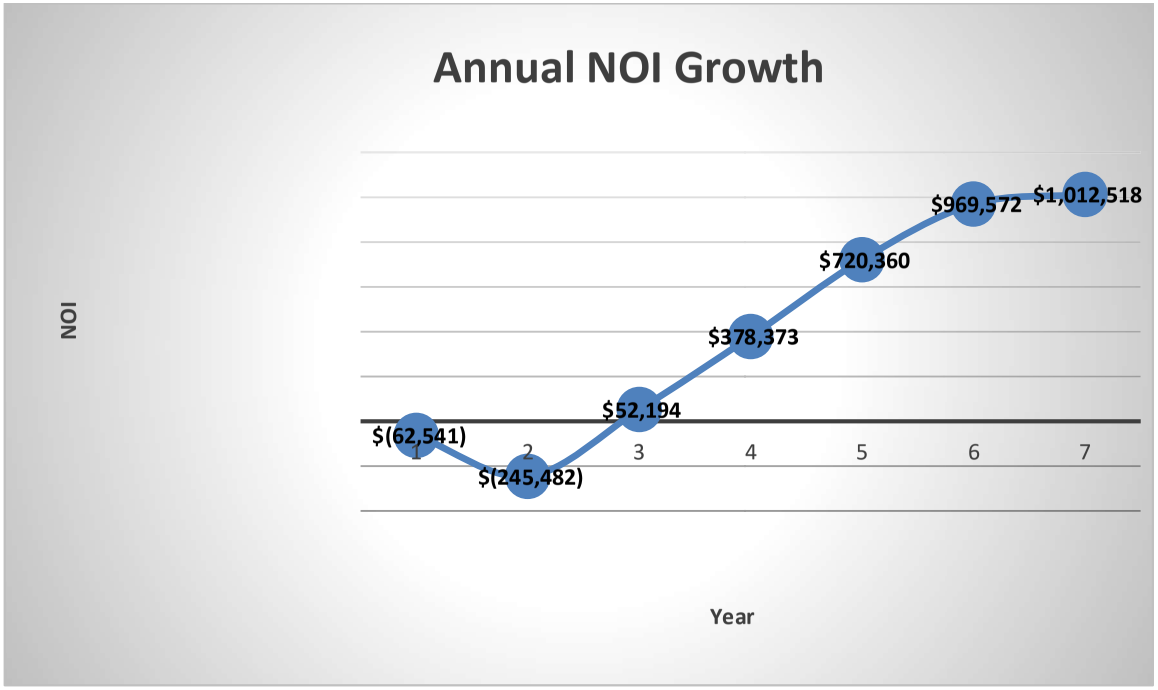
Table 13 – South Region Operating Expenses

	Range Low $/SF	Range High $/SF	Average $/SF	% of Expenses
Real Estate Taxes	0.67	1.74	1.10	23.6%
Property Insurance	0.09	0.39	0.24	5.2%
Utilities	0.21	0.94	0.32	6.9%
Repairs & Maintenance	0.25	1.99	0.37	7.9%
Administration	0.42	0.79	0.50	10.7%
Off-Site Management	0.20	1.35	0.57	12.2%
On-Site Management	0.34	1.17	0.89	19.0%
Advertising	0.09	0.49	0.25	5.3%
Miscellaneous	0.00	1.25	0.43	9.3%
Total Expenses	**2.28**	**10.09**	**4.68**	**100%**

Table 14 – West Region Operating Expenses

	Range Low $/SF	Range High $/SF	Average $/SF	% of Expenses
Real Estate Taxes	0.38	1.97	1.05	17.8%
Property Insurance	0.04	0.33	0.27	4.7%
Utilities	0.05	0.36	0.32	5.5%
Repairs & Maintenance	0.12	0.53	0.47	8.0%
Administration	0.13	0.75	0.69	11.8%
Off-Site Management	0.17	0.89	0.78	13.3%
On-Site Management	0.52	1.22	1.11	18.9%
Advertising	0.01	0.33	0.29	5.0%
Miscellaneous	-0.01	1.16	0.89	15.1%
Total Expenses	**1.41**	**7.53**	**5.87**	**100%**


Annual Revenue Growth
Cash Collected
$-
$139,421
$438,003
$787,882
$1,163,035
$1,439,714
$1,497,303
1
2
3
4
5
6
7
Year


Annual NOI Growth
NOI
$(62,541)
$(245,482)
$52,194
$378,373
$720,360
$969,572
$1,012,518
1
2
3
4
5
6
7
Year

Investment Analysis:

Return on Investment			Cash Flows				
Purchase Capitalization Rate on First Year NOI	-0.60%					% Cash	
Internal Rate of Return (5 Year Unlevered)	16.24%				Cash Flow	on Cash	
Internal Rate of Return (5 Year Levered)	26.49%		Cash Flows year 1		$ (351,161)	-10.07%	
Developers Yield	10.24%		Cash Flows year 2		$ (685,484)	-19.66%	
Cash Invested (Equity)	$ 3,486,800.79		Cash Flows year 3		$ (273,878)	-7.85%	
Net Sale Proceeds	$ 20,925,987.13		Cash Flows year 4		$ 67,350	1.93%	
			Cash Flows year 5		$ 6,427,733	184.34%	
TOTAL 7 Year Income	$ 21,070,656.35		Cash Flows year 6		$ 144,669	Infinite	
Less Loan Payoff	$ 13,318,039.49		Cash Flows year 7		$ 198,866	Infinite	
NET CASH AT END OF YEAR 7:	$ 7,752,616.86						
Net Operating Income and Cash on Cash Calculation							
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**Year 7**
Total Actual Income	$ -	$ 195,815	$ 615,170	$ 1,106,570	$ 1,587,917	$ 1,769,303	$ 1,840,075
Less: Expenses	$ 63,566	$ 421,146	$ 428,895	$ 465,623	$ 506,248	$ 529,108	$ 545,684
Net Operating income	$ (63,566)	$ (225,332)	$ 186,275	$ 640,947	$ 1,081,668	$ 1,240,194	$ 1,294,391
Annual debt service	$ (287,595)	$ (460,152)	$ (460,152)	$ (573,596)	$ (1,095,525)	$ (1,095,525)	$ (1,095,525)
Cash From Refinance					$ 6,441,590		
Cash Flow before taxes	$ (351,161)	$ (685,484)	$ (273,878)	$ 67,350	$ 6,427,733	$ 144,669	$ 198,866

Notes:

- ***Our assumptions include a re-finance in year five which indicates that all of the originally invested cash could be taken out of the asset to then recalculate the cash-on-cash returns as infinite.***

The Internal rate of return (IRR) for an investment is the percentage rate earned on each dollar invested for each period it is invested. IRR is also another term people use for interest. Ultimately, IRR gives an investor the means to compare alternative investments based on their yield.

Leveraged IRR is calculated in the exact same way as Unleveraged IRR, except that instead of having the negative cash flow in year zero being the purchase price, it is the portion of the purchase price that is not financed – the equity portion. And instead of the cash flow being NOI alone, the cash flows in Leveraged IRR are NOI less debt service. Finally, the sale price is not the full expected sale price of the property, but rather the expected sale price of the property less the expected balance of the loan at the time of sale.

Yield is calculated as a percentage, based on the property's cost or market value, annual income and running costs. It does not consider how much the property increases in value over time (i.e. the capital growth). Yield considers all operational expenses such as payroll, management fees, maintenance costs, utilities and marketing expenses.

Cash-on-cash is one of the most common return formats used in the real estate industry. It is a ratio (usually converted to a percentage) that is derived by dividing cash flow (before tax) by the amount of equity initially invested.

OPERATIONS/MARKETING/DEVELOPMENT RECOMMENDATIONS

- ***Signage.*** We cannot over-estimate the value of highly visible, colorful signage. Self-storage is primarily a retail business and proper signage is critical. We recommend that the reader consider maximizing the amount of signage allowed:
    - 'Self-Storage' should be the largest words on the sign
    - Facility phone number in large numerals
    - Manual reader boards are not recommended, but if the budget allows, an electronic reader board can be used to point out specials, community events, time & temperature, etc.
    - We highly recommend that the developer immediately create a 'Coming Soon!' sign on the property with an 800# to begin monitoring demand and creating a 'pre-leasing 'energy. Such a sign might also work to discourage any potential new self-storage developments in the subject market.
    - The developer might consider having a third-party call center answer the 'Coming Soon' phone number, especially as the opening of the facility becomes imminent and pre-leasing opportunities start to happen.
- ***Trucks.*** There is a strong relationship between self-storage and truck rentals indicated by the large percentage of customers who rent trucks when moving into and out of self-storage (+/- 25%). We recommend that the developer consider adding U-Haul rental trucks at the subject site.
    - ***U-Haul 800-528-0361*** www.uhaul.com/dealer
- ***Call Center.*** **Already a proven strategy among the big boys in the U.S. marketplace, the call center concept is noted as one of the greatest competitive advantages in all self-storage.** Self-storage operators cannot afford to miss prospective customer inquiries and will not miss those calls by using a third-party call center. We are surprised that in 2020 that any existing self-storage facility does not use a call center. The call center provides self-storage owners with a remote level of services that range from answering all facility calls, rollover facility calls that give managers the opportunity to answer first, and after-hour facility calls.

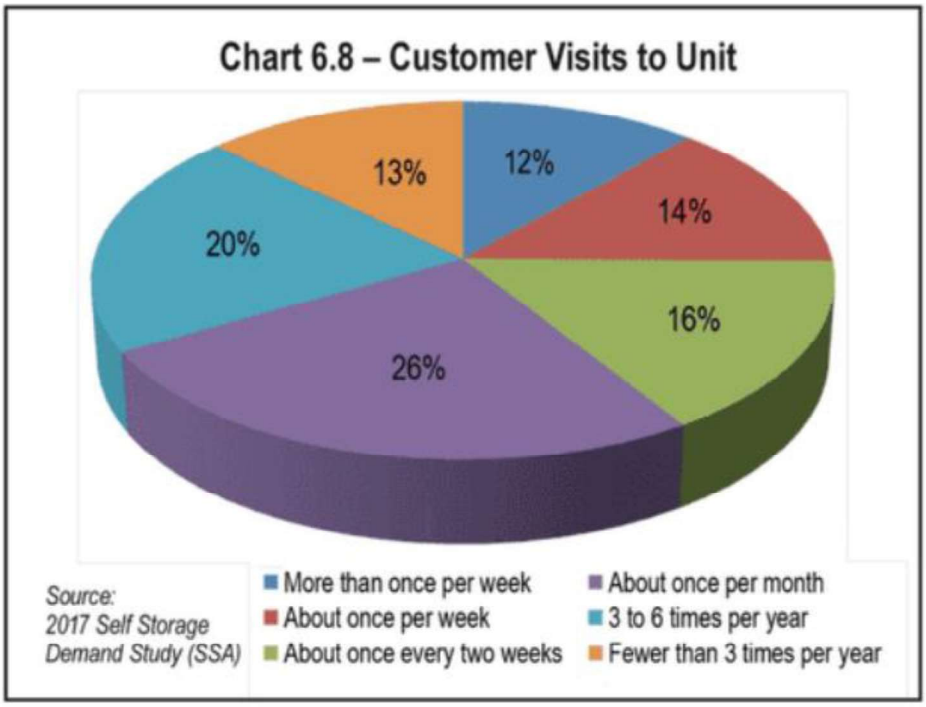
  Moreover, call centers can handle all incoming calls with 24/7 options. The strategy allows the manager to focus on operational duties, marketing, and face-to face customer service. The value of every rental is far too high to trust to an answering machine. Too many studies indicate that potential customers simply will not leave a message and continue to call through the Yellow Pages or various web sites (or other marketing sources) until they are able to reach someone. Self-storage centers are at a clear marketing disadvantage in their marketing efforts by not using a call center.

- The call center answers the phone when the manager can't (usually after the third or fourth ring as well as before and after the facility office closes)
- The calls transfer seamlessly to the call center and oftentimes the customer doesn't know they have reached a call center.
- The call center agent can take a reservation, take a payment, answer questions about the account, etc.
- The call center will increase rentals and increase customer service.
- Managers must be trained to effectively utilize the benefits of a call center.

Self-Storage Call Center we highly recommend:

- **XPS –** Mike Roberts 972-865-4312 www.xpsusa.com
- **Automated Storage –** Dakota Harwell – 205-503-8267

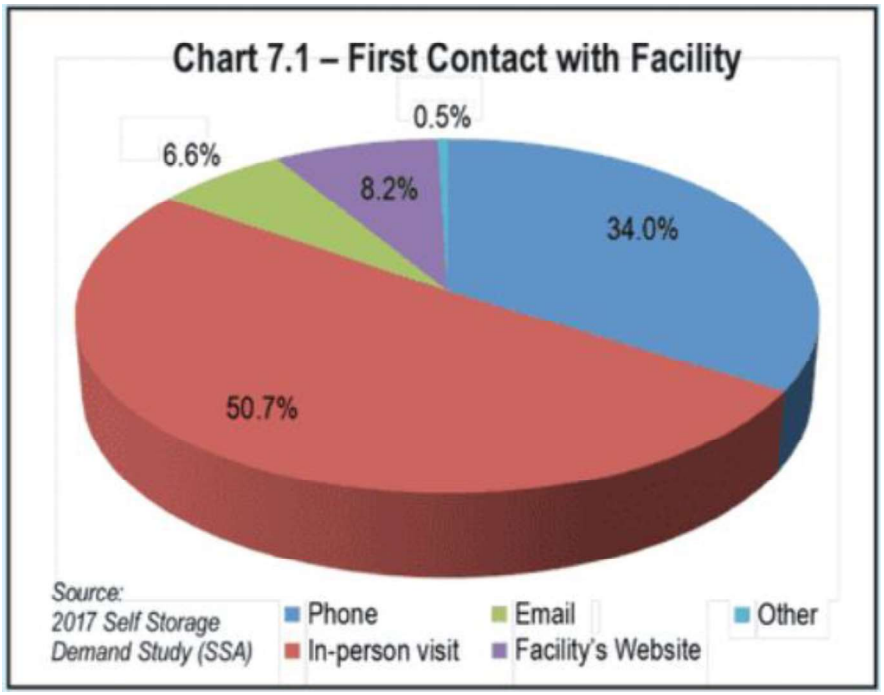
- ***State-of-the-Art Security.*** The developer should make no compromises in security technology.
  - Individual door alarms are not recommended for this facility.
  - Access controlled facility entry
  - Recorded security surveillance
  - Many security cameras
  - Large security camera monitors placed behind the sales counter so that customers can see that the facility is being monitored.
  - We highly recommend contacting Aaron Harwell at Spider Door, 855-556-9589.



- ***Tenant Goods Insurance.*** The facility should offer the benefit of pay-with-payment tenant goods insurance to the tenants.
    - Tenant goods insurance is designed to protect tenant goods for various maladies typically including theft and natural disasters.
    - We highly recommend contacting the following tenant insurance companies:
        - **Bader Company** – Tim Parnell 888-223-3726 www.baderco.com
        - **StoreSmart Insurance** – Michael Rhoads 888-545-7627 www.storsmartinsurance.com
- ***Manager considerations.*** There are few businesses as 'manager-centric' as the self-storage business. Oftentimes customers won't know the name of the facility but will know the name of the manager. While an established, stabilized facility can 'make do' with a sub-par manager, a facility in lease-up or a challenging market cannot. We believe it would be difficult to implement most if not all the recommendations with a subpar manager. We highly recommend that the developer implement an intensive hiring and training program.
    - Given the increased importance of the Internet and email as a marketing source to attract customers, it has also shifted the dynamics of self-storage managers. No longer can they be merely efficient at renting space in person or on the phone.
    - Self-storage is a sales business. Managers must have the skills to professional 'sell' prospects on renting and on paying their rent.
    - The professionalism and appearance of the on-site manager should match or be superior to the facility itself ('a nice facility with a poor manager is a poor facility').
    - We would recommend not including on-site living quarters and employing a professional manager that does not live on site.
    - The manager for this facility needs to be professional, outgoing, have the ability to market and represent the facility in the community.
- ***It's understood industry-wide that today's self-storage managers must be skilled professionals; gone is the caretaker role of the past. This type of manager has gone the way of first-generation facilities that served as a placeholder until the land could be used for some higher purpose. Fittingly, the job benefits enjoyed by self-storage managers have grown in correlation with their required talents and abilities.***
- We highly recommend contacting Brett Copper, Self Storage 101 VP of Marketing and Manager Training, for a complete description of our manager training opportunities, including webinars, books and videos and in-person training sessions and workshops.

Consideration should also be given to employing the services of a professional third party management company. We highly recommend contacting the following companies to discuss their third party management program:

- ***Cubesmart*** *Guy Middlebrooks 610-535-5000* www.cubesmart.com
- ***Extra Space*** *Noah Springer 801-365-4600* www.extraspace.com
- ***Life Storage*** *Dale Payne 877-270-4665* https://www.lifestorage.com/company/life-storage-solutions/
- ***Absolute Management*** *Jasmine Jones, 901-737-7336, ext 715* www.absolutemgmt.com
- ***Storage Asset Management*** *Alyssa Quill 717-779-0044* www.storageassetmanagement.com
- ***StorQuest*** *Alyssa Parker 813-380-5015* www.storquest.com
- ***Store Here Management*** Tron Jordheim 573-268-5217 **www.storehere.com**
- ***Ten Federal Management*** Brad Minsley 800-462-5860 https://10federal.com/ss-property-management/
- ***Pagoda Companies*** Adam Pagoda 248-877-3912 www.selfstoragespecialist.com



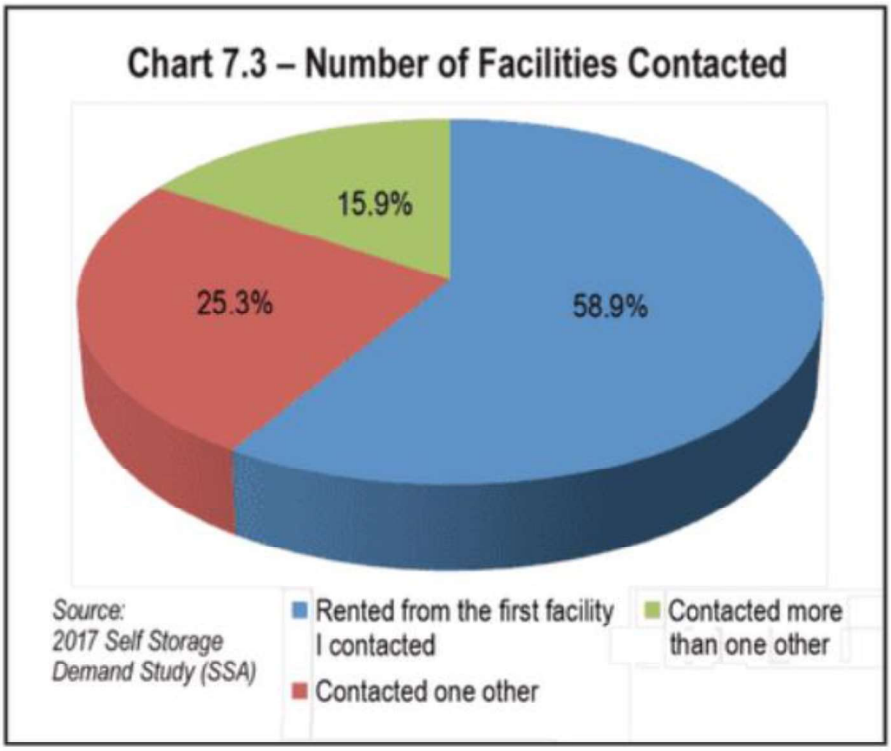


Chart 7.3 – Number of Facilities Contacted
15.9%
25.3%
58.9%
Source:
2017 Self Storage
Demand Study (SSA)
Rented from the first facility I contacted
Contacted more than one other
Contacted one other

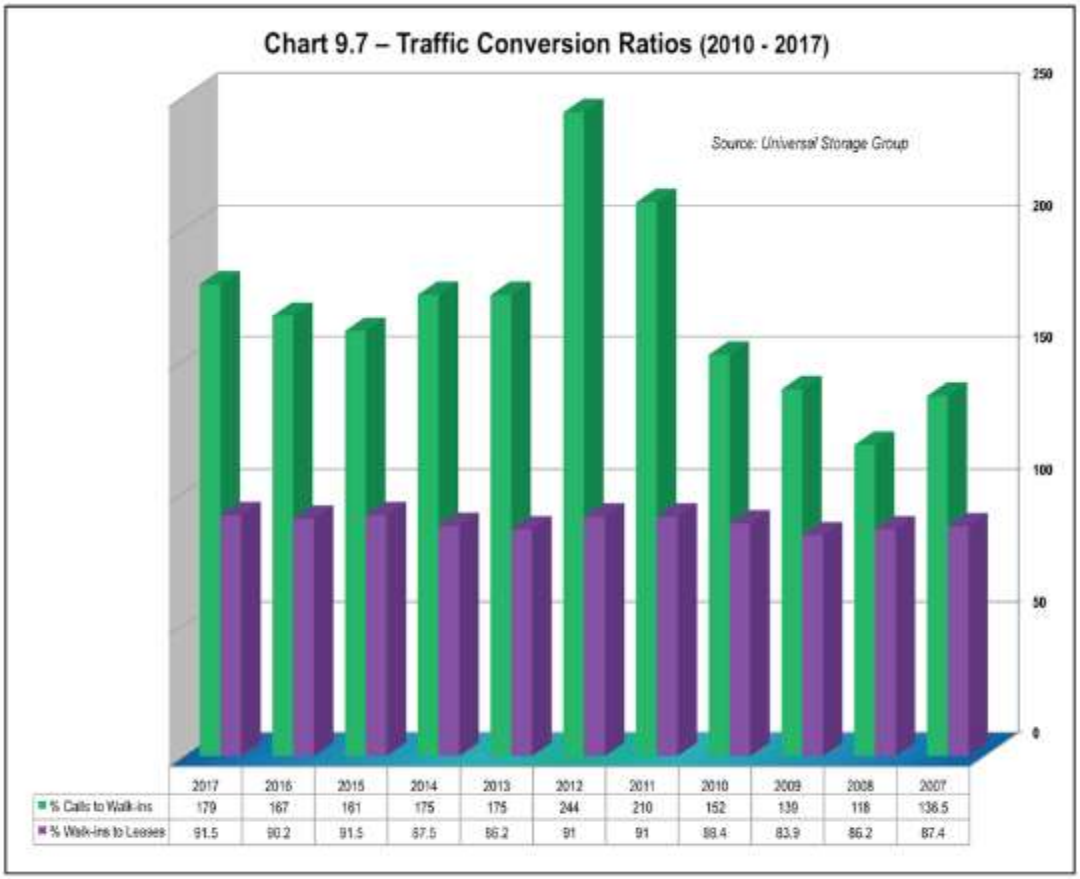
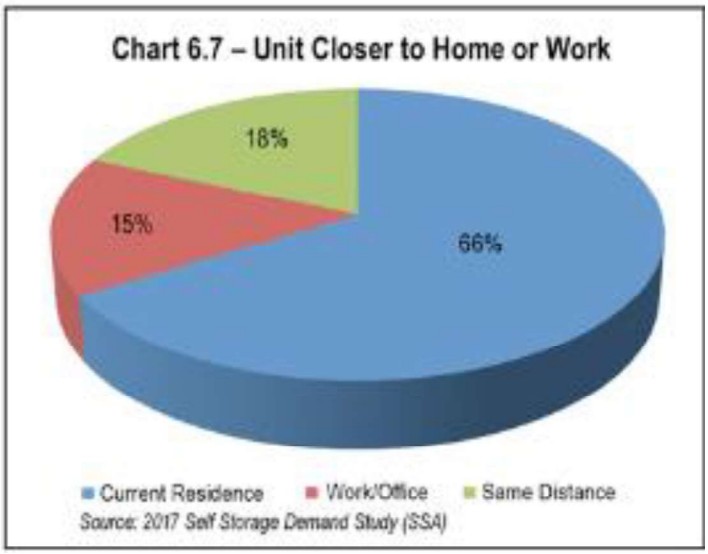


Chart 9.7 – Traffic Conversion Ratios (2010 - 2017)
Source: Universal Storage Group
250
200
150
100
50
0
2017 2016 2015 2014 2013 2012 2011 2010 2009 2008 2007
% Calls to Walk-ins 179 167 161 175 175 244 210 152 139 118 136.5
% Walk-ins to Leases 91.5 90.2 91.5 87.5 86.2 91 91 88.4 83.9 86.2 87.4

- ***Marketing Plan***: The developer should immediately employ a consultant to develop a complete and detailed marketing plan for the store. The marketing plan should include many of the suggestions listed **including a direct mail 'drip' campaign to local businesses and a 'declutter sale ready' service for realtors.** The marketing plan should give specific costs and implementation strategies.



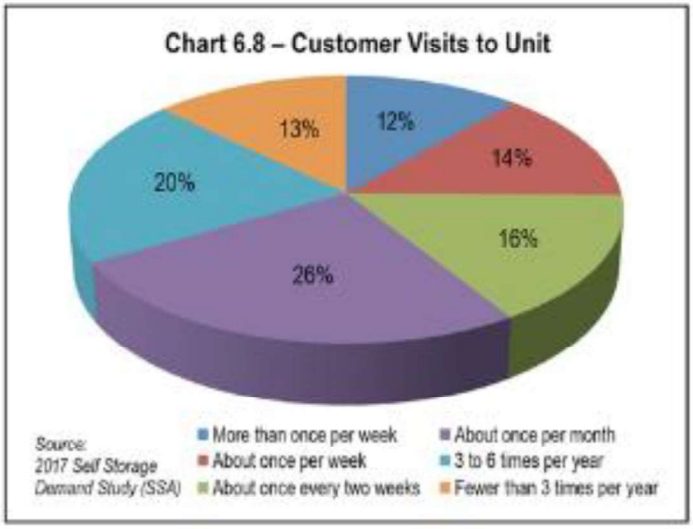


Table 6.8 – Important Features for Customers

Anytime access to self storage unit (24-hours, 7-days)	56.9%
Electronic gates that only allow authorized people to enter facility	56.5%
Close to place of residence	55.1%
Drive-up parking to self storage unit	54.4%
Pest control	51.4%
Discount rates for long-term rental agreements	47.6%
Flexible means of payment (online, automatic deduction from bank account, credit card, check)	46.8%
Flexible contracts	45.9%
Fire sprinklers in storage unit	43.1%
Humidity of self storage unit is controlled	38.1%
Storage unit has its own security alarm	37.0%
Tools to assist loading/unloading (dollies, carts, ramps)	37.0%
Self storage unit is air-conditioned	33.2%
Self storage unit is heated	25.0%
Self storage unit contains shelving	21.2%
Close to work place/school	20.3%
Wide-range of storage accessories are sold in storage facility office (locks, plastic containers, cardboard boxes, tape, etc.)	19.9%
Availability of truck rentals	19.5%
Availability of specialized containers for storing unique items such as wine, stamp collections, etc.	13.7%

Source: 2017 Self Storage Demand Study (SSA)

- ***Sales Management*:** A specific plan for monitoring on-site sales effectiveness and retail sales should be a strong component of the management plan.
- ***Extended Access Hours:*** The store should offer extended access hours and, commensurate with the extended access, increased security. The recommended gate hours are 6:00 am to 10:00 pm, seven days a week. Commercial tenants should be offered extended hours as needed.
- ***7 Day-Per-Week Office Hours:*** The office should be open seven days per week. Some of the market competitors are not open on Sundays but the subject property should have some Sunday hours at least during the lease-up process. The recommended office hours are **9:00** a.m. to **6:00** p.m. Monday through Friday, **8:00** a.m. to **4:00** p.m. on Saturdays and **10:00** a.m. to **4:00** p.m. on Sundays. During lease-up late hours on Friday until 7:00 p.m. are suggested.
    - A recent retail organization's study indicated that a large percentage of people shop between 6pm and 8pm.
- ***Internet Strategy:*** Today, more and more self-storage owners are continuing to incorporate self-service into their website storefronts to compete for added rentals. Consumers are carrying around smartphones—business tools in the palms of their hands. And as a result, storage companies with optimized websites are enjoying great success by renting units on-demand. For new online tenants, it is a welcome reprieve from the task of visiting a store during office hours and dealing with all the paperwork in person.

  Should this trend continue, facilities that dismiss the use of a functional website will find themselves unable to serve and engage a broader customer base through Web and mobile channels. In fact, current case studies reveal how online storage shoppers are responding when facilities implement a personalized Web-mobile rental channel.

The Marketing plan should have an E-Commerce component and should deploy a strong Internet presence. The E-Commerce strategy should include:

- Website
  - Easy to navigate
  - Clear 'call to action'
  - 'clutter-free'
- On-line rental capability
  - Allows potential customers to conduct business with you when you are not open
  - Research clearly indicates this is a highly desirable service for customers.
- Search engine optimization
  - It is important that facility's website ranked consistently high among web searches within the subject market
- On-line payment options
  - Credit cards
  - Debit cards
  - ACH
- Link to call center during business hours
  - Call center can implement 'live chat' for facility
- Real-time inventory management
  - Accurate availability.

- We highly recommend contacting Jill Baker at **The Storage Group**, 407-392-1485 www.storageinternetmarketing.com

- ***Automated Technology***. We recommend that the developer consider adding automated technology to the subject facility. This technology extends the reach of customer acquisition and customer service. In an industry that typically serves customers in person between the hours of 9 to 5, incremental sales and reduced labor costs represent the top drivers that motivate owners to integrate automated technology. In turn, the reality of losing recurring business to nearby competitors marks these new technologies as one of the most prominent strategic solutions. This is because automated technology is always onsite to take care of a new renter—keeping a facility open when others in the marketplace are closed.
  - This technology has several benefits:
    - Low cost for the initial investment.
    - Extends rental hours when tied to one of the third party call centers.
    - Reduces staff activities and may allow for reduction of operating hours.
    - Reduced operating costs and increased profits, NOI and asset values.
    - Creates a unique marketing and sales position for the subject facility.
    - Automation allows owners and operators the ability to conduct business both during and outside of normal office hours, thereby helping to maximize income for self-storage facilities.

10 Federal Finds Success With Self-Storage Automation: A Case Study of Unmanned Operation

The owner of 10 Federal Storage discusses the role of technology in his company's successful operation of 15 unmanned facilities. Learn how they do it and challenges they've faced when implementing new tools.

At 10 Federal, our focus is on operating unmanned, autonomous self-storage facilities. Over the past four years, we've tried numerous technologies and methods to refine the process, and I'm pleased to report the model is succeeding. Properties that have been on our platform for a minimum of six months have increased net operating income an average of 18 percent. With our debt leverage, this equates to a 52 percent increase in the value of equity invested!

What's important to recognize is technology is replacing labor. It doesn't matter what industry you're in—there are more machines, computers and robots than ever performing work that used to be done by people, and productivity is increasing tremendously through technology use. For example, we have one property manager who oversees all 15 of our locations. That's pretty efficient!

Our goal is to find the maximum point on the curve where one axis is customer satisfaction and the other is cost. Effectively, we're looking for the best tenant experience at the lowest rate. We'll look at any technology that can improve convergence. However, the tools we employ can be used by any self-storage operator. Pick one or all. Any will increase the efficiency of your operation and save you time, money or both.

Before I dive into the details of the technology we use, I want to emphasize that the following is not a definitive list. Our industry is full of great vendors who are constantly refining and improving their products. This is simply what we're using for our current model. I'll distill items into three categories: sales, operation and monitoring. I'll also shared challenges we faced to implement new technology and the effect it's had on our customers.

Sales

Our sales revolve around a leasing-enabled website and kiosk as well as a call center. A leasing-enabled website allows a prospective renter to create an account, select a unit, enter payment information, create a gate code, electronically sign the lease and move into the unit all on his own. Twenty-four percent of our tenants rent through our website without ever talking to us. Not only is this optimal efficiency, it gives us a big advantage. We can lease 24 hours a day, whereas our competition can only rent during business hours. We average three to five leases per facility per month through after-hours leasing.

A leasing-enabled kiosk performs all the same functions as the website. Though only 6 percent of our leases originate through this tool, I still recommend having one. The use is enough to justify the investment, and the kiosk doubles as a pay station and information terminal for customers. Further, it establishes an “office” where renters begin their onsite journey.

Another critical item you need if you’re operating an unmanned facility is a model unit, since after price, the next most common question from customers is, “What size unit do I need?” We either convert an existing office or buy a 10-by-20 portable-storage unit to use as the model. We mark the smaller unit sizes on the floor using colored tape. Placing this near the kiosk allows customers to visualize the space they’ll need.

The call center is the final and most critical sales channel. Seventy percent of our leases originate here. Units are rented over the phone, or the customer can complete the lease at the kiosk or website. You can’t escape having a call center if you go unmanned. We established our own, as unmanned sites were pretty specialized when we started. Now, there are many great call-center options.

None of the above is relevant, however, if the customer doesn’t know about your store, so it’s critical to have an online presence. Start with getting a Google My Business Listing, then supplement with Google AdWords. I love this advertising channel because you can turn it on and off as needed.

Operation

For payments, we only accept electronic—no cash or checks. We lose 10 percent of customers when we acquire a facility and enforce this requirement, but we recover that loss quickly and the system is very efficient.

Next is the overlock challenge, specifically how to release an overlocked renter if there’s no manager onsite. We use a lock system we developed ourselves, but there are other automated lock options in the industry. Even if your facility is staffed, an overlock system will help with efficiency, as the manager won’t have to spend time removing overlocks, and locks can be removed even after hours. It’s a better customer experience.

We do employ part-time maintenance techs who invest an average of 10 to 20 hours per facility per month. That’s still far better than 160 hours per month for a full-time manager. A maintenance tech mows, blows, cleans, overlocks units, takes auction photos and handles other routine tasks. We’re experimenting with 360-degree cameras and virtual-reality headsets that will allow our maintenance director to be “present” with the tech to do things such as walk-throughs or troubleshooting a gate.

Monitoring

We rely heavily on our camera system and are experimenting with analytics cameras. A legacy system records what has occurred on site, but an analytics system can be trained to recognize if a door or vehicle gate is stuck open. Plus, the cameras can see thermally, so they can recognize if a climate-controlled building's temperature is outside of its target range or there's water on the floor, indicating a leak. Our goal this year is to make the analytics cameras our central nervous system to monitor all aspects of the facility and actively notify us of exceptions.

Challenges

We have experienced some challenges when introducing technology at our properties, and they can be divided into two categories. The first we've defined as "the incident of failure rate" and the second is simplicity.

With unmanned operations, we have no one on site to deal with things that fail or break; hence, our goal is to get the frequency of something not working as close to zero as possible. There are a lot of amazing whiz-bang technologies out there, but if they're not extremely reliable, they aren't a good fit for unmanned sites.

Also, when you're unmanned, there's no one on site to explain how anything works. Every process must be as simple as possible so anyone without prior self-storage experience can jump right in and execute.

We work hard to get tenants onboard with our technology. When we acquire a facility and implement new tools, we lose 10 percent of the rent roll, on average. That may sound bad, but that same technology allows us to quickly recover those lost tenants. And, by the way, those are our "least efficient" customers—the ones who insist on paying by cash or check—so we're not exactly sad to see them go.

Most tenants are remarkably comfortable with our technology, as we try to keep it in the vein of interfaces they're already used to, such as a website, kiosk or combination lock. It's all familiar to them thanks to online shopping, Redbox and ATMs.

Whether you're thinking of going unmanned or just looking to find new efficiencies, I encourage you to attend industry tradeshows and see the technologies firsthand. Consider things that are easy to implement, such as connecting your gate to your website and management software. Chances are, everything is already in place, you just need your software provider to flip that switch. Then you can rent units 24 /7! This is just one way you can better serve customers and lower your operating costs.

Brad Minsley is a co-founder of 10 Federal Storage LLC, responsible for operations including new-technology development, acquisitions, management functions and finance. 10 Federal operates 17 unmanned facilities in the Carolinas and Virginia

Automation Makes Its Way Into Self-Storage

Many industries are adopting automation to make everyday transactions faster, easier and more convenient for consumers while increasing business efficiency. It was only a matter of time before this trend made it to self-storage. Whether you're depositing a check or buying groceries, many aspects of your daily routine may look very different than they did 10 years ago. Technology has given us tools including bank mobile apps and self-checkout lanes to make everyday transactions faster, easier and more convenient for consumers while increasing business efficiency. Many industries are adopting automation to provide customers and users with fast, real-time results. It was only a matter of time before this trend made it to self-storage. Five years ago, kiosks weren't readily accessible in storage facilities. Customers came in, visited with the manager, went to their units and left. Believe it or not, there wasn't nearly as much hustle and bustle back in 2013. Many sites didn't even have a website, so payments were made in person or through the mail.

Whether you're depositing a check or buying groceries, many aspects of your daily routine may look very different than they did 10 years ago. Technology has given us tools including bank mobile apps and self-checkout lanes to make everyday transactions faster, easier and more convenient for consumers while increasing business efficiency. Many industries are adopting automation to provide customers and users with fast, real-time results. It was only a matter of time before this trend made it to self-storage.

Five years ago, kiosks weren't readily accessible in storage facilities. Customers came in, visited with the manager, went to their units and left. Believe it or not, there wasn't nearly as much hustle and bustle back in 2013. Many sites didn't even have a website, so payments were made in person or through the mail.

Automation is changing the self-storage landscape, enabling owners to cut costs and enhance the customer experience. The one-on-one interaction between tenants and a real person is still significant, however, there are ways to increase efficiency and return on investment without losing that personal touch.

For a self-storage operator, automation allows you to control expenses and increase margins. Online reservations/rentals and keypad gate access will enable you to securely operate your facility beyond traditional business hours, without the incremental cost of an hourly employee. With rental-rate increases slowing down, expense reduction is one way to add more to the bottom line.

Automation may not work at every facility, but it’s an option for facilities in rural and urban areas. "Automation can provide a far superior customer experience, which results in higher occupancy and higher rents. We are experiencing these effects first hand on the deals we are acquiring and automating," says Brad Minsely, owner of 10 Federal, which operates 11 self-storage locations in North Carolina.

If you’re looking to add technology to your self-storage facility, you’re one of many. There are ample benefits to automation.

- ***USP:*** The store should have a strong Unique Selling Proposition to set it apart from the competition.
    - Automated payments and rentals.
    - Free rental truck with move-in.
    - Climate controlled units.
    - Complete selection of moving and packing supplies.

Table 6.9 – Important Features by Generation

Important Features	Millennials	Gen-X	Boomers	Greatest
Anytime access to self storage unit (24-hours, 7-days)	60.9%	58.0%	55.2%	45.2%
Availability of truck rentals	34.1%	15.7%	12.0%	13.5%
Self storage unit is heated	37.4%	19.9%	21.3%	17.1%
Self storage unit is air-conditioned	45.7%	31.3%	27.6%	19.0%
Humidity of self storage unit is controlled	51.0%	35.0%	33.3%	24.3%
Drive-up parking to self storage unit	52.6%	53.9%	57.9%	49.1%
Wide-range of storage accessories are sold in storage facility office (locks, plastic containers, cardboard boxes, tape, etc.)	32.0%	17.4%	13.8%	12.1%
Availability of specialized containers for storing unique items such as wine, stamp collections, etc.	25.8%	11.3%	7.7%	4.2%
Self storage unit contains shelving	32.6%	18.6%	16.3%	10.8%
Pest control	57.7%	51.7%	51.9%	26.8%
Flexible contracts	52.8%	46.9%	43.6%	27.2%
Flexible means of payment (online, automatic deduction from bank account, credit card, check)	51.3%	44.8%	47.9%	35.1%
Discount rates for long-term rental agreements	50.9%	47.7%	47.8%	35.2%
Close to place of residence	52.8%	55.6%	58.6%	47.8%
Close to work place/school	27.4%	25.2%	12.3%	7.0%
Storage unit has its own security alarm	43.9%	36.8%	35.7%	18.2%
Electronic gates that only allow authorized people to enter facility	56.3%	56.6%	58.6%	49.2%
Fire sprinklers in storage unit	47.2%	42.4%	43.5%	30.4%
Tools to assist loading/unloading (dollies, carts, ramps)	46.0%	32.9%	37.0%	22.0%

Source: 2017 Self Storage Demand Study (SSA)

- ***Affiliations to Gain Sales:*** The developer should consider Preferred Partner Programs to increase traffic.
    - Apartment managers
    - Home Owner's Associations
    - Pizza Delivery stores
    - Realtors
- ***Guerilla Marketing:*** The Marketing Plan should address a direct sales effort to area businesses and multi-family communities.
- ***Direct Marketing and Community Involvement*:** The store managers should be active in the local Chamber of Commerce. **Self-storage is a local business** that relies on referrals. Chamber members know many people in the community.
- ***Direct Mail Campaign:*** The Marketing Plan should identify the targets, frequency and nature of a direct mail campaign. The plan may or may not include Val-Pak recommendations.

- ***Collateral Materials:*** Hire a self-storage marketing consultant to create a logo, brochures, collateral, web page, property signs, etc. The developer can contact Brett Copper at Self Storage 101, 205-643-0712, the Self Storage Association or the Michigan Self Storage Association for recommendations.

SELF STORAGE ASSOCIATION
Contact: Tim Dietz, CEO
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (888) 735-3784
Fax: (703) 575-8901
Email: tdietz@selfstorage.org
Website: www.selfstorage.org

STATE ASSOCIATIONS

ALABAMA SELF STORAGE ASSOCIATION
Contact: Brent Fields
PO Box 2904
Mobile, AL 36652
Phone: (256) 772-7141
Fax: (251) 433-3470
Email: williambrentfields@gmail.com
Website: www.alabamassa.org

ARKANSAS SELF STORAGE ASSOCIATION
Contact: Bill Humble
PO Box 55715
Little Rock, AR 72215
Phone: (501) 607-4775
Fax: (501) 421-8189
Email: info@arssa.org
Website: www.arssa.org

ARIZONA SELF-STORAGE ASSOCIATION
Contact: Anne Mari DeCoster, Exec. Director
PO Box 44031
Phoenix, AZ 85064
Phone: (602) 374-7184
Fax: (602) 441-4706
Email: azsahq@azselfstorage.com
Website: www.azselfstorage.com

CALIFORNIA SELF STORAGE ASSOCIATION
Contact: Erin King, Exec. Director
9431 Haven Avenue, Suite 100
Rancho Cucamonga, CA 91730
Phone: (909) 912-1962
Fax: (949) 861-9425
Email: erin.king@cssaweb.com
Website: www.californiaselfstorage.org

COLORADO SELF STORAGE ASSOCIATION
Contact: Jackson White, President
9457 S. University Boulevard, Suite 810
Highlands Ranch, CO 80126
Phone: (303) 350-0070
Email: cossa@q.com
Website: www.coloradossa.com

CONNECTICUT SELF STORAGE ASSOCIATION
Contact: Lorna Bolduc, Exec. Director
PO Box 354146
Palm Coast, FL 32135
Phone: (860) 228-3624
Fax: (860) 228-1337
Email: ctssa@ctssa.org
Website: www.ctssa.org

FLORIDA SELF STORAGE ASSOCIATION
Contact: Lorna Bolduc, Exec. Director
PO Box 354146
Palm Coast, FL 32135
Phone: (863) 884-7204
Fax: (860) 228-1337
Email: info@floridassa.org
Website: www.floridassa.org

GEORGIA SELF STORAGE ASSOCIATION
Contact: Samantha Kilgore, Exec. Director
PO Box 1128
LaGrange, GA 30241
Phone: (678) 764-2006
Fax: (678) 264-0968
Email: gassa.org@gmail.com
Website: www.gassa.org

IDAHO SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: IDSSAExecDir@selfstorage.org
Website: www.ssaidaho.org

ILLINOIS SELF-STORAGE ASSOCIATION
Contact: Ginny Stengel
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 111
Fax: (703) 575-8901
Email: ILSSAExecDir@selfstorage.org
Website: www.ilselfstorage.org

INDIANA SELF STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: INSSAExecDir@selfstorage.org
Website: www.ssaindiana.org

KANSAS SELF STORAGE OWNERS ASSOCIATION
Contact: Shawn Herrick, Exec. Director
7321 N.W. Rochester Road
Topeka, KS 66617
Phone: (785) 286-1110
Fax: (785) 286-0611
Email: herrick.shawn@gmail.com
Website: www.kssoa.org

KENTUCKY SELF STORAGE ORGANIZATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: KYSSAExecDir@selfstorage.org
Website: www.kyssa.org

LOUISIANA SELF STORAGE ASSOCIATION
Contact: Lana Griffin, Interim President
13434 Plank Road
Baker, LA 70714
Phone: (866) 857-8473; (225) 774-2117
Fax: (225)774-2116
Email: info@ssala.org
Website: www.ssala.org

MAINE SELF STORAGE ASSOCIATION
Contact: Mark Adler, President
1293 Main Street
Sanford, ME 04073
Phone: (207) 324-1644
Email: mark@mainessa.com
Website: www.mainessa.com

MARYLAND SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: MDSSAExecDir@selfstorage.org
Website: www.ssamaryland.org

MASSACHUSETTS SELF-STORAGE ASSOCIATION
Contact: Lorna Bolduc, Exec. Director
PO Box 354146
Palm Coast, FL 32135
Phone: (863) 884-7204
Fax: (860) 228-1337
Email: MASSA@maselfstorage.org
Website: www.maselfstorage.org

SELF-STORAGE ASSOCIATION OF MICHIGAN
Contact: Tim Dewitt
2222 Association Drive
Okemos, MI 48864
Phone: (888) 308-7726
Fax: (517) 349-3543
Email: info@mmhrvca.org
Website: www.selfstoragemichigan.com

MINNESOTA SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: MNSSAExecDir@selfstorage.org
Website: www.minnesotassa.org

OREGON SELF STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: ORSSAExecDir@selfstorage.org
Website: www.orssa.org

PENNSYLVANIA SELF STORAGE ASSOCIATION
Contact: Kimberly Cossar, Exec. Director
908 N. Second Street
Harrisburg, PA 17102
Phone: (717) 441-6044
Fax: (717) 236-2046
Email: info@paselfstorage.org
Website: www.paselfstorage.org

RHODE ISLAND SELF-STORAGE ASSOCIATION
130 Washington Avenue, Third Floor
Albany, NY 12210
Phone: (518) 462-3333
Fax: (518) 427-6781
Email: info@nycapcon.com

SOUTH CAROLINA SELF STORAGE ASSOCIATION
Contact: J. E. Wallace III, President
2245-C Ashley Crossing Drive, Suite 310
Charleston, SC 29414
Phone: (803) 814-4000
Fax: (866) 237-7703
Email: info@SCSelfStorage.org
Website: www.SCSelfStorage.org

TENNESSEE SELF-STORAGE ASSOCIATION
Contact: Melissa Roberts, Administrative Director
2817 West End Avenue, Suite 126-197
Nashville, TN 37203
Phone: (423) 443-8249
Email: info@tnssa.net
Website: www.tnssa.net

TEXAS SELF-STORAGE ASSOCIATION
Contact: Ginny Sutton, Exec. Director
595 Round Rock West Drive, Suite 503
Round Rock, TX 78681
Phone: (888) 259-4902
Email: info@txssa.org
Website: www.txssa.org

UTAH SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: UTSSAExecDir@selfstorage.org
Website: www.ssautah.org

VERMONT SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: VTSSAExecDir@selfstorage.org
Website: www.ssavt.org

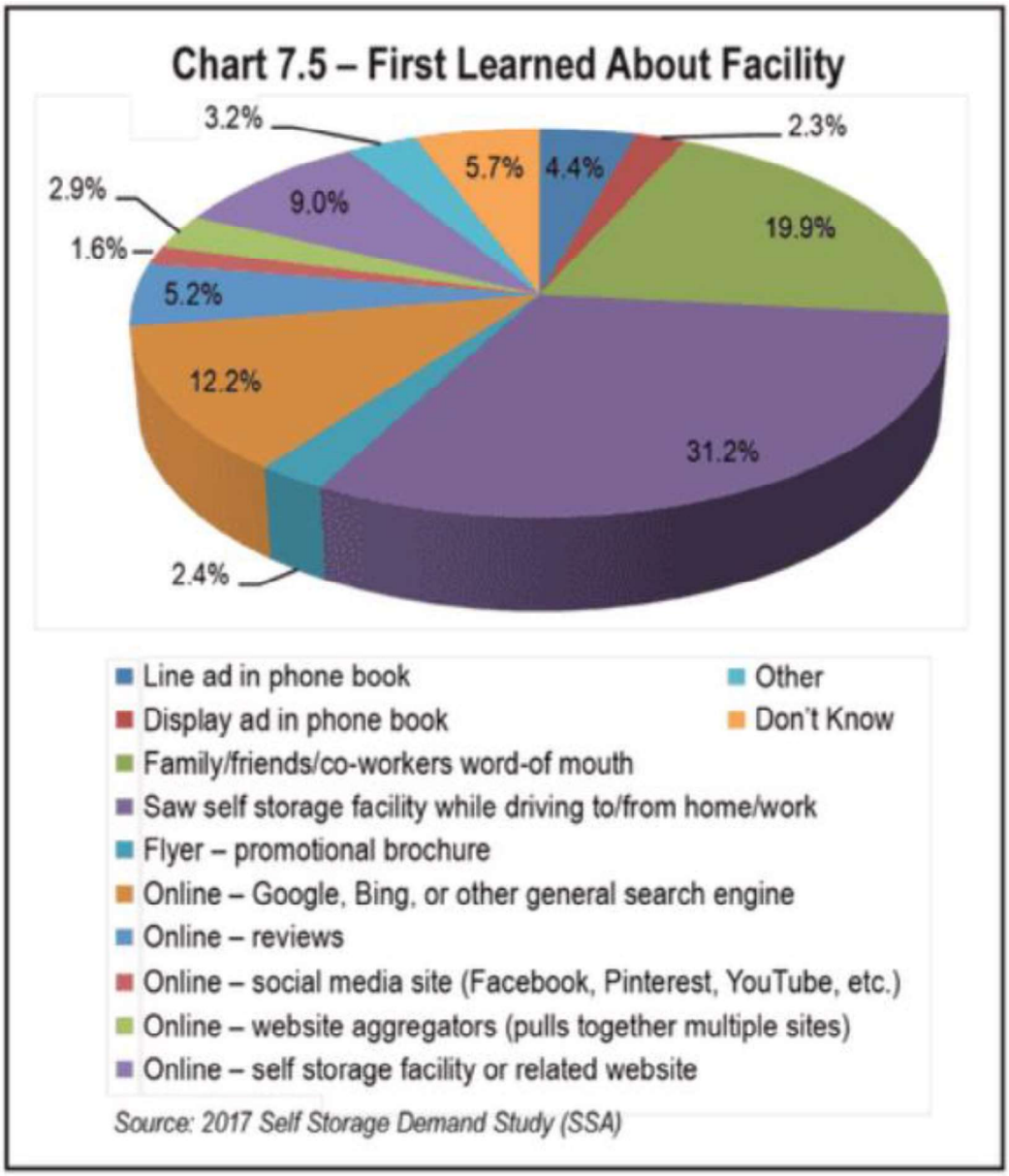
VIRGINIA SELF-STORAGE ASSOCIATION
Contact: Nichelle Nassif
1901 N. Beauregard Street, Suite 106
Alexandria, VA 22311
Phone: (703) 575-8000, Ext. 122
Fax: (703) 575-8901
Email: VASSAExecDir@selfstorage.org
Website: www.virginiassa.org

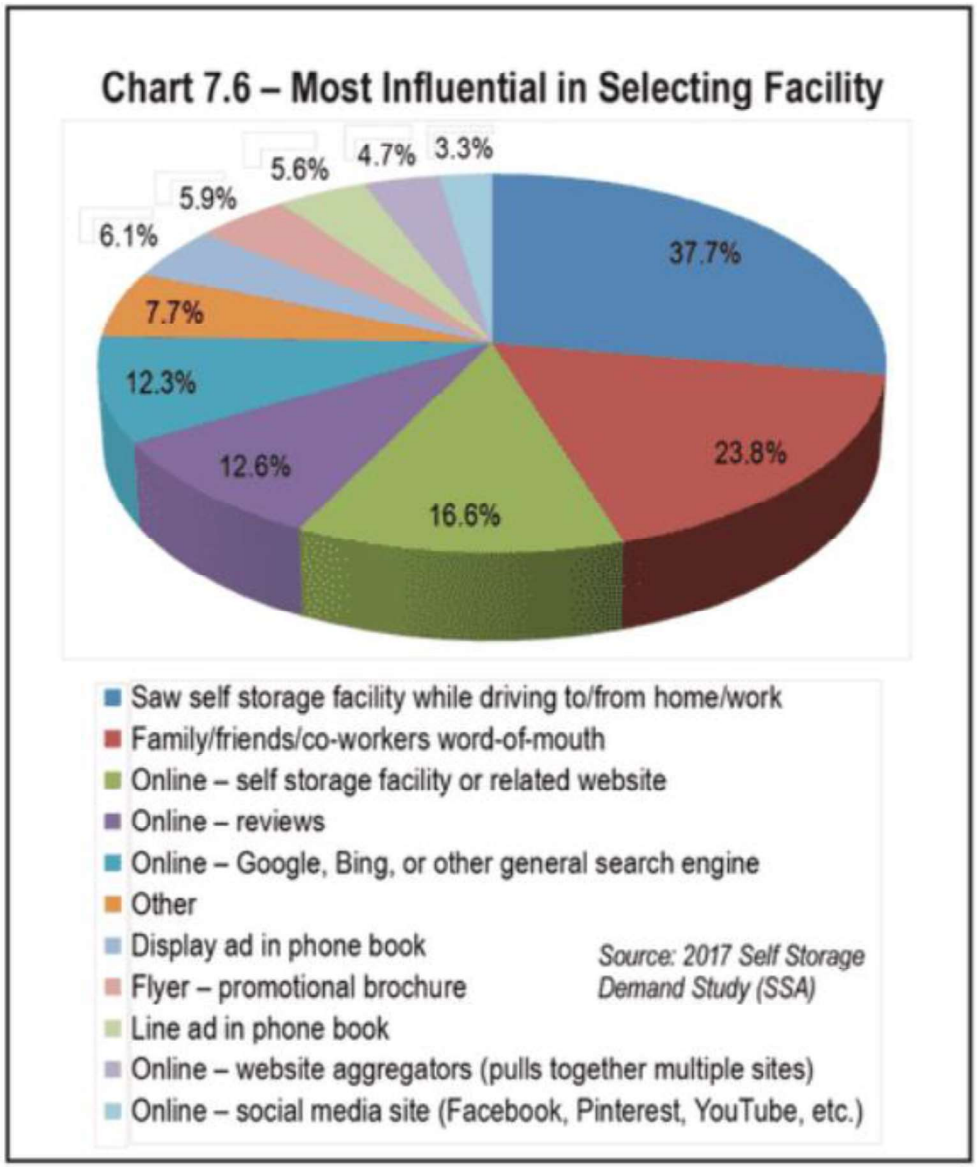
WASHINGTON (DC) AREA SELF-STORAGE ASSOCIATION
Contact: Nancy Gunning – Chesapeake Resources
6001 Montrose Road, Suite 800
Rockville, MD 20852
Phone: (301) 881-5151
Fax: (301) 881-4874
Email: ngunning@selfstorageplus.com

WASHINGTON SELF-STORAGE ASSOCIATION
Contact: Patrick Reilly, President
PO Box 58530
Seattle, WA 98138
Phone: (206) 623-8632
Fax: (206) 575-9255
Email: pat.reilly@urbanstorage.com
Website: www.wa-ssa.org

WEST VIRGINIA SELF-STORAGE ASSOCIATION
Contact: Andy Laskody
482 Lower Aaron's Creek Road
Morgantown, WV 26508
Phone: (304) 296-2255
Fax: (304) 296-2295
Email: storage_solutions@adelphia.net

- ***Competitor Referral Program:*** A program to receive referrals from competitors should be developed.
- ***Tenant Retention Program:*** A specific program for tenant retention should be developed as part of the management plan.
- ***B2B Marketing*:** A specific marketing effort to attract commercial customers should be presented.
- ***Custodial Management:*** Commit to keeping the property "clean and green." There is longstanding value to keeping the property in exceptional condition. Landscaping doesn't need to be elaborate, just well-maintained.





- ***Management Software:*** The subject facility should use a web-based management software system. The newer programs now available to the self-storage industry allow owner-operators to review reports and on-site activities in real time and the array of reports allows for more effective oversight of the facility. Owners can more readily review various rent change scenarios, check for rent allowances and discounts and implement tenant rent increases, all without necessarily engaging the onsite manager. (We are not recommending that all functions, such as rent increases, be implemented without manager 'buy-in.) We highly recommend contacting the following companies about their management software programs:

    - Syrasoft Mark Somers 315-236-5496, www.syrasoft.com
    - storEdge Austin Jones 913-954-4110, www.storedge.com
    - WebSelfStorage Toni Colasso 866-693-6683 www.webselfstorage.com
    - Sitelink Dave McCormack 919-865-0789, ext. 1 www.sitelink.com

- ***Development Recommendations:***
  - ***Financing your facility***
    - ***Live Oak Bank – specializing in SBA Loans***
      Anna Taylor, 910-202-550-2272
      www.liveoakbank.com/self-storage

  - ***Metal Building Companies***
    - ***Betco***
    - *704-872-2999*
      www.betcoinc.com
  - ***Storage Structures***
    - Health Mulkey, 770-456-1602
    - www.storagestructuresinc.com
  - ***Mako Steel***
    - Buster Owens, 407-492-4331
    - www.makosteel.com
  - ***Trachte Building Systems***
    - Jamie Lindau, 608-837-7899
    - www.trachte.com
  - ***Miller Buildings***
    - Louis Gilmore, 215-233-9300
    - www.millerbldgs.com

APPENDIX

WHAT IS SELF STORAGE?

So, just what is self-storage? Self-storage facilities provide places for individuals and businesses to temporarily store their items. From a self-storage owner's perspective, self-storage is a unique type of real estate investment. Self-storage serves as an excellent investment opportunity for both small and large investors and Self-storage companies provide private spaces which are assigned to the customers who lease them. The spaces are normally rented on a month-to-month basis. The rental spaces vary in sizes and shapes to meet a variety of customer size requirements. Spaces typically range from 25 square feet to 300 square feet with eight to ten-foot ceiling heights. The most common size is 10 feet wide by 10 feet deep which can normally hold the contents of most two-bedroom dwellings.

Today's self-storage facilities are designed to be convenient and accommodating to a wide variety of uses. Facilities are established near residential neighborhoods, light commercial or retail areas, and recreational areas. Items commonly placed in storage include household furniture and belongings, recreational items, tools and equipment, business records, and inventories. Some facilities offer environmentally controlled spaces to lessen adverse temperature and humidity effects on susceptible stored items. Some facilities may provide dock level loading areas and some will offer spaces that can accommodate recreational vehicles and pleasure boats.

The general wealth of today's society, joined with its mobility and desire to accumulate possessions, create a strong demand for self-storage. Persons relocating from one area to another often use self-storage while in transition. Realtors often suggest to home sellers that they use self-storage to clear clutter from their homes, thus making them show better. Home buyers often use self-storage while waiting for their new home purchases to close. In addition, people place a high sentimental value on their possessions and tend to hang onto items that they are unsure of whether to keep. Self-storage is a perfect place to safely store these items until they decide whether to keep them. Intentions to store items for only a short time are often extended because many procrastinate and, whereas the items stored may not be worth what has been spent to store them, they are usually worth more than next month's rent.

Today's businesses have many reasons to use self-storage. For example, a home-based business may use self-storage to house its materials or inventories. Handymen and landscapers often store their equipment and supplies. Large businesses use self-storage to store seasonal displays and inventories. Businesses and professionals are subject to greater record keeping requirements and find self-storage as an economical means for compliance. Economically, the rents may be much less than the cost of providing storage spaces at their business locations.

Self-storage companies provide additional levels of security beyond that established by the tenant's own lock. At a minimum, the facility perimeter is usually secured by a fence and gate. Access through the gate is limited to users of the facility by assigned security codes. Additionally, many facilities are designed to include surveillance systems, door alarms, motion sensors, and lighting to further supplement security.
On the other hand, the self-storage facility does not provide care, custody, or control over the stored contents. The storage space is leased "as is" and the tenant is responsible for properly placing items in the space and removing items from the space. The tenant secures the space with his or her own lock and solely controls access to the space. Nearly all storage companies have restrictions on what they will allow to be stored on their premises. These restrictions are to protect both the storage company and the items being stored.

Storage companies will vary in what they allow to be stored. They usually will not allow such items as hazardous or combustible materials, perishables such as food, plants, and live animals to be stored. Further, self-storage managers are usually told to advise their tenants that they should not store items of extraordinary value, such as antiques, furs, or coin collections in their storage spaces unless the facility specializes in storing such items.

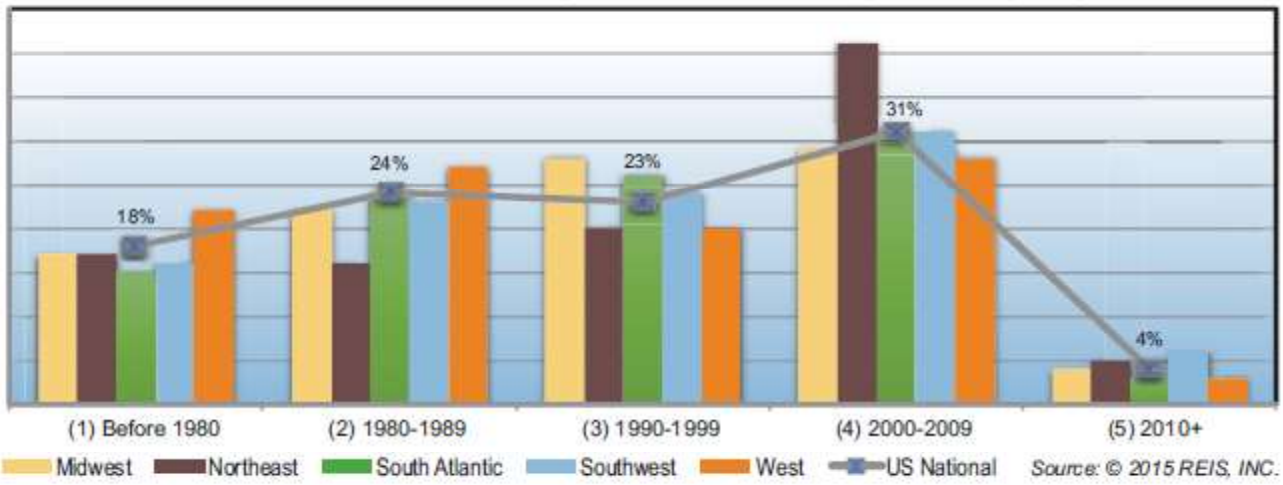
The industry remains highly fragmented. Owners with three or less facilities represent nearly ninety percent of the industry. The five largest operators make up the remaining 10% of the total industry.

Investors have turned to self-storage to meet an assortment of financial goals. These investors come from all income levels and with a variety of educational and professional backgrounds. Many have chosen to invest in self-storage because it requires only a relatively low initial investment, is not overly complex, and can quickly establish a valuable income producing asset. Others invest because they seek the stable, long-term generation of cash flows that are commonly achieved by self-storage investments.

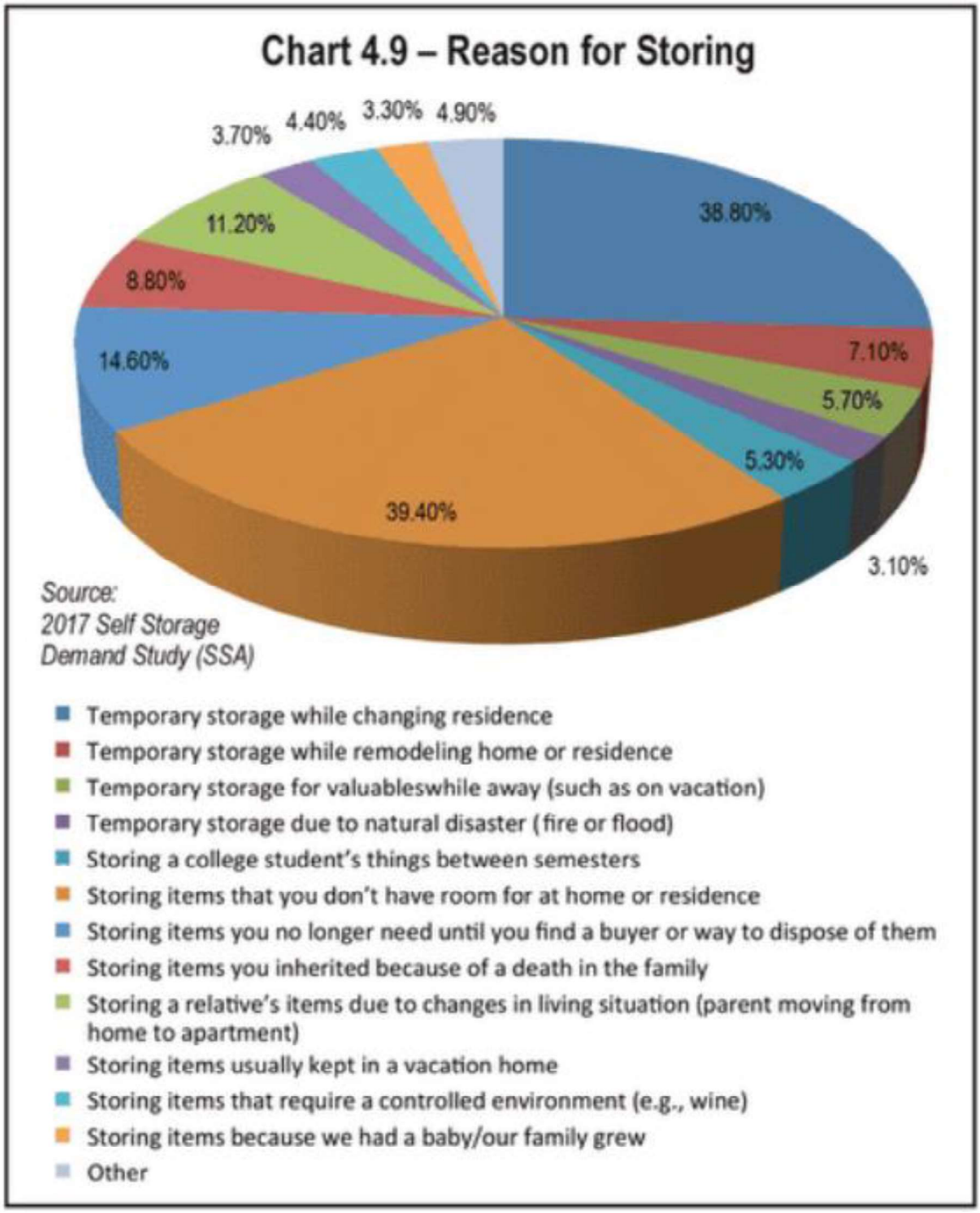
Because of a strong demand for self-storage, the rental income per square foot of self-storage spaces can often approach that of apartments, offices, and other forms of real estate. In addition, development costs of self-storage facilities are typically much less than those of other types of real estate. Furthermore, because the management of the self-storage facility is comparatively easy, the operating costs of self-storage facilities are typically much lower than those of other forms of real estate.

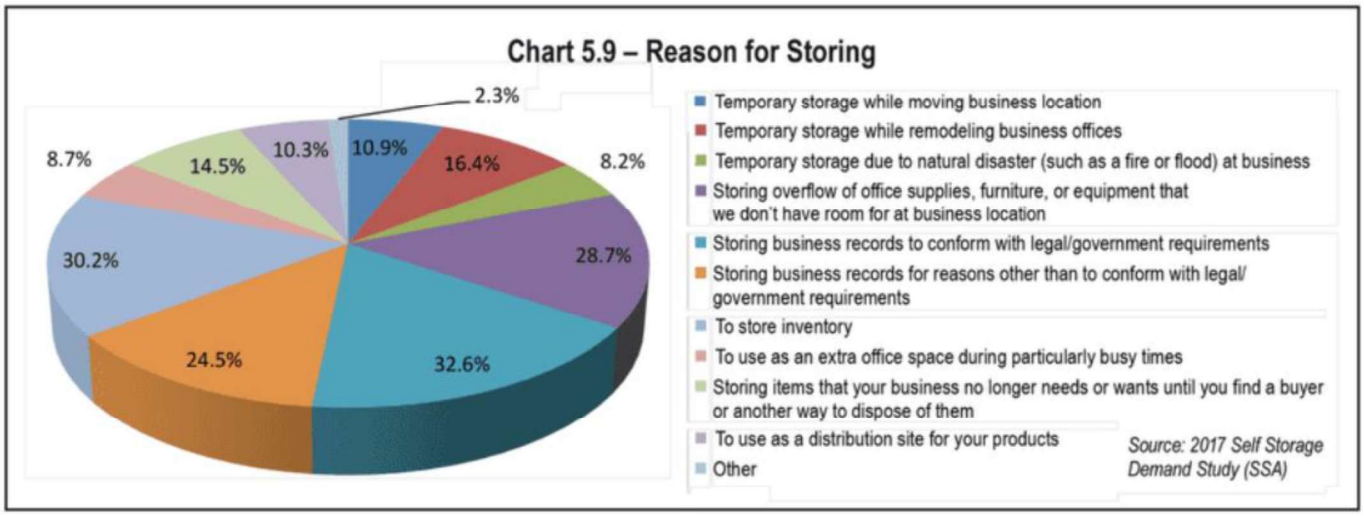
Well-located facilities that are professionally managed are in high demand by both the small and large operators in the industry. As a result, the market value of these facilities is currently at an all-time high. The prudent investor who develops such a facility will find many profitable options from which to choose.

Chart 1.1 – Percentage of Facilities by Facility Age



WHY PEOPLE STORE





It is important to understand what your customers are storing, why they are storing, and why they choose a specific
facility. It should be noted that 35 percent of storage customers are renting because they have excess belongings. The second most prevalent reason for storing (32 percent) is because the customer is moving. This category includes not only those who are storing their goods during the moving process but also those who store household items when staging a home for sale. Businesses account for 17 percent of storage customers, followed by 17 percent who are going through a life change such as marriage, divorce, or death of a family member.

Overall furniture and boxes account for 68 percent of the items stored in a unit. It is interesting to note that 10 percent of customers are using storage for RV parking. This also includes other types of vehicles and boats. This percentage can increase substantially in market areas with HOA restrictions that forbid the parking of cars, RVs, boats or trailers on the streets or in driveways. It is also higher in areas close to vacation destinations.

Location still tends to be the primary reason for choosing a facility. While 56 percent of the respondents indicated this was the primary reason for choosing a facility, it is highly significant that 27.4 percent chose a facility due the management or the features at the facility.

On the other end of the scale, less that 10 percent indicated that price and/or a special incentive motivated them to choose a specific facility. And while 1.27 percent indicated they made a choice based on some other reason, less than 1 percent chose a facility based on advertising.

SELF STORAGE ZONING

The process of securing the ability to develop self-storage, otherwise known as the entitlement process, varies tremendously depending on the county or city you are working with for approvals. Typically, the more urban the area, the more involved the entitlement process may be. In dense urban areas, or large cities, an attorney or entitlement "specialist" may be required to assist in the process, as there will be numerous departments and requirements to navigate through before approvals are granted. In more rural areas, there will typically be less government entities involved and the property owner may attain entitlements with the assistance of architectural and civil documents for submittal and presentation.

Once a site is selected, and before a great deal of resources is devoted to it, it is important to learn as much as possible about the zoning regulations for that specific area. If the selected site falls into a zoning category where self-storage is permitted, a facility that complies with all the applicable building regulations can be constructed.

Begin your research by visiting the city or county's planning department that has jurisdiction over the site. Ask to speak with one of the planners. If a planner is available, often, they will make time available to spend a few minutes with you. Be prepared to ask the following questions:

- What municipality has zoning authority over the site?
- What departments have authority over zoning?
- What is the proper zoning for self-storage?
- If a zoning change or variance is needed what is the process?

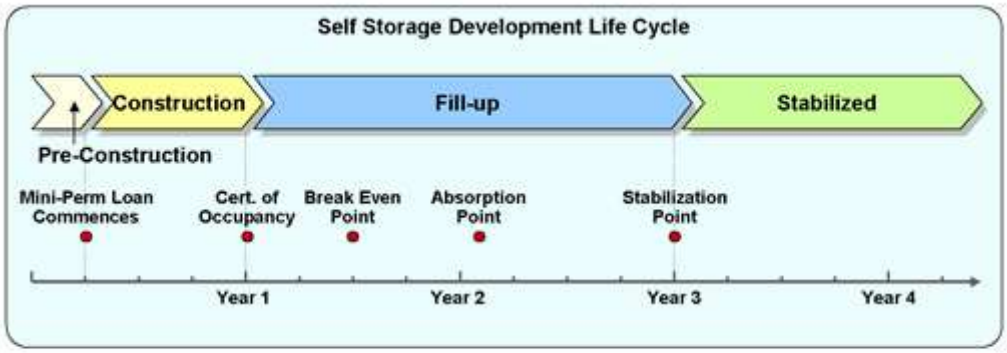
After the correct zoning is known, you will need to understand the requirements that will affect the layout and design of the facility. This information will be very useful when drawing up your preliminary site plan.

- What are the required building setbacks?
- What is the maximum building coverage ratio?
- What are the parking requirements?
- Is green space required?
- Are there any requirements for driveways such as widths or the material used?
- Are there any construction restrictions that dictate the appearance of the property?

This initial meeting should provide you with an understanding of the likelihood of being able to develop a self-storage facility on the site.

SELF STORAGE DEVELOPMENT LIFE CYCLE

You find it, you build it, and you lease it up. That pretty much sums up the self-storage development lifecycle. But in more detail, what events can a self-storage investor expect to occur when venturing into developing and owning a self-storage? The diagram below illustrates the various stages that occur and the milestones that are achieved along the way.



As you may have noticed, the development life cycle can be broken down into four stages: Pre-Construction, Construction, Lease-up, and Stabilized.

PRE-CONSTRUCTION

The first stage represents the Pre-Construction period. The length of time associated with this phase depends upon the sophistication or complexity of the project. Less sophisticated projects require just a few months of pre-construction activities whereas more complex projects can take more than a year.

This period typically commences when you begin taking significant steps toward developing your facility. You have completed your initial evaluation and have chosen your site. You know that the seller of the land will accept your offer. At this point, preliminary due diligence is reviewed and further expanded upon. Market area analysis and feasibility is revisited and confirmed. It is common for the investor to utilize the services of an independent consultant to establish an unprejudiced opinion of the investment. Any additional investors or lenders may require this independent opinion to effectively lower their perceived risk. A rock-solid independent opinion often leads to the most favorable financing terms.

Development cost estimates are replaced by actual bids during the pre-construction period. It is important to establish a bidding process to obtain quotes for any services or materials required to complete the facility's construction. The process should involve an organized approach at requesting, collecting, and reviewing proposals.

The services of a professional engineer and architect may be necessary to finalize the design of the facility and obtain the municipality's approval for construction. The site will need to be surveyed and the soils tested. Soil tests are needed for construction specifications and environmental site assessments that are commonly required. Environmental assessments reveal if any incidences such as chemical spills, hazardous waste, PCB's, abandoned industrial operations, or underground storage tanks exist. The existence of such can impact the liability of a buyer, seller, or lending institution.

The documents and activities associated with a land purchase often involve the assistance of a qualified attorney. Efforts are taken to obtain the approval for any necessary financing. Upon closing, the land's new owner is responsible for the property taxes imposed upon the site.

The pre-construction period is generally viewed as completed when financing is secured, the land is owned, and the building permits are issued.

CONSTRUCTION

The Construction period is set in motion once the necessary building permits are in hand. The sophistication of the project, weather, and coordination of the construction efforts will impact the amount of time that this stage requires. Some construction projects may be completed in just a few months while others can take more than a year.

Site preparation such as grade work or any necessary demolition begins. Often the construction manager coordinates the establishment of all drive area pavement and floor slabs to be installed before the delivery of any of the building components. This greatly improves the cleanliness of the facility upon construction completion. The buildings are built, security features are installed, signage and landscaping are established, and the office and apartment are completed.

In conjunction with the construction activities, the operations management typically initiates its preopening actions. This includes the selection and establishment of office furniture, equipment, management software, leasing agreements, merchandise fixtures and inventory, and office supplies. On-site management is hired and trained. Any necessary operating permits and licenses are applied for.

Yellow pages or other advertising is coordinated. The annual publishing deadlines for phone book advertising may require that a facility be listed well before it opens. "Coming Soon" signage on the construction site is often installed with a phone number where persons can call to obtain leasing information. Support for these telephone inquiries is put in place to establish a pre-leasing program for the site. "Now Renting" signage and Grand Opening activities are coordinated.

Final construction inspections are completed and a certificate of occupancy is issued. This signifies the completion of the construction stage and the commencement of the lease-up stage.

LEASE-UP

The lease-up stage for a self-storage facility begins with the first rental and concludes upon the achievement of a stabilized level of occupancy and income. The lease-up stage for the average self-storage facility will vary in length. Most owners would enjoy seeing the facility lease up in less than a year. Most plan for a two to three-year period. Location, competitiveness, and management are three major factors that influence the lease-up rate.

Operating expenses are usually slightly lower during the initial stages of lease-up. Fixed expenses such as property taxes and insurance will be constant regardless of occupancy. Other expenses such as payroll, utilities, management fees, and repairs can be slightly lower when the property is less occupied. These, however, are typically offset by higher than normal marketing and advertising expenditures incurred to boost lease-up.

As the facility leases up, income generated from the operations increases and achieves a level matching that of the operational expense level. At this point, the facility is recognized as achieving its break-even level. This is followed by the absorption point, which occurs when the income from a facility covers the operating expenses plus any financing costs. The income generated from the property is, at a minimum, able to pay for its own existence.

Income generated after the absorption point represents cash flowing from the investment and in to the pocket of the investor. This cash flow amount generally grows to a point where the occupancy and subsequent income becomes stable. That point in time, referred to as the stabilization point, signifies the completion of the lease-up stage and the commencement of the stabilized level of performance stage.

STABILIZED

A stabilized level of operating performance represents the final stage of the life cycle. At this point, some investors replace their initial financing with permanent, long-term financing. The reason for this is because lenders will value the facility based upon it being an income producing investment rather than a physical asset which often results in more favorable loan terms and thus cash flows. Many developers find that an opportunity exists to obtain a loan amount that is greater than the amount necessary to pay off the original loan. This financing allows the developer to recover their initial investment and may prompt the investor to expand their investment portfolio with another self-storage development project.

It is common to see further improvement in income derived from periodic rental rate increases. This is normally somewhat offset by higher maintenance costs for an aging facility or from the effect of inflation on operating costs.

PRE-OPENING TIME LINE

8 WEEKS OUT:

- Run ad for manager
- Develop a logo
- Develop an operational and marketing budget
- Set up 'Grand Opening' message on voice mail
- Set up 'Coming Soon' sign on property
- If appropriate set up Yellow Page Ad
- Engage with web design company

7 WEEKS OUT:

- 1ST manager interviews

6 WEEKS OUT:

- 2nd manager interviews
- Order management software
- Order gate control software
- Apply for property insurance
- Join state self-storage association
- Join local Chamber of Commerce

5 WEEKS OUT:

- Layout unit numbers
- Set up bank account
- Order checks
- Set up credit card processing

4 WEEKS OUT:

- Purchase computer, printer
- Purchase DVR and monitor
- Start manager
- Train manager
- Run ad for assistant manager and/or maintenance person
- Order forms and other printing
- Order signage and banners
- Set up truck rental
- Order unit number for doors
- Schedule phone and internet service
- Establish email address

3 WEEKS OUT:

- Program computer and set up inventory
- Interview assistant manager
- Order tenant insurance point of sale materials
- Sales tax registration
- Install phone lines
- Order employee shirts
- Set up marketing brochures
- Set up self-storage aggregators (if applicable)

TWO WEEKS OUT:

- Hire and train assistant manager
- Purchase office and maintenance supplies
- Purchase golf cart
- Number the storage units
- Make sales calls to apartments, movers, real estate agents, etc.

ONE WEEK OUT:

- Sales calls to area businesses
- Clean and set up office
- Secure occupational license
- Set up water and power deposits
- Secure Certificate of Occupancy

WHY INVEST IN SELF STORAGE?

Relative high rents: The average monthly rental rate per square foot for self-storage falls somewhere close to $0.70. This equates to $8.40 per foot per year. We are talking about garages with concrete floors, metal walls, and roll-up doors. Some facilities may require fire sprinkler systems and additional security features such as electronic access gates and surveillance systems. However, that is essentially the extent of improvement that supports these rents.

Predictable expenses: Monthly operating expenses are quite stable and predictable. Expenses are somewhat lower during the initial lease-up stage. Upon stabilization, expenses level out and are generally subject to economic inflation, which can easily be offset by regular increases to the overall rental rate structure. Periodic, major repairs are typically paid for from maintenance reserves that are put in to place.

Self-storage is recession resilient: People and businesses demand self-storage when they are in transition. Whether they are upsizing, which is often found in economic upturns or downsizing during economic downturns, they find themselves needing storage. This creates continuous demand. The economy's impact on the self-storage business has more to do with influencing finance rates and the overall acquisitions climate.

Ease to operate: The level of staffing required to accomplish the day-to-day operations of even the largest facilities is quite low. One or two people can effectively lease most facilities except for the peak inquiry and leasing periods which commonly occur in the spring. Only a minor amount of additional manpower is necessary to accomplish the remaining day-to-day duties.

Collecting rents is generally easy because use occurs at the facility. Although some customers should be reminded by phone or mail, controlling access to the space provides much of the necessary leverage to collect the rent.

Limited turnover exposure: Self-storage facilities rarely have a tenant that occupies more than a percent or two of the overall occupancy. No single tenant who chooses to vacate causes a significant drop in occupancy. This cannot be said for commercial real estate that may be supported by a significantly sized anchor tenant. A vacated self-storage space is rarely in need of anything beyond a new light bulb and a quick sweeping.

STORAGE TYPES

There are a variety of storage types that are available for customers needing storage. The perceived needs of the customer typically dictate the type of storage that they choose. It is common to see properties offering a combination of the following storage types:

SINGLE OR GROUND LEVEL STORAGE

Single-story, ground level access buildings create the most convenient type of storage space for customers. This type of building offers drive-up and interior accessed storage spaces. The buildings are built upon slabs and generally do not require complicated foundations. The nature of the building design prevents the need for any heavy structural members. Demand for this type of space is generally greater thus creating the opportunity to charge higher prices. Typically, the cost to construct such buildings is relatively inexpensive.

MULTI-STORY STORAGE

Multi-story facilities are advantageous for sites on expensive land or that are limited in size. However, the savings in land cost is somewhat offset by higher construction costs. Multi-story buildings may make the facility more visible if the building rises above other buildings in the area.

Multiple story buildings typically require the establishment of a passenger/freight elevator to provide access to the upper level spaces. Some make use of a less expensive lift to transport items to upper floors. In this case, customers load their items onto the lift and send it unmanned to the desired floor. The customer then uses a stairwell to meet and retrieve their items. In some cases, customers are required to simply carry their items on a stairwell to load or unload their space. Most modern, multi-story storage facilities utilize a passenger/freight elevator based on it being the easiest for the customers.

EXTERIOR DRIVE-UP STORAGE

Exterior access spaces are by far the most convenient type of space access. Customers simply drive up to the space and then load or unload. The space layout is typically established where units are back-to-back, thus creating somewhat narrow buildings that can be of any length. It is also common to see buildings containing a single row of exterior access space forming a perimeter around the property. These buildings create a fortress type of perimeter that lends to higher security. Exterior access spaces are rarely temperature controlled due to the inability to effectively insulate the exterior door and wall.

INTERIOR ACCESSED STORAGE

Interior accessed spaces are those that require a customer to enter the building through a common access point and navigate down hallway corridors to arrive at his or her space.

Generally, interior accessed spaces are less accessible then exterior spaces. Therefore, the rates that are commanded are usually less. To make these spaces more attractive, modern facilities use hallway systems that create comfortable, well-lit corridors. Motion sensors control the lighting and some hallways have an intercom system for customers to use to communicate with office personnel. Some facilities pipe music into the hallway areas to create an appealing atmosphere. Oftentimes handcarts are made available to assist customers with the moving of their items down the hallways. The inclusion of hallways reduces the leasable area of the overall building.

Buildings containing interior access spaces typically have exterior accessed spaces around the perimeter. These buildings can generally be wider and can also be of any length.

NON-TEMPERATURE CONTROLLED STORAGE

Non-Temperature Controlled Storage is simply enclosed storage space that is like a typical residential garage. These spaces are ideal in moderate temperature climates or for use by customers who are unconcerned about the temperature of their stored items. Most facilities offer some, if not all, non-temperature controlled storage space.

TEMPERATURE CONTROLLED STORAGE

Temperature Controlled Storage utilizes HVAC (heating, ventilation, and air conditioners) to control the temperature of the storage space. In most cases, thermostats are utilized to prevent temperatures within the building from temperature extremes that can be harmful for some stored items. Temperature settings normally cool the building to 75 degrees in the summer and heat to 60 degrees during winter. Controlling the temperature also makes customer visits to their storage spaces more enjoyable on particularly hot or cold days. Although there are additional costs for establishing and maintaining HVAC systems, most storage operators find that they can price temperature-controlled spaces anywhere from 30% to 100% higher than non-temperature controlled spaces.

BI-LEVEL STORAGE

A bi-level building design allow buildings to be constructed upon land that has significant changes in elevation. Two story buildings are constructed so that the upper level is accessed at street level on one side of the building and access to the lower level is accessed at street level on the other. This translates to more drive-up storage units which are often in greater demand and maximizes the net rentable area for the building.

OFFICE-WAREHOUSE STORAGE

Office-warehouse space typically offers customers a small (usually 150 square feet), tiled or carpeted office with electricity and a phone line that is attached to a medium to larger storage space (150 – 300 square feet). This type of space is ideal for a small business, sales representative, or local delivery service business.

LOCKER STORAGE / WINE STORAGE

Locker Storage typically represents small storage spaces (4H X 4W X 4D) that are stacked one on top of the other. Customers with small quantities of items needed to store prefer these small spaces that prevent them for having to pay for a space that is too large.

Climate controlled Wine Storage is becoming increasingly popular. Like Locker Storage, facilities offer smaller storage spaces sizes, but with Wine Storage, temperature and humidity are kept in ideal ranges for storing wines. Facilities typically offer varying sizes to accommodate big collectors and wine enthusiasts of all sizes, as well as wine merchants and restaurants.

FULLY ENCLOSED STORAGE

Fully Enclosed boat and RV storage is like traditional storage, the exception being the eve height and door size requirement. Larger RVs require a minimum 14-foot eve and door height clearance and a 10-foot door width. Although most enclosed spaces have concrete or asphalt floors, some customers do not mind parking in an enclosed space with a gravel floor. Most customers prefer some type of electricity service in their space to assist them with keeping batteries charged while their RV or boat is in storage. Facilities often charge an extra fee to customers who use electricity.

COVERED STORAGE

Boat and RV owners commonly demand Covered Storage. Where this is not as secure or private as enclosed storage, it does provide the stored contents protection from the sun and precipitation. Although most covered spaces have concrete or asphalt floors, some customers do not mind parking in a covered space with a gravel floor. Most customers prefer some type of electricity service in their space to assist them with keeping batteries charged while their vehicle or boat is in storage. Facilities often charge an extra fee to customers who use electricity.

OPEN STORAGE

Open Storage is like an uncovered parking lot and is typically used by customers needing storage for boats, RVs, trailers, campers, etc. These customers either utilize their own covers or are not concerned with the elements and are typically seeking a low-cost solution to their storage needs.

DEVELOPER ACTIVITIES

Whether you plan to do it yourself or involve the service of an experienced builder, it ultimately is the responsibility of the owner to make certain that an effective plan is created and that the facility is constructed per that plan. To determine your level of involvement you should consider the complexity of the project, your abilities, your available time, and the required activities.

The development of a self-storage facility requires careful planning and execution to complete the process in an organized and timely fashion. The goal should be to ensure the proper construction of the facility, within a budget, and with the least amount of problems.

Whether you plan to build the facility yourself or involve the services of an experienced builder, it ultimately is the responsibility of the owner to make certain that an effective plan is created and that that the facility is constructed per that plan. You should consider the complexity of the project, your abilities, your available time, and the required activities to determine your level of involvement. The following is a list of activities which are generally required when developing a self-storage facility.

Establishing Legal Counsel. The complexity of the project and the developer's previous experience will dictate the level of legal counsel and support that is needed. This support should be from someone experienced in real estate law to assist with purchasing the property (contract preparation) and with managing the loan and construction documents. Even the most experienced developers utilize legal support to protect their interests.

Interacting with Building and Zoning Departments. These activities will make known the specific requirements for developing the site and submitting building plans. It may be advisable to employ experienced support if the project requires significant variances to existing regulations.

Working with Design Professionals. This includes the selection and utilization of an architect and engineer to prepare specific working drawings. Consider selecting those professionals who are experienced with self-storage. These drawings will be used for submittal to local building officials and to contractors for pricing.

Working with Other Third Parties. This involves the selection and utilization of professionals to complete required surveys, environmental evaluations, title report, subsurface analysis, and appraisals.

Developing Cost Estimates. This includes the production of detailed cost estimates of the entire development project based upon the actual building plans.

Negotiating Contracts. This consists of the necessary actions to ensure that qualified contractors and service professionals are employed at favorable terms.

Submitting Plans. This includes the submittal of plans to the local building officials to obtain all building permits required to construct the facility.

Supervising Construction. This includes the day-to-day supervision of the contractors hired to complete the construction.

Preparing Lender Payment Requests. This involves the preparation and approval of payment requests to the lender as work is completed and approved.

Completing Final Inspections. This is the process of ensuring that contractors complete all the work as required and that all final inspections are completed so that a final Completion Certificate can be issued.

The prudent investor needs to thoroughly understand these requirements and will make a realistic assessment to determine their intensity of involvement. The effective execution of these activities will lead to making certain that a successful self-storage development is established.

DEVELOPMENT TIMEFRAME

The pre-construction period is the time after the closing on the land purchase and up to the point in time that actual construction begins. Pre-construction activities such as interacting with building and zoning departments, working with design professionals, etc. are completed during this period. The pre-construction period will vary according to the amount of time the developer devotes to those activities and to the complexity of the development. Aggressive efforts usually result in pre-construction periods being as little as three months for a relatively uncomplicated project to more than nine months for the more complex.

One central consideration is that once the land is purchased, property taxes begin accruing. Additionally, any costs associated with financing also begin to accumulate. These preconstruction months create such carrying costs that can normally be worked into the development financing.
The construction period begins when actual construction commences and ends when the certificate of occupancy is issued. Many factors can influence the construction period to include development complexity, weather, the amount of focus, etc. Generally, construction periods range from as little as six months to more than 12 months.

DEVELOPMENT COSTS

Hard Costs
Also known as the “brick and mortar” costs, hard costs consist of those expenses to physically improve the site including excavation, buildings, paving, landscaping, and security.

Physical Improvements

Physical Improvements consist of all direct costs associated with the building of your storage facility. They include all concrete slab work, building material and labor costs, hallway systems, overhead doors, electrical, plumbing, and heating ventilation and air conditioning systems. Additionally, physical improvements include the office and apartment construction costs. In general, once cost per square foot estimates are developed to meet a specific type of physical improvement, that amount can be held constant for the region. Variations may occur as labor and material costs sometimes fluctuate from one region to another.

Demolition

Demolition costs are specific to the site you choose. Your site may be currently undeveloped or vacant and therefore not require any demolition costs. There are many opportunities to take a previously developed site and raze the existing structures to create a self-storage property. Demolition costs should include costs to raze the building, removal of the debris from the site and the filling of any holes or depressions left from the previous structures. There are specific contractors who specialize in this type of work. Demolition estimates should also include the fees to disconnect all existing utilities, the remediation of any hazardous or environmentally sensitive materials from the structures before demolishing, and any special permits required for demolition purposes.

Site Work

Site work relates to the improvements needed to make a specific parcel capable of working as a self-storage site. These costs could include the remediation of wetlands, the treatment of specific soil types to stabilize the structural capacity of the soils, the balancing of different grades across the site, etc. Site work is usually projected as a separate cost from the physical improvements cost. This is because you can establish a physical improvement estimate that can be applicable to multiple sites if the type of facility will be the same. Conversely, site work costs will vary dependent upon the unique characteristics of each site.

Security

The costs associated with establishing a security system for the self-storage facility will vary depending on the comprehensiveness of security features incorporated into the facility. The owner/operator may choose to put alarms on every unit or may feel that extra cameras would bring the customer more comfort. There are numerous security system providers in the self-storage industry which can provide a specific system that incorporates minimum requirements or all the “bells and whistles” available.

Other

This category can include costs you anticipate but do not believe should be included in the above groups. As an example, you may want to track “offsite” costs such as extending curbs and sidewalks that the local government required to approve your project.

Contingency

This is a very important consideration when estimating costs. There will be cost adjustments during the development of your property, as unforeseen conditions do arise whether caused by a change in material costs or simply by weather conditions. You would want to consider a higher contingency if you are converting an old building into self-storage, as an example, as the unforeseen conditions have more risk associated with them. Sites requiring large amounts of Site Work may need a higher contingency as well.

Soft Costs

Soft costs are distinguished from the hard costs and consist of legal, financing, architectural and other fees required for construction. They also include startup costs such as office setup, facility signage, and pre-opening marketing activities.

Soft costs are distinguished from the hard costs and consist of legal, financing, architectural and other fees required for the project. They also include start-up costs such as office set-up, facility signage, and pre-opening marketing activities. Soft costs are usually those costs not included in a contract with a general contractor. Soft costs are often underestimated by the inexperienced developer and require careful consideration.

Architectural and Engineering

Architectural and Engineering should include the cost associated with the development of all construction drawings and specifications required for a project. Typically, the architect will establish the sub-contracting of the HVAC, plumbing, electrical, and structural engineering and landscaping drawings within the architect's proposal. The contract for civil engineering can be included within the architect's contract, but is often retained by the developer separately from the architect. Usually, "shop drawings" or the engineered drawings for fire protection, security systems, and storage partitions and doors are included in the general contractor's bid and would not be included under this category.

Legal Fees

This category should reflect the expected legal fees associated with negotiating and closing on the property. Obviously, there exists a broad range of hourly fees charged by various legal experts.

Entitlements

The category for Entitlements should include the expected costs associated with securing governmental approval to build self-storage on the proposed parcel of real estate. The process of securing entitlements varies tremendously depending on the county or city you are working with for approvals. Typically, the more urban the area, the more involved the entitlement process may be. In dense urban areas, or large cities, an attorney or entitlement "specialist" may be required to assist in the process, as there will be numerous departments and requirements to navigate through before approvals are granted. In more rural areas, there will typically be less government entities involved and the property owner may attain entitlements with the assistance of architectural and civil documents for submittal and presentation.

Environmental Testing

In most cases, if you are using a lending institution to finance your project, you will need to provide an environmental study showing the condition of the property from an environmental standpoint. Environmental Studies are typically split into two phases. A "Phase I" study will determine the historic uses of the site through simple research and will determine if a "Phase II" study is required. If a Phase I determines that the property, as an example, has always been a ranch, there probably is no need to conduct a Phase II study. As a further example, if the property was used for a short period of time as a gas station, regardless of the land's current use, your lender would most likely require a Phase II Environmental Study to be conducted. Phase II studies include the sampling and testing of the soils and ground water at the site.

Testing and Survey

Before closing on a property, or building on one already owned, there are some basic tests and verifications recommended. The prudent developer will have a Structural Soils Test completed to help the architect and structural engineer design a foundation, slab, and structural system best suited for the soil type and ground water conditions specific to your site. An ALTA survey will be required to verify proper title for the property and identify any existing easements or encumbrances associated with the property.

Construction Inspection

Your construction loan lender will most likely require certain tests during the construction process. Typical tests include compaction testing of newly placed soils, slump tests on the concrete mix and/or masonry mortar, pressure test on new water pipes, etc. The lender may discourage the use of the general contractor for the responsibility of testing and may require the owner to sign an independent

testing firm. The lender may also require an additional “as is” survey of the completed project before releasing the final draw on the construction loan.

Closing Costs

If a title company or escrow agent is used to assist with the closing on the property, the fees associated with their work are typically split between seller and buyer. There may also be transfer taxes or other governmental fees associated with the transfer of property. The party responsible for paying these fees is determined by the traditions in a specific market. Your title or escrow agent can assist in determining the party traditionally responsible for the payment of these fees in your specific market. Responsibility of transfer fees can also be negotiated in the Purchase and Sale Agreement between Seller and Buyer.

Appraisals

Your lending institution will require an appraisal of the property based on either comparable land sales or the potential income production of your parcel before approving the lending of funds on the project.

Property Tax

This category is in addition to the inclusion of property taxes under the section of estimating Operating Expenses. As you may not open your new facility for several months after purchasing the property, there will be a tax cycle that will need to be accounted for during construction. The Property Tax number in this section will most likely be considerably less than the projected future property taxes. The property tax from the previous calendar year would be a good indication of property tax due for a year of construction.

Fee and Permits

You can get an estimate of all approval and permitting fees from the local government entity overseeing your project. Outside of typical permitting fees, you need to establish if there are any unique fees associated with your parcel, district, or use type. As an example, if a use is determined by a city to generate higher than usual traffic patterns, that city may impose a Traffic Impact Fee. Sometimes a specific border is established around an area and there may be a one-time TIF charged to a parcel in that area. Your local government can provide an estimate of all fees and permits.

Fixtures, Furniture, & Equipment

Some of these costs may be included in the contract with the general contractor, but are typically items provided directly by the owner. This would include all appliances if an apartment is provided and all office furniture and equipment required outside of the security system.

Signage

Signage may be included in the general contractor's scope of work, but many owners prefer to work directly with a sign company. Consider having the assistance of the sign contractor during the entitlements process to assure approval by the city of all proposed signage.

Marketing

As with property taxes, you should include a marketing number under soft costs in addition to the estimate in the Operational Expenses section. As a development soft cost, the Marketing estimate is the dollars projected to be spent on marketing during the construction period. A typical marketing expense during construction would be yellow page ads, which typically run in an annual cycle and may need to be started early if your project is projected to open within that cycle. You may also want to erect an "Opening Soon" sign on the property during construction.

Other

This category can include costs you anticipate but do not believe should be included in the above groups. As an example, there may have been a contingency associated with the city approvals that requested that the owner provides a service or donation that would not be categorized in the above sections.

Contingency

As with Hard Cost, it is prudent to figure in a contingency estimate for soft cost overruns. Most estimates start with a 4% contingency. However, as an example, if it is believed that the entitlement process will be difficult, a higher percentage should be allocated under the Contingency category.

DEVELOPING A SITE PLAN

A site plan is a bird's-eye drawing, prepared to scale, showing the property boundaries. Included are the dimensions and location of all buildings proposed on the parcel of land. Features of a site plan generally show the building setback, driveway network, parking spaces, and property access points. More detailed plans will show utility networks and account for local zoning and jurisdictional regulations.

Developing a detailed and accurate site plan takes time and money. It involves hiring a building designer or civil engineering that assists you in the process. A detailed site plan considers multiple items, including:

- Zoning requirements on building setbacks and landscape buffers
- Utilities servicing the property and where those utilities terminate
- Land features such as a steep grade or poor drainage that might increase development costs

Developing a *preliminary* site plan is a good first step in evaluating a parcel of land for a potential self-storage investment. This preliminary plan allows for an initial estimate of gross building area and subsequently the rentable area. A preliminary site plan typically includes the building layout with consideration given to the building setbacks, driveway network, parking spaces, and property access points.

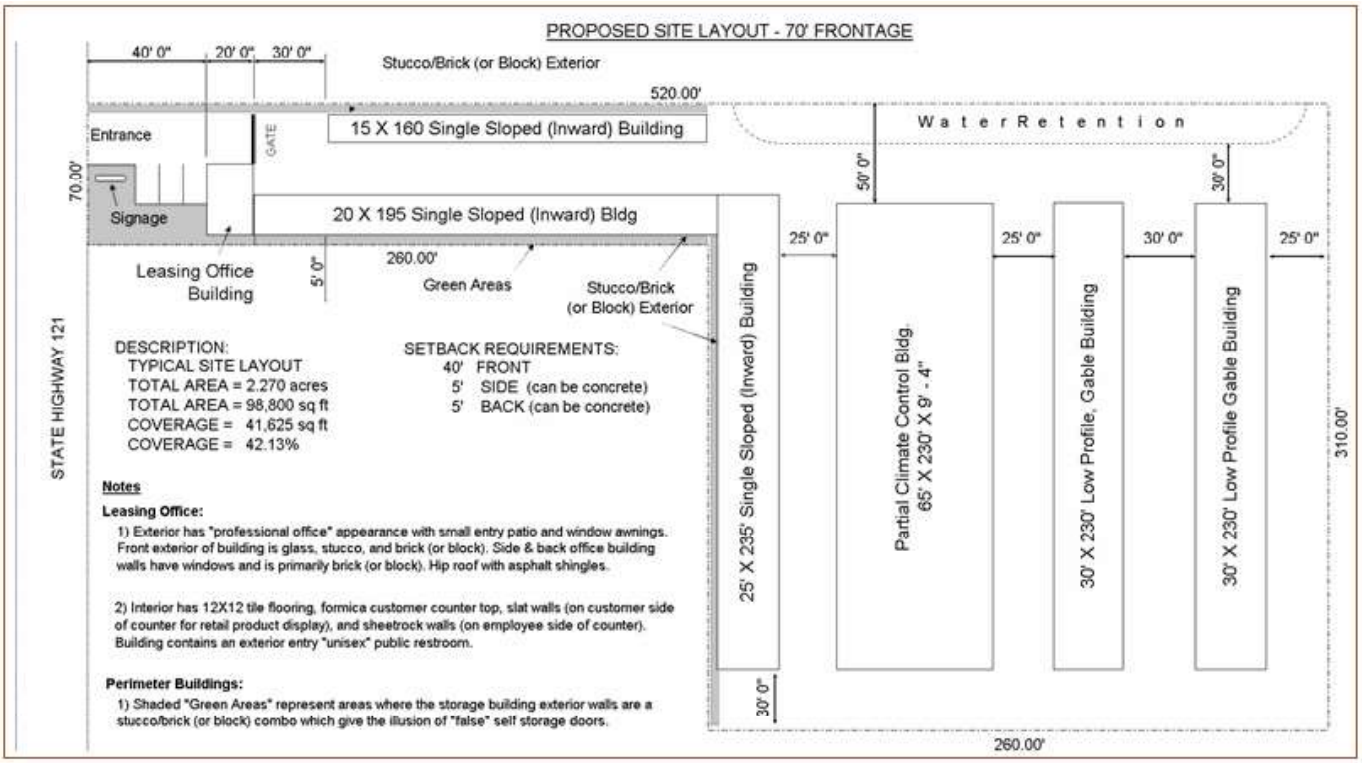
Determine the required building setbacks and layout of the desired buildings. Keep a close eye on drive isle widths. Drive isle widths should rarely be less than 20 feet and are more commonly 30 feet. 30-foot widths allow customers to park in front of their spaces while loading and loading, leaving room for other site traffic to pass by. Some municipalities require fire lanes to be established that will influence the width of drive isles.

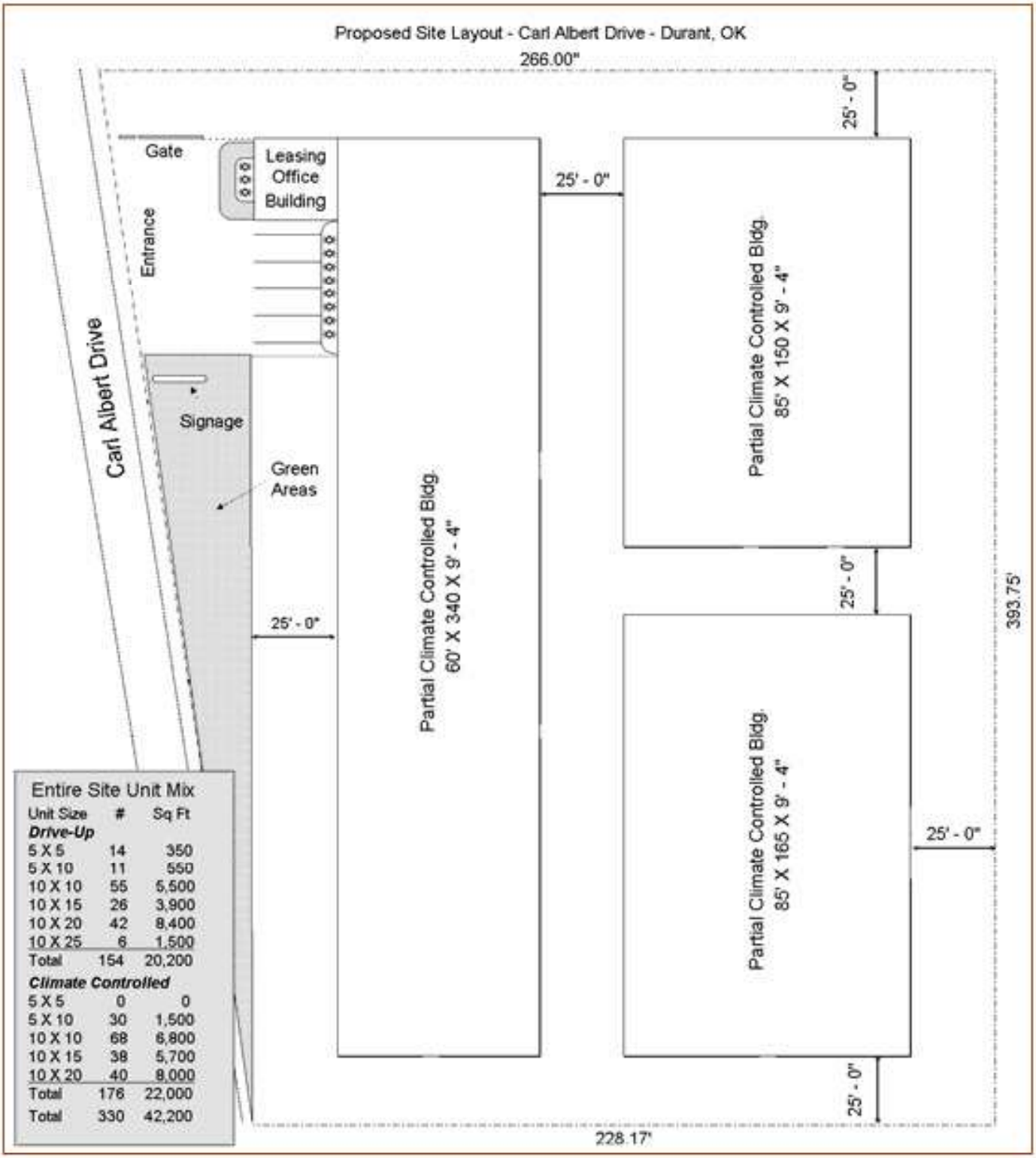
Next, identify the desired property access point. Identify the gate's location if you are planning to utilize an access gate. Consider how vehicles and trucks will stage as they pull up to the gate. Most municipalities will require a gate location that does not allow vehicles to stack up into the street. They will also want to see that vehicles can turn around on the property if access through the gate is denied.

Last, establish the parking spaces that will be utilized by employees and customers upon visiting the site. Again, most municipalities will have parking space requirements that are often based upon the overall building area of the facility.

Total the square footage of each planned building to determine the gross building area of the facility.

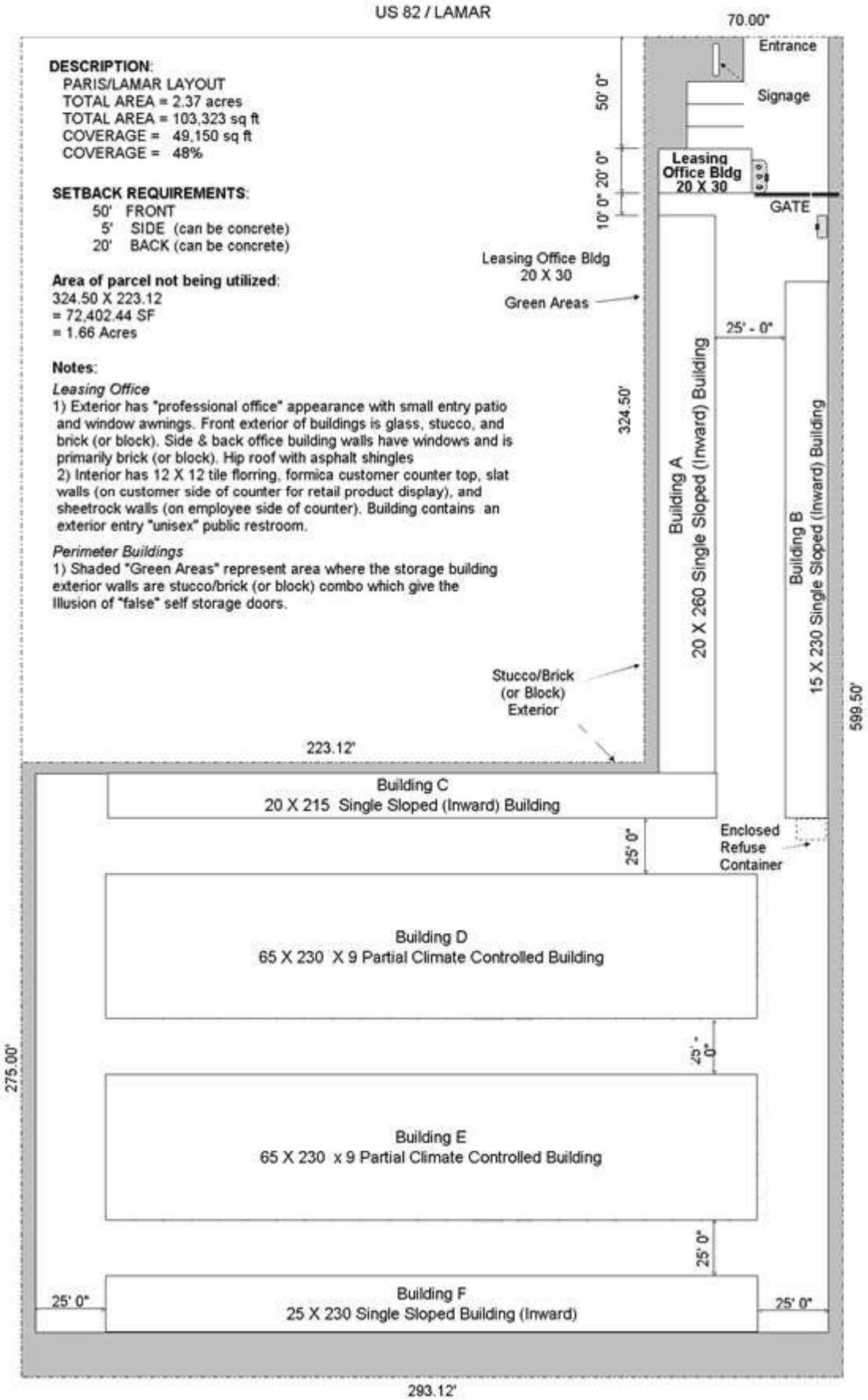
SAMPLE SITE PLANS





Entire Site Unit Mix

Unit Size	#	Sq Ft
Drive-Up		
5 X 5	14	350
5 X 10	11	550
10 X 10	55	5,500
10 X 15	26	3,900
10 X 20	42	8,400
10 X 25	6	1,500
Total	154	20,200
Climate Controlled		
5 X 5	0	0
5 X 10	30	1,500
10 X 10	68	6,800
10 X 15	38	5,700
10 X 20	40	8,000
Total	176	22,000
Total	330	42,200


US 82 / LAMAR
70.00'
Entrance
Signage
50' 0"
20' 0"
10' 0"
Leasing Office Bldg 20 X 30
GATE
DESCRIPTION:
PARIS/LAMAR LAYOUT
TOTAL AREA = 2.37 acres
TOTAL AREA = 103,323 sq ft
COVERAGE = 49,150 sq ft
COVERAGE = 48%
SETBACK REQUIREMENTS:
50' FRONT
5' SIDE (can be concrete)
20' BACK (can be concrete)
Area of parcel not being utilized:
324.50 X 223.12
= 72,402.44 SF
= 1.66 Acres
Notes:
Leasing Office
1) Exterior has "professional office" appearance with small entry patio and window awnings. Front exterior of buildings is glass, stucco, and brick (or block). Side & back office building walls have windows and is primarily brick (or block). Hip roof with asphalt shingles
2) Interior has 12 X 12 tile florring, formica customer counter top, slat walls (on customer side of counter for retail product display), and sheetrock walls (on employee side of counter). Building contains an exterior entry "unisex" public restroom.
Perimeter Buildings
1) Shaded "Green Areas" represent area where the storage building exterior walls are stucco/brick (or block) combo which give the illusion of "false" self storage doors.
Leasing Office Bldg 20 X 30
Green Areas
324.50'
25' - 0"
Building A
20 X 260 Single Sloped (Inward) Building
Building B
15 X 230 Single Sloped (Inward) Building
599.50'
Stucco/Brick (or Block) Exterior
223.12'
Building C
20 X 215 Single Sloped (Inward) Building
25' 0"
Enclosed Refuse Container
Building D
65 X 230 X 9 Partial Climate Controlled Building
25' - 0"
275.00'
Building E
65 X 230 x 9 Partial Climate Controlled Building
25' 0"
25' 0"
Building F
25 X 230 Single Sloped Building (Inward)
25' 0"
293.12'

SELF STORAGE FINANCING

Self-storage's status in the financing community has never been healthier. As a result, there are many sources of financing offering a variety of loan types. The cost of such financing varies depending upon the borrower's strength and the strength of the development site.

There are numerous ways to finance a self-storage investment. The basic practice is to put short-term financing in place to acquire the land, pay for construction, and lease-up of the facility. Long term financing then replaces the short-term financing.

Short Term Financing

A typical real estate development makes use of two short term loans: a construction loan and a bridge loan that is in place during lease-up. The trend in the self-storage industry is to utilize a mini-permanent loan. Also known as a mini-perm, this loan combines the construction loan and bridge loan into one.
Short term financing is usually in place from the time the land is purchased to the time that the facility produces a stabilized level of occupancy and income. Although there are a variety of terms that can be negotiated, one popular structure involves establishing short term financing that requires interest only payments to be made on the note.

Interest rates on short term loans are generally higher than more secure, long term financing. Short term loans often incorporate an adjustable or floating interest rate that uses either the current Prime rate or LIBOR (London Inter Bank Offer Rate) as indices for determining the interest rate on the loan. The term of the financing will vary dependent upon the type of short term financing that is utilized.

When developing investment real estate there are two common short term loan types that are used. The Construction Loan and the Bridge Loan. Self-storage developers are discovering a third type of short term loan, called a mini-permanent loan, which has some very beneficial and unique characteristics.

Construction Loan

The Construction Loan is well-titled as it usually begins releasing funds to the borrower as construction costs are incurred. The Construction Loan is a short-term loan (12 – 36 months), often secured by a personal guaranty, and established to finance the costs of acquiring the land and/or the construction of the facility. Normally borrowers can obtain 70% of the total land and construction costs. The lender generally requires the payoff of the loan to come from the proceeds of the borrower's subsequent mortgage loan.

Most Construction Loan lenders will require pre-approved “Draw Requests” which show that materials and labor have been completed on the project before funds are released. All contracts, change orders, and schedules are usually required to be shared with the lender. Traditional Construction Loans usually require that permits exist to begin construction before becoming effective.

Further, the terms require that the loan must be paid off within a few months after the buildings have received the final Certificate of Occupancy from the city signifying completion. They are truly meant to only cover the construction process.

Bridge Loan

The Bridge Loan is a short-term loan (3 – 36 months) that is typically used in two ways. One use is to cover initial project costs up to the construction loan commencement. As an example, the developer may utilize a Bridge Loan to cover land and soft costs needed to bring a project far enough along to get the Construction Loan started.
Bridge Loans have also been used to bridge the gap between paying down the Construction Loan and having a stabilized property to secure attractive long-term financing. Built into the loan are amounts necessary to cover the cash-flow deficits that occur prior to absorption. It normally has little or no pre-payment penalties and is used to give the owner time to maximize the income potential of the facility before securing long term financing.

SBA Loan

SBA loan products have only been available to self-storage owners since 2010 but have proven especially beneficial to those owners in secondary or tertiary markets where traditional financing options may be more difficult to find. Through 7a and 504 programs, self-storage owners have been able to secure fixed or floating rate loans when above average leverage is necessary. The following briefly outlines the two programs:

504 Program:
- Commonly fixed-rate
- Proceeds of $125,000 to $13 million available
- Up to 20-year loan term available, fully amortizing
- Declining prepayment penalty structure for the first 10 years, starting with 10 percent in year one
- Currently only available for acquisition financing

7a Program:

- Commonly floating-rate
- Rate generally resets quarterly based on a prime-based rate
- Proceeds of $50,000 to $5 million available
- Up to 25-year loan term available, fully-amortizing
- Prepayment allowed after three years, following a 5 percent, 3 percent, 1 percent penalty in the first three years
- Applicable for both acquisition and refinance

Rates for both programs vary depending on several factors. As with many federal programs, SBA loans are document heavy, and thus the processing, underwriting, approval, and closing on these loans can take longer than other programs. When applying, seek a lender that is Preferred Lender Program (PLP) certified, allowing them to approve loans on behalf of the association, which can speed up the process. Contact a district SBA office to learn which lenders are PLP certified. SBA financing has been positive for the self-storage industry overall, acting as another medium through which capital and liquidity are injected into the market.

Mini-Permanent Loans

Mini permanent financing has become a popular means to establish short term financing for self-storage. This loan allows the facility to establish an operating history prior to applying for long-term, permanent financing. These loans are commonly referred to as a Mini-Perm loan. Mini-Perms are unique in that they are used to finance both the construction and lease-up period. A mini-perm loan term is generally up to 36 months, often with options to extend.

The following diagram shows how the mini-perm loan compares to the more traditional construction loan and bridge loan:

The loan functions initially as a construction loan and features funding components such as draw requests, etc. Thereafter, it functions as a bridge loan. The real advantage is that a borrower who has a mini-perm loan does not have to obtain financing at the end of construction. This is the point where the cost to construct the facility has been spent and the facility is not yet producing any net operating income. A bridge loan at this point would be perceived as a higher risk to a lender who would likely offer less favorable terms.

It is initially an interest only loan and the cost of the interest is built in to the loan amount. The loan does not require payments to be made until the facility can afford to do so. Payment deficits caused by the income shortfall are rolled back in to the loan amount. At stabilization, it can be structured to convert to an amortizing loan or may be replaced with long term financing.

Other Short-Term Borrowing Considerations

Short term loans usually require a personal guaranty from the borrower that indicates that the borrower is putting personal possessions up as collateral if there is any default on the loan. This can be a severe issue for the self-storage developer who does not have a net worth in proportion to the principal associated with the loan size. Many self-storage developers will look for a partner who meets the guarantor requirement to join as a partner in the deal for a favorable position and return.

Enter your financing terms in the worksheet below to forecast your short-term financing. Enter 0% for the percent financed if you do not want to forecast financing. Typically, mini-perm interest rates range from 2% to 2.5% over the current ten-year treasury rate.

Long Term Financing

Long term financing involves establishing a permanent loan to pay off the short-term financing. Terms for the permanent loan can be quite favorable for a facility that has established a solid track record. Long term financing rates are typically lower than short term rates. The typical permanent loan has a term of five to ten years with a 25-year amortization period.

Some investors prefer to evaluate feasibility without establishing long term financing. Their reasoning is that it could be difficult to predict the terms that will be available in the future. Thus, for feasibility evaluation purposes, they leave the short-term financing in place.

Long term financing involves establishing a permanent loan to pay off the bridge or mini-perm loan. Terms for a permanent loan can be quite favorable for a facility that has established a solid track record. A permanent loan is typically a five to ten-year loan with a 25-year amortization.

Long term financing is normally established upon reaching stabilization. The amount of financing available is based upon valuation of the stabilized annual net operating income. It is common to find that the amount of long-term financing that is available will exceed the amount needed to pay off the prior loans balance. Some borrowers will finance the maximum amount available.

This may allow them to recover their initial equity investment. In this case, the income being produced by the facility at stabilization can afford the payments on this higher financed amount.

Long term financing is typically more desirable than short term financing because it usually offers lower interest rates and can be structured as a non-recourse loan. Non-recourse means that the lender can secure the loan with the property in question, but cannot look beyond the property as recourse on a defaulted loan. This eliminates the need for the borrower to provide a personal guaranty on the loan.

There are many questions that you need to answer to properly evaluate the right long-term financing for your project. How long do you plan to own the property? How important is locking in the interest rate to control what will most likely be the biggest annual operating expense? How crucial is a lower interest rate, which can be obtained with long term financing, but may require burdensome pre-payment penalties?
There are a variety of sources for permanent loans. These sources include traditional loans from a bank or credit union, “conduit” loans or CMBS loans, or even loans from insurance companies.

Bank/Credit Union Loans

Included in this category are loans offered by banks, savings and loans and credit unions. These represent most of self-storage financing, partially due to existence of pre-established lender/borrower relationships. These loans are relatively low cost and generally close in a timely fashion.
These lenders commonly offer fixed-rate options for five, seven, or ten years. They typically offer amortizations of 15 to 25 years. Loan-to-values can go to 80 percent but are usually 70 to 75 percent.

Conduit Loans

Conduit Loans are often a viable source of low, fixed-rate financing. Interest rates are often established as a percentage above (ranging from 1 to 1.5) the corresponding Treasury (usually the 10-year Treasury). Providers of conduit loans are, for the most part, commercial mortgage bankers and mortgage brokers.
Conduit loans carry higher costs than bank loans. Prepayment penalties are usually tied to defeasance, where the lender replaces the cash flow of the original loan with actual treasury securities. The borrower’s penalty repays the lender enough money to buy these securities and the lender buys a combination of bonds to replace the yield lost when a loan is paid off. Once these bonds are purchased, the lender releases their collateral in the property.

Ordinarily, the minimum loan amounts for most conduits are $2 million or more. Loan terms typically include a clause that bars the lender from holding the borrower personally liable for default. Although conduit loans often take more time to close, they may allow the borrower to lock in the rate upfront.

Insurance Company Loans

Insurance companies provide fixed-rate financing with terms of five to 25 years with amortizations up to 25 years. Their rates are typically 1.25 to 1.75 percentage points over the Treasury.
Insurance company loans have higher costs than bank loans and are typically restricted to higher-quality facilities. Loan-to-values are generally lower than those offered by banks and are normally 70 to 75 percent.

Other Long-Term Loan Considerations

It may be advisable to work with a lender with whom you already have a relationship. A lender who already has self-storage experience is a real plus. Combined, these characteristics would greatly assist with obtaining the most favorable loan terms, rate, and structure.

CONSTRUCTION AND LAND LOANS

Commercial real estate construction in 2015 built on momentum from 2014, following several years of minimal new development in the wake of the financial crisis. Several market experts have predicted that the nonresidential construction sector will continue to expand, with the Associated Builders and Contractors (ABC) projecting 7 percent nominal growth in 2016. While new development has and will continue to present self-storage owners with opportunities, employment growth in the construction saw an increase in jobs in October that followed several months of minimal job growth.

This slow growth can create a gap in skilled workers in the industry as compared with the potential demand. A lack of skilled workers can drive wages up and can increase project completion time and cost. On the other hand, costs for construction materials were down by 1.2 percent year over year in August 2015. Still, lenders are selective when it comes to construction loans, preferring to lend to well-capitalized borrowers with healthy past development experience.

For a developer with a viable project in a high-demand trade area, the most likely lending partner is a local or regional bank willing to build a relationship and partner with the sponsor. Construction loans are riskier than other debt products by nature, because there is no cash flow during the construction and lease-up period. Full recourse with a completion guarantee is typical of construction financing, at least until the Certificate of Occupancy is obtained, after which a burn down to limited or partial recourse may be allowed.

Currently, conventional lenders are advancing up to 75 percent LTC at attractive fixed or floating rates, with “break-even” interest carry often built in. Other specialized self-storage lenders recognize the need for new product in select markets and may be willing to offer up to 90 percent of construction costs on a non-recourse basis, under a participating debt structure for qualified projects. Alternatively, borrowers may find higher leverage available with SBA financing.

When negotiating a construction loan, it is critical to structure an interest-only period that mirrors the timeline required to bring the property to break-even occupancy. In addition, be sure to factor the necessary interest carry into the budget. These structural features help minimize the stress associated with the financing. The key element in a successful construction financing request is planning. By budgeting construction costs and development timeframes carefully, it will assist in identifying the appropriate loan structure and help to ensure the success of the project.

INCOME & EXPENSES

Rental income is the revenue that is collected from renting storage spaces. It is the primary revenue source for a self-storage facility. Excluded is income from fees, merchandise sales, etc. Rental income typically accounts for 95% of a storage facility's total income.

Rental Rates

Rental rate projections are used to forecast rental income. The average rental rate is the average monthly rental rate per rentable square foot. To understand the average rental rate, consider the following example:

		Square Feet		Rental Rate		Gross
Size	# Units	Per Unit	Total	Monthly	Per Sq Ft	Potential
5 X 10	30	50	1,500	$45	$0.90	$1,350
10 X 10	35	100	3,500	$75	$0.75	$2,625
10 X 15	20	150	3,000	$110	$0.73	$2,200
10 X 20	15	200	3,000	$135	$0.68	$2,025
TOTAL	**100**		**11,000**			**$8,200**

In this example, the average rental rate per square feet is $0.75. Calculate this by taking the gross potential of the facility ($8,200) and dividing by the total square feet of the facility (11,000).
Rental rates are typically market driven and are affected by the location, visibility, access, and facility features such as security. Your competitor rate survey of the market area will provide understanding of the area's pricing. The average rental rate of the competitor property will typically fall somewhere near the rate they are charging for their 10 X 10 space. If this space (100 square feet) rents for $65, you can estimate their monthly average rental rate:

Monthly Average Rental Rate = $65 / 100 square feet = $0.65 per square foot.

If you are planning a facility that is comparable to the competition, forecast a comparable average rate. Superior facilities can justify a premium, whereas inferior facilities may need to be priced at a discount.

Lease-up Period

After opening for business, a self-storage facility will have few, if any, tenants. The period that it takes a facility to reach a stabilized level is called its lease-up period.

During the early years of the industry, investors enjoyed rapid lease-up periods due to the absence of competition. Longer lease-up periods came about as the size of facilities increased and as more competitors entered the market. Today, investors are typically experiencing lease-up periods ranging from 24 to 36 months.

Post Lease-up Pricing

You will have an opportunity to increase your storage rates once the facility reaches stabilization. During lease-up, your facility demonstrated that the rates were marketable and you should now test for higher rates. Every size may not get the same level of increase. Notice which sizes rented rapidly and administer a relatively higher increase to those sizes. Those that leased slowly may not support any adjustment.
Many operators increase their rates an average of 3% to 7% upon reaching their stabilized level.

Most businesses do not collect 100% of their potential income. This is true of self-storage as well. Uncollected rent is caused by vacancies, move-in discounts, and non-payment by customers.

Vacancies

Losses due to vacancy occur when rental spaces are not rented. Rarely does a facility maintain a 100% average occupancy and if it is, it signals that rental rates are too low and should be raised. A fully leased facility is an indication that demand is not being met and thus encourages new competition. Most effective operators strive to achieve a stabilized, average annual occupancy of 90%. This is achieved through successful marketing and by effectively managing rental rates.

Move-in Discounting

Some operators will establish higher monthly rental rates and utilize move-in discounts (such as half off the first month's rent) to induce customers to rent at a higher monthly rate. Many customers are more concerned about how much it costs to move in today versus considering the monthly cost thereafter.

Generally, storage customers anticipate a shorter lease period than occurs. Whereas the average customer projects a two-month lease period at the time of move-in, the Self-Storage Almanac reports that the average length of stay is actually in excess of 10 months. Move-in discounts are commonly used to induce the rental.

Non-Payment by Customers

Nearly every facility experiences non-payment activity from customers that can no longer afford their rent and abandon their goods. State law allows for the contents of the space to be auctioned so that the facility can re-gain the space for leasing and attempt to recover past-due rent. In most cases, the auction proceeds do not generate enough income to match what was owed.

Other Income is money that you collect from customers other than that for the actual rental of space. This could include late payment fees, the sale of ancillary products (padlocks, packing/moving supplies), and possibly income from leasing rental trucks.

Late Payment Fees

Generally, self-storage facilities generate more late fee revenue if they service a lower income area. Such facilities may collect late fees up to 7% of their rental income. Facilities located in higher income areas collect closer to 2%.

Most states have laws specific to the self-storage industry concerning collection activities. These laws govern the timing and maximum amounts that can be assessed. Check with your state self-storage association for guidelines on collection regulations for your state.

Merchandise Sales

Self-storage facilities often generate revenues from the sale of merchandise. These facilities will sell moving and packing supplies such as boxes, locks, tape, and packing paper. Aside from the revenue that these sales generate, the person buying the boxes may find a need for storage in the future and will have been introduced to the storage solutions offered at the facility.

Facilities located in strong retail areas that effectively advertise take on a "retail approach". This approach includes:

- A retail-oriented office design (built-in displays, large floor space, additional lighting)
- Additional promotional signage for both in the office and drive-by traffic
- Separate yellow page advertising under the "Boxes" heading
- Increased payroll costs to cover a retail oriented staff

There are several suppliers of products and displays that offer signs, posters and other promotional materials that add color and interest to the store. These will make the office look pleasant and increase sales.

Facilities can generate merchandise sales ranging from 0% to 4% of their rental income, with those following the retail approach at the upper end of this range.

Truck Leasing Income

Truck leasing and self-storage go hand in hand. Drive by any self-storage facility over the weekend and you will probably see one or more rental trucks being used by the storage customers moving their items on or off the facility.

As with merchandise sales, many customers who rent storage spaces will seek a rental truck before securing a storage space. If the self-storage facility effectively promotes their rental truck availability, they can indirectly promote their storage spaces. Some facilities will offer a discount on a truck lease to a customer who also rents a storage space from them.

If you are considering leasing trucks you should:

- Design an area in the front of property to display the trucks
- Budget for additional signage related to truck leasing
- Budget for separate truck advertising in the local yellow page directory

To establish truck leasing activities at your facilities, you could purchase and lease your own fleet of trucks. Another option is to become a dealer for a truck leasing company such as U-Haul or Budget Truck Rental. These companies can help you forecast the amount of income that your facility could produce.

Miscellaneous Other Income

Some facilities can generate additional income from leasing ground space for cellular phone towers or billboards. Others establish private mailboxes that they lease on a monthly basis. Still others establish shipping services, car washes, or wine storage to augment their revenues. There are a few who have leased their rooftops for collecting solar energy. Today's self-storage operators are finding creative ways to maximize the revenue production from their facilities.

Fixed & Variable Expenses

An appealing aspect of self-storage is that expenses are generally predictable. These expenses are classified as either fixed or variable. Self-storage fixed expenses include real estate taxes and insurance. Self-storage variable expenses consist of payroll, utilities, repairs and maintenance, management fees, marketing, office expenses, and other miscellaneous costs. These variable expenses fluctuate with occupancy. As facility use increases, utility costs will increase as will maintenance costs. On the other hand, a lower occupancy requires increased advertising costs.

Operating Expenses are the costs incurred for the day-to-day operation of the site and vary from facility to facility. Factors that influence operating costs include facility size, type, occupancy, and location. Additionally, management decisions such as staffing compensation, advertising programs, and property upkeep cause varying levels of expense. Operating expenses generally fall between 30 and 40 percent of the facility's gross income.

Fixed Expenses

An appealing aspect of self-storage is that expenses are generally predictable. These expenses are classified as either fixed or variable. Self-storage fixed expenses include real estate taxes and insurance.

Real Estate Taxes

Also referred to as property taxes, this represents local government taxes levied on the ownership of real estate. Real estate taxes can be one of the most impactful items when calculating property return and therefore requires careful consideration. These taxes will vary from community to community. Most cities publish their tax rates on their website. Otherwise contact the city's taxing authority's office to obtain the applicable tax rates.

Initially, taking the total development cost (hard, soft, and land costs) and multiplying by the local tax rate can be performed to forecast real estate taxes.

There are specialists who can do a thorough job of forecasting property taxes for your specific site or market. You may want to consider utilizing such a specialist due to the consequence of the impact.

Insurance

Self-storage property and liability insurance is available which is specifically designed for the unique exposures of the self-storage business. The facility will need to insure its buildings and other physical improvements. Beyond this coverage, insurance is available to cover against loss or damage to customers' personal property for which the business may become legally liable. Further consideration should be given to maintaining coverage to protect against sale and disposal liability that provides coverage for claims against the business for negligent acts arising from the lockout, sale, removal or disposal of customers' property. This could occur when reclaiming rented space for which rental or other charges are past due. Hazardous waste removal should also be considered which pays for the appropriate removal of such materials from a storage space.

Special consideration should be given to flood, earthquake, hurricane, or other natural disaster areas. Typical range for this category is $0.10 to $0.20/SF. It is common for lower rates to be achieved through blanket policies. According to insurance providers, over the last couple of years insurance premiums have remained flat.

Variable Expenses

Self-storage variable expenses consist of payroll, utilities, repairs and maintenance, management fees, marketing, office expenses, and other miscellaneous costs. These variable expenses fluctuate with occupancy. As facility use increases, utility costs will increase as will maintenance costs. On the other hand, a lower occupancy requires increased advertising costs.

Payroll

This includes the salaries, employee benefits, and bonuses paid to the facility staff. Larger facilities typically staff the facility with at least two persons during the office hours. This allows one person to be in the office greeting customers and handling administrative matters while the other is outside, showing spaces to prospective customers, policing the property, or performing marketing activities. This category is greatly impacted by location and average living expenses. Unless zoning restricts, it is common for resident managers to live on-site. Expenses are often higher for facilities not offering living accommodations for managers. Typical range for this category is $0.75 to $1.25/SF. Depending on the size of the facility, this category also includes a part time assistant.

Utilities

This category includes costs for electricity, gas, fuel, oil and water. Temperature controlled facilities incur higher costs for supporting the HVAC equipment on the property. Both location and climate play a role in this category. Densely populated areas typically see higher energy costs. The number of climate controlled units at a facility should also be considered. Typical range for this category is $0.15 to $0.40/SF.

Repairs and Maintenance

This category includes the costs for paint, doors, paving, roofs, fencing and gates, and other things routinely repaired during the year. Landscaping, HVAC maintenance and pest control are included along with any snow removal costs that the property may be subject to. This category includes cleaning out the units, replacing doors, landscaping and any maintenance associated with the facility. Areas that require a snow removal expense and/or elevator servicing typically command higher expenses. Long term expenditures are also affected by climate; however, these expenses are typically covered in the reserves category. Typical range for this category is $0.15 to $0.30/SF. Age and physical characteristics play a part in budgeting for this category.

Management Fees

This is typically done on a percentage basis of the Effective Gross Income (EGI). Therefore, areas with higher rents result in higher management costs. However, when a property is stabilized and generating strong rental rates, it is common to see downward pressure on the overall percentage. Typical costs range from 5% to 6% of the EGI.

Marketing

This category includes all costs associated with promoting the facility. Included are advertising costs such as Yellow Pages, print, and Internet advertising. Any additional marketing such as direct mail campaigns, newspaper or radio advertising, etc. would also be captured in this category. The amount of competing facilities and the property's access and exposure are primary considerations for this category. Typical expenses range from $0.20 to $0.40/SF. This category has consistently declined over the last couple of years as facilities have taken advantage of technology.

Office Expenses

This category includes telephone services, supplies, software repairs and fees, bank fees, and other miscellaneous office expenses. Operating and business licenses are also normally included. This expense includes accounting, legal fees, other professional fees, and general administrative costs. Typical expenses for this category range from $0.25 to as high as $0.75/SF. This category can often include expenses associated with U-Haul rentals and credit card fees.

Miscellaneous

This is the category where other necessary but minor expenses are included.

Other Expense Considerations

Many lenders require the borrower to deposit a portion of revenues into a capital reserve account for major maintenance and repairs to include gate, HVAC, or roof replacement. Generally, 10 to 15 cents per gross building square feet is required each year. Reserves are not considered as an operating expense. This category takes into consideration capital improvements over a typical holding period; it does not include items of on-going maintenance that are included in the Repairs and Maintenance category discussed above. Typical range for this category is $0.10 to $0.20/SF.

Estimate Expenses

Expenses are typically projected either as (1) a percentage of gross potential income, (2) an expense per net rentable square foot, or (3) a monthly or annual amount. Whichever approach you employ, you should forecast operating expense based upon the facility operating at a stabilized occupancy level.

People unfamiliar with self-storage may find it challenging to forecast expenses. Some forecast expenses using gross potential income when preparing their initial analysis. Using this approach, they estimate total operating expenses between 30% and 40% of the gross potential income. Establishing a forecast at 40% usually leads to a safe projection of operating expenses.

Others with more experience often utilize historical, actual expense data (also known as trailing expenses) that are applied as an expense per rentable square foot.

CAP RATES

Sellers and buyers of self-storage facilities utilize a Capitalization Rate, also known as a "Cap Rate" to determine a property's value. This rate represents the yield or return the buyer anticipates receiving from the acquisition investment. Annual net operating income is divided by the cap rate to establish the capitalized value of the facility. The lower the cap rate, the higher the property value. Questions contemplated when considering a cap rate:

Where is your property located?

- What is your occupancy (physical and economic)?
- What is market occupancy?
- Are there any facilities under construction in your neighborhood?
- Are you offering concessions?
- How old is your property?
- What are the construction materials?
- What is the NRSF?
- What is your unit mix?
- Is there excess/surplus land available for expansion?

Cap rates are used by buyers to compare investments. Cap Rates tend to rise and fall with the returns on competitive investments and interest rates. Strong interest in real estate investing, specifically self-storage, will cause cap rates to be lower. Alternatively, cap rates will trend upward when there is a period of strong performance in the stock market. Lower interest rates make financing less expensive thus resulting in lower cap rates. Similar self-storage properties are likely to sell with similar cap rates. Facilities with strong, stable historical results, located in growing metropolitan areas, and are operated professionally tend to have lower cap rates than those that do not. Other considerations such as facility size, visibility, competition, and maintenance often impact cap rates.

In simple terms, the cap rate can be determined by dividing the investment’s net operating income (NOI) by the current market value or the sales price of the property with the NOI being the annual return on the property minus all operating costs.

Historically, cap rates have ranged from a low of 7% (high prices paid for exceptional properties) to a high of 14% (low prices paid for inferior properties). More recently, cap rates have trended downward (5% to 7%) due to the outstanding investment opportunity that self-storage represents.

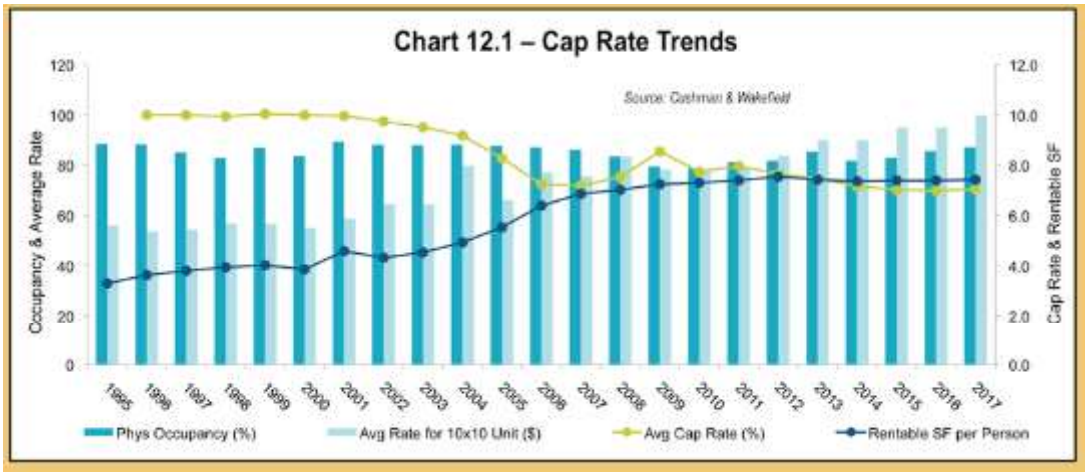


Chart 12.1 – Cap Rate Trends
Source: Cushman & Wakefield
Occupancy & Average Rate
Cap Rate & Rentable SF
120
100
80
60
40
20
0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
Phys Occupancy (%)
Avg Rate for 10x10 Unit ($)
Avg Cap Rate (%)
Rentable SF per Person

SELF STORAGE VALUATION

When dealing with valuation there are three standard approaches that are considered, though not always utilized: Cost Approach, Sales Comparison Approach, and Income Capitalization Approach.

Cost Approach - The Cost Approach is a set of procedures through which a value indication is derived for the fee simple interest in a property by estimating the current cost to construct a replacement for the existing structure, including an entrepreneurial incentive; deducting depreciation from the total cost; and adding the estimated land value. Adjustments may then be made to the indicated fee simple value of the subject property to reflect the value of the property interest being appraised.

Sales Comparison Approach – This approach is based on the principle of substitution, which asserts that no one would pay more for a property than the value of similar properties in the market. In active markets with sufficient comparables, this approach is an accurate measure of value that can reflect market behavior. Alternatively, this approach may offer limited reliability because many properties have unique characteristics, including a significant amount of RV storage or miscellaneous income that are difficult to account for in the adjustment process.

Income Capitalization Approach – This approach is based on the premise that investors purchase facilities based upon their income-producing ability. In the Income Approach, market rents for the subject property are estimated, an economic vacancy and applicable operating expenses are deducted, and the resulting net income is capitalized into a value estimate.

Direct Capitalization – This method analyzes the relationship of one year's stabilized net operating income to total property value. The stabilized net operating income is capitalized at a rate that implicitly considers expected growth in cash flow and growth in property value over a buyer's investment horizon. The implied value may be adjusted to account for non-stabilized conditions or required capital expenditures to reflect an "as is" value.

Discounted Cash Flow (DCF) – The DCF analysis models a property's performance over a buyer's investment horizon from the current as is status of the property, to projected stabilization of operations and through the projected sale of the property at the end of the holding period. Net cash flows from property operations and the reversion are discounted at a rate reflective of the property's economic and physical risk profile.

Bob Copper

Self Storage 101
671 Oak Haven Trail
Columbiana AL 35051
Office: 866-269-1311
Fax: 866-398-5859
www.selfstorage101.com

Consultant Qualifications:

2003-Present Owner, Partner in Charge, Self Storage 101

Founder of Self Storage 101, the industry's leading consultancy firm specializing in Development and Market Feasibility, Operational Improvement and Marketing Implementation. Bob has worked with 100's of independent owners and operators to assist in making informed and profitable decisions in all aspects of self-storage. He has developed, own and managed his own facilities and so has a unique perspective that easily relates to those operators he has consulted with over the years. Bob and the Team at Self Storage 101 specialize in:

- Market and Feasibility Studies
- Acquisition Due Diligence Projects
- Facility Operational Auditing
- Owner, Operator and Manager Training
- Third party management services

Bob has authored several highly popular books and training manuals related to self-storage and is a regular contributor to most of the industry trade journals. He is a regular speaker at national, regional and local self-storage meetings and conventions.

2001-2004 Regional Manager, Metro Storage LLC

Oversaw three district managers in four states for Metro Storage, one of the largest operators of self-storage facilities in the US. Had complete P&L responsibility as well as asset management, portfolio growth, marketing and adding value to the assets. Developed training programs and assisted district managers with personnel decisions and financial statement reviews.

1998-2001 District Manager, Public Storage

Successfully managed the largest Public Storage district in the country (17 properties). Took over two under-performing districts and turned them into some of the highest performing districts. Responsible for all personnel management, expense control, manager training, property management and operational reporting. Involved in several acquisitions and new-store openings.

Professional References gladly provided.

Bill Copper
Self Storage 101
406 Oliver Approach
Johnson City, TN 37601
Cell 828-381-5631
www.selfstorage101.com

Consultant Qualifications:

2006-Present Consultant, Self Storage 101
Field Auditor and Data Analyst with Self Storage 101, the industry's leading consultancy firm specializing in Development and Market Feasibility, Operational Improvement, and Marketing Implementation. Bill has worked with dozens of independent owners and operators to assist in making informed and profitable decisions in all aspects of self-storage.

Bill has developed and implemented systems for analyzing and collecting relevant data to:

- Improve operational efficiency
- Measure operational effectiveness
- Assist in determining project viability
- Measure Capital Rate of Return on acquisition projects

Bill has worked closely with clients and industry vendors to aid in market research and development viability for many independent-owner and institutional self-storage projects:

- Provide comprehensive market data and analysis to determine unmet demand or over-supply in specific markets
- Participated in several community neighborhood meetings, municipal presentations and investment group conferences to provide anecdotal and empirical evidence regarding market demand and viability of specific self-storage projects
- Prepared many complete bank package or self-storage feasibility studies, documenting "develop or not develop" recommendations

Education: Stetson University, 1980-1984
Professional References gladly provided upon request.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD SEPTEMBER 18, 2023

Meeting was called to order at 8:37 p.m. by Council President Jim Jolly. Present: Scott Bahr, Rob Donovic, Brandon McCullough, Kathleen McIntyre, Vice President Toy, and President Jim Jolly. Absent: Scott Morgan.

Elected and appointed officials present: Susan Nash, City Clerk; Paul Bernier, City Attorney; Mark Taormina, Planning and Economic Development Director; Todd Zilincik, City Engineer; and Jacob Rushlow, Assistant Director of DPW.

Councilmember Bahr led the Pledge of Allegiance.

3. WAIVER PETITION: Planning Commission, re: Petition 2023-07-02-11, submitted by The Mannik & Smith Group, Inc. requesting waiver use approval to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

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

The petitioner's representative explained that one concern during the Planning Commission meeting was the amount of traffic that this would create but they expect a decrease in total traffic out onto Wayne Road from the site. He also mentioned that the rendering shows green vacuums, but he believes they will go with a gray option.

Councilmember Donovic asked Mr. Taormina to explain what quick brick is and if they plan to demolish the full building.

The petitioner's representative said it is a false brick façade and this will be a full demolition of the existing structure.

Councilmember Donovic asked if the seven vacuums to the southwest are necessary and what type of buffering will be used.

The petitioner's representative indicated they are required to have twenty parking spaces, and all will be equipped with vacuums. He indicated the noise making part will be located as far away from neighboring properties as possible on the north side. The east and west side have quite a bit of existing shrubbery and full trees between the Dunkin Donuts and the site that will remain. They don't anticipate a need for any further landscaping on that side. There is a Greenbelt buffer on the east side that is currently full of trees. The parking lot of the adjacent building comes right up to the property line on the north side. They are matching the existing curb

line of the Burger King site on the east side and would be able to reduce the width of that drive lane and fit in some landscaping shrubbery if required.

Councilmember Donovic asked to speak to an owner of the property.

Dennis Miller, EWC, indicated they are located in Columbus Ohio and have 90 locations which are all company owned with no franchises.

Councilmember Donovic asked how so many car washes within miles of each other are going to survive.

Mr. Miller said most of the others in the area are old. This will be an express wash which is environmentally friendly and recycles water. They don't feel that they are too close to any other existing car washes.

Councilmember Bahr asked if the City Ordinance requires 20 parking spaces and if this amount is more than they would like on site.

Mr. Miller said the Ordinance does require 20 parking spaces but that is typical.

Vice President Toy said she is ok with this if we don't continue to put many more car was in the same area.

Councilmember Donovic asked how they will handle trash cans and littering. He asked if they will use free standing trash cans that can blow around.

Mr. Miller said they will have an attendant on site during business hours and will keep up with the trash.

Councilmember Donovic said he feels Council should require the trash cans be in a fixed structure.

Councilmember Bahr mentioned that the new data received today indicates they are delinquent on their taxes.

Mr. Miller said he thought the taxes had already been paid and would check with the owner.

Councilmember McIntyre agreed with Councilmember Donovic on the request of a better plan for trash cans.

Deb Christiansen, Resident, voiced her opposition to the car wash.

Councilmember Donovic asked about left turns onto Wayne Road.

The petitioner indicated they will allow left turns onto Wayne Road because they are far enough away from the intersection of Plymouth and Wayne. They could legally allow turns left onto Plymouth but won't be due to the double left turn lane there.

Councilmember Donovic asked if Council can request no left turns on Wayne Road as well.

Mr. Taormina said Wayne County would have jurisdiction over those turn limits. Council can condition the approval and the petitioner would have to adhere to it. If Council doesn't condition the approval, Wayne County will have to review the plans to authorize the left turns from that driveway. He indicated he would recommend that Council include that language, at least as it relates to Plymouth Road because their intent isn't clear on the plans. It should be added to the resolution with respect to the prohibition of left turns onto Plymouth Road.

Councilmember Bahr offered an approving motion for the Regular agenda.

Councilmember Donovic offered a substitute approving motion to include the prohibition of left turns onto both Plymouth and Wayne Roads for the Regular agenda.

DIRECTION	APPROVING	REGULAR
	APPROVING W/CONDITIONS	

NEW DATA RECEIVED FOR THE STUDY MEETING OF SEPTEMBER 18, 2023, ITEM 3

6.

From: Scheel, Lynda L.
To: Kasprowicz, Sara
Subject: Item #3 on Study Agenda
Date: Monday, September 18, 2023 10:22:31 AM
Attachments: 34835 Plymouth 2023 Summer PP tax bill.pdf
34835 Plymouth 2023 Summer Real Property Tax Bill.pdf

Hi Sara,

Item #3 on tonight's Study Agenda have not paid their summer tax bills, which were due on September 14, so they are now in delinquent status. I have attached both bills above.

In reviewing the Planning Commission minutes you can see that it was stated that there were taxes due, but not yet delinquent at that time.

I appreciate you letting City Council know this prior to the meeting tonight.

Thank you,
Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov

BURGER KING - EYM KING OF MICH CITY OF LIVONIA **2023** **Summer** **999 00 1060 000**

MESSAGE TO TAXPAYER

VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, INCLUDE YOUR PHONE NUMBER AND PARCEL NUMBER. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.

PAYMENT INFORMATION

This tax is due by: **09/14/2023**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

See reverse side for additional information

PROPERTY INFORMATION

Property Assessed To:
BURGER KING - EYM KING OF MICH
34835 PLYMOUTH
LIVONIA, MI 48150

MICH BUS TAX COMM PERSONAL EXEMPTION

Prop #: 999 00 1060 000 School: LIVONIA PUBLIC

Prop Addr: 34835 PLYMOUTH

Legal Description:
PERSONAL PROPERTY

TAX DETAIL

Taxable Value: 72,100 COMMERCIAL I
State Equalized Value: 72,100 Class: 251
PRE/MBT %: 100.0000 DDA1 (1994)

Sent to: PROPERTY OWNER

DESCRIPTION	MILLAGE	AMOUNT
SCHOOLCRAFT CC	2.27000	163.66
WAYNE CNTY OPER	5.60990	404.47
SCHOOL DEBT	2.05000	147.80
CNTY ISD SPEC ED	3.34430	241.12
STATE EDUCATION	6.00000	432.60
SCH SINKING FUND	0.78830	56.83
SCHOOL OPERATING	3.00000	216.30
CNTY ISD OPER	0.09560	6.89
PLY RD DEVP AUTH	2.00000	144.20
WCRESA ENHANCE	1.98760	143.30
Total Tax	27.14570	1,957.17
Administration Fee		0.00
Interest:		19.57
TOTAL AMOUNT DUE		1,976.74

OPERATING FISCAL YEARS

The taxes on bill will be used for governmental operations for the following fiscal year(s):

County: OCTOBER 01 - SEPTEMBER 30
Twn/Cty: DECEMBER 01 - NOVEMBER 30
School: JULY 01 - JUNE 30
State: OCTOBER 01 - SEPTEMBER 30

Does NOT affect when the tax is due or its amount

RETAIN THIS PORTION FOR YOUR RECORDS.

The below original stub required for payment processing. Please detach along perforation. Keep the top portion for your records.

DDA1 (1994)

Sent to: **PROPERTY OWNER**

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR THE ENTIRE BILL WITH SASE FOR A PAID RECEIPT

This tax is due by: **09/14/2023**

After 09/14/2023 additional interest and fees apply

2023 Summer Tax for Prop #: **999 00 1060 000**

TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.

Property Addr: 34835 PLYMOUTH

(Partial payments are accepted)

Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: **1,976.74**

To: BURGER KING - EYM KING OF MICH
450 E JOHN CARPENTER FWY STE 100
IRVING TX 75062

Amount Remitted: _____

Check# _____

Cash _____

EYM KING OF MICHIGAN, LLC CITY OF LIVONIA **2023** **Summer** **130 01 0009 004**

MESSAGE TO TAXPAYER

VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, INCLUDE YOUR PHONE NUMBER AND PARCEL NUMBER. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.

PAYMENT INFORMATION

This tax is due by: **09/14/2023**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

See reverse side for additional information

PROPERTY INFORMATION

Property Assessed To:
EYM KING OF MICHIGAN, LLC
34835 PLYMOUTH
LIVONIA, MI 48150

Prop #: 130 01 0009 004 School: LIVONIA PUBLIC

Prop Addr: 34835 PLYMOUTH

Legal Description:
33B9B2 10 11A1 11B2A1 SUPERVISORS LIVONIA PLAT NO 1 T1S R9E L65 P52 WCR THE W 24 FT OF LOT 9 ALL OF LOT 10 & PT OF LOT 11 DESC AS BEG S 89D 54M 30S E 105 FT FROM THE NW COR LOT 11 TH S 89D 54M 30S E 150.0 FT TH S 00DEG 25M 15S W 355.45 FT TH N 89DEG 54M 30S W 228.0 FT TH N 00D 25M 15S E 40 FT TH S 89DEG 54M 30S E 78.0 FT TH N 00D 25M 15S E 103.20 FT TH S 89DEG 54M 30S E 26.0 FT TH N 00D 25M 15S E 105 FT TH N 89D 54M 30S W 26.0 FT TH N 00D 25M 15S E 107.25 FT TO POB 1.23 ACRE

BALANCE OF DESCRIPTION ON FILE

TAX DETAIL

Taxable Value: 213,370 COMMERCIAL-I
State Equalized Value: 238,000 Class: 201
PRE/MBT %: 0.0000 DDA1 (1994)

Sent to: PROPERTY OWNER

DESCRIPTION	MILLAGE	AMOUNT
SCHOOLCRAFT CC	2.27000	484.34
WAYNE CNTY OPER	5.60990	1,196.98
SCHOOL DEBT	2.05000	437.40
CNTY ISD SPEC ED	3.34430	713.57
STATE EDUCATION	6.00000	1,280.22
SCH SINKING FUND	0.78830	168.19
SCHOOL OPERATING	9.00000	1,920.33
CNTY ISD OPER	0.09560	20.39
PLY RD DEVP AUTH	2.00000	426.74
WCRESA ENHANCE	1.98760	424.09
Total Tax	33.14570	7,072.25
Administration Fee		0.00
Interest:		70.72
TOTAL AMOUNT DUE		7,142.97

OPERATING FISCAL YEARS

The taxes on bill will be used for governmental operations for the following fiscal year(s):

County: OCTOBER 01 _ SEPTEMBER 30
Twn/Cty: DECEMBER 01 _ NOVEMBER 30
School: JULY 01 - JUNE 30
State: OCTOBER 01 - SEPTEMBER 30
Does NOT affect when the tax is due or its amount

RETAIN THIS PORTION FOR YOUR RECORDS.

The below original stub required for payment processing. Please detach along perforation. Keep the top portion for your records.

DDA1 (1994)

Sent to: **PROPERTY OWNER**

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR THE ENTIRE BILL WITH SASE FOR A PAID RECEIPT

This tax is due by: **09/14/2023**

After 09/14/2023 additional interest and fees apply

2023 Summer Tax for Prop #: **130 01 0009 004**

TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.

Property Addr: 34835 PLYMOUTH

(Partial payments are accepted)

Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: **7,142.97**

To: EYM KING OF MICHIGAN, LLC
4925 N O'CONNOR, SUITE 200
IRVING TX 75038

Amount Remitted: _____

Check# _____

Cash _____

LETTER TO THE LIVONIA CITY COUNCIL

3.

Planning
August 31, 2023

MEETING DATE	PREPARED BY
S091823/R100223	Stephanie Reece, Program Supervisor,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2023-07-02-11, submitted by The Mannik & Smith Group, Inc. requesting waiver use approval to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

BACKGROUND DETAILS

September 5, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-07-02-11 -Clean Express Auto Wash

Dear Council Members:

At the 1,204th Public Hearings and Regular Meeting held by the City Planning Commission on August 29, 2023, the following resolution was adopted:

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

#08-58-2023 RESOLVED, That the City Planning Commission does hereby recommend to City Council that Petition 2023-07-02-11 submitted by The Mannik & Smith Group, Inc. requesting waiver use approval under Section 6.07 of the Livonia Zoning Ordinance, as amended, to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, be approved subject to the following conditions:

1. The Site Plan, identified as C200, dated August 21, 2023, prepared by Mannik Smith Group, is approved and shall be adhered to.

2. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 9:00 a.m. to 6:00 p.m.

3. The Landscape Plan identified as L100, and Landscape Notes & Details identified as L101, both dated August 21, 2023, prepared by Mannik Smith Group, are approved and shall be adhered to.

4. The Plymouth Road Development Authority (PRDA) streetscape improvements (i.e., brick piers and fencing) shall be installed along Plymouth Road to the satisfaction of the Planning Director.

5. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

6. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

7. The Exterior Elevations Plan, identified as A2-1, dated May 17, 2023, prepared by SBA Studios, is approved and shall be adhered to.

8. All rooftop mechanical equipment shall be concealed from public view on all sides by screening, consisting of material compatible in color with other exterior materials on the building.

9. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

10. All 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 onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:30 p.m. and 7:30 a.m.

11. The Inspection Department shall review the existing masonry wall along the south property line and, if needed, be brought up to the Zoning Ordinance's current specifications.

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

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

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

15. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s) and

16. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the

provisions of Section 13.13 of the Livonia Zoning Ordinance, as amended.

ATTACHMENTS

1. Petition 2023-07-02-11_Finance updated
2. 2023-07-02-11_E-COUNCIL Pkt
3. Livonia - Site Analysis

APPROVED BY

Date: September 05, 2023

Mark Taormina, Planning and Economic Development Director

Date: September 05, 2023

Maureen Miller Brosnan, Mayor

Transaction Statement

Service Address
34835 PLYMOUTH LIVONIA, MI 48150

Mailing Address
EYM REALTY OF MI 4925 N O'CONNOR STE 200 IRVING, TX 75062

Account Number	Amount Due
014206350-001	$223.86

Account Number	From - Through
014206350-001	07/01/2022 - 08/25/2023

Services
Water & Sewer - Metered

Service Address
34835 PLYMOUTH LIVONIA, MI 48150

Beginning Balance
$0.00

Date	Type	Amount	Description
07/15/2022	Bill	$955.28	Due Date 08/10/2022
08/15/2022	Penalty	$95.53	
09/30/2022	Payment	($955.28)	Check
10/15/2022	Bill	$756.10	Due Date 11/10/2022
10/25/2022	Payment	($955.28)	Check
01/17/2023	Bill	$808.06	Due Date 02/10/2023
02/14/2023	Penalty	$70.44	
04/15/2023	Bill	$851.36	Due Date 05/10/2023
05/12/2023	Penalty	$162.62	
07/14/2023	Bill	$449.78	Due Date 08/10/2023
08/15/2023	Penalty	$223.86	
08/22/2023	Payment	($2,238.61)	Check

Total Due
$223.86

Transaction Statement

Account Number	014206350-001

Petition 2023-07-02-11 submitted by The Mannik & Smith Group, Inc. requesting waiver use approval under Section 6.07 of the Livonia Zoning Ordinance, as amended, to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 7-31-23 Petition 2023-07-02-11

Site Address: 34835 Plymouth Rd Sidwell 46130010009004 Zoning of Property C-2

Requesting Approval To Construction of a new Express Car Wash

Applicant: Jacob Rilett Business/Company: The Mannik & Smith Group, Inc

Applicant's Address: 607 Shelby Street City: Detroit State: MI Zip Code: 48226

Applicant's Phone # (313) 961-9500 Applicant's Email jrilett@manniksmithgroup.com

Contact Person: KYLE WRENTMORE, PE Business/Company: DMC Real Estate Advisors

Contact's Address: 2600 W Big Beaver, Sute 41 City: Troy State: MI Zip Code: 48084

Contact's Phone # (248) 342-1426 Contact's Email dennismillet@mkiezi.com

RECEIVED
OFFICE OF THE CITY CLERK
2023 JUL 29 AM 10: 17

RECEIVED
JUL 31 2023
CITY OF LIVONIA
PLANNING COMMISSION

Please provide the following information:

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

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

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**
3,677 sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction.
(**NOTE**: Round off to nearest 1,000) + 80
Total Amount Due $ 780

Owner of Property: EYM Realty of Michigan LLC

Owner's Address: 4925 N O'Connor Rd. Ste 200 City: Irving State: TX Zip Code: 75038

Owner's Phone # (214) 8149-3800 Owner's Email salvador.elias@eymgroup.com

Signature of Owner: Print Name: Salvador Elias

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

on this 26 day of July 20 23

CH. DESPIAU
My Notary ID # 131809818
Expires November 29, 2026

Signature of Notary My commission expires 11/29/26

Acting in the County of Dallas.

UNAPPROVED MINUTES

MINUTES OF THE 1,204th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 29, 2023, the City Planning Commission of the City of Livonia held its 1,204th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present:	Wafa Dinaro	David Bongero	Sam Caramagno
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: None

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

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

ITEM #2 PETITION 2023-07-02-11 Clean Express Auto Wash

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2023-07-02-11 submitted by The Mannik & Smith Group, Inc. requesting waiver use approval under Section 6.07 of the Livonia Zoning Ordinance, as amended, to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

Mr. Taormina: Thank you. This is a request to construct a new carwash facility on the south side of Plymouth Road just east of Wayne Road. The site is the former Burger King restaurant. The zoning of the property is C-2 (General Business). The net land area of the property is 1.23 acres with 150 feet of frontage on Plymouth Road by a depth of 355 feet. The parcel also has 40 feet of frontage on Wayne Road, which provides secondary access to the rear of the property. The existing 2,750 square foot restaurant, developed in early 1980s, would be demolished. There are three driveways. Two are on Plymouth Road and the other is on Wayne Road. To the north, west and east, fronting Plymouth Road, are a variety of commercial uses. To the south are residential homes zoned RUF. The proposed carwash would be in the same general location as the existing restaurant, which is along the east side of the property. The overall dimensions of the building would be 31 ½ feet by 123 feet for a total of roughly 3,677 square feet. The driveway locations would remain unchanged. The west driveway on Plymouth Road and the driveway on Wayne Road would both be designed to accommodate two-way traffic and then the easterly driveway on Plymouth Road would be one way right turn only for vehicles exiting. There would be three service lanes providing access to the carwash. These would be on the south side of the building where the entrance would be located. All three lanes would provide stacking for vehicles. Each lane would have a pay station which would be about 50 feet south of the carwash. These would include point of sales kiosks with digital menu boards and self-serve pay stations. There would also be non-illuminated overhead canopies above each of the pay stations. Automated gates would control access to the carwash. Beyond the pay stations, the service lanes taper to form a single lane with a 17 foot bypass lane that would be provided along the east side of the carwash. To familiarize everyone with the site plan, and it may be difficult to see, this is the carwash building in the same general location as the existing Burger King restaurant. The three service lanes that I referred to are located here on the south side of the building. This is where the pay kiosks would be located. You can see where these lanes taper down right at the point of entry into the carwash, and this is the bypass lane shown on the east side of the building. Parking is provided on the west half of the site between the carwash and the neighboring Dunkin Donuts restaurant. As customers exit the carwash, they can either leave the site using the east driveway on the Plymouth Road, or they can remain on the property by turning left and looping back into the site to one of the vacuum units at the parking spaces

adjacent to the building or continue south and exit the site on to onto Wayne Road. Auto wash establishments are required to have no fewer than 20 parking spaces. The site plan shows 25 spaces. Of these, 21 would be equipped with the self-serve vacuum stations. The building itself would include light and dark shades of a quick brick material, as well as horizontal fiber cement siding. Windows would be installed on both sides of the building. The overall height of the building is 22.4 feet. There is a dumpster shown on the south end of the parking lot. The enclosure walls would be 7' 4". All stormwater management would be detained underground. The landscaping plan submitted with the application shows three full sized trees, one ornamental tree and then 26 shrubs along Plymouth Road. Note too that the revised plans show brick piers and fencing similar to what the PRDA has installed along Plymouth Road. Adjacent to the residential to the south, the zoning ordinance requires a six foot high masonry wall. There is an existing wall at this location, however, it is less than six feet in height and will need to be replaced. Site lighting would be limited to a height of 20 feet. We also note that the photometric plan would have to be revised in order to comply with the standards of the ordinance. For signage, they have made revisions. While they're allowed two wall signs at 46 ½ square feet total plus the ground sign, the plans are showing one wall sign totaling 30 square feet and one ground sign at 32 square feet. There might be a slight deviation on the ground sign or adjustment needed. But otherwise, it's in compliance. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: Mr. Taormina: The first item is from the Engineering Division, dated August 1, 2023, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of #34835 Plymouth Road. The legal description provided appears to be correct and should be used in conjunction with this petition should the waiver use be approved. The existing parcel is currently served by public water main, sanitary sewer, but there is no information on proposed alterations to the services, so we cannot comment on impacts to the existing systems at this time. Should the service leads need to be revised, the owner will need to submit drawings to this department to determine if permits will be required. Most likely*

the water service will need to be upgraded for the proposed use of the property, which may require work within the Plymouth Road right-of-way to access the existing main. The existing site has an existing storm system, but does not have detention as required with any new development. If the waiver use is approved, detailed site plans should be submitted to this Department to determine what improvements to the existing system will be required. It should be noted that any work within the Plymouth Road right-of-way,will require the owner to obtain permits with the Michigan Department of Transportation." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated August 10, 2023, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal. 1. Access for emergency vehicles shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated August 2, 2023, 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 Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated August 29, 2023, which reads as follows: *" Pursuant to your request, the above-referenced Petition has been reviewed. 1. A variance from the Zoning Board of Appeals would be required for the excess signage. 2. Parking spaces shall be 10' wide and 20' deep and double striped. 3. The dumpster enclosure must be constructed of the same or compatible material and colors as the principal building in terms of texture and quality. The walls of the enclosure shall be a minimum of 6' in height or 1' above the dumpster, whichever is greater. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass and, when not in use, closed at all times. 4. The van-accessible barrier-free parking space shall be sized, signed, and marked in accordance with the Michigan Barrier-Free Code. This Department has no further objections to this Petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated August 11, 2023, which reads as follows: *" I have reviewed the address connected with the above noted petition. The following amounts are due to the City of*

Livonia: Unpaid water and sewer charges: $ 2,238.61 Total Due City of Livonia $ 2,238.61 " The letter is signed by Connie Kumpula, Chief Accountant. However, those monies, as we understand it have been paid, except for a penalty fee that is still outstanding. The next letter is from the Treasurer's Department, dated August 11, 2023, 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, and although they are not delinquent at this time, ALL taxes for this location that are on the 2023 tax roll will need to be paid before the demolition of the building."* The letter is signed by Lynda Scheel, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Thank you.. Is there any questions for our planning staff? I don't see any questions for our planning staff. Our petitioner is here. Good evening, sir.

Jake Rilett, Mannnik & Smith Group, 607 Shelby Street, Detroit, MI

Mr. Wilshaw: Thank you. And what would you like to tell us about your petition?

Mr. Rilett: I mean, quite a bit of it was actually covered already. But basically, the main objective for the site was to maintain the existing traffic flow throughout, keep the building in same place, keep the three accesses functioning as they already do. We made an effort to match the curb lines as much as possible, the existing curb lines, but if any revisions aren't necessary for landscaping, it is possible. In terms of noise or water concerns, we've had several of these sites throughout the Midwest with no impact on water pressure in the area, that's due to the water reclamation system that reuses almost all the water used on each wash. So literally no effect on neighboring water pressure for any residents in the area. The noise is…we have a noise study that we submitted that shows that within 30 feet of the building and vacuum correlators the noise is down to within 35 to 40 decibels, which is lower than the existing streetscape or street noise, and the closest one to any residential property is already well over 100 feet away, let alone the 30 feet from our study. So, there shouldn't be any noise issue prevented. In terms of the utility connections, that's definitely something we can look into once we get into the engineering review, if waiver-use is to be approved, and we'll make an effort to, you know, comply with any ordinances or requirements on that. As of now,

though, we were making an effort to avoid doing anything in the MDOT right of way. So that has not been the focus at this point.

Mr. Wilshaw: Right. Well, thank you for your presentation. Let's see if there's any questions for you. Any planning commissioners with questions for our petitioner? Mr. Long, and then Mr. Venture.

Mr. Long: Thank you. Twenty-one vacuums, is that a standard number? I mean, it seems like a lot of vacuums to me.

Mr. Rilett: The focus in general is to get as many as we possibly can. If we're required to have the 20 parking spaces anyway. They might as well be vacuum spaces as well.

Mr. Long: You said you had a sound study done, and that the closest vacuum to residential is 100 feet away.

Mr. Rilett: Yeah.

Mr. Long: But did they consider all 21 vacuums running at once?

Mr. Rilett: The vacuums themselves do not make any noise. It's only the vacuum correlators, which there are three of them on the site. So that's located as far as possible away from the residential.

Mr. Long: Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Mr. Ventura.

Mr. Ventura: At our study session, the observation was made that your bypass lane really doesn't function as a bypass lane, and it was suggested that the pay stations be moved west so that the bypass lane could come into the driveway prior to the pay stations. Is there a reason that that didn't happen?

Mr. Rilett: Yes. So, these are not completely self-serve pay lanes. There will always be an employee on site at the pay lanes to let someone through, if need be, but it is the express wash standard to have the bypass lane. It's more of an emergency bailout lane after the pay stations.

Mr. Ventura: So, each one of these lanes is manned full time…the whole time you are open?

Mr. Rilett: At least one employee will be out at all times.

Mr. Ventura: 100% of the time?

Mr. Rilett: During operational hours. Yes.

Mr. Ventura: So, if somebody gets there and wants to bypass, you just wave them through.

Mr. Rilett: Dennis Miller is here from Express Wash.

Dennis Miller, 2600 West Big Beaver, Suite 410, Troy, Michigan. I'm the consultant for the carwash and it's similar to what we did at Farmington Road. We have a site that was approved there too last November, December. So similar layout is as that with the bypass lane and such. So, we always have people outside. We have at least one person dedicated to the vacuums and the site itself to make sure there's no issues, clean up and that type of thing. So, if there's issues with the kiosk or somebody's having trouble, you know, we can we what we need to do to get it taken care of.

Mr. Ventura: So, are you saying there's only one person on the site and they're all over the place or there's one person on site dedicated to these pay lanes?

Mr. Miller: To the pay lanes. One person, we have two other people, we have an indoor kind of a little office inside where we have some cleaning supplies and such for people to come in and buy. So, we have three, usually around three people. Busier times, we might have five or six, depending on, you know, the traffic flow and what's going on with the site, but there's one person dedicated to the outside.

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

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

Mr. Wilshaw: I don't see any other questions from any of the commissioners? Is there anyone in the audience wishing to speak for or against this petition? Feel free to come forward, ma'am.

Mr. Wilshaw: Good evening.

Charles and Dorothy Mitchell, 34907 Elmira, Livonia, MI

Mr. Wilshaw: Very good. Thank you, Mrs. Mitchell. What would you like to let us know?

Mrs. Mitchell: Our concern is getting in and out of our driveway. Mostly getting out of the driveway to access Plymouth Road. I have my little my little drawing here. But that is mostly our…because even with the current traffic it sometimes at certain times a day is hard getting out of our driveway. When our young adults still lived at the home, we instructed them right after we moved over there, not to get stressed if they had a problem getting out of the driveway certain times a day. And so what we told them to do, which is what we do sometimes, due to traffic, we may make a right turn out of our driveway onto Wayne road. Go over to the next street, which is Parkdale and go down to…I just had a blank, but anyway, go down to the next street and make a right turn come back to Plymouth and then go on our way. I thought I was prepared for this. But once I got here, I'm like, Oh, I guess I'm not.

Mr. Wilshaw: You're doing fine.

Mrs. Mitchell: So that's our primary concern, and then now after seeing the visual, it looks like it's more. It's more of a carwash than we expected. And I think…does that conclude. Okay.

Mr. Wilshaw: All right. I thank you for coming up and letting us know your concerns.

Mrs. Mitchell: I hope it was clear.

Mr. Wilshaw: Oh, you were definitely. We understand that your concern is a traffic concern. About the traffic on Wayne Road and across from Elmira. So, I think we got that and we'll take that into consideration as we go forward here.

Mrs. Mitchell: Thank you very much. Thank you, Mrs. Mitchell.

Mr. Wilshaw: Is there anyone else in our audience wishing to speak for against this petition? I don't see anyone else coming forward. Again, I'll go to the petitioner and see if there's any comments that our petitioner would like to make. Sir, would you like to make any additional comments before we make our decision?

Mr. Rilett: I don't believe so. No, no additional comments at this point. Thank you.

Mr. Wilshaw: Okay. Let me see if there's any other questions from any of our commissioners. Mr. Long.

Mr. Long: Thank you. To Mrs. Mitchell's concern about the, I guess, the appearance of the carwash, Mr. Taormina, could you bring up the rendering again of the kind of like the sky view of it that showed all the green color and so in that the vacuums are green and they're bright, and they're loud, however, at the study session, I believe, it was discussed that this is just a rendering and the actual vacuums for this site are planned to be more of a neutral color. Is that correct?

Mr. Rilett: Yes. This is the default rendering that they provide for all the sites. They also come in a gray or black, I believe Gray is the plan color for the site.

Mr. Long: Thank you. Thank you, Mr. Chairman

Mr. Wilshaw: All right. Good that we have that on record. Any other questions from any of our commissioners, before we make your decision?

Mr. Rilett: I do also have samples of the quick break materials and building materials. If anyone would like to see those to some point.

Mr. Wilshaw: Oh, do you have like a sample board that you can show us? Why not? Now our trusty camera crew can get it. That's fine, you can just rest them there. They'll pick it up.

Mr. Rilett: Some of the materials that will be used on the building facade, and then I also have this is an imitation wood that would be used as well on the exterior of the building,

Mr. Wilshaw: along with the brick there, yeah. Thank you.

Mr. Rilett: And then the materials used on the dumpster enclosure would be set to match the building as well.

Mr. Wilshaw: Okay, so the darker color that we're looking at on, which is on the right for me, is the lower portion of the building, and then the lighter color is the upper portion.

Mr. Rilett: Yep. And there'll be panelboard as well.

Mr. Wilshaw: Okay. All right. Excellent. Is there any questions or comments from any of our commissioners? Mr. Caramagno.

Mr. Caramagno: We've talked a lot about the building, what are the hours? Days? Tell us about that.

Mr. Rilett: So, weekdays and Saturdays would be 7am to 8pm, and Sundays 9am to 6pm. The vacuums shut off at eight, but they're on until the customers using them leave. So, they are automatically shut off at 8:30. The lighting will be off by 10:30, and there's generally no loitering issues with a carwash site like this.

Mr. Caramagno: How many cars do you expect to travel through here on a given day? I'm sure the weekends are more but what kind of traffic?

Mr. Rilett: So, 100% efficiency, that can be a car every 36 seconds or 100 vehicles an hour. Ninety-eightth percentile queue length is only eight cars and we can have stacking space for up to 28. So there's not going to be any issue backing out and blocking the actual traffic through the road. That just doesn't happen. As far as total volume…Dennis might be able to speak to that slightly better than I can, bBut 100 vehicles an hour is basically the overall volume that we can service.

Mr. Caramagno: So that's what you can service. Is that typically what a carwash of this size will service or is it more or less, I mean, that's obviously optimal what you're looking for there.

Mr. Rilett: I will let Dennis talk to you about that.

Mr. Miller: One hundred on a snowy day or early, sunny day in the wintertime when everyone's getting a carwash type thing. We have the capacity to do 100, but that doesn't happen very often, maybe a couple of times a year. So it's more than you know, the 30-40 cars type of thing an hour, you know, on a day and the stacking like you said, the stack and we got all kinds of stacking and usually six to eight car stacking on typical day and on a really really busy day we hit here we have the opportunity to stack a lot more cars but as it gets busier, our people know it's getting busier to them and they go outside and direct the traffic to make sure there's not issues on Wayne Road or Plymouth Road to make sure that people get in and out and it's not problems for the interior of the site.

Mr. Caramagno: I think my question was more in line with how much more traffic is this going to add to the area based on the lady's question earlier getting out of her driveway. Is it gonna be much more dramatic than what the Burger King was?

Mr. Miller: No, not at all. We feed off the traffic that…there's a lot of traffic there obviously at Wayne and Plymouth Roads, but it's more local neighborhood traffic too, so we don't bring people in from miles and miles away unless someone's working down the street or something on their way out and that type of thing. So, with more of a neighborhood type destination for everybody. So, we feed off the traffic that is there. We would expect a decrease in volume compared to Burger King.

Mr. Caramagno: Okay, I see. You added to the driveway in front of the carwash. Kind of squared that up a little bit to get out. Make it a cleaner exit once you come out of the carwash?

Mr. Rilett: Yes. The existing geometry of the exit lane aligns more with our bypass lane, the actual exit of the building itself. So, we did…that was one of the only areas where we deviated from the existing pavement layout was to make a more fluid transition from the building exit to the exit lane on the northeast corner of the property there.

Mr. Caramagno: Yeah. Good. Thank you.

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

Mr. Taormina: I believe you had a note indicating that signage would be installed to prohibit left hand turns on the two Plymouth Road driveways. What was your plan there?

Mr. Wilshaw: Restricting left turns on to Plymouth Road.

Mr. Rilett: Oh, yeah. So, at first we were…because this exit lane is in the northeast corner and is technically far enough away from the intersection where if we wanted to try to include a left turn lane, it would have been allowable by the…legally, but based on the geometry of Plymouth Road itself, with the two left turns there and the existing geometry of the driveway in order to not interfere with the MDOT right away at this point, we decided to restrict it to right turn only.

Mr. Taormina: Just so that everyone is clear, you're talking about which driveway restricting…

Mr. Rilett: The northeast corner. Basically, the one that would come straight out from the carwash itself.

Mr. Taormina: There would be no left turns from either of the two driveways on Plymouth Road?

Mr. Rilett: Yes, that would be true.

Mr. Taormina: Thank you.

Mr. Wilshaw: Okay, and that would be accomplished through a sign?

Mr. Rilett: Yes, we have a sign shown on the site plan, as well as the paint marking sign on the pavement itself.

Mr. Wilshaw: Okay. All right. Any other questions or comments? Just a couple of quick questions. Your business model, is it a primarily a subscription-based carwash service? Or are we looking at pay per use? You can do both?

Mr. Miller: Both. We try to do the monthly use if we can, but I think it's $7 to do a single wash if you want to do that. You can add wax to it, and there's a scale and everything. We don't have any opening in southeast Detroit yet. So, we're looking forward to a lot of locations next year. The closest one is in Toledo. We have seven in Toledo.

Mr. Wilshaw: Okay

Mr. Miller: And we're out of Columbus, our headquarters are out of Columbus. And we're in five different states. And I think we just hit 90 carwashes was all operated by the company, no franchisees. So, it's all company run district managers and regional managers and that type of thing. So, it's real consistent operations too.

Mr. Wilshaw: That was actually going to be my next question. Was this a franchise operation? But okay, so it's corporate owned. And there is not a lot of space between the pay stations and the actual entrance to the carwash? I assume that? Is there some sort of queuing process that happens at the gate where the gate doesn't open until there's room for the car to move forward? Or how does that work if we get backed up?

Mr. Rilett: Yeah, the gates are intended to stagger the cars into the actual funnel toward the building itself. And the space there is meant to maximize the amount of stacking spaces that we do have, just in case of high peak volume, just to make sure that that doesn't backup and restrict. Because we don't allow left turns out of

there, we want to make sure that cars are able to get to that lane road exit, if they do want to go left on Plymouth. So, we wanted to make sure as much as possible that there's not going to be any chance of cars backing up and blocking that turnout.

Mr. Wilshaw: Okay. And normally when I've seen these tunnels type carwashes, there's a person that stands at the entrance to the carwash that kind of guides cars onto the rails and so on. Is that…are you going to have a person doing that as well? Or is that…

Mr. Mitchell: No, it depends on how busy it is. But we, you know, we have three people. So, there's one person probably in the office and one person outside and the other person is kind of floating around and making sure that everything's running smoothly. So, issues, you know, we got people that are ready to act if something goes wrong, or someone's having trouble getting on the right conveyor system and that type of thing.

Mr. Wilshaw: So, people pretty much do it themselves there with your system.

Mr. Mitchell: Yeah, pretty much.

Mr. Wilshaw: Interesting. Okay. All right. I think that covers my questions. I think there's a couple more here. Mr. Long.

Mr. Long: Thank you, Mr. Chairman. One thing stood out. Mr. Rilett. You said in response to Mr. Caramagno's question about the hours that they would shut down at eight o'clock Monday through Saturday, however, the lights would remain on until 10:30. Is there a reason why the lights have to stay on that much after closing?

Mr. Rilett: That's just the standard for the Express wash system.

Mr. Mitchell: Depending on the area, you know, we could turn them off earlier if we had to. Once we are closed, we are closed. I think we have wall packs that we keep on all night long, just kind of for security reasons, but, I mean, the lighting after 8:30, I think that's probably more of a summertime thing, you know. It doesn't get dark 'til 10:30. So, we probably can put that outside time of when they go off. So…

Mr. Long: Okay, you know, it doesn't make a whole lot of sense to me to have them on when you're not…for you not for the city, not for the neighbors, not for anybody and yeah, during the summer,

it's not gonna matter. I would suggest a change to that. Thank you. Thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Mr. Long. Was there any other questions from any commissioners? Mr. Ventura?

Mr. Ventura: Thank you, Mr. Chairman. Mr. Rilett, many car washes of this type that I'm familiar with, have people standing outside the exit where the cars come out and they hand drive the cars. Is that something that happens here?

Mr. Miller: No. Our drying systems are really, really nice, so they have this… we have the shami kind of system too besides the blowers that go…we have shammies to do the car. So, it's pretty good when they get out of there, so we don't do the full service drying afterwards, and we don't do the interior cleaning and all that kind of stuff. It's express and they leave. Besides people, a lot of times people go to the vac after they get the carwash. They'll go to the vacs and use the vacuum cleaners and they're free, of course. So, we'd like to have usually our typical, we'd like to have 20 vacs if we can just with our customers that it's surprising how many people like to use the vacs, you know, once they got familiar with them.

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

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions? We've exhausted all our questions. I think we are now in a point where we can have a motion. Thank you for your time. Thank you, sir. Oh, Mrs. Mitchell, do you want to come forward? That way we can hear you over those fans.

Mrs. Mitchell: My husband was just questioning like, well, you had a conversation about this, but my husband was questioning…wanted to confirm the entrance and the exit to the carwash, because sometimes we couldn't hear, and then this brought up another thought. Our neighbors across the street from us. We didn't talk to them. I don't know if they received the information or not, because directly across the street from us on Wayne Road, you know, to see if they received the notices, because I think that they would be affected more than we would be. Right. That's all.

Mr. Wilshaw: Yeah, there's a…I think it's a five…is it a 500-foot radius, Mr. Taormina?

Mr. Taormina: 300 feet. So, anyone within 300 feet radius of the property would receive a notification.

Mr. Wilshaw: Okay. So the people that are immediately south of the property, I'm sure would have been notified…your neighbors in that area. In fact, this yellow, yellow highlighted properties on this map are the ones that were notified based on that radius. So, it's a pretty good range of people there that are around the property. As far as the drives go, the discussion was about restricting left turns out of the two drives that go to Plymouth Road, because of the fact that there's the double left turn lane, right there to go on to Wayne. So, the petitioner is going to indicate right turn only for those two north drives exiting Plymouth Road. That was that was the discussion there. Okay? S,o does that answer your questions?

Mrs. Mitchell: Yes, it does.

Mr. Wilshaw: Very good. Your husbands behind you is he's got a…

Mr. Mitchell: I got a question. Is the entrance on Wayne Road, north Wayne road, just this side of Plymouth. And this will be on Plymouth?

Mr. Wilshaw: There's going to be two exits on Plymouth Road and then there's gonna be the exit on Wayne road as well.

Mrs. Mitchell: Okay, I can show him on the diagram that we have here.

Mr. Wilshaw: Yeah, basically, none of the exits are… the curb cuts, if you will, from the existing property aren't going to change. They're all going to remain the way they are currently. So, there's the one on Wayne road and two on Plymouth.

Mrs. Mitchell: Okay. I'll show it to him on the diagram.

Mr. Wilshaw: You have the map there, okay. All right.

Mrs. Mitchell: Thank you.

Mr. Wilshaw: You're welcome, ma'am. If there's no questions from any of our commissioners. A motion will be an order.

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

#08-58-2023 ***RESOLVED***, That the City Planning Commission does hereby recommend to City Council that Petition 2023-07-02-11

submitted by The Mannik & Smith Group, Inc. requesting waiver use approval under Section 6.07 of the Livonia Zoning Ordinance, as amended, to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33, be approved subject to the following conditions:

1. The Site Plan, identified as C200, dated August 21, 2023, prepared by Mannik Smith Group, is approved and shall be adhered to.

2. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 9:00 a.m. to 6:00 p.m.

3. The Landscape Plan identified as L100, and Landscape Notes & Details identified as L101, both dated August 21, 2023, prepared by Mannik Smith Group, are approved and shall be adhered to.

4. The Plymouth Road Development Authority (PRDA) streetscape improvements (i.e., brick piers and fencing) shall be installed along Plymouth Road to the satisfaction of the Planning Director.

5. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

6. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

7. The Exterior Elevations Plan, identified as A2-1, dated May 17, 2023, prepared by SBA Studios, is approved and shall be adhered to.

8. All rooftop mechanical equipment shall be concealed from public view on all sides by screening, consisting of material compatible in color with other exterior materials on the building.

9. The three walls of the trash dumpster area shall be constructed out of building materials that complement the

building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

10. All 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 onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:30 p.m. and 7:30 a.m.

11. The Inspection Department shall review the existing masonry wall along the south property line and, if needed, be brought up to the Zoning Ordinance's current specifications.

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

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

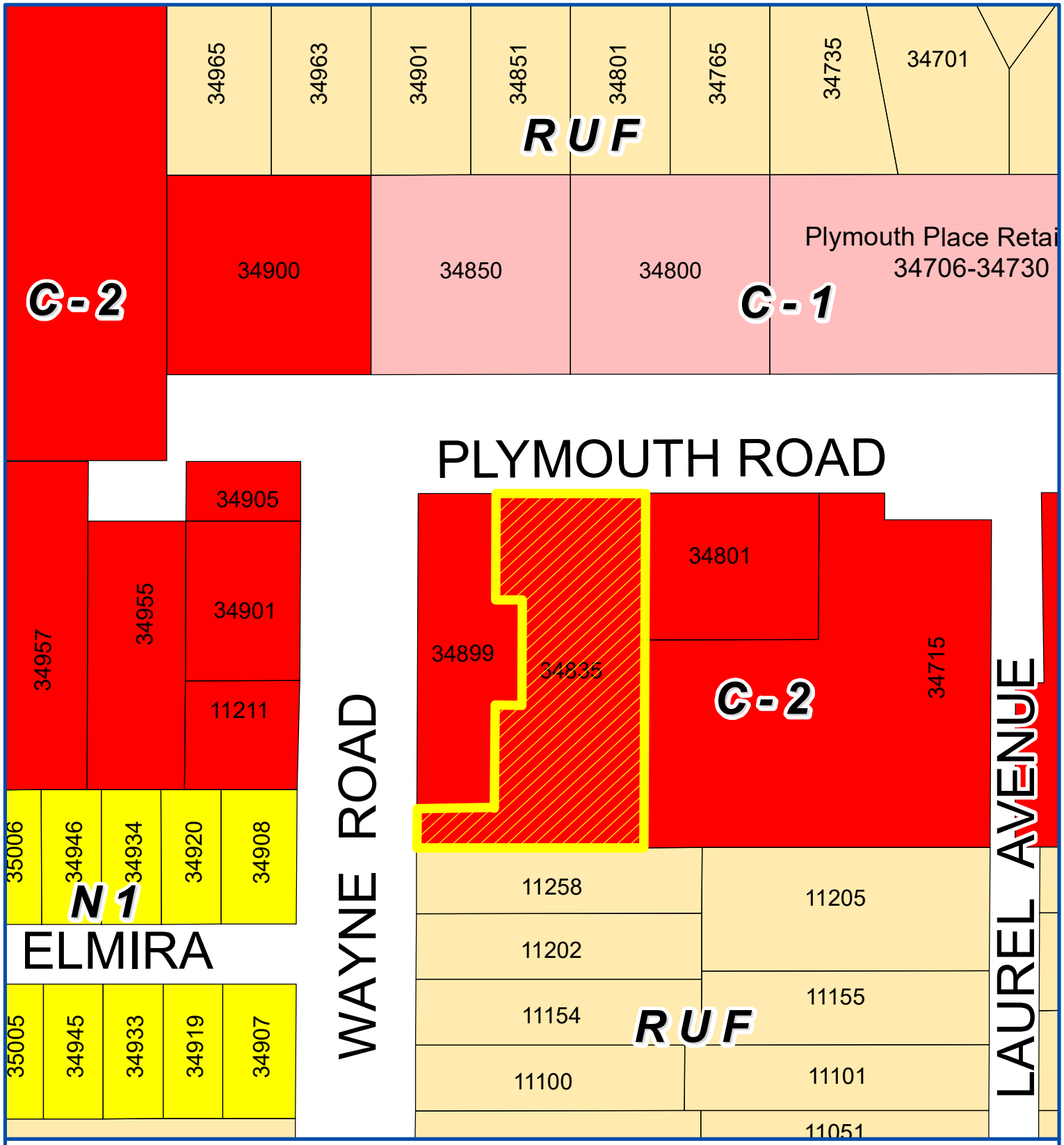
14. Unless approved by the Inspection Department, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

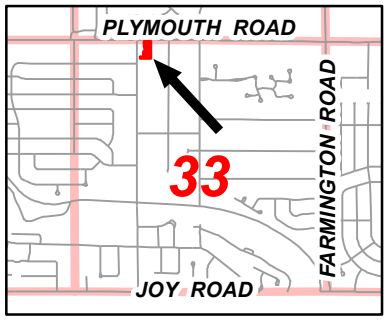
15. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s) and

16. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year 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.





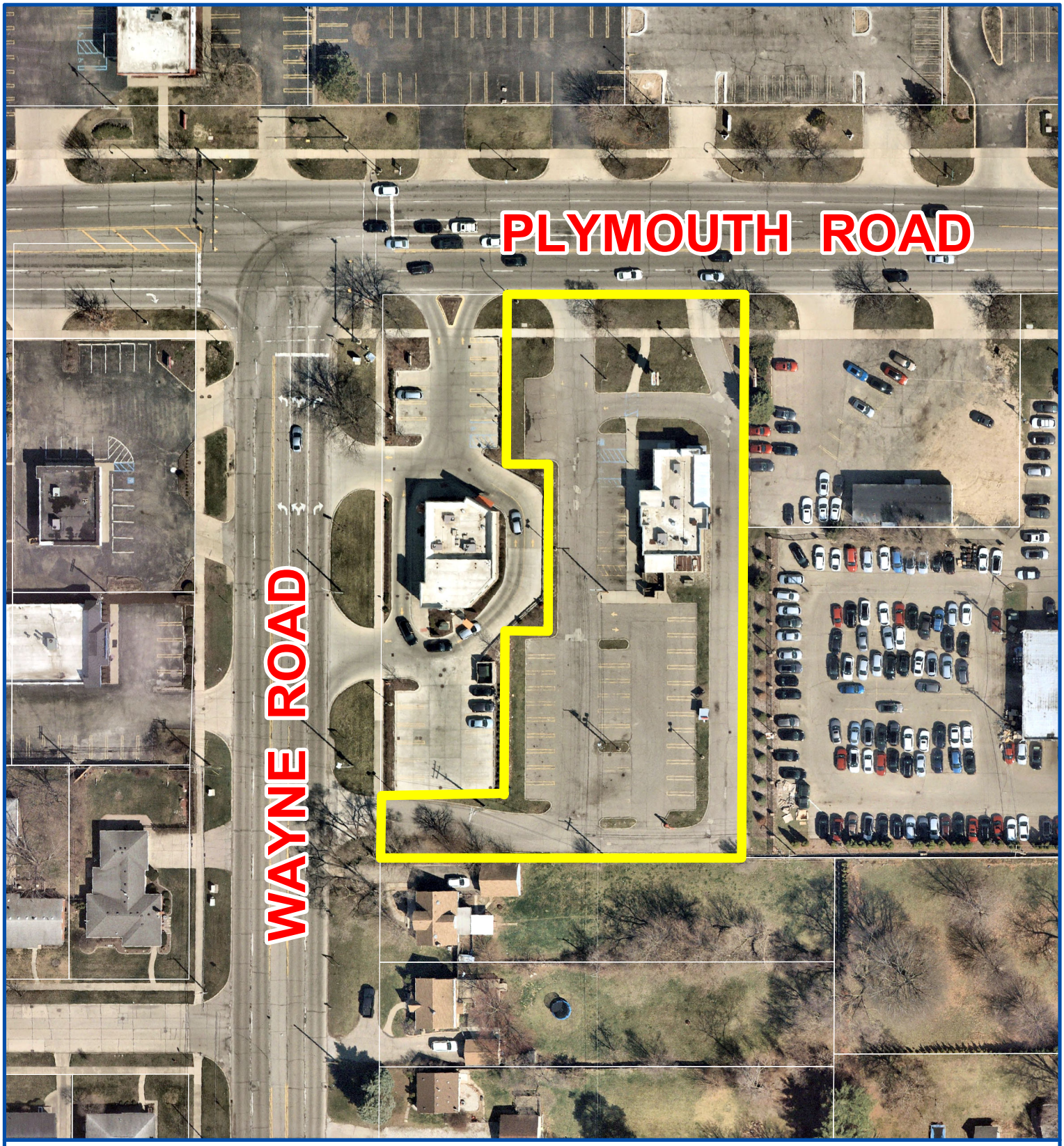
Address & Zoning Map

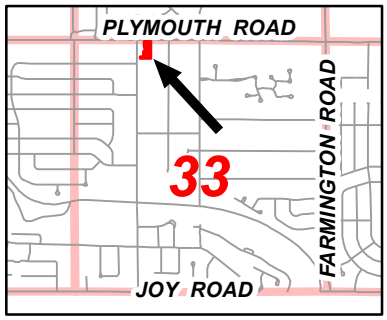
Petition 2023-07-02-11
Clean Express Auto Wash
34835 Plymouth Road

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2023-07-02-11
Clean Express Auto Wash
34835 Plymouth Road

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 2

Petition 2023-07-02-11 submitted by The Mannik & Smith Group, Inc. requesting waiver use approval under Section 6.07 of the Livonia Zoning Ordinance, as amended, to demolish an existing restaurant (Burger King) and construct a new automated car wash facility (Clean Express Auto Wash), at 34835 Plymouth Road, located on the south side of Plymouth Road between Stark and Wayne Roads in the Northwest ¼ of Section 33.

August 22, 2023: Study Meeting:

Petition 2023-07-02-11 involves constructing a new automated carwash facility at the former Burger King restaurant site on the south side of Plymouth Road just east of Wayne Road. The plan is to demolish the restaurant and redevelop the site for a new Clean Express Auto Wash. The property is zoned C-2 (General Commercial), which treats auto wash establishments as a waiver use under Section 6.07 of the Livonia Zoning Ordinance.

The parcel has a net land area of 1.23 acres, with 150 feet of frontage on Plymouth Road and a depth of 355 feet. The parcel also has forty feet (40') of frontage on Wayne Road, providing secondary access to the back of the property. The existing 2,750-square-foot restaurant is located near the front of the site, along the east property line. The site's off-street parking is on the west and south sides of the building. There are three (3) driveways, including two (2) off Plymouth Road and one (1) off Wayne Road. The site was initially approved as a restaurant in 1983. Burger King closed earlier this year, and the building has been boarded up to discourage vandalism.

To the west and east of the restaurant, fronting along Plymouth Road, are a variety of commercial uses zoned C-2. To the south are RUF (Rural Urban Farm) zoned residential homes that are part of the Supervisor's Livonia Plat No. 1 Subdivision. And to the north, on the opposite side of Plymouth Road, are a variety of commercial uses zoned C-2 and C-1 (Local Business).

The proposed 3,677-square-foot car wash building would be in the same general location as the existing restaurant, along the east side of the property. The overall dimensions of the carwash are 31.5' x 122.80'. Ingress and egress would remain unchanged, with two (2) driveways on Plymouth Road and one (1) on Wayne Road. The west driveway on Plymouth Road and the driveway on Wayne Road would accommodate two-way traffic. The east driveway on Plymouth Road would remain one-way, right-turn only for vehicles exiting the car wash facility. Three (3) service lanes would provide access to the carwash. The lanes commence along the south side of the property, maneuvering east and then looping north around to the south side of the building where the facility's entrance would be located. All three (3) lanes would provide stacking for vehicles.

Each lane would have a pay station approximately fifty feet (50') from the facility's entrance. The point-of-sales kiosks contain digital menu boards and self-serve pay

stations with non-illuminated overhead canopies. Automated gates would control vehicle access. Beyond the pay stations, the service lanes taper to form a single drive aisle to manage vehicles as they enter the facility. A seventeen-foot (17') wide by-pass lane would be provided along the east side of the carwash. This by-pass lane is after the pay stations. Parking is provided on the west half of the site, between the car wash and the neighboring Dunkin Donuts. As customers exit the car wash, they can either leave the site utilizing the eastern driveway onto Plymouth Road or remain on the property by turning left along a short drive aisle that loops back around to access the facility's parking lot and vacuums. Patrons could also drive south through the parking lot, turn west, and exit onto Wayne Road.

In a C-2 district, the minimum required front yard setback for a building is fifteen feet (15'). The proposed building is set back approximately fifty-five feet (55'). The minimum required setback for the rear yard is eight feet (8'); in this case, the carwash would be approximately 143 feet from the south property line. For the side yards, Section 6.07 requires that a building be situated no closer than thirty-five feet (35') on one (1) side of the property and eight feet (8') on the other. The carwash would be set back twenty-three feet (23') on the east and sixty-six feet (66') on the west. The building complies with all minimum required setback regulations.

The submitted floor plan shows the layout of the automated auto wash facility. The east half of the building would consist of the wash bay, and the west half would contain the mechanical systems, a unisex restroom, and an office.

The ordinance requires at least twenty (20) parking spaces for auto wash establishments. The site plan shows twenty-five (25) parking stalls within the parking lot on the west side of the building. Twenty-one (21) spaces would be equipped with self-serve vacuum stations. The spaces would measure twelve feet (12') in width, allowing some additional room for customers to maneuver the vacuum equipment around the vehicles for easier access.

The exterior of the building would include light and dark shades of Quik-Brik® and horizontal fiber cement siding. Windows would be installed on both sides of the building. The front and rear elevations contain overhead doors that would be used to enter and exit the facility. The one-story flat roof structure would have a maximum height of 22'-4".

A 12' x 13' dumpster enclosure is shown at the south end of the parking lot. The enclosure walls would be 7'-4" tall with a Quik-Brik® veneer exterior. The swing gates would consist of cedar fencing, which is inconsistent with the City's policy of requiring a durable, long-lasting solid panel material.

The site's storm runoff would be detained underground. Correspondence from the Engineering Department indicates that a public water main and sanitary sewer currently serve the site. The petitioner must provide drainage and stormwater treatment details to the Engineering Department before obtaining building permits.

For landscaping, Section 10.03 requires three (3) full-size trees, one (1) ornamental tree, and twenty-one (21) shrubs along Plymouth Road. The plan shows three (3) full-size trees, one (1) ornamental tree, and twenty-six (26) shrubs. Landscaping is also provided around the site's perimeter, within the parking lot, and along the foundation of the building. All landscaped areas would be maintained with an automatic irrigation system. The plan does not note or show any Plymouth Road Development Authority (PRDA) streetscape improvements.

Where the site abuts residential to the south, the Zoning Ordinance requires a six-foot (6') high masonry wall or opaque fence with or without a twenty-foot (20') wide greenbelt buffer, with one (1) tree per twenty (20) linear feet (minimum of 50% evergreen trees), subject to City Council review and approval. Currently, a five-foot (5') high masonry wall is along the entire length of the south property line. The site plan notes a "*6' masonry wall or opaque fencing."* It is unclear whether the existing wall would be replaced.

The submitted photometric plan and accompanying lighting features and specification sheets provide detailed information on site lighting, including the location and type of light sources and illumination levels. The mounting height of the lights would be twenty-two feet (22') above finish grade (AFG), including twenty-foot (20') high poles on two-foot-high (2') bases. This is inconsistent with the City's Outdoor Lighting Policy, which specifies that pole-mounted lights be limited to a height of twenty feet (20') AFG. Additionally, the photometric plan indicates that the average illumination level for the overall parcel would be over 2.2 foot-candles, which exceeds the specified 1.0 foot-candle Maximum Level of Illumination for the Average of the Area under Section 7.22.

The carwash would be allowed two (2) wall signs totaling at most 46.5 square feet. Also permitted is one (1) ground-mounted monument sign, not to exceed thirty (30) square feet in area and six feet (6') in height with a setback of at least ten feet (10') from any right-of-way line. The Elevations Plan shows three (3) wall signs on the building, two (2) that read "*CLEAN EXPRESS AUTO WASH*" and one (1) with the graphic "*FREE VACUUMS,*" totaling approximately 100 square feet. The cut-out of the proposed ground sign, illustrated on sheet A6-1, presents a thirty-two (32) square foot sign. Any signage over what is permitted by the sign ordinance would require a variance from the Zoning Board of Appeals.

A special requirement of Section 6.07 specifies that a proposed auto wash establishment must be located at least 150 feet away from any church, public or parochial school, or playground, as measured from property to property. No church, school, or playground exists within 150 feet of the subject site.

The closest automatic car wash facility is the existing Zax Auto Wash located at 36001 Plymouth Road, which is approximately 0.5 miles east of the subject site. A self-service car wash facility, Power Bright Car Wash, is also at 33911 Plymouth Road, about 0.42 miles west of the subject site.

August 29, 2023: Public Hearing:

A review of the 1983 meeting minutes and plans for the Burger King restaurant showed that the traffic movements on both Plymouth Road driveways were intended to be one-way, with the east driveway being a right-turn exit only and the west driveway serving as ingress only.

On August 24th revised plans were submitted. The changes include: 1) Wall signage reduced to 1 exterior wall sign. 2) Dumpster Detail adjusted to call for metal swing gates. 3) Traffic access to northeast exit altered for better flow from carwash exit. 4) Plymouth Road Development Authority streetscape improvements, including wall and fencing, added to plans. 5) Directional signage will be added to clarify exit options from northeast exit drive. The Petitioner also explained that the location of the bypass lane would remain after the pay stations. An attendant will be on site to allow cars through to the bypass lane if they are unable to pay at the pay station. The layout of the bypass lane is intended to match the existing Burger King drive-thru lane location.

Approving Resolution: The request to construct a new automated auto wash facility at 34835 Plymouth Road is approved, subject to City Council approval and the following conditions:

1. The Site Plan, identified as C200, dated August 21, 2023, prepared by Mannik Smith Group, is approved and shall be adhered to.

2. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 9:00 a.m. to 6:00 p.m.

3. The Landscape Plan identified as L100, and Landscape Notes & Details identified as L101, both dated August 21, 2023, prepared by Mannik Smith Group, are approved and shall be adhered to.

4. The Plymouth Road Development Authority (PRDA) streetscape improvements (i.e., brick piers and fencing) shall be installed along Plymouth Road to the satisfaction of the Planning Director.

5. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

6. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

7. The Exterior Elevations Plan, identified as A2-1, dated May 17, 2023, prepared by SBA Studios, is approved and shall be adhered to.

8. All rooftop mechanical equipment shall be concealed from public view on all sides by screening, consisting of material compatible in color with other exterior materials on the building.

9. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

10. All 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 onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:30 p.m. and 7:30 a.m.

11. The Inspection Department shall review the existing masonry wall along the south property line and, if needed, be brought up to the Zoning Ordinance's current specifications.

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

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

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

15. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s) and

16. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

Denying Reasons: The request to construct a new automated auto wash facility at 34835 Plymouth Road is denied for the following reasons:

1. The petitioner has failed to comply with all general standards and requirements provided under Sections 1.02 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. The intensity of the proposed use would negatively affect the neighboring properties.

3. The proposed use would unduly tax and conflict with the area's established and normal traffic flow.

4. The proposal significantly impacts adjoining parcels, public services, and community planning efforts, and

5. The petitioner has failed to comply with all the necessary concerns for the safety and welfare of the City and its residents.

SITE IMPROVEMENT PLANS FOR

EXPRESS CAR WASH

34835 PLYMOUTH RD
LIVONIA, MI, 48150

PROJECT DESCRIPTION

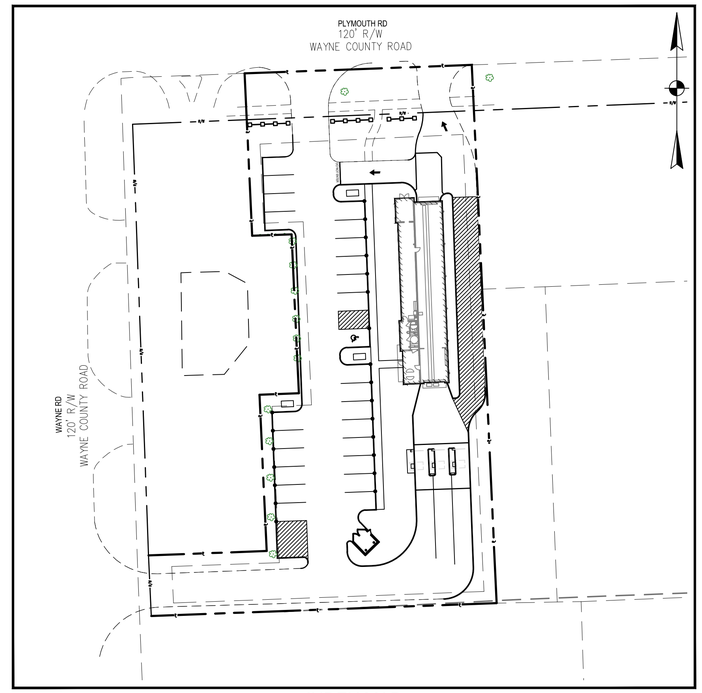
REDEVELOPMENT OF A PREVIOUS BURGER KING TO A CARWASH WITH VACUUM STALLS AND ASSOCIATED PARKING. MAXIMUM NUMBER OF EMPLOYEES PER SHIFT WILL BE 7.

SITE DATA

PARCEL NUMBER	130-01-0009-004
PARCEL SIZE	1.23 ACRES – 53,705 SQ. FT.
ZONING:	SITE – C-2 GENERAL BUSINESS NORTH – C-1 LOCAL BUSINESS SOUTH – RUF RURAL URBAN FARM EAST – C-2 GENERAL BUSINESS WEST – C-2 GENERAL BUSINESS
LAND USE:	NORTH – GENERAL STORE SOUTH – RESIDENTIAL EAST – RESTAURANT WEST – RESTAURANT
EXISTING USE	DRIVE-THRU RESTAURANT
PROPOSED USE	CAR WASH
PARKING REQUIRED	20 SPACES REQUIRED
MAXIMUM ALLOWABLE PARKING	120% OF REQUIRED PARKING 25 SPACES
LOADING AREA REQUIRED	1 SPACE; 10' X 25'
STACKING PROVIDED	28 SPACES PROVIDED
PARKING PROVIDED	25 SPACES (1 ADA, 20 VACUUM STALLS, 4 STANDARD)
FRONT YARD SETBACK	15' REQUIRED (55' PROVIDED)
SIDE YARD SETBACK	8' REQUIRED (23' PROVIDED)
REAR YARD SETBACK	8' REQUIRED
PROPOSED FLOOR AREA	3,677 SQ. FT.
MAXIMUM BUILDING HEIGHT	35'
PROPOSED BUILDING HEIGHT	1 STORY – 22' 4"

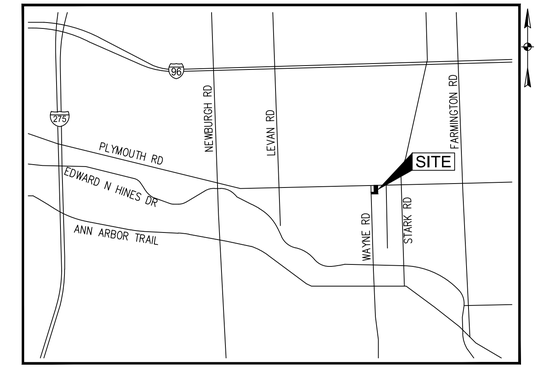
LEGAL DESCRIPTION

LAND SITUATED IN THE CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS SUPERVISORS LIVONIA PLAT NO 1 T1S R9E (LIBER 65 PAGE 52) OF WAYNE COUNTY RECORDS THE WEST 24 FEET OF LOT 9 ALL OF LOT 10 & PT OF LOT 11
DESCRIBES AS BEGINNING SOUTH 89°54'30" EAST 105.00 FT FROM THE NORTHWEST CORNER OF LOT 11; THENCE SOUTH 89°54'30" EAST 150.00 FT; THENCE SOUTH 00°25'15" WEST 355.45 FT; THENCE NORTH 89°54'30" WEST 228.00 FT; THENCE NORTH 00°25'15" EAST 40.00 FT; THENCE SOUTH 89°54'30" EAST 78.00 FT; THENCE NORTH 00°25'15' EAST 103.20 FT; THENCE SOUTH 89°54'30" EAST 26.00 FT; THENCE NORTH 00°25'15" EAST 105.00 FT; THENCE NORTH 89°54'30" WEST 26.00 FT; THENCE NORTH 00°25'15" EAST 107.25 FT TO POINT OF BEGINNING. CONTAINING 1.23 ACRES.



INDEX MAP

0 20 40 80
SCALE: 1" = 40'



VICINITY MAP

NOT TO SCALE

APPROVALS

SIGNATURES BELOW SIGNIFY CONCURRENCE WITH THE GENERAL PURPOSE AND LOCATION OF THE PROPOSED PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE DESIGN ENGINEER PREPARING THE PLANS.

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

INDEX OF SHEETS

COVER SHEET C000
EXISTING CONDITIONS C100
SITE PLAN C200
LANDSCAPE PLAN L100
LANDSCAPE NOTES AND DETAILS L101
ARCHITECTURAL FLOOR PLANS A1-1
ARCHITECTURAL ELEVATIONS A2-1
SITE DETAILS A6-1
PHOTOMETRIC PLAN ..... N/A

ENGINEER OF RECORD

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

CONTACT: KYLE WRENTMORE
ADDRESS: 1160 DUBLIN ROAD, SUITE 100
COLUMBUS, OH 43215
PHONE: 614.441.4222
EMAIL: KWRENTMORE@MANNIKSMITHGROUP.COM

EUPONINE PIERRE, PE DATE
REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

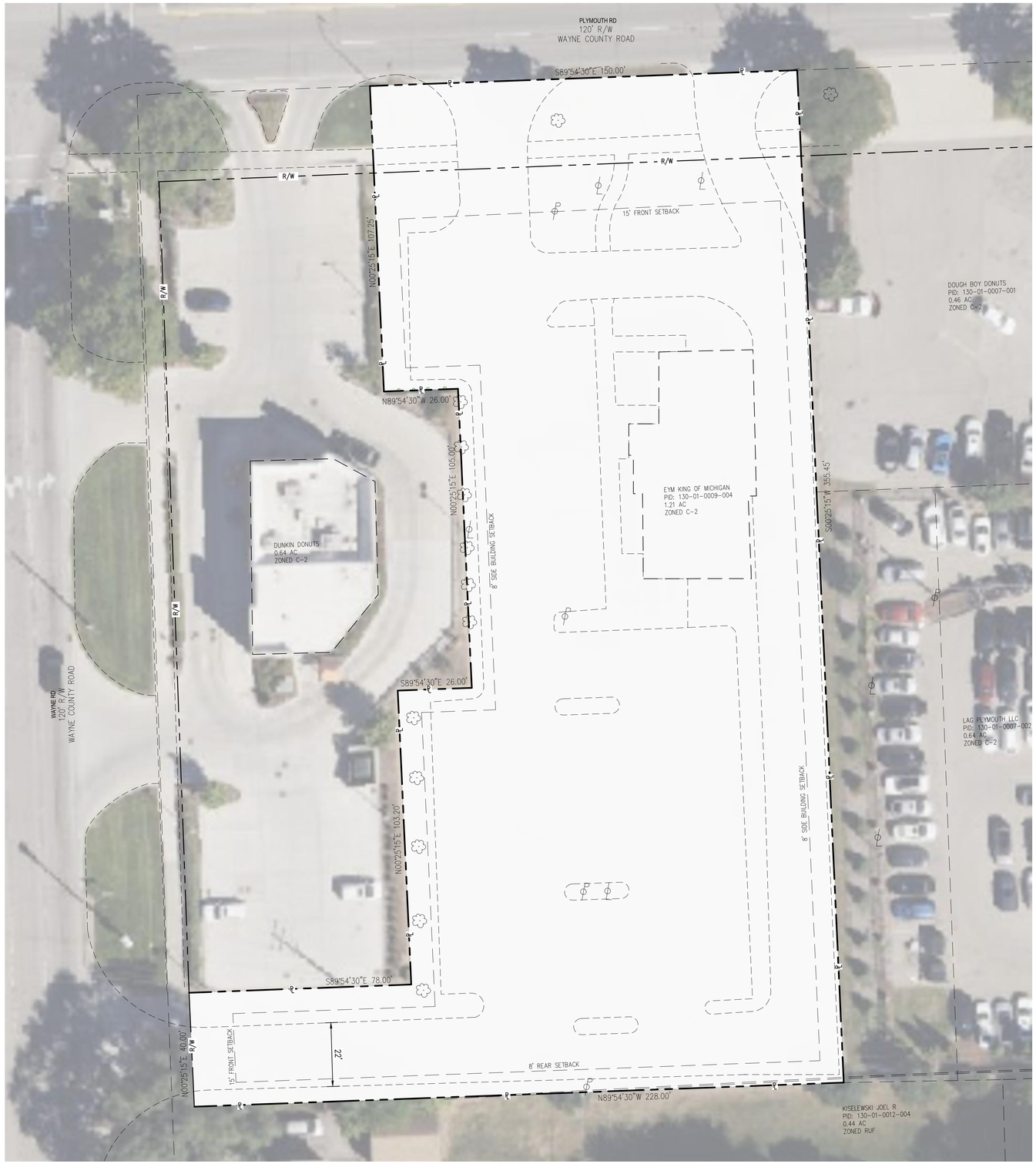
MICHIGAN Utility Notification CENTER
811 or 1-800-482-7171
Know What's Below. Call Before You Dig.

REV. NO.	DATE	BY	REVISION DESCRIPTION

PROJECT DATE: 08/21/23
PROJECT NO.: 401.2300286

C000

W:\Projects\2023\401.2300300-0039\401.2300286\00\CADD\TS\2300286_COVER SHEET.dwg Last saved 8/24/2023 11:22 AM by jbhoik, jpotter 8/24/2023 11:23 AM



LEGEND

PR ℄	EX PROPERTY LINE
R/W	EX RIGHT-OF-WAY LINE
	EX TREE
	EX LIGHT POLE

NOTES

1. SEE PHOTOMETRIC PLAN FOR LIGHT POLE LOCATIONS.
2. ALL PARKING SPACES SHALL BE SINGLE STRIPED WITH FOUR-INCH WIDE STRIPES PER THE STANDARDS IN THE MICHIGAN MANUAL OF UNIFORM TRAFFIC DEVICES.

GRAPHIC SCALE

0 10 20 40

1 INCH = 20 FEET

NO.	DATE	BY	DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 8/21/2023
PROJECT NO: 401.2300286
DRAWN BY: JAR
CHECKED BY: KJW

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE PLAN FOR
CLEAN EXPRESS CAR WASH
34835 PLYMOUTH RD
LIVONIA, MI, 48150

EXISTING CONDITIONS PLAN

C100

H:\Projects\2023\401.2300300-03399\401.2300286.00\CADD\CIVIL\2300286_Existing Conditions.dwg Last saved 7/28/2023 10:46 AM by JPirek, plotted 8/24/2023 11:22 AM

LEGEND

PR ℄	EX PROPERTY LINE
R/W	EX RIGHT-OF-WAY LINE
4	PARKING COUNT
	PR ASPHALT PAVEMENT
	PR CONCRETE PAVEMENT
	PR CONCRETE SIDEWALK

NOTES

1. SEE PHOTOMETRIC PLAN FOR LIGHT POLE LOCATIONS
2. ALL PARKING SPACES SHALL BE SINGLE STRIPED WITH FOUR-INCH WIDE STRIPES PER THE STANDARDS IN THE MICHIGAN MANUAL OF UNIFORM TRAFFIC DEVICES.
3. VACUUMS TO SHUT OFF DAILY AT CLOSE OF BUSINESS.

GRAPHIC SCALE

0 10 20 40

1 INCH = 20 FEET

NO.	DATE	BY	DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 8/21/2023
PROJECT NO: 401.2300286
DRAWN BY: JAR
CHECKED BY: KJW

TECHNICAL SKILL. CREATIVE SPIRIT.

Mannik Smith GROUP

www.MannikSmithGroup.com

PREPARED FOR:

EXPRESS WASH CONCEPTS

13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE PLAN FOR

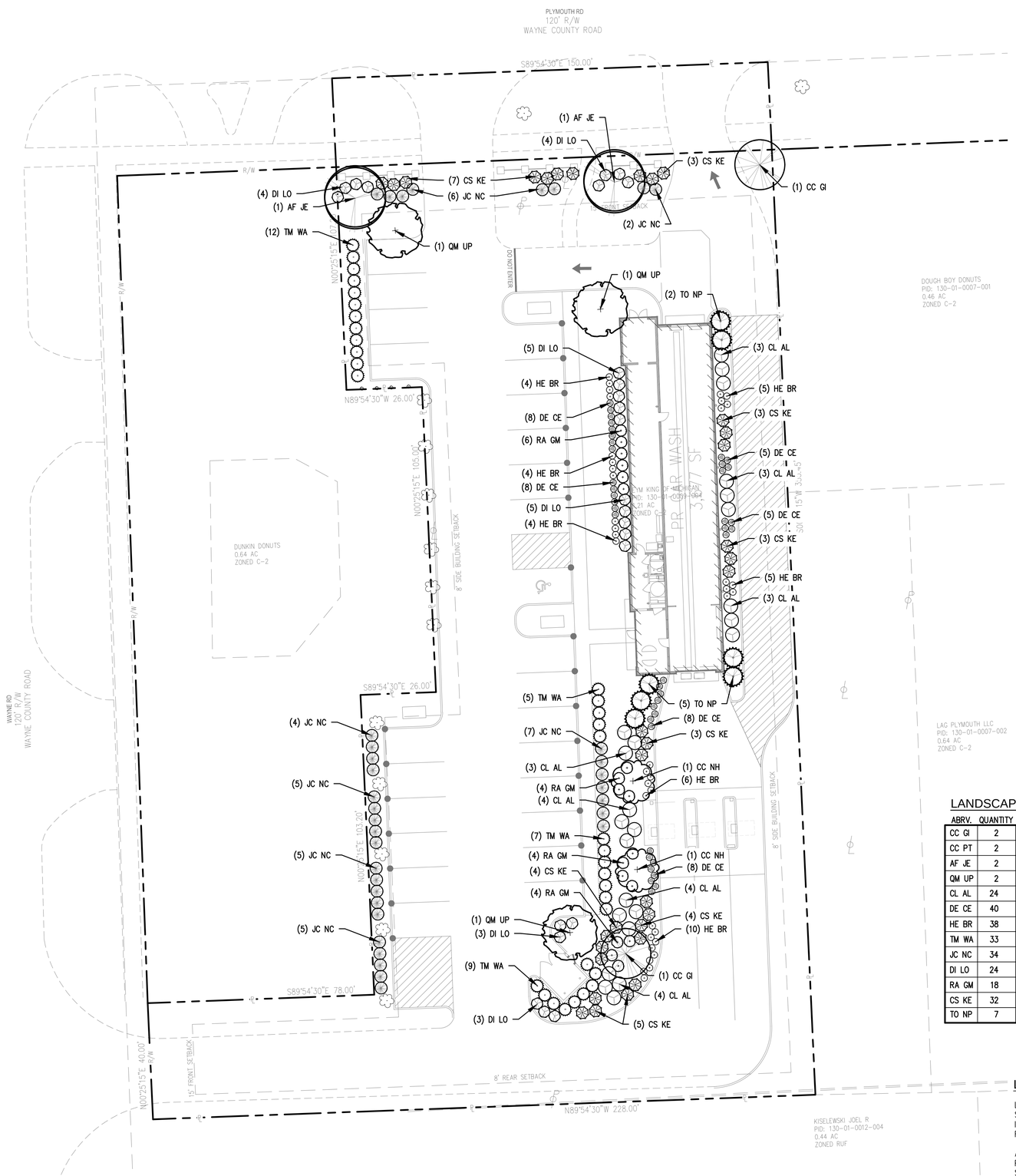
CLEAN EXPRESS CAR WASH

34835 PLYMOUTH RD
LIVONIA, MI, 48150

PRELIMINARY SITE PLAN

C200

H:\Projects\2023\401.2300286-00\Model\2300286-00SCAD\SHT\2300286_Site Plan.dwg Last saved 8/24/2023 11:11 AM by JRoat, jdoba 8/24/2023 11:49 AM



LEGEND

- PR DECIDUOUS TREE
- PR DECIDUOUS FLOWERING TREE
- PR EVERGREEN TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS
- PR FLOWERING PERENNIAL
- EXISTING TREE
- EXISTING SHRUB

LANDSCAPE CODE REQUIREMENTS

REQUIRED:		PROVIDED:
ORD3160–2023–ARTICLE X–SECTION 10.03:		
10.03(2.A.i)	PARKING LOT SCREENING LANDSCAPING. LANDSCAPING SHALL INCLUDE A LANDSCAPED YARD AT LEAST FIVE (5) FEET IN WIDTH CONTAINING AN OPAQUE SCREEN OF LANDSCAPING (EVERGREEN OR DECIDUOUS HEDGE) AT LEAST THREE (3) FEET IN HEIGHT. THE LANDSCAPING SHALL BE LOCATED AT LEAST TWO (2) FEET FROM THE FRONT OF A PARKING SPACE CURB SO AS TO ACCOUNT FOR VEHICLE OVERHANG.	EVERGREEN HEDGE PROVIDED TO SCREEN HEADLIGHTS.
10.03(5)	DEVELOPING ZONING DISTRICTS C–2 THAT ARE ADJACENT TO R–U–F DISTRICTS SHALL HAVE A SIX (6) FOOT HIGH MASONRY WALL OR OPAQUE FENCE AND/OR A TWENTY (20) FOOT WIDE GREENBELT BUFFER, WITH ONE (1) TREE PER TWENTY (20) LINEAR FEET (MINIMUM OF 50% EVERGREEN TREES), SUBJECT TO CITY COUNCIL REVIEW AND APPROVAL. R–U–F DISTRICT ABUTS THE SOUTH SIDE OF THE SITE.	WALL PROVIDED ALONG SOUTH SIDE OF PROPERTY.
10.03(1)	WHERE THE SITE ABUTS A PUBLIC ROAD RIGHT–OF–WAY, THE FOLLOWING FRONTAGE LANDSCAPING SHALL BE PROVIDED IN THE FRONT YARD AREA ADJACENT TO THE ROAD RIGHT–OF–WAY: 1 DECIDUOUS OR EVERGREEN TREE PER 40 FEET OF ROAD FRONTAGE, 1 ORNAMENTAL TREE PER 100 FEET, AND 8 SHRUBS PER 40 FEET. 100 LINEAR FEET OF ROAD FRONTAGE = 3 DECIDUOUS OR EVERGREEN TREES, 1 ORNAMENTAL TREES, AND 24 SHRUBS ARE REQUIRED.	3 DECIDUOUS TREES, 1 ORNAMENTAL TREE AND 26 SHRUBS PROVIDED ALONG R/W.
	15% OF THE TOTAL SITE IS REQUIRED TO BE LANDSCAPING. TOTAL SITE AREA = 53,705 SF 53,705 X 15% = 8,056 SF REQUIRED LANDSCAPED AREA.	20,696 SF (38.5%) LANDSCAPED AREA PROVIDED.

LANDSCAPE PLANT LIST

ABRV.	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	REMARKS	TYPE
CC GI	2	CRATAEGUS CRUS–GALLI INERMIS	THORNLESS COCKSPUR HAWTHORN	2" CALIPER	B&B	ORNAMENTAL TREE
CC PT	2	CERCIS CANADENSIS 'PINK TRIM'	NORTHERN HERALD REDBUD	2" CALIPER	B&B	ORNAMENTAL TREE
AF JE	2	ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE FREEMAN'S MAPLE	2" CALIPER	B&B	DECIDUOUS TREE
QM UP	2	QUERCUS MACROCARPA 'JFS–KW3'	URBAN PINNACLE BUR OAK	2" CALIPER	B&B	DECIDUOUS TREE
CL AL	24	CLETHRA ALNIFOLIA	SUGARTINA CRYSTALINA	1 GALLON	CONTAINER	DECIDUOUS SHRUB
DE CE	40	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GALLON	CONTAINER	ORNAMENTAL GRASS
HE BR	38	HEMEROCALLIS 'BESS ROSS'	DAYLILY 'BESS ROSS'	1 GALLON	CONTAINER	FLOWERING PERENNIAL
TM WA	33	TAXUS X MEDIA 'WARDII'	WARDS YEW	3 GALLON	CONTAINER	EVERGREEN SHRUB
JC NC	34	JUNIPERUS CONFERTA 'NICKS COMPACT'	NICKS COMPACT JUNIPER	3 GALLON	CONTAINER	EVERGREEN SHRUB
DI LO	24	DIERVILLA LONICERA	NATIVE BUSH HONEYSUCKLE	3 GALLON	CONTAINER	DECIDUOUS SHRUB
RA GM	18	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	3 GALLON	CONTAINER	DECIDUOUS SHRUB
CS KE	32	CORNUS SERICEA 'KELSEYI'	KELSEYI DWARF DOGWOOD	3 GALLON	CONTAINER	DECIDUOUS SHRUB
TO NP	7	THUJA OCCIDENTALIS 'ART BOE'	NORTH POLE ARBORVITAE	5' HEIGHT	CONTAINER	EVERGREEN TREE

LANDSCAPE IRRIGATION SYSTEM

LANDSCAPE CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF A LANDSCAPE IRRIGATION SYSTEM WITCH COVERS THE ENTIRE SITE PROPERTY. LAWNS, TREES AND LANDSCAPE BEDS SHALL BE IRRIGATED ON SEPARATE ZONES. IRRIGATION SYSTEM SHALL INCLUDE A SMART ELECTRONIC CONTROLLER WITH WEATHER SENSOR, RAIN DELAY SEASONAL ADJUST AND WATER BUDGET FEATURES.

A SEPARATE IRRIGATION METER AND BACKFLOW PREVENTOR PER CITY REQUIREMENTS AND ANY PERMITS SHALL BE INCLUDED. PROVIDE COMPLETE IRRIGATION DESIGN DRAWINGS AND SPECS FOR OWNER REVIEW PRIOR TO INSTALLATION. A COMPLETE SINGLE SOURCE IRRIGATION SYSTEM FROM HUNTER, RAINBIRD, OR TORO WILL ONLY BE ACCEPTED.

NO.	DATE	BY	DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 8/21/2023
PROJECT NO: 401.2300286
DRAWN BY: JAR
CHECKED BY: KJW

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE PLAN FOR
CLEAN EXPRESS CAR WASH
34835 PLYMOUTH RD
LIVONIA, MI. 48150

LANDSCAPE PLAN

L100

W:\Projects\2023\401.2300286\DWG\401.2300286-DWG\PLTS\2300286_Landscape Plan.dwg Last saved 8/24/2023 11:18 AM by JRichert, plotted 8/24/2023 11:19 AM

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash

CC GI Thornless Cockspur Hawthorn

Type: Deciduous Tree
Uses: Flowering tree
Growth Rate: Medium

Height: 20-30 feet high
Value: Wildlife Food Source
Foliage: Brilliant Red in Fall

CC PT Northern Herald Redbud

Type: Deciduous Tree
Foliage: Dark Green
Maintenance: Low

Height: 15-20 feet high
Value: Attracts Butterflies
Bloom Color: Pink Shades

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash page 2

Prepared by the Planning Department

AF JE Autumn Blaze Freeman's Maple

Type: Deciduous Tree
Growth Rate: Fast
Leaves: Red in Fall

Height: 40-50 feet high
Maintenance: Low
Foliage: Medium Green

QM UP Urban Pinnacle Bur Oak

Type: Deciduous Tree
Growth Rate: Medium
Leaves: Yellow in Fall

Height: 50-55 feet high
Maintenance: Low
Foliage: Green

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash

Prepared by the Planning Department

CL AL Sweet Pepperbush

Type: Deciduous Shrub
Usage: Hedge
Maintenance: Low

Height: 3-8 feet high
Attracts: Birds, Butterflies
Flowers: Showy, Fragrant

DE CE Tufted Hair Grass

Type: Ornamental Grass
Maintenance: Low
Usage: Accents

Height: 2-3 feet high
Spread: 1-2 feet wide
Bloom: gold, silver, purple & green

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash page 4

Prepared by the Planning Department

HE BR Daylily

Type: Perennials
Usage: Edging, Ground Cover
Maintenance: Low

Height: 2-3 feet high
Spread: 2-3 feet wide
Tolerance: Drought

TM WA Wards Yew

Type: Needled Evergreen
Maintenance: Low
Usage: Hedge, Ground Cover

Height: 3-6 feet high
Spread: 8-20 feet wide
Foliage: Dark Green needles

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash

Prepared by the Planning Department

JC NC Nicks Compact Juniper

Type: Dwarf Coniferous Shrub
Usage: Dense, spreading habit
Maintenance: Low

Height: 3-4 feet high
Spread: 4-6 feet wide
Foliage: Evergreen, blue-gray

DI LO Native Bush Honeysuckle

Type: Deciduous Shrub
Maintenance: Low
Usage: Hedge, Ground Cover

Height: 2-3 feet high
Spread: 2-4 feet wide
Attracts: Hummingbirds, Butterflies

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash page 6

Prepared by the Planning Department

RA GM Green Mound Alpine Currant

Type: Deciduous Shrub
Usage: Hedge
Maintenance: Low

Height: 2-3 feet high
Spread: 2-4 feet wide
Tolerate: Drought, Heavy Shade

CS KE Dwarf Dogwood

Type: Deciduous Shrub
Maintenance: Low
Usage: Ground Cover

Height: 2-3 feet high
Spread: 2-3 feet wide
Attracts: Birds, Butterflies

Pictures and Information of Landscape Materials

Petition 2023-07-02-11 - Clean Express Auto Wash page 7

Prepared by the Planning Department

TO NP North Pole Arborvitae

Type: Needled Evergreen
Usage: Screen, Windbreak
Maintenance: Low

Height: 10-15 feet high
Spread: 5-7 feet wide
Shape: Narrow-Columnar

LANDSCAPE PLANTING NOTES

1. THE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANTS AND VEGETATION PROPOSED ON THE LANDSCAPING PLAN. ANY TREES, SHRUBS, GROUND COVER OR OTHER VEGETATION PLANTED AS PART OF THIS PROJECT THAT DO NOT SURVIVE ONE YEAR FROM PLANTING SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL PERTINENT UTILITY COMPANIES THREE WORKING DAYS IN ADVANCE OF ANY DIGGING. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF ANY UTILITIES.

3. REFER TO THE LANDSCAPE PLAN FOR ADDITIONAL NOTES. LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE LATEST EDITION OF MDOT CONSTRUCTION SPECIFICATIONS (2020 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION).

4. ALL PLANTING MATERIALS: SHALL BE PLANTED PER MDOT SPECIFICATIONS. EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE BROKEN, LOW HANGING AND OTHER UNDESIRABLE GROWTH TO ENSURE HEALTHY AND SYMMETRICAL NEW GROWTH.

5. PLANTING BEDS. ONE MONTH BEFORE CULTIVATION AND AFTER DAYTIME TEMPERATURES HAVE WARMED TO 60° CONSISTENTLY, TREAT ALL PLANTING BEDS THAT ARE TO BE DEVELOPED IN AREAS OF EXISTING TURF WITH PRE-EMERGENT AND POST-EMERGENT TYPE HERBICIDES. USE A STATE-LICENSED PESTICIDE APPLICATOR TO APPLY THE HERBICIDE. REPEAT HERBICIDE APPLICATION TWO WEEKS LATER AND UNTIL ALL HERBACEOUS MATERIALS HAVE BEEN KILLED. BEFORE PLANTING. TOP DRESS ALL PLANTING BEDS WITH A MINIMUM OF 6 INCHES OF BACKFILL MIX, THEN CULTIVATE PLANTING AREA TO A DEPTH OF 6 INCHES USING A PLOW, DISC, OR ROTO-TILLER.

6. BACKFILL MIX. FOR ALL PLANTINGS, USE BACKFILL MIX CONSISTING OF THE FOLLOWING:
A. ONE PART EXCAVATED SOIL.
B. ONE PART TOPSOIL.
C. ONE PART EPA RATED CLASS IV COMPOST.
D. A SLOW RELEASE COMMERCIAL FERTILIZER (0-20-20 OR EQUAL) ADDED AT A RATE OF 5 POUNDS PER CUBIC YARD TO THE BACKFILL MIX.
E. IF SOIL AREAS ARE OF HIGH PH (GREATER THAN 6.5), APPLY 1.25 POUNDS OF ELEMENTAL SULFUR PER CUBIC YARD OF BACKFILL MIX.
NOTE: CONTRACTOR SHALL SUPPLY A DETAILED SOIL ANALYSIS PRIOR TO ALL PLANT BED PREPARATION. ANALYSIS SHALL INDICATE SOIL PH, TEXTURE, MAJOR NUTRIENTS, SALTS, ETC. SOIL ANALYSIS SHALL BE FROM A REPUTABLE, INDEPENDENT LAB. SOIL AMENDMENTS SHALL BE INCORPORATED INTO BACKFILL/PLANT MIX AS RECOMMENDED BY THE INDEPENDENT LAB.

7. MULCH. SMOOTH AND SHAPE THE BACKFILL MIX TO FORM A SHALLOW BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE. MULCH ALL PLANTING AREAS WITH A LAYER OF FINELY SHREDDED HARDWOOD BARK OF UNIFORM TEXTURE & SIZE. PLANTS GROUPED IN MASSES SHALL HAVE THE ENTIRE CONTIGUOUS PLANTING BED OR ISLAND MULCHED. USE SHREDDED HARDWOOD BARK AGED MIN. ONE YEAR. RAKE AND SMOOTH THE ENTIRE AREA OF THE PLANTING BEDS, MULCH TO A DEPTH OF 3 INCHES. AFTER MULCHING AND BEFORE WATERING, ADD A SLOW RELEASE COMMERCIAL FERTILIZER (12-12-12 OR EQUAL), IN GRANULAR FORM, TO THE TOP OF THE MULCH AT A RATE OF 5 POUNDS PER 1000 SQUARE FEET. DO NOT ALLOW FERTILIZER TO CONTACT THE STEMS, BRANCHES, ROOTS OR LEAVES.

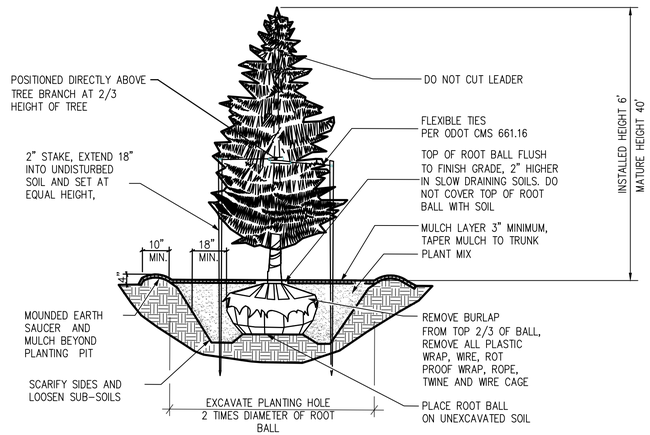
8. PERIOD OF ESTABLISHMENT. BEFORE FINAL INSPECTION, PLACE ALL PLANTS, SEED ALL LAWNS, AND CARE FOR THEM FOR A PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT BEGINS IMMEDIATELY UPON COMPLETION OF THE PLANTING OPERATIONS AND CONTINUES UNTIL OCTOBER 1. THE MINIMUM PERIOD OF ESTABLISHMENT IS ONE GROWING SEASON, JUNE 1 THROUGH OCTOBER 1. DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE VIGOR AND GROWTH OF THE TRANSPLANTED MATERIAL. WATER, REMULCH, RESTAKE, GUY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) OF SUCH INTENSITY AS TO COMPLETELY RID THE PLANTED AND MULCHED AREAS OF WEEDS AND GRASSES. BEGIN THE FIRST PROGRAM ON OR ABOUT JUNE 15 AND THE SECOND APPROXIMATELY 8 WEEKS LATER. ON OR ABOUT AUGUST 15, THE ENGINEER WILL INSPECT THE PLANTING AND SUPPLY THE CONTRACTOR WITH A LIST OF MISSING AND DEAD PLANTS AND THOSE THAT HAVE DIED BACK BEYOND NORMAL PRUNING LINES. REPLANT AS REQUIRED ACCORDING TO THE SPECIFICATIONS OF THE ORIGINAL MATERIAL. REPLACEMENT PLANTS ARE SUBJECT TO A NEW PERIOD OF ESTABLISHMENT. IMMEDIATELY REPLACE PLANTS PLANTED INITIALLY IN THE FALL THAT HAVE DIED BEFORE THE SPRING PLANTING SEASON. CARE FOR THE REPLACEMENT PLANTS DURING THE NEW ESTABLISHMENT PERIOD.

9. RESTORATION OF DISTURBED AREAS FOR NEW LAWN:
ALL DISTURBED AREAS NOT COVERED BY BUILDING, PAVEMENT OR LANDSCAPE PLANTING BEDS SHALL BE PREPARED FOR GRASS SEED AND SEEDED. LOOSEN RUTS AND WORK THE SOIL AREAS TO A MINIMUM OF 6" DEEP PRIOR TO FINE GRADING AND SEEDING WORK. AREAS TO RECEIVE GRASS SEED SHALL HAVE A MIN. 4" TOPSOIL PLACED, SEEDED AND A STRAW/MULCH BLANKET COVER PLACED OVER THE SEEDED AREAS PER MDOT SPECIFICATIONS. FERTILIZE WITH ONE POUND OF ACTUAL NITROGEN PER 1000 SQUARE FEET WITH A SLOW RELEASE COMMERCIAL STARTER FERTILIZER (LESCO 18-24-12 OR EQUAL).

10. LANDSCAPE TREES, SHRUBS AND PERENNIAL WATERING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DELIVERING, APPLYING, MEASURING AND SCHEDULING A SUFFICIENT AMOUNT OF WATER NECESSARY TO KEEP EACH PLANT IN A HEALTHY GROWING CONDITION THROUGHOUT THE PERIOD OF ESTABLISHMENT. THE CONTRACTOR SHALL APPLY 1" OF WATER PER WEEK TO ALL NEW PLANTS. THE CONTRACTOR SHALL INSTALL & MAINTAIN SUPPLEMENTAL DRIP WATERING TREE BAGS (SUCH AS 20 GALLON TREE GATOR WATER BAG) TO PROVIDE ADEQUATE, SLOW RELEASE OF WATER. WATER BAGS SHALL BE REMOVED AT THE END OF THE SECOND GROWING SEASON.

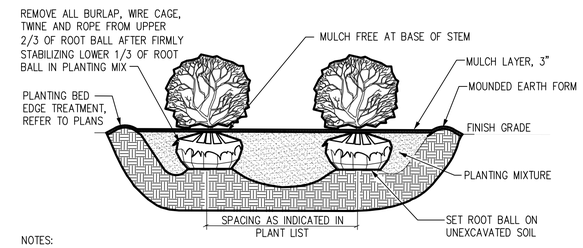
11. TURF GROUNDCOVER (SODDING, SEEDING AND SEED MULCHING):
ALL SEEDING INSTALLATION SHALL CONFORM TO MDOT SPECIFICATIONS AND NOTE 9 ABOVE. SEED AT 5 LBS/1000 SF (220 LB/AC) WITH THE FOLLOWING SEED MIXTURE (CSI GEOTURF SUN & SHADE MIX):

KENTUCKY BLUEGRASS	20%
HARD FESCUE	20%
CHEWING FESCUE	20%
PERENNIAL RYEGRASS	40%



EVERGREEN TREE PLANTING DETAIL

NO SCALE



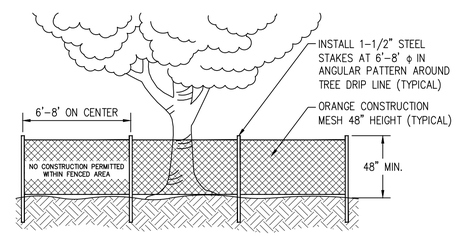
NOTES:

ALL SHRUBS PLANTED IN ROWS OR MASSES SHALL BE MATCHED IN SIZE AND FORM.

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)

NO SCALE



TREE PROTECTION DETAIL

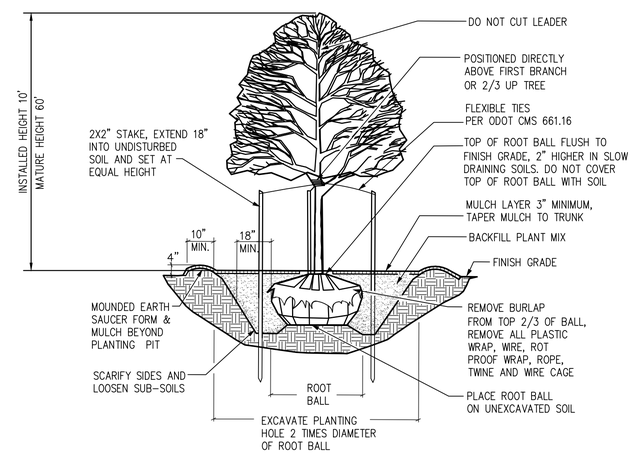
NOT TO SCALE

TREE PROTECTION NOTES

1. TREE PROTECTION MEASURES SHALL BE INSTALLED PER THIS PLAN SHEET AT THE CRITICAL ROOT ZONE OF TREES TO BE PRESERVED PRIOR TO THE START OF ANY CLEARING, GRADING OR OTHER CONSTRUCTION ACTIVITY.

2. NO STORAGE OF ANY KIND IS PERMITTED WITHIN THE TREE PROTECTION ZONE. ANY ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL AND BACKFILLED WITH TOPSOIL WITHIN THE SAME DAY.

3. ALL VEGETATION THAT IS NOT DESIGNATED ON THE PLANS TO BE REMOVED SHALL BE PROTECTED FROM DAMAGE. TREES THAT ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.



DECIDUOUS TREE PLANTING DETAIL

NO SCALE

NO.	DATE	BY	DESCRIPTION

PRELIMINARY
NOT FOR CONSTRUCTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 8/21/2023
PROJECT NO: 401.2300286
DRAWN BY: JAR
CHECKED BY: KJW

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

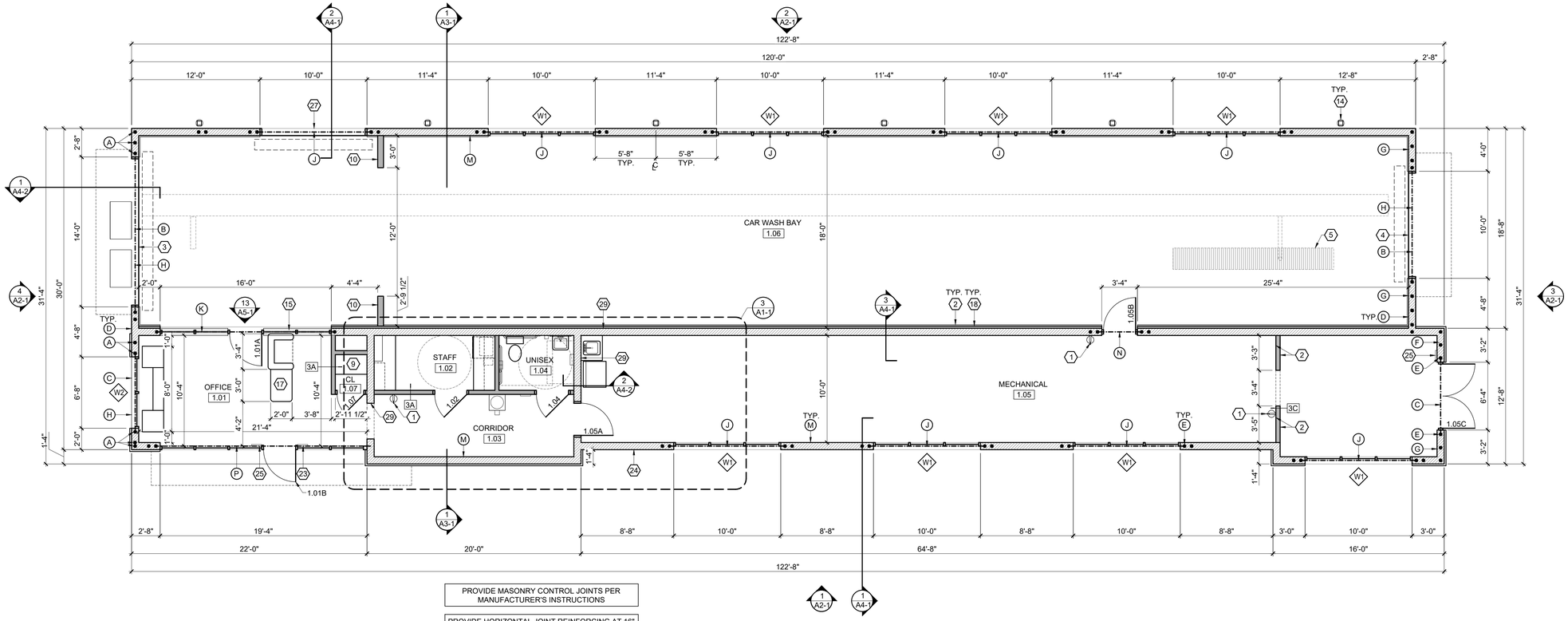
SITE PLAN FOR
CLEAN EXPRESS CAR WASH
34835 PLYMOUTH RD
LIVONIA, MI, 48150

LANDSCAPE NOTES & DETAILS

L101

W:\Projects\2022\401.2300286\0300\CAD\SHTS\230286_Landscape Plan.dwg Last saved: 8/24/2023 11:18 AM by JRoat, plotted 8/24/2023 11:19 AM

© 2022 SBA STUDIOS, LLC



PROVIDE MASONRY CONTROL JOINTS PER MANUFACTURER'S INSTRUCTIONS

PROVIDE HORIZONTAL JOINT REINFORCING AT 16" O.C. MIN. W1.7 BAR SIZE TYP. LAP MIN. 12", TYP.

ALL EXTERIOR DIMENSIONS ARE TO MASONRY UNITS / MASONRY OPENINGS, TYP.

PROVIDE (2) L4 x 3 1/2 x 5/16" LINTEL OVER 36"x24" LOUVERS AND @ LONG WALL OF BUILDING

WINDOW TYPES SCHEDULE

W1 — 10'-0" WIDE BY 10'-0" TALL ALUMINUM STOREFRONT WINDOW HEAD HEIGHT = 10'-8" A.F.F.

W2 — 6'-8" WIDE BY 10'-8" TALL ALUMINUM STOREFRONT WINDOW WINDOW HEAD HEIGHT = 10'-8" A.F.F.

ALL GLAZING SHALL HAVE A SHGC OF .40 MIN.

CAR WASH GENERAL NOTES

1. CENTERLINE OF EQUIPMENT DOES NOT EQUAL CENTERLINE OF TRENCH
2. CENTERLINE OF EQUIPMENT DOES NOT EQUAL CENTERLINE OF ENTRY DOOR
3. CENTERLINE OF EQUIPMENT DOES EQUAL CENTERLINE OF EXIT DOOR
4. CENTERLINE OF EQUIPMENT DOES EQUAL CENTERLINE OF TUNNEL BAY
5. COORDINATE LOCATION OF TRENCH WITH CAR WASH MANUFACTURER'S DRAWINGS

PLAN GENERAL NOTES

1. ALL DOORS TO BE 6" FROM ADJACENT WALL U.N.O.
2. ALL SIGNS THAT DESIGNATE PERMANENT ROOMS AND SPACES SHALL HAVE RAISED AND BRAILED CHARACTERS AND PICTORIAL SYMBOL SIGNS, FINISH AND CONTRAST, AND MOUNTED 60 INCHES ABOVE THE FINISH FLOOR TO CENTERLINE OF THE SIGN PER ANSI
3. ALL INTERIOR STUD WALLS TO BE WALL TYPE "3B", U.N.O.
4. PROVIDE MOISTURE RESISTANT GYPSUM BOARD AT ALL TOILET ROOMS

4 FLOOR PLAN

FLOOR PLAN CODED NOTES

1. WALL MOUNTED FIRE EXTINGUISHER. EXTINGUISHER TO BE: RED ENEMELED FINISH HEAVY DUTY STEEL CYLINDER. UL AND FM APPROVED. ABC MULTI PURPOSE DRY CHEMICAL, 10 LB CAPACITY UL RATED 4A 60B: C, HOSE TYPE, UPRIGHT, SQUEEZE GRIP OPERATION
2. INTERIOR WALL LINER PANEL
3. 14'-0" x 8'-0" OVERHEAD DOOR
4. 10'-0" x 8'-0" OVERHEAD DOOR
5. CAR WASH TRENCH, SEE MANUFACTURER'S DRAWINGS
6. DECORATIVE AWNING W/ BRACKETS, CENTER OVER WINDOWS / DOORS
7. DEDICATED COMMERCIAL GRADE SINK FOR UTILITY SINK
8. ANSI COMPLIANT BOTTLED WATER COOLER WITH CUP DISPENSER
9. 12" DEEP SHELVING W/ STANDARDS AND BRACKETS
10. WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES
11. NOT USED
12. UNDER COUNTER REFRIGERATOR
13. SERVER RACK, SEE SHEET A5-1
14. DOWNSPOUT
15. ALUMINUM STOREFRONT SYSTEM, WINDOW HEAD HEIGHT = 8'-0", SEE ELEVATION 13/A5-1, PROVIDE 1" INSULATED GLASS
16. NOT USED
17. RECEPTIONIST DESK BY OTHERS. ANSI COMPLIANCE IS THE RESPONSIBILITY OF THE DESK DESIGNER
18. PROVIDE 2 1/2" METAL Z-FURRING STRIPS @ 24" HORIZONTAL W/ MIN R-13 RIGID INSULATION IN FURRING CAVITIES W/ 5 MIL VAPOR BARRIER
19. ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM
20. COFFEE MAKER, SEE INTERIOR ELEVATION
21. MICROWAVE, SEE INTERIOR ELEVATION
22. STACKABLE WASHER / DRYER
23. ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 15 PERSONS
24. QUIK-BRIK MASONRY CONSTRUCTION
25. ANSI COMPLIANT EXIT SIGNAGE, SEE 9/A5-1
26. STORAGE CABINETRY, SEE INTERIOR ELEVATION ON SHEET A5-1
27. 10'-0" x 8'-0" OVERHEAD DOOR
28. HVAC PLATFORM ABOVE, SEE DETAILS ON SHEET A1-3
29. 8" CMU WALL

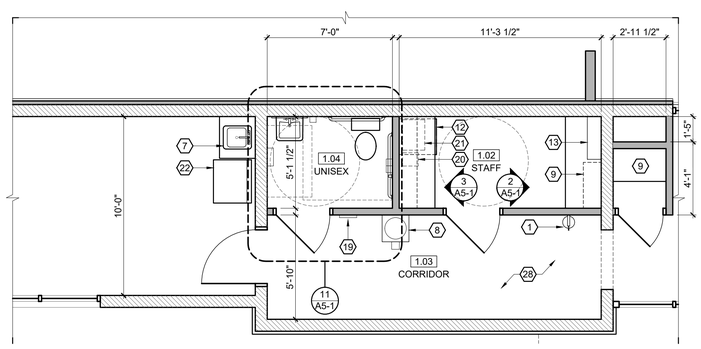
STRUCTURAL CODED NOTES

A. #5 VERTICAL EACH CELL
B. W8x28 W/ 5/16" PLATE, FASTEN TO WALL PER DETAIL 7/A4-2
C. (2) L5x3-1/2x5/16 LLV
D. PROVIDE HORZ. JOINT REINF. @ EACH COURSE IN END WALL
E. (2) #5 VERT. TYP. @ ALL MASONRY OPENINGS
F. PROVIDE HORIZONTAL JOINT REINFORCING @ EACH COURSE IN 18'-4" TALL WALLS
G. #5 @ CORNERS AND 16" O.C. MAX @ END WALL
H. PROVIDE #5 VERT. @ 48" O.C. IN WALL ABOVE OPENINGS
I. NOT USED
J. W8x24 W/ 5/16" PLATE
K. W16x31 W/ 5/16" PLATE, FASTEN TO WALL PER DETAIL 7/A4-2
L. W8x28 LINTEL W/ 5/16" PLATE
M. PROVIDE #5 @ 48" O.C. VERT. & HORIZONTAL JOINT REINFORCING PER PLAN NOTES FOR ENTIRE WALL, TYP.
N. (2) L3 1/2x3 1/2x5/16
P. W12x30 W/ 5/16" PLATE

WALL TYPES SCHEDULE

#	ASSEMBLY DESCRIPTION	HR	NOTES
3A	2x4 WOOD STUDS @ 16" O.C. 5/8" GYP BD	RATING: 0 HR UL FILE # N/A	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ UNDERSIDE OF JOISTS. ASSEMBLY THICKNESS = 4 3/4"
3B	2x4 WOOD STUDS @ 16" O.C. 5/8" GYP BD 3" SOUND BATT	RATING: 0 HR UL FILE # N/A	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ UNDERSIDE OF JOISTS. ASSEMBLY THICKNESS = 4 3/4"
3C	2x4 WOOD STUDS @ 16" O.C. 5/8" GYP BD 3" SOUND BATT	RATING: 0 HR UL FILE # N/A	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ BOTTOM OF DECK. ASSEMBLY THICKNESS = 4 3/4"

#	DATE	ISSUED WITH: CHANGE DESCRIPTION



SCALE: 1/4" = 1'-0"

3 ENLARGED FLOOR PLAN

DOOR SCHEDULE

DOOR NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	FRAME ELEV	FRAME MAT	REMARKS
1.01A	OFFICE	3070	02	AL/GS	0-HR	TEMP	SET 01	A	AL	CLOSER
1.01B	OFFICE	3070	02	AL/GS	0-HR	TEMP	SET 05	B	AL	CLOSER, ENTRY KEY
1.02	STAFF	3070	03	H.M.	0-HR	TEMP	SET 02	A	H.M.	
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.	
1.05A	MECHANICAL	3070	04	H.M.	0-HR	TEMP	SET 04	A	H.M.	
1.05B	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.	
1.05C	MECHANICAL	(2) 3070	05	AL/GS	0-HR	TEMP	SET 05	B	H.M.	
1.06	WASH BAY	3070	02	AL/GS	0-HR	TEMP	SET 05	B	ALUM.	
1.07	CLOSET	2670	01	WD	0-HR	N/A	SET 02	N/A	N/A	CUSTOM SLAT WALL DOOR

DOOR GENERAL NOTES

1. ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE
2. ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.
3. ALL GLAZING IN NEW DOORS TO BE TEMPERED
4. ALL DOORS TO RECEIVE (3) HINGES
5. ALL DOORS TO RECEIVE (3) SILENCERS
6. ALL DOORS TO RECEIVE DOOR STOP
7. ALL EXTERIOR DOORS TO RECEIVE CLOSER
8. ALL EXTERIOR DOORS TO HAVE ANIS COMPLIANT THRESHOLD (1/4" MAX)
9. ALL EGRESS DOORS SHALL UNLATCH WITH ONLY ONE OPERATION OF THE DOOR HARDWARE, READILY OPERABLE FROM EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE AND SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE. 2017 OBC 1010.1.9/1010.1.9.1/1010.1.9.5.

DOOR HARDWARE SETS

SET 01: OFFICE LOCKSET
SET 02: STORAGE LOCKSET
SET 03: PRIVACY LOCKSET
SET 04: PASSAGE LOCKSET
SET 05: EXIT LOCKSET
SET 06: PUSH / PULL

KEY ALL DOORS ALIKE

5 DOOR SCHEDULE

FINISH SCHEDULE

SPACE NO.	ROOM NAME	FLOOR MAT	FLOOR BASE	WALLS NORTH	WALLS EAST	WALLS SOUTH	WALLS WEST	CLG MAT	REMARKS
1.01	OFFICE	WD	VB	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK
1.02	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK
1.03	CORRIDOR	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	6" BASE
1.05	MECHANICAL	NO	NO	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK
1.06	WASH BAY	NO	NO	WL	WL	WL	WL	NO	PAINT BAR JOISTS & ROOF DECK
1.07	STORAGE	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK

FLOORING

CPT CARPET
VCT VINYL COMP TILE
WD SIM WOOD FLR.
NO NO FLOORING

SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE

BASE

VB VINYL BASE
CT CERAMIC TILE
EXG EXG BASE
NO NO BASE

WALLS

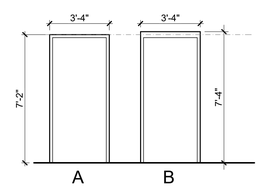
PT-1 WHITE PAINT
PT-2 BLONDE PAINT SW 6128
WC WALL COVERING
EXG EXG WALL FINISH
WL WALL LINER PANEL
BB BOARD AND BATTEN
NO NO FINISH

CEILING

ACT ACOUSTICAL CEILING TILE
GYP SUSPENDED GYPSUM BOARD CEILING
WL WALL LINER
NO NO CEILING

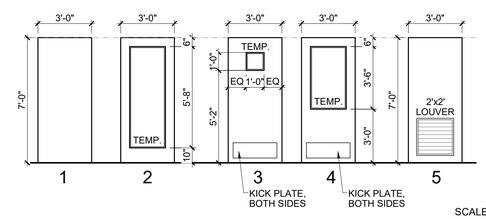
CEILING NOTES

DOOR FRAMES AND ACT CEILING COLOR TO MATCH WALL COLOR IN ALL ROOMS, SEE FINISH SCHEDULE



SCALE: 1/4" = 1'-0"

2 FRAME ELEVATIONS



SCALE: 1/4" = 1'-0"

1 DOOR ELEVATIONS

CLEAN EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

STATE OF OHIO SCOTT D. BAKER 14654 REGISTERED ARCHITECT

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT D. BAKER, LICENSE #14654
EXPIRATION DATE 12/31/2023

SCALE: 3/16" = 1'-0" (U.N.O.)

SHEET # / DESCRIPTION

FLOOR PLAN

A1-1

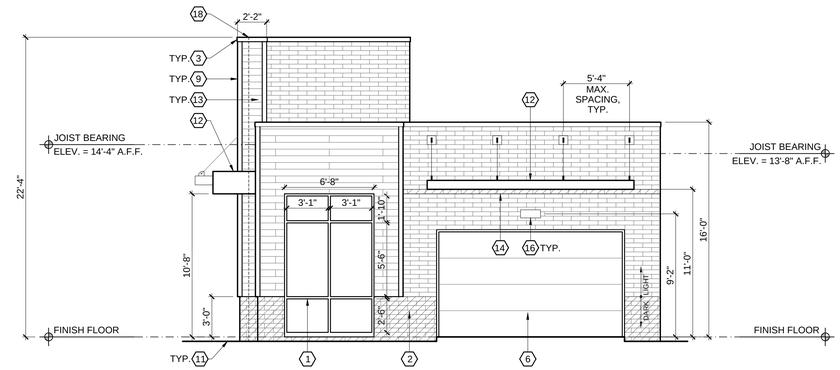
DATE: 07.21.2022

DESIGN REVIEW

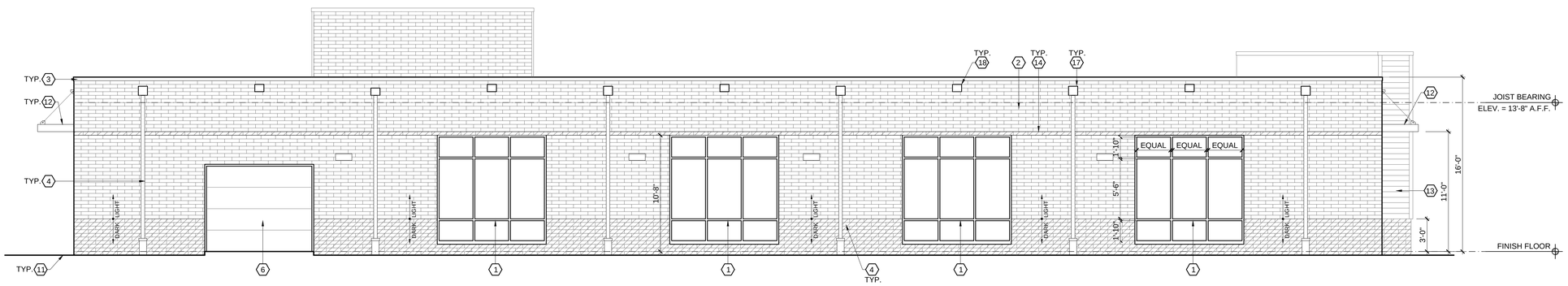
SBA STUDIOS PROJECT # 2022-000

© 2023 SBA STUDIOS, LLC

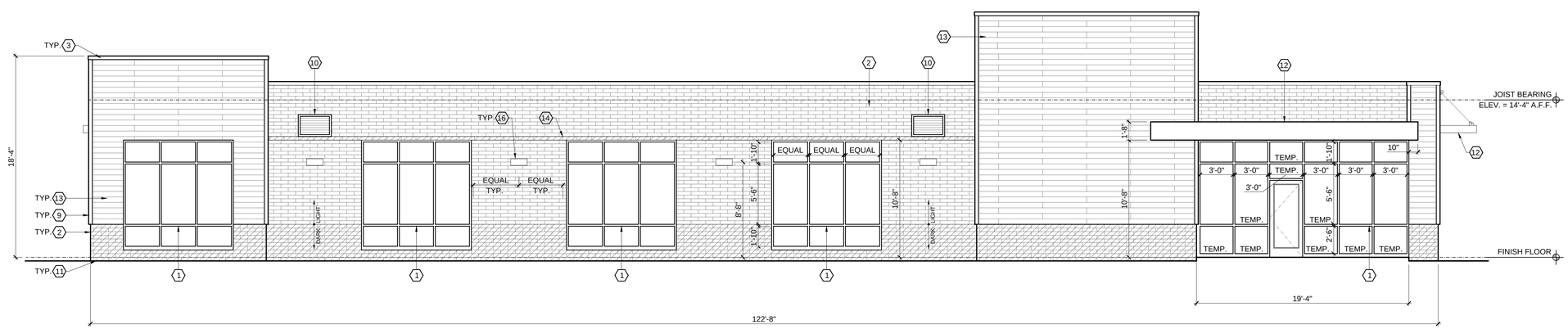
4 EXIT ELEVATION



3 ENTRY ELEVATION



2 SIDE ELEVATION



1 SIDE ELEVATION

ELEVATION CODED NOTES (X)

1. ALUMINUM STOREFRONT GLAZING SYSTEM. MANUFACTURER TO DESIGN FOR WIND LOAD REQUIREMENTS PER CODE
2. QUIK-BRIK CMU CONSTRUCTION, SEE MATERIALS LEGEND. INSTALL CONTROL JOINTS PER MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS
3. CONTINUOUS METAL COPING, TYP.
4. 4" METAL DOWNSPOUT
5. NOT USED
6. OVERHEAD DOOR
7. NOT USED
8. SIGNAGE PROVIDED BY OWNER.
9. 1x4 COMPOSITE CORNER TRIM, TYP.
10. 36"x24" METAL WALL LOUVER W/ 2" FRAME, SEE HVAC DRAWINGS. LOCATE SUCH THAT OPENING IS NOT DIRECTLY BENEATH A ROOF JOIST
11. GRADE, COORDINATE W/ CIVIL DRAWINGS.
12. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
13. NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING.
14. MASONRY BAND IN DARK FINISH TO MATCH BASE OF WALL
15. NOT USED
16. DECORATIVE LIGHT FIXTURE
17. SCUPPER & DOWNSPOUT COLLECTION BOX
18. EMERGENCY OVERFLOW SCUPPER

ELEVATION MATERIAL LEGEND

- QUIK-BRIK (LIGHT FINISH)
- QUIK-BRIK (DARK FINISH)
- NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING

EXTERIOR MATERIAL NOTES:
1. COLOR OF METAL COPING TO MATCH STOREFRONT SYSTEM COLOR

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

STATE OF OHIO
SCOTT D. BAKER
14654
REGISTERED ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

SCOTT D. BAKER, LICENSE #14654
EXPIRATION DATE 12/31/2023

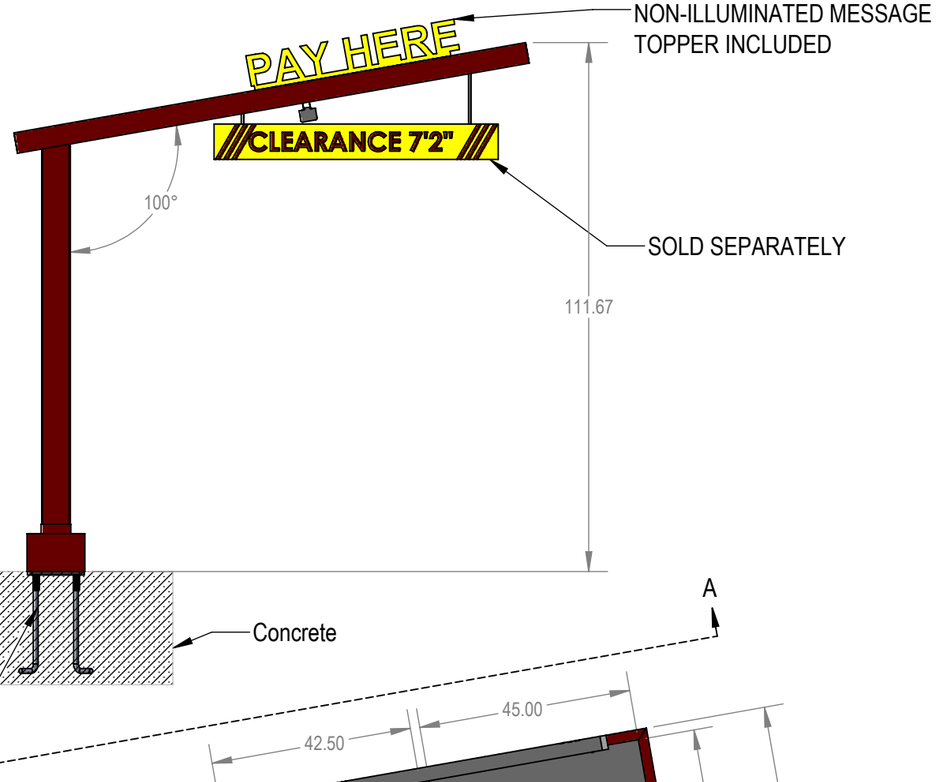
SCALE: 3/16" = 1'-0"
SHEET # / DESCRIPTION
EXTERIOR ELEVATIONS
A2-1
DATE: 05.17.2023
PRELIMINARY DESIGN
SBA STUDIOS PROJECT # 2022-407

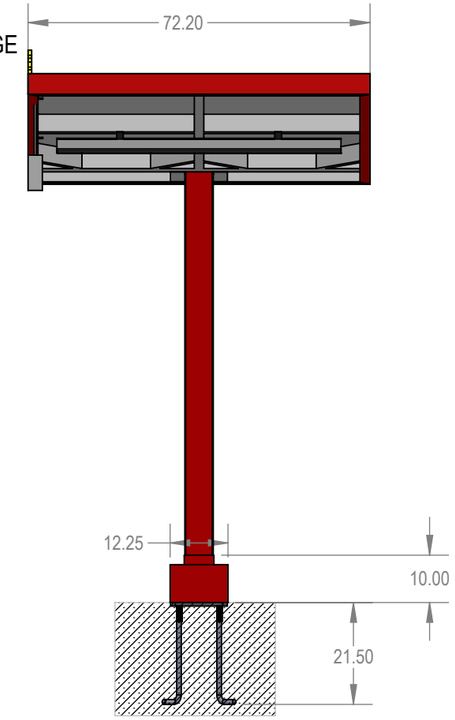
CLEAN

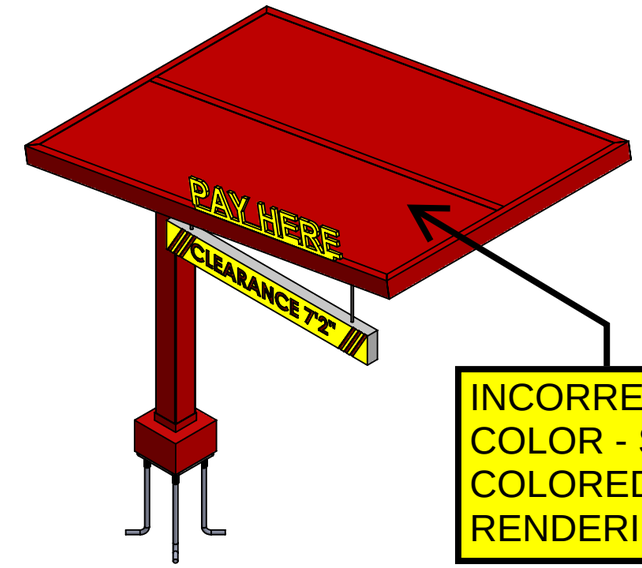
CLEAN

CLEAN
EXPRESS AUTO WASH
EXIT ONLY
CLEAN
EXPRESS AUTO WASH

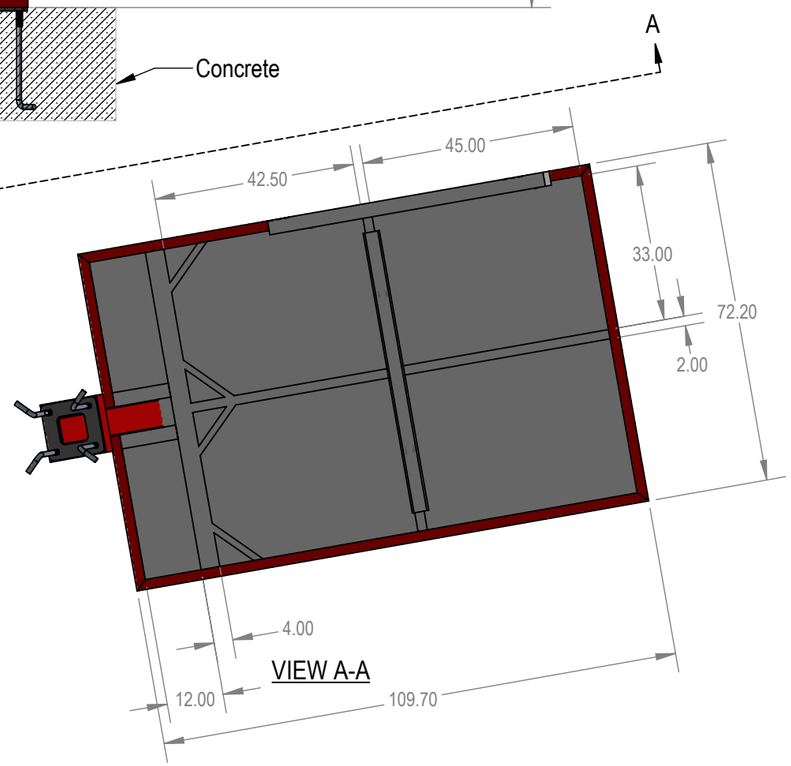
CLEAN
EXPRESS AUTO WASH



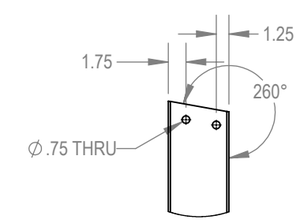




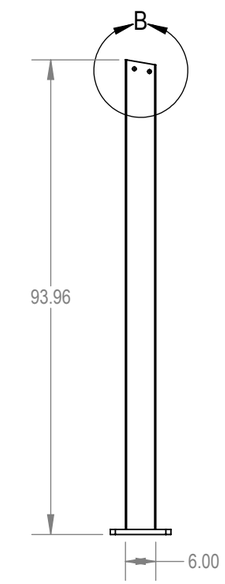
INCORRECT COLOR - SEE COLORED RENDERINGS



VIEW A-A



DETAIL B
SCALE 1 : 15



PROPRIETARY AND CONFIDENTIAL
THIS DRAWING AND SPECIFICATIONS ARE THE SOLE PROPERTY OF NATIONAL CARWASH SOLUTIONS AND SHALL NOT BE REPRODUCED, DISTRIBUTED, DISCLOSED, OR USED FOR MANUFACTURE OR SALE WITHOUT THE WRITTEN PERMISSION OF NATIONAL CARWASH SOLUTIONS.

Grimes, IA
Barrie, Ontario
www.ncswash.com

UNLESS OTHERWISE NOTED
All Dimensions including Tolerances are in Inches.

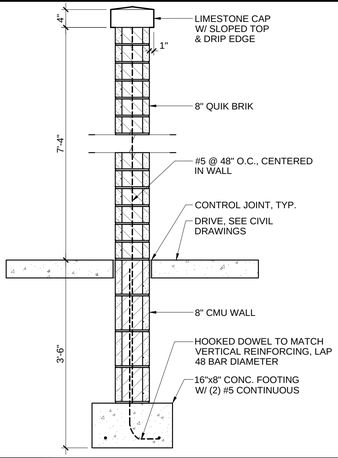
.X ± .060
.XX ± .030
.XXX ± .015
Angles ± 1°
Fractions ± 1/32

NCS YOUR CAR WASH EXPERTS

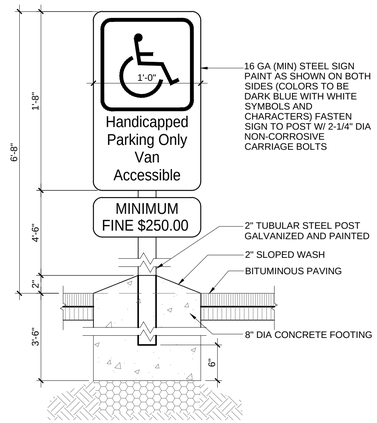
First Used On:	FIRST MACHINE
Checked: XXX	Part Name: **NON-ILLUMINATED STANDARD SINGLE POST STRAIGHT CANOPY**
Date: XX/XX/XXXX	
Design: XXX	Part Number: SPSCS — Revision **X**
Date:	
Weight (.lbs)	Material: — Sheet **1 of 1**

REV.	ECN	ECN DESCRIPTION	DATE	APPROVED

© 2023 SBA STUDIOS, LLC

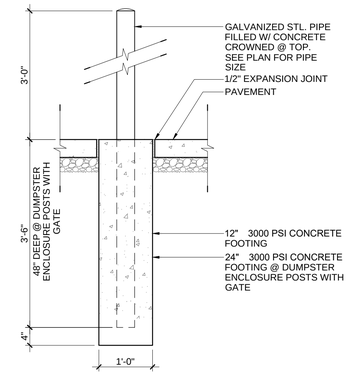


10	DUMPSTER ENCLOSURE SECTION



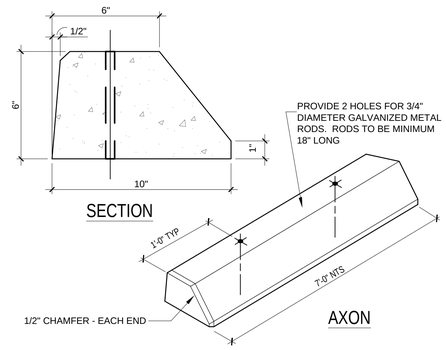
SCALE: 1-1/2" = 1'-0"

9	ACCESSIBLE PARKING SIGNAGE



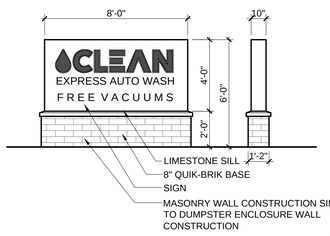
SCALE: 3/4" = 1'-0"

5	PIPE BOLLARD DETAIL



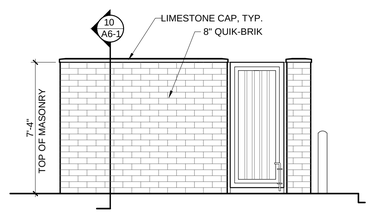
SCALE: 3" = 1'-0"

4	PARKING BLOCK DETAIL



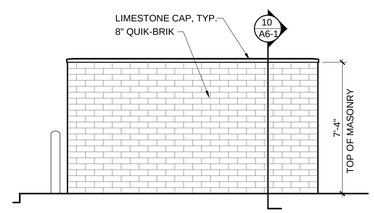
SCALE: 3/4" = 1'-0"

8	EXTERIOR MONUMENT SIGNAGE



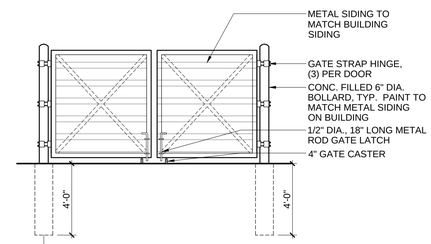
SCALE: 1/4" = 1'-0"

7	DUMPSTER ENCLOSURE - ELEVATIONS



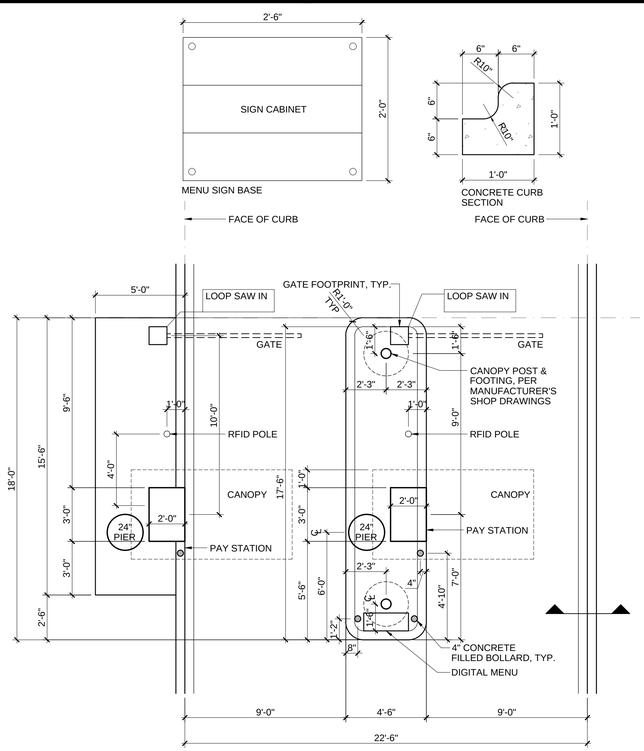
SCALE: 1/4" = 1'-0"

3	DUMPSTER ENCLOSURE - ELEVATIONS



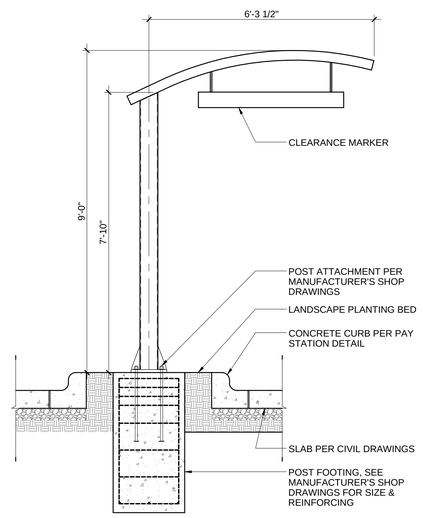
SCALE: 1/4" = 1'-0"

2	DUMPSTER ENCLOSURE - ELEVATIONS



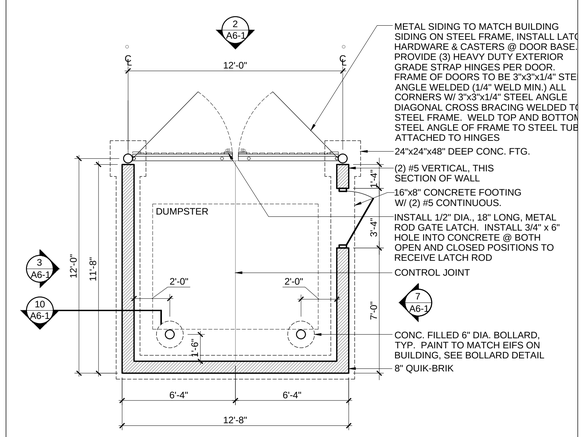
SCALE: 1/4" = 1'-0"

6	PAY STATION LAYOUT



SCALE: 1/2" = 1'-0"

1	PAY STATION CANOPY



SCALE: 1/4" = 1'-0"

1	DUMPSTER PLAN

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN
EXPRESS AUTO WASH

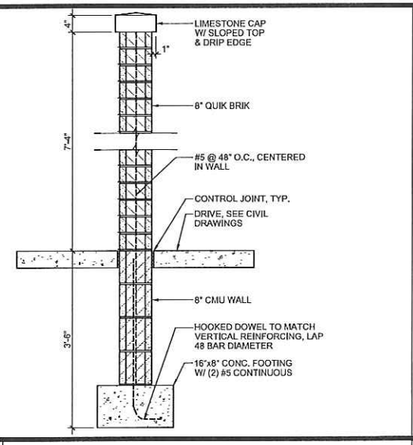
SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

SCOTT D. BAKER, LICENSE #14654
EXPIRATION DATE 12/31/2023

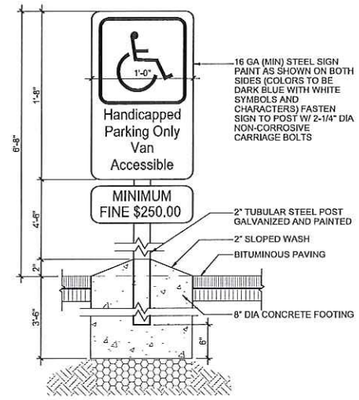
PRELIMINARY NOT FOR CONSTRUCTION

SCALE: VARIES
SHEET # / DESCRIPTION
SITE DETAILS
A6-1
DATE: 05.17.2023
PRELIMINARY DESIGN
SBA STUDIOS PROJECT # 2022-407

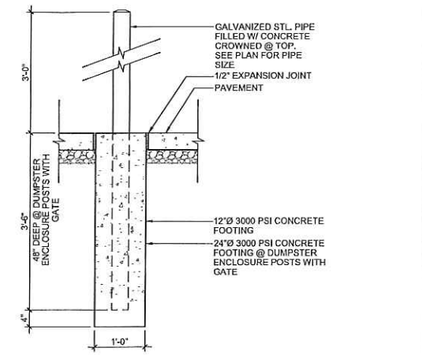
© 2022 SBA STUDIOS, LLC



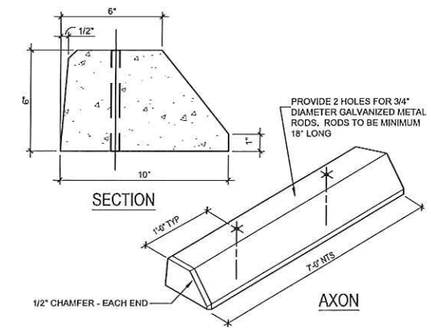
10 DUMPSTER ENCLOSURE SECTION



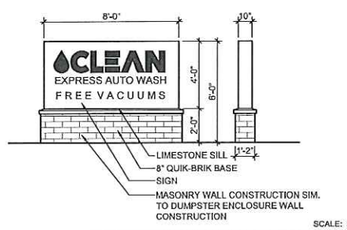
9 ACCESSIBLE PARKING SIGNAGE



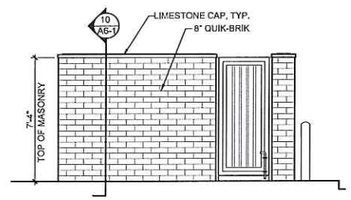
5 PIPE BOLLARD DETAIL



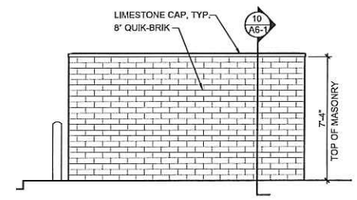
4 PARKING BLOCK DETAIL



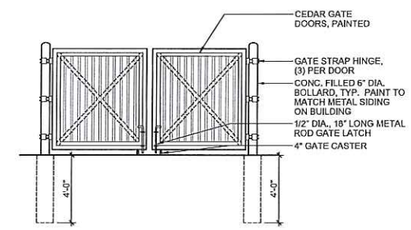
8 EXTERIOR MONUMENT SIGNAGE



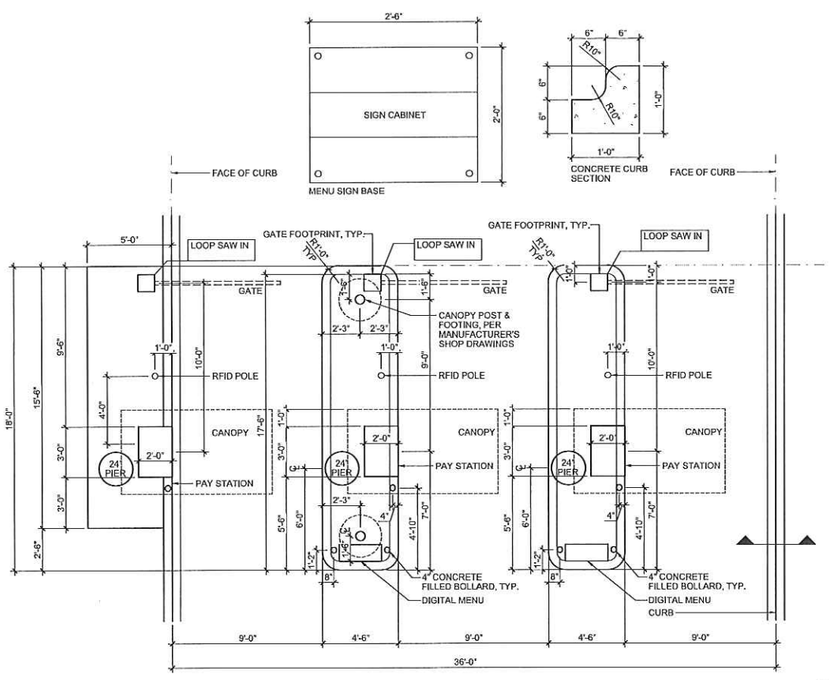
7 DUMPSTER ENCLOSURE - ELEVATIONS



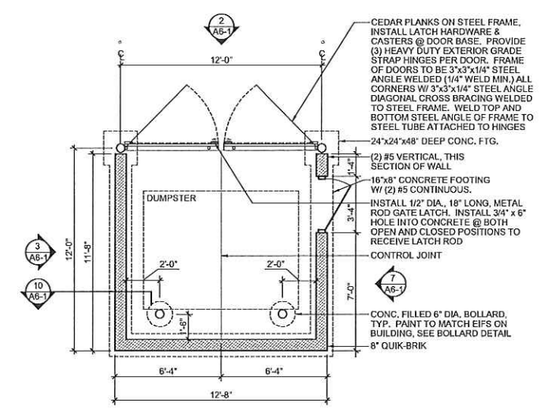
3 DUMPSTER ENCLOSURE - ELEVATIONS



2 DUMPSTER ENCLOSURE - ELEVATIONS



6 PAY STATION LAYOUT



1 DUMPSTER PLAN

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

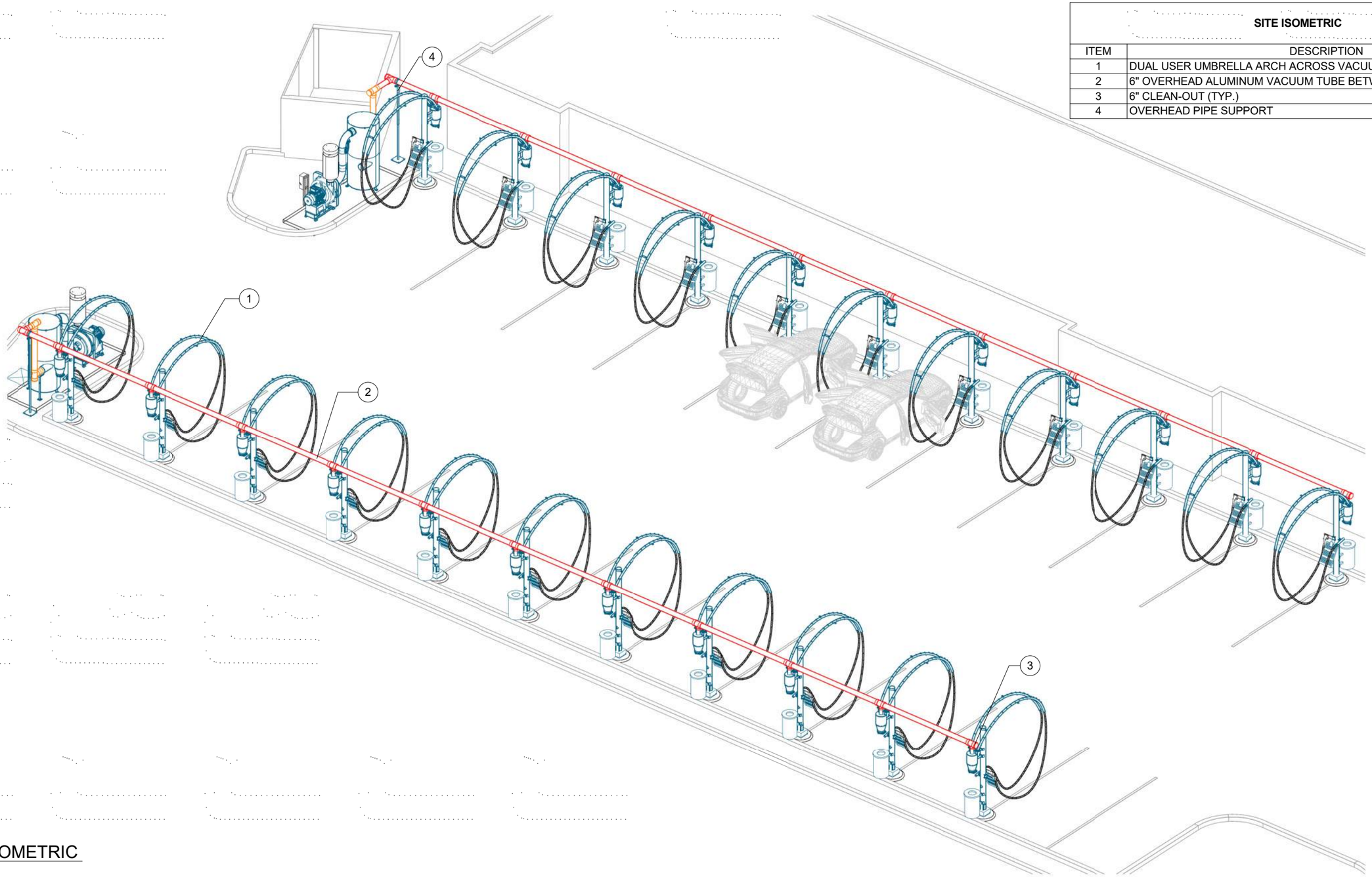
CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

STATE OF OHIO SCOTT A. BAKER 14654 REGISTERED ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

SCOTT A. BAKER, LICENSE #14654
EXPIRATION DATE 12/31/2023

SCALE: VARIES
SHEET # / DESCRIPTION
SITE DETAILS
A6-1
DATE: 04.05.2022
CONSTRUCTION DOCUMENTS
SBA STUDIOS PROJECT # 2022-157



1 SITE ISOMETRIC

SITE ISOMETRIC

ITEM	DESCRIPTION
1	DUAL USER UMBRELLA ARCH ACROSS VACUUM SPACES
2	6" OVERHEAD ALUMINUM VACUUM TUBE BETWEEN ARCHES (BY OTHERS)
3	6" CLEAN-OUT (TYP.)
4	OVERHEAD PIPE SUPPORT

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

8/4/2021 11:18:19 AM

NCS VACUTECH VACUUMS BY

1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

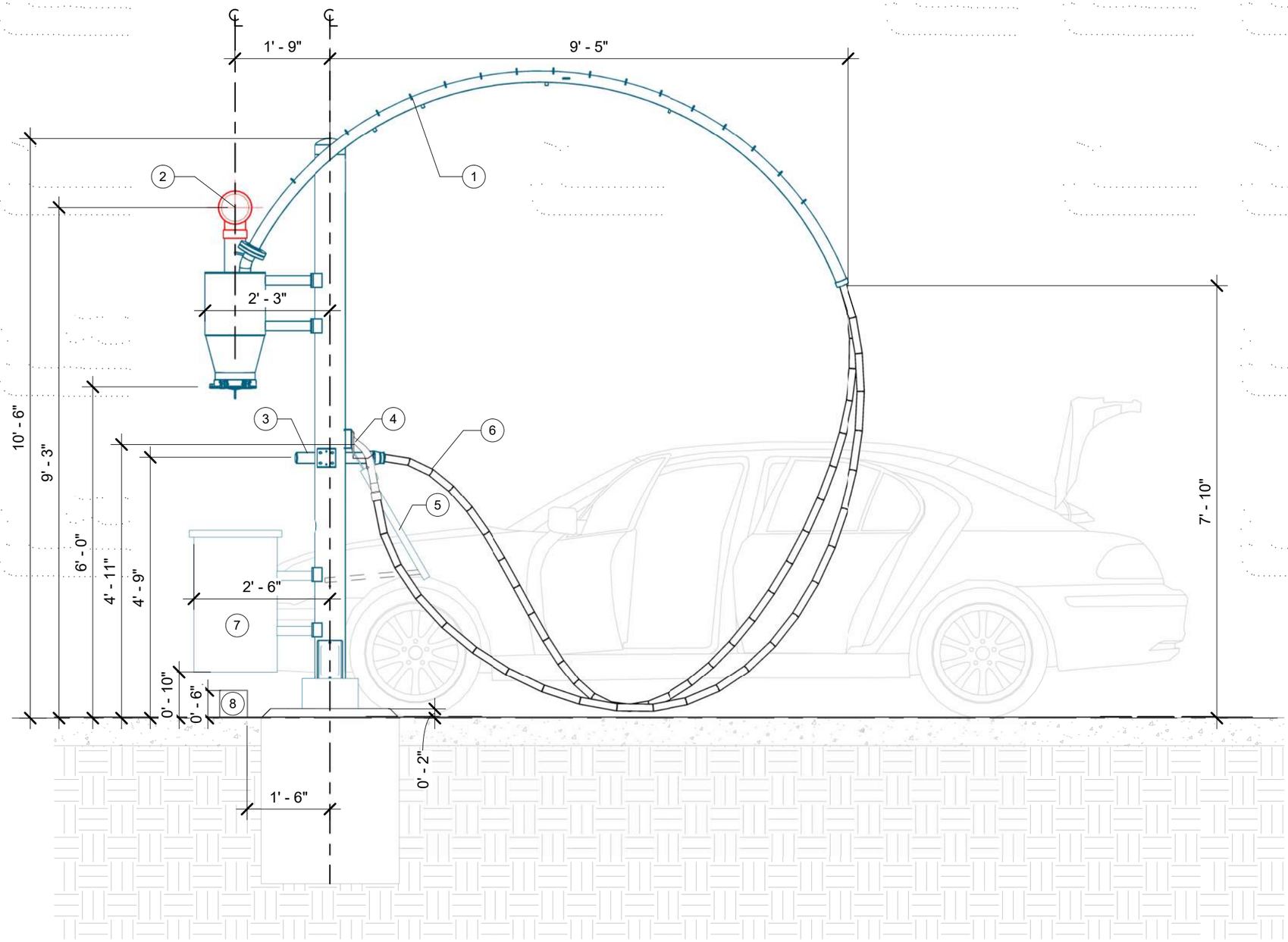
VACUUM SITE ISOMETRIC

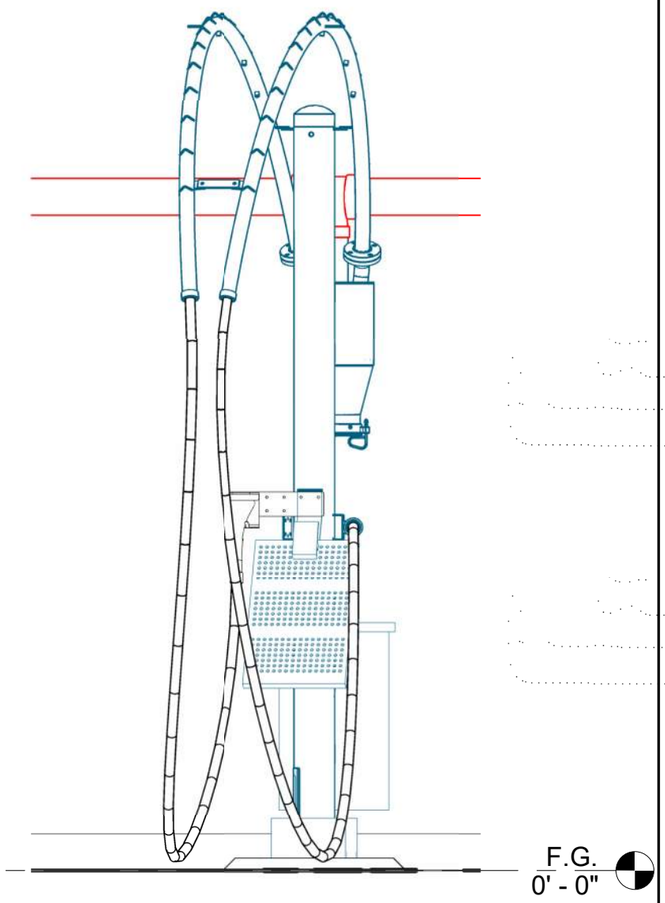
Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V121

FIELD VERIFY ALL DIMENSIONS

PIER DESIGN AND REINFORCEMENT FOR CONCEPTUAL USE ONLY. CONSULT STRUCTURAL ENGINEER IN YOUR AREA FOR SPECIFIC DESIGN CRITERIA.





PARKING ELEVATION

ITEM	DESCRIPTION
1	DUAL USER UMBRELLA ARCH
2	6" OVERHEAD ALUMINUM VACUUM TUBE
3	CREVICE VACUUM TOOL
4	CLAW VACUUM TOOL
5	17" MAT RACK
6	1-1/2"x15' VACUUM HOSE
7	30 GALLON WASTE RECEPTACLE
8	CURB

1 PARKING ELEVATION

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

8/4/2021 11:18:33 AM

NCS VACUTECH VACUUMS BY

1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

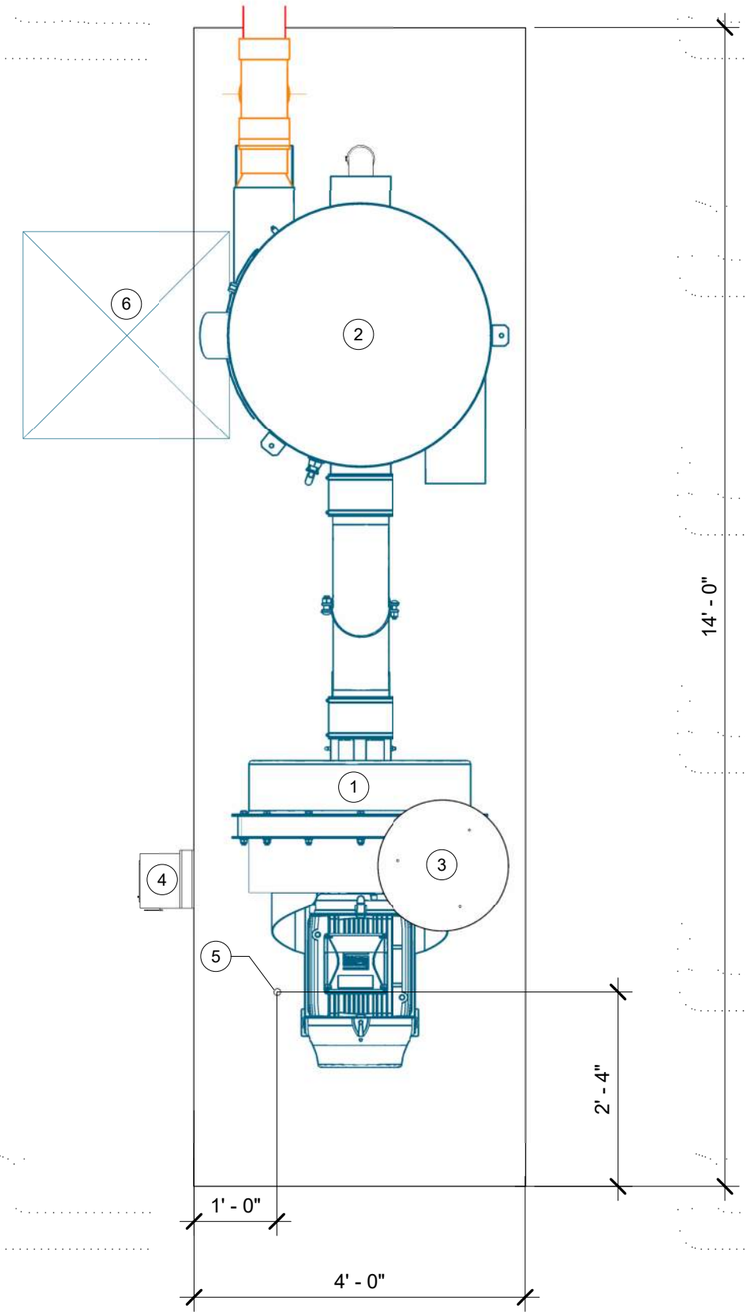
97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

PARKING ELEVATION

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V301



1 EQUIPMENT A PLAN

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731

EQUIPMENT SITE PLAN

ITEM	DESCRIPTION
1	50HP T4 DIRECT DRIVE TURBINE
2	38x88 FILTER SEPARATOR
3	8" T4 OUTDOOR EXHAUST SILENCER
4	RECOMMENDED DISCONNECT LOCATION (WITHIN SIGHT OF TURBINE), CLEARANCE REQUIRED IN FRONT
5	RECOMMENDED TURBINE MOTOR CONDUIT STUB-UP LOCATION, SIZE PER N.E.C.
6	30"x30" MINIMUM SPACE REQUIRED TO REMOVE DEBRIS BUCKET

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

8/4/2021 11:19:05 AM

NCS VACUTECH VACUUMS BY
1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

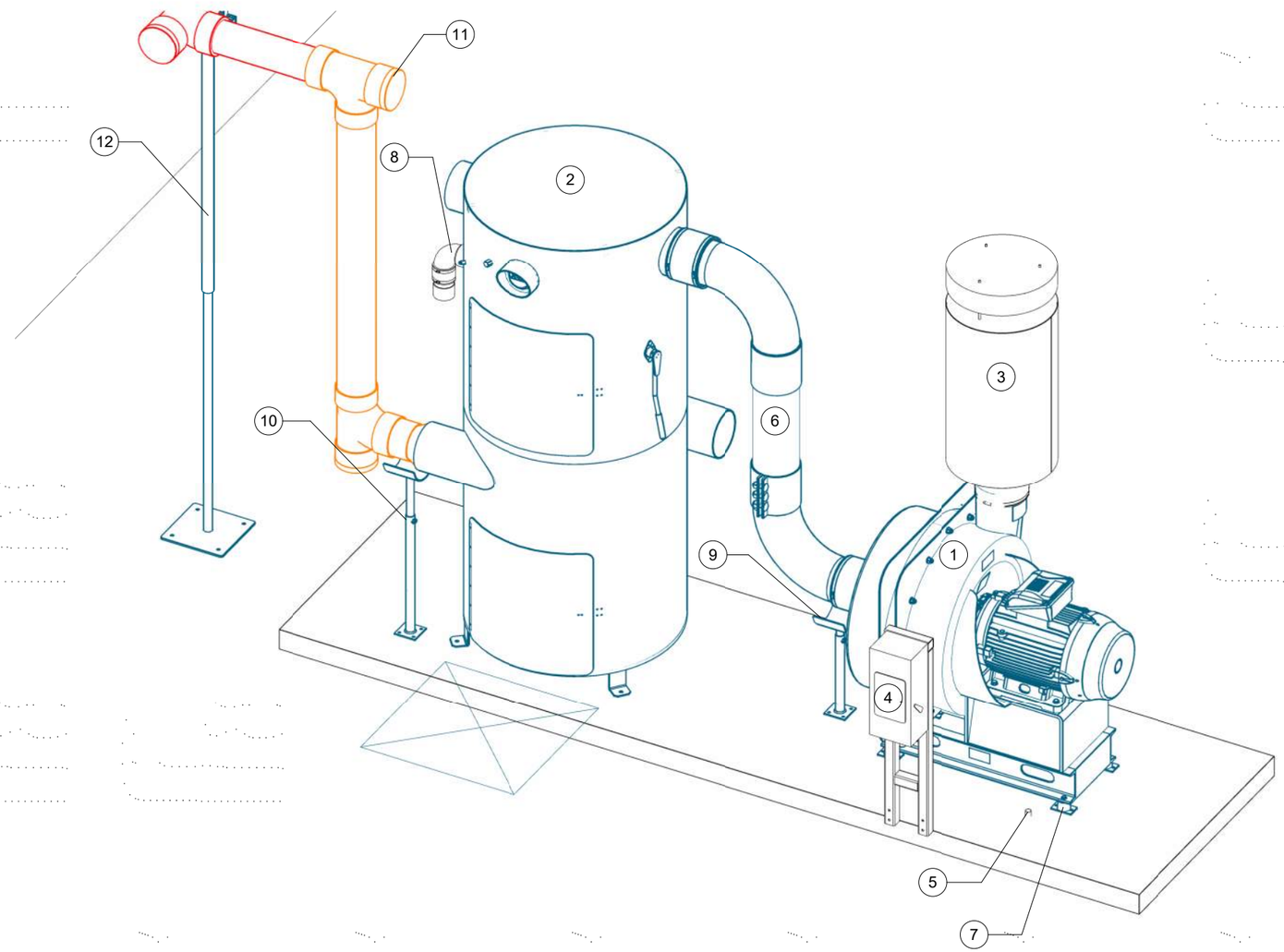
EQUIPMENT A SITE PLAN

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V601

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731



EQUIPMENT SITE ISOMETRIC

ITEM	DESCRIPTION
1	50HP T4 DIRECT DRIVE TURBINE
2	38x88 FILTER SEPARATOR
3	8" T4 OUTDOOR EXHAUST SILENCER
4	RECOMMENDED DISCONNECT LOCATION (WITHIN SIGHT OF TURBINE), CLEARANCE REQUIRED IN FRONT
5	RECOMMENDED TURBINE MOTOR CONDUIT STUB-UP LOCATION, SIZE PER N.E.C.
6	8" SEPARATOR/TURBINE HOOK-UP KIT (ALUMINUM)
7	TURBINE VIBRATION ISOLATOR
8	3" PRESSURE RELIEF VALVE
9	TURBINE PIPE SUPPORT
10	SEPARATOR PIPE SUPPORT
11	6" CLEAN-OUT (TYP.)
12	OVERHEAD PIPE SUPPORT

1 EQUIPMENT A ISOMETRIC

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

8/4/2021 11:19:10 AM

NCS VACUTECH VACUUMS BY
1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

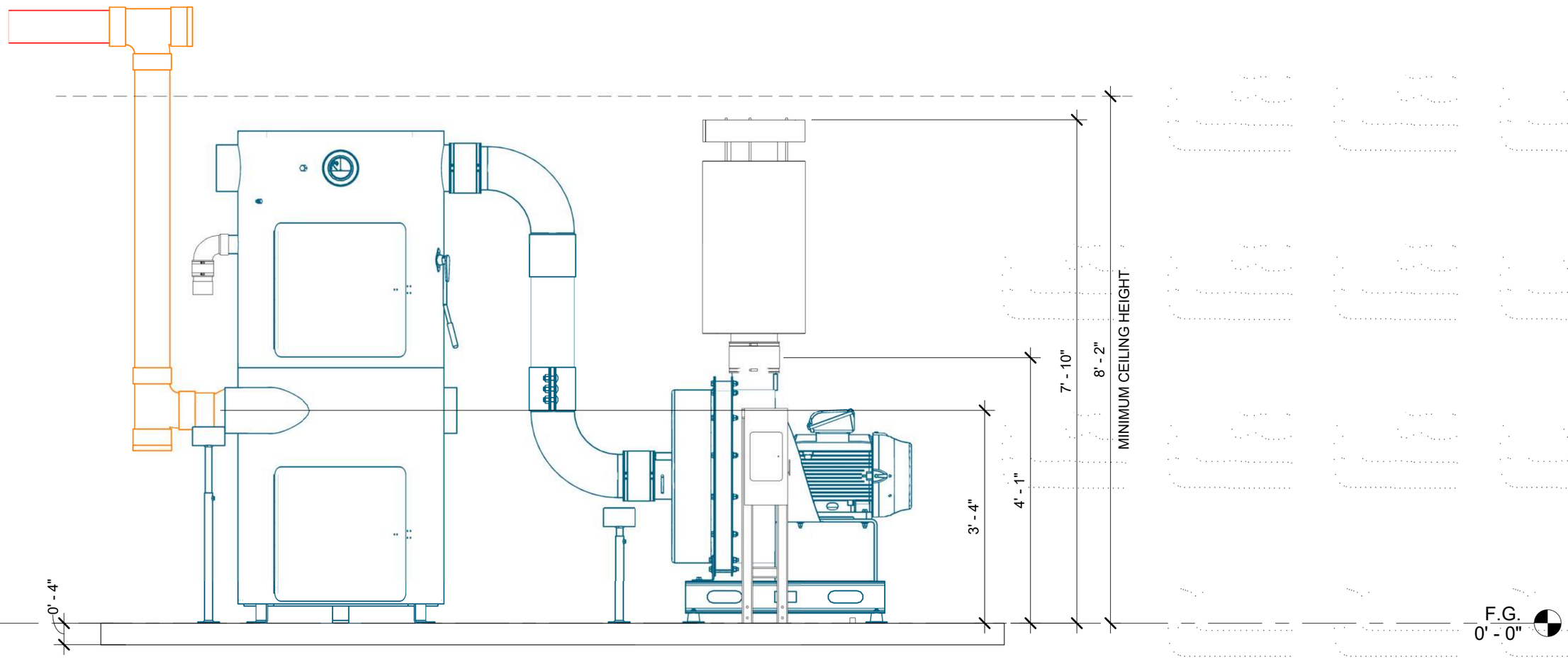
EQUIP. A SITE ISOMETRIC

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V611

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731



1 EQUIPMENT A ELEVATION

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

NCS VACUTECH VACUUMS BY

1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

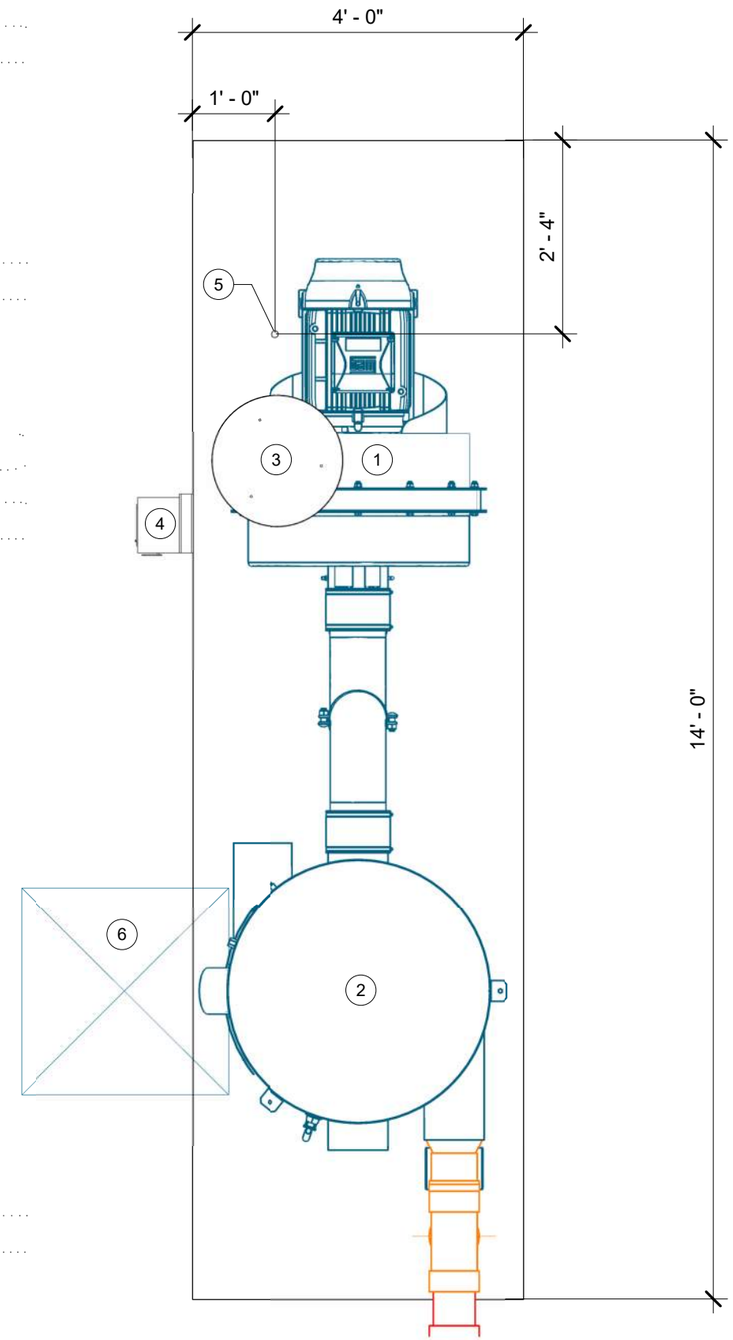
#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

EQUIPMENT A ELEVATION

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V621

8/4/2021 11:19:15 AM



1 EQUIPMENT B PLAN

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731

EQUIPMENT SITE PLAN

ITEM	DESCRIPTION
1	50HP T4 DIRECT DRIVE TURBINE
2	38x88 FILTER SEPARATOR
3	8" T4 OUTDOOR EXHAUST SILENCER
4	RECOMMENDED DISCONNECT LOCATION (WITHIN SIGHT OF TURBINE), CLEARANCE REQUIRED IN FRONT
5	RECOMMENDED TURBINE MOTOR CONDUIT STUB-UP LOCATION, SIZE PER N.E.C.
6	30"x30" MINIMUM SPACE REQUIRED TO REMOVE DEBRIS BUCKET

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

NCS VACUTECH VACUUMS BY
1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

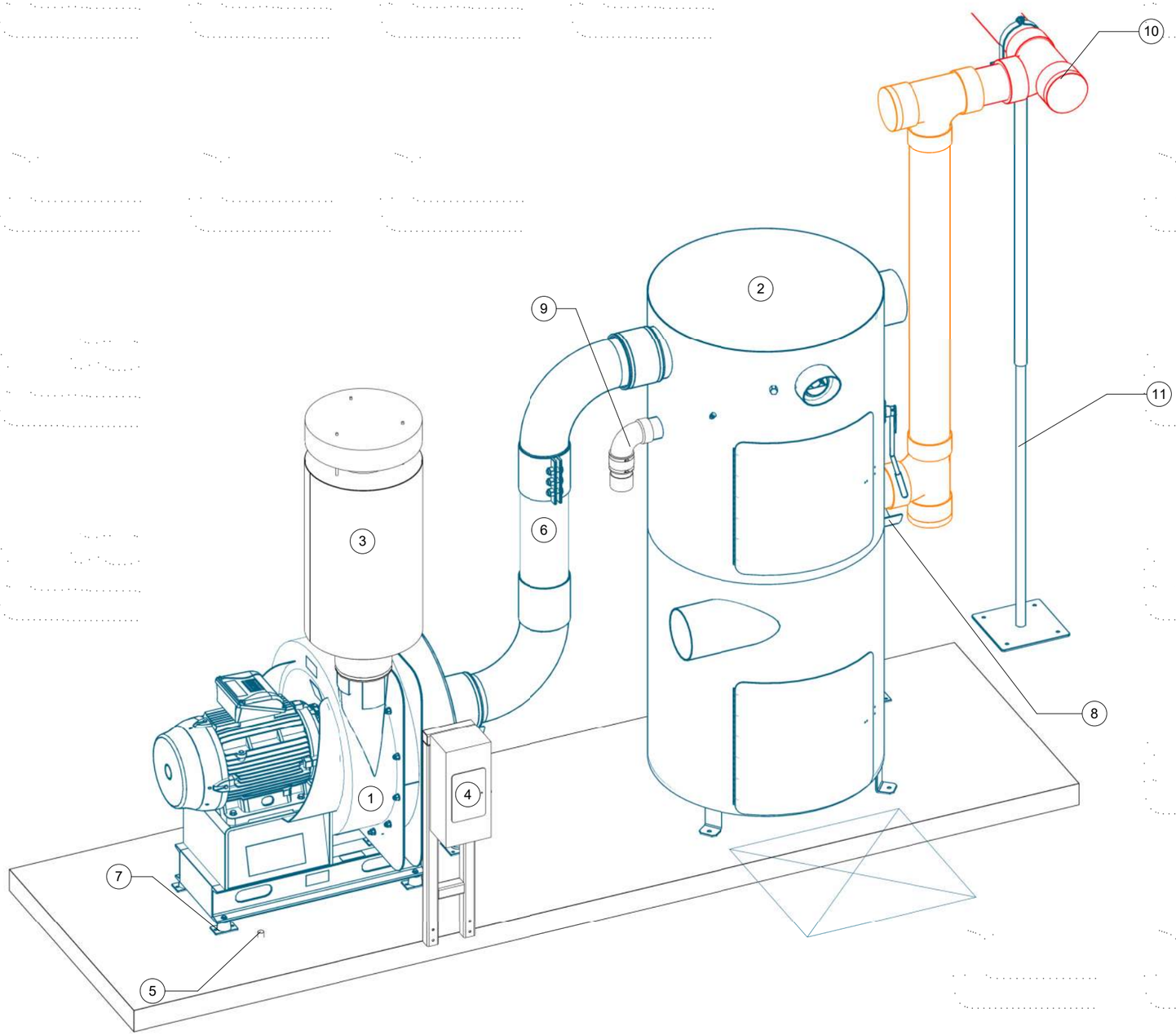
#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

EQUIPMENT B SITE PLAN

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V622

8/4/2021 11:19:20 AM



1 EQUIPMENT B ISOMETRIC

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731

EQUIPMENT SITE ISOMETRIC

ITEM	DESCRIPTION
1	50HP T4 DIRECT DRIVE TURBINE
2	38x88 FILTER SEPARATOR
3	8" T4 OUTDOOR EXHAUST SILENCER
4	RECOMMENDED DISCONNECT LOCATION (WITHIN SIGHT OF TURBINE), CLEARANCE REQUIRED IN FRONT
5	RECOMMENDED TURBINE MOTOR CONDUIT STUB-UP LOCATION, SIZE PER N.E.C.
6	8" SEPARATOR/TURBINE HOOK-UP KIT (ALUMINUM)
7	TURBINE VIBRATION ISOLATOR
8	SEPARATOR PIPE SUPPORT
9	3" PRESSURE RELIEF VALVE
10	6" CLEAN-OUT (TYP.)
11	OVERHEAD PIPE SUPPORT

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

NCS VACUTECH VACUUMS BY
1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

EQUIP. B SITE ISOMETRIC

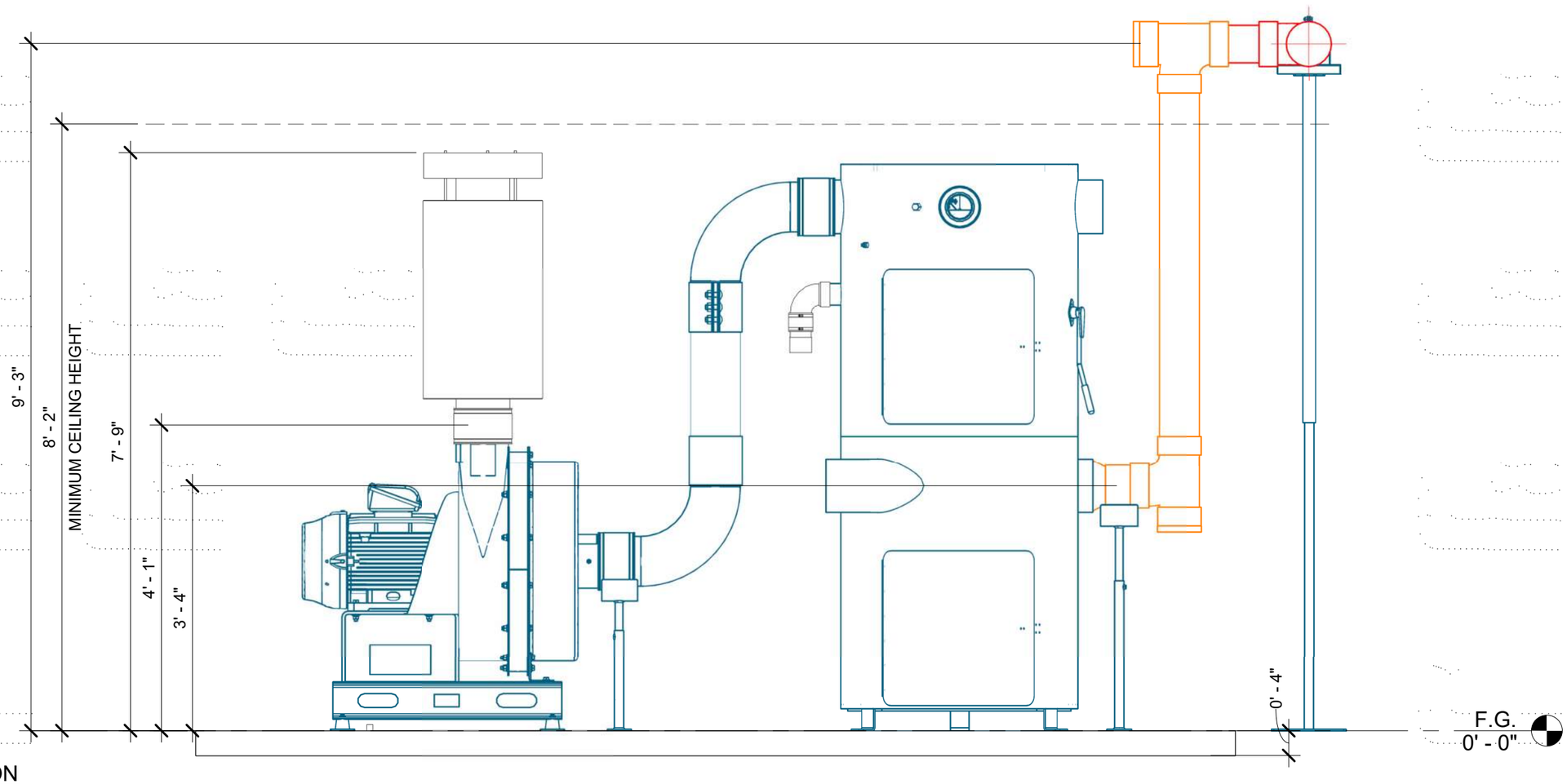
Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V623

8/4/2021 11:19:24 AM

EQUIPMENT NOTES:

- **14'Lx4'Wx4"H MINIMUM FLAT AND LEVEL CONCRETE FLOOR SPACE REQUIRED FOR VACUUM EQUIPMENT**
- WALL PENETRATION: CORE DRILLING MAY BE REQUIRED FIELD VERIFY HEIGHT
- NOTE: IF VACUUM EQUIPMENT IS ENCLOSED WITH ROOF/CEILING, REFER TO VENTILATION REQUIREMENTS UNDER EQUIPMENT WARRANTY INFORMATION
- EXHAUST TURBINE TO OUTSIDE AIR OR ATMOSPHERE W/ 8" ALUMINUM TUBE OR METAL PIPE
- FIELD VERIFY ALL DIMENSIONS
- SEE POWER EQUIPMENT DETAILS ON V701
- SEE VFD DETAILS ON V731



1 EQUIPMENT B ELEVATION

THIS PRELIMINARY DRAWING IS THE PROPERTY OF VACUTECH AND IS NOT TO BE USED FOR CONSTRUCTION OR INSTALLATION WITHOUT WRITTEN CONSENT. WRITTEN CONSENT MAY NOT BE PROVIDED BY ANY PERSON, AGENCY, OR DEALER NOT AUTHORIZED BY VACUTECH.

8/4/2021 11:19:29 AM

NCS VACUTECH VACUUMS BY

1350 HI-TECH DRIVE
SHERIDAN, WY 82801
PHONE: (307) 675-1982
EMAIL: vacinfo@ncswash.com
WEB: www.vacutechllc.com

CLEAN EXPRESS CAR WASH

97 TARENTUM BRIDGE ROAD
NEW KENSINGTON, PENNSYLVANIA 15068

#	Revision	By	Chk	Date
1	ADDED A HOSE TO END ARCHES. ADDED 2 PIPE SUPPORT	AV	TD	7/23/21

EQUIPMENT B ELEVATION

Project Number	100821
Date	8/2/21
Drawn By	ML
Checked By	KG

V624

Schedule

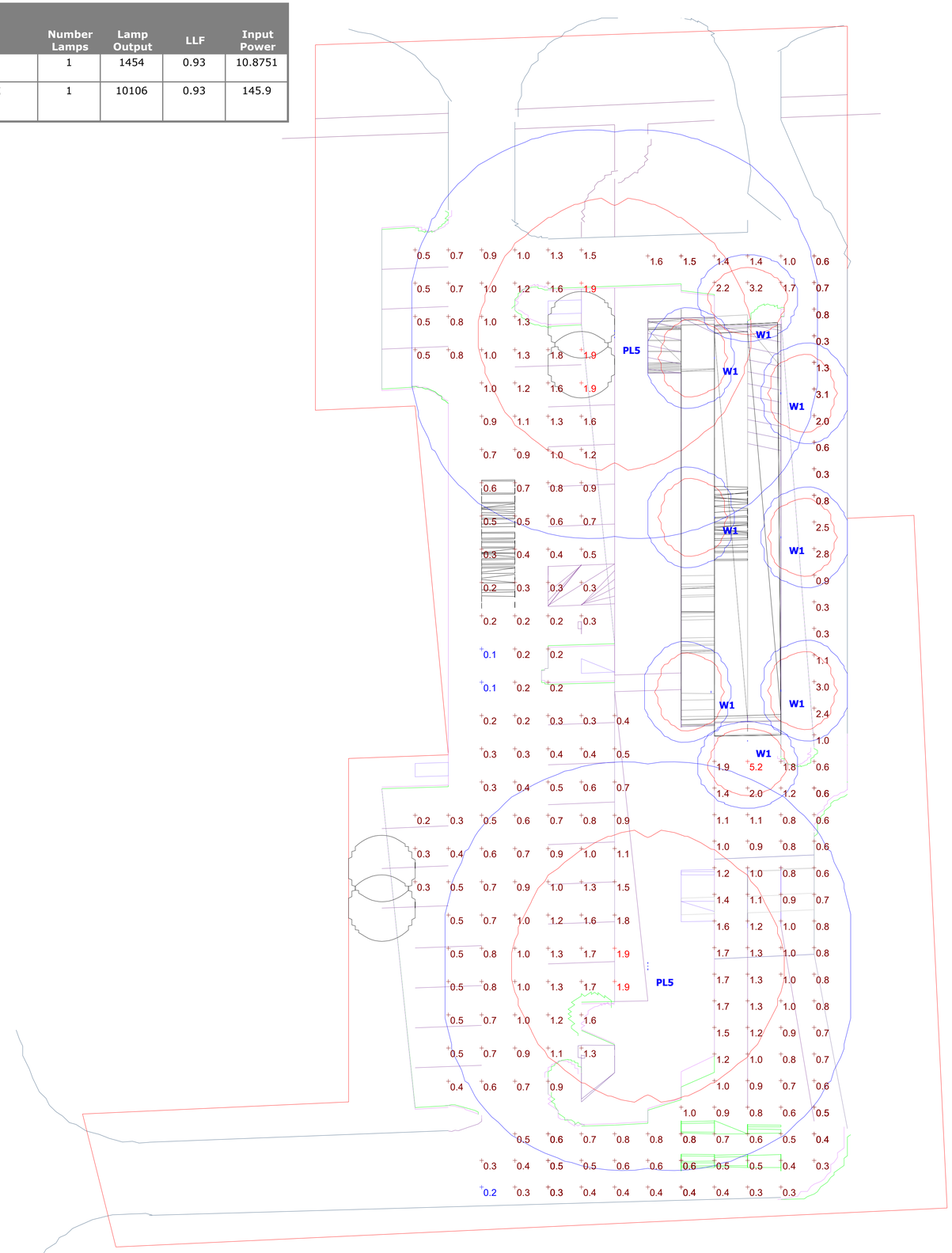
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	W1	8	Lithonia Lighting	ARC1 LED P1 40K	ARC1 LED WITH P1 - PERFORMANCE PACKAGE, 4000K	1	1454	0.93	10.8751
	PL5	2	Lithonia Lighting	RSX1 LED P2 40K R5	RSX Area Fixture Size 1 P2 Lumen Package 4000K CCT Type R5 Distribution	1	10106	0.93	145.9

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
PARKING & VACUUM SPACES	+	0.8 fc	1.9 fc	0.1 fc	19.0:1	8.0:1
DRIVING LANES	+	1.0 fc	5.2 fc	0.2 fc	26.0:1	5.0:1

Note

1. AREA LIGHTS MOUNTED AT 20' AFG
2. 18' POLE ON A 2' POLE BASE
3. WALL LIGHTS MOUNTED AT 10' AFG



LIGHTING SYSTEMS OF COLUMBUS

CLEAN EXPRESS CAR WASH - LIVONIA, MI
SITE LIGHTING LAYOUT

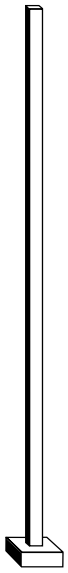
DISCLAIMER
LIGHTING SYSTEMS OF COLUMBUS SHALL NOT BE HELD RESPONSIBLE FOR ANY ISSUES THAT MAY ARISE DURING THE INSTALLATION PROCESS DUE TO SPECIFIC FIELD COMPLICATIONS OR APPLICATIONS. OUR CALCULATIONS ARE PROVIDED AS A PROFESSIONAL COURTESY AND ARE BASED ON THE ILLUMINATING ENGINEERING SOCIETY RECOMMENDED PRACTICES AND ARE NOT NECESSARILY FULLY VETTED FOR CODE COMPLIANCE. IT IS THE RESPONSIBILITY OF THE ASSIGNED ENGINEER OF RECORD TO REVIEW AND APPROVE THE DRAWINGS, PRODUCTS AND INSTALLATION METHODS INCLUDING CONTROLS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE ENGINEER IS ULTIMATELY RESPONSIBLE FOR THE CODE COMPLIANT DESIGN THAT GETS BUILT, AND LIGHTING SYSTEMS OF COLUMBUS SHALL NOT BE HELD LIABLE FOR ANY ISSUES THAT MAY OCCUR DURING OR AFTER THE INSTALLATION.

LSoC Contact:
Scott Fenton
Date
08/22/2023

Summary
REV 1

LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	



Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

Buy American

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Square Straight Steel is a general purpose light pole for up to 39-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION — **Pole Shaft:** The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .1196"), or 50 KSI (7-gauge, .1793"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4", 5" and 6".

Pole Top: A flush non-metalic black top cap is provided for all poles that will receive drilling patterns for side-mount luminaire arm assemblies or when ordered with PT option.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Positioning the handhole lower may not be possible and requires engineering review; consult Tech Support-Outdoor for further information. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A durable ABS plastic two-piece full base cover, finished to match the pole, is provided with each pole assembly. Additional base cover options are available upon request.

Anchor Base/ Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards and can be altered to match existing foundations; consult factory for modifications. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE – All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH – Extra durable standard powder-coat finishes include Dark Bronze, White, Black, Medium Bronze and Natural Aluminum colors. Classic finishes include Sandstone, Charcoal Gray, Tennis Green, Bright Red and Steel Blue colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Hot-dipped Galvanized, Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes. Factory-applied primer paint finish is available for customer field-paint applications.

BUY AMERICAN – Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/buy-american for additional information.

INSTALLATION – **Do not** erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

See footnotes next page.

SSS Square Straight Steel Poles

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative.

Example: SSS 20 5C DM19 DDB

SSS

Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness[2]	Mounting[3]		Options		Finish[11]	
SSS[1]	10'-39' (for 1/2 ft increments, add -6 to the pole height. Ex: 20-6 equals 20ft 6in.) See technical information table for complete ordering information.)	4C 4" 11g (.1196") 4G 4" 7g (.1793") 5C 5" 11g (.1196") 5G 5" 7g (.1793") 6G 6" 7g (.1793") See technical information table for complete ordering information.)	Tenon mounting PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) KAC/KAD/KSE/KSF/KVR/KVF Drill mounting DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CSX/DSX/RSX/AERIS™/OMERO™/HLA/KAX Drill mounting DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° RAD drill mounting DM19RAD 1 at 90° DM28RAD 2 at 180° DM29RAD 2 at 90° DM39RAD 3 at 90° DM49RAD 4 at 90° ESX Drill mounting DM19ESX 1 at 90° DM28ESX 2 at 180° DM29ESX 2 at 90° DM39ESX 3 at 90° DM49ESX 4 at 90°	AERIS™ Suspend drill mounting[4,5] DM19AST_ 1 at 90° DM28AST_ 2 at 180° DM29AST_ 2 at 90° DM39AST_ 3 at 90° DM49AST_ 4 at 90° OMERO™ Suspend drill mounting[4,5] DM19MRT_ 1 at 90° DM28MRT_ 2 at 180° DM29MRT_ 2 at 90° DM39MRT_ 3 at 90° DM49MRT_ 4 at 90°	Shipped installed VD Vibration damper HAxy Horizontal arm bracket (1 fixture)[6,7] FDLxy Festoon outlet less electrical[6] CPL12/xy 1/2" coupling[6] CPL34/xy 3/4" coupling[6] CPL1/xy 1" coupling[6] NPL12/xy 1/2" threaded nipple[6] NPL34/xy 3/4" threaded nipple[6] NPL1/xy 1" threaded nipple[6] EHHxy Extra handhole[6,8] NEC NEC 410.30 compliant gasketed handhole (Not UL Labeled) IC Interior coating[9] L/AB Less anchor bolts (Include when anchor bolts are not needed) TP Tamper resistant handhole cover fasteners UL UL listed with label (Includes NEC compliant cover) BAA Buy America(n) Act Compliant[10]	Standard colors DDBXD Dark bronze DWHXD White DBLXD Black DMBXD Medium bronze DNAXD Natural aluminum Classic colors DSS Sandstone DGC Charcoal gray DTG Tennis green DBR Bright red DSB Steel blue Architectural Colors and Special Finishes Galvanized, Paint over Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes available.	

NOTES:

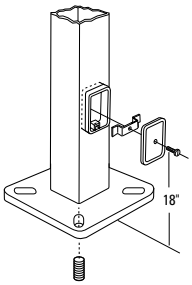
1. Handhole covers (HHC), full base covers (FBC) and top caps (TC) shipped separately. No need to call out in nomenclature. For additional parts please order as replacements.
2. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7-Gauge) in nomenclature. "C" - 0.1196" | "G" - 0.1793".
3. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combination includes a required extra handhole.
4. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
5. Insert "1" or "2" to designate fixture size; e.g. DM19AST**2**.
6. Specify location and orientation when ordering option.
   For "x": Specify the height above the base of pole in feet or feet and inches; separate feet and inches with a "-".
   Example: 5ft = 5 and 20ft 3in = 20-3
   For "y": Specify orientation from handhole (A,B,C,D)
   Refer to the Handhole Orientation diagram below.
   Example: 1/2" coupling at 5' 8", orientation C = CPL12/5-8C
7. Horizontal arm is 18" x 2-3/8" O.D. tenon standard, with radius curve providing 12" rise and 2-3/8" O.D. If ordering two horizontal arm at the same height, specify with HAxyy. Example: HA20BD.
8. Combination of tenon-top and drill mount includes extra handhole. EHH does not include cover, order replacement part if needed.
9. Provides enhanced corrosion resistance.
10. Use when mill certifications are required.
11. Additional colors available; see www.lithonia.com/archcolors or Architectural Colors brochure (Form No. 794.3). Available by formal quote only, consult factory for details.

©1994-2021 Acuity Brands Lighting, Inc. All rights reserved.

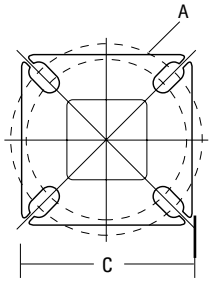
TECHNICAL INFORMATION — EPA (ft2) with 1.3 gust													
Catalog Number	Nominal Shaft Length (ft.)*	Pole Shaft Size (Base in. x Top in. x ft.)	Wall thick (in)	Gauge	EPA (ft^2) with 1.3 gust						Bolt circle (in)	Bolt size (in. x in. x in.)	Approximate ship weight (lbs.)
					80 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight			
SSS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8--9	3/4 x 18 x 3	75
SSS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8--9	3/4 x 18 x 3	90
SSS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8--9	3/4 x 18 x 3	100
SSS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8--9	3/4 x 18 x 3	115
SSS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8--9	3/4 x 18 x 3	125
SSS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8--9	3/4 x 18 x 3	140
SSS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8--9	3/4 x 30 x 3	198
SSS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10--12	1 x 36 x 4	185
SSS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10--12	1 x 36 x 4	265
SSS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8--9	3/4 x 18 x 3	170
SSS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8--9	3/4 x 30 x 3	245
SSS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10--12	1 x 36 x 4	225
SSS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10--12	1 x 36 x 4	360
SSS 30 4G	30	4.0 x 30.0	0.1793	7	6.7	168	4.4	110	2.6	65	8--9	3/4 x 30 x 3	295
SSS 30 5C	30	5.0 x 30.0	0.1196	11	4.7	150	2	50	--	--	10--12	1 x 36 x 4	265
SSS 30 5G	30	5.0 x 30.0	0.1793	7	10.7	267	6.7	167	3.9	100	10--12	1 x 36 x 4	380
SSS 30 6G	30	6.0 x 30.0	0.1793	7	19	475	13.2	330	9	225	11--13	1 x 36 x 4	520
SSS 35 5G	35	5.0 x 35.0	0.1793	7	5.9	150	2.5	100	--	--	10--12	1 x 36 x 4	440
SSS 35 6G	35	6.0 x 35.0	0.1793	7	12.4	310	7.6	190	4.2	105	11--13	1 x 36 x 4	540
SSS 39 6G	39	6.0 x 39.0	0.1793	7	7.2	180	3	75	--	--	11--13	1 x 36 x 4	605

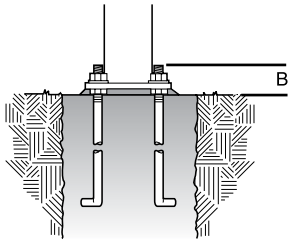
* EPA values are based ASCE 7-93 wind map. For 1/2 ft increments, add -6 to the pole height. Ex: 20-6 equals 20ft 6in.

BASE DETAIL

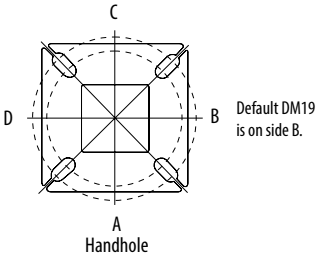


POLE DATA								
Shaft base size	Bolt circle A	Bolt projection B	Base diameter C	Base plate thickness	Template description	Anchor bolt description	Anchor bolt and template number	Anchor bolt description
4"C	8" – 9"	3.25"- 3.75"	8"- 8.25"	0.75"	ABTEMPLATE PJ50004	AB18-0	ABSSS-4C	3/4"x18"x3"
4"G	8" – 9"	3.38"- 3.75"	8"- 8.25"	0.875"	ABTEMPLATE PJ50004	AB30-0	ABSSS-4G	3/4"x30"x3"
5"	10" – 12"	3.5"- 4"	11"	1"	ABTEMPLATE PJ50010	AB36-0	ABSSS-5	1"x36"x4"
6"	11" – 13"	4"- 4.50"	12.5"	1"	ABTEMPLATE PJ50011	AB36-0	N/A	1"x36"x4"





HANDHOLE ORIENTATION



IMPORTANT INSTALLATION NOTES:

- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.

©1994-2021 Acuity Brands Lighting, Inc. All rights reserved.

ARC2 LED

Architectural Wall Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

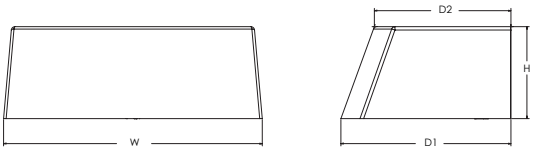
Introduction

The Lithonia Lighting ARC LED wall-mounted luminaires provide both architectural styling and visually comfortable illumination while providing the high energy savings and low initial costs for quick financial payback.

ARC2 delivers up to 6,500 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. It offers integrated emergency battery backup options, including an 8W cold temperature option, making it suitable for pedestrian scale applications in any environment.

Specifications

Depth (D1): 9.25"
Depth (D2): 7.5"
Height: 5"
Width: 14"
Weight: (without options) 11 lbs



ARC LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Approximate Lumens (4000K)				
			P1	P2	P3	P4	P5
ARC1 LED	4W	--	1,500	2,000	3,000	--	--
ARC2 LED	4W	8W	1,500	2,000	3,000	4,000	6,500

Ordering Information

EXAMPLE: ARC2 LED P2 40K MVOLT PE DDBXD

Series	Package	Color Temperature	Voltage	Options	Finish
ARC2 LED	P1 1,500 Lumens P2 2,000 Lumens P3 3,000 Lumens P4 4,000 Lumens P5 6,500 Lumens	30K 3000K 40K 4000K 50K 5000K	MVOLT 347[1]	E4WH Emergency battery backup, CEC compliant (4W, 0°C min)[1] E8WC Emergency battery backup, CEC compliant (8W, -20°C min)[1] PE Button type photocell for dusk-to-dawn operation DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[2] SPD6KV 6kV surge protection[1] FAO Field adjustable light output device. Allows for easy adjustment to the desired light levels, from 20% to 100%[2]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories

Ordered and shipped separately.

WSBBW DDBXD U	Surface - mounted back box (specify finish)

NOTES

1. 347V not available with E4WH, E8WC and SPD6KV.
2. FAO not available with DMG.

© 2020-2021 Acuity Brands Lighting, Inc. All rights reserved.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	30K (3000K, 80 CRI)					40K (4000K, 80 CRI)					50K (5000K, 80 CRI)				
		Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1	11W	1,502	142	0	0	1	1,587	150	0	0	1	1,598	151	0	0	1
P2	16W	2,250	140	0	0	1	2,377	147	0	0	1	2,393	148	0	0	1
P3	24W	3,206	135	0	0	1	3,387	143	0	0	1	3,410	144	0	0	1
P4	30W	3,903	128	1	0	1	4,124	136	1	0	1	4,152	136	1	0	1
P5	51W	6,260	122	1	0	1	6,615	129	1	0	1	6,659	130	1	0	1

Electrical Load

Performance Package	System Watts	Current (A)				
		120V	208V	240V	277V	347V
P1	11W	0.090	0.055	0.049	0.046	0.045
P2	16W	0.141	0.081	0.072	0.064	0.059
P3	24W	0.202	0.117	0.103	0.091	0.079
P4	30W	0.280	0.162	0.144	0.128	0.095
P5	51W	0.471	0.272	0.239	0.212	0.158

Lumen Output in Emergency Mode (4000K, 80 CRI)

Option	Lumens
E4WH	693
E8WC	1,413

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
10°C	50°F	1.03
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.96	>0.93	>0.88

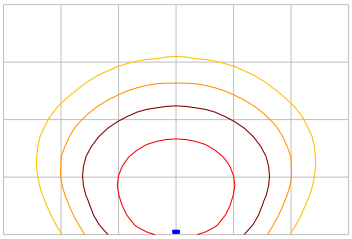
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting ARC LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND

- 0.25 fc
- 0.5 fc
- 1.0 fc
- 3.0 fc

MH = 15ft
Grid = 15ft x 15ft



ARC2 LED P3 40K

© 2020-2021 Acuity Brands Lighting, Inc. All rights reserved.

Emergency Egress Options

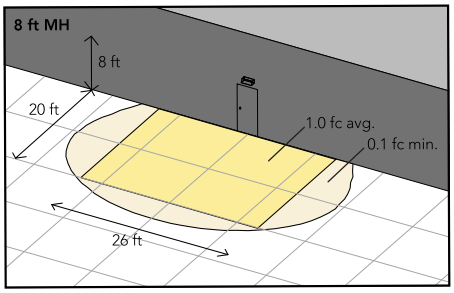
Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain a minimum of 60% of the light output at the end of 90minutes.

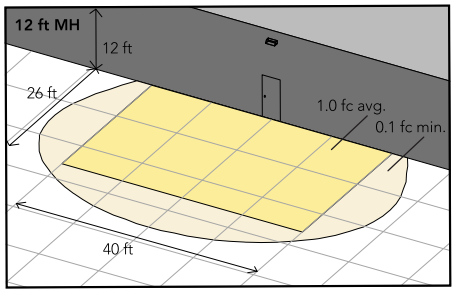
Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The example below shows illuminance of 1 fc average and 0.1 fc minimum in emergency mode.

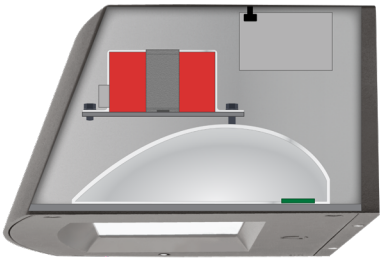
Grid = 10ft x 10ft



ARC2 LED 40K MVOLT E4WH



ARC2 LED 40K MVOLT E8WC



Self-contained solution for clean aesthetic

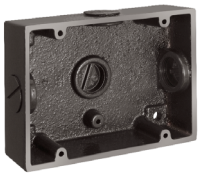
Mounting, Options & Accessories

E4WH and E8WC – Emergency Battery Backup

D = 6.5″

H = 5″

W = 11″



BBW – Standard Back Box

D = 1.5″

H = 4″

W = 5.5″

For surface conduit applications.
3/4" conduit entry holes.

FEATURES & SPECIFICATIONS

INTENDED USE
The clean architectural shape of the ARC LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long-life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION
The die-cast aluminum housing and door act as heat sinks to optimize thermal transfer from the light engine and driver to promote long-life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Recessed lens to cut off high angle light and reduce glare. Combination of diffused lens and reflector design has low surface brightness creating a visually comfortable environment with great distribution. LEDs are fully hidden from view to eliminate pixelization and harsh glare. The ARC LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long-life (up to L88/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire is 0-10V dimmable.

INSTALLATION
The universal wall plate, supplied with the luminaire, fits multiple size junction boxes and supports it during wiring for easy installation. Built-in wet location wiring compartment on the luminaire to accommodate wiring connections for applications with no junction box. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International DarkSky Association (IDA) Fixture Seal of approval (FSA) is available for all products on this page utilizing 3000K color temperature only. Rated for -40°C minimum ambient.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

© 2020-2021 Acuity Brands Lighting, Inc. All rights reserved.

RSX2 LED
Area Luminaire

Catalog Number

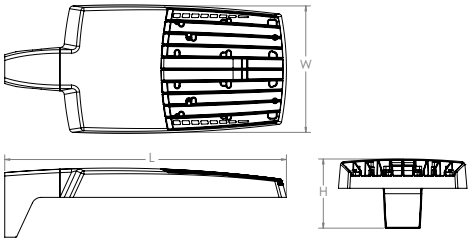
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA (ft²@0°):	0.69 ft² (0.06 m²)
Length:	29.3" (74.4 cm) (SPA mount)
Width:	13.4" (34.0 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.3 cm) Arm
Weight: (SPA mount)	30.0 lbs (13.6 kg)



Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX2 delivers 11,000 to 31,000 lumens allowing it to replace 250W to 1000W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Ordering Information

EXAMPLE: RSX2 LED P6 40K R3 MVOLT SPA DDBXD

RSX2 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX2 LED	P1 P2 P3 P4 P5 P6	30K 3000K 40K 4000K 50K 5000K	R2 Type 2 Wide R3 Type 3 Wide R3S Type 3 Short R4 Type 4 Wide R4S Type 4 Short R5 Type 5 Wide [1] R5S Type 5 Short [1] AFR Automotive Front Row AFRR90 Automotive Front Row Right Rotated AFRL90 Automotive Front Row Left Rotated	MVOLT (120V-277V) [2] HVOLT (347V-480V) [3] XVOLT (277V-480V) [4] **(use specific voltage for options as noted)** 120 [3] 277 [5] 208 [3] 347 [5] 240 [3] 480 [5]	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°) RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°) MA Mast arm adaptor (fits 2-3/8" OD horizontal tenon) IS Adjustable slipfitter (fits 2-3/8" OD tenon) [6] WBA Wall bracket [1] WBASC Wall bracket with surface conduit box AASP Adjustable tilt arm square pole mounting [6] AARP Adjustable tilt arm round pole mounting [6] AAWB Adjustable tilt arm with wall bracket [6] AAWSC Adjustable tilt arm wall bracket and surface conduit box [6]

Options

Shipped Installed

HS	House-side shield [7]
PE	Photocontrol, button style [8,9]
PEX	Photocontrol external threaded, adjustable [9,10]
PER7	Seven-wire twist-lock receptacle only (no controls) [9,11,12,13]
CE34	Conduit entry 3/4" NPT (Qty 2)
SF	Single fuse (120, 277, 347) [5]
DF	Double fuse (208, 240, 480) [5]
SPD20KV	20KV Surge pack (10KV standard)
FAO	Field adjustable output [9,13]
DMG	0-10V dimming extend out back of housing for external control (control ordered separate) [9,13]
DS	Dual switching [9,14]

Shipped Installed

***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**

NLTAIR2	nLight AIR generation 2 [13,15,16]
PIRHN	Networked, Bi-Level motion/ambient sensor (for use with NLTAIR2) [13,16,17]
BAA	Buy America(n) Act Compliant

***Note: PIRHN with nLight Air can be used as a standalone dimming sensor with out-of-box settings or as a wireless networked solution. See factory default settings table. Sensor coverage pattern is affected when luminaire is tilted.**

Shipped Separately (requires some field assembly)

EGS	External glare shield [6]
EGFV	External glare full visor (360° around light aperture) [7]
BS	Bird spikes [18]

Finish

DDBXD	Dark Bronze
DBLXD	Black
DNAXD	Natural Aluminum
DWHXD	White
DDBTXD	Textured Dark Bronze
DBLBXD	Textured Black
DNATXD	Textured Natural Aluminum
DWHGXD	Textured White

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

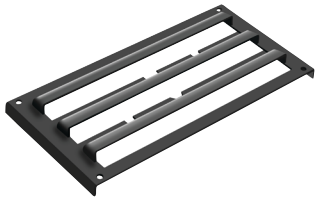
Ordering Information

Accessories
Ordered and shipped separately.

RSX2HS	RSX2 House side shield (includes 2 shields)
RSX2EGS (FINISH) U	External glare shield (specify finish)
RSX2HSAFRR (FINISH) U	RSX2 House side shields for AFR rotated optics (includes 2 shields)
RSX2EGFV (FINISH) U	External glare full visor (specify finish)
RSXRPA (FINISH) U	RSX Universal round pole adaptor plate (specify finish)
RSXWBA (FINISH) U	RSX WBA wall bracket (specify finish) [1]
RSXSCB (FINISH) U	RSX Surface conduit box (specify finish, for use with WBA, WBA not included)
DLL127F 1.5 JU	Photocell -SSL twist-lock (120-277V) [19]
DLL347F 1.5 CUL JU	Photocell -SSL twist-lock (347V) [19]
DLL480F 1.5 CUL JU	Photocell -SSL twist-lock (480V) [19]
DSHORT SBK U	Shorting cap [19]

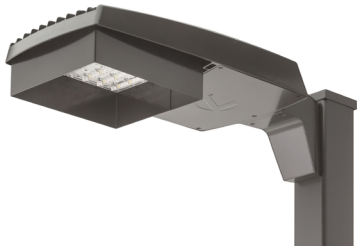
NOTES
1 Any Type 5 distribution, is not available with WBA.
2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4 XVOLT driver not available with P1. XVOLT driver operates on any line voltage from 277V-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE or PEX.
5 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6 Maximum tilt is 90° above horizontal.
7 It may be ordered as an accessory.
8 Requires MVOLT or 347V.
9 Not available in combination with other light sensing control options (following options cannot be combined: PE, PEX, PER7, FAO, DMG, DS, PIRHN).
10 Requires 120V, 208V, 240V, or 277V.
11 Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included. Dimming leads capped for future use.
12 For units with option PER7, the mounting must be restricted to +/- 45° from horizontal aim per ANSI C136.10-2010.
13 Two or more of the following options cannot be combined including DMG, DS, PER7, FAO and PIRHN.
14 DS only available on performance package P5 and P6.
15 Must be ordered with PIRHN.
16 Requires MVOLT or HVOLT.
17 Must be ordered with NLTAIR2. For additional information on PIRHN visit here.
18 Must be ordered with fixture for factory pre-drilling.
19 Requires luminaire to be specified with PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.

External Shields



House Side Shield

External Glare Shield

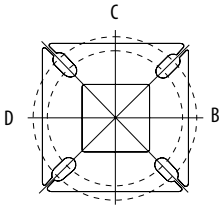


External 360 Full Visor

Pole/Mounting Informatiion

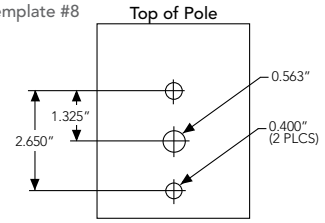
Accessories including bullhorns, cross arms and other adpaters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

HANDHOLE ORIENTATION

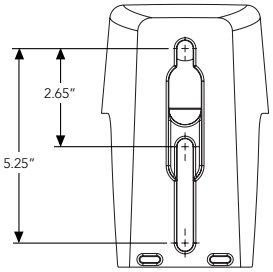


RSX POLE DRILLING

Template #8



RSX STANDARD ARM & ADJUSTABLE ARM



Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	RSX Mounting	Single	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2 - 3/8"	RPA, AARP	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
2 - 7/8"	RPA, AARP	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	RPA, AARP	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
	Head Location	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	**Drill Nomenclature**	DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS

RSX2 - Luminaire EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

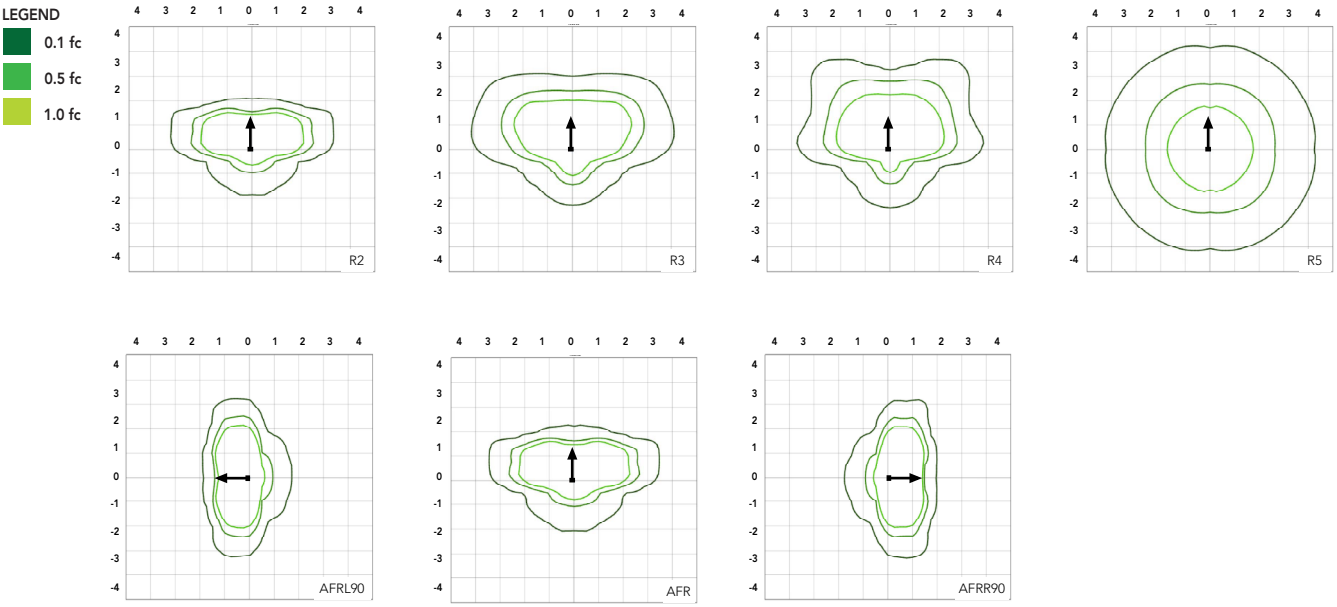
Fixture Quantity & Mounting Configuration		Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side
Mounting Type	**Tilt**									
SPA - Square Pole Adaptor	0°	0.69	1.22	1.27	1.8	1.61	2.39	1.37	2.06	2.74
RPA - Round Pole Adaptor		0.74	1.27	1.37	1.9	1.71	2.49	1.42	2.16	2.84
MA - Mast Arm Adaptor		0.61	1.14	1.11	1.64	1.45	2.23	1.29	1.9	2.58
IS - Integral Slipfitter AASP/AARP - Adjustable Arm Square/Round Pole	0°	0.69	1.22	1.27	1.8	1.61	2.39	1.37	2.06	2.74
	10°	0.53	1.06	1.05	1.58	1.37	2.08	1.06	1.59	2.12
	20°	0.52	1.02	1.03	1.52	1.33	2.02	1.03	1.55	2.07
	30°	0.64	1.11	1.18	1.63	1.45	2.21	1.27	1.91	2.54
	40°	0.81	1.21	1.35	1.74	1.65	2.39	1.62	2.43	3.23
	45°	0.91	1.25	1.5	1.81	1.75	2.48	1.82	2.73	3.64
	50°	1.34	1.83	2.17	2.61	2.56	3.62	2.68	4.02	5.36
	60°	2.2	2.97	3.57	4.24	4.17	5.89	4.41	6.61	8.82
	70°	2.86	4.13	4.7	5.89	5.71	8.21	5.71	8.57	11.42
	80°	3.4	5.13	5.67	7.34	7.09	10.21	6.79	10.19	13.59
	90°	3.85	5.96	6.55	8.58	8.31	11.88	7.70	11.56	15.41

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's RSX Area homepage.

Isofootcandle plots for the RSX2 LED P6 40K. Distances are in units of mounting height (30').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.05
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97
45°C	113°F	0.96
50°C	122°F	0.95

Electrical Load

		Current (A)					
Performance Package	System Watts (W)	120V	208V	240V	277V	347V	480V
P1	71W	0.59	0.34	0.30	0.26	0.20	0.15
P2	111W	0.93	0.53	0.46	0.40	0.32	0.23
P3	147W	1.23	0.70	0.61	0.53	0.42	0.31
P4	187W	1.55	0.90	0.78	0.68	0.53	0.38
P5	210W	1.75	1.01	0.87	0.76	0.60	0.44
P6	244W	2.03	1.17	1.01	0.88	0.70	0.51

Projected LED Lumen Maintenance

Operating Hours	50,000	75,000	100,000
Lumen Maintenance Factor	>0.97	>0.95	>0.92

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

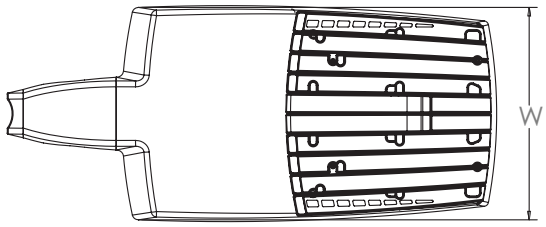
Performance Package	System Watts	Distribution. Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	71W	R2	10,040	2	0	1	139	11,031	2	0	1	153	11,031	2	0	1	153
		R3	10,005	2	0	2	141	10,992	2	0	2	155	10,992	2	0	2	155
		R3S	10,271	2	0	2	143	11,285	2	0	2	157	11,285	2	0	2	157
		R4	10,136	2	0	2	143	11,136	2	0	2	157	11,136	2	0	2	157
		R4S	9,779	2	0	2	138	10,744	2	0	2	151	10,744	2	0	2	151
		R5	10,271	4	0	2	145	11,285	4	0	2	159	11,285	4	0	2	159
		R5S	10,544	3	0	1	149	11,585	3	0	2	163	11,585	3	0	2	163
		AFR	10,026	2	0	1	141	11,016	2	0	1	155	11,016	2	0	1	155
		AFRR90	10,122	3	0	2	140	11,121	3	0	2	154	11,121	3	0	2	154
		AFRL90	10,164	3	0	2	141	11,167	3	0	2	155	11,167	3	0	2	155
P2	111W	R2	15,712	2	0	2	138	17,263	2	0	2	151	17,263	2	0	2	151
		R3	15,657	2	0	3	141	17,202	3	0	3	155	17,202	3	0	3	155
		R3S	16,075	2	0	2	141	17,661	2	0	2	155	17,661	2	0	2	155
		R4	15,862	2	0	3	143	17,427	2	0	3	157	17,427	2	0	3	157
		R4S	15,304	2	0	2	138	16,815	2	0	2	151	16,815	2	0	2	151
		R5	16,075	4	0	2	145	17,661	5	0	3	159	17,661	5	0	3	159
		R5S	16,502	4	0	2	149	18,130	4	0	2	163	18,130	4	0	2	163
		AFR	15,691	2	0	2	141	17,240	2	0	2	155	17,240	2	0	2	155
		AFRR90	15,841	3	0	3	139	17,404	4	0	3	153	17,404	4	0	3	153
		AFRL90	15,907	3	0	3	139	17,477	4	0	3	153	17,477	4	0	3	153
P3	147W	R2	19,855	3	0	2	132	21,814	3	0	2	145	21,814	3	0	2	145
		R3	19,785	3	0	3	135	21,737	3	0	4	148	21,737	3	0	4	148
		R3S	20,312	3	0	3	135	22,317	3	0	3	149	22,317	3	0	3	149
		R4	20,044	3	0	3	136	22,022	3	0	4	150	22,022	3	0	4	150
		R4S	19,339	3	0	3	132	21,247	3	0	3	145	21,247	3	0	3	145
		R5	20,313	5	0	3	138	22,317	5	0	3	152	22,317	5	0	3	152
		R5S	20,852	4	0	2	142	22,910	4	0	2	156	22,910	4	0	2	156
		AFR	19,828	3	0	2	135	21,785	3	0	2	148	21,785	3	0	2	148
		AFRR90	20,017	4	0	3	133	21,992	4	0	3	147	21,992	4	0	3	147
		AFRL90	20,101	4	0	3	134	22,084	4	0	3	147	22,084	4	0	3	147
P4	187W	R2	22,836	3	0	2	120	25,090	3	0	2	132	25,090	3	0	2	132
		R3	22,756	3	0	4	122	25,002	3	0	4	134	25,002	3	0	4	134
		R3S	23,363	3	0	3	123	25,668	3	0	3	135	25,668	3	0	3	135
		R4	23,054	3	0	4	123	25,329	3	0	4	135	25,329	3	0	4	135
		R4S	22,243	3	0	3	119	25,059	3	0	3	134	25,059	3	0	3	134
		R5	23,363	5	0	3	125	25,669	5	0	4	137	25,669	5	0	4	137
		R5S	23,983	4	0	2	128	26,350	4	0	2	141	26,350	4	0	2	141
		AFR	22,806	3	0	2	122	25,056	3	0	2	134	25,056	3	0	2	134
		AFRR90	23,023	4	0	3	121	25,295	4	0	3	133	25,295	4	0	3	133
		AFRL90	23,120	4	0	3	122	25,401	4	0	3	134	25,401	4	0	3	134
P5	210W	R2	26,141	3	0	2	122	28,721	3	0	2	135	28,721	3	0	2	135
		R3	26,049	3	0	4	124	28,620	3	0	4	136	28,620	3	0	4	136
		R3S	26,744	3	0	3	125	29,383	3	0	4	138	29,383	3	0	4	138
		R4	26,390	3	0	4	126	28,994	3	0	4	138	28,994	3	0	4	138
		R4S	25,462	3	0	3	121	27,974	3	0	3	133	27,974	3	0	3	133
		R5	26,744	5	0	4	127	29,383	5	0	4	140	29,383	5	0	4	140
		R5S	27,454	4	0	2	131	30,163	4	0	2	144	30,163	4	0	2	144
		AFR	26,106	3	0	2	124	28,682	3	0	2	137	28,682	3	0	2	137
		AFRR90	26,354	4	0	3	123	28,955	5	0	3	136	28,955	5	0	3	136
		AFRL90	26,465	4	0	3	124	29,077	5	0	3	136	29,077	5	0	3	136
P6	244W	R2	27,646	3	0	2	112	30,374	3	0	2	123	30,374	3	0	2	123
		R3	27,549	3	0	4	113	30,267	3	0	4	124	30,267	3	0	4	124
		R3S	28,283	3	0	3	115	31,075	3	0	4	126	31,075	3	0	4	126
		R4	27,909	3	0	4	114	30,663	3	0	4	126	30,663	3	0	4	126
		R4S	26,928	3	0	3	110	29,585	3	0	3	121	29,585	3	0	3	121
		R5	28,284	5	0	4	116	31,075	5	0	4	127	31,075	5	0	4	127
		R5S	29,035	4	0	2	119	31,900	5	0	3	131	31,900	5	0	3	131
		AFR	27,608	3	0	2	112	30,332	3	0	2	123	30,332	3	0	2	123
		AFRR90	27,872	4	0	3	113	30,622	5	0	3	124	30,622	5	0	3	124
		AFRL90	27,989	4	0	3	113	30,751	5	0	3	125	30,751	5	0	3	125

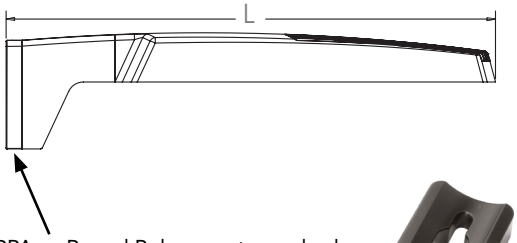
© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

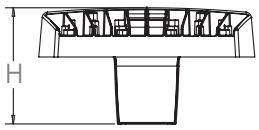
Luminaire Weight by Mounting Type

Mounting Configuration	Total Luminaire Weight
SPA	30 lbs
RPA	32 lbs
MA	30 lbs
WBA	33 lbs
WBASC	36 lbs
IS	33 lbs
AASP	33 lbs
AARP	35 lbs
AAWB	36 lbs
AAWSC	39 lbs

RSX2 with Round Pole Adapter (RPA)



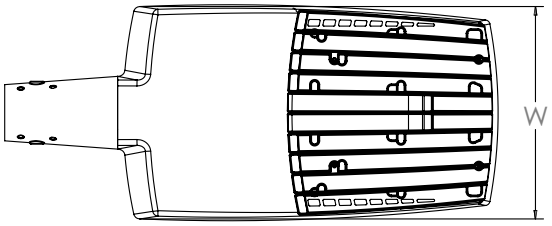


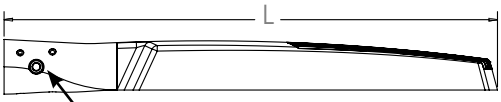


Length: 30.3" (77.0 cm)
Width: 13.4" (34.0 cm)
Height: 3.0" (7.6 cm) Main Body
7.2" (18.3 cm) Arm

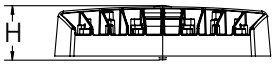
Note: RPA — Round Pole mount can also be used to mount on square poles by omitting the round pole adapter plate shown here.

RSX2 with Mast Arm Adapter (MA)



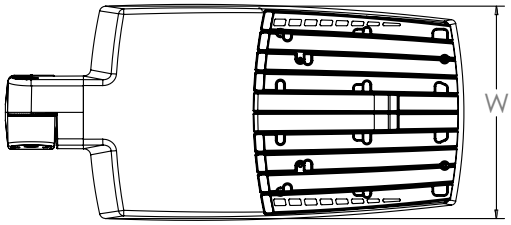


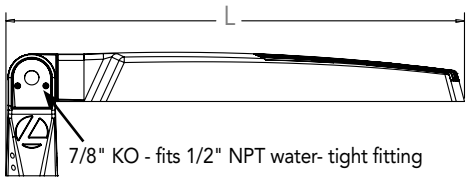
7/16" locking thru bolt/nut provided



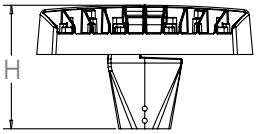
Length: 30.6" (77.7 cm)
Width: 13.4" (34.0 cm)
Height: 3.0" (7.6 cm) Main Body
3.5" (8.9 cm) Arm

RSX2 with Adjustable Slipfitter (IS)





7/8" KO - fits 1/2" NPT water- tight fitting

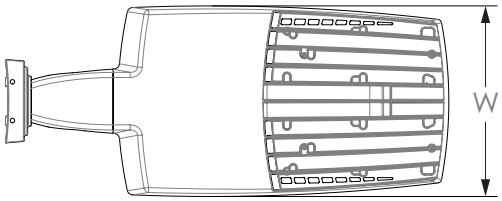


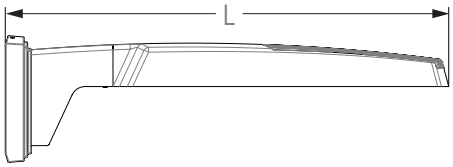
Length: 28.3" (71.9 cm)
Width: 13.4" (34.0 cm)
Height: 3.0" (7.6 cm) Main Body
7.6" (19.3 cm) Arm

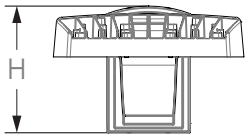
© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

Dimensions

RSX2 with Wall Bracket (WBA)

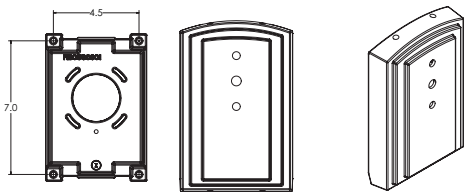




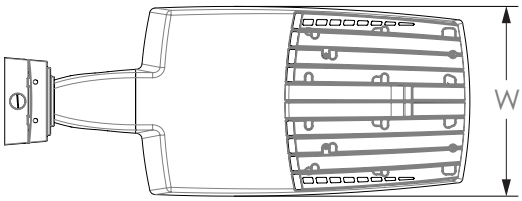


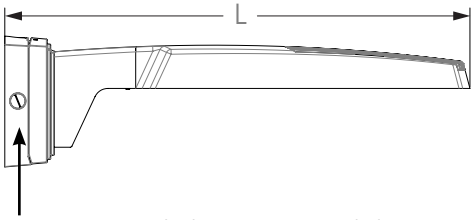
Length: 31.2" (79.2 cm)
Width: 13.4" (41.7 cm)
Height: 3.0" (7.6 cm) Main Body
8.9" (22.6 cm) Arm

Wall Bracket (WBA) Mounting Detail

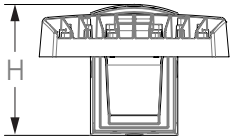


RSX2 with Wall Bracket with Surface Conduit Box (WBASC)



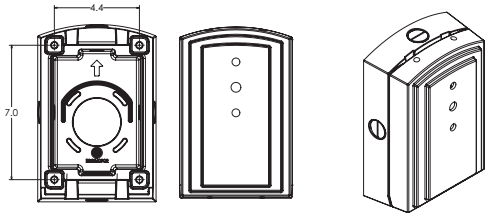


3/4" NPT taps with plugs - Qty (4) provided



Length: 32.8" (83.3 cm)
Width: 13.4" (41.7 cm)
Height: 3.0" (7.6 cm) Main Body
9.2" (23.4 cm) Arm

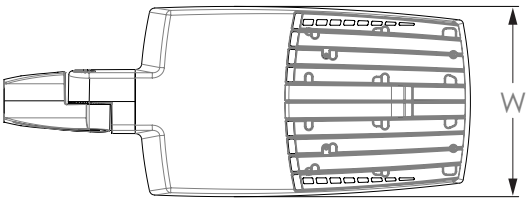
Surface Conduit Box (SCB) Mounting Detail

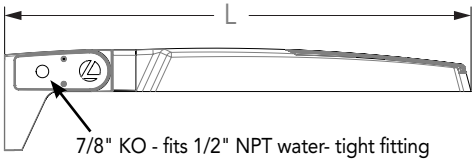


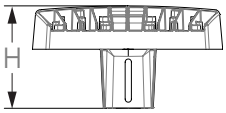
© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

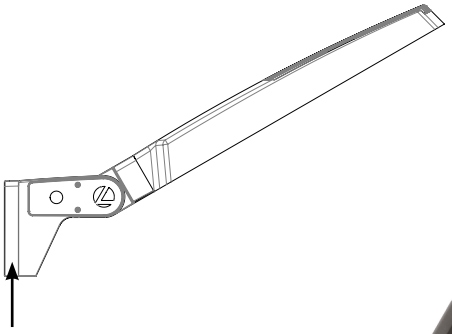
Dimensions

RSX2 with Adjustable Tilt Arm - Square or Round Pole (AASP or AARP)









Length: 32.8" (83.3 cm) **AASP**
33.8" (85.9 cm) **AARP**
Width: 13.4" (34.0 cm)
Height: 3.0" (7.6 cm) Main Body
7.2" (18.2 cm) Arm

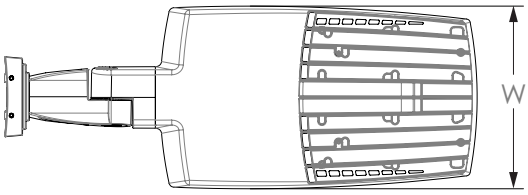
NOTE:
RPA - Round Pole mount can also be used to mount on square poles by omitting the round pole adapter plate shown here.

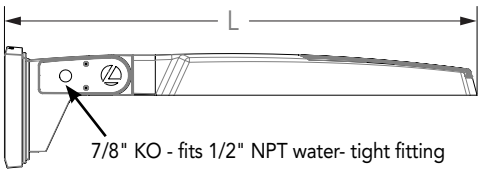
Notes

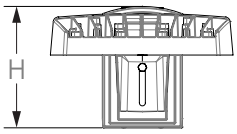
AASP: Requires 3.0" min. square pole for 1 at 90°. Requires 3.5" min. square pole for mounting 2, 3, 4 at 90°.

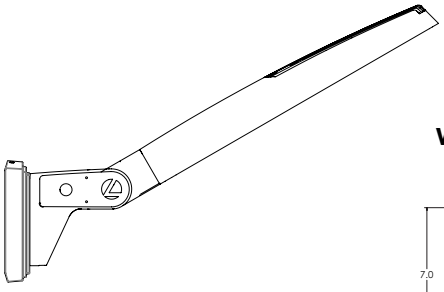
AARP: Requires 3.2" min. dia. round pole for 2, 3, 4 at 90°. Requires 3.0" min. dia. round pole for mounting 1 at 90°, 2 at 180°, 3 at 120°.

RSX2 with Adjustable Tilt Arm with Wall Bracket (AAWB)

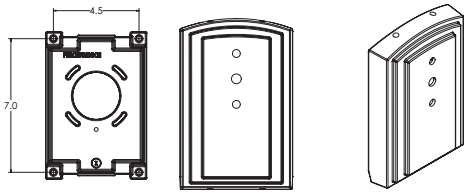








Wall Bracket (WBA) Mounting Detail

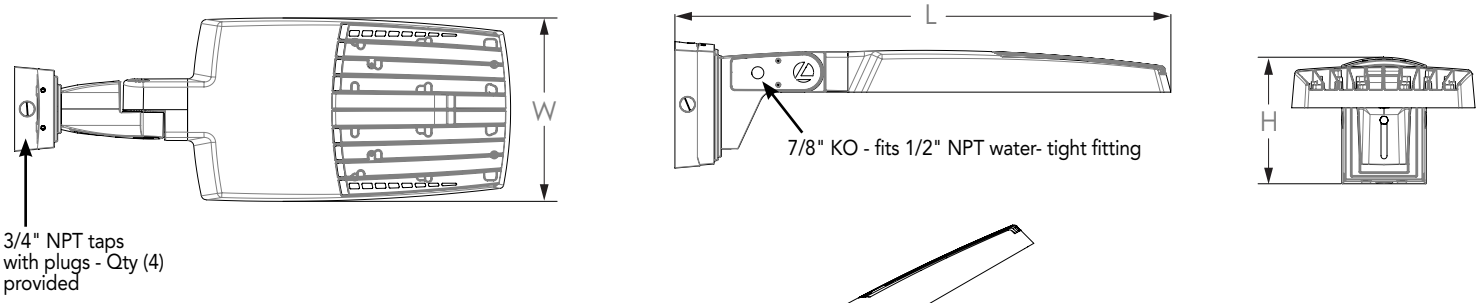


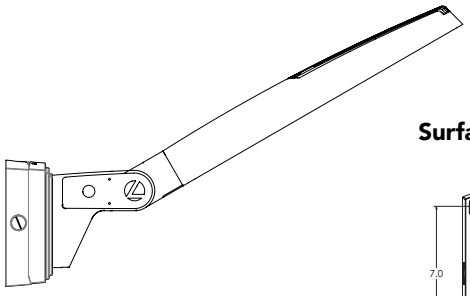
Length: 34.7" (88.0 cm)
Width: 13.4" (34.0 cm)
Height: 3.0" (7.6 cm) Main Body
8.9" (22.6 cm) Arm

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

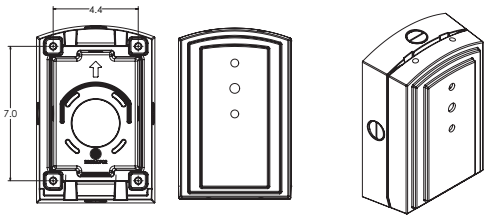
Dimensions

RSX2 with Adjustable Tilt Arm with Wall Bracket and Surface Conduit Box (AAWSC)



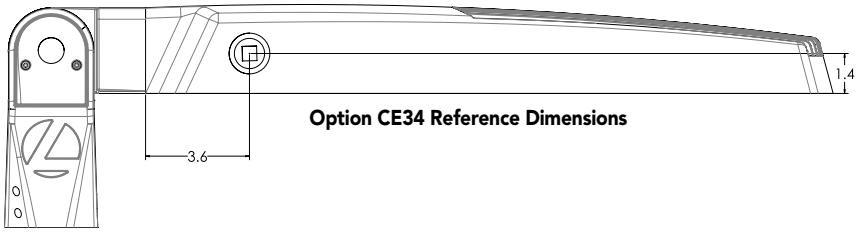


Surface Conduit Box (SCB) Mounting Detail



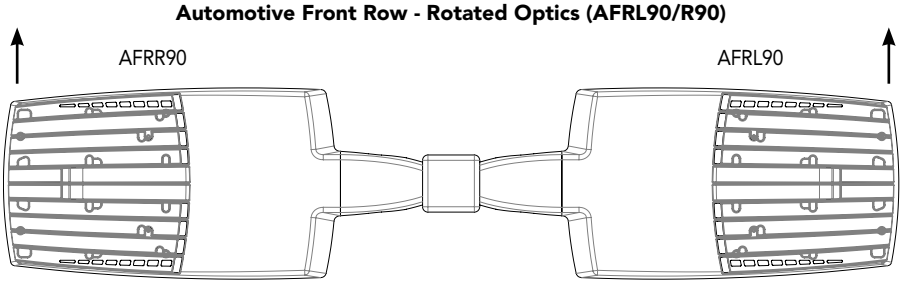
Length: 36.2" (91.9 cm)
Width: 13.4" (40.0 cm)
Height: 3.0" (7.6 cm) Main Body
9.2" (23.4 cm) Arm

Additional Reference Drawings



Option CE34 Reference Dimensions

Automotive Front Row - Rotated Optics (AFRL90/R90)

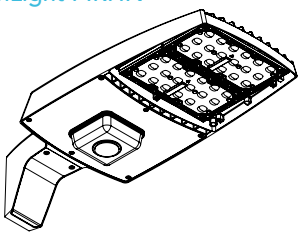


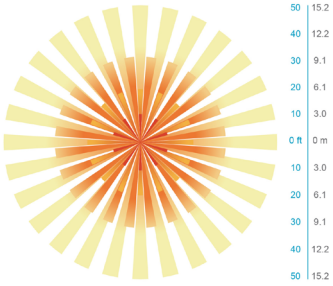
(Example: 2@180 - arrows indicate direction of light exiting the luminaire)

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

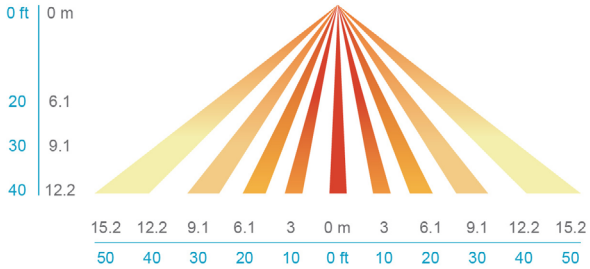
NLTAIR2 PIRHN nLight Sensor Coverage Pattern

nLight PIRHN





Top



Side

Motion Sensor Default Settings - Option PIRHN						
Option	Dimmed State (unoccupied)	High Level (when occupied)	Photocell Operation	Dwell Time (occupancy time delay)	Ramp-up Time (from unoccupied to occupied)	Ramp-down Time (from occupied to unoccupied)
NLTAIR2 PIRHN	Approx. 30% Output	100% Output	Enabled @ 1.5FC	7.5 minutes	3 seconds	5 minutes

*Note: NLTAIR2 PIRHN default settings including photocell set-point, high/low dim rates, and occupancy sensor time delay are all configurable using the Clairity Pro App. Sensor coverage pattern shown with luminaire at 0°. Sensor coverage pattern is affected when luminaire is titled.

FEATURES & SPECIFICATIONS

INTENDED USE

The RSX LED area family is designed to provide a long-lasting, energy-efficient solution for the one-for-one replacement of existing metal halide or high pressure sodium lighting. The RSX2 delivers 11,000 to 31,000 lumens and is ideal for replacing 250W to 1000W HID pole-mounted luminaires in parking lots and other area lighting applications.

CONSTRUCTION AND DESIGN

The RSX LED area luminaire features a rugged die-cast aluminum main body that uses heat-dissipating fins and flow-through venting to provide optimal thermal management that both enhances LED performance and extends component life. Integral "no drill" mounting arm allows the luminaire to be mounted on existing pole drillings, greatly reducing installation labor. The light engines and housing are sealed against moisture and environmental contaminants to IP66. The low-profile design results in a low EPA, allowing pole optimization. Vibration rated per ANSI C136.31: 3G Mountings: Include SPA, RPA, MA, IS, AASP, AARP rated for 3G vibration. 1.5G Mountings: Include WBA, WBASC, AAWB and AAWSC rated for 1.5G vibration.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures superior adhesion as well as a minimum finish thickness of 3 mils. The result is a high-quality finish that is warrantied not to crack or peel.

OPTICS

Precision acrylic refractive lenses are engineered for superior application efficiency, distributing the light to where it is needed most. Available in short and wide pattern distributions including Type 2, Type 3, Type 3S, Type 4, Type 4S, Type 5, Type 5S, AFR (Automotive Front Row) and AFR rotated AFRR90 and ARFL90.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted on metal-core circuit boards and aluminum heat sinks to maximize heat dissipation. Light engines are IP66 rated. LED lumen maintenance is >L92/100,000 hours. CCT's of 3000K, 4000K and 5000K (minimum 70 CRI) are available. Class 1 electronic drivers ensure system power factor >90% and THD <20%. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The RSX LED area luminaire has a wide assortment of control options. Dusk to dawn controls include MVOLT and 347V button-type photocells and NEMA twist-lock photocell receptacles.

nLIGHT AIR CONTROLS

The RSX LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing with photocontrol functionality and is suitable for mounting heights up to 40 feet. No commissioning is required when using factory default settings that provide basic stand-alone motion occupancy dimming that is switched on and off with a built-in photocell. See chart above for motion sensor default out-of-box settings. For more advanced wireless functionality, such as group dimming, nLight AIR can be commissioned using a smartphone and the easy-to-use CLAIRITY app. nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION

Integral "no-drill" mounting arm allows for fast, easy mounting using existing pole drillings. Select the "SPA" option for square poles and the "RPA" option to mount to round poles. Note, the RPA mount can also be used for mounting to square poles by omitting the RPA adapter plate. Select the "MA" option to attach the luminaire to a 2 3/8" horizontal mast arm or the "IS" option for an adjustable slipfitter that mounts on a 2 3/8" OD tenon. The adjustable slipfitter has an integral junction box and offers easy installation. Can be tilted up to 90° above horizontal. Additional mountings are available including a wall bracket, adjustable tilt arm for direct-to-pole and wall and a surface conduit box for wall mount applications.

LISTINGS

CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only. US Patent No. D882, 146S

BUY AMERICAN

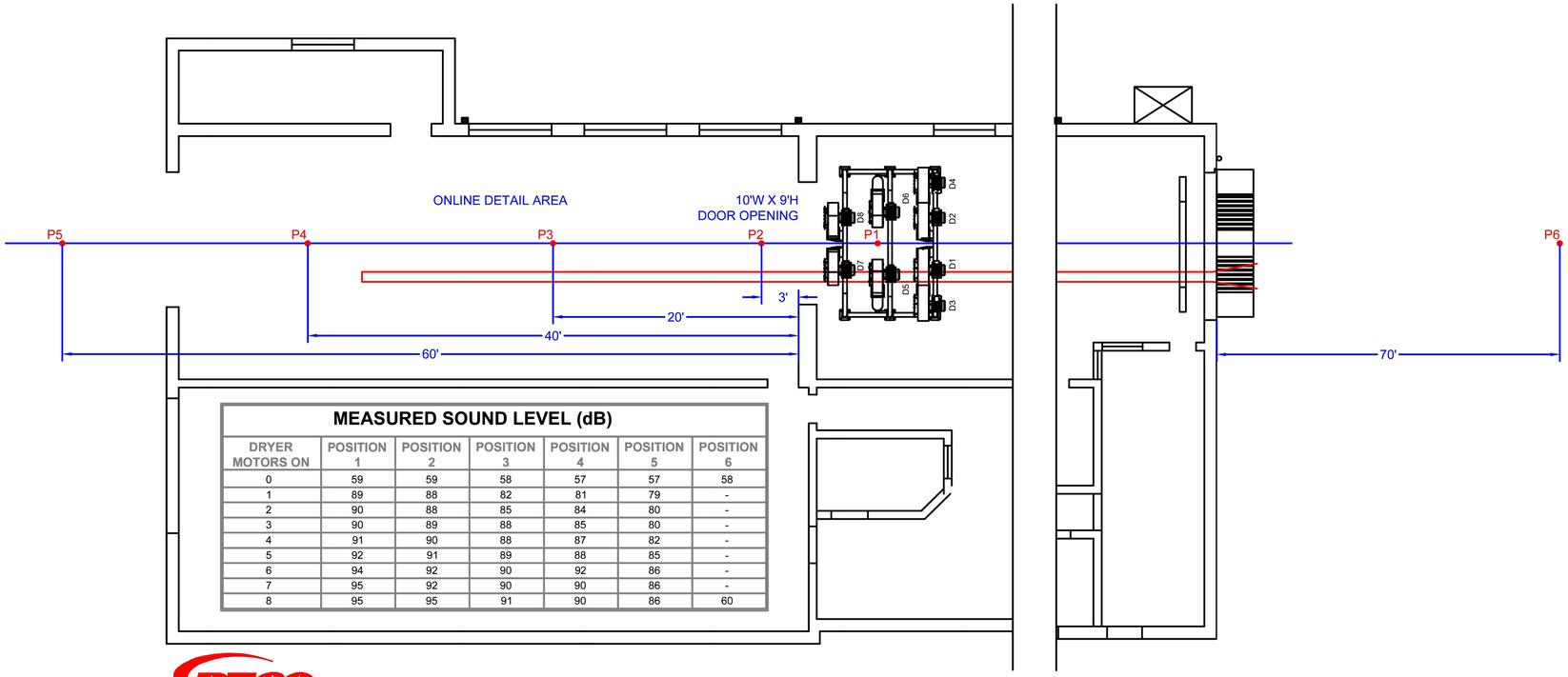
Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

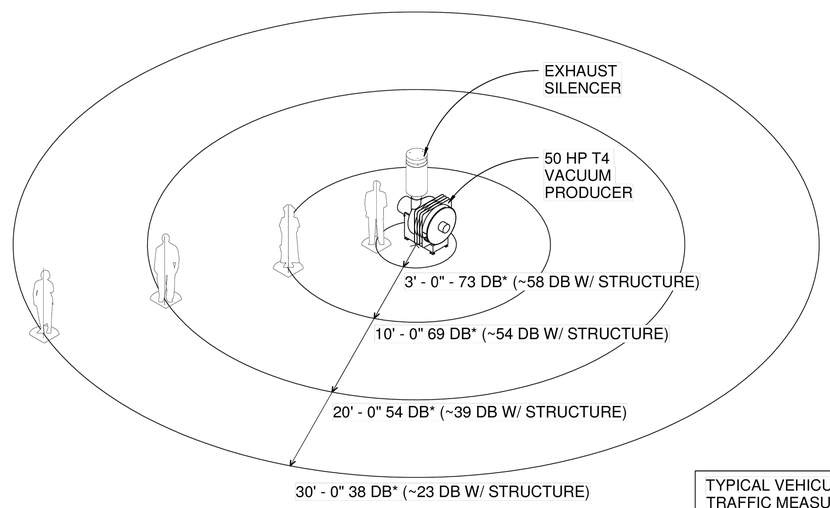
© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.



MEASURED SOUND LEVEL (dB)

DRYER MOTORS ON	POSITION 1	POSITION 2	POSITION 3	POSITION 4	POSITION 5	POSITION 6
0	59	59	58	57	57	58
1	89	88	82	81	79	-
2	90	88	85	84	80	-
3	90	89	88	85	80	-
4	91	90	88	87	82	-
5	92	91	89	88	85	-
6	94	92	90	92	86	-
7	95	92	90	90	86	-
8	95	95	91	90	86	60

PECO CARWASH SYSTEMS



TYPICAL VEHICULAR TRAFFIC MEASURES 60-75 DB ON MOST CITY STREETS

*BASED ON READINGS TAKEN OUTDOORS, UNOBSTRUCTED, ON A CONCRETE SURFACE

TURBINE SOUND INTENSITY - 50 HP

VACUTECH
VPM60100
REV.: 0
BY: AS
3/21/2018 6:14:47 PM

MICHIGAN Utility Notification CENTER
811 or 1-800-482-7171
Know What's Below. Call Before You Dig.

W:\Projects\Projects K-O\M90002\CAD\SHEETS\CONCEPTUAL PLAN\M90002_GENERAL NOTES.dwg Last saved 8/2/2023 12:40 PM by EPierre, plotted 8/24/2023 2:03 PM

NO.	DATE	BY	DESCRIPTION

PRELIMINARY NOT FOR CONSTRUCTION

607 SHELBY ST
DETROIT, MI 48226
TEL: 313.961.9500
FAX: 313.961.9509

PROJECT DATE: 08/07/2023
PROJECT NO: M3900022
DRAWN BY: SDS
CHECKED BY: ESP

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN
CLEAN EXPRESS CAR WASH
MILL STREET AND FORT STREET
LINCOLN PARK, MI 48146

MACHINE SOUND DETAILS

C004

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

August 1, 2023

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2023-07-02-11 – #34835 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of **#34835 Plymouth Road**. The legal description provided appears to be correct and should be used in conjunction with this petition should the waiver use be approved.

The existing parcel is currently served by public water main, sanitary sewer, but there is no information on proposed alterations to the services, so we cannot comment on impacts to the existing systems at this time. Should the service leads need to be revised, the owner will need to submit drawings to this department to determine if permits will be required. Most likely the water service will need to be upgraded for the proposed use of the property, which may require work within the Plymouth Road right-of-way to access the existing main.

The existing site has an existing storm system, but does not have detention as required with any new development. If the waiver use is approved, detailed site plans should be submitted to this Department to determine what improvements to the existing system will be required.

It should be noted that any work within the Plymouth Road right-of-way, will require the owner to obtain permits with the Michigan Department of Transportation.

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

Sincerely,

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

cc: 2023 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

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

DATE: August 10, 2023

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition # 2023-07-02-11 34835 Plymouth Rd. Car wash

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

We have no objections to this proposal.

1. Access for emergency vehicles shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.

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

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

August 2nd 2023

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

Re: Petition 2023-07-02-11 - 34835 Plymouth Road

Mr. Miller,

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

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

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: August 29, 2023

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2023-07-02-11 - 34835 Plymouth Road

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

1. A variance from the Zoning Board of Appeals would be required for the excess signage.
2. Parking spaces shall be 10' wide and 20' deep and double striped.
3. The dumpster enclosure must be constructed of the same or compatible material and colors as the principal building in terms of texture and quality. The walls of the enclosure shall be a minimum of 6' in height or 1' above the dumpster, whichever is greater. The *enclosure* gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass and, when not in use, closed at all times.
4. The van-accessible barrier-free parking space shall be sized, signed, and marked in accordance with the Michigan Barrier-Free Code.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

August 11, 2023

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

Petition 2023-07-02-11 - 34835 Plymouth Road

Dear Mr. Miller,

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

Unpaid water and sewer charges:	$	2,238.61
Total Due City of Livonia	$	2,238.61

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address
34835 PLYMOUTH LIVONIA, MI 48150

Mailing Address
EYM REALTY OF MI 4925 N O'CONNOR STE 200 IRVING, TX 75062

Account Number	Amount Due
014206350-001	$2,238.61

Account Number	From - Through
014206350-001	07/01/2022 - 08/11/2023

Services
Water & Sewer - Metered

Service Address
34835 PLYMOUTH LIVONIA, MI 48150

Beginning Balance
$0.00

Date	Type	Amount	Description
07/15/2022	Bill	$955.28	Due Date 08/10/2022
08/15/2022	Penalty	$95.53	
09/30/2022	Payment	($955.28)	Check
10/15/2022	Bill	$756.10	Due Date 11/10/2022
10/25/2022	Payment	($955.28)	Check
01/17/2023	Bill	$808.06	Due Date 02/10/2023
02/14/2023	Penalty	$70.44	
04/15/2023	Bill	$851.36	Due Date 05/10/2023
05/12/2023	Penalty	$162.62	
07/14/2023	Bill	$449.78	Due Date 08/10/2023

Total Due
$2,238.61

Transaction Statement

Account Number	014206350-001

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

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

August 11, 2023

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

Re: Petition 2023-07-02-11 34835 Plymouth Road
Express Car Wash (Burger King)

Dear Mr. Miller,

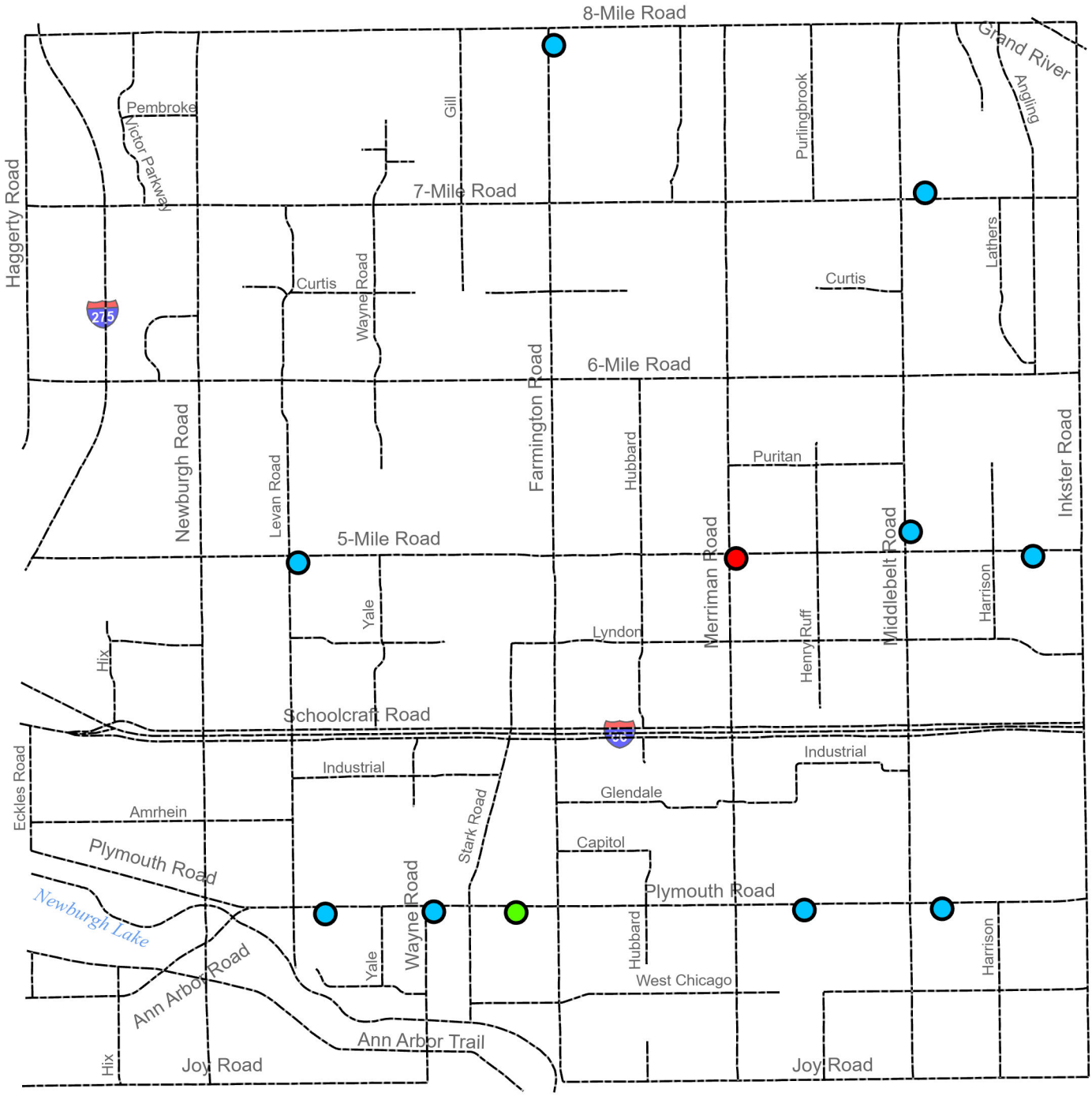
In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are taxes due, and although they are not delinquent at this time, ALL taxes for this location that are on the 2023 tax roll will need to be paid before the demolition of the building.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION



Car Washes

Legend

- Automated
- Gas Station Wash
- Self wash

08/11/2023

N

Not to Scale

City of Livonia
Planning Department

MARKET STUDY:
Carwashes in Livonia, Michigan (Corner of Plymouth & Wayne Road)

Executive Summary: This market study aims to provide a comprehensive analysis of the carwash market at the corner of Plymouth and Wayne Road in Livonia, Michigan. The study assesses the current market landscape, consumer preferences, competitive analysis, and growth opportunities for potential carwash businesses in this location. This model relies on wash volume data from our 72 operating locations over the last 15 years to determine a candidate sites viability.

INTRODUCTION

Livonia, Michigan, is a suburban community with a significant population and a growing number of vehicles. The corner of Plymouth and Wayne Road is a strategic location due to its high traffic volume and accessibility. This study examines the feasibility and potential success of carwash businesses at this location.

MARKET LANDSCAPE

- Livonia has a population of approximately 93,997 residents, with a significant number of vehicle owners.
- The average household income in Livonia is $115,314, indicating a potentially affluent customer base with disposable income for car services.
- Livonia experiences typical Midwestern weather patterns, including winter conditions, which can lead to increased demand for car washing services.
- Superior traffic counts of 48,200 cars on Plymouth Road and 43,200 on Warren Road

CONSUMER PREFERENCES

- **Convenience:** Consumers prefer carwash facilities that are easily accessible and do not require significant detours from their daily routes.
- **Speed and Efficiency:** Quick carwash services are attractive to busy individuals, especially during peak hours.
- **Quality:** Customers expect a thorough and effective cleaning that leaves their vehicles spotless.
- **Sustainability:** Environmentally friendly carwash practices could appeal to eco-conscious consumers.

GROWTH OPPORTUNITES

- **Differentiated Services:** Consider offering additional services such as interior cleaning, detailing, and waxing to cater to a wider range of customer needs.
- **Subscription Models:** Introduce subscription-based plans for frequent customers, ensuring a steady stream of revenue.
- **Mobile App Integration:** Develop an app that allows customers to schedule appointments, select services, and receive notifications about promotions.
- **Community Engagement:** Partner with local businesses and events to increase visibility and customer engagement.
- **Sustainability Focus:** Implement eco-friendly practices and promote them as a unique selling point.

COMPETITIVE ANALYSIS

- Identify existing carwash businesses in the vicinity of Plymouth and Wayne Road and assess their strengths and weaknesses.
- Analyze their pricing, services offered, customer reviews, and customer loyalty programs.
- Investigate their marketing strategies and online presence to identify areas of improvement.
- 2 Mile Conveyer Competition – .62 Miles, Zax Auto Wash, 1.6 Miles, Super TLC Car Wash (Joy & Newburgh), 1.75 Miles, Marco's Car Wash. All other conveyor washes that are proposed or built are outside of the two-mile radius.
- 2 Mile Non-Conveyor Competition – Power Bright Car Wash

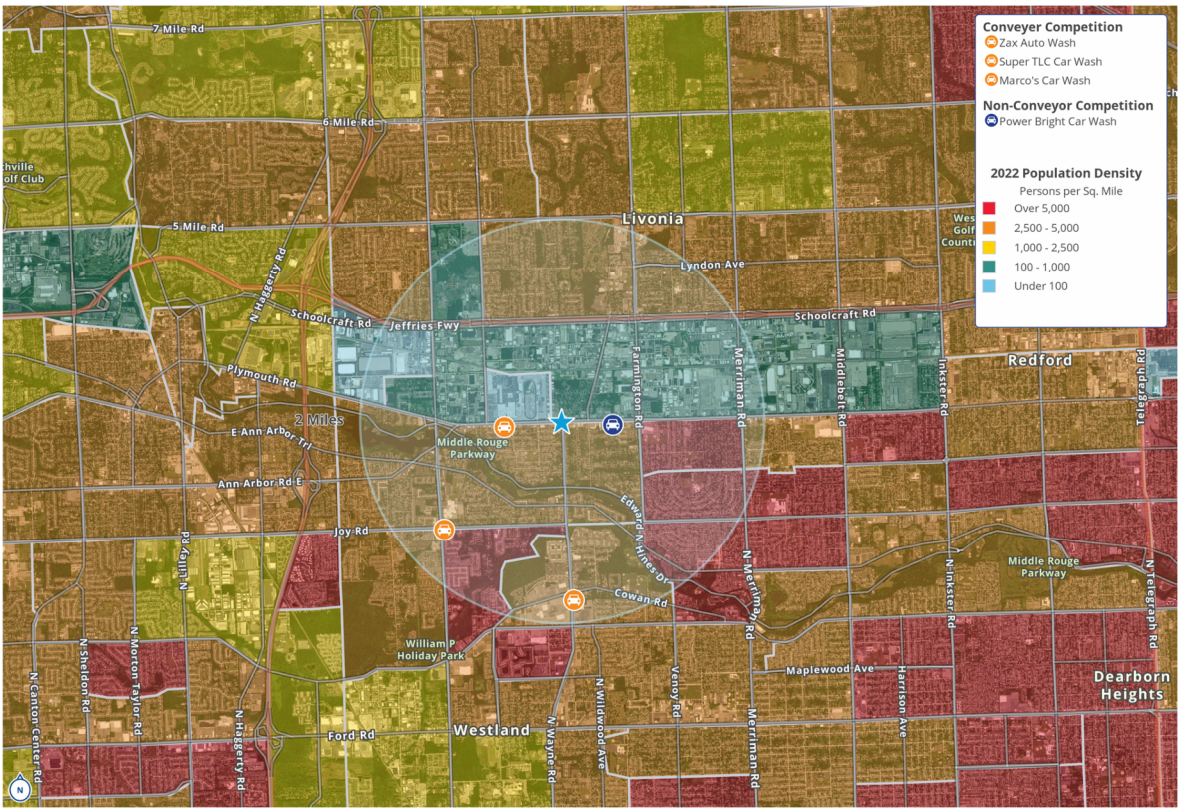
CONCLUSION

The corner of Plymouth and Wayne Road in Livonia, Michigan, presents a promising opportunity for a carwash business due to its high traffic volume and strategic location. By aligning with consumer

preferences, offering differentiated services, and implementing effective marketing strategies, a carwash business in this location has the potential for success and growth.

Please note that the accuracy and completeness of this market study depend on the availability of current and accurate data specific to the Livonia area, as well as any changes in market conditions after August 2023.

CONVEYOR COMPETITION



LETTER TO THE LIVONIA CITY COUNCIL

7.

Planning
September 12, 2023

MEETING DATE	PREPARED BY
R100223	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Appeal of the denial of the Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21. Denied by the City Planning Commission on July 19, 2022, and appealed at the Public Hearing held on September 12, 2022.

BACKGROUND DETAILS

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

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

August 1, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-06-02-14 – Livonia Athletic District

Dear Council Members:

At the 1,189th Public Hearings and Regular Meeting held by the City Planning Commission on July 19, 2022, the following resolution was unanimously adopted:

#07-41-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor

license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential neighborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

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

SPECIFIC NAME OF PRODUCT AND NUMBER TO BE PURCHASED (if more than one)

CONTRACT: Amount and/or purchase price and length of contract (with dates if applicable)

DETAILED WORK BEING PERFORMED

R092622

FISCAL CONSIDERATIONS (Amount requested and Account(s) used. If applicable, Grant Funding information)

ACCEPTANCE OF BID (Please detail the following: Why accepted, why not lowest bidder, company name, contact person, full address)

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc):

ATTACHMENTS

1. R092622 Petition 2022-06-02-14 ON HOLD
2. R092622 NEW DATA - Item 12
3. PH091222 - DIRECTION - APPEAL OF DENIAL
4. PH091222 Petition 2022-06-02-14 (Stark Road Holdings) Minutes
5. PH091222 - Stark Road Holdings LLC - 14255 Stark Road
6. LTC PH091222 Petition 2022-06-02-14
7. 2022-06-02-14_E-COUNCIL Pkt

APPROVED BY

A communication received from the City Treasurer, dated September 23, 2022, re: delinquent real property taxes due for property located at 14255 Stark Road, was received and place don file for the information of the Council. (Petition 2022-06-02-14)

President Jolly indicated at the request of the Petitioner, Agenda Item #12 was removed from the Agenda.

UNFINISHED BUSINESS AGENDA ITEM 12 (Regular Meeting of September 26, 2022)

Present: **Toy, Bahr, Donovic, Morgan, McCullough, Jolly**
Absent: **McIntyre**

NEW DATA FOR REGULAR MEETING OF SEPTEMBER 26, 2022 - ITEM 12

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 23, 2022

Honorable Members of the City Council
City of Livonia

Re: Regular Meeting September 26, 2022 - Item #12
Delinquent Real Property Taxes Due
14255 Stark Road

The Treasurer's Office has checked the upcoming Meeting Agendas for Petitioners and/or Property Owners noted with the above. At this time there are delinquent Real Property Taxes due for the 2022 Summer Taxes, which were due on or before September 14. Amounts shown below are good through September 30. There are also taxes due to Wayne County, as listed below.

084-99-0003-000	$46,531.40	14255 Stark Road	2022 Summer Tax
	$49,875.89		2021 Winter Tax to Wayne

Please take this under consideration when reviewing their request.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

STARK ROAD HOLDINGS LLC | CITY OF LIVONIA | 2022 Summer | 084 99 0003 000

MESSAGE TO TAXPAYER

VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, INCLUDE YOUR PHONE NUMBER AND PARCEL NUMBER. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.

PAYMENT INFORMATION

This tax is due by: **09/14/2022**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

Important information on reverse side

PROPERTY INFORMATION

Property Assessed To:
STARK ROAD HOLDINGS LLC
14255 STARK
LIVONIA, MI 48154

Prop #: 084 99 0003 000 School: LIVONIA PUBLIC
Prop Addr: 14255 STARK

Legal Description:
21U2B1 V2A THAT PART OF THE SE 1/4 OF SEC 21 T1S R9E DES AS BEG AT A POINT DISTANT N 0D 49M 15SEC W ALONG THE N AND S 1/4 LINE 1308.82 FT AND S 89D 04M 15SEC E 86 FT FROM THE S 1/4 COR OF SEC 21 AND PROCEEDING TH N 0D 08M 54SEC W 350 FT. TH S 89D 04M 15SEC E 1233.02 FT. TH S 0D 08M 54SEC E 350 FT. TH N 89D 04M 15SEC W 1233.02 FT TO THE POB EXC THE E 43 FT THEREOF 9.56 ACRES

BALANCE OF DESCRIPTION ON FILE

TAX DETAIL

Taxable Value: 1,479,200 COMMERCIAL-I
State Equalized Value: 1,479,200 Class: 201
PRE/MBT %: 0.0000

Sent to: PROPERTY OWNER

DESCRIPTION	MILLAGE	AMOUNT
SCHOOLCRAFT CC	2.27000	3,357.78
WAYNE CNTY OPER	5.60990	8,298.16
SCHOOL DEBT	2.05000	3,032.36
CNTY ISD SPEC ED	3.34430	4,946.88
STATE EDUCATION	6.00000	8,875.20
SCH SINKING FUND	0.78830	1,166.05
SCHOOL OPERATING	9.00000	13,312.80
CNTY ISD OPER	0.09560	141.41
WCRESA ENHANCE	1.98760	2,940.05
Total Tax	31.14570	46,070.69
Administration Fee		0.00
Interest:		460.71
TOTAL AMOUNT DUE		46,531.40

OPERATING FISCAL YEARS

The taxes on bill will be used for governmental operations for the following fiscal year(s):

County:	OCTOBER 01 - SEPTEMBER 30
Twn/Cty:	DECEMBER 01 - NOVEMBER 30
School:	JULY 01 - JUNE 30
State:	OCTOBER 01 - SEPTEMBER 30

Does NOT affect when the tax is due or its amount

RETAIN THIS PORTION FOR YOUR RECORDS.

On March 1st unpaid taxes from 2021 were transferred to Wayne County for collection. As of 06/03/22 they were not fully paid. Contact the County Treasurer at: 313-224-5990 or taxinfo@waynecounty.com

The below original stub required for payment processing. Please detach along perforation. Keep the top portion for your records.

Sent to: **PROPERTY OWNER**

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR ENTIRE BILL WITH SASE FOR A "STAMPED PAID" RECEIPT

This tax is due by: **09/14/2022**

After 09/14/2022 additional interest and fees apply

2022 Summer Tax for Prop #: **084 99 0003 000**

TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.
Property Addr: 14255 STARK

(Partial payments are accepted)
Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: **46,531.40**

To: STARK ROAD HOLDINGS LLC
1515 W LAFAYETTE BLVD STE 201
DETROIT MI 48216

Amount Remitted: _____

Check# _____

Cash _____

Treasurer > Make A Payment

Font Size: + − S

Pay Taxes Online

Property & Tax Information

Definitions

Municipality	Parcel ID	Property Type
46	46084990003000	REAL

Property Address	Taxpayer(s)
14255 STARK, LIVONIA MI 48154	STARK ROAD HOLDINGS LLC

Tax Year	Tax	Interest & Fees	Amount Due	Status
2021	$44,933.23	$4,942.66	$49,875.89	DELINQUENT

TAX AMOUNT DUE if paid on or before 09/30/2022 : $49,875.89

ADDITIONAL TAXES OR ADJUSTMENTS MAY BE DUE FOR THE CURRENT YEAR.

PROPERTY TAX INFORMATION IS VALID AS OF BUSINESS DAY 09/22/2022.

Per our records there are **no other** outstanding delinquent taxes for this parcel. certified funds required for forfeiture years.

46

46084990003000

Property Address

14255 STARK, LIVONIA, MI 48154

Taxpayer(s)

STARK ROAD HOLDINGS LLC

Note:

You may use this screen to receive receipt(s) via email for payments made within the last three months. If nothing was paid within that time period the screen defaults to the last payment made.
- Enter a valid email address.
- Select the desired receipt(s) by checking the box(es).
You will receive an email with an attached receipt(s) within two business days.
Please be aware that your email provider might have a limit of the attachment size.
We suggest not to select more than three receipts at one time.

Email: lscheel@livonia.gov

Receipts:

AMOUNT	DATE	SELECT
$4,938.20	09/16/2022	☑

Clear Submit

Tax receipt will be emailed to you in the next 48 hrs.

Mayor, Law, S. Kasprowicz,
S. Nash, File

PUBLIC HEARING
DIRECTION

MONDAY, SEPTEMBER 12, 2022

PETITION 2022-05-01-01 submitted by Nofar Hotel Group, pursuant to Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone the property at 13501 Schoolcraft Road, located on the south side of Schoolcraft Road between Merriman Road and Hubbard Avenue in the Northeast ¼ of Section 27, from C-3 (Highway Services) to C-4 (High Rise Commercial).

DIRECTION: 1) APPROVING

APPEAL OF THE DENIAL OF THE PLANNING COMMISSION regarding Petition 2022-06-02-14 submitted by Stark Road Holdings, LLC, requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

DIRECTION: 1) COMMITTEE OF THE WHOLE

THESE ITEMS ARE TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF SEPTEMBER 26, 2022

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, September 12, 2022

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on **September 12, 2022.**

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Scott Bahr
Rob Donovic
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Brandon McCullough

OTHERS PRESENT: Paul Bernier, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:13 p.m. with President Jim Jolly presiding. This item is regarding an appeal of the denial of the Planning Commission for Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.This item will move to the Regular Meeting of **September 26, 2022.**

The Public Hearing is now open. There were 2 persons in the audience.

Jolly: Mr. Taormina, can you give us some initial details?

Taormina: Thank you again it's a request for a waiver use approval to operate in a Class C liquor license. This is the site of the former YMCA which is now the Livonia Athletic District, a privately owned, multipurpose health and fitness athletic facility. The zoning of the property is N-2, Neighborhood District and utilization of the class C license is possible under Section 2.502, which provides special labor use standards for plan developments that allow modifications of the ordinance for uses that are not permitted in the N-2 District. So, as a special waiver use, this will require a two thirds majority vote of City Council, in order to approve the non-residential use within the N-2 District. The subject property is about 9.6 acres in size. It has 350 feet of frontage on the west side of Stark Road. The buildings are predominantly located in the southeast half of the property. The westerly portion of the site is wooded and undeveloped.

Surrounding land uses include Frost Middle School to the south, John Stymelski Veteran's Park to the north, Ford Field and single-family homes to the east, and then Parkville Memorial Cemetery, as well as some more single-family homes to the west. LAD would restrict the sale and consumption of alcoholic beverages to specific areas of the building. I won't go into detail and allow the petitioner to describe how that operation would occur, but in general, these would be the Café LAD which is the front part of the building. They also have the arcade room, as well as the lounge area or the Observation Lounge, which overlooks the former tennis courts, which is now the soccer fields. There are I think two or three points of sale locations within the building that are proposed. A couple of special requirements as they apply to any on premise licenses. One is that it must be at least 1000 feet from another established Class C licensed business, there are no class C licensed businesses within 1000 feet so that that condition is just complied with. The other one is a 400-foot separation requirement from any church or schools. In this case, measured to the closest point between the buildings LED is 447 feet, roughly from Fall frost Middle School and approximately 956 feet from Christ Our Savior Lutheran Church, as well as The Early Childhood Center. So that too, is being complied with. Planning Commission, as you know, this is an Appeal of the Denial, and with that, Mr. Chairman, I'll be happy to answer any questions you have.

Jolly: Thank you, sir. Gentlemen, if whoever is going to be speaking come to the podium, please introduce yourself. If there are initial comments you'd like to make, please provide them now.

Hartzell: Yeah, hi. My name is John Heartsong. I am one of the owners of the Livonia Athletic District. I provided Mark with the presentation, I also emailed to all of you. Made a few adjustments, just adding some comments in the call I've had with people, so if you want, I could go through that real quick. And again, just trying to give an overview of what our goal planning is here. Go the next page please. So again, this is just kind of a recap of our phase one. It's a phased attack on what we're proposing. Phase One was buying the YMCA and we're converting it to our current use, which is, you know, a sports facility that has an indoor turf, batting cages, pickleball courts, office space with third party tenants, and an Olympic sized pool. We have some traditional leases inside Sailfish Swim Cub, Play-On Sports, Health Quest Physical Therapy, Happy Life Hospitality, which is a restaurant group hospitality, which is mine, Madonna University has leased space from us for training. And we sell programs and spaces, batting tunnels, pickleball courts and indoor soccer turf. Programming, so it's a big question of trying to understand our programming, and who's in the building and when. The office crew are really here 8:00 a.m. to 5:00 p.m. Athletic fields and pools really are working adults, come and work out 5:00 a.m. to 8:00 a.m., or some toddler programming from 8:00 a.m. to 10:00 p.m., to youth programs after school to about 7:00 p.m. to 8:00 p.m., and then adult games programs from 7:00 p.m. until 11:00 p.m. And then typical weekends, we had a weekend youth camps, sports tournaments for youth and adults, and special events. And our Phase Two, what we are posing here, is the plan of a special waiver for liquor license for

special interior areas. Specific interiors continue to transform the Livonia Athletic District as a community space for families, friends and teammates to gather together, play, eat and drink. Our alcoholic service specifically within the main lobby Café pickup area. We have two proposed spaces in the basement. There's a sauna, a spa and there's a golf simulator and clubhouse in the former racquetball area. And then we show kind of we're programming in a café, which extends throughout the lobby, Observation Lounge an arcade, the pickleball concession area and then the golf simulator space. Other spaces are either turf in areas that we wouldn't have allowed beverages on, food or beverage, or the private rented space in the basement which is opposed selling on health club area. Part of their potential lease, if they wanted the rights to be able to have the liquor license extend down there for their tenants, or their clients. The programming where we are, is we're family friendly entertainment space or community center. We're not adults only. We're not loud and disruptive and we're not a private member only club. There are a lot of the groups have come through our building. Some like buildings to what we are proposing is Detroit Athletic Club which has sports, dining, entertainment, DCFC Fieldhouse, which is a converted hockey rink into soccer indoor and outdoor, indoor spaces with a restaurant in the locker rooms that host youth and adult sports. Open Yard Athletics in Waterford, which hosts a plethora of sports, camps and activities with liquor license and full food. Ultimate Soccer in Pontiac, which is now, United Wholesale Mortgage, has a sports center and has a bar, an observation deck over there, multiple sports doing youth and adult sports. And then one of the calls, someone was just interested in kind of my work experience. This just shows some that, I've owned and run businesses for the last 25 years, starting in college. Started a painting company, construction company, and then I launched Detroit's Food Hall, which is a shipping company, a food hall, 20 lunch containers, six restaurants, three bars, live music, and its family friendly as well. And then recently launched (unknown) Hospitality Group that manages several liquor establishments. We have other partners that are qualified for this too. We also have extensive history, but they're not here. The direct business relation of operating section and the liquor space and with a lot of different large venue moving parts, it's a Detroit Shipping Company, and again, I mentioned has multiple pieces to it. Also has outdoor sand volleyball, live music, art galleries, separate lines of retail. And this is kind of very similar to what we'll find in Livonia, in the sense that we have multiple points of sale, and we control that through our management company. And then someone else asked about what our Phase Three was, which essentially is the full back yard redevelopment. We're not here today to present that, but just so you understand where we're going with this. We did it in a phase sense because some of the tenant space, they predicate their annual lease on getting the liquor license with your group. But the full plan is in the phase three. We build up the back yard. It's leaving the existing woodlands intact, just clean that up. But there's a lot of abandoned tennis courts back there that were left throughout 10 years by the former tenant owners. We're converting that into outdoor pickleball, beer garden/sports space, turfing one of the areas for kids play, and that would be really a bigger dynamic backyard. They both come back to you for another approval on that.

And a third phase, I just kind of show like the layout of that, which also shows the bottom corner that existing for indoor pickleball courts. And then you can see where the abandoned tennis courts are out there, how we convert different spaces to different uses.

Jolly: Thank you. So, I'm gonna provide my comments right off the bat. I told you on the phone, I think this is, it's an exciting project. It's the most creative use we could have for this building going forward. I've been to the Detroit Shipping Company. I mentioned that on our call. It's an impressive location. It's kind of a cool, for lack of a better way of saying. It's a really hip kind of thing, right? I think if we look around us, in regard to the use of, so first of all, I like what you're doing in general, right. In regard to requesting a liquor license, I think you probably left off the most important like scenario, which is really, The Hawk in Farmington Hills. That's their recreation center and they have a bar set up as well. And you can get drinks and carry them throughout the facility, at least to some extent. It's also like the Soccer Dome on Five mile and Plymouth. That's something very similar as well. In regards to being able to get a drink and use the driving range and use those kind of facilities like that. We talk a lot with residents, in regard to their not being really new, fresh, hip things kind of going on here. In this, in my time on Council, has been the most, right opportunity, we have to kind of do something that's different, right? And I think what you're doing with the building itself is great. I'm mostly excited about what's going on, in regard to Phase Three, and what that might add to the community. So with that being said, I'll hand it off to Mr. Donovic.

Donovic: Thank you, Mr. President. My first question to Mr. Taormina. I know we're not talking about Phase Three, but bear with me for a second. If we were to approve this usage for liquor license, would that be only limited to indoors, then petitioner have to come back before us in the future for any outdoor alcoholic beverage usage, or how network, or is that up to Council's discretion?

Taormina: That's up to Council's discretion. So, I would suggest that you in fact limit the license at this point to just what you've been presented with and that's the indoor activities. It would not preclude them from coming back. That's Phase Three is developed and appears before you for site plan approval for the expansion of liquor licenses. That's what I would recommend.

Donovic: Thank you, Mr. Taormina, thank you to the petitioner. Thanks for being here tonight. Thanks for the hard work. I'd like to echo some of my comments from President Jolly. I think this is very creative. I think it's state of the art. I think it's one of the cooler things we're doing in our community right now. Especially talking about attracting young people. I'm a sports fan myself. I like to play sports. I may not be very good at them, but I still like to go out with friends and hang out and as young adults and even parents that like to enjoy maybe a cold beer while they're playing soccer in their soccer league or where they're at a number of events that you, that this place offers. I think it's very modern looking and I think this isn't a bar atmosphere. I prefer to keep the alcoholic beverages limited to indoors only and then if you so choose after Phase

Three, you want to come back out and ask for alcoholic beverages outside. That's a different subject, but I'm okay indoors because again, typically speaking, with activity, you're out, you're hanging out with a friend, your club, organization, whatever different sporting organizations are out there, and you have a beer, you have a bag of chips, you have some food, whatever you're offering. But my biggest concern is, again, if you can fill in the blanks for me, is this. I don't know what's happening with the property taxes. We just got another email today from our Treasurer. Those are some really big numbers. I understand, and please, if you can fill in those blanks. I understand opening up a new business has a lot of costs, but when you're opening a new business, your property taxes, your obligation to be to the community should be worked into your financing. So, that's what's concerning to me as those numbers I've read, I don't know if they've been paid since. I know that a few months ago, this was a topic with the with the Commission, and the email I got today at 2:14 says these are outstanding. So, I'd like, if you could provide some content there, some context there, and go from there. Thank you, Mr. President.

Hartzell: Thank you. We're working on a payment plan because it's not over a year old and only a couple months old. Wayne County doesn't create payment plans. So, we just started paying 10% each month against it until we get to the winter months here. We were just kind of programming that. There were some cost overruns a bit on the, construction of the building was a little farther behind than we thought, and so, as we got into the summer months where we didn't have programming quite set up yet, there was a shortfall and we're working internally in our group to solve funding on that. We have multiple partners, and it kind of created a little bit of a bottleneck on us. So, we as an operational team had the ability to use our operational budget to start just knocking that off 10% of the time. So, it'll be done before we get to a point where it's the next issue.

Donovic: Mr. President.

Jolly: Yes sir.

Donovic: Thank you. Thank you for your explanation. For me, this is a great project and I'm not trying to hold you back when we're talking about, if I understand correctly, almost $100,000, $54,000 due to the county for 2021 Winter tax bill and then 2022 Summer tax bill $46,000. And I know that's due on 14th, I believe in Livonia. So, I'm going to need more clarification on that. Those are just some really big numbers. I understand overrides and understand change orders. I want to work with you, but to get my vote, you know, those are some really large numbers that I find really concerning, that I need to see, you know, knocked down a lot more before we move forward on my end, as one Councilmember, but thank you to the petitioners, and thanks for what you are doing.

Jolly: Ms. Toy.

Toy: Thank you. Sir, in all due respect, I do agree with my colleague that just spoke. As a former Treasurer of the City, I'm very sensitive to the fact that taxes need to be paid on time, and they need to be collected. I think you're doing a wonderful project, but I think it's got to be paid for as you're doing it. And it just speaks of good community involvement when you pay your taxes. Before you get my vote, this has got to be straightened out, most definitely. I cannot, in good conscience, tell the taxpayers of this community that I'm voting for an establishment, even though it's a beautiful one, you're doing a fabulous job. You've got to get those taxes in line and paid on time. Thank you.

Jolly: Mr. Bahr.

Bahr: Question for Mark. Along the same vein of what Rob and Laura were just saying, when I reviewed the Planning Commission minutes, and they obviously denied this, but it appeared that the primary hang-up for them was this tax issue. Not so much the proposal itself, right? Is that your recollection?

Taormina: It is.

Bahr: Okay, I just that's what I was reading, but I just wanted to fill that in with something, thank you.

Jolly: Anybody else? Does anybody have a motion at this time they would like to offer? Mr. Donovic.

Donovic: Mr. President, I have a point of clarification. Are we able to, at public hearings, offer the committee option?

Jolly: So, you can offer the kitchen sink at this point, it doesn't really matter. There will be no votes tonight because it's a public hearing, it just kind of gives us a direction of things that are likely to be considered. It's not uncommon for there to be an approving, a denying and a committee the whole offered at such a meeting.

Donovic: Mr. President, I'd like to offer Committee and my intention is to give the petitioner ample opportunity to really put a dent in this. And a serious dent, not 10%. Again, this is for me personally, what I like to offer a committee option. Thank you, Mr. President.

Jolly: Thank you very much, anybody else? I see no more comments from the Council. I'll note that there is nobody here from the public, I think there's only people affiliated with the petition. So at this time, we have our direction. This will be on the agenda on September 26, as well, and thank you for coming out and we'll see you then.

Hartzell: Appreciate it, thank you.

As there were no further questions or comments, the Public Hearing was declared closed at 7:30 p.m.

INFORMATION PROVIDED FOR PUBLIC HEARING OF SEPTEMBER 12, 2022, ITEM 2

From: Scheel, Lynda L.
To: Jolly, Jim; Toy, Laura; McIntyre, Kathleen; Bahr, Scott; McCullough, Brandon; Morgan, Scott; Donovic, Rob
Cc: Bernier, Paul A.; Taormina, Mark; Kasprowicz, Sara; Dolmetsch, Sharon; Scheel, Lynda L.
Subject: RE: Public Hearing Tonight - Stark Road Holdings LLC - 14255 Stark Road
Date: Monday, September 12, 2022 2:14:51 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Correction to dollar amount highlighted below.

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Monday, September 12, 2022 2:01 PM
To: Jolly, Jim <jjolly@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; McIntyre, Kathleen <kmcintyre@livonia.gov>; Bahr, Scott <sbahr@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>; Donovic, Rob <rdonovic@livonia.gov>
Cc: Scheel, Lynda L. <lscheel@livonia.gov>; Bernier, Paul A. <pbernier@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>; Kasprowicz, Sara <skasprowicz@livonia.gov>; Dolmetsch, Sharon <SDolmetsch@livonia.gov>
Subject: Public Hearing Tonight - Stark Road Holdings LLC - 14255 Stark Road

Hello everyone,
Please see email trail below for back up information.

1. As of today, Stark Road Holdings LLC still owes Wayne County for the 2021 Livonia Winter tax bill, total now at ~~$54,320.26~~ $54,814.08 (see 1st attachment).

2. As of today, Stark Road Holdings LLC has not paid their 2022 Summer tax bill, $46,070.69, which is due this Wednesday, September 14. (see 2nd attachment)

3. The treasurer's office did receive a check in the mail for $4,938.21 (see 3rd attachment) from Stark Road Holdings LLC, the end of last week with no tax bill, no parcel #, but it did have my name on it. I sent an email to Jonathan H. to follow up and placed a call to the LAD Office to inquire what the check was for. Mr. Todd McIntyre did return the call and stated that this was for the 2021 winter tax due. Since that payment would not come to us, as I stated in the email I sent in February and is stated on our tax bill, we sent the check back to his attention per his request.

I hope this helps with any questions you may have.

Thank you,
Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Thursday, July 7, 2022 11:17 AM
To: Miller, Scott <smiller@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>
Subject: FW: Petition 2022-06-02-14 - 14255 Stark Road

Hi Scott,
I just checked the Wayne County Tax Site, and the delinquent real property taxes are still not paid. Do you know if they plan on paying them prior to Tuesday?

Thank you, Lynda

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Monday, June 20, 2022 3:06 PM
To: Miller, Scott <smiller@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>; Planning <Planning@Livonia.gov>
Subject: RE: Petition 2022-06-02-14 - 14255 Stark Road

Please see my letters and delinquent tax statement for real property taxes due attached.

Thank you, Lynda

From: Miller, Scott <smiller@livonia.gov>
Sent: Monday, June 20, 2022 12:09 PM
To: Gosselin, Linda <LGosselin@livonia.gov>; Siterlet, Kathie <ksiterlet@livonia.gov>; Scheel, Lynda L. <lscheel@livonia.gov>; Kumpula, Connie <ckumpula@livonia.gov>
Cc: Reece, Stephanie <SReece@livonia.gov>
Subject: Petition 2022-06-02-14 - 14255 Stark Road

SUBJECT: Petition 2022-06-02-14 - 14255 Stark Road

Attached are plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

If you have any observations or concerns, we would appreciate receiving your comments by **July 12, 2022**. Please transmit an **electronic copy** (PDF format please) to planning@livonia.gov

Scott Miller
Planner IV
City of Livonia | Planning Department
(734) 466-2296
smiller@livonia.gov

****

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Friday, February 4, 2022 2:15 PM
To: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Subject: FW: 14255 Stark Rd

Hi Jonathan,
As a follow-up to my below email, I thought I would mention that you could check with our local Livonia Chamber of Commerce to see if there are any property tax assistance programs available for businesses that you may quality for. Their contact number is 734-427-2122.

Thank you,
Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT

City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

From: Scheel, Lynda L. <lscheel@livonia.gov>
Sent: Friday, February 4, 2022 2:02 PM
To: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Subject: RE: 14255 Stark Rd

Hi Jonathan,
Currently the property is not delinquent on their real property taxes. If you have anything to schedule with our Building Inspection Department, please do not hesitate to do so. The winter taxes in the amount of $49,382.00 can only be paid to the City of Livonia through Monday, February 28. We can accept partial payments at any time throughout the period taxes are due, and we do hope that you are able to pay them in full by this date. However, beginning Tuesday, March 1, all payments still owing on real property must be made to the Wayne County Treasurer's Office, as I do not have the option to collect taxes past the February 28 deadline on real property taxes.

In the past, the Wayne County Treasurer's Office has set up payment plans, but the concern will be if you have any remaining issues with our building inspection department or items to come before City Council. Along with this, please keep in mind the next bill will be coming out on July 1, due September 14.

Please do not hesitate to let me know if you have any questions regarding the above.

Thank you, Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

From: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Sent: Thursday, February 3, 2022 3:40 PM
To: Scheel, Lynda L. <lscheel@livonia.gov>
Subject: Re: 14255 Stark Rd

Thank you.

On Thu, Feb 3, 2022, 3:33 PM Scheel, Lynda L. <lscheel@livonia.gov> wrote:
Hi Jonathan,
Just wanted to let you know that I received your email. I am checking into a few things and will respond back tomorrow.
Thank you, Lynda

Lynda L. Scheel, CPFA, CPFIM, MiCPT
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
lscheel@livonia.gov
www.livonia.gov

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Jonathan Hartzell <jon@detroitrisingdevelopment.com>
Sent: Thursday, February 3, 2022 2:06 PM

To: Scheel, Lynda L. <lscheel@livonia.gov>
Subject: 14255 Stark Rd

Lynda,

I received your contact information from Mark Taormina. Im the operational partner at the Livonia Athletic District, 14255 Stark Rd. We have a feb tax bill of around $49,000.00. We are wondering if we can set up a payment plan, as we have just launch our business and are still unoccupied in most of the building. We are currently finishing our work to get full building CoO, so we want to make sure if we do set up a payment plan that we would still be considered current with taxes, as the building dept wont inspect if we are not current.

Please let me know your thoughts or if we can schedule a call.

thank you for your time

--

Jonathan Hartzell
Detroit Rising Development
Director of Development
248-854-8005

STARK ROAD HOLDINGS LLC
14255 STARK RD.
LIVONIA, MI 48154

74-843/724

1112

DATE 8.29.22

PAY TO THE ORDER OF City of Livonia - Lynda Scheel $ 4938.21

Four Thousand, Nine Hundred, Thirty Eight, & Thirty one DOLLARS

Heat Reactive Ink

choiceone BANK
888-775-6687 choiceone.com

MEMO Payment - LAD

⑆072408436⑆ 1000267540⑈ 1112

LOOK FOR FRAUD-DETERRING FEATURES INCLUDING THE SECURITY SQUARE AND HEAT-REACTIVE INK. DETAILS ON BACK.

© DELUXE deluxe.com/checks SPECIALTY BLUE HIGH SECURITY

Returned check to Livonia Athletic Dist. ATTN: Todd McIntyre (new general manager)

313-597-2109

Treasurer > Make A Payment

Font Size: + − S

Pay Taxes Online

Property & Tax Information

Definitions

Municipality	Parcel ID	Property Type
46	46084990003000	REAL

Property Address	Taxpayer(s)
14255 STARK, LIVONIA MI 48154	STARK ROAD HOLDINGS LLC

Tax Year	Tax	Interest & Fees	Amount Due	Status
2021	$49,382.06	$5,432.02	$54,814.08	DELINQUENT

TAX AMOUNT DUE if paid on or before 09/30/2022 : $54,814.08

ADDITIONAL TAXES OR ADJUSTMENTS MAY BE DUE FOR THE CURRENT YEAR.

PROPERTY TAX INFORMATION IS VALID AS OF BUSINESS DAY 09/09/2022.

Per our records there are **no other** outstanding delinquent taxes for this parcel. certified funds required for forfeiture years.

Treasurer > Make A Payment

Font Size: + − S

Pay Taxes Online

Property & Tax Information

Definitions

Municipality	Parcel ID	Property Type
46	46084990003000	REAL

Property Address	Taxpayer(s)
14255 STARK, LIVONIA MI 48154	STARK ROAD HOLDINGS LLC

Tax Year	Tax	Interest & Fees	Amount Due	Status
2021	$49,382.06	$4,938.20	$54,320.26	DELINQUENT

TAX AMOUNT DUE if paid on or before 08/31/2022 : $54,320.26

ADDITIONAL TAXES OR ADJUSTMENTS MAY BE DUE FOR THE CURRENT YEAR.

PROPERTY TAX INFORMATION IS VALID AS OF BUSINESS DAY 08/19/2022.

Per our records there are **no other** outstanding delinquent taxes for this parcel. certified funds required for forfeiture years.

STARK ROAD HOLDINGS LLC | CITY OF LIVONIA | 2022 Summer | 084 99 0003 000

MESSAGE TO TAXPAYER

VISIT WWW.LIVONIATAX.ORG FOR TAX AND PAYMENT INFORMATION. THIS INFORMATION MAY BE PRINTED DIRECTLY FROM THE WEBSITE. WE RESERVE THE RIGHT TO CHARGE FOR DUPLICATES. WHEN PAYING BY CHECK, INCLUDE YOUR PHONE NUMBER AND PARCEL NUMBER. PLEASE USE ONLY THE 33000 CIVIC CENTER DRIVE, LIVONIA, MI 48154-3060 ADDRESS FOR MAILING CHECK PAYMENTS FOR TAXES.

PAYMENT INFORMATION

This tax is due by: **09/14/2022**

Pay by mail to: CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

Do not combine tax payments with other payments due to the City of Livonia. Payment for taxes must be on a separate check.

Important information on reverse side

PROPERTY INFORMATION

Property Assessed To:
STARK ROAD HOLDINGS LLC
14255 STARK
LIVONIA, MI 48154

Prop #: 084 99 0003 000 School: LIVONIA PUBLIC
Prop Addr: 14255 STARK

Legal Description:
21U2B1 V2A THAT PART OF THE SE 1/4 OF SEC 21 T1S R9E DES AS BEG AT A POINT DISTANT N 0D 49M 15SEC W ALONG THE N AND S 1/4 LINE 1308.82 FT AND S 89D 04M 15SEC E 86 FT FROM THE S 1/4 COR OF SEC 21 AND PROCEEDING TH N 0D 08M 54SEC W 350 FT. TH S 89D 04M 15SEC E 1233.02 FT. TH S 0D 08M 54SEC E 350 FT. TH N 89D 04M 15SEC W 1233.02 FT TO THE POB EXC THE E 43 FT THEREOF 9.56 ACRES

BALANCE OF DESCRIPTION ON FILE

TAX DETAIL

Taxable Value: 1,479,200 COMMERCIAL-I
State Equalized Value: 1,479,200 Class: 201
PRE/MBT %: 0.0000

Sent to: PROPERTY OWNER

DESCRIPTION	MILLAGE	AMOUNT
SCHOOLCRAFT CC	2.27000	3,357.78
WAYNE CNTY OPER	5.60990	8,298.16
SCHOOL DEBT	2.05000	3,032.36
CNTY ISD SPEC ED	3.34430	4,946.88
STATE EDUCATION	6.00000	8,875.20
SCH SINKING FUND	0.78830	1,166.05
SCHOOL OPERATING	9.00000	13,312.80
CNTY ISD OPER	0.09560	141.41
WCRESA ENHANCE	1.98760	2,940.05
Total Tax	31.14570	46,070.69
Administration Fee		0.00
TOTAL AMOUNT DUE		46,070.69

OPERATING FISCAL YEARS

The taxes on bill will be used for governmental operations for the following fiscal year(s):

County: OCTOBER 01 - SEPTEMBER 30
Twn/Cty: DECEMBER 01 - NOVEMBER 30
School: JULY 01 - JUNE 30
State: OCTOBER 01 - SEPTEMBER 30

Does NOT affect when the tax is due or its amount

RETAIN THIS PORTION FOR YOUR RECORDS.

On March 1st unpaid taxes from 2021 were transferred to Wayne County for collection. As of 06/03/22 they were not fully paid. Contact the County Treasurer at: 313-224-5990 or taxinfo@waynecounty.com

The below original stub required for payment processing. Please detach along perforation. Keep the top portion for your records.

Sent to: **PROPERTY OWNER**

Pay this tax to:
CITY OF LIVONIA
TREASURER'S OFFICE
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3060

PLEASE RETURN THIS PORTION WITH PAYMENT OR ENTIRE BILL WITH SASE FOR A "STAMPED PAID" RECEIPT

This tax is due by: **09/14/2022**

After 09/14/2022 additional interest and fees apply

2022 Summer Tax for Prop #: **084 99 0003 000**

TAXPAYER NOTE: Are your name & mailing address correct? If not, please contact the Assessor's Office. Thank You.
Property Addr: 14255 STARK

(Partial payments are accepted)
Make Check Payable To: **CITY OF LIVONIA**

TOTAL AMOUNT DUE: **46,070.69**

To: STARK ROAD HOLDINGS LLC
1515 W LAFAYETTE BLVD STE 201
DETROIT MI 48216

Amount Remitted: _____

Check# _____

Cash _____

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
July 29, 2022

MEETING DATE	PREPARED BY
September 12, 2022	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Appeal of the denial of the Planning Commission for Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

BACKGROUND

RECOMMENDATION

August 1, 2022

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-06-02-14 – Livonia Athletic District

Dear Council Members:

At the 1,189th Public Hearings and Regular Meeting held by the City Planning Commission on July 19, 2022, the following resolution was unanimously adopted:

#07-41-2022 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and

requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential neighborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

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

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-06-02-14_E-COUNCIL Pkt
2. PH091222 - Stark Road Holdings LLC - 14255 Stark Road

APPROVED BY

Date: August 01, 2022

Mark Taormina, Planning and Economic Development Director

Date: August 25, 2022

Maureen Miller Brosnan, Mayor

Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

Livonia Athletic District
12455 Stark Road
Livonia, MI 48154

July 28, 2022

RECEIVED
JUL 29 2022
CITY OF LIVONIA
PLANNING COMMISSION

Planning Commission
Sam Caramagno
33000 Civic Center Drive
Livonia, MI 48154

Petition 2022-06-02-14 – Livonia Athletic District

Dear Mr. Caramagno

RE: #7-41-2022

At the 1,189th Public Hearing and Regular Meeting held by the City Planning Commission on July 19, 2022, in the Livonia City Hall, the following resolution was unanimously adopted and denied our request for a special waiver use under Section 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C Liquor Licenses at 14255 Stark Road.

Stark Road Holdings, LLC would like to appeal the Planning Commissions' decision. We would also like to discuss the commission's concerns regarding the Class C Liquor License. We ask that a date be set to resolve and affirm our reasoning for requiring a Class C Liquor License at Livonia Athletic District.

Best Regards,
Stark Road Holdings, LLC

Jonathan Hartzell

PLANNING COMMISSION

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

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

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
PLANNING & ECONOMIC DEVELOPMENT
COORDINATOR

SCOTT O. MILLER
PLANNER IV

RECEIVED
JUL 29 PM 2:52
CITY CLERK

July 20, 2022

RECEIVED
AUG 01 2022
CITY OF LIVONIA
PLANNING COMMISSION

Stark Road Holdings, L.L.C.
Jonathan Hartzell
14255 Stark Road
Livonia, MI 48154

Re: Petition 2022-06-02-14 – Livonia Athletic District

Dear Mr. Hartzell:

At the 1,189th Public Hearing and Regular Meeting held by the City Planning Commission on July 19, 2022, in the Livonia City Hall, the following resolution was unanimously adopted:

#07-41-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential nieghborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

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

Please be advised that the petitioner has 10 business days to appeal the decision in writing to the Livonia City Council, pursuant to Section 13.13(10)of the Livonia Vision 21 Zoning Ordinance, as amended. The fee for an appeal is $400.00.

Very truly yours,

CITY PLANNING COMMISSION

Sam Caramagno | NGT

Sam Caramagno, Secretary

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 06/17/2022 Petition 2022-06-02-14

Site Address: 14255 STARK ROAD Sidwell 46-084-99-0003-000 Zoning of Property N-2

Requesting Approval To PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER

Applicant: Jonathan Hartell Business/Company: Stark Road Holdings LLC

Applicant's Address: 14255 Stark D City: Livonia State: MI Zip Code: 48154

Applicant's Phone # (248) 854-8005 Applicant's Email Jon@DetroitRisingDevelopment.com

Contact Person: Jon Hartell Business/Company: SAME

Contact's Address: SAME City: " State: " Zip Code: "

Contact's Phone # ( ) SAME Contact's Email SAME

Please provide the following information:

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

RECEIVED JUN 17 2022 CITY OF LIVONIA PLANNING COMMISSION

RECEIVED OFFICE OF THE CITY CLERK 2022 MAY -8 PM 4:21

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

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

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

Total Amount Due $ 700.00

Owner of Property: Stark Road Holdings LLC

Owner's Address: 14255 Stark RD City: Livonia State: MI Zip Code: 48154

Owner's Phone # (248) 854 8005 Owner's Email Jon@DetroitRisingDevelopment.com

Signature of Owner: [signature] Print Name: Jonathan Hartell

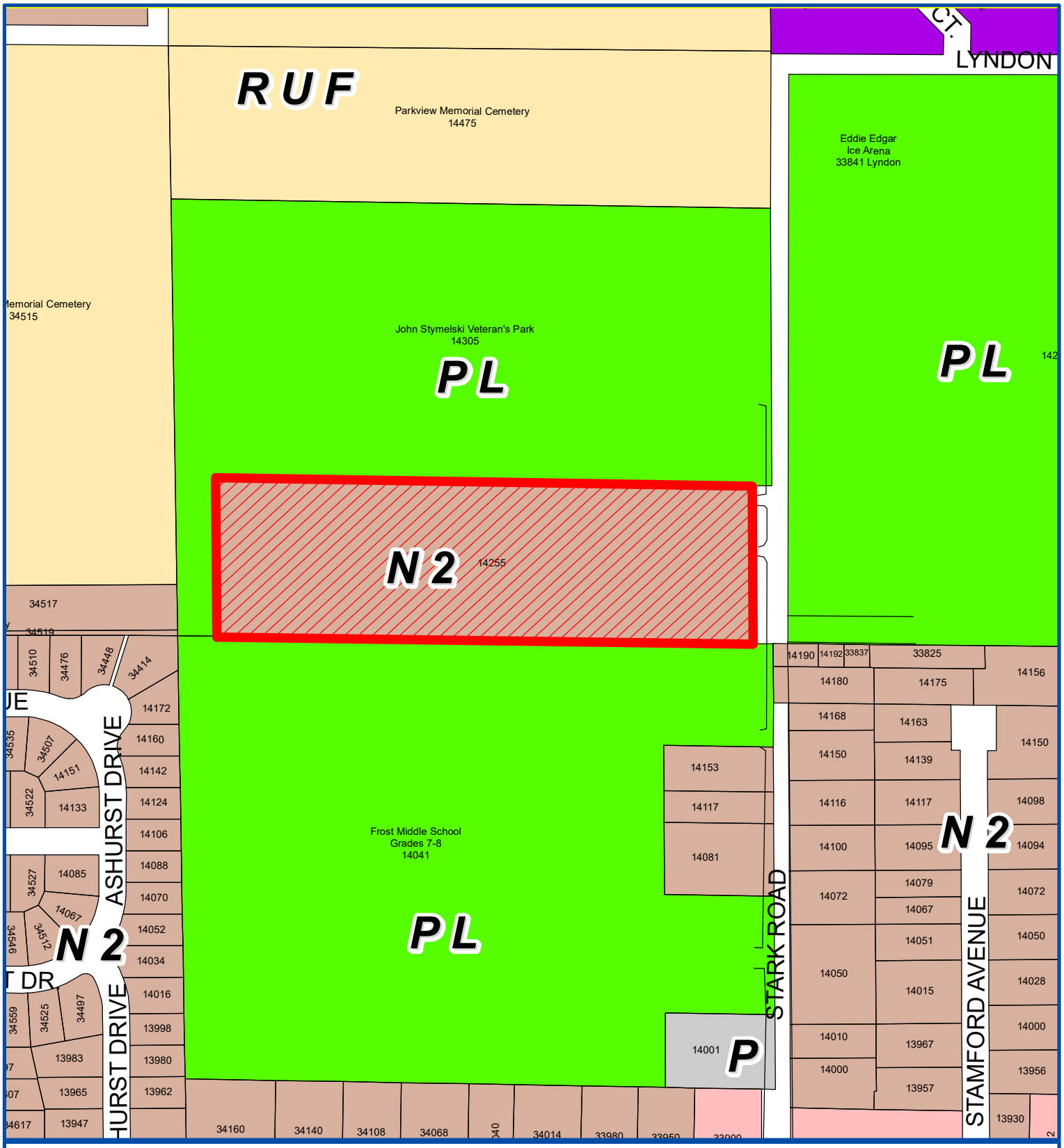
Subscribed and sworn to before me, a Notary Public in and for the County of LIVINGSTON State of MICHIGAN

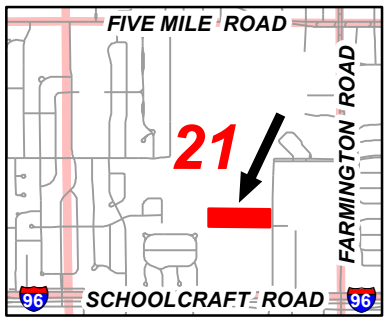
on this 17th day of JUNE 20 22.

Signature of Notary Nora Brock My commission expires 9/1/2028

Acting in the County of WAYNE.

NORA BROCK
NOTARY PUBLIC, STATE OF MI
COUNTY OF LIVINGSTON
MY COMMISSION EXPIRES Sep 1, 2028
ACTING IN COUNTY OF WAYNE





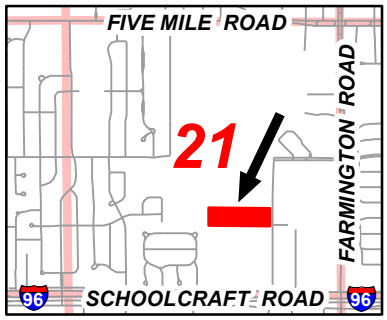
Address & Zoning Map

Petition 2022-06-02-14
Liviona Athletic District
14255 Stark Road
Class C License

N

Not to Scale

City of Livonia
Planning Department



Aerial Map

Petition 2022-06-02-14
Liviona Athletic District
14255 Stark Road
Class C License

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

July 12, 2022: Study Meeting:

This item involves a request to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a proposed Planned General Development called the Livonia Athletic District (LAD). The proposed development would operate the liquor license in specific interior areas of the existing building. Alcohol would be permitted in shared spaces including Café LAD, the arcade, soccer observation lounge, putting green & golf lounge, the eastern observation area of the pickle ball courts and connecting hallways. Proposed Point of Sales are located in the Café LAD and the dogleg golf observation area. Alcohol would not be permitted on any of the playing surfaces.

The subject property is zoned N-2, Neighborhood District, which does not permit or allow liquor licenses per se. However, Section 5.02 of the Livonia Vision 21 Zoning Ordinance provides special standards for Planned Developments that allow modifications of the ordinance for uses not permitted in the N-2 District. Uses not permitted may be allowed when they are related to an overall concept of a Planned Development.

Class C liquor licenses are regulated under Section 6.22 of The Livonia Vision 21 Zoning Ordinance. One special requirement specifies that no Class C licensed establishments shall be located within 1,000 feet of any other such licensed establishment as measured from the actual premises being used or proposed for use of the respective properties; provided, however, that with respect to those licensed establishments which are utilized primarily as restaurants or for dining facilities, the foregoing 1,000-foot requirement may be waived by the City Council. There are no such licensed establishment within 1,000 feet of the proposed Planned Development.

Another special requirement of Section 6.22 specifies that a proposed Class C-licensed establishment shall be located at least 400 feet distant away from any church or school building <u>as measured from the nearest point on the building proposed to be licensed to the existing church or school building</u>. No such

establishments are within 400 feet of the Planned Development. Measured at the closest points between buildings, LAD is 447 feet from Frost Middle School and 956 feet from Christ Our Savior Luthern Church/Early Childhood center.

July 19, 2022: Public Hearing:

Approving Resolution: That the request to utilize a Class C liquor license in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road is hereby approved, subject to the following conditions and for the following reasons:

1. All unpaid taxes shall either paid in full prior to final action of the City Council or be paid in full according to a specific payment schedule as approved by City Council and the City Treasurer.

2. The serving and consumption of alcohol in connection with a Class C license at this location shall be limited to the interior of the existing building, and there shall be no serving or consumption of alcohol on the property outside of the building.

3. The serving and consumption of alcohol shall be limited to the areas shown on the Enlarged Floor Plans, Sheets A/4.01 thru A/4.07 dated June 16, 2022 as prepared by Five Eighths.

4. That the operation of a Class C liquor license at this location complies with all of the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

5. That the subject site has the capacity to accommodate the proposed use.

6. That providing alcohol beverages at this location is an amenity that customers of the facility have requested and will allow LAD to retain and increase membership to become more economically viable.

Denying Resolution: That the request to utilize a Class C liquor license in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, is hereby denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential nieghborhoods in the area..

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

LIVONIA ATHLETIC DISTRICT

14255 STARK ROAD - LIVONIA - MICHIGAN - 48154

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE APPLICATION (PHASE 2)

PROJECT TITLE | 3

ARCHITECT:

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MICHIGAN - 48220

CONTACT - GRANT JEFFRIES
248 - 981 - 8744
GRANT@FIVE-EIGHTHS.COM

CLIENT / BUILDING OWNER:

DETROIT RISING DEVELOPMENT
14255 STARK ROAD
LIVONIA - MICHIGAN - 48154

CONTACT - JON HARTZELL
248-854-8005
JON@DETROITRISINGDEVELOPMENT.COM

GENERAL CONTRACTOR:

DETROIT RISING DEVELOPMENT
14255 STARK ROAD
LIVONIA - MICHIGAN - 48154

CONTACT - RICK STANZA
586 - 879 - 8163
RSTANZA@DETROITRISINGDEVELOPMENT.COM

PROJECT DIRECTORY | 11

1. DO NOT SCALE DRAWINGS. CONSULT OWNER IF DIMENSIONAL QUESTION ARISES.
2. CONTRACTOR SHALL PROVIDE ALL ITEMS, ARTICLES, MATERIALS, AND OPERATIONS SCHEDULED INCLUDING ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR COMPLETION.
3. ALL CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES/LAWS. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE BUILDING AND OTHER PERMITS REQUIRED FOR THE COMPLETION OF THE WORK.
4. ALL DIMENSIONAL LUMBER, PLYWOOD, PARTICLE BOARD, FITTING, AND BLOCKING SHALL BE PRESSURE TREATED/UL CERTIFIED NON-COMBUSTIBLE.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS AT THE JOB SITE.
6. NOTIFY THE ARCHITECT OR OWNER PRIOR TO COMMENDING WORK OF ANY DISCREPANCIES, CONFLICTS, OR OMISSIONS IN THE CONSTRUCTION DOCUMENTS AND FIELD CONDITIONS. AN ADDENDUM WILL BE ISSUED AS NECESSARY AND WILL BECOME A PART OF THE CONTRACT DOCUMENTS. FOR THOSE DISCREPANCIES NOT BROUGHT TO THE ATTENTION OF THE OWNER, IT WILL BE ASSUMED THAT THE CONTRACTOR HAS BID THE MORE EXPENSIVE METHOD OF CONSTRUCTION.
7. COORDINATE ALL WORK BEFORE AND DURING CONSTRUCTION WITH ALL OTHER AFFECTED TRADES.
8. WHERE INTERFACES DEVELOP, NOTIFY OWNER FOR RESOLUTION OF CONFLICT.

PROJECT NOTES | 8

THIS PHASE OF THE PROJECT, PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE APPLICATION (PHASE 2), IS TO OBTAIN A LIQUOR LICENSE FOR PORTIONS OF THE LIVONIA ATHLETIC DISTRICT. THIS APPLICATION COVERS INTERIOR AREAS ONLY AND ANY EXTERIOR USES THAT REQUIRE A WAIVER WILL BE IN A FUTURE PHASE.

INTERIOR MODIFICATIONS INCLUDE THE ADDITION OF BATHROOMS, BARS, AND KITCHEN PREP SPACES.

THERE ARE NO PROPOSED EXTERIOR MODIFICATIONS IN THIS PHASE.

NO STRUCTURAL MODIFICATIONS ARE BEING PROPOSED FOR THIS PHASE.

HVAC MODIFICATIONS WILL BE LIMITED TO SOME DUCTWORK MODIFICATIONS BASED ON NEW CEILINGS/LAYOUTS.

ELECTRICAL MODIFICATIONS INCLUDE NEW INTERIOR/EXTERIOR LIGHTING IN THE COMMON AREAS AND SOME OUTLETS/SWITCHES IN THE NEW INTERIOR DEMISING WALLS.

FUTURE PROJECT PHASES WILL BE PERMITTED SEPARATELY. INTENDED AND COMPLETED PHASES ARE AS FOLLOWS:

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS
STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMITS FOR "DOGLEG" GOLF SIMULATORS, CAFE LAD, & LOWER LEVEL TENANT
PURPOSE: TENANT BUILDOUTS
STATUS: FUTURE

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND "BIG PICKLE" PICKLEBALL COURTS
PURPOSE: TENANT BUILDOUTS
STATUS: FUTURE

PROJECT DESCRIPTION | 4

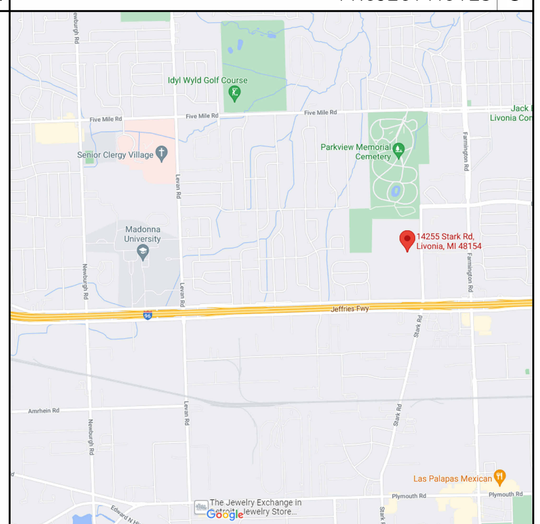
G/ 0.01	TITLE SHEET
G/ 0.02	GENERAL NOTES
G/ 0.03	CODE REVIEW
C/ 1.00	SITE PLAN / AREA PLAN
C/ 1.01	SURVEY
A/ 1.00	FLOOR PLAN / LOWER LEVEL
A/ 1.01	FLOOR PLAN / FIRST FLOOR
A/ 2.01	ELEVATIONS / EXTERIOR
A/ 4.01	ENLARGED PLANS / CAFE L.A.D.
A/ 4.02	ENLARGED FLOOR PLANS / OBSERVATION
A/ 4.03	ENLARGED PLANS / "DOGLEG"
A/ 4.04	ENLARGED PLANS / "BIG PICKLE"
A/ 4.05	ENLARGED PLANS / BATHROOMS
A/ 4.06	ENLARGED PLANS / BATHROOMS
A/ 4.07	ENLARGED PLANS / BATHROOMS

SHEET LIST | 1

PROPERTY INFORMATION:

PIN:	46-084-99-0003-000
ZONING:	N-2 NEIGHBORHOOD
TYPE OF CONSTRUCTION:	3B
LOT AREA:	9.56 ACRES
YEAR BUILT:	1968
NUMBER OF BUILDINGS:	2
NUMBER OF STORIES:	2 (INCLUDING BASEMENT)
BUILDING AREA:	95,531 SF (INCLUDING BASEMENT)
HEIGHT:	22'-4"
PARKING SPACES:	96
SPRINKLERED:	NO

PROJECT INFORMATION | 10



VICINITY MAP | 7
NOT TO SCALE
SCALE

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

TITLE SHEET
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 1 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

G/
0.01

CENTER POST
SECTION 21
T-1S, R-9E
CITY OF LIVONIA
WAYNE COUNTY,
MICHIGAN

LEGEND – EXISTING

SECTION LINE	SAN. MH	GAS METER	MISC. TOPO. FEATURE
E/ PAVEMENT	C.O. SAN. CLEAN OUT	GAS RISER	SURVEY CONTROL POINT
CURB	SAN. RISER	GAS VALVE	FOUND IRON
E/ GRAVEL	SAN. PUMP STATION	GAS MH	FOUND NAIL
CL ROAD	COMB. MH	TELE. RISER	F. CUT CROSS
E/ WALK	GATE VALVE	TELE. MH	SECTION COR.
RAILROAD	HYDRANT	TELE. CROSS BOX	FENCE POST
E/ BRICK	WATER VALVE	CABLE RISER	BENCHMARK
MISC. LINE	WATER METER	PAY PHONE	FOUND PIPE
FENCE	POST INDICATOR VALVE		FOUND MON.
GUARD RAIL	WELL HEAD	MANHOLE	ASPH. ASPHALT
WALL	FDC CONNECTION	SIGN	CONC. CONCRETE
BLDG. LINE	IRRIGATION CONTROL BOX	PROT. POST/GUARD POST	A.C. AIR CONDITIONER
OVERHEAD WIRES	STORM MH	GUY	G.P. GUARD POST
RAILING	CATCH BASIN	DECIDUOUS TREE	C.L.F. CHAIN-LINK FENCE
OVERHANG LINE	BEEHIVE CB	CONIFEROUS TREE	D.L. DOOR LEDGE
T/ BANK	CULVERT E.S.	DEAD TREE	F.F. FINISHED FLOOR
B/ BANK	ROOF/DOWN SPOUT	UTILITY FLAG	O.H. OVERHANG
CL DITCH/STREAM	OVERFLOW/OUTLET STRUCTURE	BLDG. CORNER (FIELD LOCATED)	F.I. FOUND IRON
SHRUB LINE	C.O. STORM CLEAN OUT	HANDICAP PARKING	S.I. SET IRON
TREE LINE	ROUND CB	WETLAND FLAG	F.I.P. FOUND IRON PIPE
WATER EDGE	LIGHT POLE	BUSH/SHRUB	(M) MEASURED
WETLAND LINE	UTILITY POLE	PARKING METER	(R) RECORD
STORM LINE	ELEC. TRANS.	RESIDENTIAL MAILBOX	F.M. FOUND MONUMENT
SAN. LINE	AIR CONDITIONER	U.S. MAILBOX	S.N. SET NAIL
WATER LINE	UG ELEC. MH	EXISTING ELEVATION	CMP CORREGATED METAL PIPE
GAS LINE	ELEC. METER		RCP REINFORCED CONCRETE PIPE
UG ELEC. LINE	ELEC. RISER	SOIL BORING	G.L. GROUND LIGHT
UG TELE. LINE	TRAFFIC CONTROL BOX	MONITORING WELL	RECORD STM MH. (NOT FIELD LOCATED)
UG CABLE TV LINE	STEAM MH	LAWN IRRIG. HEAD	
PAINT STRIPE	PUBLIC LIGHTING MH	CENTERLINE R.R. TRACK	
COMBINED SEWER			
PLD LINE			
STEAM LINE			
ELECTRIC OVERHEAD			
TELEPHONE OVERHEAD			

NOTES:

- SURVEY IN ACCORDANCE WITH TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)
- THIS PARCEL IS LOCATED WITHIN A FEDERALLY DESIGNATED FLOOD HAZARD AREA ZONE "X" (AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) IN ACCORDANCE WITH THE FEDERAL INSURANCE RATE MAP, PANEL NUMBER 44 OF 575, MAP NUMBER 26163C0044E, EFFECTIVE DATE FEBRUARY 2, 2012.
- THE BASIS OF BEARING FOR THE PROPERTY DESCRIPTION OVERALL PARCEL AS FIELD SURVEYED IS BASED ON RECORD DESCRIPTION.
- THE DISTANCE TO THE NEAREST INTERSECTING STREET IS 950'+/– TO LYNDON ROAD.
- WITH REGARD TO TABLE A, ITEM 6, NO ZONING REPORT LETTER HAS BEEN PROVIDED TO THE SURVEYOR BY THE CLIENT. THEREFORE SETBACK INFORMATION IS NOT SHOWN ON THIS DRAWING.
- THERE IS NO EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING FIELD WORK.
- THERE IS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
- THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK, UNLESS OTHERWISE NOTED.

TABLE OF ENCROACHMENTS

A	BUILDING ENCROACHMENT INTO THE DRAINAGE EASEMENT

UNDERGROUND UTILITY LOCATIONS:

– NO UNDERGROUND UTILITIES FLAGGED OR MARKED BY UTILITY COMPANIES AND NO UNDERGROUND UTILITY MAPS PROVIDED BY THE CLIENT. UNDERGROUND UTILITY CONNECTIONS AS SHOWN ON THE SURVEY ARE FROM RECORD DRAWING PROVIDED BY CITY OF LIVONIA AND MISS DIG.

NOTE TO THE CLIENT, INSURER, AND LENDER :

WITH REGARD TO TABLE A, ITEM 11, INFORMATION FROM THE SOURCES CHECKED (SEE UNDERGROUND UTILITY LOCATION NOTE) ABOVE WILL BE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES PURSUANT TO SECTION 5.E.IV. TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED.

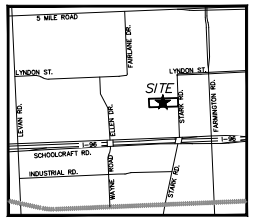
ZONING INFORMATION

ZONED R-2 (ONE FAMILY RESIDENTIAL)

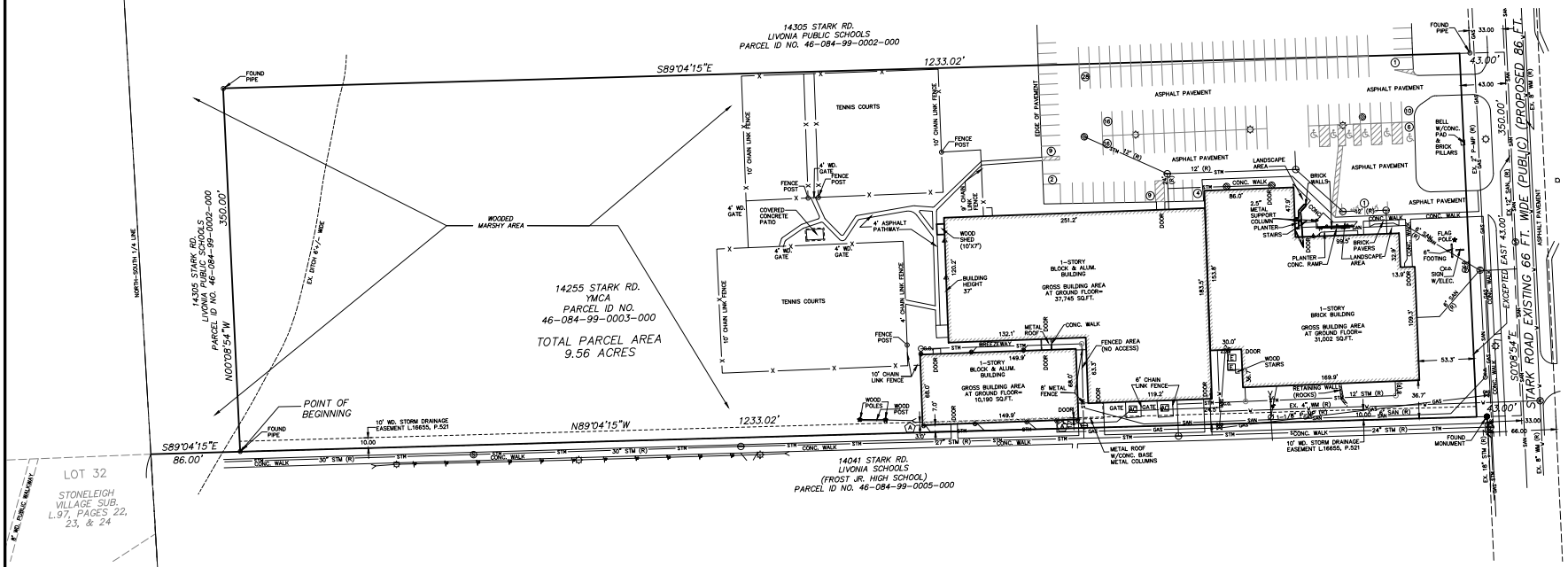
ABOVE INFORMATION TAKEN FROM CITY OF LIVONIA ZONING MAP.
https://livoniacity.maps.arcgis.com

PARKING INFORMATION

REGULAR SPACES =	95
HANDICAPPED SPACES =	8
TOTAL =	103



LOCATION MAP
(NOT TO SCALE)



POINT OF COMMENCEMENT
SOUTH 1/4 CORNER
SECTION 21
T-1S, R-9E
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

PROPERTY DESCRIPTION

(PER TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)

LAND IN THE CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 21, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT ON THE NORTH AND SOUTH 1/4 LINE OF SAID SECTION 21 DISTANT NORTH 0 DEGREES 49 MINUTES 15 SECONDS WEST, 1308.82 FEET ALONG THE NORTH AND SOUTH 1/4 LINE OF SECTION 21 AND SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 86.00 FEET FROM THE SOUTH 1/4 CORNER OF SECTION 21; PROCEEDING THENCE NORTH 0 DEGREES 08 MINUTES 54 SECONDS WEST, 350.00 FEET; THENCE SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 1233.02 FEET; THENCE SOUTH 0 DEGREES 08 MINUTES 54 SECONDS EAST ALONG THE CENTER LINE OF STARK ROAD (66.00 FEET IN WIDTH), 350.00 FEET; THENCE NORTH 89 DEGREES 04 MINUTES 15 SECONDS WEST, 1233.02 FEET TO THE POINT OF BEGINNING, EXCEPT THE EAST 43.00 FEET.

SCHEDULE B – II. EXCEPTIONS:

(PER TITLE COMMITMENT NO. NCS-1038988-MICH, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED SEPTEMBER 23, 2020)

7. SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RESOLUTION FOR MASTER SCHOOL AND PARK PLAN" RECORDED AS LIBER 16117, PAGE 600 OF OFFICIAL RECORDS.
– NO PLOTTABLE EASEMENT.

8. SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MASTER SCHOOL AND PARK PLAN" RECORDED AS LIBER 16192, PAGE 256 OF OFFICIAL RECORDS.
– YMCA PARCEL IS A PART OF THE DESCRIBED PARCELS (d) IN SECTION NO. 21 UNDER PARKS.

9. SUBJECT TO THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT" RECORDED AS LIBER 16655, PAGE 521 OF OFFICIAL RECORDS.
– 10' WD. STORM DRAINAGE EASEMENT SHOWN ON SURVEY.

CERTIFICATION

TO:
- FIRST AMERICAN TITLE INSURANCE COMPANY
- STARK ROAD HOLDINGS, LLC, A MICHIGAN LIMITED LIABILITY COMPANY
- YOUNG MEN'S CHRISTIAN ASSOCIATION OF METROPOLITAN DETROIT, A MICH. NON-PROFIT CORPORATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 8, 9, 10, 11(a), 11(b), 13, 16, 17, 18, 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON MAY 28, 2021.

DATE OF PLAT OR MAP: MAY 27, 2021

JOHN NICHOLAS REDASH, MICHIGAN P.S. NO. 4001037281
jredash@giffelswebster.com

STATE OF MICHIGAN
JOHN NICHOLAS REDASH
4001037281
PROFESSIONAL SURVEYOR

giffels webster
Engineers
Surveyors
Planners
Landscape Architects

28 West Adams Road
Suite 1200
Detroit, MI 48226
p (313) 962-4442
f (313) 962-5068
www.giffelswebster.com

Executive:	JNR
Manager:	LDA
Designer:	LDA
Quality Control:	JNR
Section:	21
	T-1-S R-9-E

Professional Seal:

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

DATE:	ISSUE:
Date	Issue

ALTA/NSPS LAND TITLE SURVEY

14255 STARK RD.
YMCA

City of Livonia
Wayne County
MICHIGAN

Date:	05.27.21
Scale:	1"=50'
Sheet:	1 of 1
Project:	20043.00

Copyright © 2021 Giffels Webster.
No reproduction of all or in part without the prior written consent of Giffels Webster.

N:\2020\2020\20043.00 YMCA\Livonia\Drawings\ALTA\20043.00 YMCA ALTA Survey.dwg

2015 MICHIGAN PLUMBING CODE (MPC)

NOTE: THE FIGURES BELOW ARE CALCULATIONS FOR THE USE 'A-3' PORTIONS OF THE FIRST FLOOR AND FIELD HOUSE THAT WILL REQUIRE ACCESS TO THE THE FIRST FLOOR BATHROOMS AND FIELD HOUSE BATHROOMS, INCLUDING SPACES SERVING ALCOHOL. FOR THE REST OF THE BUILDING, THE USE IS NOT CHANGING. TENANT SPACES IN THE BUILDING HAVE THEIR OWN DEDICATED BATHROOMS.

USE A-3:

ONE TOILET PER 125 FOR MEN
ONE TOILET PER 65 FOR WOMEN
ONE SINK PER 200 OCCUPANTS
ONE DRINKING FOUNTAIN PER 500 OCCUPANTS

PLUMBING FIXTURE CALCULATIONS

FIRST FLOOR OCCUPANT LOAD: 1,112 OCCUPANTS

(1,112/2/125)=	4.44 WATER CLOSETS FOR MEN
(1,112/2/65)=	8.63 WATER CLOSETS FOR WOMEN
(1,112/2/200)=	2.78 LAVATORIES FOR MEN
(1,112/2/200)=	2.78 LAVATORIES FOR WOMEN
(1,112/500)=	2.22 DRINKING FOUNTAINS

ACTUAL NUMBER OF PLUMBING FIXTURES (EXCLUDING PHASE 5 BATHROOMS)*:

WATER CLOSETS (MEN):	9	**(COMPLIES)**
WATER CLOSETS (WOMEN):	9	**(COMPLIES)**
UNISEX ADA BATHROOM:	2	**(COMPLIES)**
LAVATORIES (MEN):	5	**(COMPLIES)**
LAVATORIES (WOMEN):	5	**(COMPLIES)**
SERVICE SINK:	1	**(COMPLIES)**
DRINKING FOUNTAIN:	3	**(COMPLIES)**

***NOTE:** REFER TO SHEET A/4.05 FOR THE EXISTING LAYOUT OF THE "BIG PICKLE" PICKLEBALL COURTS BATHROOMS WHICH WILL BE UTILIZED FOR PHASES 2-4 AND ARE INCLUDED IN THE CALCULATION ABOVE.

CODE REVIEW / PLUMBING FACILITIES - LAD | 12

2015 MICHIGAN BUILDING CODE (MBC)

MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT PER TABLE 1004.1.2:

USE B:

1 OCCUPANT PER 100 GROSS SF FOR BUSINESS AREAS

USE A-2:

1 OCCUPANT PER 200 GROSS FOR COMMERICAL KITCHENS
1 OCCUPANT PER FIXED SEATING

USE A-3:

1 OCCUPANT PER 50 GROSS SF FOR LOCKER ROOMS
1 OCCUPANT PER 50 GROSS SF FOR EXERCISE ROOMS
1 OCCUPANT PER 50 GROSS SF FOR POOL
1 OCCUPANT PER 15 GROSS SF FOR POOL DECK
1 OCCUPANT PER 300 GROSS SF FOR STORAGE/MECHANICAL AREAS

BASED ON THE ABOVE FIGURES, REFER OT THE OCCUPANCY PLAN BELOW FOR OCCUPANT LOADS OF EACH OF THE MAIN AREAS.

OCCUPANT LOAD OF USE 'B' SPACES:	78
OCCUPANT LOAD OF THREE FIELD HOUSES:	852
OCCUPANT LOAD OF USE REST OF FIRST FLOOR:	504
TOTAL OCCUPANT LOAD OF FIRST FLOOR:	**1,434 OCCUPANTS**

CODE REVIEW / OCCUPANT LOAD - LAD | 9

2015 MICHIGAN BUILDING CODE (MBC)

USE AND OCCUPANCY CLASSIFICATIONS PER CHAPTER 3:

303.3 ASSEMBLY GROUP A-2. GROUP A-2 OCCUPANCY INLUCDES ASSEMBLY USES INTENDED FOR FOOD AND/OR DRINK CONSUMPTION INCLUDING, BUT NOT LIMITED TO:

- RESTAURANTS, CAFETERIAS & SIMILAR DINING FACILITIES (INCLUDING ASSOCIATED COMMERICAL KITCHENS)
- TAVERNS & BARS

303.4 ASSEMBLY GROUP A-3. GROUP A-3 OCCUPANCY INCLUDES ASSEMBLY USES INTENDED FOR WORSHIP, RECREATION OR AMUSEMENT AND OTHER ASSEMBLY USES NOT CLASSIFIED ELSEWHERE IN GROUP A INCLUDING, BUT NOT LIMITED TO:

- GYMNASIUMS (WITHOUT SPECTATOR SEATING)
- INDOOR SWIMMING POOLS (WITHOUT SPECTATOR SEATING)
- INDOOR SPORTS COURTS (WITHOUT SPECTATOR SEATING)

304.1 BUSINESS GROUP B. BUSINESS GROUP B OCCUPANCY INCLUDES, AMONG OTHERS, THE USE OF A BUILDING OR STRUCTURE, OR A PORTION THEREOF, FOR OFFICE, PROFESSIONAL OR SERVICE-TYPE TRANSACTIONS, INCLUDING STORAGE OF RECORDS AND ACCOUNTS. BUSINESS OCCUPANCIES SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLWING:

-PROFESSIONAL SERVICES SUCH AS DENTISTS AND PHYSICIANS

CALCULATIONS:
USE A-3:

TOTAL SF	76,977 SF (0.1) = 7,687 SF
CAFE AND LOUNGE	1930 SF /76,977 = 0.2 = 2% **(COMPLIES)**

THE USE A-2 SPACES (CAFE AND LOUNGE) ARE LESS THAN 10% OF THE BUILDING AREA AND WILL BE AN CLASSIFIED AS AN ACCESSORY USE

THEREFORE, MOST OF THE BUILDING IS DESIGNATED AS USE A-3 AND THE TWO TENANT SUITES IN THE SOUTHWEST CORNER OF THE FIRST FLOOR WILL BE DESIGNATED AS USE B.

CODE REVIEW / USE CLASSIFICATION | 6

2015 MICHIGAN REHABILITATION CODE, MRCEB 2015

2015 MICHIGAN MECHANICAL CODE, MMC 2015

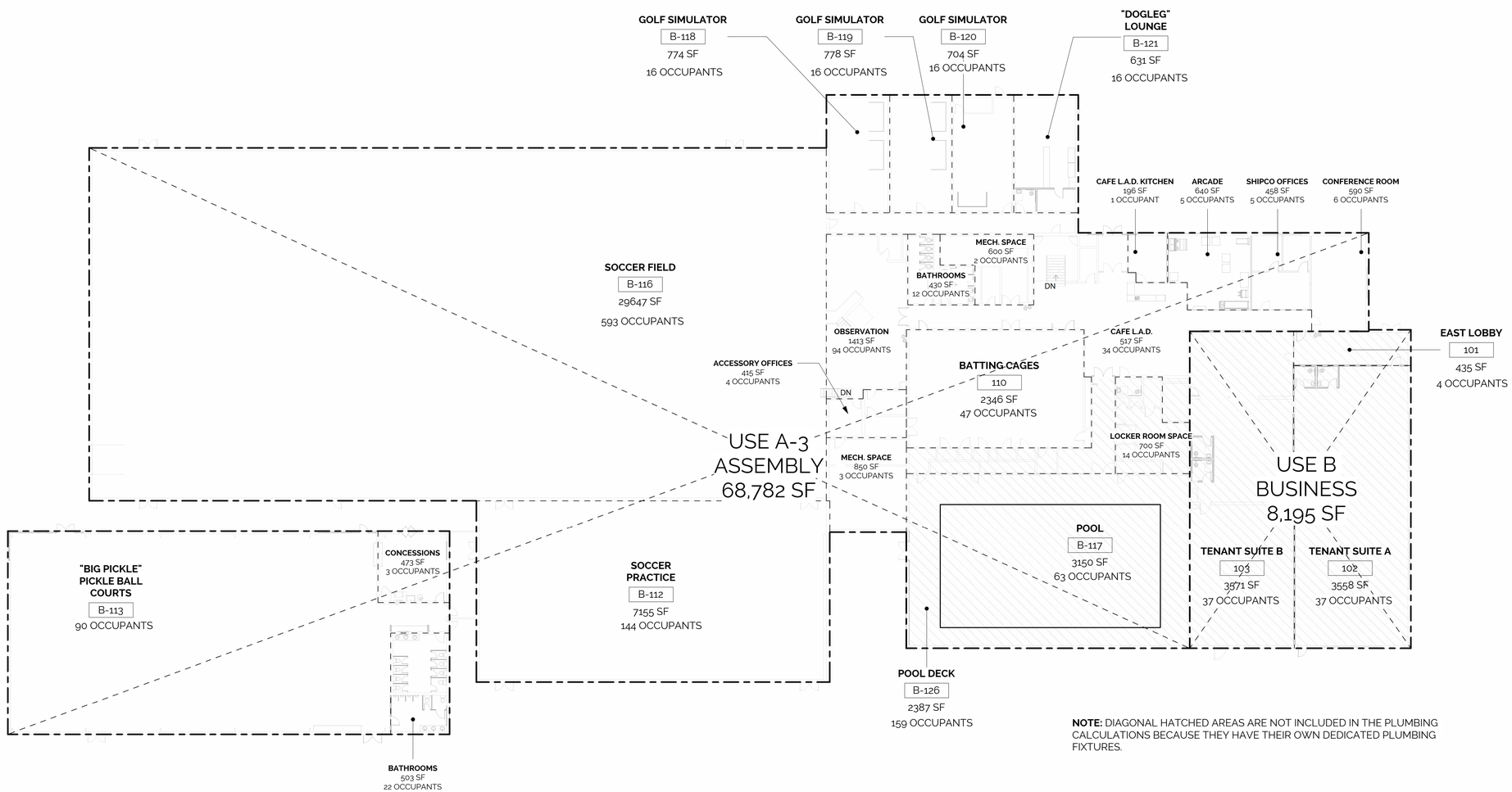
2015 MICHIGAN PLUMBING CODE, MPC 2015

2017 NATIONAL ELECTRIC CODE W/ STATE AMENDMENTS, NEC 2014

ASHRAE 90.1 (2013) STANDARD

ACCESSIBILITY: MICHIGAN BARRIER FREE DESIGN LAW, P.A. 1966 AS AMENDED AND THE ICC / ANSI A117.1-2009 STANDARD AS REFERENCED FROM CHAPTER 11 OF THE 2015 MBC.

APPLICABLE CODES | 3



NOTE: DIAGONAL HATCHED AREAS ARE NOT INCLUDED IN THE PLUMBING CALCULATIONS BECAUSE THEY HAVE THEIR OWN DEDICATED PLUMBING FIXTURES.

OCCUPANCY PLAN / FIRST FLOOR | 1

1" = 20'-0"

FIVE - EIGHTHS

2321 WOLCOTT STREET
FERNDALE - MI - 48220

313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT

14255 STARK RD - LIVONIA - MICHIGAN - 48154

CODE REVIEW

PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 3 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

G/
0.03

CITY OF LIVONIA ZONING ORDINANCE

PER SECTION 3.03 - PERMITTED USES BY DISTRICT:

CURRENT ZONING DISTRICT N-2 NEIGHBORHOOD

N-2 PERMITTED USES:
- *PARKS AND OUTDOOR RECREATIONAL USES*
- *EDUCATIONAL USES*

N-2 WAIVER USES:
- *PRIVATELY OWNED AND OPERATED RECREATIONAL USES*

USES NOT ALLOWED IN N-2:
- *ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, AND CLUB **

*PER SECTION 5.01 - SPECIAL WAIVER USE STANDARDS FOR PLANNED GENERAL DEVELOPMENT:

(C) USES NOT PERMITTED IN THE ZONING ORDINANCE DISTRICT WITHIN THE PLANNED DEVELOPMENT IS LOCATED MAY BE PERMITTED WHEN SUCH USES ARE PRIMARILY DESIGNED AND INTENDED TO SERVICE RESIDENTS OF ANY PLANNED RESIDENTIAL

THEREFORE, WE ARE APPLYING FOR A PLANNED GENERAL DEVELOPMENT IN ORDER TO OBTAIN A LIQUOR LICENSE FOR CERTAIN PORTIONS OF THE INTERIOR OF THE LIVONIA ATHLETIC DISTRICT.

PER SECTION 6.22 - ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, AND CLUB:

(A) ESTABLISHMENTS HAVING LIQUOR LICENSES SUCH AS CLASS C, TAVERN, CLUB, AND SMALL DISTILLER SHALL NOT BE LOCATED WITHIN 1,000' - 0" OF ANY OTHER SUCH LICENSED ESTABLISHMENT AS MEASURED FROM THE ACTUAL PREMISES BEING USED OR PROPOSED FOR USE OF THE RESPECTIVE PROPERTIES

(B) SUCH PROPOSED LICENSED ESTABLISHMENT SHALL BE LOCATED AT LEAST 400' - 0" DISTANT FROM ANY CHURCH OR SCHOOL BUILDING, EITHER PUBLIC OR PAROCHIAL, AS MEASURED FROM THE NEAREST POINT ON THE BUILDING PROPOSED TO BE LICENSED TO THE EXISTING CHURCH OR SCHOOL BUILDING

THE FROST MIDDLE SCHOOL IS APPROXIMATELY 457' - 0" FROM THE LIVONIA ATHLETIC DISTRICT **(COMPLIES).**

CODE REVIEW / PLANNED GENERAL DEVELOPMENT | 11

CITY OF LIVONIA ZONING ORDINANCE

PER SECTION 9.05 - MINIMUM NUMBER OF PARKING SPACES REQUIRED

- *PRIVATELY OWNED AND OPERATED RECREATIONAL USES - OFF-STREET PARKING FACILITIES SHALL BE PROVIDED ON THE PREMISES TO ACCOMMODATE 1/3 OF THE TOTAL MEMBER FAMILIES AND/OR INDIVIDUAL MEMBERS OF THE ORGANIZATION*
- *INDOOR RECREATIONAL USES - ONE PARKING SPACE FOR EACH 200SF OF FLOOR AREAS*

TOTAL SF FOR LAD

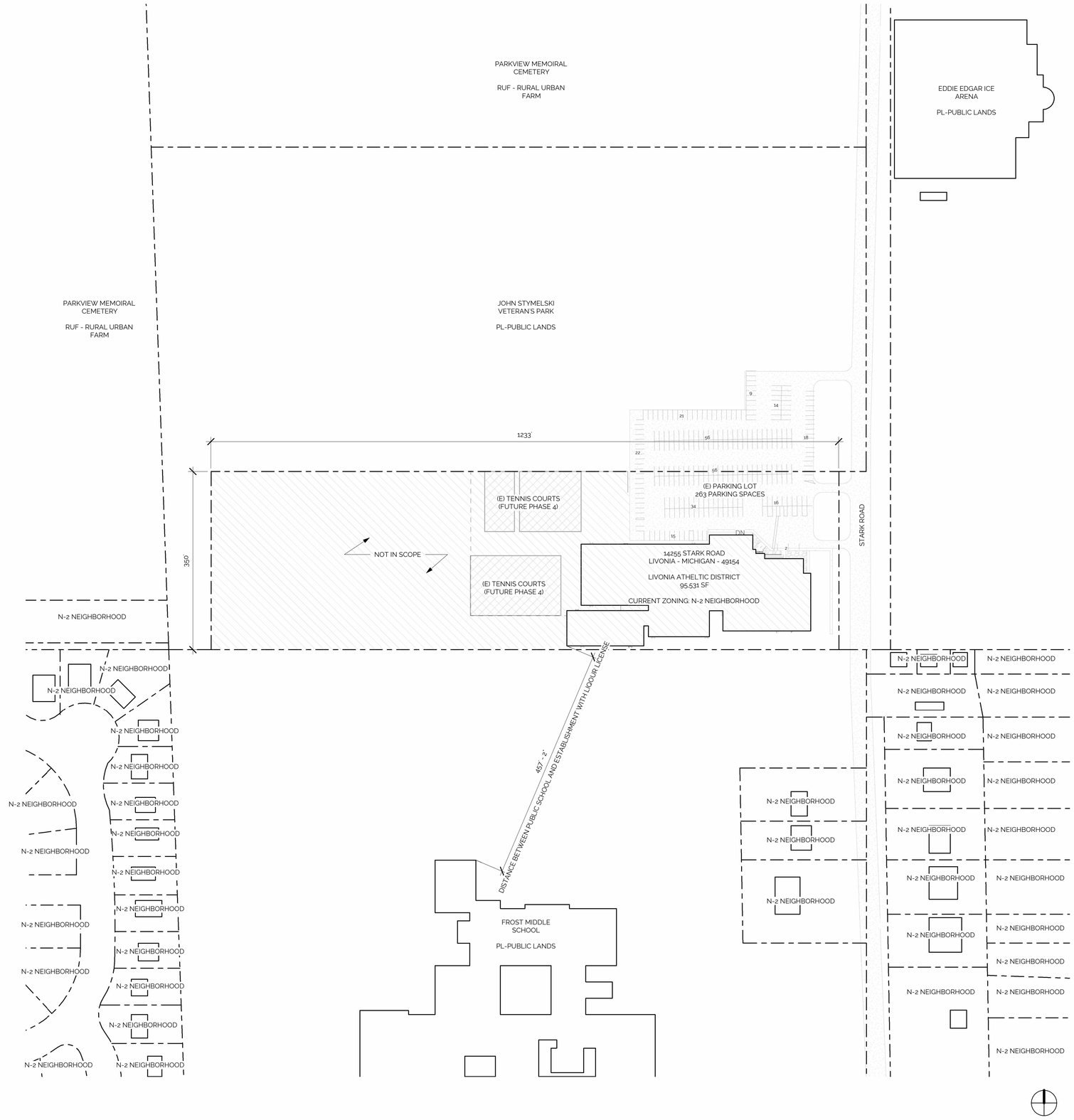
FIRST FLOOR	76,997 SF
LOWER LEVEL	16,620 SF
TOTAL:	93,597 SF

(93,597/200) = 467.98 PARKING SPACES FOR THE LIQUOR LICENSE AREAS

ACTUAL NUMBER OF PARKING SPACES: 263 SPACES **(EXISTING NONCOMPLIANT)***

***NOTE:** WHILE THE EXISTING PARKING LOT IS NOT SUFFICIENT FOR THE UPDATED ZONING ORDINANCE'S PARKING REQUIREMENTS, LAD DOES NOT ANTICIPATE USING THE ENTIRE EXISTING PARKING LOT FOR THE FOLLOWING REASONS:
- THE DIFFERENT ACTIVITIES OFFERED AT LAD ARE SEASONAL. THE FUTURE OUTDOOR SPACE WILL NOT BE UTILIZED IN THE WINTER MONTHS, AND THE INTERIOR SPACES WILL NOT BE AS BUSY IN THE SUMMER MONTHS.
- MANY USERS CARPOOL TO AND FROM ACTIVITIES, SUCH AS PRACTICE.
- THE FACILITY HOSTS MANY EVENTS FOR CHILDREN WHO ARE CARPOOL, GET DROPPED OFF, ETC.
- THERE ARE OVERLAPPING OCCUPANCIES. THE PURPOSE OF THE CAFE AND LOUNGE SPACES ARE SO THAT CHILDREN'S PARENTS/GUARDIANS CAN HAVE A SPACE TO ENJOY DURING GAMES/PRACTICE. NO ONE WILL COME TO THE BUILDING FOR THE SOLE PURPOSE OF PURCHASING FOOD/DRINKS.

CODE REVIEW / PARKING | 10



AREA PLAN 1" = 100'-0" | 1

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

SITE PLAN / AREA PLAN
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 4 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

C/
1.00

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING LOWER LEVEL
NOTES:
- THE LOWER LEVEL INTERIOR SHALL BE INCLUDED IN THE WAIVER APPLICATION FOR A LIQUOR LICENSE. MORE DETAILS WILL BE PROVIDED FOR THE INDIVIDUAL TENANT BUILDING PERMIT AS THE TENANTS LEASE IS ASSUMING THE ABILITY TO SERVE ALCOHOLIC BEVERAGES.
- ALCOHOL WILL BE PROHIBITED IN ALL EQUIPMENT AND MECHANICAL ROOMS BECAUSE THEY ARE TO REMAIN AS IS.

STATUS: CURRENT

FUTURE PHASES:

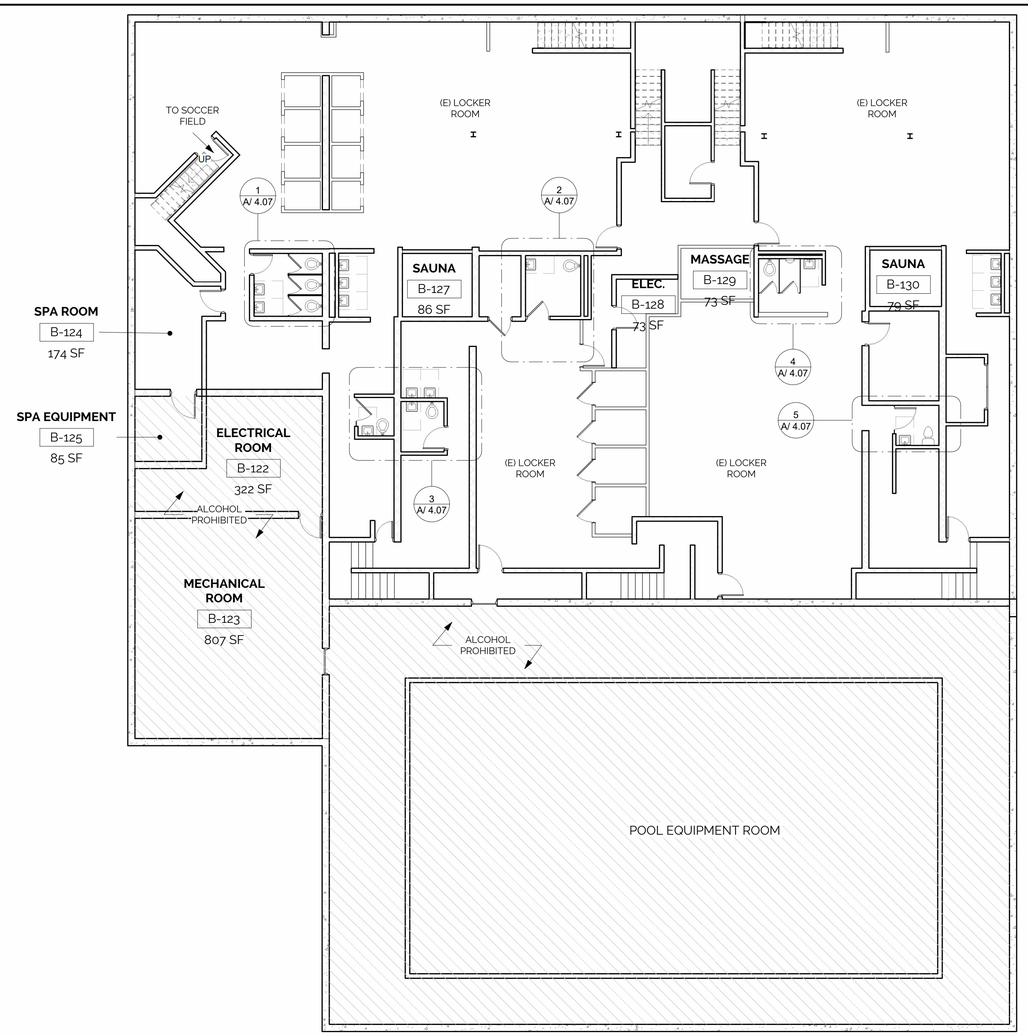
PHASE 3- INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR LOWER LEVEL TENANT
PURPOSE: INTERIOR TENANT BUILDOUT.
NOTES:
- LOWER LEVEL BATHROOMS TO BE UTILIZED FOR FIRST FLOOR PLUMBING REQUIREMENTS UNTIL PHASE 5 BATHROOMS ARE BUILT
- LOWER LEVEL TENANT TO PROVIDE SEPARATE BUILDING PERMIT WITH REQUIRED INFORMATION REGARDING A LIQUOR LICENSE

STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND BIG PICKLE
NOTES:
- FIRST FLOOR OCCUPANTS MAY USE NEW BATHROOMS IN "BIG PICKLE" AT THE COMPLETION OF THIS PHASE.

STATUS: FUTURE

PROJECT PHASING PLAN / LOWER LEVEL TENANT 2
1/2" = 1'-0"



NOTE: THE LOWER LEVEL INTERIOR SHALL BE INCLUDED IN THE WAIVER APPLICATION FOR A LIQUOR LICENSE AND MORE DETAILS WILL BE PROVIDED FOR THE INDIVIDUAL TENANT BUILDING PERMIT AS THE TENANTS LEASE IS ASSUMING THE ABILITY TO SERVE ALCOHOLIC BEVERAGES

ALCOHOL WILL BE PROHIBITED IN THE OUTLINED AREAS AS ALL EQUIPMENT AND MECHANICAL ROOMS ARE TO REMAIN AS IS.

PLAN / LOWER LEVEL 1
1" = 10'-0"

FIVE - EIGHTHS

2321 WOLCOTT STREET
FERNDALE - MI - 48220

313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT

14255 STARK RD - LIVONIA - MICHIGAN - 48154

FLOOR PLAN / LOWER LEVEL

PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 6 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/
1.00

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS
STATUS: CURRENT

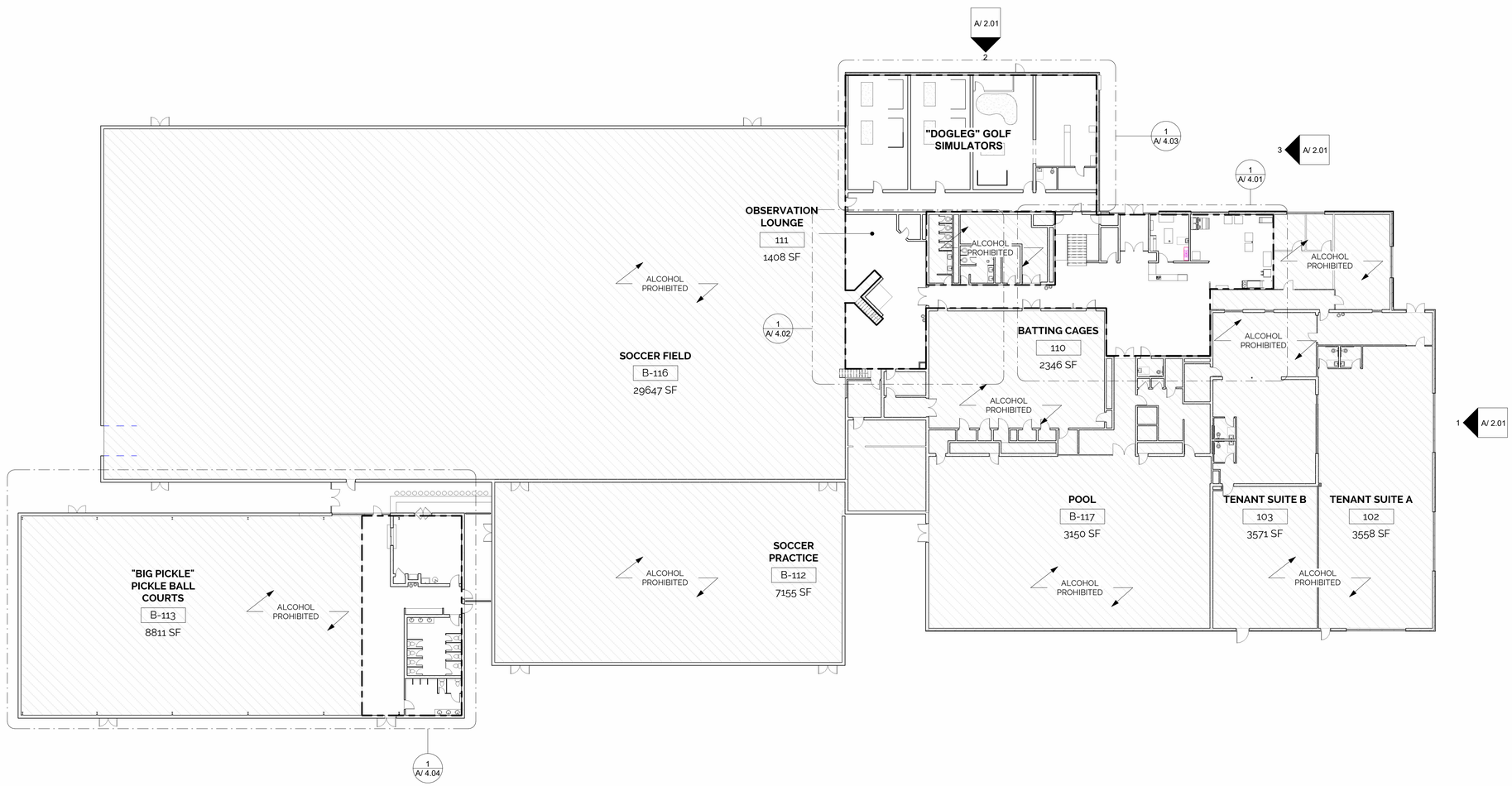
FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMITS FOR DOGLEG AND CAFE LAD
PURPOSE: INTERIOR TENANT BUILDOUT
STATUS: FUTURE

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND BIG PICKLE
PURPOSE: INTERIOR TENANT BUILDOUT
STATUS: FUTURE

PROJECT PHASING PLAN 3



FLOOR PLAN / FIRST FLOOR
1" = 20'-0" 1

FIVE - EIGHTHS

2321 WOLCOTT STREET
FERNDALE - MI - 48220

313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT

14255 STARK RD - LIVONIA - MICHIGAN - 48154

FLOOR PLAN / FIRST FLOOR

PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 7 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/
1.01

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT THE CAFE FOR CONSUMPTION IN THE CAFE AND OBSERVATION LOUNGE

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR CAFE L.A.D.
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUMENTS FOR CAFE L.A.D. BUILDOUT TO BE SUBMITTED IN FUTURE PHASE 3.

PROJECT PHASING PLAN / CAFE L.A.D. 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - CAFE L.A.D.

CAFE L.A.D. HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

CAFE L.A.D. SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CAFE

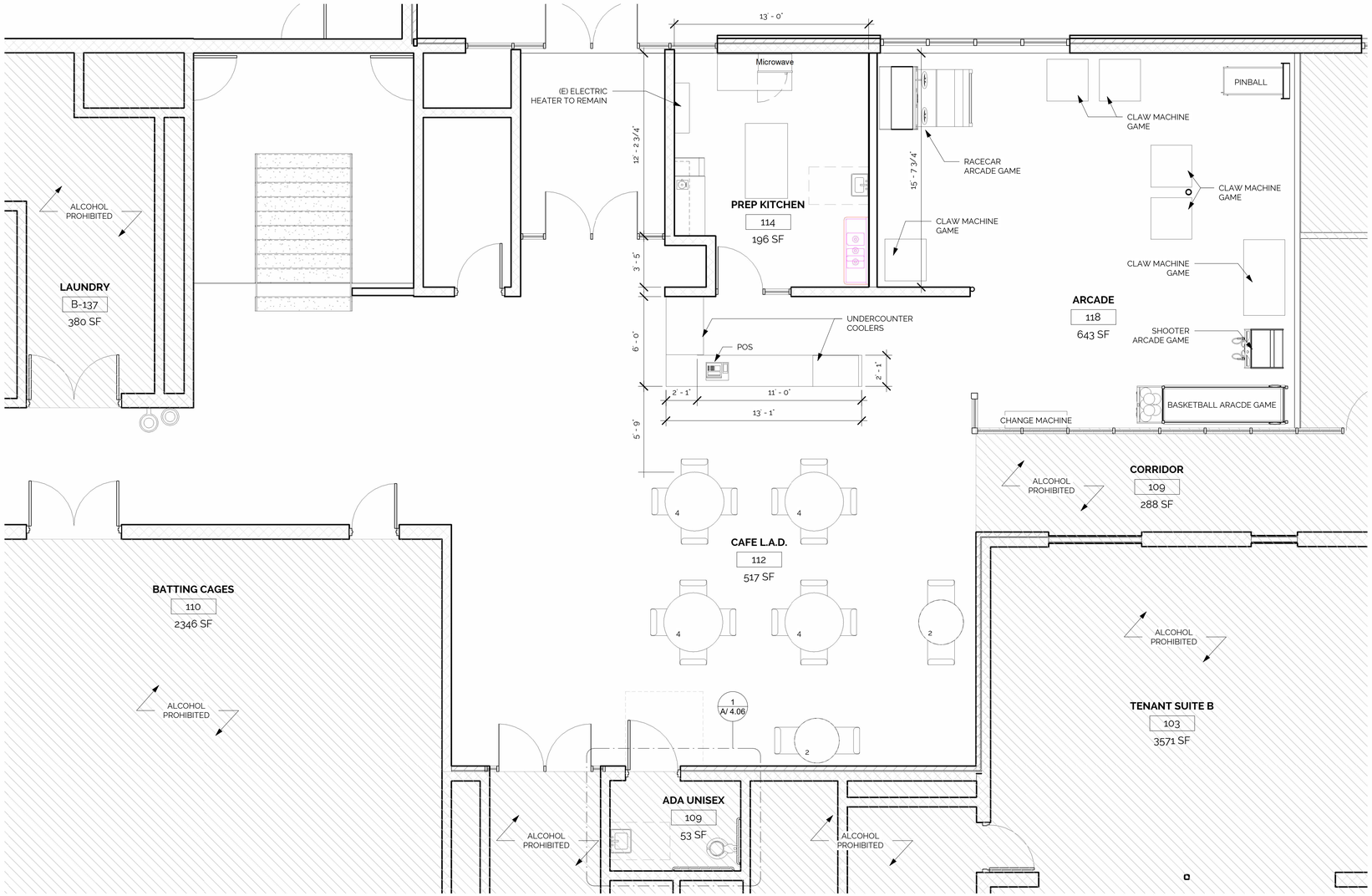
CAFE L.A.D. STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

CAFE L.A.D. FOOD SERVICE
FOOD:
- PACKAGE SANDWICHES
- PREPARED SALADS
- PACKAGE PASTRIES AND DESSERTS
- READY TO USE SOUPS

ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMINISTRATIVE INFORMATION / CAFE L.A.D. 3



ENLARGED PLAN / CAFE L.A.D. 1
1/4" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / CAFE L.A.D.
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 9 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.01

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT THE CAFE FOR CONSUMPTION IN THE CAFE AND OBSERVATION LOUNGE

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR CAFE L.A.D.
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

PROJECT PHASING PLAN / CAFE L.A.D. / LOUNGE 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - CAFE L.A.D.

CAFE L.A.D. HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

CAFE L.A.D. SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CAFE

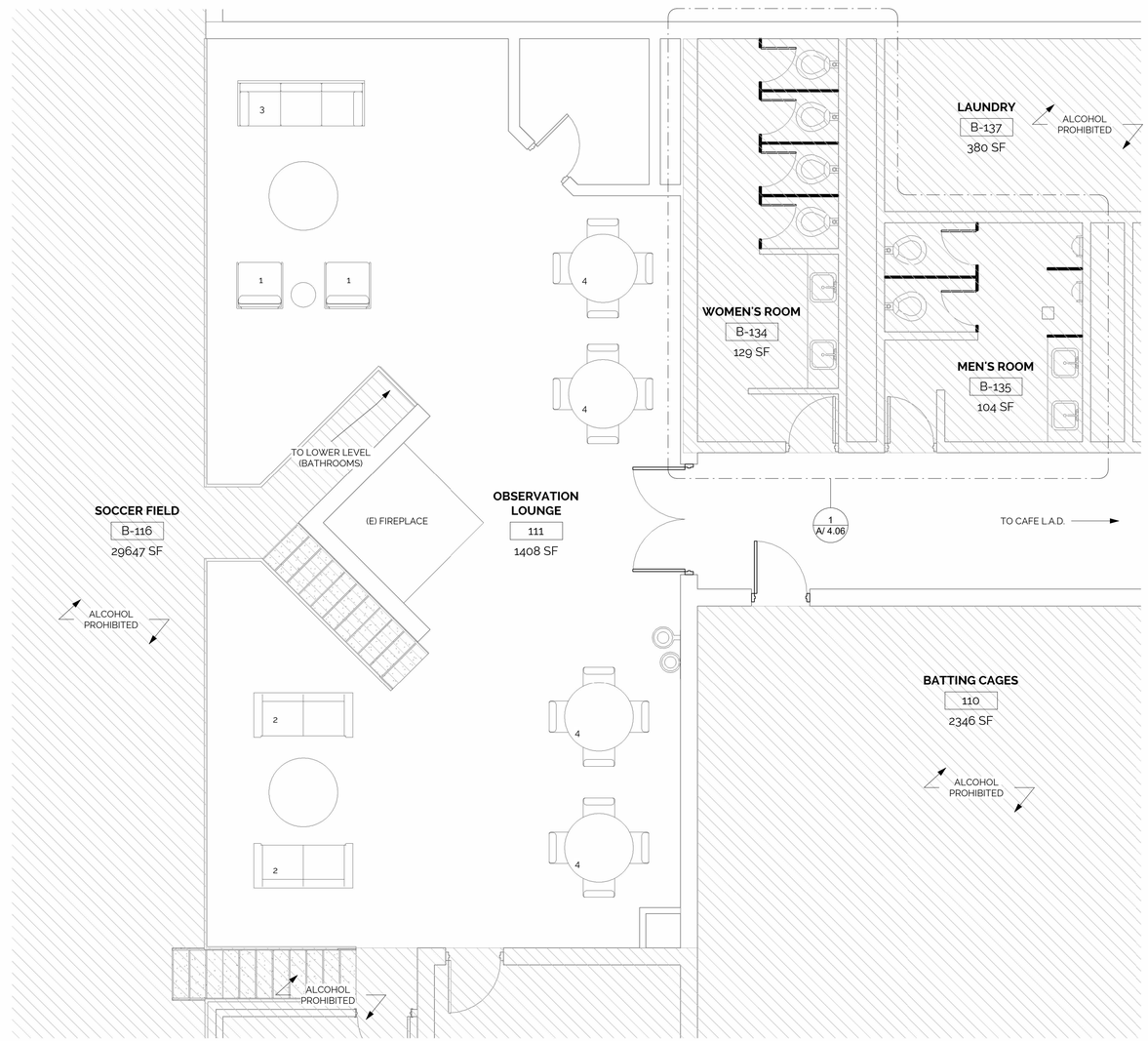
CAFE L.A.D. STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

CAFE L.A.D. FOOD SERVICE
FOOD:
- PACKAGE SANDWICHES
- PREPARED SALADS
- PACKAGE PASTRIES AND DESSERTS
- READY TO USE SOUPS

ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMIN INFORMATION / CAFE L.A.D. / LOUNGE 3



ENLARGED FLOOR PLAN / OBSERVATION LOUNGE 1
1/4" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED FLOOR PLANS / OBSERVATION
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 10 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.02

PREVIOUS PHASES:

PHASE 1 - LIVONIA ATHLETIC DISTRICT
PURPOSE: ORIGINAL BUILD-OUT AND EXTERIOR SIGN PERMIT
STATUS: COMPLETE

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING CAFE L.A.D.
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT "DOGLEG" GOLF SIMULATORS FOR CONSUMPTION IN "DOGLEG" GOLF SIMULATORS

STATUS: CURRENT

FUTURE PHASES:

PHASE 3 - INDIVIDUAL BUILDING PERMITS FOR PERMIT FOR DOGLEG
PURPOSE: INTERIOR TENANT BUILDOUT.
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUEMTNS FOR "DOGLEG" GOLF SIMULATORS TO BE SUBMITTED AT LATER PHASE.

PROJECT PHASING PLAN / "DOGLEG" 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - DOGLEG

DOGLEG HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY - 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY - 6AM-11PM

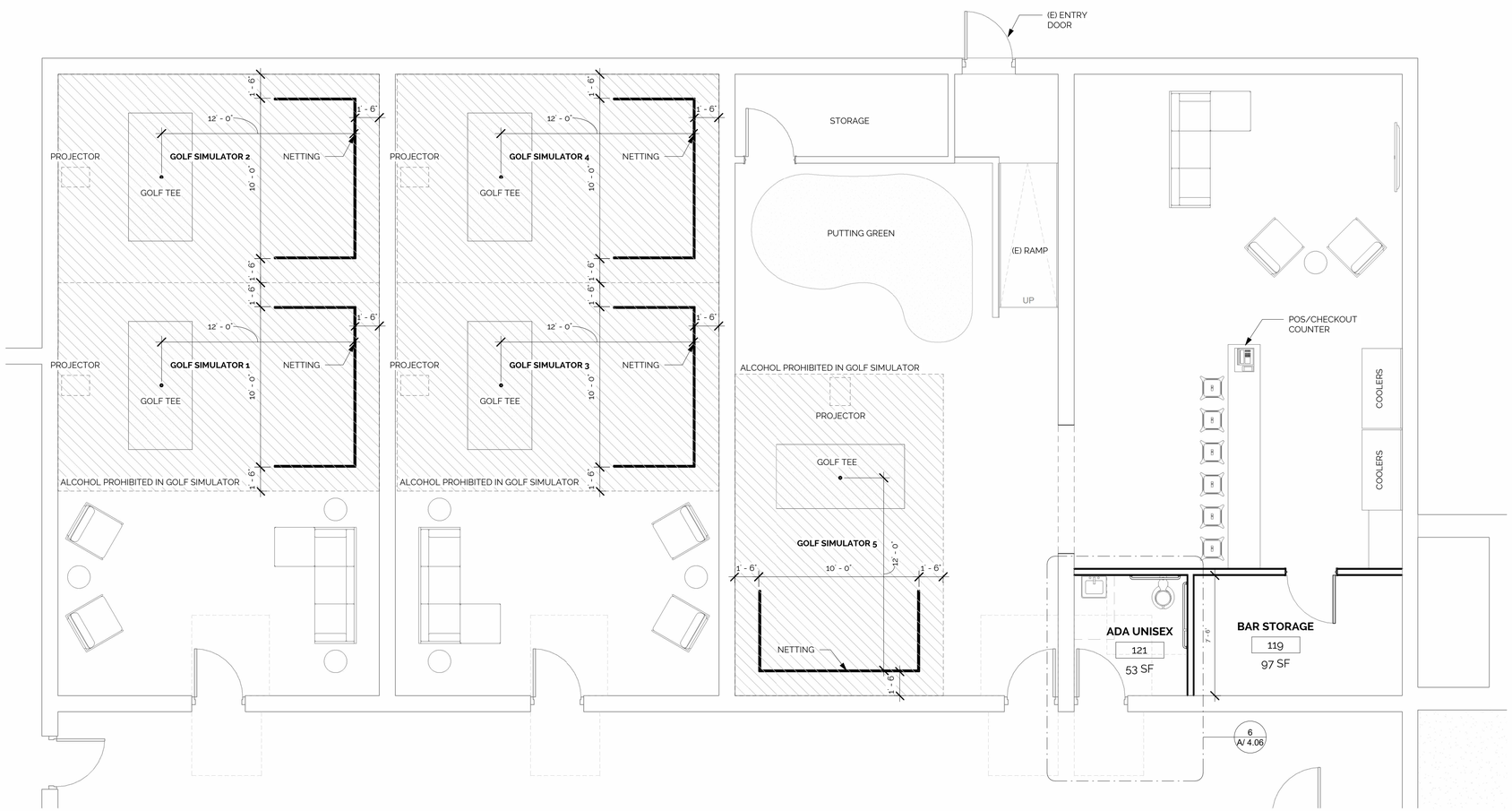
DOGLEG SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR DOGLEG

DOGLEG STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

DOGLEG FOOD SERVICE
ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- ADA UNISEX 109
- WOMEN'S ROOM B-134
- MEN'S ROOM B-135
- LOWER LEVEL BATHROOMS DURING PHASE 2-4
- FUTURE WOMEN'S AND MEN'S ROOMS AFTER PHASE 5

ADMINISTRATIVE INFORMATION / "DOGLEG" 3



ENLARGED FLOOR PLAN / "DOGLEG" 1
1/4" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / "DOGLEG"
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION
SHEET 11 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/ 4.03

CURRENT PHASE:

PHASE 2 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR SPECIFIC INTERIOR AREAS, INCLUDING "BIG PICKLE" PICKLEBALL COURTS
NOTES:
- PRE-MADE CANNED ALCOHOLIC BEVERAGES WILL BE SERVED AT "BIG PICKLE" PICKLEBALL COURTS FOR CONSUMPTION IN "BIG PICKLE"

STATUS: CURRENT

FUTURE PHASES:

PHASE 4 - PLANNED GENERAL DEVELOPMENT SPECIAL WAIVER USE
PURPOSE: TO OBTAIN WAIVER FOR LIQUOR LICENSE FOR EXTERIOR AREAS
STATUS: FUTURE

PHASE 5 - INDIVIDUAL BUILDING PERMITS FOR BACKYARD AND "BIG PICKLE" PICKLEBALL COURTS
PURPOSE: INTERIOR TENANT BUILDOUT, EXTERIOR BUILDOUT
STATUS: FUTURE

NOTE: CONSTRUCTION DOCUMENTS FOR "BIG PICKLE" PICKLEBALL COURTS TO BE SUBMITTED AT LATER PHASE.

PROJECT PHASING PLAN / "BIG PICKLE" 6

PLANNED GENERAL DEVELOPMENT - SPECIAL WAIVER USE - BIG PICKLE

BIG PICKLE HOURS OF OPERATIONS:

MONDAY- 6AM-11PM
TUESDAY- 6AM-11PM
WEDNESDAY- 6AM-11PM
THURSDAY- 6AM-11PM
FRIDAY- 6AM-11PM
SATURDAY- 6AM-11PM
SUNDAY- 6AM-11PM

BIG PICKLE SECURITY:
THERE WILL BE NO SECURITY GUARD NEEDED FOR CONCESSIONS

BIG PICKLE STAFF TRAINING:
ALL STAFF WILL BE REQUIRED TO TAKE THE SERVSAFE ALCOHOL TRAINING PROGRAM
DAILY TRAINING AND COACHING BY MANAGER ON DUTY

BIG PICKLE FOOD SERVICE
ALCOHOLIC DRINKS:
- CANNED COCKTAILS
- CANNED BEER
- CANNED WINE

AVAILABLE BATHROOMS:
- FUTURE WOMEN'S ROOM 116
- FUTURE MEN'S ROOM 117

ADMINISTRATIVE INFORMATION / "BIG PICKLE" 3

ENLRAGED FLOOR PLAN / "BIG PICKLE" 1
1/8" = 1'-0"

FIVE - EIGHTHS
2321 WOLCOTT STREET
FERNDALE - MI - 48220
313 - 936 - 0835
INFO@FIVE-EIGHTHS.COM

LIVONIA ATHLETIC DISTRICT
14255 STARK RD - LIVONIA - MICHIGAN - 48154

ENLARGED PLANS / "BIG PICKLE"
PLANNED GENERAL DEVELOPMENT WAIVER APPLICATION

SHEET 12 OF 15

STATE OF MICHIGAN
GRANT A. JEFFRIES
ARCHITECT
No. 1301062494
LICENSED ARCHITECT

PROJECT ISSUE DATE:
06/16/2022

A/
4.04

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 22, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-06-02-14 – 14255 Stark Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The parcel is assigned the address of **#14255 Stark Road**.

The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use.

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

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

Sincerely,

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

cc: 2022 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

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

DATE: July 8, 2022

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2022-06-02-14 14255 Stark

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

We have no objections to this proposal with the following stipulations:

On submitted plans, please include nearest fire hydrant location(s).

This site may require an automatic sprinkler system based on A-2, A-3 use.

Hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. NFPA 14, 2019 6.4.5.4

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

Sincerely,

Brian Kukla

Brian Kukla-Fire Marshal
Sr. Fire Inspector

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

July 11th, 2022

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

Re: Petition 2022-06-02-14 - 14255 Stark Road

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Sgt. Scott Sczepanski #543

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

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 11, 2022

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2022-06-02-14 – 14255 Stark Road

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

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

July 1, 2022

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

Petition 2022-06-02-14 - 14255 Stark Road

Dear Mr. Miller,

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

Unpaid water and sewer charges:	$	4,309.84
Unpaid delinquent false alarm charges:	$	660.70
Total Due City of Livonia	$	4,970.54

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

Transaction Statement

Service Address
14255 STARK LIVONIA, MI 48154

Mailing Address
STARK ROAD HOLDINGS LLC 14255 STARK LIVONIA, MI 48154

Account Number	Amount Due
000304100-001	$4,309.84

Account Number	From - Through
000304100-001	01/01/2022 - 07/01/2022

Services
Water & Sewer - Metered

Service Address
14255 STARK LIVONIA, MI 48154

Beginning Balance
$2,041.86

Date	Type	Amount	Description
01/13/2022	Penalty	$61.26	
01/14/2022	Bill	$3,386.61	Due Date 02/10/2022
01/26/2022	Payment	($5,428.47)	Check
02/14/2022	Penalty	$1.84	
02/15/2022	Bill	$8,276.61	Due Date 03/10/2022
03/14/2022	Penalty	$250.19	
03/15/2022	Bill	$1,153.51	Due Date 04/11/2022
03/16/2022	Payment	($8,339.71)	Check
04/13/2022	Penalty	$42.11	
04/14/2022	Bill	$1,243.16	Due Date 05/10/2022
05/12/2022	Penalty	$80.67	
05/13/2022	Bill	$737.86	Due Date 06/10/2022
06/15/2022	Penalty	$105.23	
06/16/2022	Bill	$697.11	Due Date 07/11/2022

Total Due
$4,309.84

Transaction Statement

Account Number	000304100-001

Account #2068 Read/Write Mode Commercial Unknown

Incident:	STARK ROAD HOLDINGS	14255 STARK	LIVONIA	MI	48154
Billing:	STARK ROAD HOLDINGS	14255 STARK	LIVONIA	MI	48154

☐ Exempt ☐ Reg Exempt

Effective Date(s): 1/23/2006 -

Account History

☑ Current Year ☐ All Dates

Month:

Date Range: From: 1/1/2022 To: 6/13/2022

Show Transaction Types

☑ Notes ☑ Finances ☑ Incidents ☑ Correspondences ☐ Activity Logs ☐ Tasks ☐ Bill Dates

Date Time	Reference	Description	Notes	Disposition	Amount
6/8/2022 3:21:21 PM	83852	Invoice Generated	Invoice # 83852 for 05/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$660.70
6/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 5/1/2022 thru 5/31/2022 billed 6/1/2022		$660.70
5/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $3.57 on balance of $357.13		$3.57
5/30/2022 3:50:29 PM	LI-220018642	Sixth in the calendar year	BUILDING SECURE, MAIN LOBBY DOOR #2... JOHN HARTZELL 248 854 8005, BUSINESS SECURE, Officer Narative: LINEVILLEJ - 15:50:29 - MAIN LOBBY DOOR #2... JOHN HARTZELL 248 854 8005 LIJENGB - 16:08:05 - BUSINESS SECURE LIALGHAZALYA - 16:09:36 - BUILDING SECURE	CFA	$300.00
5/12/2022 11:41:48 AM	83786	Invoice Generated	Invoice # 83786 for 04/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$357.13
5/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 4/1/2022 thru 4/30/2022 billed 5/1/2022		$357.13
4/30/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $3.54 on balance of $353.59		$3.54
4/11/2022 2:47:36 PM	83724	Invoice Generated	Invoice # 83724 for 03/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$353.59
4/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 3/1/2022 thru 3/31/2022 billed 4/1/2022		$353.59
3/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $0.53 on balance of $53.06		$0.53
3/28/2022 12:49:46 AM	LI-220010365	Fifth call in the calendar year	BUILDING SECURE, ALARM APPEARS FALSE., GYM 1 MOTION KH:JOE DEVERTEUIL 2482782906, Officer Narative: LIGRADINSCAKJ - 00:49:46 - GYM 1 MOTION KH:JOE DEVERTEUIL 2482782906 LIEDWARDSJ - 01:37:03 - BUILDING SECURE, ALARM APPEARS FALSE.	CFA	$200.00

3/11/2022 4:02:16 PM	83647	Invoice Generated	Invoice # 83647 for 02/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$53.06
3/2/2022 12:21:20 AM	LI-220006992	Fourth call in the calendar year	TITLE INFORMATION: 3RD PARTY EMPLOYEE ON SCENE WORKING ON THE HEALTHQUEST SECTION. TRIPPED THE MOTION ALARM AND UNABLE TO RESET IT., STEPHAN KEITH EBERHARD CHECKING BUILDING, OUT SPEAKING WITH EMPLOYEE, NORTH-EAST DOOR KEY HOLDER...CHRIS SARTZILL 2486400193, Officer Narative: LIGRADINSCAKJ - 00:21:20 - NORTH-EAST DOOR KEY HOLDER...CHRIS SARTZILL 2486400193 LINEWTONT - 00:27:53 - TITLE INFORMATION: 00:29:19 -CHECKING BUILDING LINEWTONT - 00:30:49 - OUT SPEAKING WITH EMPLOYEE LIHILLT - 00:42:21 - STEPHAN KEITH EBERHARD 00:43:08 - 3RD PARTY EMPLOYEE ON SCENE WORKING ON THE HEALTHQUEST SECTION. TRIPPED THE MOTION ALARM AND UNABLE TO RESET IT.	CFA	$100.00
3/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 2/1/2022 thru 2/28/2022 billed 3/1/2022		$53.06
2/28/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $0.53 on balance of $52.53		$0.53
2/23/2022 10:51:32 AM		Payment	Paid - via FAB | [8289]	Check Payment	($100.51)
2/14/2022 12:12:10 PM	83560	Invoice Generated	Invoice # 83560 for 01/01/2022 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$153.04
2/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 1/1/2022 thru 1/31/2022 billed 2/1/2022		$153.04
1/31/2022 11:59:00 PM		Late Payment Interest Penalty	Late Charge of $1.02 on balance of $102.02		$1.02

1/23/2022 12:27:46 AM	LI-220002437	Third call in the calendar year	EAST SERVICE DOOR KEY HOLDER-JOHN HARTEL 248-854-8005..ALARM COMPLANY STATED THEY GOT IN TOUCH W JOHN, WHO STATED NO ONE SHOULD BE A THE BUSINESS, UNABLE TO SECURE THE DOOR, HOWEVER THE BUILDING IS NOT OCCUPIED. OFFICERS SET OFF NUMEROUS ALARMS WHILE CHECKING BUILDING, MOTION ALARMS DID NOT APPEAR TO BE GOING OFF PRIOR TO ENTRY, UNSECURED NORTH DOOR, Officer Narative: LINOUHANH - 00:27:46 - EAST SERVICE DOOR KEY HOLDER-JOHN HARTEL 248-854-8005..ALARM COMPLANY STATED THEY GOT IN TOUCH W JOHN, WHO STATED NO ONE SHOULD BE A THE BUSINESS LIHARMONM - 00:46:28 - UNSECURED NORTH DOOR LIARPINOJ - 00:58:28 - UNABLE TO SECURE THE DOOR, HOWEVER THE BUILDING IS NOT OCCUPIED. OFFICERS SET OFF NUMEROUS ALARMS WHILE CHECKING BUILDING, MOTION ALARMS DID NOT APPEAR TO BE GOING OFF PRIOR TO ENTRY	CFA	$50.00
1/22/2022 4:04:57 AM	LI-220002354	Second call in the calendar year	GYM 1 NORTHEAST CORNER MOTION KEYHOLDER JOHN HARTZELL 248-854-8005, MARK JOHN WEBER 37: OUT WITH A MALE ON THE SOUTH SIDE, Officer Narative: LIBECKMANK - 04:04:57 - GYM 1 NORTHEAST CORNER MOTION KEYHOLDER JOHN HARTZELL 248-854-8005 LIPROCTORJ - 04:12:36 - 37: OUT WITH A MALE ON THE SOUTH SIDE LIPROCTORJ - 04:17:31 - MARK JOHN WEBER STATUS: NO REAL ID: NO SECURE	CFA	$0.00
1/21/2022 1:55:21 AM	LI-220002219	First call in the calendar year	MOTION IN THE NORTH EAST CORNER... NO KEYHOLDER INFORMATION, SECURE, ALL DOORS LOCKED AN NO SIGNS OF ENTRY/DAMAGE TO THE BUILDING., Officer Narative: LIMASONG - 01:55:21 - MOTION IN THE NORTH EAST CORNER... NO KEYHOLDER INFORMATION LIRILEYN - 02:10:13 - SECURE, ALL DOORS LOCKED AN NO SIGNS OF ENTRY/DAMAGE TO THE BUILDING.	CFA	$0.00
1/11/2022 11:00:03 AM		Payment	Paid - via FAB | [8289]	Check Payment	($50.50)
1/7/2022 3:13:42 PM	83441	Invoice Generated	Invoice # 83441 for 12/01/2021 printed and sent to BA STARK ROAD HOLDINGS LLC 14255 STARK		$152.52
1/1/2022 12:00:00 AM		Past Due Balance	Balance for Period 12/1/2021 thru 12/31/2021 billed 1/1/2022		$152.52

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

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

June 20, 2022

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

Re: Petition 2022-06-02-14

14255 Stark Road
Stark Road Holdings LLC

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are delinquent taxes due, therefore I do have objections to the proposal.

2021 Real Property Winter Taxes:
Winter Bill issued on December 1,2021
Good through June 30, 2022: **$53,332.62** - Payable to Wayne County Treasurer
(We do not show any payments have been made towards this bill, either with the City of Livonia prior to March 1, nor with Wayne County since March 1).

Sincerely,

Lynda L. Scheel
Treasurer, City of Livonia

ERIC R. SABREE
WAYNE COUNTY TREASURER
400 Monroe - 5th Floor
Detroit MI 48226-2942

Make checks payable to:
Wayne County Treasurer

Taxpayer Information:
(313) 224-5990

Office Hours:
8:00 a.m. - 4:30 p.m.
Monday through Friday

Web:treasurer.waynecounty.com
Email:taxinfo@waynecounty.com

Mailing Address: Stark Road Holdings Llc
1515 W LAFAYETTE BLVD STE 201
DETROIT MI 48216

Tax Statement

Number: 2022 - 144047 **Date:** 06/20/2022

46-46084990003000 17560804

Livonia Real Property Description: **Property Classification:(201) Commerical**

Parcel ID: 46084990003000 **SEV Amt:** $1,750,000 - 2021 **HSTD VAL:** $0

Address: 14255 Stark **PRE:** 0% **NON HSTD VAL:** $1,750,000

Livonia, MI 48154

Legal Description: 21U2B1 V2A THAT PART OF THE SE 1/4 OF SEC 21 T1S R9E DES AS BEG AT A POINT DISTANT N 0D 49M 15SEC W ALONG THE N AND S 1/4 LINE 1308.82 FT AND S 89D 04M 15SEC E 86 FT FROM THE S 1/4 COR OF SEC 21 AND PROCEEDING TH N 0D 08M 54SEC W 350 FT. TH S 89D 04M 15SEC E 1233.02 FT. TH S 0D 08M 54SEC E 350 FT. TH N 89D 04M 15SEC W 1233.02 FT TO THE POB EXC THE E 43 FT THEREOF 9.56 ACRES

Tax Year	Base Tax	Total Amt Due	Status Description
2021	$49,382.06	$53,332.62	DELINQUENT REAL PROPERTY TAX
Total:	**$49,382.06**	**$53,332.62**	If this property is available for payment, the amounts presented here are good on or before 06/30/2022. By providing these figures this office does not represent that this property can be redeemed or reclaimed.

Created by:3111

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

July 8, 2022

Scott Miller, Planner IV
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

RE: Petition 2022-06-02-14 – 14255 Stark Road (Livonia Athletic District)

Dear Mr. Miller,

We received the plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast quarter of Section 21.

The proposed site is in close proximity to Frost middle School at 14041 Stark (444 feet) but does meet the separation requirement distance of at least four-hundred (400) feet distance from any school or church.

After reviewing the plans with the Chief of Police, we have no objections to the waiver being granted, contingent that the petitioner complies with:

- All State Laws
- City Ordinances
- Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police
- Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department

We are available to provide any additional information you may desire on this subject.

Sincerely,

FOR THE CHIEF OF POLICE,

J. Ronayne

Jeffrey Ronayne
Special Services Bureau

OTHER ITEMS RELATED TO THE PETITION

UNAPPROVED MINUTES

MINUTES OF THE 1,189th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 19, 2022, the City Planning Commission of the City of Livonia held its 1,189th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present:	David Bongero	Sam Caramagno	Glen Long
	Betsy McCue	Carol Smiley	Ian Wilshaw

Members absent: Peter Ventura

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

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

ITEM #3 PETITION 2022-06-02-14 Livonia Athletic District

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark

Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21.

Mr. Taormina: Thank you. This is a request for special waiver-use approval to operate a Class-C liquor license. The location is the site of the former YMCA on Stark Road, now operating as the Livonia Athletic District (LAD), a privately-owned, multipurpose health fitness and athletic facility. The property is zoned N-2 (Neighborhood District). Utilization of a Class-C liquor license is possible under Section 5.02, which provides special waiver-use standards for planned developments that allow modifications of the ordinance for uses not permitted in the N-2 district. Uses other than those permitted may be allowed when they relate to an overall concept of a planned development and meet the requirements of Section 5. 024, including the proposed use shall be of such location, size and character as to be in harmony with the appropriate and orderly development of the zoning district in which situated, and shall not be detrimental to the orderly development of adjacent zoning districts. The subject property is 9.6 acres in size with 350 feet of frontage on the west side of Stark Road. The various interconnected buildings that make up the LAD are located on the easterly half of the property. The westerly half is mostly wooded and undeveloped. Surrounding land uses include Frost Middle School to the south, John Stymelski Veterans Park to the north and Ford Field to the east, all of which are zoned PL, Public Lands. Single-family homes are located to the east and west, along with Parkview Memorial Cemetery. These areas are zoned N2 and RUF, respectively. LAD would restrict the sale and consumption of alcoholic beverages to specific interior areas of the building. Consumption would be allowed in what is referred to as Cafe LAD, which is a lounge located in the building's main lobby. Consumption would also be allowed in the coin operated arcade room, which is in what was formerly the YMCA's administrative offices located adjacent to the main lobby, as well as the observation lounge overlooking the former tennis courts, now an indoor soccer field. Other locations include the sitting areas adjacent to the golf simulators and indoor putting green, which are the former racquetball courts, the eastern observation area of the pickleball courts, and the connecting hallways between these various areas. The point of sales locations would be in the Cafe LAD and a lounge located adjacent to the indoor putting green. Alcohol would not be allowed on any of the playing surfaces, including the pool and batting cages. Special provisions include a requirement that a proposed Class-C licensed establishment

shall not be located within 1,000 feet of another such licensed establishment. There are no such license establishments within 1,000 feet of the proposed planned development. Another special requirement is that a proposed Class-C license shall be located at least 400 feet from any church or school measured between the buildings. No such establishments are within 400 feet of this planned development. Livonia Athletic District is 447 feet from Frost Middle School and 956 feet from Christ our Savior Lutheran Church and the early childhood center. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 22, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The parcel is assigned the address of #14255 Stark Road. The existing building is currently serviced by water main, storm and sanitary sewer. The drawings do not indicate any alterations to the existing services, so we do not anticipate any issues with the proposed waiver use. It should be noted that should the owner need to modify any of the existing utilities, or do any work within the Stark Road right-of-way, drawings will need to be submitted to this Department to determine if permits will be required."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 8, 2022, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal with the following stipulations: On submitted plans, please include nearest fire hydrant location(s). This site may require an automatic sprinkler system based on A-2, A-3 use. Hydrants shall be located between 50 feet and 100 feet from the Fire Department connection. NFPA 14, 2019 6.4.5.4 A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 11, 2022, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal."* The letter is signed by Scott Sczepanski, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated July 11, 2022, which reads as follows: *"Pursuant to your request, the above-referenced*

petition has been reviewed. This Department has no objections to this petition." The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated July 1, 2022, which reads as follows: "*I have reviewed the address connected with the above noted petition. The following amounts are due to the City of Livonia: Unpaid water and sewer charges: $4,309.84 Unpaid delinquent false alarm charges:$660.70 Total Due City of Livonia $4,970.54"* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated June 20, 2022, which reads as follows: *"In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are delinquent taxes due, therefore I do have objections to the proposal. 2021 Real Property Winter Taxes: Winter Bill issued on December 1,2021 Good through June 30, 2022: $53,332.62 - Payable to Wayne County Treasurer (We do not show any payments have been made towards this bill, either with the City of Livonia prior to March 1, nor with Wayne County since March 1)."* The letter is signed by Lynda Scheel, Treasurer. The last letter is from the Division of Police, dated July 8, 2022, and it reads: *"We received the plans submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark ro ad, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast quarter of Section 21. The proposed site is in close proximity to Frost middle School at 14041Stark (444 feet) but does meet the separation requirement distance of at least four hundred (400) feet distance from any school or church. After reviewing the plans with the Chief of Police , we have no objections to the waiver being granted, contingent that the petitioner complies with: All State Laws City Ordinances, Stipulations and conditions set by the Livonia Police Department, Liquor Investigation Unit, as approved by the Chief of Police Stipulations and conditions set by the Traffic Bureau of the Livonia Police Department We are available to provide any additional information you may desire on this subject."* That is the extent of the correspondence.

Mr. Wilshaw: Thank you. Mr. Taormina. Any questions for our planning staff?

Mr. Bongero: Mark, there was correspondence from the fire chief? I don't have it in my packet.

Mr. Taormina: It's part of our packet. Going back to that letter, I know that they reference construction, even though there isn't any new construction associated with this petition other than some possible minor interior building modifications.

Mr. Bongero: Did I understand they're talking about fire suppression needed inside the building?

Mr. Taormina: Yes, but I don't believe the operation of a liquor license would trigger the need to add a fire suppression system. I will have to get clarification from the Senior Fire Inspector.

Mr. Bongero: It'd be a lot of work to have to try to wrap it up. I guess I had one other question…has the petitioner made any type of arrangements for these back fees, water and sewer and taxes?

Mr. Taormina: I'm going to let the petitioner respond to that question. I'm not aware of any, but that doesn't mean that there haven't been some discussions.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: We'll ask the petitioner that when he gets an opportunity to come forward, it'll be just a minute. Is there any other questions for our planning staff? Okay, no other questions for our planning staff. So now, our petitioner is up, we'll give him a minute to get over to our podium. And again, we'll ask that you start with your name and address and good evening.

Good evening, Jonathan. Hartzell, 31196, Churchill Drive, Beverly Hills, MI.

Mr. Wilshaw: Okay. And you did hear a question regarding the payment of some back property taxes and other fees. Did you want to address that first and then you can get into any other presentation you'd like to make?

Mr. Hartzell: Sure. Wonderful. Yeah, um, we'll set up a payment plan with the city. Try to get all knocked out before October 1. I'm not sure who to talk to. I'll just talk to the Treasurer on that, I guess. Just set up ah, schedule payment plan, I guess.

Mr. Wilshaw: All right. Any other information you'd like to provide? Before we get into questions?

Mr. Hartzell: No, I think we'll just go to questions. We had a good session last week, and I assume you guys still have some questions from there. So, I'd like to hear from you guys.

Mr. Wilshaw: That sounds great. Any questions for our petitioner? Ms. Smiley?

Ms. Smiley: Can you tell me where those stations would be located that they're able to get drinks or beer or wine or whatever?

Mr. Hartzell: Sure. As you walk in the entryway where your mouse is going, North, I guess, above the batting cages, there's an entryway, there. You see a vestibule and right to the left of the…or to the right of that you can see a little L shaped mill package to the left of your mouse. Right there is your kiosk for your little cafe space. And in front of that, that big open space in front, a little dining seating space where you can sit in and partake, that's kind of the hub of the building. So, if you walk in and turn to the right, you're gonna get to office space and Healthquest physical therapy and another suite not finished. If you'd walk straight and gone through the door in front of it, you get to the pool space, and if you walk left and go down, and you get to the soccer sports space. So, that kind of main common core where you're running the mouse and down the core, that's the real drinking facility in space. So, you can go and watch sport happen. You can sit and dine after a workout right there. And there is an arcade right there to entertain it. Then, as we're asking for the rights to have in the dogleg simulator, that's a future tenant space. So, we're just, you know, that's their build plan is to put golf simulators and a little lounge in there, but that'll be a secondary permit for them. We just want to make sure we have the right to have use in that space. And then to the left, I guess, all the way down there, you can see by the bathrooms, there's a little…pickleball courts are on the left of that dotted line, and the space for the dotted line and the doorway, it's kind of a lounge space where there's just a seated area, and there's an opportunity to sit and have a cocktail. And there's a little room there by itself. That's set up as a little lounge with couch and chairs to congregate between matches.

Ms. Smiley: So, there's really three places so you have personnel in all those places checking ID's and…

Mr. Hartzell: Yup.

Ms. Smiley: Okay, well, that's interesting. I'm familiar with…I mean, I know that we have a place that has golf simulators, and they have parties and stuff, but it's like one section. It's a one unit in a shopping mall. I'm familiar with that. I'm not familiar with this setup. But as one Commissioner until these…that $58,000 is paid, I don't think I'm interested in approving any kind of liquor sale.

Mr. Wilshaw: Okay, thank you, Ms. Smiley. Any other questions for Petitioner? Ms. McCue?

Ms. McCue: Just to double click on the staffing of those items. So, you're going to have three individuals at all times, or will those places not be open at all times?

Mr. Hartzell: Yeah, so some might not be open. Just depends on the time of day.

Ms. McCue: Because the logistics, obviously, as we know, I'm singing to the choir, right? But having alcohol, it's going to have to be manned. Just that always kind of makes me a little panicked when you have a lot of kids running around there. I'm sure you have it under control, but just having three separate individuals that are going to strictly be in charge of alcohol sales, I don't…from a logistics standpoint, that seems like a lot.

Mr. Hartzell: So, I own a place called Detroit shipping company. It's a 12,000 square foot, two-story, food hall. It's got six food vendors. We have four different points of sale of beer, wine, liquor. In the backyard, which has a sand volleyball pit, it’s very family friendly, I kind of built it around…I have four children, and we go to Detroit city, there was nowhere ever to go with your kids. It’s really hard. I kind of built this, and if you ever go there, you'll see kids are kind of running around all the place. Families, big family gathering space, and there is four points of sale like are there and we are controlled by MLCC, and there's heavy fines and regulations and how that your staff is trained. And, you know, it's not worth the value of goofing off of that because you lose, you know, especially when it's $75,000 for a license plus annual expenses.

Ms. McCue: What's the attendance at a place like that versus what you have right now going on?

Mr. Hartzell: At Detroit Shipping Company, we have a 500-person capacity. We do a lot there. Weekends it really gets busy. Hate to say it, but about 200,000 people go through annually in the space.

Ms. McCue: Okay, thank you. Thank you.

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

Mr. Bongero: I just…I guess I do have a concern about the back fees. How's business going over there? I mean, it looks pretty busy every time I drive by there. But…

Mr. Hartzell: Yeah, it's…we bought June 4, last summer, and went under remodel and opened the back courts of the sports spaces, soccer space, early in October, but really didn't get our marketing and into the real segment of the sports community until March, April. That's when our pool opened up. So, really our first year of true business because a calendar year of the sports world starts in October, So, we're really just kind of, you know, carrying on that first year of just opening so it's kind of slow on that level, you know, below expectation, but our leases that we've pulled from club sports and other third parties for next year is really ramped up. So it's like 40% higher than first year.

Mr. Bongero: Yeah, I just…I guess I'd be concerned, you know. that the fees are, you know, they're doing or they're delinquent, you're gonna have to make a payment plan, but I know that liquor license is not cheap. So, you're gonna have to outlay that money to get this license, but it seems like, you know, you're struggling to make the other payments. I guess I'd be concerned about that ‘til we saw those fees paid up. That's my feeling, though. Whether or not I agree, you know, for this or not, but I'm in agreement with Commissioner Smiley about that. So, thanks.

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

Mr. Caramagno: Sir, when you said when you walk in the original lobby, you said there's a kiosk. What's the kiosk?

Mr. Hartzell: A cafe, you know, front end. So, you can buy, you know, food, drink, different little things there. So, it's just a cafe front.

Mr. Caramagno: There's no kiosk availability of mixed drinks and a can or a beer out of this? If you show an ID, is there? Is there any possibility of that? Or is that just…

Mr. Hartzell: No, it'd be someone standing there at a POS system selling goods.

Mr. Caramagno: So, it'd be a staffed person in the lobby, or at the other couple of stations?

Mr. Hartzell: That is correct.

Mr. Caramagno: Is there a manager that's on site all the time here?

Mr. Hartzell: There is now yeah.

Mr. Caramagno: There is now versus there wasn't before?

Mr. Hartzell: Our partnership was in there. We just hired a general manager to run the building.

Mr. Caramagno: Okay, so there will be someone there during all business hours?

Mr. Hartzell: That's right.

Mr. Caramagno: Okay. What is the…tell me about the urgency to put this liquor in there now versus being stabilized to some extent because I obviously share the same concerns with the taxes and water and the alarms not being paid, and so what is the urgency now? Is the urgency to…what is that?

Mr. Hartzell: Yeah, a big part of it, as I mentioned, like the dogleg in some of the lease spaces, they're reliant on that usage to come in and sign their leases. So, it's part of the contingency on my end is I have to get approval to have like a license in the building.

Mr. Caramagno: So really, this license is an attractant to future current tenants, future tenants, and without this, are you saying this thing's in trouble?

Mr. Hartzell: No, not at all. We just didn't pay a few bills, just because how they're capitalized, our partnership group, and we're actually buying a partner out in the middle, so it's just kind of a little legal moment. So, it's movement of cash. It's just kind of goofy. So, we have the funds to move. It's just how it's all unfolding, and so it'll be done in the next three to six weeks. With that, just going

through that, and then I'm able to release all the funds. That's why said, it's like, I don't have anything set up. But you know…

Mr. Caramagno: You say just not paying a few bills. Well, these are pretty substantial bills for the City of Livonia. You're a property owner, and you're coming to us asking for something else, and you're not just paying a couple bills, and you want to move on without taking care of the prior arrangements and engagement you have. So, that's troubling to me. I'd like to see you slow down on the urgency with this thing. Straighten this this issue up, and then come back and see us. That's my opinion.

Mr. Wilshaw: Thank you for your thoughts, Mr. Caramagno. Any other questions or comments to our petitioner? There is no one else in our audience to speak for or against this. So, Mr. Hartzell, I will give you a chance to have the last word.

Mr. Hartzell: I just appreciate the time everyone puts into these meetings, right? You get together on your time in the evening. You know, I'd love to be able to say that we paid those beforehand. I just couldn't move it with my partners on whatever reasons we have going forth. The business is good, strong, we've got a lot of great, you know, movement with third party lease tenants coming through. A lot of clubs coming through. You probably…if you go during the day, you've seen the sports camps going on. So, it's really bringing back a lot of, of that traffic that was there before. It takes a little bit of time, you know, but it's coming. You know, I own four or five different businesses and your ones generally are tough ones to get through, but our partnership is very strong, very well fiscally supported. It's just, again, we have a little bit of a hiccup with one of our partners we had to move on from so don't be afraid of the business. It'll be the long-standing business and community. We will solve the problem of what was left in front of us with the tax bill and we'll come back and solve it.

Mr. Wilshaw: Thank you, Mr. Hartzell.

Ms. Smiley: May I ask one more question?

Mr. Wilshaw: Of course.

Ms. Smiley: Are you trying to get more adults than kids? I when I first saw this, I thought this was going to be something for children, but you're trying to lean towards more like the golf simulator and

that kind of stuff. This is more of an adult athletic club kind of thing.

Mr. Hartzell: Oh, no, no family oriented, right? Golf is, if you look at, the 90,000 square foot facility, right, and that's 3000 square feet, right? In the sports facilities from, you know, eight in the morning till about seven at night are all youth, and then from seven at night 'til 11pm is adult. So, if you just, you know, start taking the different times and zones, we're just trying to be a place that you can come and congregate and entertain, and have a good time and be it that you're an adult at night, your adult in the simulator, or if your family comes in and do all your things, you can partake in that, right.

Ms. Smiley: Okay, like I said, my real problem I don't ever remember, and I've been on the Commission for quite a long time that we had a $58,000 bill and then we approved something else. So that's gonna make me a hard no. Okay, thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Ms. Smiley. Any other comments? Just one question Mr. Hartzell. The pickleball, I'm not super familiar with it, but I know it does tend to appeal toward an older audience. Is that more of an adult oriented sport even during the day? Are there youth playing pickleball as well?

Mr. Hartzell: No, there's no youth in there. That's all adults. And that's really 40 and up. They come seven in the morning, and some groups leave at 10 at night.

Mr. Wilshaw: Okay so you do get some daytime activity from the pickleball with adults.

Mr. Hartzell: Yeah, and then like Healthquest, that's all adults, older. On the north side, like I said, I put an office in there from hospitality company that runs all the other businesses I mentioned. So, that's a good group of young adults, and then like the simulator space, but that simulator space, as you know, it'd be later in the evening. It's a good mix.

Mr. Wilshaw: All right, very good. Thank you. Appreciate that. If there's no other questions or comments on this item, I will close the public hearing at this time and a motion would be in order.

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

#07-41-2022 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on July 19, 2022, on Petition 2022-06-02-14 submitted by Stark Road Holdings L.L.C. requesting Special Waiver Use approval for a Planned Development under Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of a multi-purpose recreational facility (Livonia Athletic District) at 14255 Stark Road, located on the west side of Stark Road between Schoolcraft Road and Lyndon Avenue in the Southeast ¼ of Section 21, the Planning Commission does hereby recommend to the City Council that Petition 2022-06-02-14 be denied for the following reasons:

1. That the petitioner has failed to affirmatively show that the proposed utilization of a Class C liquor license at this location would comply with all the general waiver use standards and requirements as set forth in Sections 3.04 and 5.02 of the Livonia Vision 21 Zoning Ordinance, as amended.

2. That the petitioner has not sufficiently demonstrated that the proposed utilization of a Class C liquor license at this location would be compatible to and in harmony with surrounding residential neighborhoods in the area.

3. That it has not been demonstrated that the utilization of a Class C liquor license at this location is needed for this facility to flourish.

4. That the petitioner has failed to adequately demonstrate that the facility has the capacity to accommodate the proposed Class C liquor license, and

5. That the utilization of a Class C liquor license at this location is contrary to the goals and objectives of the Zoning Ordinance which, among other things, are intended to ensure suitability and appropriateness of uses.

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

Mr. Wilshaw: Is there any discussion?

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Wednesday, September 13, 2023

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on September 13, 2023.

MEMBERS PRESENT: Jim Jolly, President
Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Scott Bahr

OTHERS PRESENT: Paul Bernier, City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:12 p.m. with Council President Jim Jolly presiding. This item is regarding an Appeal of the Denial of the Planning Commission regarding Petition 2023-07-02-10 submitted by Technical Group Inc., requesting waiver use approval under Section 6.51of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.This item will be moved to the Regular Meeting of October 2, 2023.

The Public Hearing is now open. There were approximately 250 persons in the audience.

Jolly We will start this by a presentation by Mr. Taormina, the floor is yours.

Taormina Okay, thank you. This is an appeal of a waiver denial by the Planning Commission that involves the construction of a new drive through coffee shop and the conversion of an existing building into an ice cream parlor. The location is the southeast corner of Seven Mile and Farmington Roads. As you can see here, the property is zoned C-2, General Business. A gas station previously occupied the site and then in 2018 the site was enlarged to include the land for the adjacent Animal Hospital. The site today is roughly six tenths of an acre in size, 148 feet of frontage on Seven Mile Road and 190 feet of frontage on Farmington Road. The proposed Scooters would provide drive-through facilities as well as outdoor seating, but it would not contain interior dining. The building would be positioned in the northeast corner of the site with parking provided on the west half

between the building on Farmington Road, which is a one-story building and would have a gross floor area that will be 677 square feet. There will be two driveways providing access to the site, one on Seven Mile and the other on Farmington Road. The floor plan shows a food and beverage prep area as well as a single bathroom. The traffic lane that would serve to drive up would commence on the south side of the building and then it would loop around to the pickup window which would be on the east side. There'd be a menu board as well as an order kiosk, those are located at the southwest corner. There would be stacking for approximately four vehicles and as required, a bypass lane would be provided on the exterior of the building. I'll show you some elevations in a second. But these would be combination of Hardie panels as well as brick with red canvas awnings. The Lickity Split Ice Cream Parlor would be at the south end of the property. And this would be an existing building that would be renovated. This building is just under 1200 square feet in size. The floor plan as provided shows the food preparation areas as well as restroom. There would be interior dining for approximately twelve seats, but no drive-through facilities. Outdoor dining is shown on the west side of the building, but we do not have a seating plan at this time. The existing building has a flat roof and it's comprised mostly of concrete masonry units and brick. But again, the exterior would be renovated, it would be covered with brick as well as Hardie siding, it would be done to match the coffee shop. Again, I'll show you those in a second. Parking is compatible or is in compliance with the ordinance requiring nineteen spaces. The plan shows nineteen spaces. There is an issue with screening along a portion of the property that is adjacent to residential. And here the petitioner is showing a six-foot-high opaque privacy fence. There is a single dumpster provided. Signage is an issue. While the ice cream parlor complies, Scooter's is showing excess signage, which is an issue that would have to be addressed by the Zoning Board of Appeals. Again, this is an appeal, as you're aware, the Planning Commission rejected this waiver. The reasons given are provided in your packet and with that Mr. Chairman, I'll be happy to answer your questions.

Jolly Can you show us the elevations?

Taormina Yes, I apologize. So, this is Scooter's Coffee. This would be in the northeast corner, the Hardie panels that I referenced are shown here in beige, or tan color, the brick is the darker color on the building. And then as you look at the edge, you can see the matching exterior materials. The Hardie siding, which is a composite material, the red awning is above the windows and the entryways and then the brick that's covering the existing block material. Thank you, sir. Are there any questions from the Council? Mr. McCullough.

McCullough Thank you Mr. President, through the Chair to Mr. Taormina. Do we know the closing hours of both businesses?

Taormina I can't recall if that question came up. The petitioner can answer that for both businesses.

McCullough For right now, we'll get back to that. The other question I do have from the neighbors, have we had any people come in opposition to this?

Taormina No one that I recall, was against it. I'd have to look back at the minutes of the meeting. There was an issue with the neighbor to the east, the barber. He expressed concern regarding parking. I believe he and the applicant have worked out that solution, but I'll let the applicant explain what that solution is.

McCullough That's all for now. Thank you.

Jolly Mr. Donovic.

Donovic Thank you, Mr. President, Mr. Taormina. For that site plan, it says one parcel is this one parcel or are they two parcels.

Taormina It's currently one parcel that will have to be split into two tax parcels.

Donovic And then the dumpster enclosure. It shows one dumpster enclosure. Is that two dumpsters in that dumpster enclosure, or is it just gonna be one large dumpster?

Taormina I think it's intended to have two containers inside of one enclosure.

Donovic Trying to look at the plan, that dumpster enclosure is going to be similar material to the material on the building?

Taormina That is correct.

Donovic Do you know if the Petitioner brought us any ice cream for today's meeting? That's a no for now, that concludes my question, Mr. Chair.

Jolly If there are no questions for Mr. Taormina from the Council, we will welcome the petitioner to the podium Mr. John Pastor.

Pastor Thank you, Mr. President. John Pastor from JP, LLC. 34018 Beacon, Livonia, Michigan. It is true that we are out of ice cream right now, but there's plenty of coffee over in Plymouth. That's why we're bringing it from Plymouth, where the current location is, for the franchisee operations. I believe his hours are probably six in the morning to about eight o'clock at night, and then the ice cream would probably be ten to ten. So, that's the big thing about these, they really coexist very well together. The coffee is usually good where their peaks are in the morning with ice cream is more at night. And also, it does really well with the barbershop as well. The agreement that I had talked to with the barber is, we have a five-foot buffer

landscape area. Instead of doing that, if the Council agrees to it, instead of putting landscaping there, just keeping it as stone pavement, so he has a little bit more room to back a car up and turn the corner. So that would be the only area that we would want to do that with. I'd be happy to answer any other questions that you might have.

Jolly Thank you, Mr. Pastor. Vice President Toy.

Toy Thank you. To the petitioner. I had the terrible experience the other day at Six Mile and Newburgh at Panera. Not to bad mouth Panera, but we were waiting to order a couple cups of soup to go and had a baby in the car, it was screaming, and we needed to get out of there because I was told there was a half an hour wait. And when I pulled up there, there was no way to get out of that line. And I'll tell you, that really frustrated the heck out of me, because there were cars behind, there were cars in front of me. and the poor woman taking the order had said 20 to 30 minutes wait at the drive-thru. So, I'm glad to see you're doing a bypass lane. If that's the way I interpret it, because we've got to start looking at those kinds of things, if there was an emergency, which for me there was, that baby was screaming in our ear, and it was just bad all the way around and there was just no way out. So, I only bring that up, because as you look at that, I was hoping you would be sensitive to that. I would guess that you are going to have a lot of little children and people that are going to patronize you, because it's such a cool thing you're trying to accomplish here. So, thank you.

Pastor well, actually, if you look at it, we also make it swapable. Try to keep consideration of everything and Livonia Vision and such. So, through the Seven Mile and Farmington Road you go from the Seven Mile to the coffee, coffee to the ice cream, ice cream to Farmington Road. And more importantly, yes, the kids are going to be in that coffee line screaming to get that ice cream, so, I get that line. That's why she's there having the coffee because they're screaming for the ice cream. But what do I know? I'm just a Pastor.

Jolly Mr. McCullough.

McCullough Thank you Mr. Chair. Mr. Pastor, you answered the hours. Lickity Split. Is this a franchise? What's the story behind it?

Pastor This is something some of you may know, Carl Deal. Carl works for our company, and this is something that he's always wanted to start, an ice cream store. And it's his vision, his idea. I'm just a sucker that is paying for it. I love ice cream and all that stuff and he came up to me said we're going to make a go of it.

McCullough I think it's great. You know, that corner, obviously has been vacant for some time. And I know that, you know, looking at some of the Planning

Commission's reasons for that has to do with Vision 21. However, I see it as an innovative opportunity for our city. I went to Scooter's, I think it's a pretty awesome design and you're smiling right now, you know that. I think it'd be a great amenity for many of the residents. And then this would be the home of Lickity Split, if approved. The only thing I see, your hours, that seems good. The only concern I have, is that one neighbor that's kind of I think, on Westmore. I know they didn't show up. And I liked the fence idea. If I were to offer a resolution for approval, and it included between some of that landscaping behind that dumpster enclosure with that be all right?

Pastor Yes, I understand I've tried to get ahold of them. Part of the reasons why I think also maybe put the resolution if they want to keep their fence, understand their fence is actually on our property about a foot and I don't care. But it's really weird. If we just do our fence, it's not going to match the rest of their fence, because their whole backyard isn't my whole property. So, it would be kind of a split system here. So, if we keep the existing where it is if we were to put some more landscaping around the dumpster, that's fine with me.

McCullough Perfect. I think that's the only spot. I would offer and approving with that stipulation to beef it up. I'm not going to put your fence in. I figured you know, you know how to work with neighbors, you know, I'm fine with you working it out with them and whatever. And then the last question, obviously, if this is approved, you're probably breaking ground in the spring?

Pastor Or before. It all depends on how quickly we can get the plans through to Wayne County through the Engineering Department. Storm detention that's the biggest thing that we're going to face, the city of Livonia is very efficient on getting permits.

McCullough Sounds good. Well, that's my motion. Thank you.

Jolly Thank you. Mr. Donovic.

Donovic Thank you, Mr. President. Mr. Pastor. Thanks for bringing these two unique sorts of businesses to Livonia. Originally, I was worried it was gonna be, nothing against the traditional McDonald's or Taco Bell's and what have you, or more traditional corporate chains we see are Wendy's and I've never heard of a Scooter's, never heard of a Lickity Splits. I think this is unique. I know that corner sitting along Farmington, there's a lot going on there for the future. So, I am always happy to see something unique, something different. And I think because of that uniqueness, it will attract people, I think that a vacant corridor cand I'm sure it will come to light and do really well there. I do appreciate Mr. McCullough, his comments about the added landscaping around the dumpster enclosure, I do appreciate you posting a dumpster enclosure that's consistent with the material in the building, as opposed to just a vinyl dumpster enclosure.

But I would like to see some more of that vegetation around there, some trees and whatnot, just to kind of break up the monotony of that stone right here. But I do appreciate that. Can you touch on that fence, though, is that fence a vinyl fence too? To the south, is that what you're gonna be putting there?

Pastor The existing fence is a white vinyl fence right now. So, if you, talking with the neighbor, they'd like to just keep their fence, because it wouldn't make any sense to put a different fence. And then it's going to be two different types of materials, different fences, it's not going to go the whole property, because we also have that fence turns and goes towards the east, on the north side of the property, so stop at that point. So, I think we need to be consistent, I would just have them just keep that fence if that's what they want. So, the other thing that I think, if we could, up the amendment, and if we could do that stone for the barber on that five foot along that strip, if we could also include that in the resolution. I think that would make him happy as well.

Donovic And then and we touched on stormwater retention now, the underground retention system there just because of the size and a lot, you can't do aboveground.

Pastor We could, but I don't know if we want it above our heads sprinkling down.

Donovic And then what's your plan, I know Mr. Taormina mentioned about the signage. There's some discussion there. What's your plan for the signage?

Pastor Once we get approved here, then we go to the ZBA. Again, believe us, that is not that important to put them out but since we're not Scooter's, I think we'll see if we can get a little bigger sign and be in compliance.

Donovic I hope so. I hope the ZBA can work around that. So okay, well that was all of my questions. Thanks Mr. Pastor.

Jolly Okay, I will note that the City Clerk served a true copy of the notice of public hearing. By way of notice in the newspaper, specifically being The Detroit Legal News. This public hearing is open. Are there any interested parties in regards to this manner specifically, or members of the public at large that would like to speak in regards to this item? Going once, going twice, I see nobody approaching the podium. I will note that this item will move to the Regular meeting agenda on Monday, October 2, 2023. Thank you, Mr. Pastor. Always a friend of Livonia, have a good night.

As there were no further questions or comments, the Public Hearing was declared closed at 7:28 p.m.

NEW DATA RECEIVED FOR THE PUBLIC HEARING OF SEPTEMBER 13, 2023, ITEM 3

Kasprowicz, Sara

Subject: RE: Parcel of land on 7 Mile and and Farmington Road. the south east side.

From: clerk <clerk@livonia.gov>
Sent: Tuesday, September 5, 2023 2:30 PM
To: Taormina, Mark <mtaormina@livonia.gov>; Reece, Stephanie <SReece@livonia.gov>
Subject: FW: Parcel of land on 7 Mile and and Farmington Road. the south east side.

From: Linda J Trewin <ljtrewin@bignet.net>
Sent: Friday, September 1, 2023 12:28 PM
To: clerk <clerk@livonia.gov>
Subject: Parcel of land on 7 Mile and and Farmington Road. the south east side.

Please forward to Planning commission

Planning Commission,

In your recent meeting I am happy that the proposal of a ice cream and coffee shop was voted down.

No food building should be build on this lot.

This vacant parcel is contaminated. This lot as most of you know was a gas station
Don't know if the tanks have been removed or not. Does not matter, the soil is also contaminated.

My career as a Certified Residential Appraiser licensed by the state and Senior Real Appraiser. I hold an SRA designated with the Appraisal Institute of Appraisers home offices are in chicago.

I am retired.

Linda J Trewin
19984Hubbard
Livonia, MI 48152

Cell 248-417-9298

LIVONIA CITY COUNCIL PUBLIC HEARING NOTICE
Wednesday, September 13, 2023
Livonia City Hall Auditorium
33000 Civic Center Drive Livonia, Michigan 48154
7:00 P.M.
Publication Date: September 6, 2023

Appeal of the Denial of the Planning Commission regarding Petition 2023-07-02-10 submitted by Technical Group Inc., requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

LETTER TO THE LIVONIA CITY COUNCIL

3.

Planning
August 31, 2023

MEETING DATE	PREPARED BY
	Stephanie Reece, Program Supervisor,

AGENDA ITEM

Appeal of the Denial of the Planning Commission regarding Petition 2023-07-02-10, submitted by Technical Group Inc., requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

BACKGROUND DETAILS

August 31, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-07-02-10 - Scooters / Lickity Split

Dear Council Members:

At the 1,204th Public Hearings and Regular Meeting held by the City Planning Commission on August 29, 2023, the following resolution was adopted:

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

#08-57-2023 RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10, be denied for the following reasons:

1. The use and location of the buildings are contrary to the goals and objectives of the Future Land Use Plan section of the Livonia Vision 21 Master Plan (Book 2 of 4, Land Development), which, among other things, identifies the site as part of a Mixed Development Center with specific design guidelines that strive to redevelop properties into higher-density mixed-use cores of activity with engaging streetscapes comprised of varied storefronts and activities, including gathering spaces, buildings located close to streets to create a walkable, pedestrian-friendly environment, and

with parking and other essential infrastructure hidden off the street.

2. The petitioner has failed to affirmatively show that the project complies with all of the Special Waiver Use Standards for Planned General Developments as outlined in Section 5.02 of the Livonia Zoning Ordinance, as amended, and the General Waiver Requirements and General Standards of Section 13.13 of the Livonia Zoning Ordinance, as amended, including demonstrating that the location, size, and character of the development will be in harmony with the appropriate and orderly development of the surrounding neighborhood.

3. That the petitioner has failed to show that a drive-thru restaurant is needed or appropriate in this area, 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.

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

A roll call vote on the foregoing resolution resulted in the following:

AYES: Ventura, Bongero, Wilshaw
NAYS: Long, Caramagno
ABSENT: Dinaro
ABSTAIN: None

ATTACHMENTS

1. 2023-07-02-10_E-COUNCIL Pkt

APPROVED BY

Mark Taormina, Planning and Economic Development Director

Date: August 31, 2023

Maureen Miller Brosnan, Mayor

Date: September 01, 2023

Pastor 4g's LLC
34018 Beacon St
Livonia, MI 48150
734-522-3800

08/30/2023

Madam Clerk,

We are appealing the decision on the Petition 2023-07-02-10 from 08/29/2023 Tuesdays meeting to City Counsil.

Thank you

John R Pastor

Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 7/25/2023 Petition 2023-07-02-10

Site Address: 19100 Farmington Rd. Livonia, Mi 48152 Sidwell 038990027001 Zoning of Property C2

Requesting Approval To New building - drive through coffee shop

Applicant: Shaheen BouMaroun Business/Company: Technical Group Inc.

Applicant's Address: 27300 Haggerty Rd. Ste. F2 City: FARMINGTON HILLS State: MI Zip Code: 48377

Applicant's Phone # (248) 426.8000 Applicant's Email Mail@technicalgroupinc.net

Contact Person: Shaheen BouMaroun Business/Company: Technical Group Inc.

Contact's Address: 27300 Haggerty Rd. Ste. F2 City: FARMINGTON HILLS State: MI Zip Code: 48377

Contact's Phone # (248) 426.8000 Contact's Email Mail@technicalgroupinc.net

Please provide the following information:

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

RECEIVED
JUL 26 2023
CITY OF LIVONIA
PLANNING COMMISSION

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

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

_____ sq. ft. of new construction x $20.00 per 1,000 sq. ft. plus $30 per lot or unit for residential construction. (**NOTE**: Round off to nearest 1,000) + Total Amount Due $ 740

Owner of Property: Pastor 4 G's LLC

Owner's Address: 38018 Beacon St. #1533 City: Livonia State: MI Zip Code: 48150

Owner's Phone # (734) 812-1343 Owner's Email jpastor@ghpastor.com

Signature of Owner: Print Name: John R Pastor

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

on this 25 day of July 20 23.

Signature of Notary Michele Saleh My commission expires 6/24/2028

Acting in the County of Wayne.

MICHELE SALEH
Notary Public - State of Michigan
County of Wayne
My Commission Expires Jun 24, 2028
Acting in the County of WAYNE

UNAPPROVED MINUTES

MINUTES OF THE 1,204th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 29, 2023, the City Planning Commission of the City of Livonia held its 1,204th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present:	Wafa Dinaro	David Bongero	Sam Caramagno
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: None

Mr. Mark Taormina, Planning Director, Jacob Uhazie, Planning and Economic Development Coordinator, 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 2023-07-02-10 Scooters/Lickity Split

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

Mr. Taormina: Thank you. This is a request to construct and operate a drive-thru coffee shop, as well as convert an existing building that is located on the property into an ice cream parlor. The property is at the southeast corner of Seven Mile and Farmington Roads. This is a zoning map showing you that the zoning of the property is C-2 (General Business). This corner property was previously occupied by a gas station that was demolished sometime around 2010. In 2018, the site was enlarged by about 0.3 of an acre with surrounding land to the south and east that was split from the adjacent animal hospital property. The added property included a 12,000 square foot building that sits in the southwest corner of the property. This is the building that would be converted to the ice cream parlor. The site today is roughly 6.65 acres with 148 ½ feet of frontage on Seven Mile Road and 190 feet of frontage on Farmington Road. Under Section 6.51, drive-thru restaurants require waiver-use approval. The proposed Scooters coffee would provide drive-thru facilities and some outdoor seating, but no interior seating. The building would be positioned in the northeast corner of the site with parking provided on the west half between the restaurant and Farmington Road. Scooters would occupy a one-story building roughly 677 square feet in size. Two driveways would provide access to the site: one on Seven Mile Road and the other on Farmington Road. Floor plans submitted with the application show the layout of the Scooters which includes the preparation area and one unisex restroom. The traffic lane serving the drive up would commence on the south side of the building and loop around to the pickup window, which is on the east side. There would be a menu board and an order kiosk that would be in the southeast corner. Stacking for roughly four vehicles and a bypass lane would be provided. Looking at the outside of the building, the exterior would consist mainly of brick and Hardie® panels, which is a composite siding. There would also be red canvas awnings above the windows and the doors. The structure would have a gently sloping shed type roof with a maximum height of roughly 19 feet. Looking at the Lickity Split, the existing building is at the south end of the property. The building would be renovated into the ice cream parlor. The building is about 1,197 square feet in size. The floor plan for this business shows a food preparation area, a single restroom, and a front interior dining area with 12 seats. There would be no drive-thru facilities. Outdoor dining is shown on the west side of the building, but no seating plan is provided. The existing building has a flat roof and is composed mostly of CMU and brick. The brick and the block would be covered with the same

brick and Hardie® siding that would be used for the Scooters restaurant. The plan is to make the appearance of both buildings consistent. Once completed, they would have very similar design features, including the red awnings above the doorways and the windows. The renderings show dark brown for the brick and a lighter brown or beige color for the siding. Parking for the two businesses is based on the floor area and the number of employees. The plans indicate that there would be four employees. The collective number of required parking spaces is 19, per the ordinance. This includes 7 for the Scooters and 12 for the Lickity Split. The plan shows a total of 19 off-street parking spaces in compliance with the ordinance. Where the property abuts residential on the east side, the ordinance requires screening. The plan shows a six-foot-high opaque privacy fence that would run from the southeast corner of the property north for approximately 90 feet. One house would be affected with the screening and that is 19025 Westmore. Currently there is a wooden privacy fence located along the property line. If the opaque fence is to be constructed, the privacy wooden privacy fence would have to be removed. The updated landscape plan shows landscaping throughout the site, including placement of trees and shrubs outside of the right of way along both Farmington and Seven Mile Roads. There's also a double dumpster enclosure that would be located in the southeast corner of the property. All stormwater management would be handled underground. Lighting shown is 20 feet in height, which complies with the zoning standards. For signage, both buildings would be allowed two wall signs. Scooters is allowed a total of 58 square feet. The plan shows two wall signs. A 25 square foot sign on the north side of the building and a 77 square foot sign on the west side facing Farmington Road. Also shown are three, six square foot blank sign panels on each side of the building. The elevation for the Lickity Split shows one wall sign that is 11 square feet. As it stands now, the Scooters would have excess signage that would have to be approved by the Zoning Board of Appeals. Also provided is a ground sign in the northwest corner. That site would be limited to 30 square feet in area and that is what is being shown. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: Mr. Taormina: The first item is from the Engineering Division, dated August 17, 2023, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the*

proposed waiver use at this time, but would like to note the following items: 1. The subject parcel is assigned the address of #19100 Farmington Road. Once drawings have been submitted for permits, the Engineering Department will assign additional addresses if needed. 2. The legal description included with the submitted drawings appears to be correct, and should be used in conjunction with this project should the waiver use be approved. 3. The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not include any information regarding proposed services to the buildings, but we do not believe there will be any negative impacts to the system with the proposed usages. 4. The submitted drawings do not indicate any storm sewer information, but the proposed development will be required to meet the Wayne County Stormwater Ordinance. The developer will need to obtain storm sewer permits through the Wayne County Department of Public Service prior to construction. 5. No construction or soil disturbance (including dumping of materials) should occur on the site until the owner obtains the appropriate permits. (Engineering Earthwork, SESC, etc.) 6. Any work within the Farmington Road or Seven Mile Road right-of-way's will require permitting through Wayne County." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated August 21, 2023, which reads as follows: *This office has reviewed the revised site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated August 22, 2023, 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 Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated August 29, 2023, which reads as follows: *" Pursuant to your request, the above-referenced Petition has been reviewed. 1. The van-accessible parking spaces are required to be 11' wide with a 5' hash space. The proposed accessible spaces are shown with only a 10' width. 2. Any signage not conforming to the sign ordinance would require a variance from the Zoning Board of Appeals. This Department has no further objections to this Petition. "* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated August 3, 2023, which reads as follows: *"I have reviewed the addresses connected with the*

above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal." The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated August 11, 2023, 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 correspondence, dated August 22. that reads, "*Hello, I'm a Lavanya resident and I want to voice my support for the proposal to put scooters coffee and lickety split on the corner of Farmington and Seven Mile, I think it would be a great addition to the neighborhood."* That email was from a Madeline Bacon, who does not give an address and then another letter of support dated August 25, that reads, *"I live near the corner of the proposed development and would love to see this bill, it would be a great improvement to the area and I support it."* That email is signed by Paige Grudzien. That is the extent of the correspondence.

Mr. Wilshaw: Thank you. Mr. Taormina. Is there any questions for our planning staff? Mr. Bongero.

Mr. Bongero: I don't know if it's going to Mark or to the petitioner, but do we know if there's been any environmental study or soils evaluation on this property?

Mr. Taormina: I am going to refer that to the owner of the property.

Mr. Wilshaw: Okay. Thank you. All right. We'll ask that question shortly.. Any other questions for our planning staff? I don't see any other questions. I do want to apologize to anyone in our audience about the noise from the fans. The air conditioning in the room is not working, and we've been undergoing this fan ventilation for the last few weeks, so I apologize for the noise. We'll try to do our best to make ourselves audible to you. Our petitioner is here. Mr. Pastor, good evening.

John, Pastor, Pastor 4G's LLC. 34018 Beacon, Livonia, Michigan 48150. I just want to thank you for taking the time to look at this petition. At the last meeting we were asked to do a couple of different layouts which we tried to do and every layout that we did just really didn't work out. So, I was fortunate enough to meet Mark out on site this morning, and hopefully came to the same

conclusion that where it's at is probably the best. We tied in the sidewalks if you can see from Seven Mile to the Scooters, Scooters to the ice cream place, ice cream place out to Farmington Road to at least get compliance of the walkability of the area also putting some outdoor patios. I'm not sure how many you know scooters, I don't know how many people are going to ever you know, get a coffee and actually sit out there. So, we did put a little area out there for a patio. They are putting a window in. Hopefully that it gets approved by corporate. That is a no no for some reason. I do know that it is in Plymouth, but you have to get each individual thing approved as it is. We took that into consideration. The fence along the property line for the residential actually is one foot on our property already. I did try to…I knocked on the door today and nobody answered to try to see if they want to keep the fence , you know, a different fence. The weird thing about that is it's only going to be part of the fence because the 90 feet isn't their whole property, and it also goes to the east The corner of the fence actually goes north and then east. So, behind the barber shop and the old cupcake place that is all board-on-board fence. So, it'd be kind of weird if we didn't opaque fence and tied it in there, but we'll wait to see what you end up, or if we can get hold of the the neighbor to see which way they prefer to go. Okay. And then I just wanted to reiterate that it is the thin brick with the Masonite or Hardy board siding with that. It didn't show very well. That where the brown is, that is the thin brick. And yes, for the soil, yes, we actually…when we bought the property originally probably I think it was in 2009-2010, somewhere around there, we actually…before we bought it, it already was cleaned up. Speedway or I think was a Knight's gas station, which was owned by Speedway, Speedway had to clean it up. They took the tanks out and all that stuff. I actually did a BEA not only on that site, but also the old…the property that I bought from the Allen Animal Hospital, just to protect to make sure that there was…that there was no environmental or grant background and stuff. So we do have a clean slate and ready to go ahead. Thanks. And with that I'll listen to any comments or questions.

Mr. Wilshaw: Thank you, Mr. Pastor.

Mr. Pastor: I'm sorry. We also do have the franchisee here of Scooters here. Brian Bender, if he has any questions about the Scooters.

Mr. Wilshaw: And the ice cream shop, you are going to be the owner of it initially?

Mr. Pastor: Well, over my wife's dead body. She might… but yeah, our intent is to own and operate the ice cream shop.

Mr. Wilshaw: Okay. All right. Very good. Well, thank you, Mr. Pastor. Let's see if there's any questions for you. Any questions for our petitioner?

Mr. Wilshaw: Mr. Bongero.

Mr. Bongero: One other question. I missed the study meeting last week. So, the issue with parking for the barber shop, How does this all come into play? It looks like obviously they're parking way into your property. But…

Mr. Pastor: Yeah, I submitted a letter to the Planning Commission, from Allen Animal Hospital that gave them verbal permission from when they had it to let him use it. I talked to him and I said that he could use it for that time, but you know, it's development, it is our property and all that stuff. So, I'm not sure where, you know…

Mr. Bongero: That's between you and him. Okay.

Mr. Pastor: Well, I'm sure that he is here this evening. I'm sure he's not happy, but then again, he's had the use of that property for free for a long time.

Mr. Bongero: Okay.

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

Mr. Caramagno: Mr. Chairman.

Mr. Wilshaw: Mr. Caramagno.

Mr. Caramagno: John, I had a note here about that fence on Westmore. So, you're saying that that vinyl fence, if you put that up, that will only go two thirds of that neighbor?

Mr. Pastor: I don't think it's the whole backyard, because when I was there today, the backyard I think is longer than 90 feet. So, you're not going to get that whole backyard. And then up the north side of the property going east, that's also board on board. The same fence that goes all the way up.

Mr. Caramagno: So, what would be the plan there? It's pretty unsightly the way it sits. I'm sure you don't want to look at it from your side, the way it sits now.

Mr. Pastor: I was going to leave it up to the I was going to talk to the neighbors see what they wanted to do as if you know, actually the fence itself is not in that bad of shape. I think it really just needs to be painted, reconditioned, but I think it surely would look really bad if we use the vinyl fence with that combination with that. It wouldn't look right.

Mr. Caramagno: It's a tricky situation, I agree.

Mr. Pastor: Again, you know, remember, it's on our property, I don't care that it's there. You know, it's not affecting our site plan or anything of that nature. So…

Mr. Caramagno: John, the property to the to the east of your drive thru? Will that go right up to the property line where Alex's barbershop is or will there be room there?

Mr. Pastor: I think there's about a five foot buffer there before it hits the…so you have a five foot landscape buffer, then you have the emergency lane, then you have to drive thru lane, then you have the building.

Mr. Caramagno: Okay. And then I got a question for Mark. Mark, did we determine is parking allowed in that alley? If cars were to park there facing, say westbound…is there any restriction to parking cars in that alley?

Mr. Taormina: Not that I'm aware of. I was there today, and it's not posted as far as no parking. If it became an issue for public safety in terms of emergency access, then they could possibly post it, but I don't know if that would become an issue. The alley is probably around 14 to 17 feet wide. So, it's not a real wide area. If a fire apparatus had to get back there, any parking in alley could constrict the movement of any large emergency vehicles.

Mr. Caramagno: Okay. All right. So, there is as of right now, there is no restriction in the event of a fire…everything's on the table, right? Okay. Thank you.

Mr. Wilshaw: Thank you. Mr. Caramagno. Any other questions? Mr. Long.

Mr. Long: Thank you. Mr. Taormina, you said that the gas station was knocked down around 2010. To your recollection, have there been any other proposed uses for this parcel since then, that have come in front of us or…Mr. Pastor?

Mr. Pastor: I've owned it. No, we've been marketing it for a long, long time. As some of you may know, I'm actually a builder of restaurants and stuff, and I try my darndest to get a restaurant there, but they're all too close in proximity, whether it be a Burger King, McDonald's, Kentucky Fried Chicken, Taco Bell, and all that stuff. They're just…it was just too close to the other stores in town. So that's why it's taken so long to get even the Scooters to...actually I talked to Biggby first, and they did not…they chose not to go up to our property.

Mr. Long: And you mentioned from the study session we had, we had asked you to go back and look at different configurations on the parcel and you say that you've done that. And one of the keys to locating it back where it's at was traffic direction, was it not?

Mr. Pastor: The traffic with the drive thru and stuff. Yeah, that's where the biggest problem is. When we put it up towards that close, then now you have a reverse drive thru, and it's cutting across everybody, and that's where the…then your walkability is actually more in danger of people. Because of that drive thru lane, people are going to be crossing over that all the way through.

Mr. Long: And the way it's configured right now, you think that the sidewalk that has been proposed as well is in a pretty secure pretty safe space, we're going to not going to have a whole lot of traffic going across it?

Mr. Pastor: A lot better than what it was, and again, it just wasn't shown before and now especially with having a couple of the patios and all that stuff again, you're just not walking, you can actually stand there for a while if you so choose. It's the best scenario of what we have with the property that we have to work with.

Mr. Long: We can't get everything we want on it, but…

Mr. Pastor: Trust me, I would love to have a Meijer there, but for some reason, I don't think my property…

Mr. Long: Okay, thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions for petitioner?

Mr. Wilshaw: Any other questions, Mr. Taormina.

Mr. Taormina: Just a point of clarification on the question about the width of the alley. The right of way for the alley is 20 feet, but the gravel portion appears to be probably 15 to 17 feet wide. I think there's a grass strip along the south edge of the travelled portion of the alley, between that and the fence that Mr. Pastor was referring to, that runs along the north side of that abutting residential property.

Mr. Wilshaw: Okay, thank you for that clarification. Is there any other comments or questions from anyone on the commission? If not, Mr. Pastor, we'll have you sit down for a moment, and we'll see if there's anyone else in the audience wishing to speak for or against this petition. Feel free to come to our podium.

Mr. Wilshaw: Good evening. We're just going to ask for your name and address for our record.

Alex Koch, 33315 West Seven Mile Road, Livonia, MI. I bought that building in 1980 and Livonia restricted me which I can understand because of the parking but at the time I bought it there was parking in front. Okay, but then the county took that from me, basically so I have that, that's gone. And then I've been parking on the lot next to me. I know Mr. Pastor says that I was given permission. I don't know who gave me that because I just been parking there. Okay. And I've been keeping a lot up. I shovel the snow I cut the grass. I you know, I've been keeping the place, you know, nice. And if you…the way this building is going to be that he's going to build, even if…there's no way to get customers to get out of my parking lot, because you'd have to back out down the alley. And I'd be I just because it's going to kill me. You're going to take all my parking not you folks personally, okay, but they're gonna take all my parking, and they won't be able to even get out. So, the pollution, when they were digging that out, I went over to talk to the head man that was digging it out, doing the remediation on the soil and I asked him, I said, How clean is this when you get done? Because they had a big hole. He said, This is considered clean enough. I says, Well, what does that mean? He says, Well, that means that you can't cook food. You can reheat food, but you can't cook food. Okay, so I don't know who told Mr. Pastor that that was clean. Because the man that I talked to back then he said, it's not clean. It's clean enough.

Okay, and my property is probably all polluted from that too from the gas station, because the tanks were just leaking. They were leaking fuel like crazy, and, but the biggest problem I have is parking. You know, if they pave the whole thing and pave my lots of my customers to turn out, that'd be wonderful. I mean, I have no problem with the coffee shop. I think my customers will love it. Okay, get a cup of coffee and what have you. But the only thing I'm worried about is where they're gonna park. And, you know, people say, Well, you could park down the street and that, but I don't think a lot of people don't treat it like a bunch of cars parking down there, in front of the front of their houses. And, you know, basically, if I don't have any parking, you're basically killing me. I mean, that's the end of me. Because there's no way I'm going to…you can't run a business without parking, and there's no way they're gonna get in and out, and there's no way they're gonna get out of my parking lot. Now, the only way I could say that I could do it is if, if the ice cream coffee shop just paved everything, and then my customers would park against the wall, you know, go parked in the wall, just back out and leave that would work, but that's about the only way I can figure that you can do it. And maybe I'm missing something. But that's it.

Mr. Wilshaw: Understood. Okay. Very good. Thank you.

Mr. Koch: Okay. Well, let me ask my wife I supposed to say anything else.

Mr. Wilshaw: Got everything covered, Mr. Coach? Anyone else wishing to speak for or against this petition in our audience? I don't see anyone else coming forward. Mr. Pastor, is there anything else that you'd like to add before we make our decision?

Mr. Pastor: No.

Mr. Wilshaw: You're all set.

Mr. Pastor: If there are any other questions, I'm just here to answer them.

Mr. Wilshaw: Let's see. Is there any other questions for our Petitioner before we have a motion? I don't see any other questions. I think we're all set. In that case I'll close the public hearing and a motion is an order

On a motion by Long, seconded by Caramagno, it was

RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10, be approved subject to the following conditions:

1. The Site Plan identified as Sheet C-2, dated August 28, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

2. That the issue concerning splitting the property, as outlined in the correspondence dated August 3, 2023, from the Department of Assessment, shall be resolved to the satisfaction of the Assessment Department. That appropriate recordable legal instrumentation, such as a cross-access agreement, that gives notice and outlines the terms of how the properties would share parking and access, be supplied to the Inspection Department at the time a building permit is applied for.

3. That the Landscape Plan identified as Sheet LS-1, dated August 28, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to..

4. That all disturbed lawn areas shall be sodded in lieu of hydro-seeding.

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

6. That the maximum customer seating count for the ice cream parlor shall not exceed a total of nineteen (19) interior seats.

7. That the Building Elevation Plan for Scooter's Coffee, identified as Sheet A-2, dated August 28, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

8. That the Building Elevation Plan for Lickity Split, identified as Sheet A-3, dated August 28, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

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

10. That the three walls of the trash dumpster area shall be constructed out of building materials that shall complement that of the buildings and the enclosure gates shall consist of opaque and durable steel or composite panels.

11. That all pole mounted light fixtures shall not exceed a height of twenty feet (20') above grade and shall be shielded to minimize glare trespassing on adjacent properties and roadway.

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

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

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

15. That the issue concerning emergency vehicle access, as outlined in the correspondence dated August 10, 2023, from Livonia Fire & Rescue, shall be resolved to the satisfaction of the Fire Department and Inspection Department.

16. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time of application for building permits; and

17. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval

by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

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

The motion failed due to lack of support.

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Long, Caramagno
NAYS:	Bongero. Ventura, Wilshaw
ABSENT:	Dinaro
ABSTAIN:	None

On a motion by Ventura, seconded by Bongero, and adopted, it was

#08-57-2023 ***RESOLVED***, That the City Planning Commission does hereby recommend to the City Council that Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10, be denied for the following reasons:

1. The use and location of the buildings are contrary to the goals and objectives of the Future Land Use Plan section of the Livonia Vision 21 Master Plan (Book 2 of 4, Land Development), which, among other things, identifies the site as part of a Mixed Development Center with specific design guidelines that strive to redevelop properties into higher-density mixed-use cores of activity with engaging streetscapes comprised of varied storefronts and activities, including gathering spaces, buildings located close to streets to create a walkable, pedestrian-friendly environment, and with parking and other essential infrastructure hidden off the street.

2. The petitioner has failed to affirmatively show that the project complies with all of the Special Waiver Use Standards for Planned General Developments as outlined in Section 5.02

of the Livonia Zoning Ordinance, as amended, and the General Waiver Requirements and General Standards of Section 13.13 of the Livonia Zoning Ordinance, as amended, including demonstrating that the location, size, and character of the development will be in harmony with the appropriate and orderly development of the surrounding neighborhood.

3. That the petitioner has failed to show that a drive-thru restaurant is needed or appropriate in this area, 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.

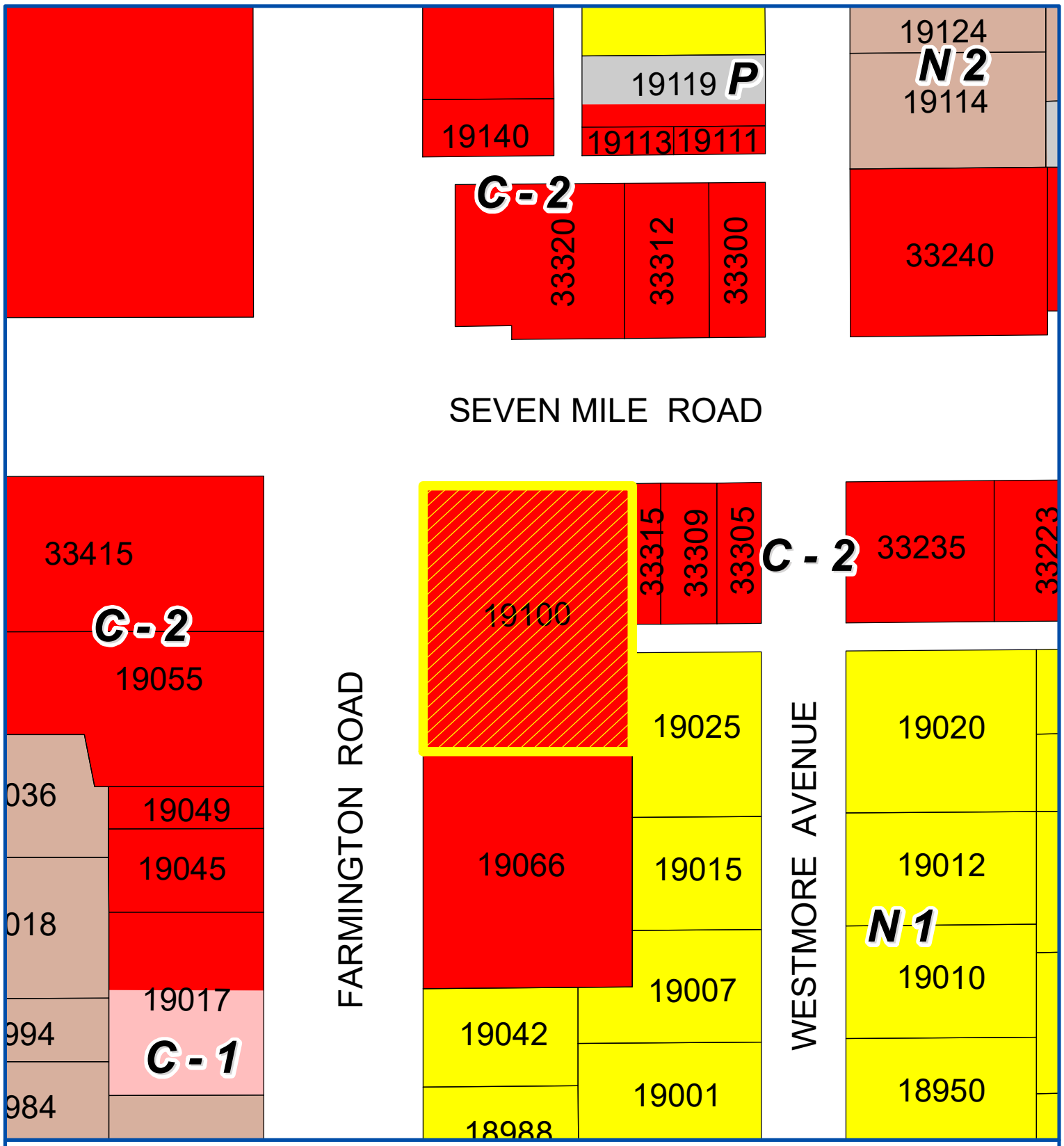
***FURTHER RESOLVED*,** That notice of the above hearing was given in accordance with the provisions of Section 13.13 of Livonia Zoning Ordinance, as amended.

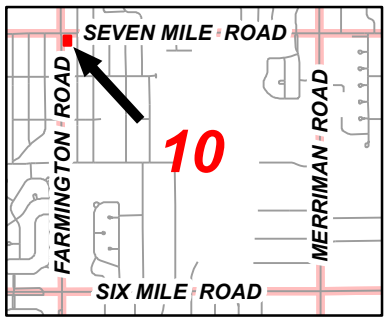
Mr. Wilshaw: Is there any discussion? The petitioner will have 10 days in which to appeal the decision in writing to the City Council.

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

A roll call vote on the foregoing resolution resulted in the following:

AYES: Ventura, Bongero, Wilshaw
NAYS: Long, Caramagno
ABSENT: Dinaro
ABSTAIN: None



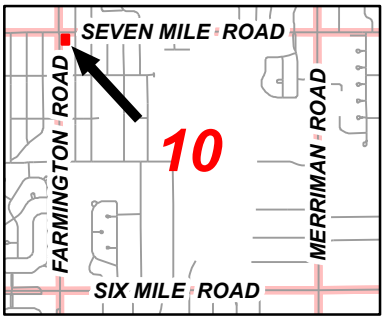


Address & Zoning Map

Petition 2023-07-02-10
Technical Group Inc.
19100 Farmington Road

N
Not to Scale

City of Livonia
Planning Department



Aerial Map

Petition 2023-07-02-10
Technical Group Inc.
19100 Farmington Road

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

August 22, 2023: Study Meeting:

This petition requests waiver use approval for constructing a new drive-thru restaurant called Scooter's Coffee and converting an existing building into an ice cream parlor called Lickity Split. The subject site is located at the southeast corner of Seven Mile and Farmington Roads. This parcel was previously occupied by a gas station which was demolished in 2010. The site is vacant except for an existing accessory building near the southwest corner. The zoning is C-2, General Business.

In 2018, the former corner gas station site was combined with a portion of the property to the south occupied by the Allen Animal Hospital (19066 Farmington Road). Approximately 0.30 acres of land was divided from the animal hospital property and added to the gas station site. The corner property increased from 100.00 feet of frontage on Seven Mile Road to 148.50 feet and 150.00 feet along Farmington Road to 190.00 feet. The portion of the property where the accessory building sits was initially part of the animal hospital site. This building would be renovated and occupied by the proposed Lickity Split ice cream store.

The petitioner proposes constructing and operating a drive-thru Scooter's Coffee restaurant under the provisions of the Zoning Ordinance pertaining to waiver uses as outlined in Section 6.51. A drive-thru restaurant is defined as a structure or portion of a structure that is maintained, operated, and advertised or held out to the public as a place where food, confections, frozen dessert, and beverages are purchased by customers from a drive-up window while seated in their motor vehicle and where no consumption of such food or beverage, when purchased at the drive-thru, shall take place anywhere on the site or within the structure. The proposed Scooter's Coffee is classified as a drive-thru restaurant because it would only provide drive-thru facilities and offer no interior or outdoor patio seating.

Scooter's Coffee would be positioned on the east half of the property, towards the site's northeast corner. Parking is provided on the west half of the site, between the restaurant and Farmington Road. The plans show a one-story building containing a gross floor area (GFA) of 677 square feet. Two (2) driveways would provide access to the site: one (1) off Seven Mile Road and one (1) off Farmington

Road. The floor plan shows the restaurant's general interior layout, which includes a food and beverage prep area and a single unisex restroom.

Drive-up window service is planned along the east side of the building. The traffic lane serving the drive-up window would commence on the south side of the building and loop around to the pick-up window on the east side. Restaurants with drive-thru services must provide sufficient waiting (stacking) space for each drive-up service facility, including the space at the pick-up window. The plan appears to provide space for approximately four (4) vehicles between the window and the menu board. Per the ordinance, service lanes for drive-up windows must be at least ten feet (10') wide. Drive-up establishments must also provide a bypass lane for vehicles that wish to circumvent the drive-up window. The proposed service lane's width along the building's east side would measure twenty feet (20'), providing ample space for drive-up and by-pass lanes.

The exterior of the coffee shop would consist mainly of brick and Hardie® panels, which is a durable composite material. Red canvas awnings would be installed over the windows and doors of the building. The structure would have a gently sloping shed-type roof. The highest point of the building, measured from the finish ground elevation to the most elevated part of the roofline, would be approximately nineteen feet (19').

The other part of this petition involves converting the existing accessory building into an ice cream parlor. The proposed Lickity Split would offer an interior dining area with twelve (12) interior seats and no drive-thru facilities. The existing building is one-story in height and contains a GFA of about 1,197 square feet. The building is located in the southwest corner, facing Farmington Road. The floor plan shows the general layout of the facility, including a rear food prep area, a single restroom, and a front dining area. The plans show a patio on the west side of the building, presumably to accommodate an outdoor dining area; however, no seating plan is provided.

The ice cream parlor building would have a flat roof. Presently, the exterior façade is comprised of concrete masonry units (CMU) and bricks. As part of the renovation, the existing brick and block would be covered with thin brick and the same Hardie® siding and trim products used on the Scooter's. Also consistent with the Scooter's design, the ice cream parlor would have red canvas awnings installed over the windows and doors. Once completed, the two (2) buildings would have similar design features. As it appears on the renderings, the color of the brick on both buildings would be dark brown, and the siding would be a lighter brown or beige color.

Parking for both restaurants would be based on the gross floor area and the number of employees. The plans indicate a total of four (4) employees is needed

for both restaurants. Accordingly, the collective number of required parking spaces would be nineteen (19), with Scooters requiring seven (7) spaces (677 ÷ 125 + 2 employees) and Lickity Split requiring twelve (12) spaces (1,197 ÷ 125 + 2 employees). The site plan shows a total of nineteen (19) off-street parking spaces, including five (5) adjacent to Scooter's Coffee, seven (7) in the northwest corner of the site adjacent to Farmington Road, and seven (7) on the north side of the ice cream parlor. Two (2) barrier-free spaces are shown. One (1) is next to the entrance of the Scooter's, and the other is next to the customer entrance of the Lickity Split.

Where this property abuts residential along the east property line, the Zoning Ordinance requires either a six-foot (6') high masonry wall or an opaque fence with or without a twenty-foot (20') wide greenbelt buffer with no fewer than one (1) tree every twenty (20) feet (minimum of 50% evergreen trees), subject to City Council review and approval. The plans show a six-foot (6') high opaque privacy fence without a greenbelt. The proposed fence would run from the southeast corner of the property north for approximately ninety feet (90') along the east property line.

Correspondence from Assessment indicates that if this proposal is approved, the property should be divided into two (2) separate tax parcels. The current plan does not show where the parcel division would occur or how this would affect cross-parking and access, which will require a perpetual easement agreement.

The provided landscape plan shows plantings along both street frontages and around the two (2) buildings. Under Section 10.03 of the Zoning Ordinance, with 119 feet of road frontage along Seven Mile Road (not including the driveway), the site requires no fewer than three (3) full-size deciduous or evergreen trees, one (1) ornamental (flowering) tree, and twenty-four (24) shrubs. With 158 feet of road frontage along Farmington Road, the site requires at least four (4) full-size deciduous or evergreen trees, two (2) ornamental (flowering) trees, and thirty-two (32) shrubs. The submitted landscape plan shows some of the required plant materials planted in the right-of-way of both Seven Mile and Farmington Roads. Plant materials outside property lines are not part of the site's landscaping.

A double dumpster enclosure would be constructed near the southeast corner of the site, behind both the proposed Scooter's and Lickity Split buildings. Based on the site details, Sheet C-3, the enclosure walls would be eight feet (8') in height and constructed of concrete masonry units (CMU). The swing gates would consist of Trex® panels.

The stormwater runoff would be detained underground. Correspondence from the Engineering Department indicates that the site is currently served by public sanitary sewer, water main, and storm sewer. The petitioner must provide drainage

and stormwater treatment details to the Engineering Department before obtaining building permits.

A photometric plan provides information on site lighting, including the fixtures' type, height, location, and illumination levels. The size of the light poles is 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 (20) feet above grade.

For wall signage, Scooter's would be allowed a total of fifty-eight (58) square feet and Lickity Split forty-four (44) square feet. Both buildings would be allowed two (2) wall signs. The elevation plan for Scooter's shows two (2) signs, including a twenty-five (25) square foot sign on the side of the building facing Seven Mile Road and a seventy-seven (77) square foot sign on the side facing Farmington Road. Also shown are three (3), six (6) square foot blank sign panels on each side of the building. The plan for the Lickity Split shows one (1) wall sign that measures eleven (11) square feet. Any signage over what the Zoning Ordinance allows would require variances from the Zoning Board of Appeals.

Each site would be allowed one (1) ground sign not to exceed thirty (30) square feet in area, six feet (6') in height, and with a minimum setback of ten feet (10') from any right-of-way line. The plans indicate only one proposed ground sign in the site's northwest corner. The Site Detail Plan C-3.1 shows a conforming ground sign identifying both Scooter's and Lickity Split.

The Livonia Vision 21 Future Land Use Map includes this site within the Seven Mile and Farmington Roads 'Mixed Development Center.' Mixed Development Centers are intended to provide higher-density mixed-use cores of activity, addressing residents' desire for walkable neighborhoods and creating gathering spaces. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. Appropriate uses include office, general retail commercial, food service, and attached and upper-story residential. Automotive-oriented uses such as gas stations, auto repair, or <u>drive-through</u> facilities are not appropriate in the mixed development areas. Additionally, buildings in mixed development areas should be located close to the street to create a walkable, pedestrian-friendly environment, and parking areas should be located in rear yards. For mixed development areas, the Master Plan recommends building setbacks from arterial streets be a <u>maximum</u> of thirty feet (30').

August 29, 2023: Public Hearing:

Approving Resolution: The request to construct and operate a drive-thru coffee shop and convert the existing building on the property into an ice cream shop at 19100 Farmington Road, is hereby approved subject to City Council approval and the following conditions:

1. The Site Plan identified as Sheet C-2, dated August 16, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

2. That the issue concerning splitting the property, as outlined in the correspondence dated August 3, 2023, from the Department of Assessment, shall be resolved to the satisfaction of the Assessment Department. That appropriate recordable legal instrumentation, such as a cross-access agreement, that gives notice and outlines the terms of how the properties would share parking and access, be supplied to the Inspection Department at the time a building permit is applied for.

3. That the Landscape Plan identified as Sheet LS-1, dated August 16, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to..

4. That all disturbed lawn areas shall be sodded in lieu of hydro-seeding.

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

6. That the maximum customer seating count for the ice cream parlor shall not exceed a total of nineteen (19) interior seats.

7. That the Building Elevation Plan for Scooter's Coffee, identified as Sheet A-2, dated August 16, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

8. That the Building Elevation Plan for Lickity Split, identified as Sheet A-3, dated August 16, 2023, as revised, prepared by Technical Group, Inc., is hereby approved and shall be adhered to.

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

10. That the three walls of the trash dumpster area shall be constructed out of building materials that shall complement that of the buildings and the enclosure gates shall consist of opaque and durable steel or composite panels.

11. That all pole mounted light fixtures shall not exceed a height of twenty feet (20') above grade and shall be shielded to minimize glare trespassing on adjacent properties and roadway.

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

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

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

15. That the issue concerning emergency vehicle access, as outlined in the correspondence dated August 10, 2023, from Livonia Fire & Rescue, shall be resolved to the satisfaction of the Fire Department and Inspection Department.

16. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time of application for building permits; and

17. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

Denying Reasons: That the request to construct and operate a drive-thru coffee shop and convert the existing building on the property into an ice cream shop at 19100 Farmington Road, is hereby denied for the following reasons:

1. The use and location of the buildings are contrary to the goals and objectives of the Future Land Use Plan section of the Livonia Vision 21 Master Plan (Book 2 of 4, Land Development), which, among other things, identifies the site as part of a Mixed Development Center with specific design guidelines that strive to redevelop properties into higher-density mixed-use cores of activity with engaging streetscapes comprised of varied storefronts and activities, including gathering spaces, buildings located close to streets to create a walkable, pedestrian-friendly environment, and with parking and other essential infrastructure hidden off the street.

2. The petitioner has failed to affirmatively show that the project complies with all of the Special Waiver Use Standards for Planned General Developments as outlined in Section 5.02 of the Livonia Zoning Ordinance, as amended, and the General Waiver Requirements and General Standards of Section 13.13 of the Livonia Zoning Ordinance, as amended, including demonstrating that the location, size, and character of the development will be in harmony with the appropriate and orderly development of the surrounding neighborhood.

3. That the petitioner has failed to show that a drive-thru restaurant is needed or appropriate in this area, 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.

SCOOTER'S COFFEE + LICKITY SPLIT

1900 FARMINGTON RD
LIVONIA, MI 48152

SHEET INDEX:

GENERAL:

T-1 COVER SHEET

CIVIL:

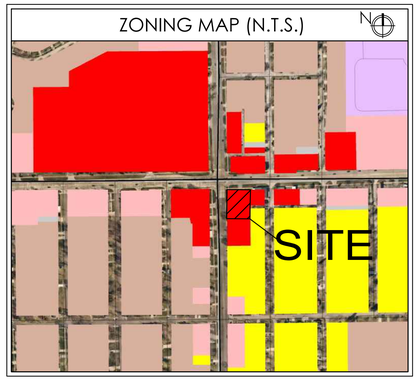
C-1 SURVEY PROVIDE BY OTHERS
C-2 PROPOSED SITE PLAN
C-3 SITE DETAILS
C-3.1 SITE DETAILS
LS-1 LANDSCAPE PLAN
SL-1 PHOTOMETRIC SITE PLAN BY OTHERS

ARCHITECTURAL:

A-1 BUILDING FLOOR PLAN
A-2 SCOOTERS ELEVATIONS
A-3 LICKITY SPLITA ELEVATIONS
A-4 WALL SECTIONS

1 VICINITY MAP
NOT TO SCALE

N



- REC - RECREATIONAL
- RL - RESIDENTIAL LOW - ONE FAMILY
- RH - RESIDENTIAL HIGH - MULTIPLE
- RM - RESIDENTIAL MEDIUM - ONE FAMILY
- COMMERCIAL NEIGHBORHOOD
- COMMUNITY BUSINESS DISTRICT
- CG - COMMERCIAL GENERAL
- OS - OFFICE SERVICE
- OR - OFFICE RESEARCH
- IR - INDUSTRIAL - RESTRICTED
- IC - INDUSTRIAL - CONTROLLED

PROJECT CONTACTS:

ARCHITECT

TECHNICAL GROUP INC
27300 HAGGERTY RD SUITE F-2
FARMINGTON HILLS, MI 48331
PHONE: (248) 426-8000
EMAIL: MAIL@TECHNICALGROUPINC.NET

OWNER

GEORGE H. PASTOR & SONS
34018 BEACON ST #1533
LIVONIA, MI 48150
PHONE: (734)-812-1343
EMAIL: JPASTOR@GHPASTOR.COM

BUILDING DEPARTMENT

33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154
CITY HALL

PLANNING AND ZONING

MARK S TAORMINA
33000 CIVIC CENTER DRIVE
CITY HALL, 3RD FLOOR
LIVONIA,MI48154

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA
Checked: SB
Scale: AS NOTED
Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAY BE COPIED, REPRODUCED OR USED IN CONNECTION WITH ANY WORK OTHER THAN THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P:(248) 426-8000
F:(248) 426-7004
Email@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36693
LICENSED PROFESSIONAL ENGINEER

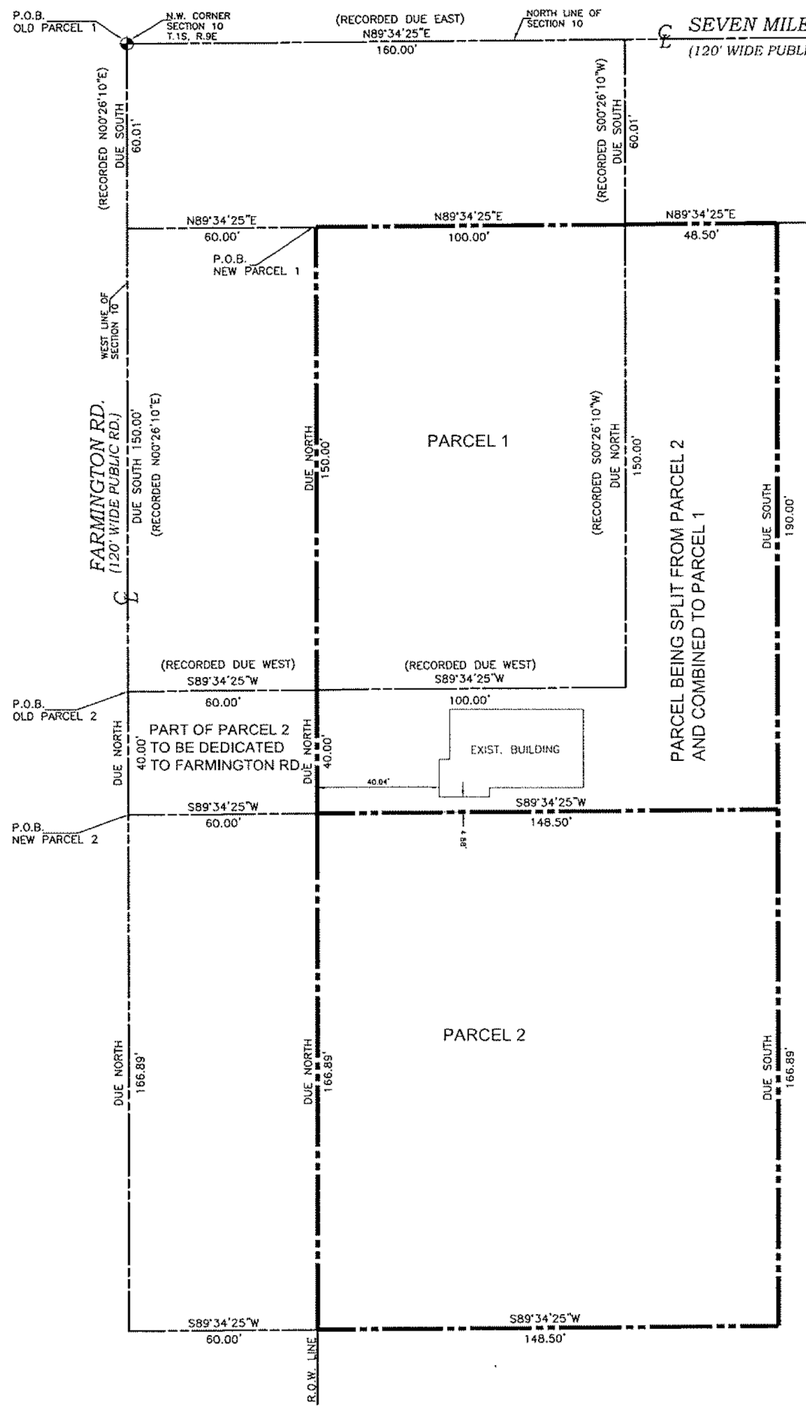
PROJECT
SCOOTERS
1900 FARMINGTON RD.
LIVONIA, MI 48152

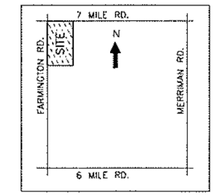
SHEET TITLE
TITLE SHEET

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

JOB # TG-23744

SHEET T-1





VICINITY MAP
NO SCALE

DESCRIPTION BEFORE LOT SPLIT

PARCEL 1

TAX ID. 46-036-99-0027-000
LAND SITUATED IN THE CITY OF LIVONIA IN THE COUNTY OF WAYNE IN THE STATE OF MI.
APARCEL OF LAND BEING THAT PART OF THE NORTHWEST 1/4 OFSECTION 10,TOWN 1 SOUTH, RANGE 9 EAST.
DESCRIBED AS BEGINNING AT THE NORTHWEST COMER OF SAID SECTION 10; THENCE EAST ALONG THE SECTION LINE 160.00 FEET; THENCE SOUTH 0 DEGREES 26 MINUTES 10 SECONDS WEST 210.00 FEET; THENCE WEST 160.00 FEET TO THE WEST LINE OF SECTLON 10; THENCE NORTH 0 DEGREES 26 MINUTES 10 SECONDS EAST ALONG THE SECTION LINE 210.00 FEET TO THE POINT OF BEGINNING., CONTAINING 0.771 ACRE OF LAND, MORE OR LESS. EXCEPTING THEREFROM THE NORTH 60.00 FEET AND THE WEST 60.00 FEET THEREOF, PREVIOUSLY CONVEYED TO THE BOARD OFWAYNE COUNTY ROAD COMMISSIONERS FOR HIGHWAY RIGHT-OF-WAY PURPOSES.
(CONTAINING 0.3443 ACRES NET)

PARCEL 2:

TAX ID. 46-036-99-0028-000
A PART OF THE NORTHWEST 1/4 OF SECTION 10, TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; BEING MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE DUE SOUTH, 210.01 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, TO THE POINT OF BEGINNING; THENCE NORTH 89°34'25" EAST, 160.00 FEET; THENCE DUE NORTH, 150.00 FEET, TO THE SOUTHERLY RIGHT-OF-WAY OF SEVEN MILE ROAD (60.00 FEET 1/2 RIGHT-OF-WAY); THENCE NORTH 89°34'25" EAST, 48.50 FEET, ALONG THE SOUTHERLY RIGHT-OF-WAY OF SAID SEVEN MILE ROAD, TO THE WESTERLY LINE OF "GARDEN GROVE SUB.", AS RECORDED IN LIBER 54 OF PLATS, ON PAGE 80, WAYNE COUNTY RECORDS; THENCE DUE SOUTH, 356.89 FEET, ALONG THE WESTERLY LINE OF SAID MGORDEN GROVE SUB.; THENCE SOUTH 89°34'25" WEST, 208.50 FEET, ALONG A NORTHERLY LINE OF SAID "GARDEN GROVE SUB." TO THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF SAID FARMINGTON ROAD, (SAID POINT BEING DUE NORTH, 2224.38 FEET FROM THE WEST 1-4 COMER OF SAID SECTION 10)" THENCE DUE NORTH, 206.88 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF SAID FARMINGTON ROAD, TO THE POINT OF BEGINNING, CONTAINING 0.87 ACRES ALL OF THE ABOVE BEING SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT-OF-WAYS OF RECORD.

DESCRIPTION OF PART OF PARCEL 2 TO BE DEDICATED TO FARMINGTON RD. R.O.W.

PART OF THE NORTHWEST 1/4 OF SECTION 10, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN;
BEING MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE DUE SOUTH, 210.01 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD TO THE POINT OF BEGINNING; THENCE NORTH 89°34'25" EAST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 60.00 FEET; THENCE DUE SOUTH, 40.00 FEET, PARALLEL TO THE WEST LINE OF SAID SECTION 10; THENCE SOUTH 89°34'25" WEST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 60.00 FEET, THENCE DUE NORTH ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, 40.00 FEET TO THE POINT OF BEGINNING; CONTAINING 0.05609 ACRES

DESCRIPTION OF PARCEL BEING SPLIT FROM PARCEL 2 AND COMBINED TO PARCEL 1

PART OF THE NORTHWEST 1/4 OF SECTION 10, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN;
BEING MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE DUE SOUTH, 210.01 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD TO THE POINT OF BEGINNING; THENCE NORTH 89°34'25" EAST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 160.00 FEET; THENCE DUE NORTH PARALLEL TO THE WEST LINE OF SAID SECTION 10, 150.00 FEET, TO THE SOUTHERLY RIGHT-OF-WAY OF SEVEN MILE ROAD (60.00 FEET 1/2 RIGHT-OF-WAY); THENCE NORTH 89°34'25" EAST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 48.50 FEET, ALONG SOUTHERLY RIGHT-OF-WAY OF SAID SEVEN MILE ROAD, TO THE WESTERLY LINE OF "GARDEN GROVE SUB.", AS RECORDED IN LIBER 54 OF PLATS, ON PAGE 80, WAYNE COUNTY RECORDS; THENCE DUE SOUTH, 190.00 FEET, ALONG THE WESTERLY LINE OF SAID "GARDEN GROVE SUB." AND PARALLEL TO THE WEST LINE OF SAID SECTION 10; THENCE SOUTH 89°34'25" WEST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 208.50 FEET THENCE DUE NORTH ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, 40.00 FEET, TO THE POINT OF BEGINNING; EXCEPT THE WESTERLY 60.00 FEET (1/2 RIGHT-OF-WAY OF FARMINGTON ROAD)" ALL THE ABOVE CONTAINING 0.3585 ACRES (GROSS), (0.3034 ACRES NET, EXCLUDING THE 60 FEET FARMINGTON ROAD RIGHT-OF-WAY), SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT-OF-WAYS OF RECORD, IF ANY.

DESCRIPTION AFTER LOT SPLIT:

PARCEL 2:

PART OF THE NORTHWEST 1/4 OF SECTION 10, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN;
BEING MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE DUE SOUTH, 259.01 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, TO THE POINT OF BEGINNING; THENCE NORTH 89°34'25" EAST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 208.50 FEET TO THE WESTERLY LINE OF "GARDEN GROVE SUB." AS RECORDED IN LIBER 54 OF PLATS, ON PAGE 80, WAYNE COUNTY RECORDS; THENCE DUE SOUTH, 166.89 FEET, ALONG THE WESTERLY LINE OF SAID "GARDEN GROVE SUB." AND PARALLEL TO THE WEST LINE OF SAID SECTION 10; THENCE SOUTH 89°34'25" WEST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, AND ALONG A NORTHERLY LINE OF SAID "GARDEN GROVE SUB." 208.50 FEET TO THE WEST LINE OF SAID SECTION 10 AND THE CENTER OF SAID FARMINGTON ROAD, (SAID POINT BEING DUE NORTH 2224.38 FEET FROM THE WEST 1/4 CORNER OF SAID SECTION 10)" THENCE DUE NORTH ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, 166.88 FEET, TO THE POINT OF BEGINNING; EXCEPT THE WESTERLY 60.00 FEET (1/2 RIGHT-OF-WAY OF FARMINGTON ROAD)" ALL THE ABOVE CONTAINING 0.79879 ACRES (GROSS), (0.56891 ACRES NET, EXCLUDING THE 60 FEET FARMINGTON ROAD RIGHT-OF-WAY), SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT-OF-WAYS OF RECORD, IF ANY.

PARCEL 1

PART OF THE NORTHWEST 1/4 OF SECTION 10, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN;
BEING MORE PARTICULARLY DESCRIBED AS COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 10; THENCE DUE SOUTH, 60.01 FEET, ALONG THE WEST LINE OF SAID SECTION 10 AND THE CENTERLINE OF FARMINGTON ROAD, THENCE NORTH 89°34'25" EAST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°34'25" EAST ALONG THE SOUTHERLY RIGHT-OF-WAY OF SEVEN MILE ROAD (60.00 FEET 1/2 RIGHT-OF-WAY), 148.50 FEET, TO THE WESTERLY LINE OF "GARDEN GROVE SUB.", AS RECORDED IN LIBER 54 OF PLATS, ON PAGE 80, WAYNE COUNTY RECORDS; THENCE DUE SOUTH, 190.00 FEET ALONG THE WESTERLY LINE OF SAID "GARDEN GROVE SUB." AND PARALLEL TO THE WEST LINE OF SAID SECTION 10; THENCE SOUTH 89°34'25" WEST PARALLEL TO THE NORTH LINE OF SAID SECTION 10, 148.50 FEET, THENCE DUE NORTH ALONG THE EASTERLY RIGHT-OF-WAY LINE OF FARMINGTON ROAD (60.00 FEET 1/2 RIGHT-OF-WAY) 190.00 FEET, TO THE POINT OF BEGINNING; CONTAINING 0.6477 ACRES SUBJECT TO EASEMENTS, RESTRICTIONS AND RIGHT-OF-WAYS OF RECORD, IF ANY.

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA
Checked: SB
Scale: AS NOTED
Date: 07.19.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE COPIED/REPRODUCED OR USED FOR ANYTHING OTHER THAN THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTER'S COFFEE EST. 1998

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P:(248) 426-8000
F:(248) 426-7004
Email@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 35693
LICENSED PROFESSIONAL ENGINEER
8/16/2023

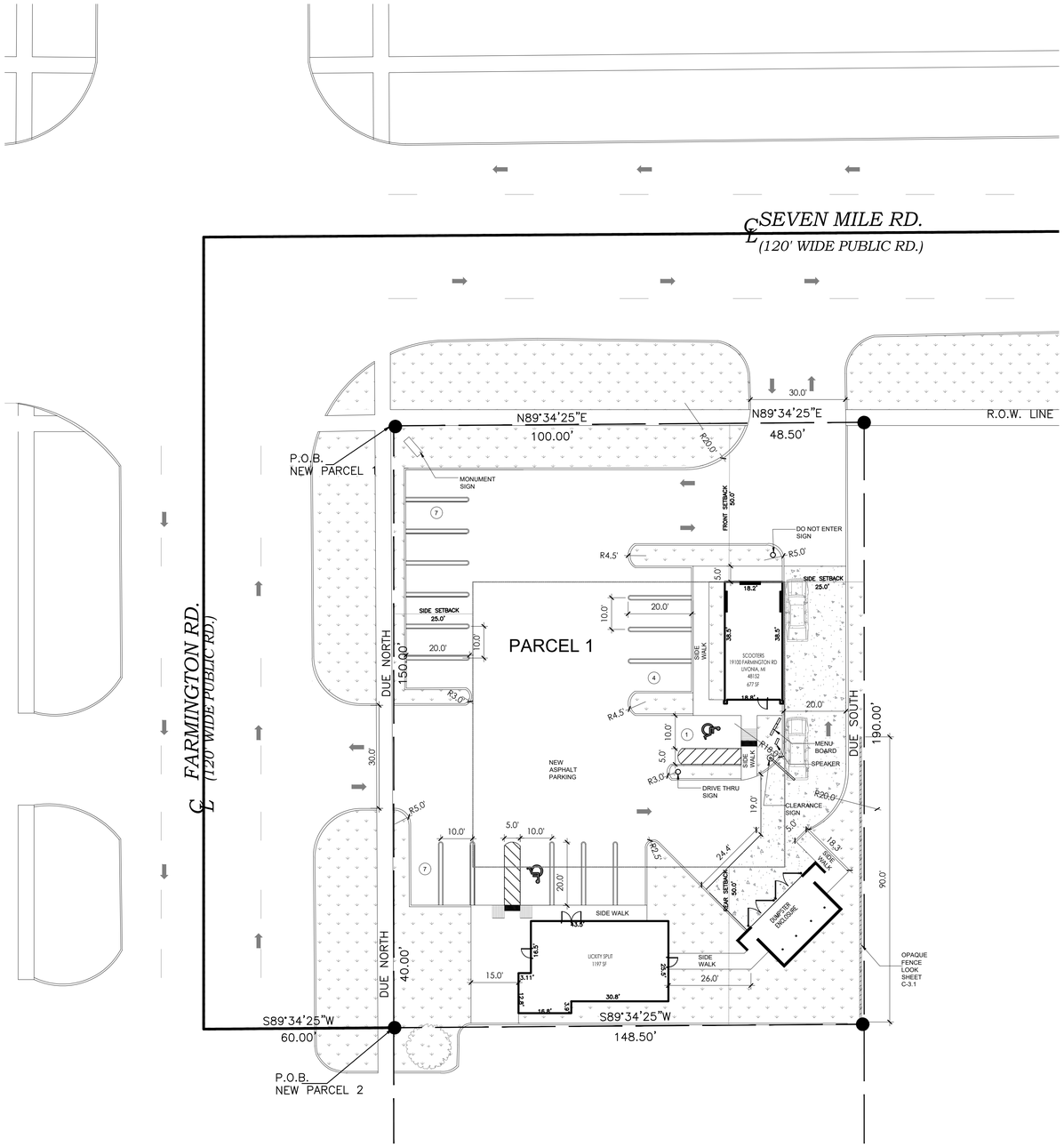
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
SURVEY

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

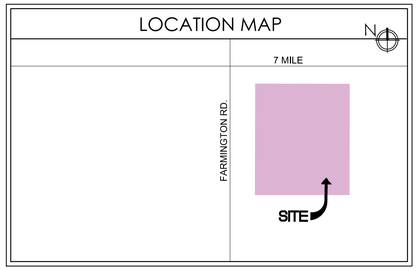
JOB # TG-23744

SHEET C-1



1 C1 **PROPOSED SITE PLAN**
SCALE: 1:20

LOCATION MAP



VICINITY MAP (N.T.S.)

811
KNOW WHAT IS **BELOW**
CALL BEFORE YOU DIG

PARKING CALCULATION

TOTAL SITE AREA:	28,215 SQ FT
BUILDINGS AREA:	1874 SQ FT
EMPLOYEE FOR 2 STORES:	4
TOTAL BUILDINGS AREA:	1874 SQ. FT / 125 SQ FT. = 15
REQUIRED PARKING SPACES 4+15:	19
#OF HANDICAP SPACES :	2(1 VAN ACCESSIBLE)
PROVIDED PARKING SPACES:	19

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA
Checked: SB
Scale: AS NOTED
Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE REPRODUCED OR DISTRIBUTED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS FOR ANY OTHER PURPOSE EXCEPT FOR THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTERS COFFEE EST. 1998

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P: (248) 426-8000
F: (248) 426-8004
E: info@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 35693
LICENSED PROFESSIONAL ENGINEER
8/16/2023

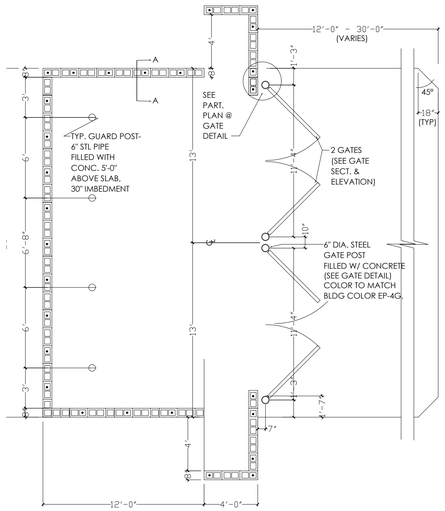
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
PROPOSED SITE PLAN

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

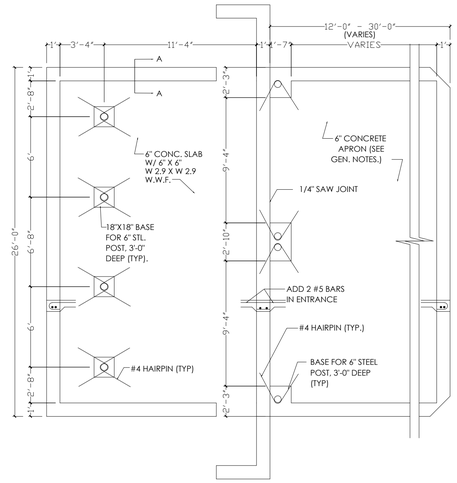
JOB #
TG-23744

SHEET
C-2



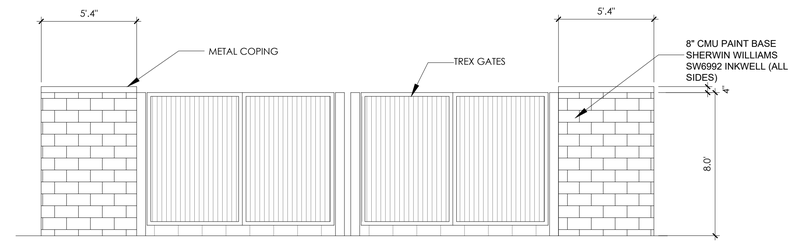
TRASH ENCLOSURE PLAN 1

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



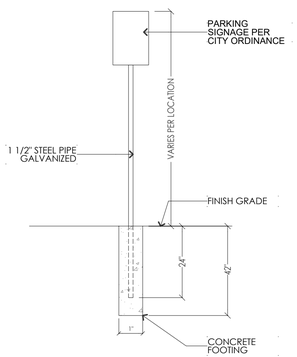
TRASH ENCLOSURE FOUNDATION PLAN 2

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



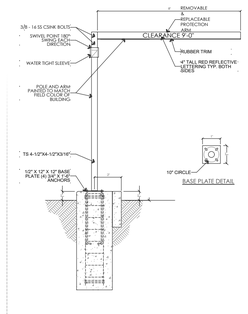
TRASH ENCLOSURE FRONT ELEVATION 3

SCALE: 1/4" = 1'-0"



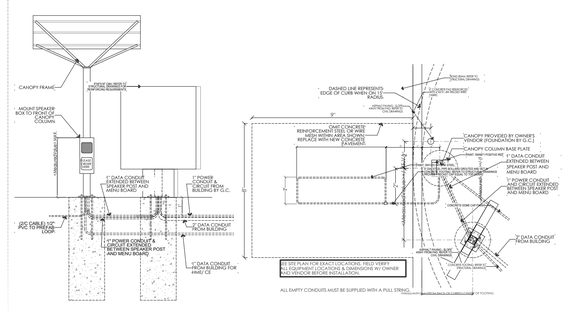
SIGN DETAIL 4

SCALE: 1/2" = 1'-0"



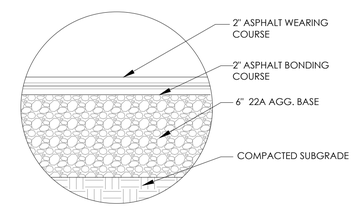
HEIGHT CLEARANCE SIGN DETAIL 5

SCALE: 1/4" = 1'-0"



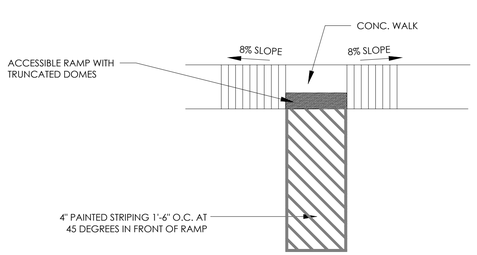
MENU BOARD CALL BOX DETAIL 6

SCALE: 1/2" = 1'-0"



ASPHALT PAVING DETAIL 7

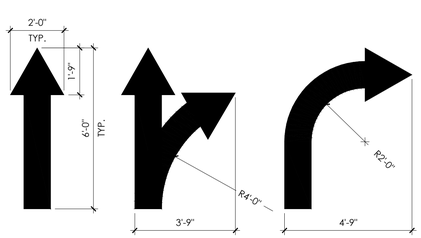
NOT TO SCALE



PER A.D.A. OR PER LOCAL CODE IF LARGER

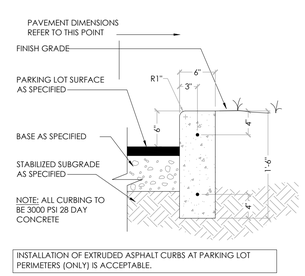
ACCESSIBLE PARKING/RAMP DETAIL 8

NOT TO SCALE



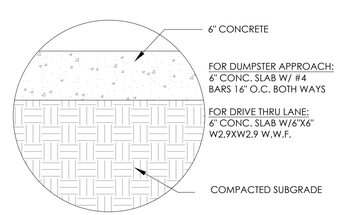
PAINTED TRAFFIC SYMBOLS 9

SCALE: 1/4" = 1'-0"



CURB DETAIL 10

NOT TO SCALE



CONCRETE DETAIL 11

NOT TO SCALE

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA

Checked: SB

Scale: AS NOTED

Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAY BE REPRODUCED OR USED IN ANY FORM OR MANNER WITHOUT THE SPECIFIC PERMISSION OF THE ARCHITECT. ANY PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTERS COFFEE EST. 1998

TECHNICAL GROUP, INC.
27300 HAGGERTY RD. SUITE F2
FARMINGTON HILLS, MI 48331
P: (248) 426-8000
F: (248) 426-8001
Email@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36593
LICENSED PROFESSIONAL ENGINEER
8/16/2023

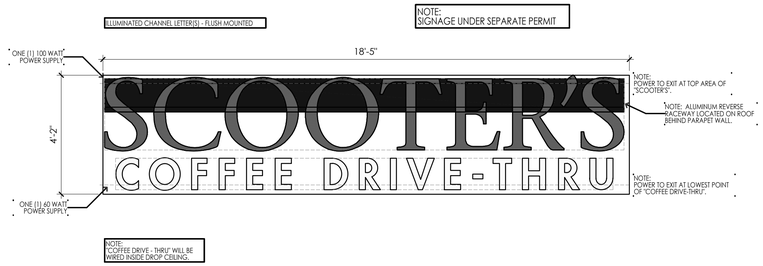
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
SITE DETAILS

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

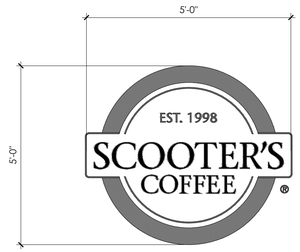
JOB #
TG-23744

SHEET
C-3



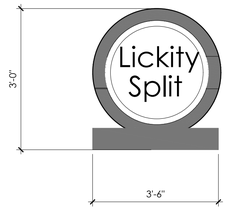
INVERTED RACEWAY DETAIL 1

NOT TO SCALE



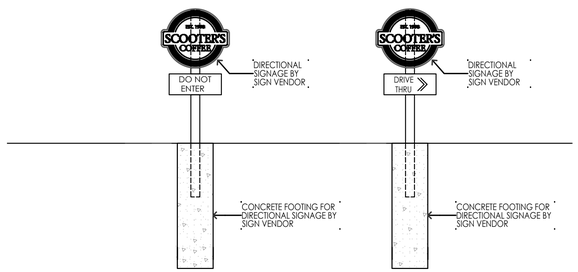
SCOOTER'S FRONT SIGN 2

SCALE: 1/2" = 1'-0"



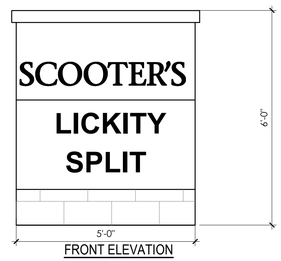
LICKITY SPLIT 3

SCALE: 1/2" = 1'-0"



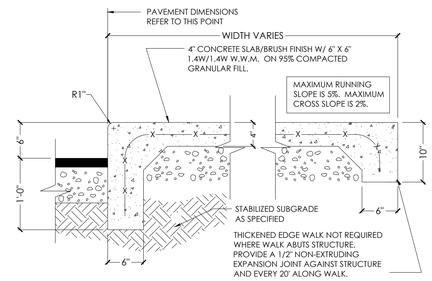
DIRECTIONAL SIGNAGE - DETAIL 4

SCALE: 1/2" = 1'-0"



MONUMENT SIGN ELEVATIONS 5

SCALE: 1/2" = 1'-0"



SIDE WALK DETAILS 6

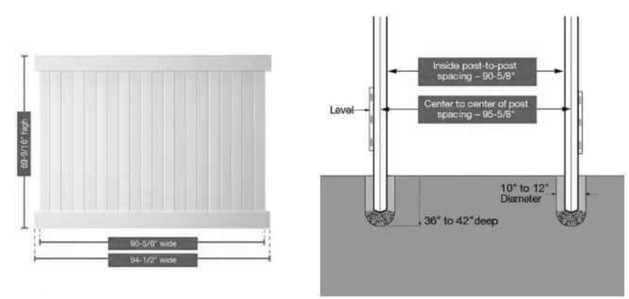
NOT TO SCALE

Dimensions

Actual panel height (in.)	69.5 in	Actual panel thickness (in.)	1.5 in
Actual panel width (in.)	94.5 in	Nominal panel height (ft.)	6 ft
Nominal panel width (ft.)	8 ft		

Details

Color Family	White	Color/Finish	White
Contact Type Allowed	Ground Contact	Features	UV Protected
Fencing Installation Type	No Dig	Fencing Product Type	Vinyl Fence Panels
Includes	Cap/top	Material	Vinyl
Nominal panel thickness (in.)	1.5 in	Number of pickets for panels	10
Number of rails for panels	2.0	Panel Assembly	Assembled Panel
Panel Design	Privacy	Panel Top Shape	Flat
Picket Top Style	Framed	Product Weight (lb.)	46 lb



Ready-to-Assemble Kit

This ready-to-assemble kit includes the rails and pickets to assemble one 69-9/16 in. x 90-5/8 in. privacy panel.

Routed Installation

Complete the project using Dover routed vinyl fence posts. Rails slide into routed holes in the post and lock into place for a clean, fastener-free look.

Matching Dover Gate

Transform this fence panel into a gate up to 48" wide with our Vinyl Fence Gate Kit (sold separately).

FENCE PANEL SPECIFICATION 7

NOT TO SCALE

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA

Checked: SB

Scale: AS NOTED

Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAY BE REPRODUCED OR USED IN ANY FORM OR MANNER WITHOUT THE SPECIFIC PERMISSION OF THE ARCHITECT. CONTRACTORS MAY USE THESE DOCUMENTS ON THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P:(248) 422-8000
F:(248) 422-2004
E:info@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36593
LICENSED PROFESSIONAL ENGINEER
8/16/2023

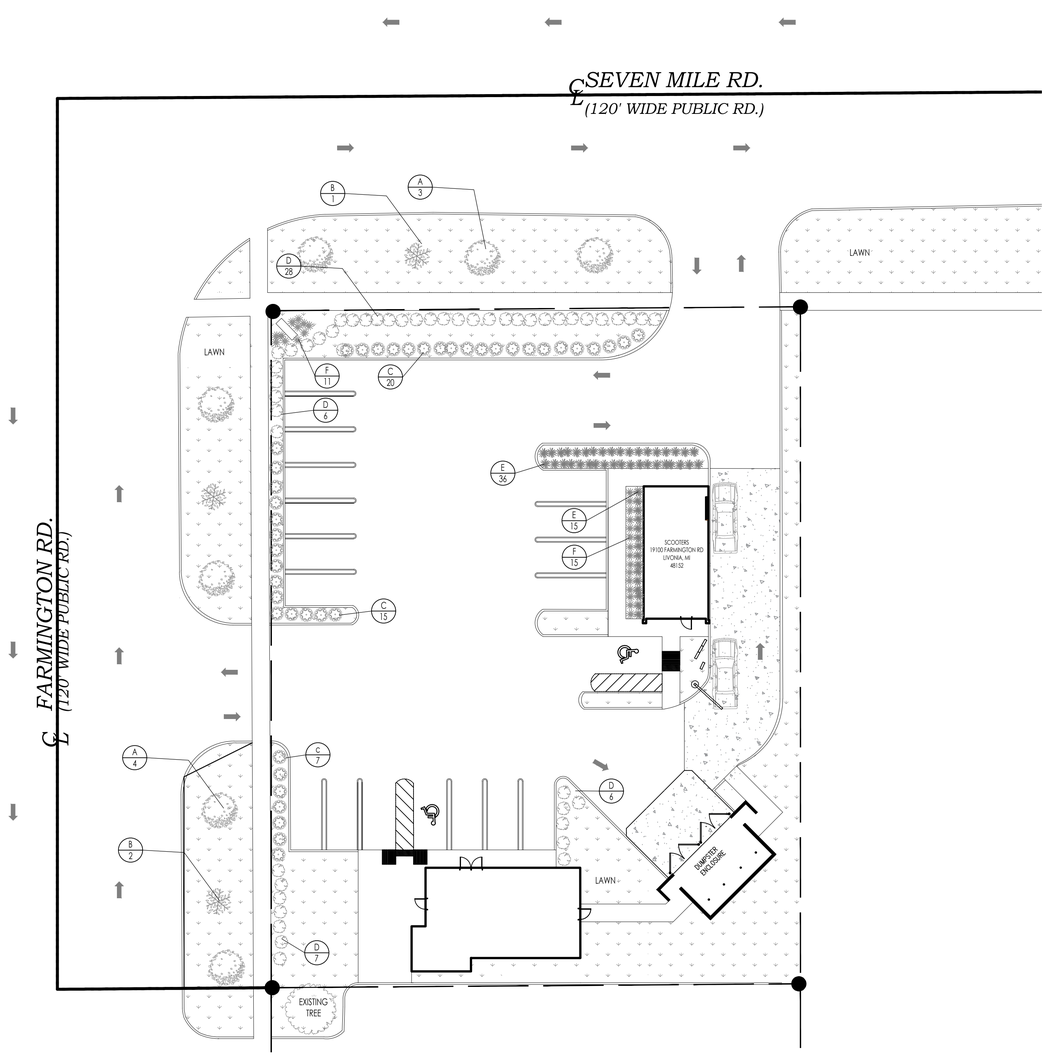
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
SITE DETAILS

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

JOB #
TG-23744

SHEET
C-3.1



1 LS-1 **PROPOSED LANDSCAPE PLAN**
SCALE: 1:20

N

LANDSCAPE

LANDSCAPE AREA PROVIDED:
7080/28,108= 25%

PLANT LISTING

KEY	NEW QTY	BOTANICAL NAME	COMMON NAME	PLANTING HEIGHT	MATURE SIZE	
					HEIGHT	SPREAD
A	7	ABIES BALASAMEA	BALSAM FIR	8' (MIN.)	60'-0'	15'-20'
B	3	MAGNOLIA GRANDIFLORA	MAGNOLIA	24" (MIN.)	30'-50'	20'-30'
C	42	HYDRANGEA ARBORESCENS	SMOOTH HYDRANGEA	3' (MIN.)	3'-6'	3'-6'
D	47	SYRINGA VULGARIS	LILAC	3' (MIN.)	4'-6'	3'-7'
E	51	RUDBECKIA HIRTA	BLACK-EYED SUSAN	10" (MIN.)	1'-3'	12"-18"
F	26	SPIRAEA JAPONICA 'GOLDFLAME.'	GOLD FLAME SPIREA	10" (MIN.)	16"-24"	24"-30"

LANDSCAPE NOTES:

PLANTING:

* INSTALLATION OF ALL PLANT MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN LANDSCAPE STANDARDS AND WITH THE SPECIFICATIONS SET FORTH BY THE CITY OF LIVONIA.
* IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN THE LANDSCAPING INSTALLED SO THAT IT IS HEALTHY, NEAT AND ORDERLY IN APPEARANCE AND IS FREE FROM REFUSE AND DEBRIS.
* ALL PLANTINGS SHALL BE COMPLETED WITHIN THREE (3) MONTHS, AND NO LATER THAN NOVEMBER 30, FROM THE DATE OF ISSUANCE OF A CERTIFICATE OF OCCUPANCY IF SUCH CERTIFICATE IS ISSUED DURING THE APRIL 1 - SEPTEMBER 30 PERIOD; IF THE CERTIFICATE IS ISSUED DURING THE OCTOBER 1 - MARCH 31 PERIOD; PLANTING SHALL BE COMPLETED NO LATER THAN THE ENSUING MAY 31; PLANTINGS SHALL THEREAFTER BE REASONABLY MAINTAINED,INCLUDING PERMANENCE AND HEALTH OF PLANT MATERIALS TO PROVIDE A SCREEN TO ABUTTING PROPERTIES AND INCLUDING THE ABSENCE OF WEEDS AND REFUSE.
* ALL PLANTING BEDS TO BE FILLED WITH FOUR INCHES (4") OF RIVER ROCK. PLANTING BEDS TO HAVE ONE-EIGHTH BY FOUR INCH (1/8"X4") BLACK ANODIZED PERMA-LOC ALUMINUM EDGING, OR APPROVED EQUIVALENT, ON BORDERS.
* DIG SHRUB PITS ONE FOOT (1') LARGER THAN THE SHRUB ROOTBALL, TREE PITS TWO FOOT(2') THAN TREE ROOTBALLS AND BACKFILL WITH ONE (1) PART TOP SOIL AND ONE(1) PART SOIL FROM EXCAVATED PIT.
* REMOVE TWINE AND WIRE FROM ROOTBALL AND PLANT TOPS.
* ORGANIC FRIABLE TOPSOIL SHALL BE EVENLY DISTRIBUTED AND FINE GRADED OVER ALL AREAS TO RECEIVE LAWNS AT UNIFORM DEPTH OF FOUR INCHES AFTER SETTLEMENT.
* ALL NEW LAWN AREAS SHALL BE SODDED WITH A GRADE A SOD PLANTED OVER THE TOPSOIL.
* TREES IN LAWN AREAS TO HAVE A THREE FOOT (3') CIRCLE OF MULCH SIX INCHES (6") DEEP. (HARDWOOD - NATURAL DARK BROWN).
* TOPSOIL SHALL BE FERTILE, FRIABLE, AND REPRESENTATIVE OF PRODUCTIVE SOIL, CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH AND SHALL BE DARK ORGANIC NATURAL SURFACE SOIL, EXCLUSIVE OF PEAT, MUCK, AND/OR DARK BROWN OR BLACK LOAM, CLAY LOAM, SILT LOAM, OR SANDY LOAM.
* REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMAN STANDARDS AND BE:

MATERIALS:

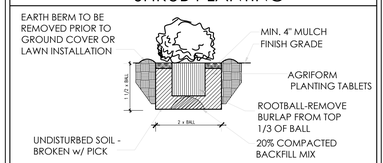
* PLANT MATERIAL SIZES (MINIMUM)

- EVERGREEN TREES..... 6' MIN. HEIGHT
- DECIDUOUS TREES..... 2 1/2" CALIPER
- SMALL DECIDUOUS TREES..... 1-3/4" CALIPER
- LARGE EVERGEEN SHRUBS ..... 2' - 3' HEIGHT
- DECIDUOUS SHRUBS..... 2' -3' SPREAD
- EVERGREEN SHRUBS..... 18" - 24" SPREAD
- GROUNDCOVER..... 18" - 24" SPREAD

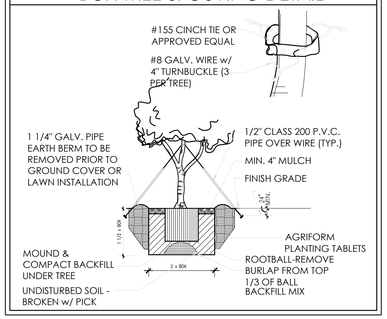
GENERAL:

1. ALL LANDSCAPED AREAS SHALL BE EXCAVATED OF ALL BUILDING MATERIAL AND DEBRIS TO A MINIMUM DEPTH OF EIGHTEEN INCHES (18") AND BACKFILLED WITH A MEDIUM TEXTURED PLANTING SOIL. ALL LANDSCAPED AREAS ARE TO HAVE MINIMUM SIX INCHES (6") OF TOPSOIL AND ARE TO BE CROWNED A MINIMUM SIX INCHES (6") HIGHER THAN ADJACENT CURBS AND SIDEWALKS.
2. ALL WRITTEN DIMENSIONS OVERRIDE SCALE DIMENSIONS ON PLAN.
3. REPORT ALL CHANGES, SUBSTITUTIONS, OR DELETIONS TO THE ARCHITECT.
4. ALL BIDDERS MUST INSPECT THE SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.
5. ALL SPECIFICATIONS SUBJECT TO CHANGE DUE TO EXISTING SITE CONDITIONS.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO APPROVE ALL PLANT MATERIAL.
7. DO NOT PLANT DECIDUOUS OR EVERGREEN TREES DIRECTLY OVER UTILITY LINES. MAINTAIN A FIVE FOOT (5') DISTANCE FROM CENTER OF UTILITIES FOR PLANTING HOLES. CALL MISS DIG FORTY-EIGHT (48) HOURS PRIOR TO LANDSCAPE CONSTRUCTION FOR FIELD LOCATION OF UTILITY LINES.
8. MEASUREMENT AND QUANTITIES ARE ESTIMATES ONLY AND CONTRACTOR IS RESPONSIBLE FOR HIS/HER OWN QUANTITIES. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR 100% OF SOD REQUIRED INCLUDING AREAS IN R.O.W.
9. THE INSTALLATION OF SPRINKLERS ARE REQUIRED TO ENSURE THE MAINTENANCE OF ALL LANDSCAPING LOCATED IN PERMANENTLY IMPROVED FRONT YARDS.
10. G.C. TO PROVIDE IRRIGATION, IRRIGATION TO BE DESIGNED BY OTHER, RAIN SENSOR & TIMER AS PART OF SPRINKLER SYSTEM DESIGN.

SHRUB PLANTING



BOX TREE & GUYING DETAIL



No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA

Checked: SB

Scale: AS NOTED

Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE REPRODUCED OR USED IN ANY FORM OR MANNER WITHOUT PRIOR PERMISSION OF THE ARCHITECT. THESE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTERS COFFEE EST. 1998

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P:(248) 426-8000
F:(248) 426-7004
E:mail@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMARQUIS
ENGINEER
No. 36690
LICENSED PROFESSIONAL ENGINEER

8/16/2023

PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
LANDSCAPE PLAN

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

JOB #
TG-23744

SHEET
LS-1

Pictures and Information of Landscape Materials

Petition 2023-07-02-10 - Scooter's & Lickity Split

A Balsam Fir

Type: Evergreen
Uses: living Christmas tree
Growth Rate: Slow - 12"/year

Height: 40-50 feet high
Shape: symmetrical pyramid
Foliage: dark green needles

B Magnolia

Type: Broadleaf Evergreen
Leaves: simple & broadly ovate
Growth Rate: Fast

Height: 60-80 feet high
Shape: pyramid
Foliage: dark green needles

Pictures and Information of Landscape Materials

Petition 2023-07-02-10 - Scooter's & Lickity Split page 2

Prepared by the Planning Department

C Smooth Hydrangea

Type: deciduous shrub
Usage: hedges, borders
Leaves: dark green

Height: 3-5 feet high
Width: 4-6 feet wide
Foliage: white hydrangea

D Lilac

Type: Shrub
Usage: Ornamental
Assets: Low-Maintenance

Height: 12-15 feet high
Width: 8-12 feet wide
Flower Colors: pink, purple

E Black-Eyed Susan

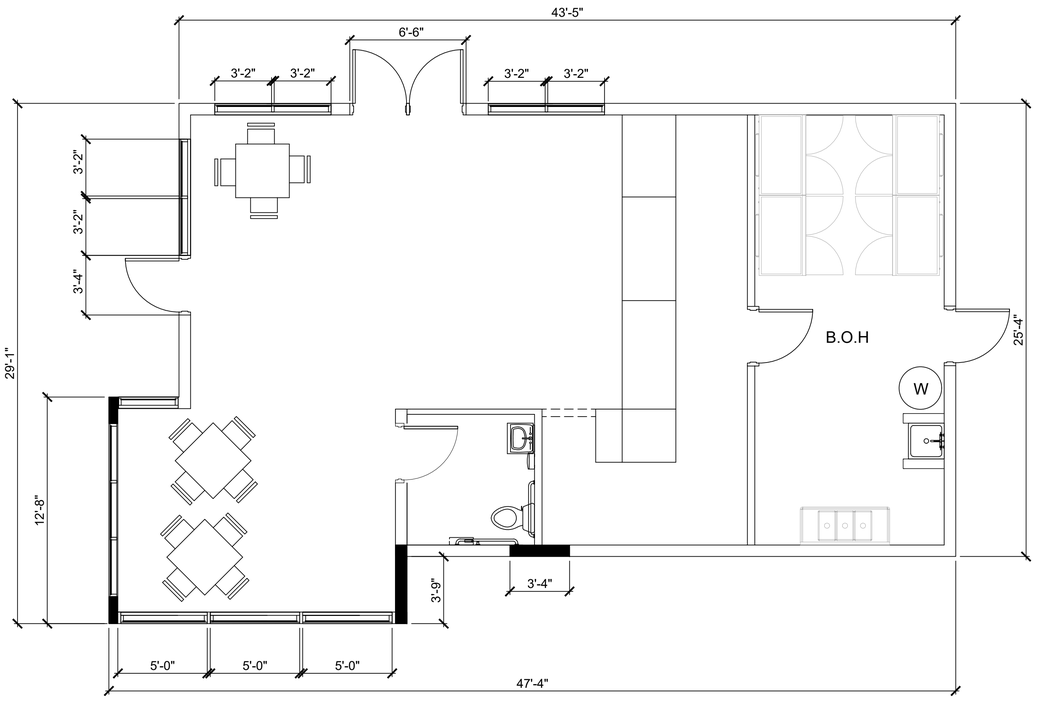
Type: Perennial Flower
Usage: mass plantings
Assets: drought & heat tolerant

Height: 2-3 feet high
Shape: clump forming
Flowers: Showy

F Gold Flame Spirea

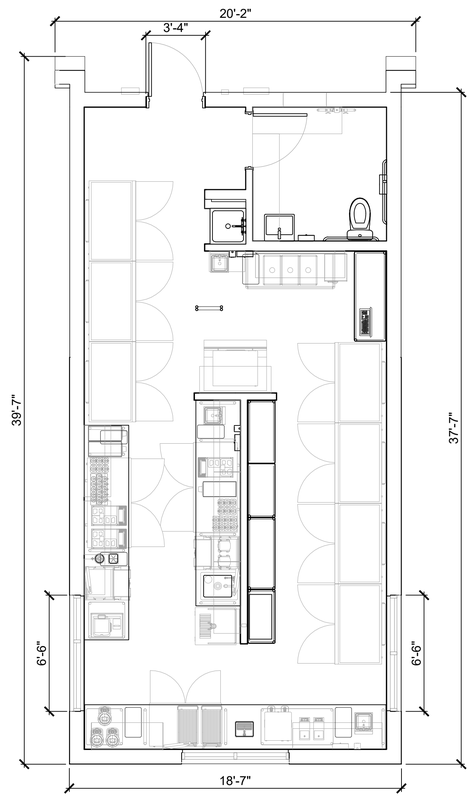
Type: Shrub
Assets: performs best in full sun
Usage: borders

Height: 3-4 feet high
Shape: spreading/clumping
Foliage: eye-catching



2 LICKITY SPLIT FLOOR PLAN
SCALE: 1/4" = 1'-0"

N



1 SCOOTERS FLOOR PLAN
SCALE: 1/4" = 1'-0"

N

LEGEND

- TO BE DEMOLISHED
- EXISTING TO REMAIN
- NEW WALL

	ELEVATION TAG	SECTION TAG	SCOPE TAGS	WALL TAG	DOOR TAG	WINDOW TAG
TAG KEY	A#1 SEE SHEET A-2	# A#	A#	-	# SEE SHEET A-1.1	- SEE SHEET A-1.1

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA

Checked: SB

Scale: AS NOTED

Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE COPIED,REPRODUCED OR USED IN CONNECTION WITH ANY WORK OTHER THEN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTER'S COFFEE EST. 1998

TECHNICAL GROUP INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P:(248) 426-8000
F:(248) 426-7004
Email@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUF
ENGINEER
No. 36693
LICENSED PROFESSIONAL ENGINEER
8/16/2023

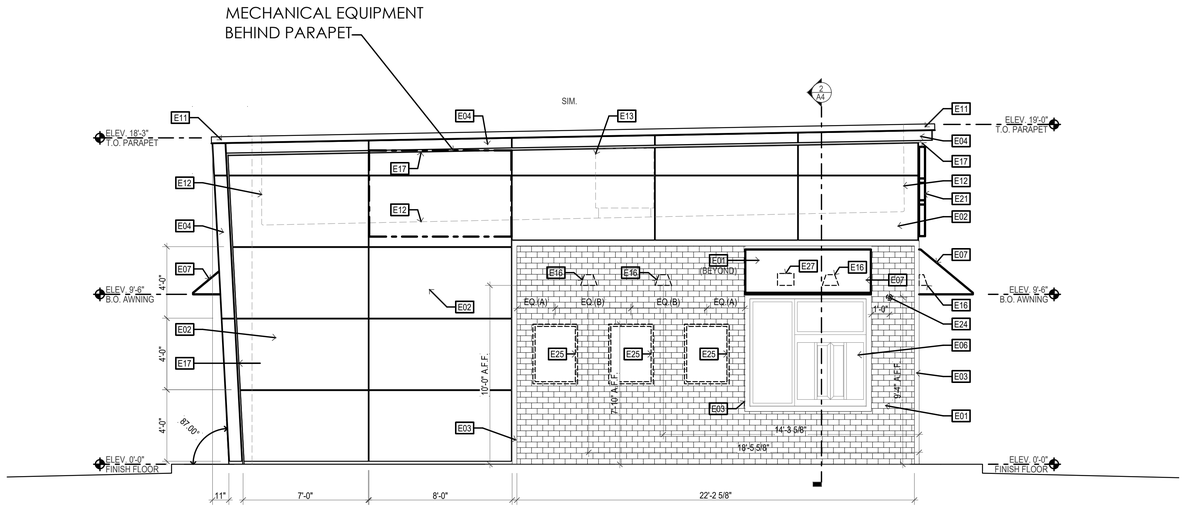
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
PROPOSED FLOOR PLAN

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

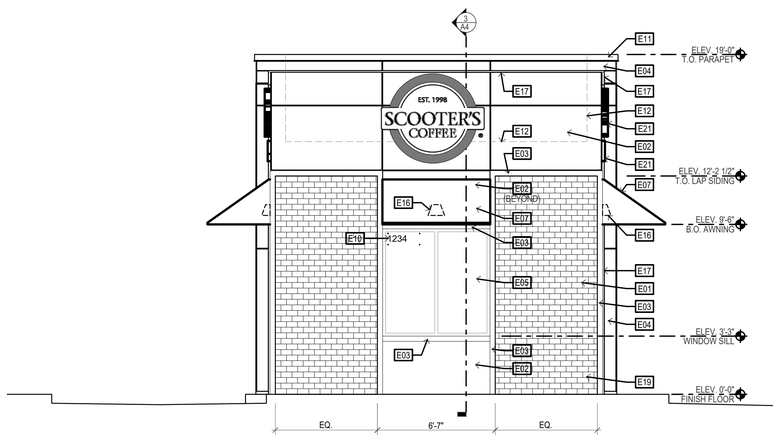
JOB #
TG-23744

SHEET
A-1



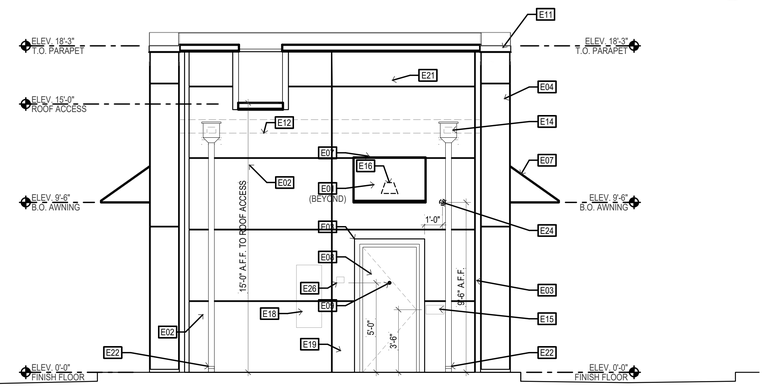
DRIVE-THRU ELEVATION 3

SCALE: 1/4" = 1'-0"



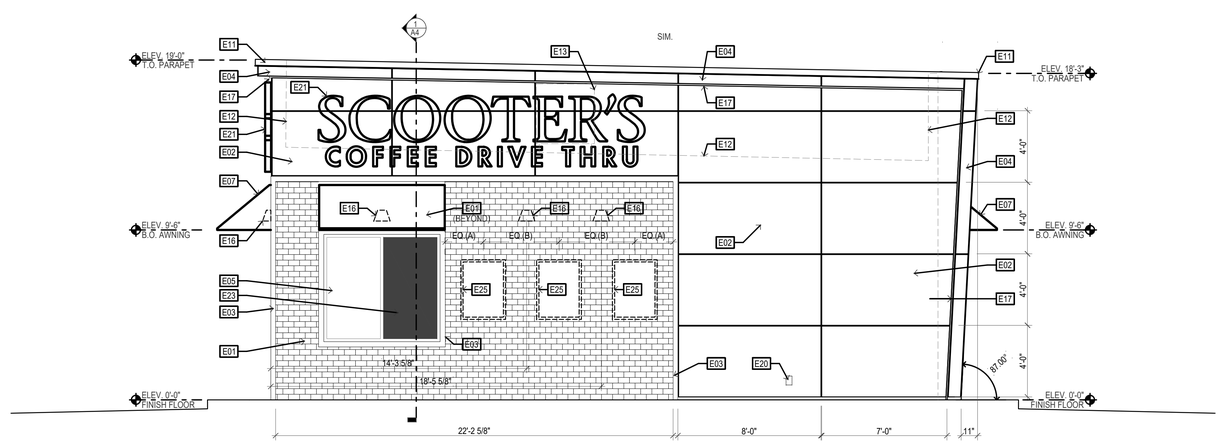
FRONT ELEVATION 4

SCALE: 1/4" = 1'-0"



REAR ELEVATION 2

SCALE: 1/4" = 1'-0"



SIDE ELEVATION 1

SCALE: 1/4" = 1'-0"

EXTERIOR ELEVATION KEYNOTES:

E01 GLEB-GREY THIN BRICK VENEER, STACKED BOND-COLOR:ROSEWOOD, PAPERCUT
E02 HARDIE-PANEL SYSTEM - SMOOTH FINISH; COLOR: SW1015 SKYLINE STEEL.
E03 3 1/2" HARDIE TRIM; COLOR: SHERWIN WILLIAMS SW6992 INKWELL, EGGSHELL FINISH.
E04 HARDIE-PANEL FASCIA AND SOFFITS; COLOR: SHERWIN WILLIAMS SW6992 INKWELL, EGGSHELL FINISH.
E05 INSULATED DARK BRONZE ALUMINUM WINDOWS WITH DUAL PANE TEMPERED GLASS.
E06 QUIKSERVE 48X48 WINDOW - COLOR: DARK BRONZE.
E07 AWNING BY OTHERS - COLOR: RED
E08 INSULATED HOLLOW METAL DOOR AND FRAME - COLOR: SHERWIN WILLIAMS SW6992 INKWELL.
E09 WIDE ANGLE PEEP HOLE PER HARDWARE SPECIFICATIONS.
E10 PROVIDE ADDRESS LABEL ON FRONT WINDOW; REFER TO NOTES ON SHEET G0.3
E11 22 GUAGE METAL PARAPET CAP. COLOR EQUAL TO FIRESTONE MATTE BLACK.
E12 LINE OF ROOF BEYOND.
E13 MECHANICAL UNIT BEYOND; REFER TO MECHANICAL DRAWINGS.
E14 ROOF SCUPPER AND DOWNSPOUT; REFER TO DETAILS.
E15 CONTRACTOR SHALL PROVIDE A BLACK MAILBOX APPROXIMATELY 15 INCHES WIDE BY 6 INCHES TALL. MAILBOX SHALL BE EQUAL TO GIBRALTAR WALL MOUNTED METAL MAILBOX.
E16 WALL MOUNTED LIGHT FIXTURE; REFER TO ELECTRICAL DRAWINGS.
E17 LED LIGHT BAND; REFER TO ELECTRICAL DRAWINGS.
E18 ELECTRIC SERVICE; REFER TO ELECTRICAL DRAWINGS.
E19 ELECTRICAL OUTLETS; REFER TO ELECTRICAL DRAWINGS.
E20 HOSE BIBB; REFER TO PLUMBING DRAWINGS.
E21 PROPOSED SIGNAGE BY OTHERS UNDER SEPARATE PERMIT.
E22 CONNECT DOWNSPOUTS TO UNDERGROUND PIPING; REFER TO CIVIL DRAWINGS
E23 SPANDREL GLASS
E24 NEW SECURITY CAMERA BY OTHERS.
E25 OWNER PROVIDED SIGN PANELS. PANELS TO BE MOUNTED BY G.C. (WHEN PROVIDED) IN OWNER SPECIFIED LOCATION USING PROPER HARDWARE AND FASTENERS (NON-CORROSIVE)
E26 KNOX BOX 3200 STANDARD CAPACITY MODEL 3270; COLOR: BLACK, RECESSED MOUNT.
E27 EXTERIOR SPEAKER BY OWNER'S VENDOR.

TAMLYN XTREMETRIM EXTERIOR ALUMINUM TRIM

TRIM TYPE	TRIM ID	TRIM LOCATION	ITEM ID	NOTES:
2 PIECE PROFILE	RVC	VERTICAL REVEAL	RVC516	
HORIZONTAL PROFILE	XZS	BASIC HORIZONTAL Z	XZS516W	
OUTSIDE CORNER	XOCR	REVEAL OPEN OUTSIDE CORNER	XOCR516	
INSIDE CORNER	XICLP	LOW PROFILE INSIDE CORNER	XICLP516	
SPECIALTY PROFILE	XHM	SOFFIT H MOLD	XHM5168	
SPECIALTY PROFILE	XWF	WINDOW/ HEAD FLASHING	XWF114	

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL

Drawn By: ZA
Checked: SB
Scale: AS NOTED
Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE COPIED, REPRODUCED OR ASSIGNED TO ANY THIRD PARTY WITHOUT THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

EST. 1998 SCOOTER'S COFFEE

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P: (248) 426-8000
F: (248) 426-8004
Email@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36593
LICENSED PROFESSIONAL ENGINEER
8/16/2023

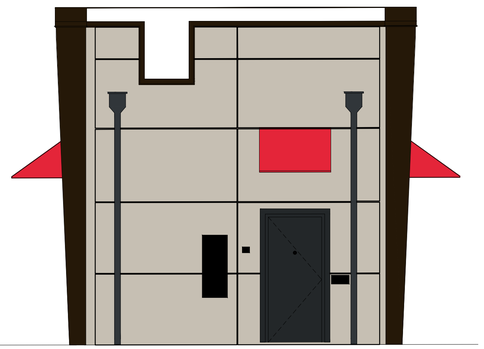
PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
EXTERIOR ELEVATIONS

DO NOT SCALE THIS PRINT, USE FIGURED DIMENSIONS ONLY.

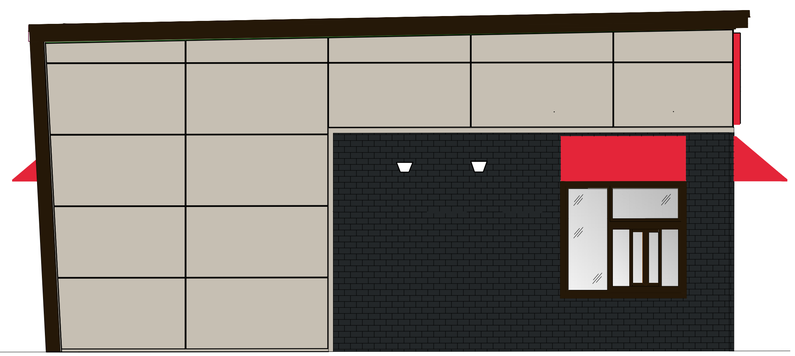
JOB #
TG-23744

SHEET
A-2

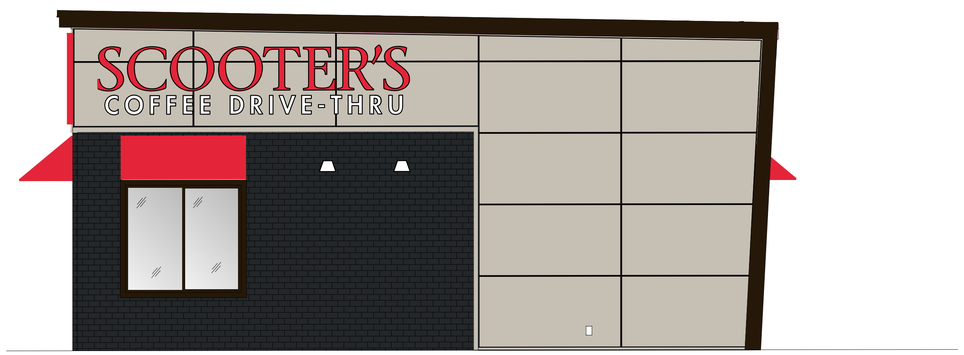


1 REAR ELEVATION
SCALE: 1/4" = 1'-0"

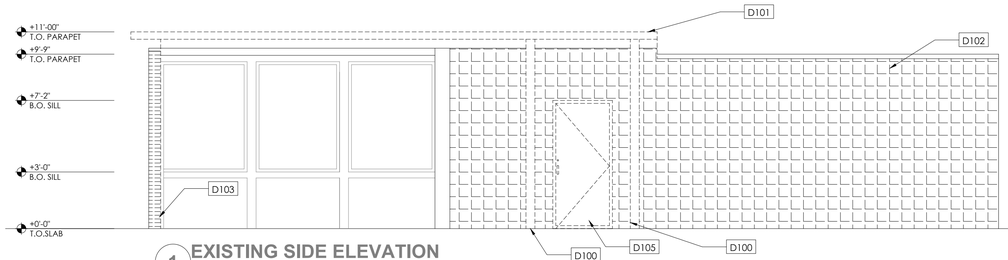
2 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



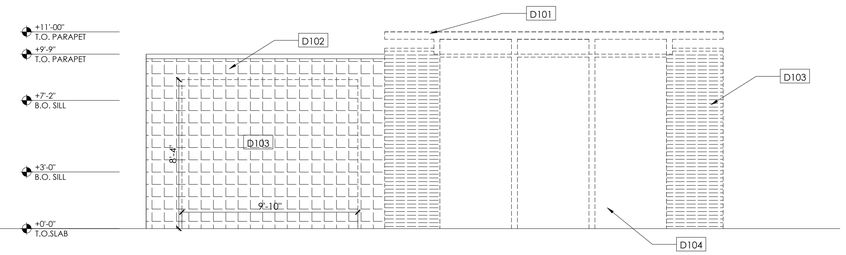
3 DRIVE-THRU ELEVATION
SCALE: 1/4" = 1'-0"



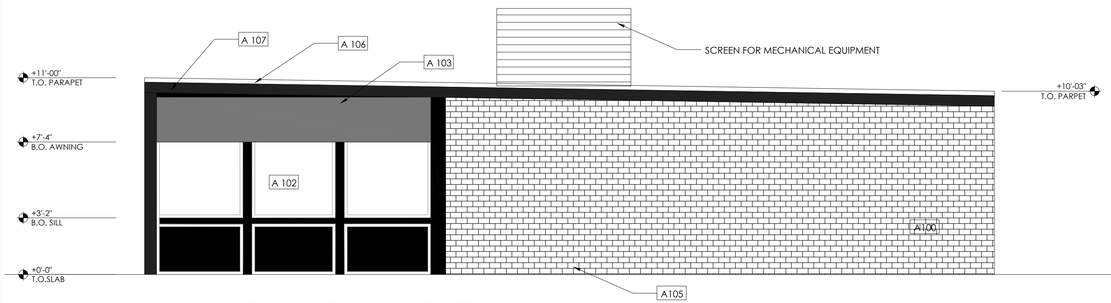
4 SIDE ELEVATION
SCALE: 1/4" = 1'-0"



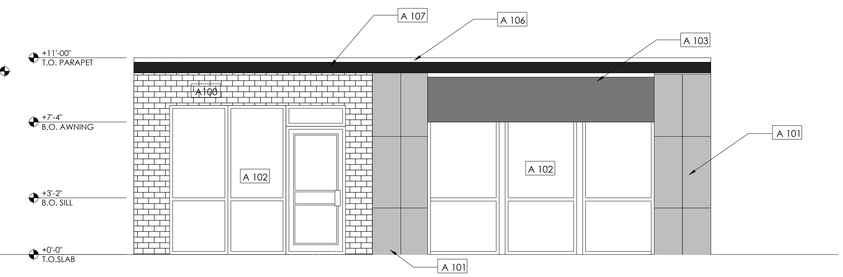
1 EXISTING SIDE ELEVATION
SCALE: 1/4" = 1'-0"



2 EXISTING FRONT ELEVATION
SCALE: 1/4" = 1'-0"

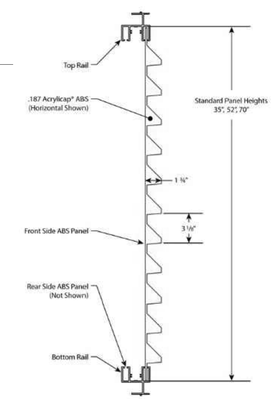


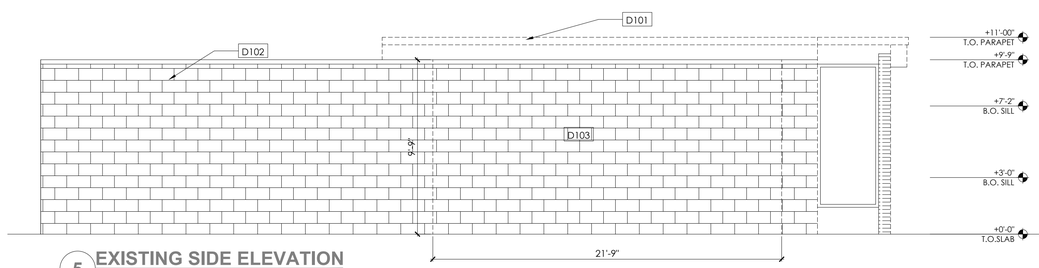
3 PROPOSED SIDE ELEVATION
SCALE: 1/4" = 1'-0"



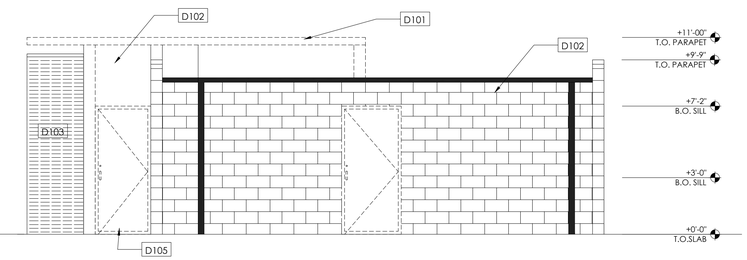
4 PROPOSED FRONT ELEVATION
SCALE: 1/4" = 1'-0"

LOUVER ACRYLICAP® ABS CROSS-SECTION

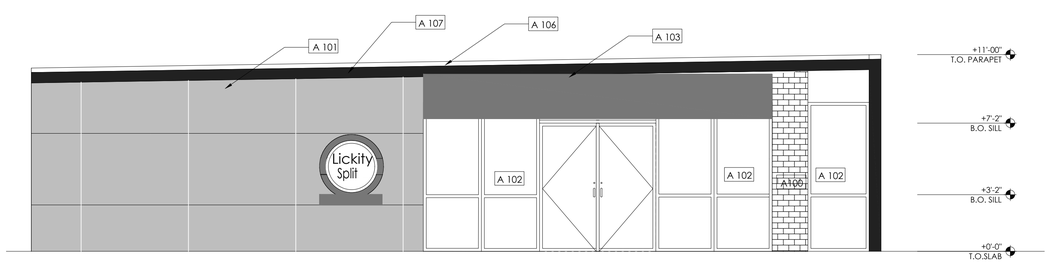




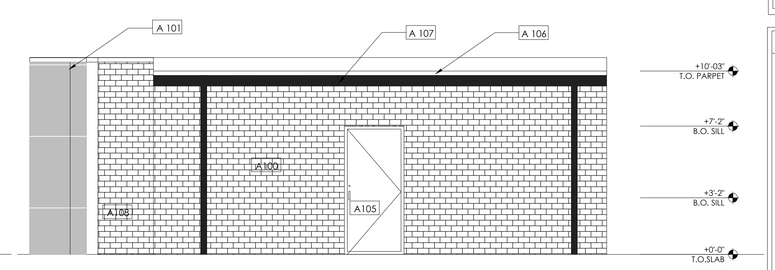
5 EXISTING SIDE ELEVATION
SCALE: 1/4" = 1'-0"



6 EXISTING REAR ELEVATION
SCALE: 1/4" = 1'-0"



7 PROPOSED SIDE ELEVATION
SCALE: 1/4" = 1'-0"



8 PROPOSED REAR ELEVATION
SCALE: 1/4" = 1'-0"

DEMO SCOPE OF WORK

D100	REMOVE COLUMN.
D101	REMOVE ROOF.
D102	REMOVE MATERIALS.
D103	DEMO WALLS.
D104	REMOVE AND REPLACE WITH NEW WINDOWS
D105	DEMO DOORS

PROPOSED SCOPE OF WORK

A 100	GLEB-GREY THIN BRICK VENEER, STACKED BOND-COLOR:ROSEWOOD, PAPERCUT
A 101	HARDIE-PANEL SYSTEM - SMOOTH FINISH; COLOR: SW1015 SKYLINE STEEL.
A 102	INSULATED DARK BRONZE ALUMINUM WINDOWS WITH DUAL PANE TEMPERED GLASS.
A 103	AWNING BY OTHERS - COLOR: RED
A104	PROPOSED SIGNAGE BY OTHERS UNDER SEPARATE PERMIT.
A105	INSULATED HOLLOW METAL DOOR AND FRAME - COLOR: SHERWIN WILLIAMS SW6992 INKWELL
A106	22GUAGE METAL PARAPET CAP. COLOR EQUAL TO FIRESTONE MATTE BLACK
A107	HARDIE-PANEL FASCIA AND SOFFITS; COLOR: SHERWIN WILLIAMS SW6992 INKWELL, EGGSHELL FINISH.
A108	INSTALL NEW WALL

No.	Date	By	Notes
1	6/19/2023	ZA	FOR REVIEW

Drawn By: TM

Checked: SB

Scale: AS NOTED

Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAY BE COPIED, REPRODUCED, OR ANY PORTION THEREOF USED FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

LICKITY SPLIT

TECHNICAL
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P: (248) 406-8000 F: (248) 476-9004
E:info@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36690
LICENSED PROFESSIONAL ENGINEER
8/16/2023

PROJECT
MICHIGAN ICE-CREAM
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
EXTERIOR ELEVATIONS
ICE CREAM SHOP

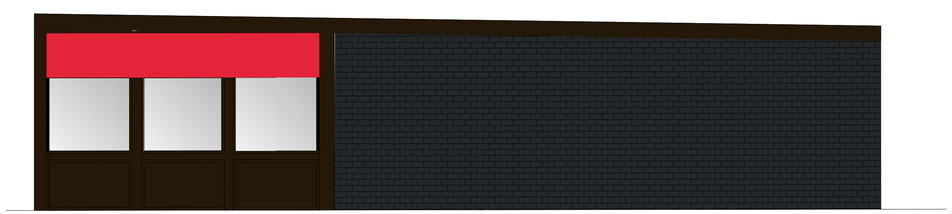
DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

JOB # TG-23744

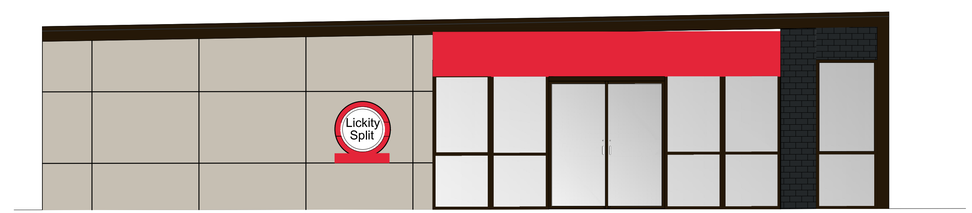
SHEET A-3

1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

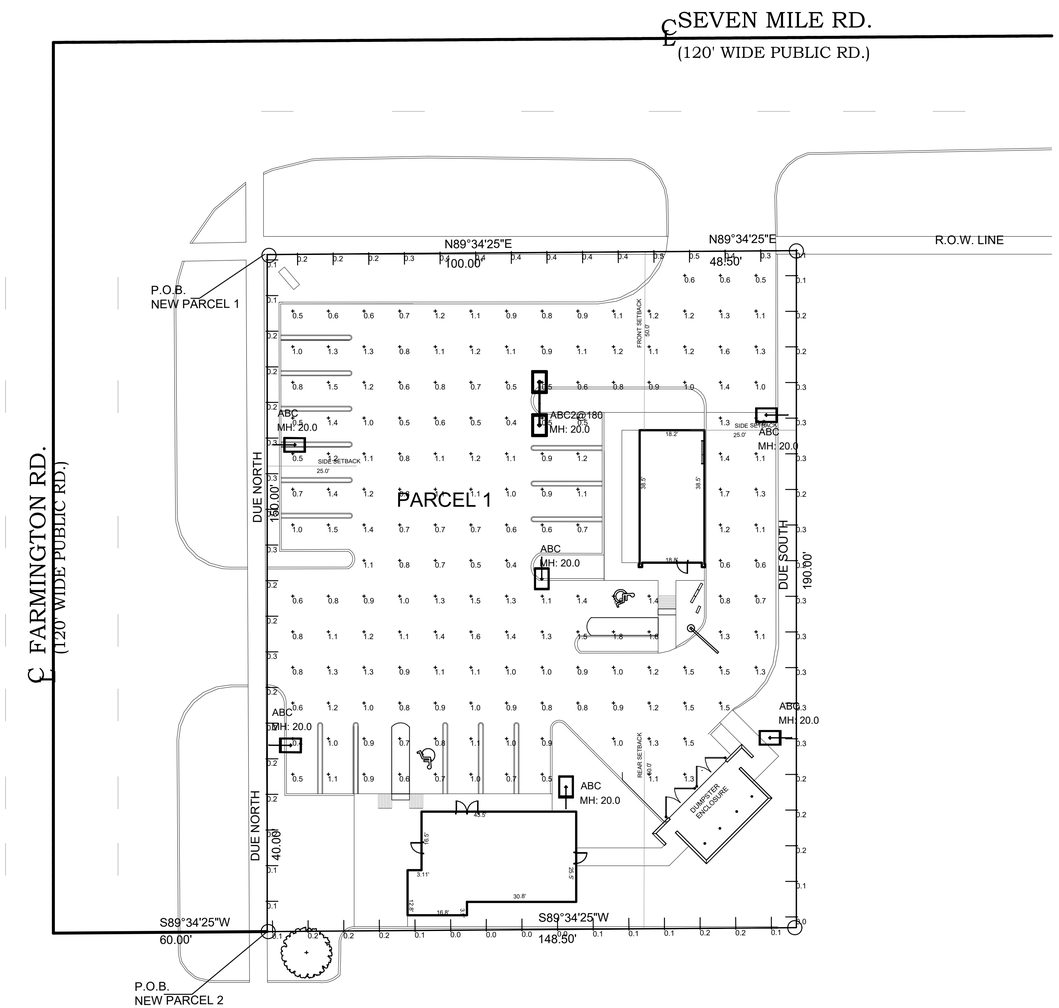
2 REAR ELEVATION
SCALE: 1/4" = 1'-0"

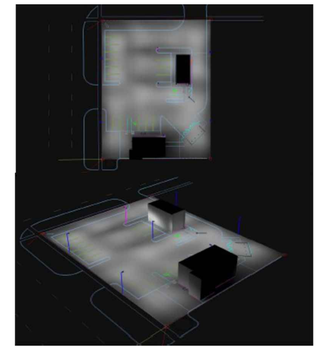


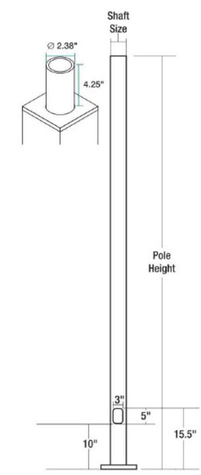
3 SIDE ELEVATION
SCALE: 1/4" = 1'-0"

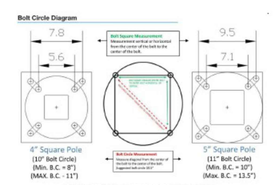


4 SIDE ELEVATION
SCALE: 1/4" = 1'-0"









Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PAVED SURFACE READINGS	Illuminance	Fc	1.00	1.8	0.4	2.50	4.50
PROPERTY LINE READINGS	Illuminance	Fc	0.22	0.5	0.0	N.A.	N.A.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type
	1	ABC2@180	Back-Back	0.900	RAR-1-80L-39-5K7-4W-BC	37.98	0.607	20	SES-17-40-1-TA-GL-xx (4")
	6	ABC	Single	0.900	RAR-1-80L-39-5K7-4W-BC	37.98	0.607	20	SES-17-40-1-TA-GL-xx (4")

1 / C1 **PROPOSED PHOTOMETRIC SITE PLAN**
SCALE: 1:20

N

No.	Date	By	Notes
1	8/07/2023	ZA	FOR SITE PLAN APPROVAL
2	8/16/2023	ZA	REVISED FOR SITE PLAN APPROVAL
-	-	-	-
-	-	-	-
-	-	-	-

Drawn By: ZA
Checked: SB
Scale: AS NOTED
Date: 08.16.2023

ALL RIGHTS RESERVED. NO PART OF THESE DRAWINGS OR SPECIFICATIONS MAYBE COPIED, REPRODUCED OR USED IN ANY MANNER WHATSOEVER, OR DISCLOSED TO OTHERS WITHOUT PERMISSION OF THE SPECIFIC PROJECT FOR WHICH THE HAVE BEEN PREPARED, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE ARCHITECT.

SCOOTERS COFFEE EST. 1998

TECHNICAL GROUP, INC.
27300 HAGGERTY RD SUITE F2
FARMINGTON HILLS, MI 48331
P: (248) 426-8000
F: (248) 426-8005
E: info@technicalgroupinc.net

STATE OF MICHIGAN
AZIZ S. BOUMAROUN
ENGINEER
No. 36993
LICENSED PROFESSIONAL ENGINEER
8/16/2023

PROJECT
SCOOTERS
19100 FARMINGTON RD.
LIVONIA, MI 48152

SHEET TITLE
PHOTOMETRIC SITE PLAN

DO NOT SCALE THIS PRINT. USE FIGURED DIMENSIONS ONLY.

JOB # TG-23744

SHEET SL-1

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

August 17, 2023

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2023-07-02-10 – #19100 Farmington Road (revised)

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time, but would like to note the following items:

1. The subject parcel is assigned the address of **#19100 Farmington Road**. Once drawings have been submitted for permits, the Engineering Department will assign additional addresses if needed.

2. The legal description included with the submitted drawings appears to be correct, and should be used in conjunction with this project should the waiver use be approved.

3. The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not include any information regarding proposed services to the buildings, but we do not believe there will be any negative impacts to the system with the proposed usages.

4. The submitted drawings do not indicate any storm sewer information, but the proposed development will be required to meet the Wayne County Stormwater Ordinance. The developer will need to obtain storm sewer permits through the Wayne County Department of Public Service prior to construction.

5. No construction or soil disturbance (including dumping of materials) should occur on the site until the owner obtains the appropriate permits. (Engineering Earthwork, SESC, etc.)

6. Any work within the Farmington Road or Seven Mile Road right-of-way's will require permitting through Wayne County.

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

Sincerely,

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

cc: 2023 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

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

DATE: **August 21, 2023**

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: **Petition # 2023-07-02-10 19100 Farmington (Scooters Coffee, Lickity Split)**

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

We have no objections to this proposal.

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

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

August 22nd 2023

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

Re: Petition 2023-07-02-10 - 19100 Farmington Road

Mr. Miller,

I have reviewed the plans in connection with the revised petition. I have no objections to the proposal.

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: August 29, 2023

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2023-07-02-10 - 19100 Farmington Road

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

1. The van-accessible parking spaces are required to be 11' wide with a 5' hash space. The proposed accessible spaces are shown with only a 10' width.
2. Any signage not conforming to the sign ordinance would require a variance from the Zoning Board of Appeals.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

August 3, 2023

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

Petition 2023-07-02-10 - 19100 Farmington Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

LYNDA L. SCHEEL
CITY TREASURER

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

August 11, 2023

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

Re: Petition 2023-07-02-10 19100 Farmington Road
Technical Group Inc.

Dear Mr. Miller,

In accordance with your request, the Treasurer's Office has reviewed the name and addresses connected with the above noted petition. At this time there are no taxes due, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR

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

August 3, 2023

To: Planning Department

Re: **Petitions 2023-07-02-10 19100 Farmington Rd.**

A request has been made by Technical Group Inc. requesting a Waiver Use approval for property at 19100 Farmington Road, parcel No: 038-99-0027-001. The plan is to construct a coffee shop and convert the existing building on the site to an ice cream shop. The Department of Assessment reached out to the owner of the property, John Pastor and he intends to split the parcel so each building will have its own parcel number. Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process.

Kindest Regards,

Kathie Siterlet

Kathie Siterlet
Residential Appraiser

Walter, Debra

From: Maddie Bacon <madelyn.bacon@gmail.com>
Sent: Tuesday, August 22, 2023 12:14 PM
To: Planning
Subject: 19100 Farmington Rd project

Hello,

I'm a Livonia resident and I want to voice my support for the proposal to put Scooter's Coffee and Lickity Split on the corner of Farmington & 7 Mile. I think it would be a great addition to the neighborhood!

Best,
Madelyn Bacon

RECEIVED
AUG 22 2023
CITY OF LIVONIA
PLANNING COMMISSION

From:	Paige Grudzien
To:	Planning
Subject:	Petition 2023-07-02-10
Date:	Friday, August 25, 2023 10:43:32 AM

Dear Planning Department,

I live near the corner of the proposed development and would love to have this built! It would be a great improvement to the area and I support it.

Paige Grudzien

From: Amy C
To: Planning
Subject: Petition 2023-07-02-10
Date: Tuesday, August 29, 2023 7:05:48 PM

Good evening,

Sorry I am not at tonight's meeting. In regards to this petition, while I haven't seen specific plans for the petition, I love this idea. A coffee shop with a drive through will be good for a long term business and another local place to congregate is just what this city needs and this is the perfect corner for coffee and ice cream. A place, where hopefully, presuming there has been a traffic study, we can walk to or ride our bikes (have to work off the calories). This is what we need to keep Livonia's Vision 21 Plan for the future alive and to keep families first.

1. Petition 2023-07-02-10 submitted by Technical Group Inc. requesting waiver use approval under Section 6.51 of the Livonia Zoning Ordinance, as amended, to construct and operate a drive-thru coffee shop (Scooter's Coffee) and convert the existing building on the property into an ice cream shop (Lickity Split) at 19100 Farmington Road, located on the southeast corner of Seven Mile and Farmington Roads in the Northwest 1/4 of Section 10.

Yours kindly,

Amy Cowan

19514 Norwich Rd
Livonia, 48152

OTHER ITEMS RELATED TO THE PETITION

MIXED DEVELOPMENT CENTER

Mixed development centers should be redeveloped into higher-density mixed-use cores of activity, addressing residents desire for walkable neighborhoods and to create gathering spaces. The mixed development centers should provide engaging streetscapes with varied storefronts and activities, residential options that include townhomes, upper-story lofts, and apartments, and easy access to public transit or transit network company services, with parking and other essential infrastructure hidden off of the street. Mixed Development Centers are envisioned in four primary locations: Plymouth/Middle Belt, Farmington/Seven Mile, Middle Belt/Seven Mile, and Six Mile/Newburgh.

The character envisioned is consistent with traditional Michigan architecture: first floor commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of a slightly higher development in scale and massing than the existing development.

Table 2.7:
Mixed Development Center Guidelines

Lot Dimensions and Density		
minimum lot area		n/a
minimum lot width		n/a
frontage in build-to area		n/a
maximum density		20 du/ac
maximum attached dwelling unit %		100%
Building Setbacks		
arterial street	min.	10 ft.
	max.	30 ft
local street	min.	0 ft.
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		5 stories

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the mixed development areas.

Density. The maximum density recommendation for mixed development areas is 20 dwelling units per acre. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Connectivity. Mixed development areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 650 feet. Mixed development areas are highly connected to surrounding neighborhood, and the street network in the mixed development areas area must continue into surrounding neighborhoods.

Building Location. Buildings in mixed development areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be constructed out of natural building materials or durable synthetic materials that approximate the appearance of a natural material. Garages, if provided, should be located in rear yards, preferably accessed from alleys.

Parking. Parking areas in mixed development areas must be located in rear yards. Interior streets will also feature on-street parking.

NEW DATA RECEIVED FOR THE REGULAR MEETING OF OCTOBER 2, 2023

9.

From: noreply@civicplus.com
To: CityCouncil
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, September 18, 2023 6:36:39 PM

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	Debra
Last Name	Owen
Address	17833 Merriman Rd
Email Address	dowen82@yahoo.com
Phone Number	7344210978
Topic	City Council Meetings
Date of Issue	9/13/2023
Attachment (Optional)	*Field not completed.*
Comments	Livonia City Council Members, I attended last weeks City Council meeting, Sept 13, as I was quite interested in learning both sides of the the issue regarding the rezoning of the property on Merriman Rd, St Mary's Basilica. Since I am so close to the property, you can understand my concern. The church members that spoke during the meeting rallied but they are for the most part not affected by noise and traffic since most are not residents. . If I could be assured that traffic wouldn't change,, I would support it too. Presently, my windows and walls shake with the vibration from the traffic You are invited to see for yourself.. I have been a forty plus year resident and would like to age in place. My husband, now deceased, grew up in this house and in fact, attended Bryant School.. My son has decided to raise his family within three miles. We like it here. Livonia has always been a desirable place to live with good schools and city services. I continue to make home improvements because I would like to live out my days here but the noise has been terrible.. I recently added insulation and replaced windows in hopes it would help . Perhaps you might be able to give me some insite as to why it's become so bad. Never used to have semis driving through at all hours. It's possible 275 construction is part of the problem. Reducing the speed limit could help . Over the

years, Livonia Police would patrol but I don't see anymore. This excessive traffic is especially concerning with the school buses different times of the day. I don't expect a personal email from each member of council but I would like my concerns noted.. I would, however, be interested in knowing each council members position on this matter. Come on City Council don't let your constituents down. Signed, Concerned Citizen

---

Email not displaying correctly? View it in your browser.

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Wednesday, September 13, 2023

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on September 13, 2023.

MEMBERS PRESENT: Laura Toy, Vice President
Rob Donovic
Brandon McCullough
Kathleen McIntyre
Scott Morgan

MEMBERS ABSENT: Jim Jolly, President (recused)
Scott Bahr

OTHERS PRESENT: Paul Bernier, City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasprowicz, Recording Secretary

The Public Hearing was called to order at 7:28 p.m. with Council Vice President Laura Toy presiding. This item is regarding Petition 2022-12-01-02, submitted by Basilica of St. Mary, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood). This item will be moved to the Regular Meeting of October 2, 2023.

The Public Hearing is now open. There were approximately 250 persons in the audience.

Jolly At this time, the council will hear item number two. Item number two for me provides a professional conflict, so I will be recusing myself in this manner and I will hand the gavel to Vice President Toy.

Toy We had many responses to this petition as well as new data. And this item will be heard at the Regular meeting of Monday, October 2nd, may I remind you that this petition is asking for the academy, nothing else this evening, the academy so if you're here on any other manner on that property, other than addressing the academy, that's what's before us. So, I want to be clear on that because people get confused sometimes on these matters. So, with that, Mr. Bernier, do have anything to add to that at all. He's our City Attorney.

Bernier No, I don't it's limited to that. The only item before Council today is the academy.

Toy Thank you very much. Our Planning Director, Mr. Taormina, anything else to add to that?

Taormina Yeah, if I may. Madam Vice President. This petition again, proposes rezoning part of the Basilica of St. Mary property. The purpose is to facilitate the future construction of a one-story educational academy and youth and family center that is being referred to as The Miriam Center. The total land area that St. Mary's owns is about 21.3 acres and is currently divided into three zoning classifications. The front of the property or about 8.7 acres, including the Basilica, and the Cultural Center is zoned R-U-F and N-2, One Family Residential. The remaining 12.6 acres of property, which mostly includes the easterly part of the site, comprising land that was previously owned by Livonia Public Schools are zoned to P-L, public lands. The 12.6 acres of P-L zoned property, rezoning would only affect about 2.96 acres of this. The change would be to N-2, Neighborhood. Bordering the site to the north are residential properties that are located on Bainbridge and Sunset Streets. And there are two parks, Bainbridge Park and Beverly Park, are both zoned P-L. Traversing these properties is a tributary of the Bell Branch, which is part of the upper Rouge River watershed, and which is mostly undeveloped and contains floodplain and to the east are singularly single-family homes that are part of the Sunset Park subdivision. And then right into the South is the remaining portion of the former Bryant School property which is still owned by the Livonia Public Schools. The proposed expansion of the N-2 district would follow the outer edge of the parking lot at the rear of the Basilica and the Cultural Center. It also includes a narrow strip of property along the south side, which is adjacent to the Cultural Center. The Miriam Center itself would be about 35,000 square feet and would be located 150 feet east of the Cultural Center. It will encompass a portion of the former school property as well as a portion of the existing parking lot. The building would be one level with a maximum height of about 36 feet. The preliminary floor plan shows multiple classrooms in multiple multipurpose rooms, a gymnasium with bleachers and a stage, locker rooms, restrooms, storage, mechanical rooms, and then several offices. The Planning Commission held a Public Hearing on the rezoning on January 31, 2023. They passed a resolution approving the change to N-2 for the Miriam Center only. The other part of the request involving the rezoning to NM-3 was tabled. The petitioner recently withdrew that part of the request and is no longer under consideration as part of this petition. So, with Madam Vice President, I'd be happy to answer any questions.

Toy Thank you, Mr. Taormina. Does the Council have any questions for Mr. Taormina? Yes, Councilwoman McIntyre.

McIntyre Thank you, Madam Chair. I want to make sure, I'm sorry, I just lost my place in this big packet. Mark, maybe you said this, but the rezoning that is before us tonight, to N-2, that's the city's requirements, right? In other

words, our requirement was, it was our legal opinion, that in order for the school to be there, the rezoning was required.

Taormina In order for the expansion of the of the religious institution, or the Mariam Center, was a combination of a school as well as a youth and family center, that that would be ancillary to the principal use of the property, which is a religious institution that hence fall under a waiver use requirement under that N-2 district regulations, the P-L would allow this use.

McIntyre Right. And the reason I'm asking is, I had a number of resident questions, and their assumption was that the request for the rezoning was being initiated, that the St. Mary's Basilica was requesting this, but it was actually our requirement that this rezoning was required for the expansion. Thank you.

Toy Councilman Donovic.

Donovic Thank you Vice President Toy. Just to touch on that, again, because I think this has been something that I've received a lot as one person is the zoning aspect of this. Public land, if you think of it, it was public land because it was a school at one point. So, when we traditionally think about public land, it was owned by the public or public entities so to speak. But now that it is private property, regardless in the future of an approving or a denying, the essence of it being private property, it would make sense for it to be rezoned to something like N-2 now, because it's no longer public property. It's owned by a private entity, and they own it now. Do we see a lot of situations where private property in the city is is quote, unquote, public land, most of it’s been kind of converted over the years, and sold off by a lot of schools, so it's no longer public.

Taormina I'm not aware of any other property currently, zoned P-L that is not held by a public institution. I'm not aware of that, I’d have to look, but this may be this may be the singular instance.

Donovic It's sort of a piecemealed over time, where they've kind of acquired other portions of property. So, looking at this one plan they've rescinded the future apartment building portion of it and not doing that. They're looking at this Mariam Center, and then that parcel, looking at this map, there's a garage of some sort to the east. So, it looks like a parcel, the property line goes right past that apartment. Am I kind of correct looking at this map? I’m trying to kind of orient myself to the property.

Taormina Yeah, so I believe you're looking at this map, which shows the area that is requested to be rezoned here, in the red edge, the northern part to the upper right-hand side, which is the area that was previously petitioned for the apartment complex. What we're looking at this evening is only this part of the building itself, the Mariam Center is going to be sited approximately

here. So, you can see its relationship to the Cultural Center here, directly to the west, as well as the Basilica. A little bit further to the north and to the west. The parking lot is this gray area. So, this is all of the existing parking. This area was previously part of what Livonia Public Schools own. LPS owns all of this land, extending all the way to the back of the property and then they also own another half that's located here, which is not shown on the map. So LPS owns this currently, they did own this. This is the area requested to be rezoned. This is the proposed Mariam Center, the garage structure that you're referring to is located here, just off the eastern edge of the existing part of the Basilica, the Cultural Center, that will be part of the area to be rezoned.

Donovic And then I don't think this map encompasses the south, there's that parking lot, that odd parking lot that's just sitting there by itself. There's still more of that land that they purchased, more like 20 feet or some sort to kind of go south of this this land, or does that encompass this already?

Taormina It does not encompass the parking lot. There is, as I indicated in my presentation, a narrow strip of property that runs out to Merriman Road that is about 20 feet in width, that too, was part of the area requested to be rezoned.

Donovic Okay, thank you, Mr. Taormina. Thank you, Madam Vice President.

Toy Anyone else? Yes. Mr. McCullough.

McCullough Thank you, through the Chair to Mr. Taormina. A couple of questions that I have. Do you have any environmental studies that have been done to show what this potential addition could have on the protected floodplain that is right on the north end of that?

Taormina Yeah, so the applicant has surveyed the floodplain area, as well as conducted a wetlands evaluation. So, all of that information was around. If you're asking if this project will impact any of those areas, from the data that's been provided, it will not impact directly in the floodplain or any of those areas.

McCullough The only thing I see it as you know, after doing some research on the EAGL website, the last assessment they did was in 2012. And it hasn't been updated. So, the petitioner did, obviously said to do it last year. So, there is information on the study and it does show that it will not impact anything that's going to the north.

Taormina Yeah. So, when they say impact, none of the construction is associated with the building itself, or parking areas would impact that Of course, the stormwater plan has not been done yet. So, we don't know if there's any discharge going into the area, presumably there will be some discharge. And there may be the need for some permits ultimately for that discharge

into the floodplain or the drainage way. To answer your question, yes, those studies have been conducted. And I've seen how those areas lay out on the property, with the conceptual plan, again when we look at the zoning, and based upon the conceptual plans, there's no direct impact from that construction in those areas.

McCullough Thank you, and the other question I have is, I know when we redid the zoning, Vision 21. I noticed a lot of piecemeal with the current zoning, how does the R-U-F come into play on this?

Taormina Mr. McCullough, I don't know the full history of the R-U-F zoning on that property, I'd have to look into that I can provide information to you. If we have that. It could go back 60, 70 years.

McCullough Just curious. All right. That's all for now. Thank you.

Toy Anyone else from the Council? Would the petitioner like to come forward.

kGrysko Thank you Council. Brandon Grysko, with the law firm, Fausone Grysko, 41700 Six Mile Road, Northville Township. I'm here on behalf of St. Mary's Church. And I'm excited to see you. There's a lot of people here, I'm sure some are opposed, some are in support as well. For this project, Council asked really good questions, I don't have too terribly much to add to that. Other than to address a little bit some of the environmental concerns some of the stormwater concerns that I've heard a bit about. And then I'll talk with you just a little bit about the existing historic use of the property and things of that nature. So, the first thing I want to bring up is the fact that some Council people and I heard from some residents also that there were concerns about stormwater. So, what I did was I talked with the architect and engineer. And I think from the closest point this education facility is going to be 200 feet plus from any wetland areas, and 800 feet plus from the nearest residence. So, I think that's not really going to be a concern. And what Mr. Taormina said, that I believe that even if it was, to the extent of being regulated, there's legal permitting processes and things like that, that will still protect those areas for a potential quality. But again, we're not proposing to touch any of that. So, I don't think that's going to be an issue. The other concern that was brought to my attention, were certain outfalls going into to the creek that's right nearby there. And I've had conversations with the city of Livonia Engineering Department, and they believe that those outfalls are owned by Livonia Public Schools. They cut through our property and discharge into the creek, but they were there to serve the previously existing Bryant Elementary School. And so, I actually also have calls because of the concerns involved, I also currently have calls into Livonia Public Schools to come out and take a look at those outfalls and determine whether or not there are any situations that need to be addressed. And then the other thing with respect to stormwater that I want to mention is that my client is proposing, although a formal stormwater plan hasn't been developed yet. That's something that would come with a site planning and permitting phase and things of that nature,

Almost a half million dollar investment in underground stormwater retention. And with that I think that the existing stormwater situation is being managed by the existing LPS stormwater facilities that are in place. And then we are also going to come in and add additional stormwater capabilities. They're consistent with the Wayne County permitting and stormwater requirements. And that's going to create additional stormwater retention there. So, it should actually improve the situation, I think a bit over what it is now. The other thing I'll say about that is that there's a portion of this and I think the Council's familiar, that stormwater becomes more of a concern when you have impervious surfaces like pavement or some things of that nature. And so, what we have here, is a situation where we're going to be building over a portion of property is already impervious. So don't let it just be a lot of impact there. And again, to the extent that they're never adding additional impervious surfaces, we're going to be addressing that through the stormwater requirements of the county and the city. Some of these other points are going to come up again and Council asked some really great questions about the zoning, specifically, the fact that this is public lands owned by a private entity, and it's a little murky surrounding that. It does seem like it would be best to rezone to N-2, which a portion of the property already is and is consistent with some of the neighbors there. What's being proposed here is only a about 35,000 square foot school building with several classrooms, a gymnasium, Mr. Taormina did a great job of explaining that situation. The other thing I'll say, is that the old Bryant school, I think was probably quite a bit larger than a relatively small 35,000 square foot building that we're proposing here. So, I understand that there's concern about the footprint and things like that. At this time, we're proposing a relatively modest development, especially compared with what was existing on the property before. That being said, there's a portion of this that is going to be left as private land. That's always been part of the proposal. We believe that this is consistent with the current Master Plan and Zoning Ordinance. And something that Council is on the right track with that, but I'm also happy to come back up after residents express themselves and if there's any additional comments I can provide to Council, I'm happy to do that now or after the meeting.

Toy Let me take questions from Council really quick. Councilmember Donovic.

Donovic Thank you Vice President Toy. Thank you, sir, for being here this evening. A few questions. It's always hard when we're talking about rezoning because when we do in Livonia, is we preliminarily approve zoning, the change of zoning. And then we talked about the site plan. The rezone is not actually officially approved, until we approve the site plan. So, let's just say down the road, we don't approve a site plan, and then the zoning never changes. So, sometimes there's some parallel questions. So, I'm gonna try my very best to not add too many detail or questions about the site plan, but I do think there's some that are generally curious and will help me make a decision. Some of the questions that have gotten, like

how tall is this building? Are they like colonials? You said the nearest home is 800 feet away from the building. And then the building is 200 feet away from the woods. So, we would not be touching the woods at all, roughly 200 feet away. So again, how tall do you think this building might be at the tallest peak? I'm assuming, because you kind of highlighted the buildings and be mostly meeting rooms and meeting spaces, bathrooms and what not, but I assumed the basketball court inside will be taller.

Grysko So, we do have the architect here actually to answer those questions on potential design questions that come up. I know Mr. Taormina expressed the maximum possible height. And I can't remember Mark, if you can help me out what the maximum possible height would be at the tallest part.

Taormina It's my understanding that the tallest part of the building at the gymnasium is 36 feet.

Donovic Okay, and do we know how tall usually in colonial house is roughly, I mean, I think they're roughly right around 34, 35, 36 feet, I think give or take.

Taormina I think the limit is 35 feet, I think most standard colonial is probably somewhere, something less than that probably 28, maybe 25 to 28 feet, where you do have walkout basements you know, the height of the building could be much steeper to peak probably about 35 feet, so there are homes that are 35 feet.

Donovic Again, we're not touching any wooded area. Right, you're not touching any wooded area.

Taormina Far away from the wooded area.

Donovic Okay. And then getting stormwater retention. I've been out there a few times myself, with some residents and what have you. And that is a concern that we have addressed. The stormwater retention, which is my understanding, it's an underground facility. Basically, it's an underground storm system that you build up, that kind of retains, holds that water and is slowly entered back into the storm system. I walked back there, the creek, after good rainfall, can get pretty tall. And there's a bridge back there that connects behind the residential homes to the east and there's a school to the north. So northeast, I know the water gets pretty high back there. So, I guess my main concern, and again, to your point, we're not really addressing that in detail tonight, because we're not at that step in phase yet, but that is a concern I have. A big concern is making sure that the stormwater is managed appropriately. And I know you've kind of touched on the fact that a lot of this building has already been built on the impervious surface, it's not like you're adding an apartment building in grass you're adding, a building on existing asphalt and adding underground detention is so expensive to manage.

Grysko We believe, certainly because there's existing stormwater facilities in place that were owned by LPS that was for Bryant school was, that those are still operating as far as I know. Then there is a portion of the project that will be over existing impervious surface, there is a portion that will be added additional impervious surfaces, not currently a parking lot, it's going to be grassed area, and with that, and in consideration of what we're trying to do there, we're talking about doing a full underground stormwater management system that will be consistent with all of Wayne County's requirements and the City's requirements. I tried to go through the Wayne County stormwater maintenance, it's like 250 pages. So, I didn't have time to read through all of before the meeting tonight, but they have some pretty robust requirements for anybody looking to do any size development. And so, we believe that those requirements are certainly going to take care of concerns with respect to stormwater issues, and they do specifically considered things in their permitting requirements like upstream and downstream effects from those homeowners.

Donovic Thank you.

Toy Go ahead Mr. McCullough.

McCullough Thank you through the Chair to Mr. Grysko. If possible, you know, and I'm just looking basically, through Google Maps right now. I understand the building might be 200 feet away from the protected wetlands. But some of the edge limits of construction look almost on top of it. You know, when you do construction projects, obviously, you'd have to go through a rigorous inspections and processes and have all these stamps with everything you do. And they're going to tell you that you are going to manage the stormwater I have no concern about managing the store water on this site, I can tell you that it would be better. Any new construction project is very stringent. The issue that I have is this is not only a floodplain, it's a special flood hazard area, according to EAG, and anytime, my biggest concern is the volume with the more people, you know, pollution, that type of stuff and ensuring that we make a proper decision for the long term of the city and especially rezoning something that is a public land or an N-M, is ensuring that we're not making the wrong mistakes for the environment. So that is a huge thing, at least for me, from a decision standpoint for the rezoning. And I'd like to clarify, if possible, those feet, how many feet the distance to those regulated areas, if possible.

Grysko So, I think what I'm hearing you ask Councilmember is that you want to know the number of feet from maybe the edge of the property, that's being rezoned. I don't have that exact location. but I can tell you that the property that we're looking at doing this development for, the entire area to be rezoned, I don't think they're anywhere close to what I'm looking at here for this special floodway area for National Flood Hazard. Thank you.

Toy Okay, Councilmember McIntyre.

McIntyre Thank you. on the chair, I want to go through based on Mr. McCullough's, question to Mr. Taormina, Mark did the previous school, when Bryant was there, did that sit in the floodplain that Mr. McCullough is referring to?

Taormina No not that I'm aware of, no, I don't think it was impacted by the floodplain, the building itself, I think was centrally located on property.

McIntyre But this won't either.

Taormina No, from the data that we looked at, like what they said previously, would not impact the floodplain, but again, these are all conceptual plans.

Toy Council, I think we're going to go to the audience here very shortly, but we ask you to stick around.

Grysko Thank you. It's my great pleasure to be here and I appreciate your time.

Toy Certainly. I do want to say to the audience, anyone still standing and if you're getting tired, there's some seats right here in the front and if a few people move over a little bit to make you more comfortable. This could get lengthy. So, with that. I'd like you to present the new information you may have. If you have a spokesperson from your area that would be very helpful to Council. Also, if you are willing to address this, we would ask you to please leave with us your name and address and please if you are going to speak, line up to the podium to my left or to my right at those microphones. And if you've signed in, that's super. And there's business cards there. Sara is in our office if you have any remaining questions after you here tonight, then Sara is available to help through whatever questions we have as well as all of us. Okay, with that, we do have a time limit, correct madam timekeeper, two minutes. So, with that, please start lining up. That's good for all of you then we'll start. I was reminded by our colleagues, let's stick to the topic, and let's not repeat, repeat, repeat. We welcome you here tonight. But we can hear you loud and clear. And most of us take notes and we keep these tapes. And some of us even watch at home. I saw you when you were on the Planning Commission, those of us so thank you for coming out and doing your civic responsibility. I appreciate it. Okay let's start to my right, go ahead.

Nassif Thank you. My name is Mark Nassif, my address is 42 Watson Street, Detroit. I'm a parishioner at St. Mary's my children attended the Montessori School that is there. Today the site includes a church, a Montessori school, and a Cultural Center banquet hall. When we finish this phase of the project, we'll have a church, a Montessori school, a banquet hall and a community center that will one day offer counseling and services as well. I'd like to point out that the church has been there

for over 40 years, the Montessori school has been open and operating for over five years, and the banquet hall has been open and operating for at least 30 years. The community in large benefits from all these. Many people including Livonia residents are employed by these institutions. People from across the region use these and multiple businesses, including hotels, restaurants and retailers outside of the footprint benefit from the draw of these institutions. So, what are we really asking to change? We’re asking to add a community center to what we currently have. The Montessori School is already open five days a week operating out of our basement. The banquet hall is already used multiple times a week. The church is obviously open on Sundays and used frequently. So, will the addition of a community center that offers counseling services have drastic impacts on traffic or noise? I don't believe it will. I'd also like to point out that I’m an appraiser, I've had my state certification in multiple states, I've never seen any impact study that shows a detrimental impact on housing values or demand of schools, employment centers or community centers. And I think denying this will have a negative impact on the community at large. Thank you.

Toy Thank you for coming here this evening. Yes, sir.

Rudis My name is Darius Rudis, I live at 31038 Mayville Street. Which is basically off my deck, you look right at the garage that was recently built. I understand that they bought the property wishing to build the cultural center. My folks built a cultural center for me Nine Mile and Beech Daly, and I'm okay. Why I came here was to discuss the floodplain. I think a lot of people technically don’t understand that I believe it's the floodplain is the ravine part of the river. It is not the flat grass, which they're building, which is already on the parking lot. So, if you're expanding 80% of the parking lot, add a little bit more parking lot, that doesn't really affect the floodplain, it's the ravine, they're not building into the ravine part of it. So, that's one thing I don't think the sewers or anything are really going to be an issue. Our drain source from our house go all the way through the field through the Bryant school and all the way into the river. I actually lifted the lid and actually shown the flashlight all the way through to the end. So that has to be a concern that they don't cut it off or cap it or whatever because my sump pump runs into that and goes into the river. In the wake of the building, and then all that the height, I get that, 30 feet that's a basketball gym, you can play volleyball and so forth. I'm not going one way or the other. There's gonna be a lot of opinions one way or the other. I just want to speak technically to it to say I understand the building requirements for building on parking lot area already. They're adding to it. Sure. The only concern I have is the extra parking lot and so forth, the light. The garage lanes that they have now are aimed at a 45-degree angle. And then my wife walks in our living room, there's a shadow on the wall, they literally point right into my window. Yes, we are a field away, but I'm concerned about the light. That would be my one and only real concern about that. But otherwise, they have a church, a building, a community center, a little

gym, and some extra school classrooms. You guys to decide whether it's worth it or not. They bought the property, I think you need to rezone to make allow them to build on it. Sure. Now the other part of the property, we'll wait for that one. Okay. Thank you.

Toy Thanks for coming in. Yes, sir.

Hoekstra Good evening. My name is Robert Hoekstra, I live at 30564 Jeanine Street in Livonia. I only want to briefly point out that I really feel that we're progressing the initiative before we have all the facts, and we're literally putting the cart before the horse. Before the conditions of the existing underground structures, which, by my estimate, is probably 70 years old. I don't think any type of study has been done with that. Admittedly, that is a study that has been taken to use as a basis point here is not complete, we can't come up with the correct addition is that Wayne County will be asking for. So, I think those are the determining factors that need to be addressed prior to moving this forward. Other than being fundamentally opposed to the elimination of any public lands. I really want to emphasize the fact all the facts aren't in and yet we're moving parts of this forward. Thank you for listening.

Toy Thank you for coming in. Yes, sir.

Magar My name is Andy Magar, I live at 17515 Doris in the neighborhood to the South. The concern of the height of the building is what I have. You mentioned 36 feet, residential properties are not that high, especially the ones surrounding that area. I think you gotta keep in mind they are older homes that are less than 30 feet at their peak. The other concern is, will there be building on a parking lot that exists? There's no measurement for what the proposed new construction is going to be. I think there's considerably more of a hard surface than what is presently there, that needs to be taken into consideration. I too am appraiser, and there is a negative impact of construction. So, the property is directly affected by this proposal that does need to be taken into consideration. I don't know where the other appraiser got his facts, my data for over 30 years shows an adverse effect. That's all.

Toy Thank you very much for coming in this evening. Yes, sir.

Robert My name is Robert (inaudible) the Current Parish Council Chairman for the Basilica. I lived in Livonia for 30 years. I've currently just recently moved to Novi. I'll keep my comments brief. But I have three main points. First, who are we? I mean, we've established this church in the 1970s. We served the community as a good citizen and resident of the city of Livonia for 50 years. You know us. Just a few examples of what that service to community looks like just one if, for example, on Thanksgiving, we open up our cultural center, we serve Thanksgiving dinner to the needy to the

elderly, and quite frankly, anyone who doesn't have somewhere to go. And all the people are non-church parishioners. The second thing I want to say is our attorney mentioned the underground water reserve. One that's a half million dollar added cost to this project. We could have done the above ground. We were concerned about the children. We were concerned about mosquito problem. So, we thought the best way of addressing the neighborhood's issue around water was to incur the additional expense of putting it underground. We're trying to meet common ground. We're trying to find common ground. We're taking action. We're not just saying we want to be a good neighbor. We're actually trying to do something to meet the neighborhood's concerns, certainly about the water. I heard some issues about the lights, we will take care of this. These are issues that we can take care of. The last thing I want to say is, is why we're doing this. I think there's a little bit of a misconception. Our mosques, our school is growing. That being said, I'll make this quick. We have a waiting list. It's a diverse ethnic and background in terms of the students. The waiting list is long and we've outgrown the space. And there's a demand out there. We'd like to meet that demand. And you also heard about the possibility of using family center office space for counseling, marital counseling or otherwise. Thank you.

Toy Yes sir, go ahead.

Garret My name is Danny Garrett, I live at 17396 Woodside in Livonia Michigan. I just have a quick statement. Thank you to City Council for allowing me to speak on this proposal, it's something that's very near and dear to my heart. The reason why I decided to grow up in Livonia, I graduated from Stevenson High School, I met my wife who graduated from Churchill at a youth group. We bought our first house in this city. We both work in the city. We've been fortunate enough to raise our three beautiful children in Livonia. When we first started out as parents one of our primary concerns not unlike many young parents, finding affordable childcare nearby, where children will not be lost in the shuffle. I think we found that at St. Mary’s. The last three years, every week, our children excitedly tell us how great and all the great things that they learned at the Montessori. On the weekend. They excitedly ask us when they can go back to the school on some weekend when we're stressed out and ask the same question myself. Our children learn, grow and our love it there, from the amazing staff at the school and the parishioners that volunteer during activities to the religious leaders that teach our kids the different songs and activities. St. Mary's is a place that values family and community outreach. To me, these are virtues, the bedrock of any society, we would do well to encourage its grow. When someone enters our city, they're walking by a sign. A mission statement. Do we know what that mission statement is? Families First. What exemplifies this mission statement better than a school where children can go to learn, grow and be loved? I believe in families first and I know that St. Mary’s does too. And with your support. I'm hopeful the city still believes in making families first. Thank you.

Toy Thank you very much. Yes sir. Ok, everyone that speaks, we don't want to show favoritism by clapping. So, let's keep it down so we can get through this, okay? please go ahead.

Skylis Hello, Kevin Skylis, 30528 Jeanine Street Livonia. I just want to speak in opposition to the proposed rezoning and subsequent development for Montessori School, I'm concerned about negative impacts to my property's value, as well as enjoyment my property. I'm concerned about noise and light as well. And finally, I'm concerned about the precedent this sets for potential future rezoning of the remaining public lands owned by sanctuaries behind the proposed Montessori School. So, my primary concern is there. Once again, the value of the property, and precedent. I do have some questions for the attorney or the well the attorney and the other guy. What are the requirements for screening the school? In terms of like landscaping, the trees, that kind of stuff? As well as what are the requirements for light and noise?

Toy Sir, if I may interrupt you for a minute, this is a site plan question. So, if you would mind holding those, we'll get to those in the next round. This is about a zoning thing.

Skylis The reason that I want the attorney to address audience, I just want to make sure.

Toy it's about a rezoning though, sir. We have to keep what it's about. It's about rezoning. Okay. Do you have anything else that you'd like to add? You still have some time.

Skylis So you want me addressing any questions about the light, noise or screening of the….

Toy No, because that's the site plan, we're talking about zoning. Thank you, sir. Sir, go ahead.

Smith My name is Brian Smith. I live at 30126 Brookview Drive. And thank you for this opportunity to provide input. There are three reasons why the Livonia City Council should unanimously oppose this proposal. One, the proposed building would have a significant negative impact on the property values of the residents of Brookwood Estates and adjacent neighborhoods, as outlined in prior ZBA meetings. Two, none of the residents of the Brookwood Estates subdivision that live adjacent to Bryant Field want this type of building in the proposed space. That is important. Three, the entity submitting this proposal has proven to be untrustworthy, as evidenced by its refusal to follow the noise lighting and type of use restrictions on the existing banquet center facility and its surrounding premises. May I suggest a solution of property exchange. The city of Livonia has the power to take back the vacant strip of land and give the parcel of land along Merriman formerly occupied by Bryant Jr. High to

the church in exchange, the church could build a school there with minimal objection, provided it was a school and nothing more. Thank you.

Toy Thank you sir. Go right ahead Miss.

Gifford I'm sorry, my name is Kathy Gifford I live at 17587 Hillcrest, my house backs up to the field at the church. So, I see a lot of things that people aren't even aware of and so many people have come up to say that they've been here as the neighbors they've been here a long time and I have nothing to say other than I totally disagree. They have not been good neighbors with the lights, with the noise. The parties they have once or twice a year now really affect our neighborhood, and that they are enjoyment of our properties throughout the whole neighborhood, not just one block away and talking six to seven blocks down. The windows are still rattling at the ceilings. And now they are planning on building an auditorium or gymnasium combo. And they'll be able to have more musical entertainment and more aggravation factors to us. Right now, at the conference center, they have parties, and throughout the last few years, they don't clean up their trash there. That's why we had the serious rat problem a few years ago. It's because they left piles of food sitting there from the end of summer, all the way through February, when all the wild animals have eaten everything up and then moved on down to our homes. Several of us will tell you how the electric works in our homes. They let the children play back by the garage. And when the children were there for a period of time a year or two, they didn't have...

Toy I'm sorry, your time is up. Over to the right. I want to remind you let's keep it down, everybody has an opportunity to speak Yes, sir. Your name again.

Kozma My name is Joseph Kozma. I’m at 17605 Hillcrest, Livonia, in Brookwood Estates and right adjacent to the property. That is still current property. And I know that the rezoning actions here that are addressing the service center whatever they have, but my concern is that I'm not, I'm basically objecting to a rezoning of the field. It was rural farmland, it was school property and now it's basically a free open field. And I just I don't, I just hope that you know, that what’s gonna lead down the line by setting a precedent by the rezoning action from the civic center area is going to just waterfall into the rest of the development that they want. I know that they're beating them about it and kicking the can down the road for the time being, but I know that they want to have an 86-unit apartment building put up in there. And then once we started with this cascading of the zoning.

Toy Sir, we’re talking about the rezoning.

Kozma So I'm against that. I urge the City Council to be against that.I just think because it's gonna set precedents for the rest of the property that they own. And just my concerns is just, I wanted to voice my concern because

I am directly a neighbor of the church. I don't have a problem with the church, just that think that they're just encroaching on all my space sits there. That's all originally there for so many years. That's all I have to say.

Toy Thank you. We appreciate your opinions. Thank you so much. Yes.

Shepherd Mary Shepherd, 17368 Doris. I was born, raised and recently retired from St. Mary's here in Livonia, well, it's a different name now. But anyway, my concern is and I don't like to do this. I'm a pretty good person. I don't trust them. And…

Toy Just bring your voice down please direct to us, they're not there.

Shepherd Yeah. Okay. I know. I'm joking. I viewed a video on a Livonia website, there was a very short video of Father encouraging his parishioners to come to the meeting tonight. And he brought up you know, supporting phase one. Okay, you can agree to the zoning for this particular building, but as other people have mentioned, what's phase two? And that's why we don't trust it. Secondly, being a Livonia resident all my life I pay taxes and which you know, helps pay your salary. But most importantly, I've been a registered voter since I was 18 years old. I also am in control of who I vote for, and as well as other Livonia residents. A majority of this church are not Livonia residents.

Toy Do some of you want to leave and go home early? Come on, we're all adults here.

Shepherd If you have residents with concerns about phase one in their residence, many of us long term that are taxpayers and voters, please reconsider. I don't like that people, I'm just telling you how we're going to say it's just probably the best neighborhood in Livonia, it is fantastic.

Toy Thank you your time is up. Okay. Anyone else?

Long I'm Dr. Long. I just been in Livonia 37 years, the kids walk to the school, my son walked to the school. I jog in the morning. One or two times my basement flooded. In any case, why? In the subdivision of so many people, they enjoy the park as a product of nature. Why do you want to construct it? Detroit is empty, why don't you go there? The church's job is to connect people so they can go there. Why do you have to come here to Livonia? You have to ask us, we are the voters we have ideas. I believe it should be a jogging park. Our kids watched, our neighbor kids walk. I heard them, they were singing the music or the whole night raising my bed, up till 11 o'clock. I said how can I put the loud volume in here in your office, how would you feel? He said, it's the traditional event, he said you don't get to control the lighting and we cut out the volume and said why do you keep fighting it. I'm an old person, I walk there and pick up the garment. Every time people try flying there and enjoy them. And the driver,

you know, the school bus driver, for free they let them to use it. There are multiple uses of that trail. Why do you want to consider it? In your opinion? Why do you want to go to the park and sit down and enjoy it.

Toy Thank you very much for coming in. Come on up.

Holland Magdalene Holland and I live at 31691 Bennett, Livonia and my concern is, nobody has talked about taxes. How is this project going to affect our taxes? I believe the plan for the water, I don't think they're going to handle all the rain and rainwater. And we do have a problem with our drinking water there are frequent breakdowns. I just wonder how much our taxes are going to go up and how this will affect it. So that's it. Thank you.

Toy Thank you, appreciate your comments. Thank you very much. Yes, sir.

Abi-Khalil Good evening. My name Elias Abi-Khalil 31225 Hillbrook Street. Where is my house, is the backyard that goes into the church. My house has the walk through it. So that means I heard the concern about the flooding. Summertime, it dries out, wintertime it goes up. I lived in that house for 10 years and didn't have any problem with that. And given their plan, but they're looking at it, it seems that it's not going to be impacting too much. So naturally, the area over there has no problems. I heard the concerns from citizens. So, I'm right there. The whole church had the lights. During the nighttime, I turn the lights on. So, I was zero impacted by the lights at 2am. In the morning, actually they shut it off. So, I think the whole light concern never bothered me as being the closest citizen, where basically the area and the church. And then finally related to that community. I have two kids. Both of my kids went to the school, it's a very friendly area. During the summertime they put their kids outside. Actually, I can see my kids from the backyard. This is the only noise I have heard on a rolling perspective. Now we're talking about the summertime and the festival. Yes, there's AC. When I shut off my, basically my door, I hear nothing. So technically, I understand. But being a citizen the closest to the area. I lived there for 10 years, I was never bothered by any of these elements. So, I would like you to consider that.

Toy Thank you. Thank you so much for coming in.

Saba My name is Thomas Saba. I live in an Arbor, Michigan, I'm on Parish Council at the church and I'd like to express a little bit as to what I think this project and why the zoning has to be done, what it really means. I'm not sure we truly expressed the kind of the purpose of this. I know it's a zoning meeting, but we won't get into the project until the zoning occurs. So, I'm in Livonia all weekend every single weekend. This is where I bring my family. We have lunch in Livonia, we fill up our car with gas in Livonia. This has become my community and my life. And the reason it's become my life is because the church has created opportunities for us to grow and thrive and make friends and build a life for ourselves. We're not even from

this part of the country at all. We moved here and Livonia has become our home and St. Mary's has become our home. And I've brought people from Ann Arbor, from other parts of the country to learn about the faith and to become members of St. Mary's Church, and it's changed their lives. And I'm hoping that you understand that the only way for this crop for us to continue is if we allow this community to grow and blossom and to spread our faith and just spread our fellowship and community and the sense of innovation and education and all these values that we hold very strong to ourselves. This is what our mission is. Our mission is not to build a 35-story building. All these aesthetic issues are most likely negotiable, the lights and the noise, these things that can all be aesthetically changed easily. I hope you understand what the project truly means. It's not a building. And it's not a revenue generating enterprise. It's an enterprise in which we're trying to change lives. And I'm somebody whose life has been changed. And I'm hoping this continues, but it'll only continue if this rezoning occurs. And if we allow this community to blossom, thank you.

Toy Thank you sir. Okay, yes, sir.

Coliton Good evening, my name is Michael Coliton. My address is 31193 Bobrich Street, Livonia, Michigan. I live about a three wood from the proposed building So, number one, I bought a house by the school. Bryant school. Many of us went to school there. It's not about necessarily schooling for me. It's about what proposed changes are in place, and how they initially went about it, and how they're going forward with it. Be aware of sheep or wolves in sheep's clothing. I just saw a video that was unfortunate about how this is the start of phase one. And how no neighbor or no citizen is going to stop that. Well, we know this, the thing about voting and City Councilmembers is, we have an opportunity to at least bring up discussion properly. Recently, during one of the festivals, I noticed for the first time in my life, I live on a 25 mile and hour street. I saw a vehicle tried to pass another vehicle in excess of 60 miles an hour. And they left their festival. I know that's unfortunate. I know there's young people that don’t act as well as others. Well. My concerns are moving forward. Number one, there's a lot of displacement of water that's going to be in place. Obviously, when you look at the Planning Commission, that's going to be key. Question number one is, if they do not build something that meets the guidance of the city, can you take the zoning back to PL? Number two, Father George said in his video that this is the beginning of phase one, and that no neighbor or citizen is going to stop the completion of their building out their plan. This right here, as I understand the parcel land only is being rezoned, is that correct?

Toy Yes.

Coliton So, if they wish to rezone the other two parcels that create that 86 monstrosity of public housing unit, they have to come back here again and

request those rezones. The access lane is going to be coming from Merriman, right?

Toy That's part of the site.

Coliton You know, it's not a bad place for school. Somebody mentioned swapping land from the other levels. Right? Are you cutting me off Ms. Toy? Thank you so much.

Toy Thank you for coming in. All right. Anyone else? I'm gonna go back to the Councilmembers.

Donovic Thank you, Madam, Vice President. First and foremost, I forgot to say earlier, there's a number of residents that have emailed me and I really tried my best to respond. Not gonna lie, I kind of gave up because there's so many emails and trying to keep track of them all. So, thank you to all the residents. I got a lot of emails from residents for support against and so on and so forth. A couple of comments, and I'm going to offer a motion if that's ok, Madam Vice President. One of the things that I wanted to touch on was the land swap element to this. Legally speaking, the city of Livonia does not own this land. The school owns this land and legally cannot swap land and we can't do that, that mechanism does not exist. LPS operates completely separate from the city of Livonia, so for example, Mr. Taormina, correct me if I'm wrong, if LPS tomorrow wanted to build a school, they would essentially do that short of City Council approval, they would be able to build their school in their property without the same planning, site plan obligation or school requirements that we normally impose on the petitioner.

Taormina That is basically correct.

Donovic Okay, thank you and then on top of that, we couldn't swap land. So, I understand that was a notion that was out there, we can't do that. Several other topics you've touched on, your site plan, it's so confusing. I understand. It's frustrating from a residential standpoint, I get frustrated with the process sometimes myself, but there's a process and we can't dive deep into the site plan portion of it right now, because this is a lengthy process that happens in regards to what City Council does with the zoning element to this. If we deny the site plan at a later time down the road, the zoning would never actually change. So right now, it's P-L, it's going to stay P-L, we could contingently rezone it. And if we were to deny the site plan later on, this zoning never actually change. That's how the process is, so wanted to touch on a few of those comments. Madam Vice President, I would like to offer three motions and approving or denying the Committee the Whole.

Toy Thank you. Councilman has offered and approving resolution to be heard on October 2, that's a Monday evening, and approving a denying and a

Committee of the Whole. Now Committee of the Whole, is when normally, we go upstairs, but we have an overabundance of people and because of the Fire Marshal in this building would probably want us to hold it down here. So, and that is all the City Council coming together once again and discussing more in depth, some of the questions perhaps that have been asked and the other things that may come up from Councilmembers. Okay. Anyone else from this side of the room. Okay. So that's three. Does everybody understand that’s three different motions. Did you want to close?

Grysko Just appreciate Councilman Donovic offering those resolutions, I appreciate the Council's attention, I appreciate all the all the residents and parishioners to express their opinion today. Thanks for having me. For a building without AC, it's surprisingly cool to here. Thank you.

Toy That's how we save money. All right, if there's no further comments then that public hearing is closed.

As there were no further questions or comments, the Public Hearing was declared closed at 8:32 p.m.

NEW DATA RECEIVED FOR THE PUBLIC HEARING OF SEPTEMBER 13, 2023, ITEM 2

From: Reece, Stephanie
To: Kasprowicz, Sara
Subject: FW: Brookwood Estates opposed to Basilica of St. Mary rezoning Petition 2022-12-01-02
Date: Thursday, September 7, 2023 11:28:14 AM
Attachments: Brookwood Estates Against St. Marys Basillica Petition 2022-12-01-02 Docs Rev C.pdf

---

Did Mark forward this to you? I think it should go to you because the Montesorri is going forward.

Stephanie Reece
Program Supervisor
City of Livonia | Planning Department
(734) 466-2288
SReece@livonia.gov

From: Simmons, Jennifer <jsimmons@livonia.gov>
Sent: Thursday, September 7, 2023 9:56 AM
To: Planning <Planning@Livonia.gov>
Cc: Mayor Staff <MayorStaff@Livonia.gov>
Subject: FW: Brookwood Estates opposed to Basilica of St. Mary rezoning Petition 2022-12-01-02

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: mbilpo . <mbilpo@creativemachinecompany.com>
Sent: Thursday, September 7, 2023 8:10 AM
To: Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Cc: Jolly, Jim <jjolly@livonia.gov>; Toy, Laura <ltoy@livonia.gov>; Bahr, Scott <sbahr@livonia.gov>; Donovic, Rob <rdonovic@livonia.gov>; McCullough, Brandon <bmccullough@livonia.gov>; McIntyre, Kathleen <kmcintyre@livonia.gov>; Morgan, Scott <smorgan@livonia.gov>
Subject: Brookwood Estates opposed to Basilica of St. Mary rezoning Petition 2022-12-01-02

Hello,
Attached in pdf format is a revision to a previous email. Nine pages have been added for a total of 13. This highlights the issues with the apartment complex.

The attached pdf are my issues & concerns as a Brookwood Estates resident opposing the rezoning of the property specified in the Basilica of St. Mary petition 2022-12-01-02

The issues with the Montessori are as follows;

1.) The city gains no monetary benefit from approving a Montessori. The use of city services and emergency vehicles would cost the city.
2.) If a traffic light and required maintenance is required due to the increased traffic is the Basilica of St. Mary paying for it?
3.) Who is paying for water and sewage that would be required?
4.) Additional traffic, noise and light pollution for the surrounding neighborhood.

Matt Bilpo
17640 Hillcrest
Livonia, Mich. 48152

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Table of Contents

1.) Zoning Issues……..Page 2-4

2.) Brookwood Estates Issues and Concerns…….. Page 5

3.) Property Values……Page 6

4.) Flood Plain & Watershed Drainage Issues……..Page 7-12

5.) FEMA flood map and Issues……..Page 13

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Based upon various sources I believe a rezoning of the property listed in the petition to rezone by Basilica of St. Mary to multi-family housing is spot zoning.

This presentation will demonstrate that, if approved, the rezoning would constitute spot zoning which is an illegal form of zoning.

What is spot zoning;

- One illegal form of rezoning is spot zoning. This practice gets its name from the appearance of small spots of different zoning districts on a zoning map that otherwise has large contiguous areas in the same zoning district around the spots.

- "A zoning ordinance or amendment…creating a small zone of inconsistent use within a larger zone is commonly designated as spot zoning."

The following are a few examples of spot zoning based upon current and past law.

1.) Spot zoning occurs when the use of a parcel of land differs from the surrounding properties in that zone. For example, if a home is allowed to be used for business purposes in what would otherwise be a residential area, this could be considered spot zoning. In other words, one plot of land or building may be granted an exception, thus creating a "spot" in the overall zone.

2.) A large supermarket could persuade a local government to rezone a plot in a residential only neighborhood for building a new store, and this would reduce the value of the homes near the supermarket, increase noise, and allow the supermarket a virtual monopoly in the neighborhood.

3.) "Small zone…" The first part of the Penning definition focuses on the geographic size of the parcel in question. An examination of other cases shows that size is relative. In Raabe v. City of Walker,14 the Michigan Supreme Court determined that rezoning a 180-acre tract of land to heavy industry, when surrounding uses were predominantly agricultural, constituted spot zoning. Similarly, in Trenton Development Co. v. Trenton Village,15 the zoning of a three-block area for duplexes was considered spot zoning when the surrounding neighborhood was zoned multi-family.

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

This map shows Brookwood estates in Sunset Park and the other surrounding single-family neighborhoods and the proposed apartment complex.

Looking at this map one can see the petition to rezone an area here would put a multi-family apartment complex in the middle of a single-family neighborhoods. The single-family homes are north, south, east and west of the proposed apartment complex

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

One source states there are four key criteria to be considered spot zoning.

1.) The area is small compared to the districts around them.

The proposed apartment complex would be approximately 10 acres compared to the 1000 acres or more of single-family homes. **This would be considered spot zoning.**

2.) A rezoned area would be inconsistent with those in the vicinity.

Rezoning to multi-family would be inconsistent with single family neighborhoods in all 4 directions to the proposed apartment complex. An apartment complex would disrespect the integrity and continuity of the surrounding community.
This would be considered spot zoning.

3.) The spot zone would confer a special benefit on the individual property owner not commonly enjoyed by the owners of similar property.

A rezoning of this property to multi-family would ONLY benefit the Basilica of St. Mary. It does not benefit the surrounding single-family neighborhood but depreciates the property values of the surrounding neighborhoods and creates all the issues listed in our petition against the rezoning which has 807 signatures as of 3/28/2023.
A rezoning does not benefit the City of Livonia. Property values would drop resulting in less revenue in property taxes. The city would also incur additional costs associated with maintaining police, fire and emergency vehicles in the area.
This would be considered spot zoning.

4.) The existence of the spot zone conflicts with the policies in the text of the master plan and the future land use map.

A rezoning of the property in question would conflict with the Livonia Vision 21 items 1.1, 3.2, 3.4, 6.2, 6.4 and 8.4. **This would be considered spot zoning.**

The petition to rezone the property to multi-family housing as specified in the Basilica of St. Mary petition 2022-12-01-02 meets all four criteria of spot zoning.

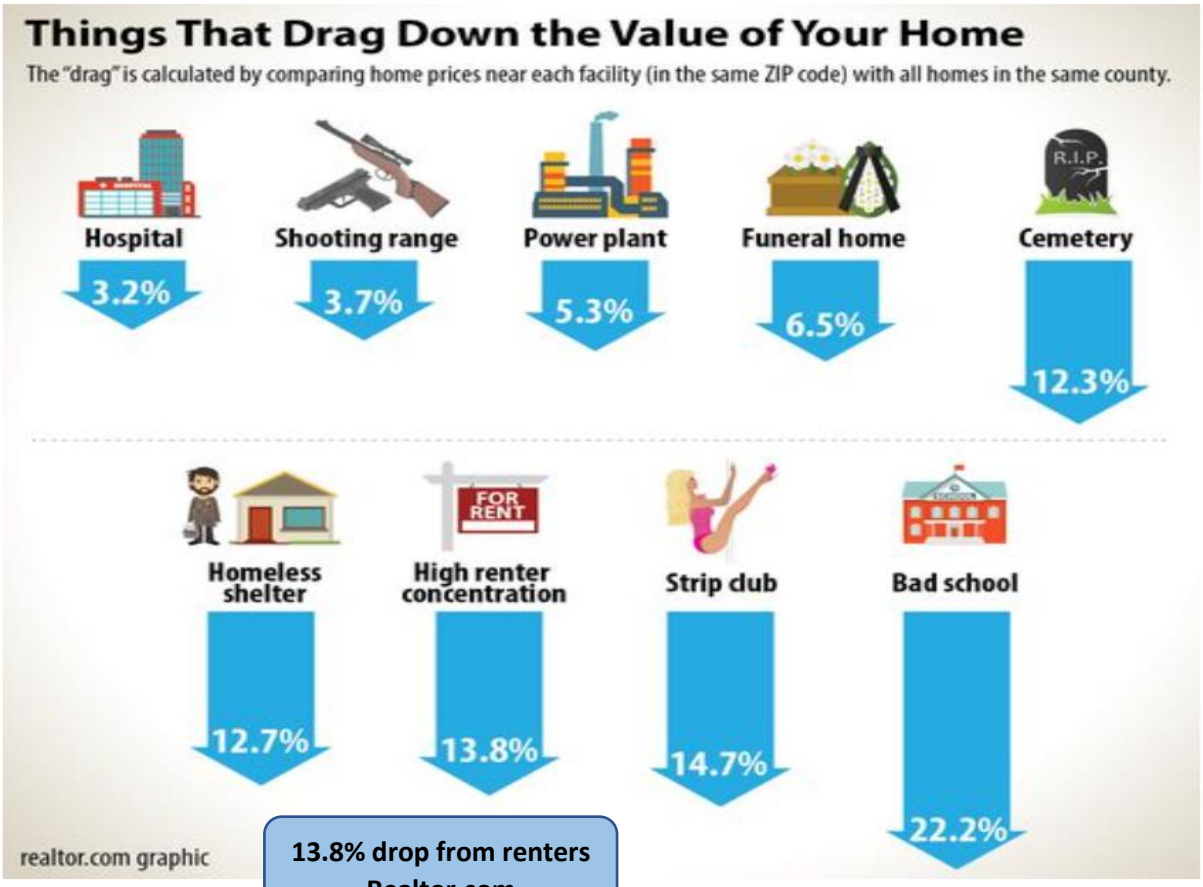
Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

The following is a list of issues and concerns. I have yet to see or hear of anything that address's these issues and concerns. As of 3/28/2023 we have 807 signatures and growing opposing this rezoning.

1.) A decrease in home and property values.
2.) Selling your home would be a nightmare due to selling at a significant discount. No one wants to buy a home with an apartment complex literally in their backyard.
3.) **Who is going to compensate** the current and future homeowners for the difference in the drop of home and property values? The City of Livonia? The Basilica of St. Mary?
4.) The proposed apartment complex would be an eyesore for the adjacent Brookwood Estates residents and the surrounding communities.
5.) Apartment complexes typically have higher crime rates and call volumes that may spill over into the surrounding neighborhoods.
6.) There would be an increase in police patrols and emergency vehicles.
7.) There is no natural wooded barrier between the proposed apartment complex and the existing single-family homes.
8.) The height of the proposed apartment complex.
9.) Increased safety issues and concerns for children walking over to Coolidge Elementary School.
10.) Increased traffic congestion.
11.) The addition of noise pollution.
12.) The addition of light pollution.
13.) The addition of odor pollution.
14.) Destruction of nature.
15.) Loss of a natural field for wildlife.
16.) Flood plain issues.
17.) **Who is going to compensate** the current and future homeowners for flood & foundation damages due to Flood plain issues created by an approval of the complex? The City of Livonia? The Basilica of St. Mary?
18.) Environmental impact on the creek, woods and wildlife in it

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Property Values Drop



13.8% drop from renters Realtor.com

High concentration of renters

The drag: 13.8%

Does a cluster of rental buildings—or lots of them—lower the property value in a neighborhood? Many homeowners have pondered this. While it's hard to do an analysis down to every property, we found that ZIP codes with a higher-than-average concentration of renters have lower property values compared to the county they are located in—by 14%. The data are from the American Community Survey.

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

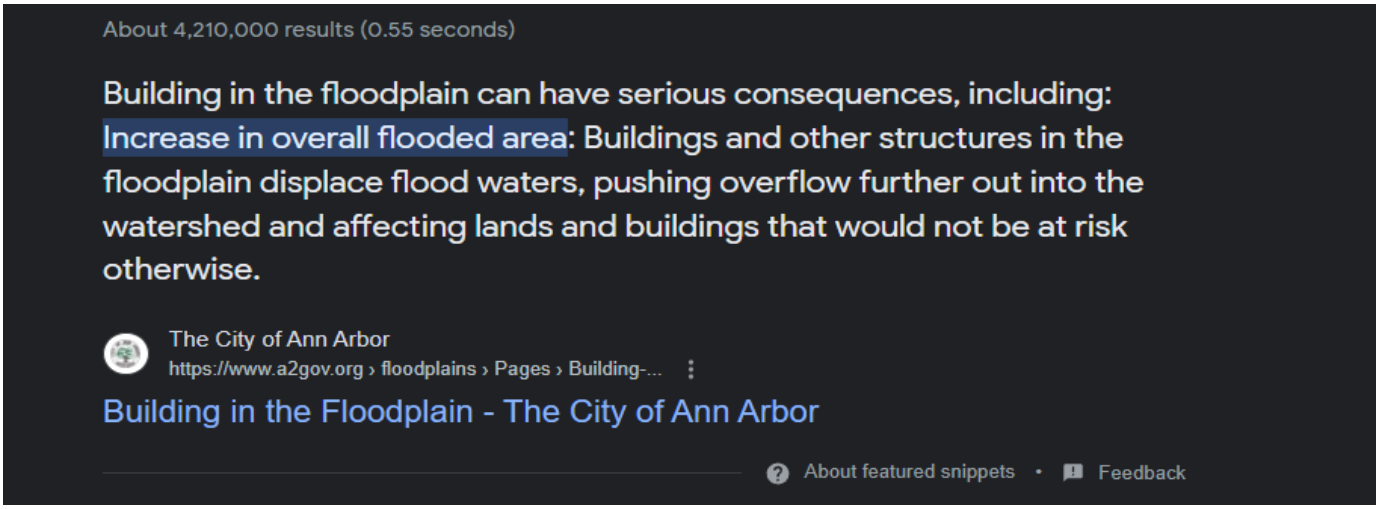
Flood Plain and Drainage Issues

The proposed Apartment Complex would block the flow of water to the creek resulting in the water flowing towards the backyards of the residents in Brookwood Estates. This would most likely cause flooding and possible foundation issues to the residents of Brookwood Estates.

Does the proposed apartment complex meet the guidelines of the Michigan Dept. of Natural Resources and the Environmental Protection Act for constructing an apartment building on this tract of land in a flood plain?

Has a stormwater & floodplain study been done by FEMA in regards to this proposal?

Who is going to compensate the current and future homeowners for flood & foundation damages due to Flood plain issues created by an approval of the complex? The City of Livonia? The Basilica of St. Mary?



Flood Plain and Drainage Issues

Contact: Matt Occhipinti 616-204-1708

Flood Hazard Management

A river, stream, lake, or drain may on occasion overflow their banks and inundate adjacent land areas. The land that is inundated by water is defined as a floodplain. In Michigan, and nationally, the term floodplain has come to mean the land area that will be inundated by the overflow of water resulting from a 100-year flood (a flood which has a 1% chance of occurring any given year). It is estimated that about 6% of Michigan's land is flood-prone, including about 200,000 buildings.

Floods are a natural process which occur wherever there is a waterbody. However, the damage that results from a flood is dependent on what type of development has occurred in and near an area that is flood-prone. One of the goals of the Water Management Section of the Water Resources Division is to ensure that development which occurs within the 100-year floodplain is reasonably safe from flooding and does not increase flood damage potential.

The State of Michigan's Floodplain Regulatory Authority, found in Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act (NREPA), 1994 PA 451, as amended, requires that a permit be obtained prior to any alteration or occupation of the 100-year floodplain of a river, stream or drain.

The floodplain is divided into two parts, the floodway which carries most of the flow during a flood event, and the floodway fringe which is an area of very slow moving water or "slack water". Floodways are the channel of a river or stream and those portions of the floodplain adjoining the channel which are reasonably required to carry and discharge the 100 year flood; these are high hazard areas of rapidly moving water during times of flood. The purpose of Part 31 is to assure that the flow carrying capacity of a

The Floodplain Regulatory Authority deals with the floodplains of rivers, streams, or drains which have a drainage area that is 2 square miles or greater. A permit is not required from EGLE, under Part 31, for alterations within the floodplains of the Great Lakes, inland lakes, or watercourses which have a drainage area less than 2 square miles. However, reviews may still be necessary under other State statutes found in NREPA such as:

- Part 301: Inland Lakes and Streams
- Part 303: Wetlands Protection
- Part 315: Dam Safety
- Part 323: Shorelands Protection and Management
- Part 325: Great lakes Submerged Lands
- Part 353: Sand Dune Protection and Management
- Part 91: Soil Erosion and Sedimentation Control

In general, construction and fill may be permitted in the portions of the floodplain that are not floodway, if local ordinance and building standards are met, and compensating excavation is provided equal to the volume of fill placed in the floodplain. New residential construction is specifically prohibited in the floodway.

The minimum standard for residential construction within the 100-year floodplain requires that the lowest floor of a structure be elevated one-foot above the 100-year flood elevation. Some communities and counties may have a higher standard relating to elevation requirements. A floor of a structure that is below grade on all sides is considered a basement and must be at or above the 100-year flood elevation.

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Flood Plain and Drainage Issues

The following is from a Livonia Observer article dated 8/31/2021. This article shows that poor planning is causing flooding in our neighborhoods and existing types of remedies does not solve the issue of flooding. We do not want flooding in our neighborhood.

The proposed apartment complex would block the drainage of a watershed / floodplain and should be denied before it creates flooding issues in our neighborhood. We do not need another Willow Woods catastrophe.

Hometown Life

Sports Business Life Entertainment Obituaries Legals

One neighborhood's flooding woes highlight storm water needs in Livonia

Shelby Tankersley
Hometownlife.com

Published 7:56 a.m. ET Aug. 31, 2021 | Updated 4:11 p.m. ET Aug. 31, 2021

Residents of Livonia's Willow Woods subdivision say rain water creeps up their driveways and they fear it will eventually get in their homes. *Courtesy Of Karen Gee*

Hometown Life

Sports Business Life Entertainment Obituaries Legals

During a city council committee of the whole meeting Aug. 25, council members agreed to prepare a resolution for a future council meeting that would direct the city's administration to make a plan to fix the issue. Committee meetings are generally used to discuss a topic at length and are not meetings where final votes are made.

Engineering and public works officials present at the meeting said they suspect the city will need to add a retention pond near the area to catch and hold excess water.

But, they said any fix is probably just a band aid on a bigger problem.

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Flood Plain and Drainage Issues

"I think there's a different issue that, over time, this is going to happen in other places in the city," Councilman Jim Jolly said. "It would be nice to have some kind of strategic plan on how we're going to address this in the long run. Unfortunately, through no fault of anybody here, the weather is getting worse and water is going to be more of an issue going forward."

Willow Woods' situation, however, is somewhat unique because the land it's situated on used to be a ravine. Officials also said the neighborhood, built in 1988, would likely face different standards if it was developed today.

According to Don Rohraff, the city's director of public works, Livonia's stormwater funds are combined with with water and sewer funds. Since water and sewer services are used every day by residents, storm water needs have long gone on the back burner.

The city could seek grant funds or put a tax request before voters dedicated to storm water needs to improvements overall. But, funding is a decision for council to make at a later time. Rohraff said another solution could be better protecting the natural areas that still exist in the city.

"We keep developing and we keep taking away natural areas," he said. "We keep putting pavement down, more curbs, more roads, whatever. Every time we do that, it increases the intensity of the water coming through the storm system."

In the meantime, the city's immediate task is to keep Willow Woods residents safe from floods and water damage. Council could vote on the resolution to send the matter to administration for review as early as Sept. 20.

"With some of the floods we've had, there's been at least four feet of water in our whole backyard," resident Cindy Ligé said.

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Flood Plain and Drainage Issues

The following photos show the flooding in our natural field with the Basilica of St. Mary in the background. Building an apartment complex along with the paved parking areas would block the natural flow of water to the creek and force the water into our neighborhood. Some of the photos show the water build up in the very spot where it would be built.

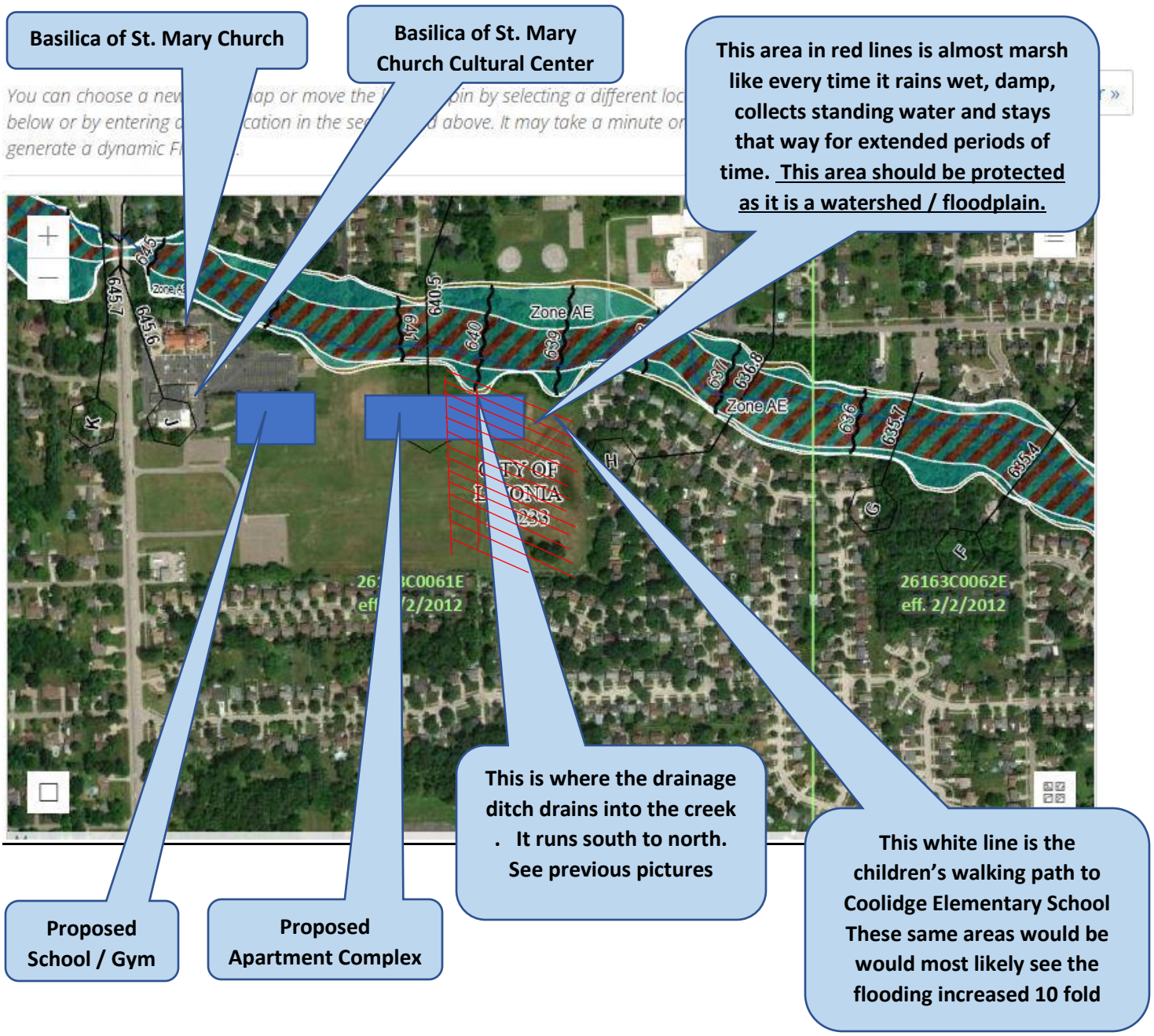
Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02

Flood Plain and Drainage Issues

Brookwood Estates and the Surrounding Neighborhoods Opposed to the rezoning of the property specified in the Basilica of St. Mary Petition 2022-12-01-02`

Flood Plain and Drainage Issues

This is a flood map from FEMA 2/2/2012



NEW DATA RECEIVED FOR THE PUBLIC HEARING OF SEPTEMBER 13, 2023, ITEM 2

Petition 2022-12-01-02 Rezoning of 18100 Merriman and 30600 Brookview - VOTE NO

Dear Counsel Members Jolly, Bahr, Toy, Donovic, McCullough, McIntyre, and Morgan;

We are writing to urge you to oppose the Basilica of St. Mary's (Original Petition 2022-12-01-02) to build an enormous 35,000 sq. ft. building at 18100 Merriman that has been approved by the planning committee. Up until six years ago, after being enjoyed by the public for decades, these two heavily forested riverside parcels making up the finest parts of the former Bryant school were unceremoniously sold away by the Livonia Public Schools.

The church is currently operating a commercial banquet business in addition to their school. Having two commercial business operating out of the church certainly raises the question about what new commercial activities will be taking place on property that has been zoned for public use for decades.

In what possible way does this proposal align with Vision 21? Text from the Vison 21 report portrays a city with limited public land that is experiencing an aging population, smaller household sizes, and reduced public school enrollment. There are currently about a dozen Montessori school within a 5-mile radius of the church, which is currently licensed for 86 students. The church reported that 66 students were enrolled, but only 29 were actually observed attending at last count on October 11, 2022. With data like this why and how does the church intend to expand enrollment, and will there be any benefit at all to the community once the land is fully developed?

The two properties in question hold a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. We are concerned that a large building combined with a large parking lot will reduce this water management effect, and lead to flooding issues during an emerging era of heavier rainfall induced by climate change.

Also. please consider the unanswered concerns expressed by the local community about the height of proposed building, noise pollution, light pollution at night, increased traffic, and the continuing decline in the availability of public land for the next generation.

Finally, please oppose this request and take this opportunity to send a message that the buying and selling of land zoned for community and public use will not be rezoned for commercial exploitation.

Darlene and Dave Wood
30527 Jeanine Street

NEW DATA RECEIVED FOR THE PUBLIC
HEARING OF SEPTEMBER 13, 2023, ITEM 2

Against Rezoning of 18100 Merriman and 30600 Brookview

To: Livonia planning committee

We are against the rezoning of the Basilica of St. Mary on 18100 Merriman Rd and 30600 Brookview due to the following concerns...

Height of proposed building
School and gym - increased traffic
Decrease home values
Noise pollution
Light pollution
Destruction of nature
Environmental impact
Loss of a natural field for animals
Increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space
Flood Drainage Issues

Why is this important?

We are against the rezoning of the Basilica of St. Mary on 18100 Merriman Rd and 30600 Brookview due to the following concerns...

Height of proposed building
School and gym - increased traffic
Decrease home values
Noise pollution
Light pollution
Destruction of nature
Environmental impact
Loss of a natural field for animals
Increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space
Flood Drainage Issues

Signed by 869 people:

Name	Postcode
Darlene Wood	48152
Jill Robinson	48152
Jody Kirsch	48152
Constance Sroka	48152
Kelly Belcher	48178
Sandra Davis	48152

Name	Postcode
Frank Cie	48152
Michele McCallion	48152
Toni Burke	48154
Angela Alen	48154
Donna Grabowski	48152
Janie Lane	48154
Cindy Lawler	48152
mike mcgan	48152
Michele Babon	48152
Brett Shiemke	48152
Amy Babon	48152
Ryan Carrow	48152
Samantha Raj	48152
Rosalyn Wilkerson	48152
Nathan Wilkerson	48152
Joshua Raj	48152
Jenny DeOrnellas	48152
Ernie Babon III	48152
Ellen Glynn	48152
Robert Swain	48152
John Patterson	48152
Peggy Besecker	48152-4541
Deb W	48152
Angela Williams	48152
GLENN LENARDON	48154
Amanda Kozlowski	48152
Lynne Sokoloski	48152
Laura Burke	48152
Alex Villarruel	48152
Matthew Vizzaccaro	48154
Haley Trimer	48154

Name	Postcode
Deborah Stanfill	48154
Dan Kozlowski	48155
Dave Gonzalez	48150
Laurie kron	48154
Amy Swain	48152
Patrice Muldowney	48154
Caitlin Bialowicz	48152
Kevin Skylis	48152
Andrea Wilemon	48150
Sheryl Liske	48383
Krystn Hussey	48152
Mary Shepherd	48152
Jane Chora	48152
Sharleen Stjean	48154
Toby DeSimone	48152
Maria Singbiel	48152
Elizabeth Blaesser	48152
Shirley Robertson	48152
Emily Keith	48154
John Blaesser	48152
Dennis Maljak Sr	48152
Monica Suchara	48152
Shelby Oliverio	48843
Ian Stone	48152
Erika Whitmyer	48152
Nicole Oliverio	48843
Heidi Cox	48154
Robin B	48150
Robert O'Keefe	48152
Esther Whittico	48152
Tony Oliverio	48843

Name	Postcode
Mary McKinney	48152
Ernest Babon Jr	48152
Janel Rice	48154
John Berryman	48154
John Krajacic	48152
Kevin Webb	48154
Sara Currie	48152
wayne proctor	48152
Stephanie I	48152
Brian Smith	48152
Julie Pastula	48154
John Cantrell	48219
Mary Baeske	48152
Cheryl Patterson Butkovich	48152
Karen Oliverio	48843
Frank Benavidez	48430
Dave Koss	48152
Christine Koss	48152
Colleen Badgero	48152
Marjorie Marino	48152
Linda Korovesis	48154
Patricia Phillips	48152
Linda G.	48152
Greg Weglarz	48154
Debbie Perrn	48152
Mona Bankey	48174
Ann Szczepaniak	48152
Marie Coletta	48152
Cheyenne Chapman	48154
Joanne Deutsch	48152
Scott Brewer	48152

Name	Postcode
Gail Boettcher	48154
Matejka Patrice	48152
Jon Bialowicz	48150
Stephanie Mehmed-Bialowicz	48150
Beverly Bell	48152
Nicole Lipinski	48154
Steven Johnson	48152
Cheryl Nelson	48152
Carlee Davis	48152
Brianna Cobbs	48152
Morgan Bogacki	48152
Manli Qiu	48152
Robert Hoekstra	48152
Stephanie Strong	48152
Steven Hoekstra	48197
Kathryn Patel	48152
Audrey Yanity	48152
Susan Barill	48152
Tim Barill	48152
Sally Jeffries	48152
Jamie Jeffries	48152
Jeff Pergament	48152
Margaret Hoekstra	48152
Karen Janiga	48152
Edwin Cuschieri	48152
Kiel Vedrode	48152
Lauryn Vedrode	48152
Mary Piontek	48152
Robert Bell	48152
David Piontek	48152
Heather Plinka	48152

Name	Postcode
Heidi Kelly	48152
Heather Helbling	48152
Brenda Lizbinski	48154
Jacob Helbling	48152
Maria Mitter	48150
Joseph Janiga	48152
Faith Piontek	48152
Margaret Yon	48152
Thomas Sweder	48152
KIM PARNIS	48152
Michelle Parnis	48152
William Parnis	48152
Marissa Helbling	48152
Debbie Cler	48152
Megan Coliton	48152
Stacy Maracle	48152
Larissa Barnett	48152
Steve Camarata	77040
Kelley Wooley Lyle	48152
Karen Becker	48154
Margaret Rudis	48152
Smith Smith	48154
Kevin H. Carlisle	48154
Ashley Aiello	48152
Anthony Beauvais	48154
Dale Cronenwett	48185
Shauna Williams	48150
Shawna DeNoyer	48152
Matt DeNoyer	48152
Brandon Makila	48154
Joseph Aiello	48152
Bryan Williams	48152

Name	Postcode
lynda rivera	48152
Amy Frush	48154
Laurie Krivitz	48152
Frances Janis	48152
Nicole Marchelletta	48154
Mary Gosselin	48154
Denise White	48154
Tatanya Lanier	48152
Jack Shepherd	48152
Teri Gribeck	48336
Gary Miller	48152
Leslie Miller	48152
Kimberly Mikonczyk	48152
Alexander Mikonczyk	48128
Laura Lark-Cattaneo	48152
Anthony Marchelletta	48152
Cindy Stapleton	48154
Michael Mikonczyk	48152-3481
Robert Martoia	48152
Henry Gorski	48152
Megan Barill	48154
Aaron Baxter	48154
Sara Healy	48154
Karen Marchelletta	48152
Frank Fenech	48152
Bryan Garchar	48150
Gina Sellinger	48154
Sarah Garchar	48150

Name	Postcode
Sarah Williams	48227
Travis Gosselin	48154
Laura Jannika	48154
Deborah Christiansen	48150
Barb Iovan	48154
Joe Johnston	48152
christine riker	48239
Michael Rudell	48152
Linda EagleTrudell	48150
LINDA BERNHARDT	48154
Carla McWilliams	48152
Carol Bonamici	48154
Brenda Sinclair	48154
Kari Burger	48152
Dave Wood	48152
virginia houston	48152-3425
Laura Green	48154
Amanda King	48186
Donna Kress	48152
Karen Greenwald	48154
Stefanie Kovaleski	48152
Ann Moening	48152
Susan Calvin	48154
David Cusin	48152
Irene Grysiewicz	48154
Judy Weiser	48152
Michael Coliton	48152
Amanda Duke	48152
Carrie Lacross	48152
Michael Duke	48152

Name	Postcode
Robert Singbiel	48152-4502
Chris Srock	48154
Caryn Loughlin	48154
Mary Humitz	48152
Shirley Gorski	48152
Loretta Rendina	48239
Kathy Reece	48154
Jeff Humitz	48152
Lisa Filipek	48846
Patricia Brockway	48230
David & Caren Cunningham	48152
Pauline Drabicki	48150
Jill Sak	48150
Mike Reece	48185
Susan Kusnir	48152
Ann Wollenweber	48152
Karen Adkins	48152
Abby Kuczmarski	48152
Ellen Cusin	48152
Michela Cusin	48152
Matthew Cusin	48152
Stephanie Cusin	48152
Cathy Kevra	48152
Joy Hinton	48150
Kristin Coliton	48152
Kelly Brown	48152
Greg Sproull	48152
Andrea Logan	48168
Stacy Hayne	48152
Patricia Gribeck	48152
Daniel Powell	48152
Mary Garrity	48152

Name	Postcode
Gale Powell	48152
Brad Garrity	48152
Greg Yon	48152
Matthew Kwiecien	48152
Debra Wheelock	48152
Linda Gardner	48154
Sandra Strubank	48154
Susan Proctor	48154
Maryna Ammar	48152
robert passmore	48154
Lynne Curnow	48154
Carol Cauchi	48152
Anna DeMarco-Krzeminski	48152
Niccole Kelly	48152
Matthew Kelly	48152
Sue Schmidt	48152
Doreen Bonkowski	48154
Valerie Thimm	48154
April McPherson	48152
Stephanie Mazur	48152
Lauren Szypula	48154
Paul Proctor	48152
Amy Bertha	48154
Natalie Andrek	48154
Cathy Gifford	48152
Tom Flanagan	48375-5323
Meaghan Burke	48067
Kevin Gifford	48152
Jessica Gresko	48152
Concetta Flanagan	48152
Angela French	48152-3460

Name	Postcode
Narciso Lemmer	48152
Gail Garrity	48625
Paul Condon	48152
Margaret Adams-Ash	48152
Brett Gierak	48152
Christa Larabell	48150
Amanda Washington	48154
James Ash	48152
Jessica C	48152
Judee Taormina	48152
Thomas Garrity	48625
Daniel Cooper	48103
Deborah Bush	48152
Kenneth Bush	48152
Jill Cooper	48103
Nathan Garrity	48152
Jennifer Conte	48154
Jennifer Malinowski	48154
Shahein Rajaee	48154
Sarah Daley	48152
Marilyn Porth	48152
Stacey Garrity	48336
Patricia Villarruel	48152
Danielle Lizura	48152
Grant Welmers	48154
Casey Welmers	48154
Charles Millen	48152
Thomas Michalsen	48198
Kristyn Gierak	48152
Patricia O'Connell	48154

Name	Postcode
Robert Maracle	48152
Stephen Adams	48152
Nicole Larabell	48150
Christi Jenkins	48176
Kyle Malkowski	48152
Emily Ouillette	48152
Charles Millen	49155
Enkelejda Shahu	48154
Claudia Rushlow	48152
Shelley Lesko	48152
Molly Lesko	48152
Julia Scappaticci	48152
Maggie Lesko	48152
Audrey Pegouske	48154
Becca S	48152
Bert Scap	48152
Milan Sridhar	48152
Dan Ly	48152
Jabiveir Veir	48152
Aiden Baney	48152
Jagger Scappaticci	48152
elise p	48154
salem plourde	27712
Alex H	48152
Jack Wagner	48154
Sam Hunt	48152
Brendan Bender	48152
Sayuni D	48154
Brett Vargo	48154
Lily Barber	48154
Ally Sopko	48152
Danielle Lebsack	48154

Name	Postcode
Apryl Kruse	48152
Evelyn Grybas	48154
Daniela Kruse	48152
alex coon	48154
Wendy Scappaticci	48162
David Vinson	48154
Meghan Ingham	48150
Gretchen Weir	48154
lailah acuna	18901
marin k	48152
Lynnae Patrias	48336
Andres Lesko	48152
Marian Nolan-Neville	48150
Jenny Sabbagh	48067
Sarah N	48154
Michael Harris	48085
Violet Floyd	48240
Amanda Hureski	48154
Emilija Vilkaite	48152
Elaine Gerou	80231
Loretta Darke	48152
Kiki Gillies	48152
Edward Kruse	48152
John Wick	15864
Elizabeth Belanger	48072
Russell Rathgeber	48154
Cindy Fleming	48150
Lindsay Obenour	48154
Clifton Washington	48154
Kelley Erickson	48152

Name	Postcode
Paula Griffith	48152
Dean Ricci	48154
Isabella Scappaticci	48152
Caitlin Cherry	48150
Andrea Deane	48154
Amy Saurborn	48187
Thomas Erickson	48152
Melissa Passmore	49154
Steven Sovinsky	48152
Elaine Sovinsky	48152
Regimantas Vilkas	48152
Lucia Morrison	48170
Thomas Erickson	48152
Chris Hankerd	48152
Remigijus Vilkas	48152
Amy Finger	48154
Michelle Wood	48154
Kelsy Schneider	48152
Gregory Schneider	48152
Ashley Monette	48154
Nick Riffe	48152
Jessica Wilhoite	48152
Janet Roznowski	48150
Judith Malick	48152
Christine Schulkey	48152
Stephanie Newby	48154
Laurisa Burke	48154
Stephen Burke	48154
Cody Strauch	48154
Diane Quist	48154

Name	Postcode
Raminta Vilkiene	48152
Mary Cauzillo	48154
Deborah DeMore	48152
Paula Divens	48154
Jenny Lyons	48154
rebecca markonni	48154
David DeMore	48152
Lithgow Ryan	48152
Patricia Garvey	48152
Theresa Carroll	48150
Robyn Frank	48152
Hunter James	48152
Romeo James	48152
Jessica Swanson	48154
Jennifer Paige	48185
Cynthia Korpela	48152
Amy Ciavaglia	48152
Andrea McMillan	48154
Cyndi Switala	48152
Stephanie Preston	48152
Phillip DuGray	48152
Rachel Quist Quist	48152
Hayley Quist	48154
Donald Gurka	48185
Carol Rakowicz	48154
Kayla Plater	48154
Joseph Krogol	48152
Katie Quinn	48066
Avivah Bowen	48152
Matthew Mosakowski	48185
Jacob Frisco	48152

Name	Postcode
Paige Nagy	48185
Cheryl Greene	48152
Joseph Kozma	48152
Morgan Quist	48154
Emily Courtney	48152
Mary Kovacs	18683
Eryn Struppa	48154
Melissa Barnes	48154
John Strauch	48154
Ashleigh Strauch	48154
Amanda Mosakowski	48185
Manuela Cupler	48154
Julie Ausum	48383
Lindsay Bauer	48152
Strauch, Debra	48154
John Rae	48154
Simeng Xing	48152
Catherine Crawford	48152
Eileen Johnson	48152
Michele Pas	48152
Michelle Lemieux	48152
Patricia Poirier	48154
Louise Mitchell	48152
Ledion Shahu	48154
Richard Flajole	48152-2534
Nicole Cupp	48152
Zachary Cupp	48152
Candice Marra	48336
Patricia Moffitt	48152
Julie Rathgeber	48154
Dawn Rochowiak	48152

Name	Postcode
Sarah Rakowicz	48154
David Mitchell	48152
Jacqueline Mcenhill	48154
Stephanie Estereicher	48152
Steven Lemieux	48152
Kim Dixon	48152
James Dixon	48152
Ravyn Dixon	48152
Shyam Patel	48152
Loretta Francis	48152
Kathryn Plotzke	48152
Terry Tabaczynski	48152
Greg Plotzke	48152
Melissa Boldt	48164
Katie Feher	48154
Denise Moul	48154
Zack Fehet	48154
Haley Feher	48154
Derek Linville	48154
daniel sterling	48152
Elizabeth Pollock	49321
Michelle Maddox	48336
Melissa Caramagno	48154
Barb Schommer	48178
Angela Lyday	48154
Chris Doerr	48154
Irene Coermann	48152
eric ferman	48152
Angelina Glenn	48154
Courtney Skynar	48152
Christine N	92101

Name	Postcode
Tina Bartkowiak	48152
David Bartkowiak	48152
Laraine Larkin	48154
Pat Kropinak	48152
Nancg York	48152
Ronald York	48152
Laura Burke	48152
Gina Wheaton	48150
William Bennett	48154
Kevin Stone	48154
Mary Lynne Roemer	48154
Steven Riemer	48154
Lisa Breitmeyer	48154
Cody Strauch	48154
Kelly Bache	48154
Donna Supplee	48150
Wendy Stone	48154
Elissa Brothers	48152
Judy Tootikian	48150
Janan Kaoud	48152
Kim Messing	48154
Harry Ganas	48152
Stephanie Christie	48152
Melissa Prowse	48152
Jessica Valentino	48154
Rebecca Rehberg	48150
John Rehberg	48154
Terry Fitzgerald	48154
Angela Pierz	48150
Julie Albaugh	48150
Kerry Kirsch	48152

Name	Postcode
Lori Spallone	48150
Misty Nasiatka	48150
Melissa Bobby	48154
Karen Bennett	48150
Hong Phan	48154
Peter Gruenewald	48150
Megan Trevino	48154
Matthew Parison	48150
Tara Smith	48152
Robert Spallone	48150
Breanna Gleason	48152
Kelli O'Halloran	48150
Shannon Pritula	48154
Mary Bousquette-Trotter	48152
Tiffany Strobl	48135
Kelly Michels	48154
Val Globish	48152
Laura Wilson	48150
Mark Michels	48152
Kellie Michels	48152
Nick Michels	48154
Donna M	48154
Deborah Avers	48154
Anthony Marchelletta	48168
Stephanie Grech	48150
Danielle Camardese	48154
Richard Burke	48152
Melvin Pemberton	49017
Kerry F. Kirsch	48152-3371
Gary Globish	48152
Brittany Kennedy	48051

Name	Postcode
Laura Fenech	48152
michael blaesser	48152
Shannon Kelly	48154
Kim Haley	48152
James Keller	48152
Kathleen Procailo	48150
Luiza Riza	48152
Linda Shipley	48150-3026
Joanne Daddow	48152
Arton Riza	48152
Raymond Riza	48152
Kathleen Gromek	48154
Kendra Hall	48152
Alexander Procailo	48150
Linda Davis	48150
Bujar Ramolli	48152
Leo Moilanen	48152
Denise Macmartin	48152
Jenna McWilliams	48152
Kaitlyn Kennedy	48154
Franco Fenech	48152
Nicole Learning	48152
Allison MacMartin	48152
Brad Casey	48180
Mike Johnson	48152
Janelle Adams	48152
Richard Shipley	48150
Thomas Jaster	48150
Debra Wheelock	48152
Jeffrey Prowse	48152
Ashley Stewart	48125
Jean Johnson	48154

Name	Postcode
madison prowse	48152
Kaitlyn T	48383
Rachelle Goldberg	48150
Melanie Tolcher	48154
John Glynn	48152
Kari Ivanics	48150
Holly McDougall	48135
Jamie Merritt	48154
Alan tolcher Tolcher	48154
Lori Nersesian	48154
Valarie Mailloux	48152
Kaylyn Carrigan	48152
Ryan Carrigan	48152
Taylor Small	48152
Kara Mitter	48152
Beth Ann Hall	48154
Shani Wozniak	48154
Margaret Csizmadia	48154
Ralf Caswell	48154
Anthony Calleja	48185
Michael Duke	48152
Linda Caswell	48164
Nancy Mitter	48150
Kelley Phillips	48152
Amy Bonser	48152
Greg Jones	48152
Sheila Menna	48164
Amber McComb	48152
Barb Okeefe	48152
Meena Moossavi	48154
Scott Bankey	48183

Name	Postcode
Glenn Griffith	48152
Julie Lustig	48154
Valerie Petersen	48152
Deeanna Hunt	37311
heather rooker	48152
Marci Merath	48185
Stefanie Ilich	48127
Amy Boroski	48152
Emilio Sanchez	48127
Armazik Avanessian	48152
Amy Dinsmore	48154
Mary Costello	48180
Ann VanAartsen	48152
Kraig Cupler	48154
Lisa Spiker	48152
Linda Feldt	48152
Romas Sonta	48152
Zena Ramolli	48152
Elena Cheraru	48152
Harold Welbes	48154
Karen Bamrick	48150
Anca Todor	48152
KATHY BILPO	48152
Tim Hartom	48150
Diane Junker	48152
Kristen Reault	48152
Lawrence Junker	48152-3390
David Junker	48152
Andrea Kozar	48152
Jennifer Jaster	48150
Michelene Celmer	48152

Name	Postcode
Christina Gschwender	48045
Tracy Fitzgerald Hall	48154
Laura Long	48150
Karen Casagrande-Dave	48154
Kristin Lee	48152
Julie Ciccarelli	48154-1116
Kristyn Green	48154
Eileen Johnson	34119
Matthew Bilpo	48152
Evelina Bryant	48152
sara grant	48154
Marie Button	48239
Sally Azzopardi	48150
Heather Young	48152
James Young	48165
Stephanie Lica	48154
Kristie Lica	48154
Blake Battjes	48154
Brent Woodland	48152
Steve Alexander	48150
Michelle Klaft	48152
Diane Nichols	48152
Elizabeth Coller	48150
Anthony Hall	48154-3509
Robert Coller	48150
Jon Nichols	48152
Rachel Muscott	48154
Richard LaBurn	48152
Amy Lazar	48152
Kathi Farrell	48152
Susan Rakay	48154

Name	Postcode
Robert Davis	48240
Beverly Davis	48240
Natalie DeCisntis	48357
Debra Owen	48152
Jessica Nowak	48154
marilyn culloty	48152
Paul Paparelli	48152
Kathleen Paparelli	48152
Andrea Kersten	48186
David Kersten	48186
Cathy Bobowski	48152
Kelsi Johnson	48154
Katherine Johnson	48152
Jennifer Dodds	48152
Katrina Larkins	48152-4607
KENNETH LARKINS	48152
Buff Campbell	48154
Kenneth L.	48152
Lori Martin	48152
Mike Johnson	48152
Lauren Grewe	48154
Stephanie Mojan	48152
Andrew Kubacki	48152
Michael Johnson	48152
Megan GRAY	48240
Robin Stanford	48152
James Boston	48152
JEANETTE ZAWOL	48154
Sean Olsen	48362
Katrina Lewinski	48152
Bethany Garbutt	48152
Laura Sanner	48152

Name	Postcode
Victoria Colombo	48154
Jovica Mladenoski	48152
Toni Mladenoski	48152
Daniela Mladenoski	48152
Brenda Lach	48152
Anna Kennedy	48152
Kelly Grisius	48152
Matthew Bartnick	48152
Alexandria Valdez	48152
Cindee Ahn	48152
James Kennedy	48152
Ward Battjes	48152
Donna Otremba	48152
Christopher Skupny	48154
Shannon Nidiffer	48154
Patricia Harkins	48154
Ted White	48152
Dana Custard	48152
Catherine Custard	48152
Lynn Dubay	48152
Rachel Reohr	48154
Michael Hubbard	48152
Katie Norris	48187
Shellie Anagnostou	48154
Dawn Moore	48154
David Jakubiec	48152
Sheryl St Jean	48154
Kristin Bohler	48152-1558
Michelene Celmer	48152
Matthew Celmer	48152
Janice Clark	48152

Name	Postcode
Beverly Vines	48152
Mark Vines	48152
Barbara Engstrom-McGraw	48152
K Vines	48152
Tyler Vines	48152
Deborah Jakubiec	48152
juan deornellas	48152
Linda McNall	48152
Nicolette Juncaj	48152
Loraine Jones	48154
Carla Navarro	48152
Anthony Juncaj	48152
Leze Djokaj	48152
Lisa Juncaj	48152
Lul Lesi	48154
Raina Dust	48152
Renee Baratono	48152
Kathleen Smythe	48154
Michael Lenardon	48152
Linda Webb	48152
Jenn Layson	48152
Joseph cecchini	48152
Veronica Wilkins	48152
Anna Cipkar	48152
Robert Lleshi	48154
John Hawthorne	48154
Linda Causey	48125
Peter Petroff	48154
Mary Pilon	48152
THOMAS HELINSKI	48152
Sandra Helinski	48152

Name	Postcode
Amani Alhjaji	48152
Mused Alhjaji	48152
Frank Oberc	48152
Chandran Padmanabhan	48152
Hadil Alhjaji	48152
Stefanie Parker	48154
Carolyn Best	48152
Don Best	48152
Jennifer DeOrnellas	48152
Helen Hench	48150
Nancy Suich	48152
Steve Suich	48152
Elizabeth Calhoun	48154
Cindy Lawler	48152
Candy Little	48152
Christopher Cebula	48152
Alaina Davis	48154
Karen Ann Smith	48150
Vida Pekorius	48154
Katrina Lewinski	48152
Evan Jaster	48150
Christina Fabrizio	48152
Diane Kellahan	48154
Denise Wilson	48152
Gordon St John	48152
Ali Ramolli	48152
Lucy Fielhauer	48135
Steven Micallef	48152
Stephen Myers	48150
Laura King	48152
Marian Cook	48154

Name	Postcode
Michael Cook	48154
Toby Cook	48154
Mary Dettloff	48152
Katarzyna Franczyk	48152
Becky Babon-Neuson	49504
Jordan Street	48154
Justin Diegel	48154
Elodie Gierak	48152
DAVID WIDO	48152
Kristin Wido	48152
Kim Goff	48152
Ryan W	48152
Sigrun Lobo	48152
Nicole Bridgeman	48152
Jacqueline Bridgeman	48152
Brian Rakestraw	48152
Samantha Rakestraw	48152
Leslie Wylie	48152
James Elder	48152
Deborah Callicoat	48152
Peggy Elder	48152
Megan Ostrowski	48152
Karen Eck	48152
Ryan Ostrowski	48152
Charles Eck	48152
Philips George	48152
Jill Hickens	48152
Charles Paul	48152
Jeffrey Backus	48152
Janet Vogel	49768

Name	Postcode
Mary Clare Wagner	48375
Janet Vogel	48374
Curt Vogel	49768
Charles Vogel	48297
Patricia Valli	48188
Linda Smith	48152
Gregory Spiewak	48152
Margaret S	48150
Samantha Sentman	48154
Matthew Blaesser	48152-1297
Karen Blaesser	48152
Daniel Glinski	48152
Bethany Garbutt	48152
William Blaesser	48152
Michael Coccia	48154
Christopher Stewart	19460-4082
Jamie Ruczko	48185
Eileen Johnson	48152
Avinash Lal	48152
Michael Spenelli	48150
Kathleen McCarthy	48154
Ellen Dorman	48152
Susan Zurek	48154
Norma Domzalski	48135
Rachel Oetzman	48154
Leah R	48154
Cierra Stainback	48377
Marsha McLean	48152
ROBERT MOORE	48152

NEW DATA RECEIVED FOR THE PUBLIC HEARING OF SEPTEMBER 13, 2023 - ITEM 2

From: Taormina, Mark
To: Kasprowicz, Sara; Reece, Stephanie
Cc: Grysko, Brandon
Subject: FW: St. Mary"s Petition - Withdrawal of NM3-I Portion
Date: Tuesday, September 5, 2023 11:29:19 AM
Attachments: 9.1.2023 Ltr to M Taormina - Withdrawal of NM3-I Portion.pdf

---

Sara,

See below and attached as new communication for next Wednesday's public hearing. Please note that it does not affect St. Mary's current request before the City Council, which is the rezoning of the N2 portion of the property.

Stephanie,

We can provide this to the Planning Commission to formally withdraw this portion of the request at their next meeting.

Mark

Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Grysko, Brandon <BGrysko@fb-firm.com>
Sent: Friday, September 1, 2023 12:35 PM
To: Taormina, Mark <mtaormina@livonia.gov>
Subject: St. Mary's Petition - Withdrawal of NM3-I Portion

Mark, see the attached formal letter withdrawing the NM3-I/elderly housing portion of the petition.

The N2 Montessori should still be moving forward, and that's already scheduled for a couple weeks out. Let me know if you need anything else.

Thanks,

BRANDON M. GRYSKO

FAUSONE & GRYSKO, PLC
ATTORNEYS AT LAW

41700 Six Mile Road, Suite 101

Northville, Michigan 48168-3460
(248) 912-3219
(248) 380-3434 fax
bgrysko@thefgfirm.law
www.thefgfirm.law
Follow us on Facebook: https://www.facebook.com/FausoneGryskoPLC/
Follow us on LinkedIn: https://www.linkedin./c/fausone-grysko-plc

PLEASE NOTE: New Firm Name

Effective September 1, 2023, Fausone Bohn, LLP became ***Fausone & Grysko, PLC****. The firm's website address is relaunching as of September 5th and will be www.thefgfirm.law; all firm email addresses reflect the new internet domain name (@thefgfirm.law). Please take a moment to update your records with our new information.*

This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and/or exempt from disclosure under applicable laws. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to the e-mail message. Thank you.

FAUSONE & GRYSKO, PLC
ATTORNEYS AT LAW

September 1, 2023

VIA EMAIL ONLY

Mark Taormina
Planning Director
City of Livonia
mtaormina@livonia.gov

RE: Basilica of St. Mary, 18100 Merriman and 30600 Brookview Drive
Withdrawal of the NM3-I Portion of Petition 2022-12-01-02

Mr. Taormina:

As you know, I represent the Basilica of St. Mary with respect to certain rezoning matters on its property located at 18100 Merriman and 30600 Brookview Drive in Livonia. My client originally submitted Petition 2022-12-01-02 seeking to rezone a portion of the property P-L (Public Lands) to N2 (Neighborhood) and another portion of the property from P-L to NM3-I (Neighborhood Multi-Family). The N2 portion was for a Montesorri School and educational facilities, and the NM3-I was for proposed elderly housing.

On January 31, 2023, the Planning Commission voted to recommend the approval of the N2 portion of the Petition and to table the NM3-I portion of the Petition. At this time, my client is withdrawing the NM3-I/elderly housing portion of the Petition. The N2 portion of the Petition for the development of a Montessori school and educational facilities is going to continue forward.

My client intends to engage its staff and stakeholders, city officials, and the community and revisit a project for housing for the elderly at a future date. If and when that occurs, my client looks forward to working with the City of Livonia towards a mutually beneficial development.

Please feel free to contact me with any questions. Until then, I remain,

Very truly yours,

Brandon M. Grysko

41700 Six Mile Road • Suite 101 • Northville, MI 48168
(248) 380-0000 • FAX (248) 380-3434 • www.thefgfirm.law

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
February 13, 2023

MEETING DATE	PREPARED BY
PH091323/R091823	Stephanie Reece, Program Supervisor

AGENDA ITEM

Petition 2022-12-01-02 submitted by Basilica of St. Mary, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood).

BACKGROUND

February 13, 2023

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2022-12-01-02 - St. Mary Basilica

Dear Council Members:

At the 1,194th Public Hearings and Regular Meeting held by the City Planning Commission on January 31, 2023, the following resolution was adopted:

RECOMMENDATION

#01-04-2023 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on January 31, 2023, on Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories), the Planning Commission does hereby recommend to the City Council that only the N2 portion of the request be approved at this time, for the following reasons:

1. The proposed N2 District is compatible with the surrounding land uses and zoning districts.

2. The current P-L District is intended for uses or facilities that furnish governmental services to the public.

3. The proposed N2 District will provide for the development of the subject property in a manner that is appropriate for its size and location.

4. The proposed zoning change will allow the development of an educational academy that will provide needed services for the Basilica and the surrounding area, and

5. The proposed zoning change is consistent with the Future Land Use Plan's goals, policies, and objectives.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of Livonia Vision 21 Zoning Ordinance, as amended.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Bongero, Long, Caramagno, Wilshaw
NAYS: Dinaro
ABSENT: Ventura
ABSTAIN: None

FISCAL CONSIDERATION

ATTACHMENTS

1. 2022-12-01-02_E-COUNCIL Pkt

APPROVED BY

Mark Taormina, Planning and Economic Development Director

Date: February 14, 2023

Maureen Miller Brosnan, Mayor

Date: March 09, 2023

NEW DATA RECEIVED FOR
ST MARY'S BASILICA PUBLIC HEARING

From: noreply@civicplus.com
To: CityCouncil
Subject: Online Form Submittal: City Council Inquiries
Date: Tuesday, April 18, 2023 8:28:12 PM

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	Marie
Last Name	McCormick
Address	650 Church Street, 209
Email Address	mmccormick@therouge.org
Phone Number	2484440756
Topic	City Council Meetings
Date of Issue	4/18/2023
Attachment (Optional)	St Marys Basilila development_FOTR Statement April 2023.docx.pdf
Comments	Dear Livonia City Council, Friends of the Rouge (FOTR) has become aware that St. Mary Basilica submitted a proposal to rezone use at St. Mary's Basilica rezoning at 18100 Merriman and 36000 Brookview Drive in Livonia. FOTR is a nonprofit 501(c)(3) organization founded in 1986 to raise awareness about the need to clean up the Rouge River. In existence for 37 years, we operate under the mission, “To restore, protect, and enhance the Rouge River watershed through stewardship, education, and collaboration.” We envision a future where a clean and vibrant Rouge River is the center of our community. Individual and community actions protect and improve the health of the Rouge River, assuring that its natural, economic, and recreational value enhances the quality of life in the Rouge River ecosystem. It is with our mission in mind that we address you in this letter to express our concern regarding the aforementioned potential development. ISSUE 1 Development of this parcel will result in vegetation

removal and creation of more impervious surface, which increases stormwater runoff that can lead to increased water temperatures, sedimentation, habitat loss, and be detrimental to the aquatic biota in Tarabusi Creek.

ISSUE 2 Consider proximity of the proposed development to the Tarabusi Creek and ensure that the riparian corridor remains whole.

Friends of the Rouge asks the Livonia City Council to act cautiously when considering this new development. Please consider the consequences of removal of vegetation within the floodplain and replacing it within more impervious surfaces. Due to Tarabusi Creek's unique importance as an ecological resource, FOTR recommends implementing strong green infrastructure practices that can mitigate stormwater impact to adjacent communities and creek.

If you have any further questions, please feel free to contact me directly at mmccormick@therouge.org.
Thank you for taking the time to consider our comments.

Sincerely,

Marie McCormick,
Friends of the Rouge Executive Director

Email not displaying correctly? View it in your browser.

NEW DATA RECEIVED FOR PUBLIC HEARING OF APRIL 3, 2023 - ITEM 1

Kasprowicz, Sara

From: noreply@civicplus.com
Sent: Monday, March 20, 2023 3:16 PM
To: CityCouncil
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	david
Last Name	jakubiec
Address	17448 rexwood st livonia, mi 48152
Email Address	sandpatch1@hotmail.com
Phone Number	734 427 5062
Topic	City Council Meetings
Date of Issue	4/3/2023
Attachment (Optional)	*Field not completed.*
Comments	I would like to express that I am against the rezoning of the Basilica of St. Mary on Merriman Rd due to the following concerns... Decrease home values due to possible drug rehab facilities on site, Commercial property in a residential area TAX FREE property. So my taxes will increase to cover city expenses, fire police roads. noise pollution light pollution destruction of nature environmental impact loss of a natural field for animals increased traffic increased emergency vehicles in area increase waste and odors loss of open space Please do not allow the rezoning of this property to these

classifications. There are other areas of Livonia that can be developed that are eye sores including the corner of 7 mile and Farmington.

Dave jakubiec
17448 Rexwood

Email not displaying correctly? View it in your browser.

NEW DATA RECEIVED FOR PUBLIC HEARING OF APRIL 3, 2023 - ITEM 1

From: noreply@civicplus.com
To: CityCouncil
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, March 20, 2023 10:42:27 AM

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	Darlene
Last Name	Wood
Address	30527 Jeanine St
Email Address	dwood8689@gmail.com
Phone Number	5178990991
Topic	Other City Council Inquiry
Date of Issue	3/20/2023
Attachment (Optional)	City Counsel Letter Feb2023.docx
Comments	Vote No on Petition 2022-12-01-02 Rezoning of 18100 Merriman and 30600 Brookview Basilica of St. Mary's

Email not displaying correctly? View it in your browser.

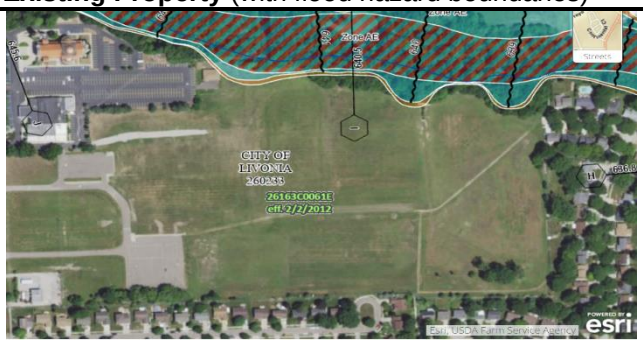
Dear Counsel Member x

We are writing to urge you to oppose the Basilica of St. Mary's (Original Petition 2022-12-01-02) to build an enormous 35,000 sq. ft. Montessori school and gym at 18100 Merriman that has been approved by the planning committee. The church is also petitioning to build a 97,875 sq. ft senior apartment building at 30600 Brookview along with hundreds of parking spaces. The entire development would back up to the end of Brookwood which is deep in our neighborhood. Both properties are currently zoned as Public Land (PL).

Up until six years ago, after being enjoyed by the public for decades, two heavily forested riverside parcels making up the finest parts of the former Bryant school were unceremoniously sold away by the Livonia Public Schools. Over 600 community members have signed a petition opposing these requests. ***These parcels were purchased zoned as Public Land and should remain that way***.

If approval is granted for these requests, we are deeply concerned that a precedent will be set for remaining community properties like the Bryant Field will become even more valuable targets for the development of land once enjoyed by the community. Perhaps even bypassing redevelopment opportunities of vacant commercial properties such as those up and down Seven-mile Road.

Both lots are adjacent to the Tarabusi Creek which is part of the Rouge River tributary. These lots are among only a few ways for the local community to access the foot trails to a wonderful urban forest that connects to a number of nearby parks. Chloride levels are also an issue in this creek. The proposed parking lot drainage and structures will do no favors to the creek's health or the basements of nearby residents backing up to these marshy properties. The parking lot will increase traffic, noise, and light pollution along with structures that do not conform with the surrounding community.

Existing Property (with flood hazard boundaries)	**Proposed Development Overlay**
	

As you likely know the Future Land Use Map in the Livonia Vision 21 plan is intended to form the basis for future zoning ordinance and other legal controls. The current plan finds that only 3,427.81 acres are remaining for Community and Public use. **Importantly, both parcel at issue are recommended to remain zoned as "Parks and Community"** in the plan. Demographically Vision 21 portrays a city that is experiencing an aging declining population, smaller household sizes, and reduced public school enrollment. One would think that only extraordinary circumstances would have to exist in order to commercially developing two non-renewable natural parcels.

Please trust that the residents in our neighborhood strongly oppose this development and many have voiced strong support for the Master Plan's vision to the Planning Commision. ***Please oppose this request and send a message that the buying and selling of land zoned for community and public use will not be rezoned for commercial exploitation without the existence of extraordinary circumstances.*** The circumstances involving this development are not even close to extraordinary, and will only further erode what remains of our public space. Please let us know what your position might be on this proposed development. We look forward to hearing from you.

Darlene and Dave Wood
30527 Jeanine Street
Livonia MI 48152
Ph. 734-xxx-xxxx **Email** dwood8689@google.com

Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

REZONING APPLICATION
CITY OF LIVONIA, MICHIGAN

All applications must be presented in quadruplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature. You are invited and encouraged to review your proposal with the Planning Department staff.

Date Filed: 12-9-22 Petition 2022-12-01-02

Site Address: 18100 MERRIMAN RD Sidwell

Requesting To Rezone Property From PL PL To N2 NM3-1

For the Following Reason (s) PL -> N2 CONSTRUCTION OF ACTIVITIES BUILDING PL -> NM3-1 CONSTRUCTION OF APARTMENTS

Applicant: SALEM SAMAAN Business/Company: BASILICA of ST. MARY'S

Applicant's Address: 18100 MERRIMAN RD City: LIVONIA State: MI Zip Code:

Applicant's Phone # (734) 459-4040 Applicant's Email

For fee computation, see attached Fee Schedule **Please provide the following information:**

RECEIVED DEC 15 2022 CITY OF LIVONIA PLANNING COMMISSION

RECEIVED 2022 DEC -9 AM 11:46 OFFICE OF THE CITY CLERK

1) **Legal Description** of the property to be considered. Paper copy must be clearly printed.

Fully Dimensional Map (3 copies) drawn at an appropriate scale, with a north arrow, dated & legend key to symbols and showing:

- The land that would be affected by the proposed amendment.
- The dimensions, square footage & acreage of the land.
- The existing conditions of the site, including all structures & parking layout.
- A legal description of the land to be rezoned.
- All public and private right-of-ways & easements bounding & intersecting the site.
- A preliminary plan showing the proposed land use(s) of the land under consideration.
- The zoning classification of all abutting zoning districts.
- The structures and existing land uses on all property adjacent to the subject parcel and 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@livonia.gov

Owner of Property: St. MARY ANTIOCIAN ORTHODOX CHURCH

Owner's Address: 18100 Merriman Rd City: LIVONIA State: MI Zip Code: 48152

Owner's Phone # (734) 751-6046 Owner's Email SFSamaan@gmail.com

Signature of Owner: Print Name: Salem F. Samaan, Parish Council Attorney

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

on this 7th day of December 2022.

Signature of Notary: Shereen Hassan Aneed My commission expires 5-10-24

Shereen Hassan Aneed
NOTARY PUBLIC - STATE OF MICHIGAN
County of Wayne
My Commission Expires 5/10/2024
Acting in the County of Wayne

APPROVED AS FORM
Department of Law

By: Samuel E. Gaston

Date: 12/14/2022

Law Offices
Salem F. Samaan, P.C.
150 North Main Street
Plymouth, MI 48170-1236
(734) 459-4040
facsimile (734) 454-4814

Salem F. Samaan
direct e-mail
sfsamaan@gmail.com

M. Michael Koroi

February 2, 2023

City of Livonia
City Planning Commission

VIA: E-mail – Planning@Livonia.gov

Re: Petition 2022-12-01-12
Basilica of St. Mary
Rezoning from PL to NM3-1 (Neighborhood Multi-family)

Dear Members:

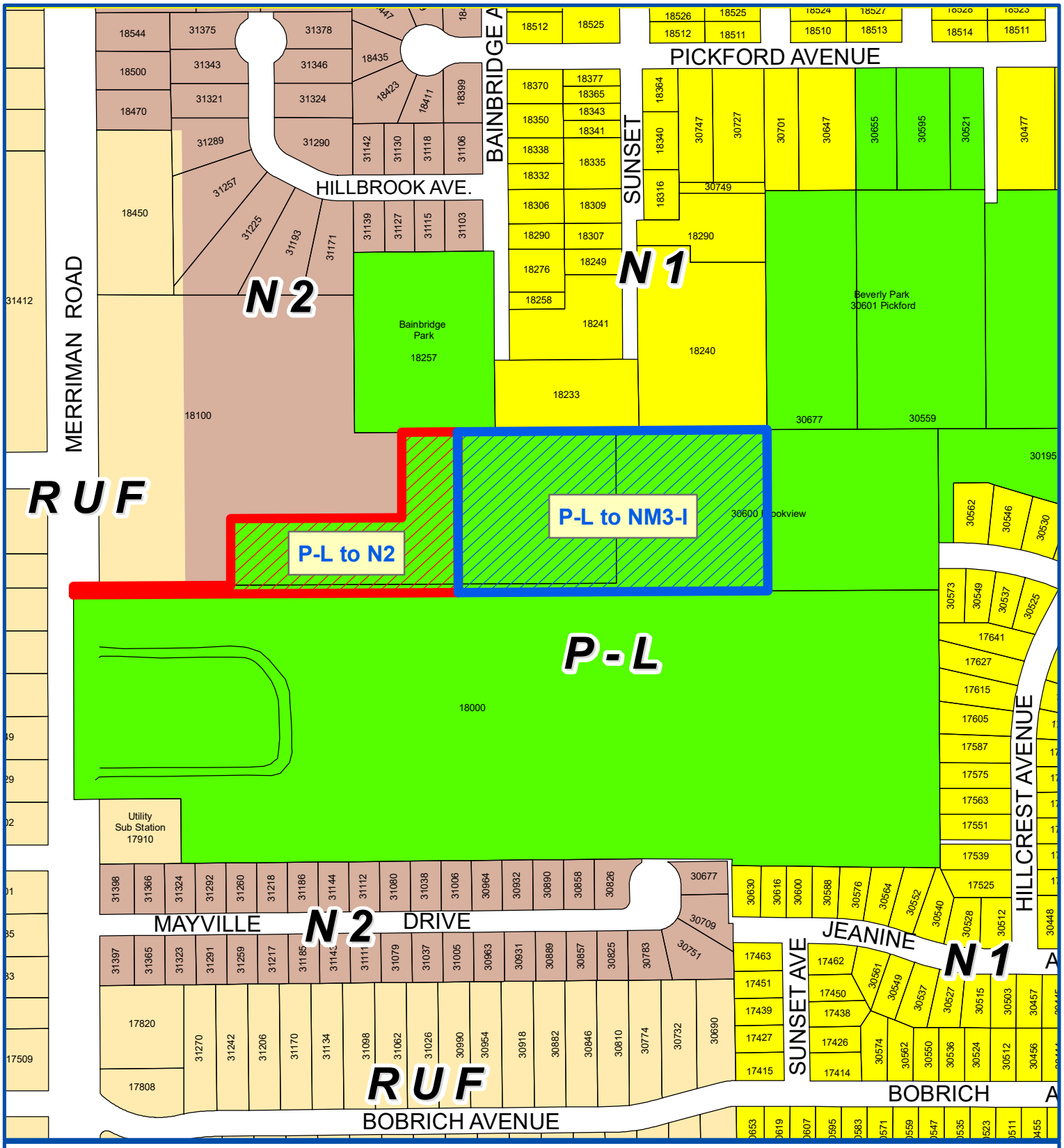
At the Planning Commission Public hearing held on January 31, 2023, the commission approved the rezoning of one section of the property from PL to N2, and tabled St. Mary's request to rezone the adjacent property from PL to NM3-1, which is presently set for February 14, 2023. On behalf of the Basilica of St. Mary, we are respectfully requesting the public hearing set for February 14, 2023, be moved to May 9, 2023, to allow more time for the church to do further studies on the project.

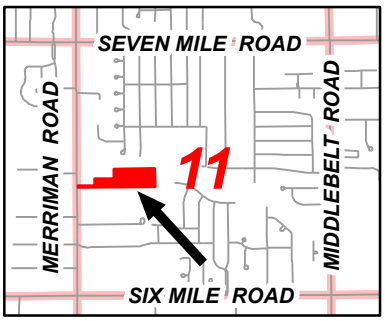
Thank you for your consideration in this matter.

Very truly yours,

Salem F. Samaan

SFS/sha



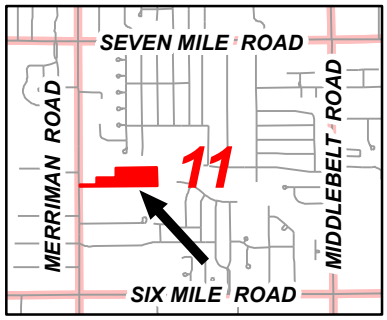


Address & Zoning Map

Petition 2022-12-01-02
Basilica of St. Mary
18100 Merriman & 30600 Brookview
from P-L to N2 & NM3-I

N
Not to Scale

City of Livonia
Planning Department



Aerial Map

Petition 2022-12-01-02
Basilica of St. Mary
18100 Merriman & 30600 Brookview
from P-L to N2 & NM3-I

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

January 24, 2023 Study Meeting:

This petition seeks to rezone portions of the Basilica of St. Mary property to construct a one-story educational academy and a three-story senior apartment building.

Basilica of St. Mary's overall property measures 21.48 acres. Presently, the site is divided into three (3) zoning classifications. The front of the property, which includes the Basilica and Cultural Center, is zoned RUF (Rural Urban Farm) and N-2 (Neighborhood). The easterly part of the site, previously owned by Livonia Public Schools as part of the former Bryant Middle School property, is zoned P-L (Public Lands).

North of the site are homes zoned N1 and N2 and City-owned land, including Bainbridge Park and Beverly Park, zoned P-L, portions of which lie within the Tarabusi Creek floodplain. To the east are homes in the Sunset Park Subdivision, zoned N1. Immediately to the south is the remaining portion of the Bryant School property still owned by Livonia Public Schools. And to the west, across Merriman Road, are residential homes that are part of the Marvin's Robin Hood Subdivision, zoned RUF.

The portion of the property that would be rezoned to the N2 classification is L-shaped and tracks along the outer edge of the parking lot for the Basilica and Cultural Center. A narrow strip of land along the site's south property line, adjacent to the Cultural Center, is also included in the rezoning to N2. Altogether, the area to be rezoned to N2 is approximately 2.96 acres.

Section 3.05 of the zoning ordinance specifies that educational uses are permitted in the N2 District. The code defines educational uses as: "*Uses that provide educational services, such as public libraries, public primary and secondary schools, and publicly owned and operated institutions of higher learning.*" The preliminary plans for the St. Mary's Academy and Gymnasium show a building of about 35,000 square feet. The building would be located approximately 150 feet east of the existing Cultural Center, mostly on undeveloped land but also occupying property partially used for parking. The floor plan shows multiple classrooms and multi-purpose rooms, a gymnasium with bleachers and a stage, locker rooms, restrooms, storage, mechanical rooms, and several offices. The building would be one level. The maximum height of the building, from grade to the flat roofline of the gymnasium, would be about thirty-six feet (36'). The exterior building materials would combine brick, limestone, and block. Parking for schools is based on one (1) parking space for each employee (including teachers and administrators), plus sufficient off-street space for the safe and convenient

loading and unloading of students. The plans do not show how the required off-street parking for the academy would be met.

The requested NM3-I district is east of the proposed Academy and Gymnasium. It encompasses the entire property width, 376 feet, by a depth of 723 feet, for a total area of approximately 6.24 acres. The zoning change is requisite for developing a three-story senior apartment building. Under Section 6.31 - Housing for the Elderly, the NM3 district permits independent elderly housing, senior assisted living facilities, congregate elderly housing, and nursing homes. The term Elderly Housing refers to a building or a group of buildings that provides housing in which at least eighty percent (80%) of the occupied units are rented to at least one (1) person who is fifty-five (55) years of age or older. The standards of Section 6.31 specifically exclude hospitals, hotels, motels, tourist homes, rooming homes, condominiums, or site condominiums.

The "I" suffix included in the NM3-I zoning classification would allow buildings up to four (4) stories in height. Without it, building height under NM3 zoning is restricted to two (2) levels. The proposed rezoning would only affect part of the property—the easterly 7.07 acres identified on the plans as Parcel 2 would remain zoned P-L.

The proposed three-story senior apartment building is positioned in the south-central portion of the land requested to be rezoned from P-L to NM3-I. Its maximum height would be about forty-eight feet (48'). The building's overall dimensions are 75' x 435', with each floor containing roughly 32,625 square feet of gross floor area (GFA). Counting all three (3) levels, the apartment building would total approximately 97,875 square feet. The first and second floors would each have twenty-eight (28) apartments, including sixteen (16) one-bedroom units and twelve (12) two-bedroom units. The third floor would have the same number of one- and two-bedroom units, with two (2) additional one-bedroom flex units. In total, the building would contain eight-six (86) apartments. Each unit would have a bedroom, kitchen area, living room, bathroom, and closets. The exterior building materials would combine brick, block, and Hardie panels. There would be a porta-cochere over both the south and north main entrances. Parking for apartments is based on two (2) parking spaces for each unit with one (1) and two (2) bedrooms and two and one-half (2½) spaces for each unit with three (3) or more bedrooms. The plans do not show how the off-street parking for the proposed apartment building would be laid out.

The Livonia Vision 21 Master Plan designates the portions of the property that would be rezoned as 'Floodplain Area' and 'Parks and Community.' The 100-year flood hazard area extends across the northern edge of the site, and the Parks and Community classification reflects LPSs previous use and ownership of the property.

January 31, 2023: Public Hearing:

Approving Resolution: The request to rezone the properties at 18100 Merriman Road and 30600 Brookview Drive per the legal descriptions submitted with the application, from P-L, Public Lands, to N2, Neighborhood, and NM3-I, Neighborhood Multifamily, is approved, subject to City Council approval, for the following reasons:

1. The proposed N2 and NM3-I Districts are compatible with the surrounding land uses and zoning districts.

2. The current P-L District is intended for uses or facilities that furnish governmental services to the public.

3. The proposed N2 and NM3-I Districts will provide for the development of the subject properties in a manner that is appropriate for their sizes and locations.

4. The proposed N2 and NM3-I Districts will allow for the development of an educational academy and three-story senior apartment building in a manner that will not be detrimental to the surrounding area, and

5. The proposed zoning changes are consistent with the Future Land Use Plan's goals, policies, and objectives.

Alternate Approving Resolution for N2 Only: The request to rezone the property at 18100 Merriman Road per the legal description submitted with the application from P-L, Public Lands, to N2, Neighborhood, is approved, subject to City Council approval, for the following reasons:

1. The proposed N2 District is compatible with the surrounding land uses and zoning districts.

2. The current P-L District is intended for uses or facilities that furnish governmental services to the public.

3. The proposed N2 District will provide for the development of the subject property in a manner that is appropriate for its size and location.

4. The proposed zoning change will allow the development of an educational academy that will provide needed services for the Basilica and the surrounding area, and

5. The proposed zoning change is consistent with the Future Land Use Plan's goals, policies, and objectives.

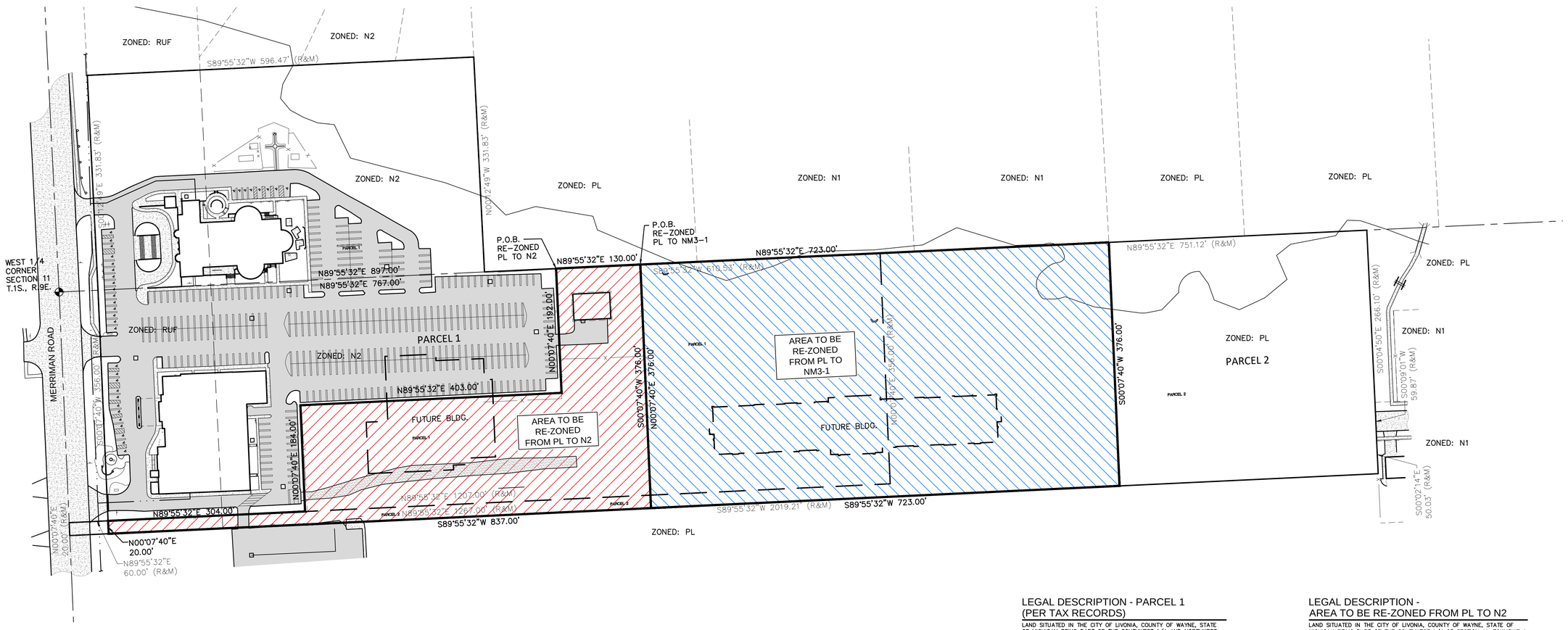
Denying Reasons: The request to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive from P-L, Public Lands, to N2, Neighborhood, and NM3-I, Neighborhood Multifamily, is hereby denied for the following reasons:

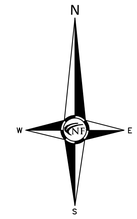
1. The petitioner has failed to show that the proposed zoning changes and the intended uses would be compatible with and in harmony with the surrounding residential neighborhoods.

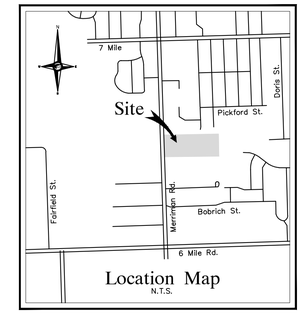
2. The proposed zoning changes are inconsistent with the surrounding residential uses and would adversely alter the neighborhood's character.

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

4. That the proposed zoning changes are not supported by Livonia Vision 21 and the Future Land Use Plan, which shows the subject land area as a ‘Floodplain Area’ and ‘Parks and Community.’







Location Map
N.T.S.

NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

STATE OF MICHIGAN
KEVIN CHRISTOPHER NAVAROLI
License No. 4001063503
LICENSED PROFESSIONAL SURVEYOR

PROJECT
Basilica of St. Mary's
18100 Merriman Rd.
Livonia, MI

CLIENT
Basilica of St. Mary's

Contact: Salem Samaan
Ph: (734) 459-4040

PROJECT LOCATION
Part of the Southwest ¼
of Section 11
T. 1 South, R. 9 East
City of Livonia,
Wayne County, Michigan

SHEET
Re-Zoning Sketch

811
Know what's below
Call before you dig.

DATE	ISSUED/REVISED
11-16-22	REVISED PER CITY

DRAWN BY:
A. Eizember

DESIGNED BY:

APPROVED BY:
P. Williams

DATE:
November 4, 2022

SCALE: 1" = 80'

80 40 0 40 80 120

NFE JOB NO.
N210

SHEET NO.
1 of 1

LEGAL DESCRIPTION - PARCEL 1 (PER TAX RECORDS)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1207.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 610.53 FEET; THENCE NORTH 00 DEGREES 12 MINUTES 49 SECONDS WEST, 331.83 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 596.47 FEET; THENCE SOUTH 00 DEGREES 12 MINUTES 49 SECONDS EAST, 331.83 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 627,615 S.F. OR 14.41 ACRES.

LEGAL DESCRIPTION - PARCEL 2 (PER WARRANTY DEED)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 356.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1267.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET TO THE EAST–WEST 1/4 LINE OF SAID SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 751.12 FEET TO THE NORTHWEST CORNER OF "SUNSET PARK SUB'N" AS RECORDED IN LIBER 83 OF PLATS, PAGES 68 AND 69, WAYNE COUNTY RECORDS; THENCE SOUTH 00 DEGREES 04 MINUTES 50 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 266.10 FEET TO THE NORTHERLY RIGHT–OF–WAY OF BROOKVIEW DRIVE (60' WIDE); THENCE SOUTH 00 DEGREES 02 MINUTES 14 SECONDS EAST ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 50.03 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 2019.21 FEET TO THE WEST LINE OF SAID SECTION 11; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 308,000 S.F. OR 7.07 ACRES.

LEGAL DESCRIPTION - AREA TO BE RE-ZONED FROM PL TO N2

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 767.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID LINE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 130.00 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 376.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 837.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 20.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 304.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 184.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 403.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 192.00 FEET TO THE POINT OF BEGINNING.

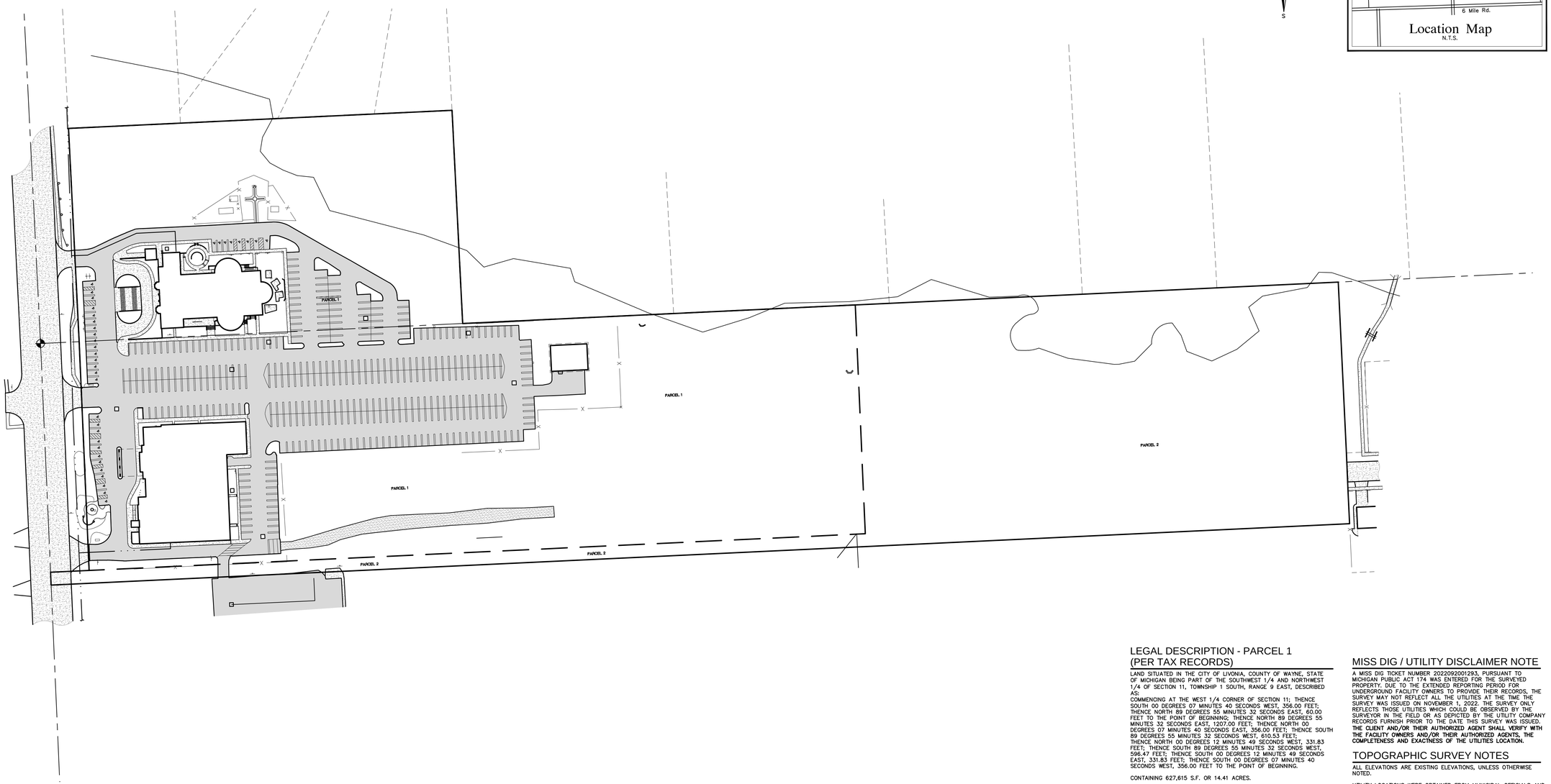
CONTAINING 129,110 SQUARE FEET OR 2.96 ACRES.

LEGAL DESCRIPTION - AREA TO BE RE-ZONED FROM PL TO NM3-1

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 897.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID LINE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 723.00 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 376.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 723.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 376.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 271,848 SQUARE FEET OR 6.24 ACRES.



Location Map
N.T.S.

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

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

PROJECT
Basilica of St. Mary's
18100 Merriman Rd.
Livonia, MI

CLIENT
Basilica of St. Mary's

Contact: Salem Samaan
Ph: (734) 459-4040

PROJECT LOCATION
Part of the Southwest ¼
of Section 11
T. 1 South, R. 9 East
City of Livonia,
Wayne County, Michigan

SHEET
Overall Survey

Know what's below
Call before you dig.

LEGAL DESCRIPTION - PARCEL 1 (PER TAX RECORDS)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1207.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 610.53 FEET; THENCE NORTH 00 DEGREES 12 MINUTES 49 SECONDS WEST, 331.83 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 596.47 FEET; THENCE SOUTH 00 DEGREES 12 MINUTES 49 SECONDS EAST, 331.83 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 627,615 S.F. OR 14.41 ACRES.

LEGAL DESCRIPTION - PARCEL 2 (PER WARRANTY DEED)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 356.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1267.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET TO THE EAST–WEST 1/4 LINE OF SAID SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 751.12 FEET TO THE NORTHWEST CORNER OF "SUNSET PARK SUB'N" AS RECORDED IN LIBER 83 OF PLATS, PAGES 68 AND 69, WAYNE COUNTY RECORDS; THENCE SOUTH 00 DEGREES 04 MINUTES 50 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 266.10 FEET TO THE NORTHERLY RIGHT–OF–WAY OF BROOKVIEW DRIVE (60' WIDE); THENCE SOUTH 00 DEGREES 02 MINUTES 14 SECONDS EAST ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 50.03 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 2019.21 FEET TO THE WEST LINE OF SAID SECTION 11; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 308,000 S.F. OR 7.07 ACRES.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022092001293, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON NOVEMBER 1, 2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. **THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.**

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

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

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

LEGEND

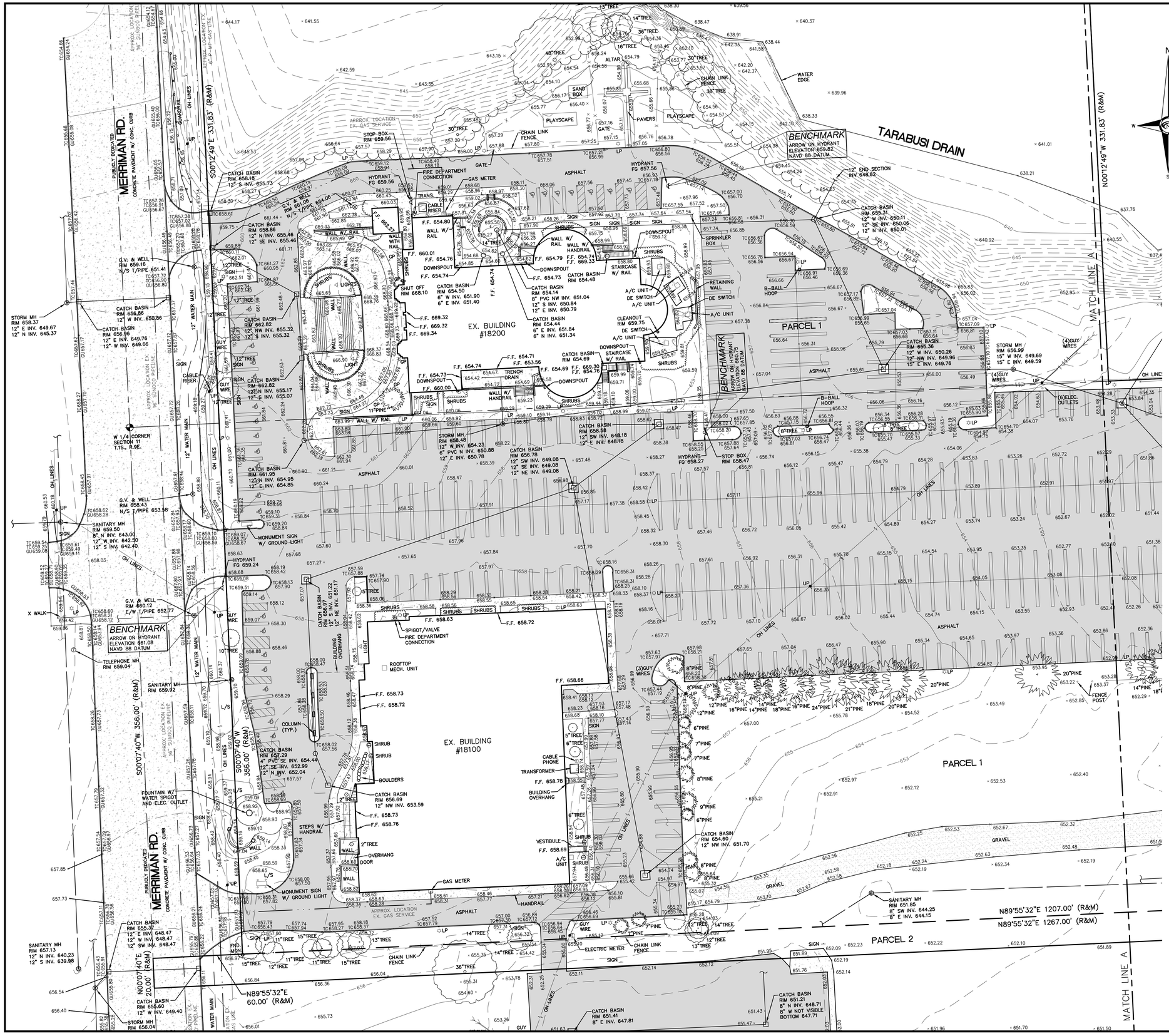
MANHOLE	EXISTING SANITARY SEWER
	EXISTING SAN. CLEAN OUT
HYDRANT / GATE VALVE	EXISTING WATER MAIN
MANHOLE / CATCH BASIN	EXISTING STORM SEWER
	EX. R.Y. CATCH BASIN
	EXISTING BURIED CABLES
UTILITY POLE / GUY POLE / GUY WIRE	OVERHEAD LINES
	LIGHT POLE
	SIGN
	EXISTING GAS MAIN

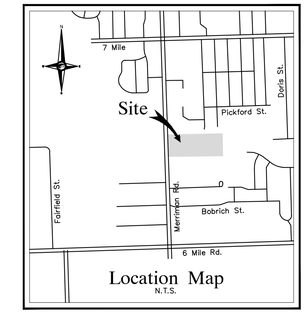
DATE	ISSUED/REVISED
00-00-00	REVISED PER

DRAWN BY: A. Eizember
DESIGNED BY:
APPROVED BY: P. Williams
DATE: November 1, 2022
SCALE: 1" = 80'

80 40 0 40 80 120

NFE JOB NO. **N210**
SHEET NO. **1 of 4**





Location Map
N.T.S.

LEGAL DESCRIPTION - PARCEL 1 (PER TAX RECORDS)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1207.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 610.53 FEET;
THENCE NORTH 00 DEGREES 12 MINUTES 49 SECONDS WEST, 331.83 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 596.47 FEET; THENCE SOUTH 00 DEGREES 12 MINUTES 49 SECONDS EAST, 331.83 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 627,615 S.F. OR 14.41 ACRES.

LEGAL DESCRIPTION - PARCEL 2 (PER WARRANTY DEED)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS: COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 356.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1267.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET TO THE EAST–WEST 1/4 LINE OF SAID SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 751.12 FEET TO THE NORTHWEST CORNER OF "SUNSET PARK SUB'N" AS RECORDED IN LIBER 83 OF PLATS, PAGES 68 AND 69, WAYNE COUNTY RECORDS; THENCE SOUTH 00 DEGREES 04 MINUTES 50 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 266.10 FEET TO THE NORTHERLY RIGHT–OF–WAY OF BROOKVIEW DRIVE (60' WIDE); THENCE SOUTH 00 DEGREES 02 MINUTES 14 SECONDS EAST ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 50.03 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 2019.21 FEET TO THE WEST LINE OF SAID SECTION 11; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 308,000 S.F. OR 7.07 ACRES.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022092001293, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON NOVEMBER 1, 2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. **THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.**

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

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

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

LEGEND

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

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

SEAL

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

PROJECT
Basilica of St. Mary's
18100 Merriman Rd.
Livonia, MI

CLIENT
Basilica of St. Mary's

Contact: Salem Samaan
Ph: (734) 459-4040

PROJECT LOCATION
Part of the Southwest ¼
of Section 11
T. 1 South, R. 9 East
City of Livonia,
Wayne County, Michigan

SHEET
Boundary / Topographic Survey

811
Know what's below
Call before you dig.

DATE	ISSUED/REVISED
00-00-00	REVISED PER

DRAWN BY: A. Eizember

DESIGNED BY:

APPROVED BY: P. Williams

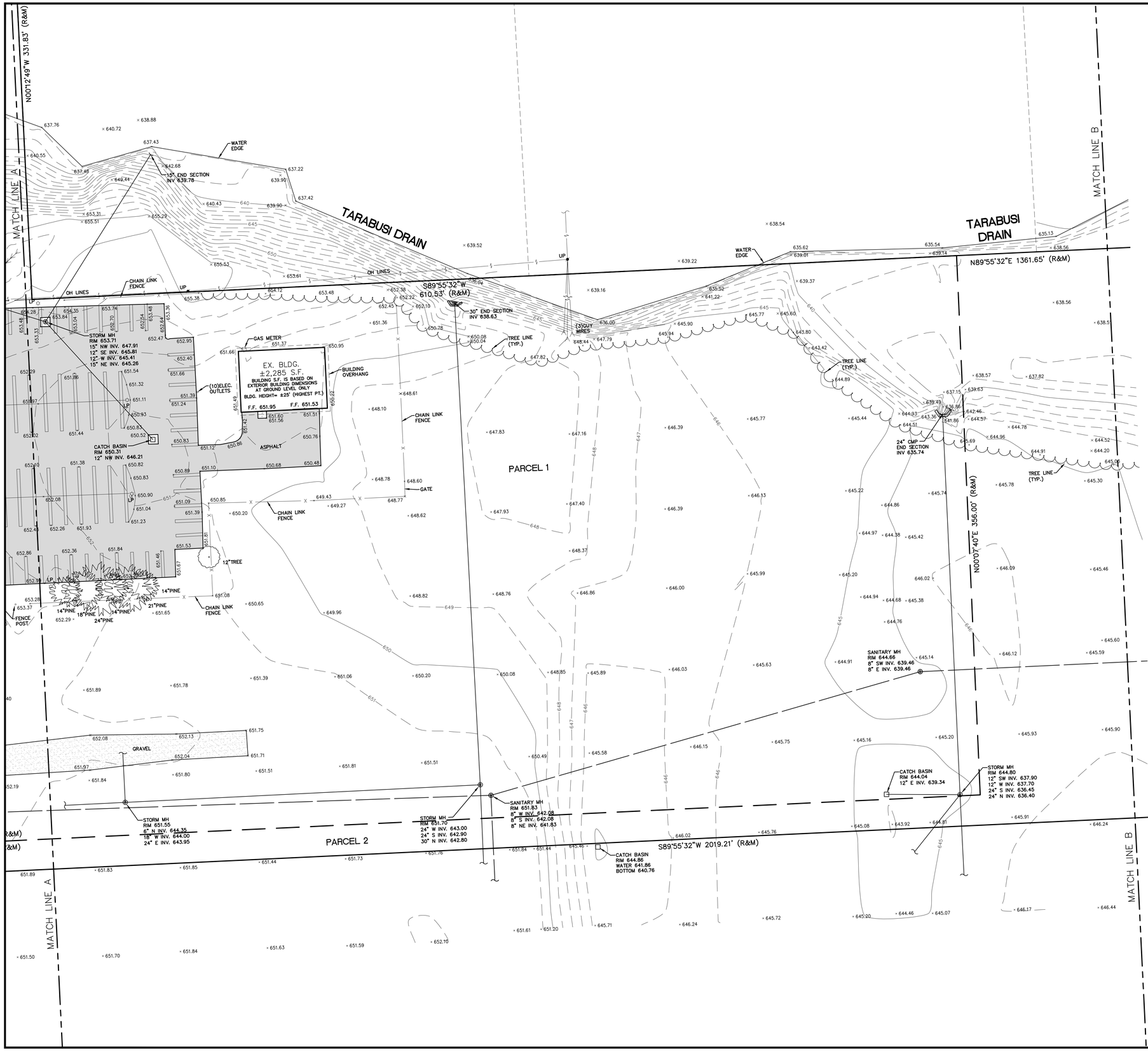
DATE: November 1, 2022

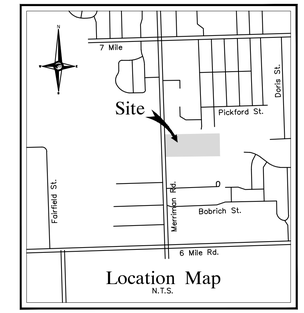
SCALE: 1" = 30'

30 15 0 15 30 45

NFE JOB NO. N210

SHEET NO. 2 of 4





Location Map
N.T.S.

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

LEGAL DESCRIPTION - PARCEL 1 (PER TAX RECORDS)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1207.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 610.53 FEET;
THENCE NORTH 00 DEGREES 12 MINUTES 49 SECONDS WEST, 331.83 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 596.47 FEET; THENCE SOUTH 00 DEGREES 12 MINUTES 49 SECONDS EAST, 331.83 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 627,615 S.F. OR 14.41 ACRES.

LEGAL DESCRIPTION - PARCEL 2 (PER WARRANTY DEED)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS: COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 356.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1267.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET TO THE EAST–WEST 1/4 LINE OF SAID SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 751.12 FEET TO THE NORTHWEST CORNER OF "SUNSET PARK SUB'N" AS RECORDED IN LIBER 83 OF PLATS, PAGES 68 AND 69, WAYNE COUNTY RECORDS; THENCE SOUTH 00 DEGREES 04 MINUTES 50 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 266.10 FEET TO THE NORTHERLY RIGHT–OF–WAY OF BROOKVIEW DRIVE (60' WIDE); THENCE SOUTH 00 DEGREES 02 MINUTES 14 SECONDS EAST ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 50.03 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 2019.21 FEET TO THE WEST LINE OF SAID SECTION 11; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 308,000 S.F. OR 7.07 ACRES.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022092001293, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON NOVEMBER 1, 2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. **THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.**

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

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

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

LEGEND

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

SEAL

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

PROJECT
Basilica of St. Mary's
18100 Merriman Rd.
Livonia, MI

CLIENT
Basilica of St. Mary's

Contact: Salem Samaan
Ph: (734) 459-4040

PROJECT LOCATION
Part of the Southwest ¼ of Section 11
T. 1 South, R. 9 East
City of Livonia,
Wayne County, Michigan

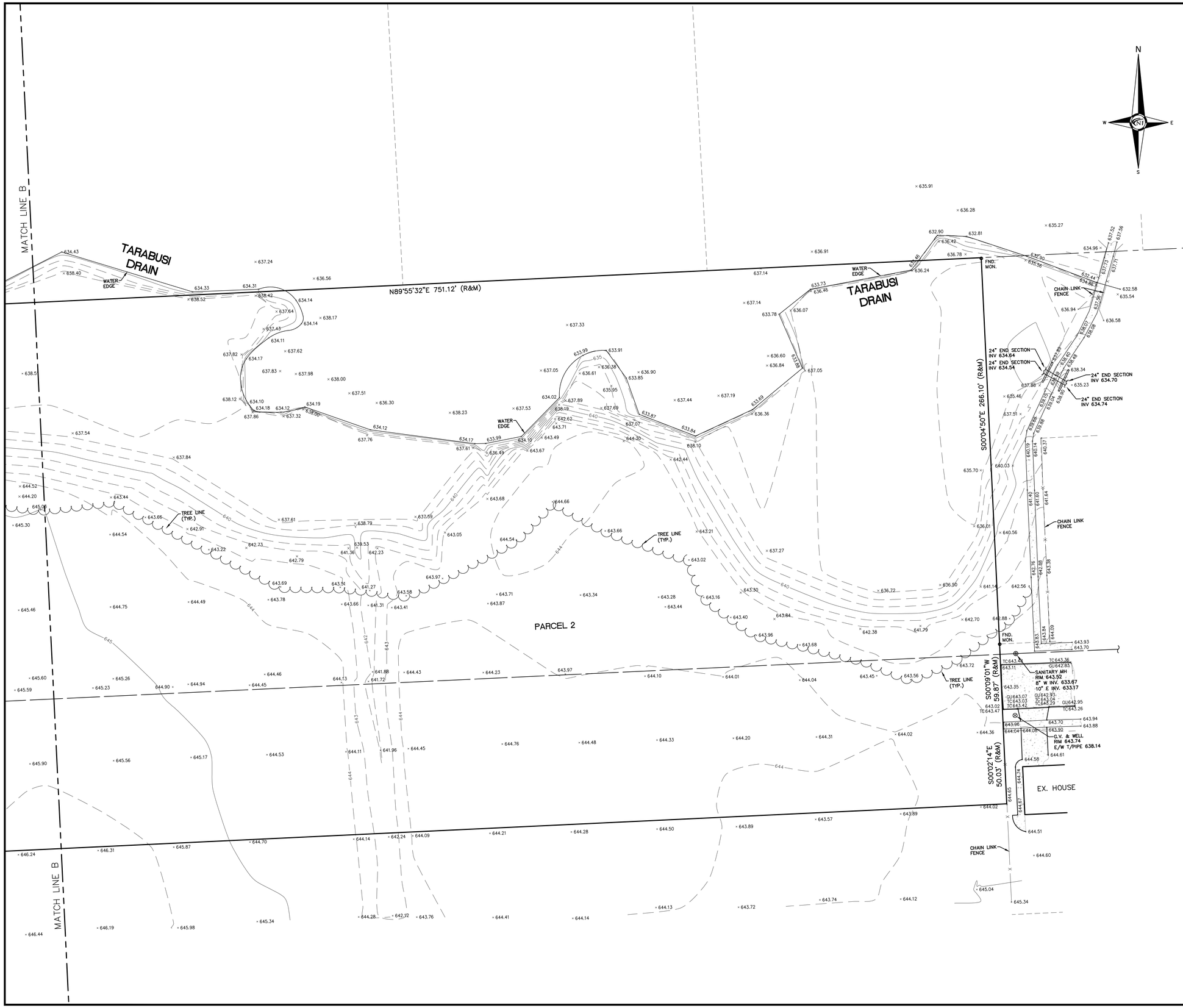
SHEET
Boundary / Topographic Survey

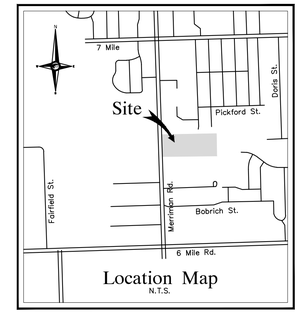
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
00-00-00	REVISED PER

DRAWN BY: A. Eizember
DESIGNED BY:
APPROVED BY: P. Williams
DATE: November 1, 2022
SCALE: 1" = 80'
80 40 0 40 80 120

NFE JOB NO. N210
SHEET NO. 3 of 4





Location Map
N.T.S.

NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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

LEGAL DESCRIPTION - PARCEL 1 (PER TAX RECORDS)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS:
COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1207.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 610.53 FEET;
THENCE NORTH 00 DEGREES 12 MINUTES 49 SECONDS WEST, 331.83 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 596.47 FEET; THENCE SOUTH 00 DEGREES 12 MINUTES 49 SECONDS EAST, 331.83 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST, 356.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 627,615 S.F. OR 14.41 ACRES.

LEGAL DESCRIPTION - PARCEL 2 (PER WARRANTY DEED)

LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN BEING PART OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 9 EAST, DESCRIBED AS: COMMENCING AT THE WEST 1/4 CORNER OF SECTION 11; THENCE SOUTH 00 DEGREES 07 MINUTES 40 SECONDS WEST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 356.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST, 1267.00 FEET; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST, 356.00 FEET TO THE EAST–WEST 1/4 LINE OF SAID SECTION 11; THENCE NORTH 89 DEGREES 55 MINUTES 32 SECONDS EAST ALONG THE EAST–WEST 1/4 LINE OF SAID SECTION 11, 751.12 FEET TO THE NORTHWEST CORNER OF "SUNSET PARK SUB'N" AS RECORDED IN LIBER 83 OF PLATS, PAGES 68 AND 69, WAYNE COUNTY RECORDS; THENCE SOUTH 00 DEGREES 04 MINUTES 50 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 266.10 FEET TO THE NORTHERLY RIGHT–OF–WAY OF BROOKVIEW DRIVE (60' WIDE); THENCE SOUTH 00 DEGREES 02 MINUTES 14 SECONDS EAST ALONG THE WESTERLY LINE OF SAID "SUNSET PARK SUB'N", 50.03 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 32 SECONDS WEST, 2019.21 FEET TO THE WEST LINE OF SAID SECTION 11; THENCE NORTH 00 DEGREES 07 MINUTES 40 SECONDS EAST AND MEASURED ALONG THE WEST LINE OF SAID SECTION 11, 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 308,000 S.F. OR 7.07 ACRES.

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIG TICKET NUMBER 2022092001293, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON NOVEMBER 1, 2022. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. **THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.**

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

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

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

LEGEND

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

SEAL

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

PROJECT
Basilica of St. Mary's
18100 Merriman Rd.
Livonia, MI

CLIENT
Basilica of St. Mary's

Contact: Salem Samaan
Ph: (734) 459-4040

PROJECT LOCATION
Part of the Southwest ¼
of Section 11
T. 1 South, R. 9 East
City of Livonia,
Wayne County, Michigan

SHEET
Boundary / Topographic Survey

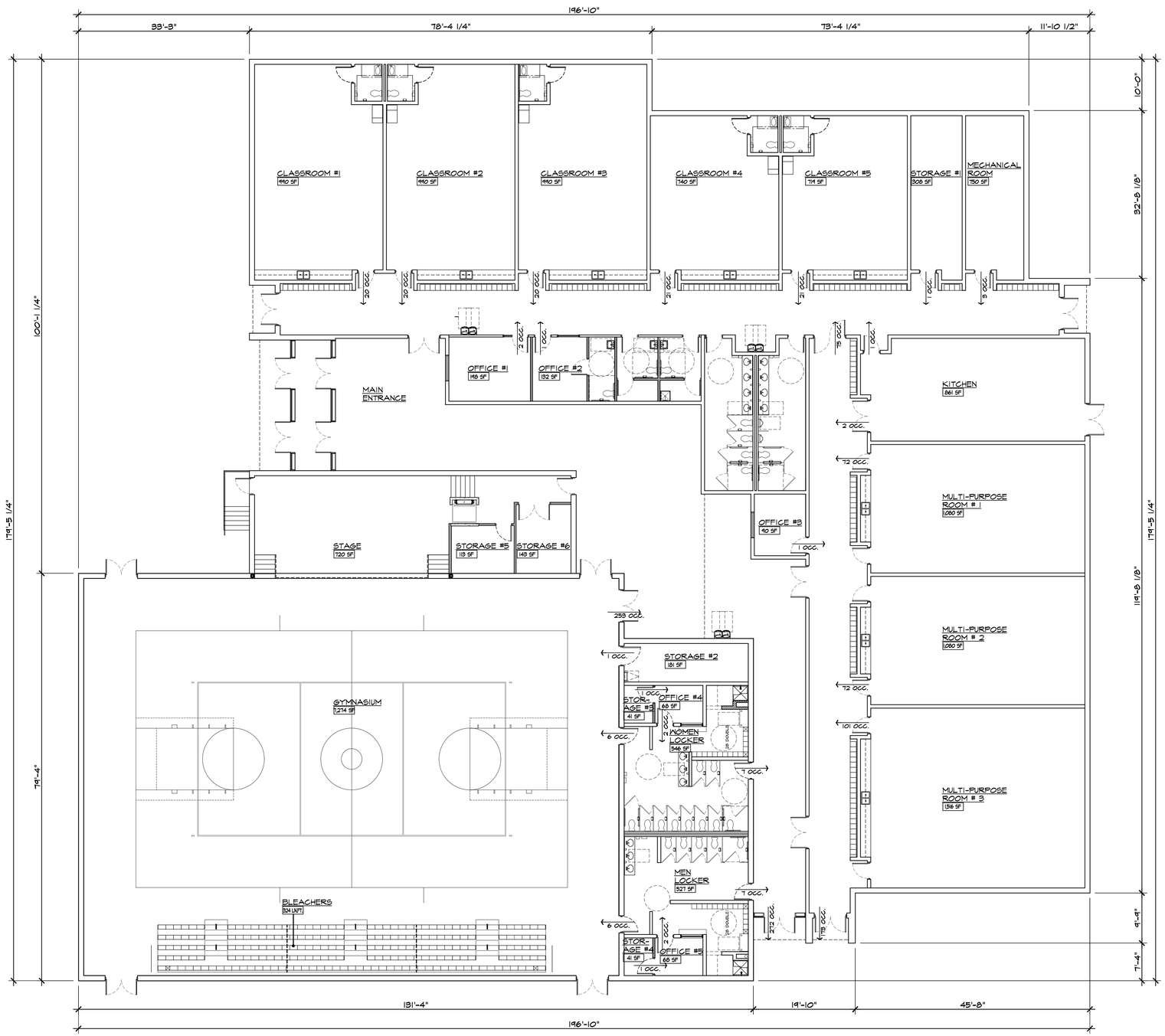
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
00-00-00	REVISED PER

DRAWN BY: A. Eizember
DESIGNED BY:
APPROVED BY: P. Williams
DATE: November 1, 2022
SCALE: 1" = 80'

80 40 0 40 80 120

NFE JOB NO. **N210**
SHEET NO. **4 of 4**



NORTH

PROPOSED SCHOOL FLOOR PLAN

SCALE: 3/32" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

STATE OF MICHIGAN
SAMIR M. ALSAMAAN
No. 1301038452
LICENSED ARCHITECT

ISSUED FOR	DATE
REVIEW	9-2-18
REZONING	11-18-2022
.	.
.	.
.	.
.	.
.	.
.	.
.	.
.	.

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

BASILICA OF ST. MARY'S
18100 MERRIMAN ROAD
LIVONIA, MICHIGAN
SALEM SAMAAN 734-459-4040

PROPOSED BUILDING FOR:
ST. MARY'S ACADEMY & GYMNASIUM
18200 MERRIMAN RD
LIVONIA, MICHIGAN

DRAWN:	DESIGNED:	CHECKED:
GA	GA	GA

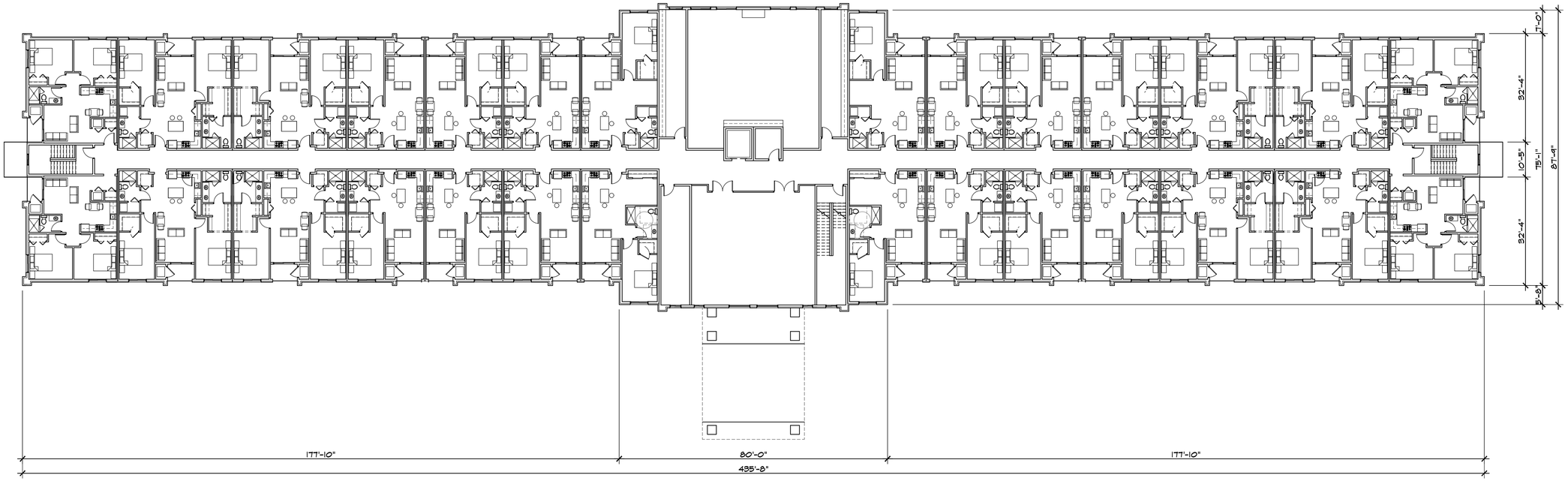
SCALE : 3/32" = 1'-0"

FILE NAME : 20035_A101

JOB #: 20035

SHEET TITLE
PROPOSED SCHOOL FLOOR PLAN

SHEET #
A.101



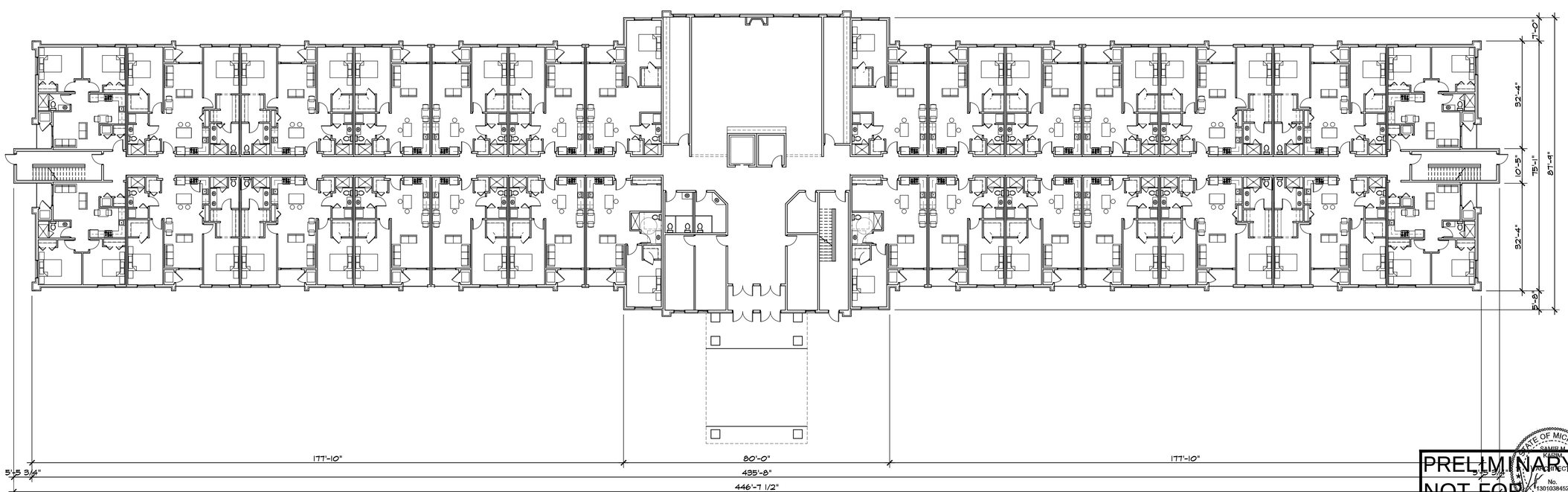
NORTH

PROPOSED APARTMENTS SECOND FLOOR PLAN

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

APARTMENT TYPES

	ONE BEDROOM	ONE BEDROOMW/ FLEX ROOM	TWO BEDROOM
FIRST FLOOR:	16	0	12
SECOND FLOOR:	16	0	12
THIRD FLOOR:	16	2	12



NORTH

PROPOSED APARTMENTS FIRST FLOOR PLAN

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

PRELIMINARY
NOT FOR
CONSTRUCTION

STATE OF MICHIGAN
SAMIR M. SAYAAN
No. 1301038452
LICENSED ARCHITECT

ISSUED FOR	DATE
REVIEW	9-2-18
REZONING	11-18-2022

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

BASILICA OF ST. MARY'S
18100 MERRIMAN ROAD
LIVONIA, MICHIGAN
SALEM SAYAAN 734-451-4040

PROPOSED BUILDING FOR:
ST. MARY'S ACADEMY & GYMNASIUM
18200 MERRIMAN RD
LIVONIA, MICHIGAN

DRAWN:	DESIGNED:	CHECKED:
GA	GA	GA

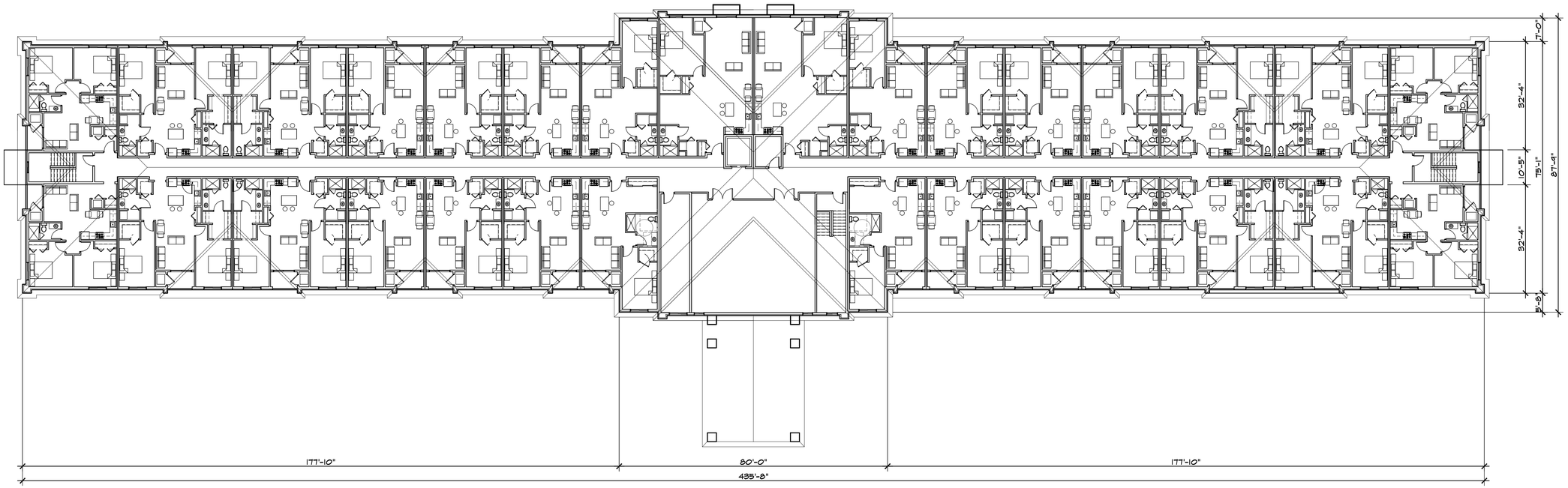
SCALE : 1/16" = 1'-0"

FILE NAME : 20035_A102

JOB #: 20035

SHEET TITLE
PROPOSED
APARTMENTS
1ST & 2ND FLOOR PLANS

SHEET #
A.102



NORTH

PROPOSED APARTMENTS THIRD FLOOR PLAN

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

APARTMENT TYPES

	ONE BEDROOM	ONE BEDROOMW/ FLEX ROOM	TWO BEDROOM
FIRST FLOOR:	16	0	12
SECOND FLOOR:	16	0	12
THIRD FLOOR:	16	2	12

PRELIMINARY
NOT FOR
CONSTRUCTION

STATE OF MICHIGAN
SAMIR M. SAMAAN
ARCHITECT
No. 1301038452
LICENSED ARCHITECT

ISSUED FOR	DATE
REVIEW	9-2-18
REZONING	11-18-2022
.	.
.	.
.	.
.	.
.	.
.	.
.	.

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

BASILICA OF ST. MARY'S
18100 MERRIMAN ROAD
LIVONIA, MICHIGAN
SALEM SAMAAN 734-451-4040

PROPOSED BUILDING FOR:
ST. MARY'S ACADEMY & GYMNASIUM
18200 MERRIMAN RD
LIVONIA, MICHIGAN

DRAWN:	DESIGNED:	CHECKED:
GA	GA	GA

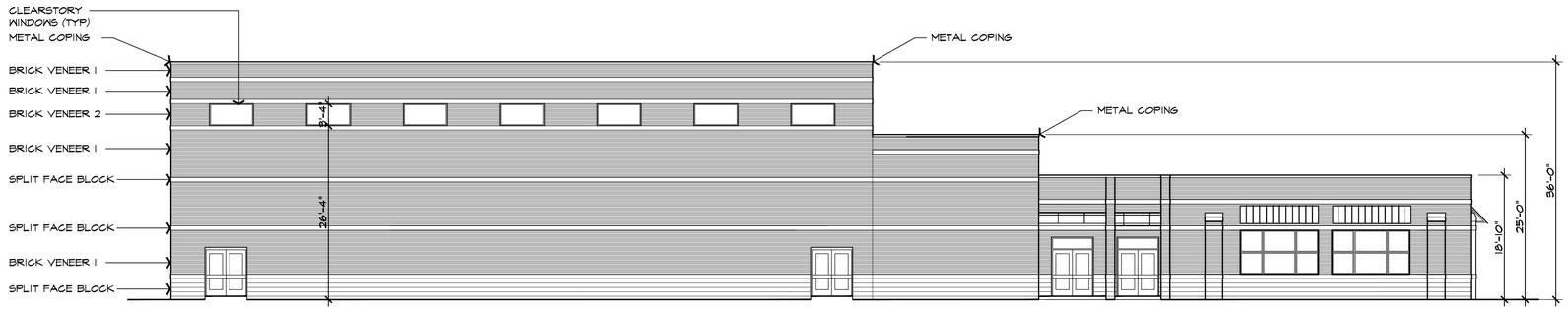
SCALE : 1/16" = 1'-0"

FILE NAME : 20035_A103

JOB #: 20035

SHEET TITLE
PROPOSED
APARTMENTS
3RD FLOOR PLAN

SHEET #
A.103



PROPOSED SCHOOL SOUTH ELEVATION

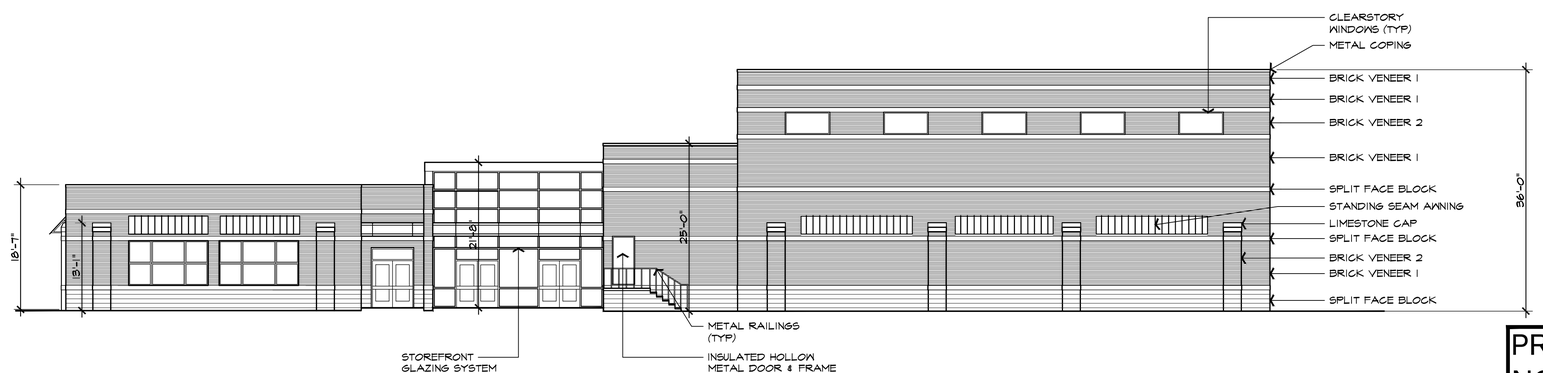
SCALE: 3/32" = 1'-0"

PROPOSED SCHOOL EAST ELEVATION

SCALE: 3/32" = 1'-0"

PROPOSED SCHOOL NORTH ELEVATION

SCALE: 3/32" = 1'-0"



PROPOSED SCHOOL WEST ELEVATION

SCALE: 3/32" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION

STATE OF MICHIGAN SAMIR M. KHALIL LICENSED No. 1301038452 LICENSED ARCHITECT

ISSUED FOR	DATE
REVIEW	9-2-18
REZONING	11-18-2022
.	.
.	.
.	.
.	.
.	.
.	.
.	.
.	.

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

BASILICA OF ST. MARY'S
18100 MERRIMAN ROAD
LIVONIA, MICHIGAN
SALEM SAMAAN 734-459-4040

PROPOSED BUILDING FOR:
ST. MARY'S ACADEMY & GYMNASIUM
18200 MERRIMAN RD
LIVONIA, MICHIGAN

DRAWN:	DESIGNED:	CHECKED:
GA	GA	GA

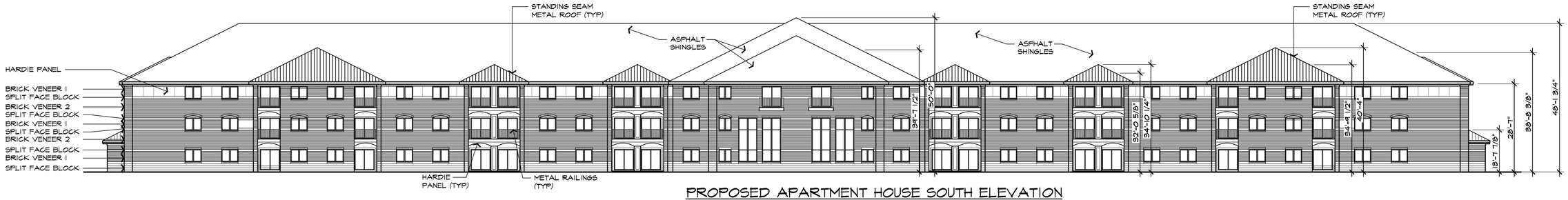
SCALE : 3/32" = 1'-0"

FILE NAME : 20035_A201

JOB #: 20035

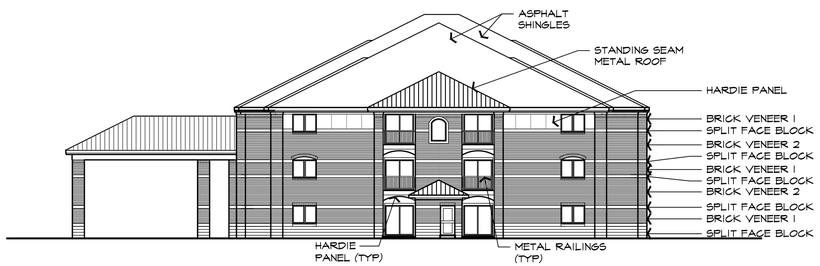
SHEET TITLE
PROPOSED SCHOOL ELEVATIONS

SHEET #
A.201



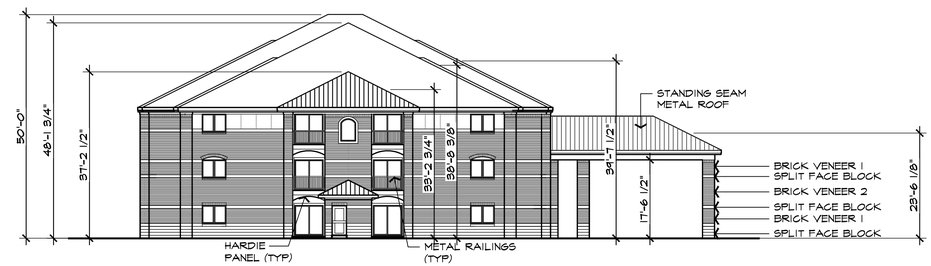
PROPOSED APARTMENT HOUSE SOUTH ELEVATION

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



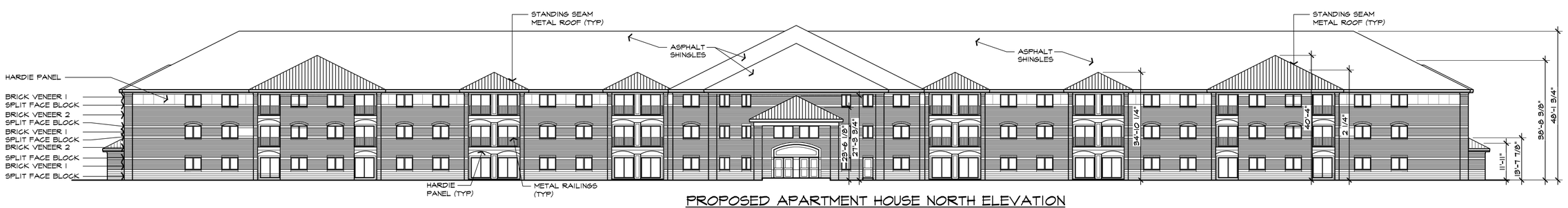
PROPOSED APARTMENT HOUSE WEST ELEVATION

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



PROPOSED APARTMENT HOUSE EAST ELEVATION

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



PROPOSED APARTMENT HOUSE NORTH ELEVATION

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

PRELIMINARY NOT FOR CONSTRUCTION

STATE OF MICHIGAN SAMIR M. SAMAAN REGISTERED ARCHITECT No. 1301038452 LICENSED ARCHITECT

ISSUED FOR	DATE
REVIEW	9-2-18
REZONING	11-18-2022

ARCHITECTURAL DESIGN

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

G.A.V. ASSOCIATES, INC
24001 ORCHARD LAKE RD., STE. 180A
FARMINGTON, MICHIGAN 48336
PH: (248) 985-9101
WEB: WWW.GAVASSOCIATES.COM

GAV ASSOCIATES

BASILICA OF ST. MARYS
18100 MERRIMAN ROAD
LIVONIA, MICHIGAN
SALEM SAMAAN 734-459-4040

PROPOSED BUILDING FOR:
ST. MARYS ACADEMY & GYMNASIUM
18200 MERRIMAN RD
LIVONIA, MICHIGAN

DRAWN:	DESIGNED:	CHECKED:
GA	GA	GA

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

FILE NAME : 20035_A202

JOB #: 20035

SHEET TITLE
PROPOSED APARTMENT HOUSE ELEVATIONS

SHEET #
A.202

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

December 19, 2022

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2022-12-01-02 – #18100 Merriman Road and #30600 Brookview Drive

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 subject parcels are assigned the addresses of **#18100 Merriman Road and #30600 Brookview Drive**.

The legal descriptions included with the submitted drawings appear to have a small error on the description of the area to be rezoned from PL to N2. On the Re-Zoning Sketch drawing, the last dimension of the description should be 172.00 feet, not 192.00 feet. Also, the description for the original Parcel 2 is missing a bearing and distance for the easterly leg of the parcel (where the parcel abuts Brookview Drive) on all the sheets.

The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submitted drawing do not indicate any of the proposed utility connections or calculations, so we are unable to comment on impacts to the existing systems until design calculations are provided during the design and permitting submittals.

The proposed drawings do not indicate any storm water detention which will be required in order to meet the Wayne County Stormwater Ordinance. Also the drawings do not indicate the limits of the existing floodplain and wetlands, which will need to be located prior to any Engineering approvals.

It should be noted that any work within the Merriman Road right-of-way will require the owner to obtain permits with the Wayne County Department of Public Service.

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

Sincerely,

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

cc: 2022 Petition File

DEPARTMENT OF FINANCE

Michael T. Slater
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT

MAUREEN MILLER BROSNAN
MAYOR

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

December 19, 2022

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

Petition 2022-12-01-02 - 18100 Merriman Road & 30600 Brookview Drive

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

January 5, 2023

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

Re: Petition 2022-12-01-02 18100 Merriman Road and
30600 Brookview Drive
St. Mary's Basilica

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 as they are tax exempt, therefore I have no objections to the proposal.

Sincerely,

Lynda L. Scheel

Lynda L. Scheel
Treasurer, City of Livonia

OTHER ITEMS RELATED TO THE PETITION

From: Darlene Wood
To: Planning
Subject: Petition 2022-12-01-02
Date: Friday, January 20, 2023 12:36:08 PM

Hi,
I would like to express that I am against the rezoning of the Basilica of St. Mary on Merriman Rd due to the following concerns...
Decrease home values
noise pollution
light pollution
destruction of nature
environmental impact
loss of a natural field for animals
increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space

Please do not allow the rezoning of this property to these classifications. There are other areas of Livonia that can be developed that are eye sores including the corner of 7 mile and Farmington.

If you have any questions, please feel free to contact me at dwood8689@gmail.com

Thank you,
Darlene & Dave Wood
30527Jeanine
Livonia, MI

From: Linda Korovesis
To: Planning
Subject: St. Mary"s development
Date: Friday, January 20, 2023 2:37:41 PM

Please carefully look at what St. Mary's agreed to when they took over the property from Livonia Public Schools. I clearly remember LPS employees were told by the former superintendent that they agreed not to open a school (they have) and not to develop the land. I hope that this was actually in writing. I would prefer single family homes if that area is to be developed. That would be consistent with the surrounding area.
Thank you for considering the wishes of those living nearby.

Linda Korovesis

From: sandpatch1@yahoo.com
To: Planning
Subject: Rezoning objections to property 18200 Merriman
Date: Friday, January 20, 2023 5:18:01 PM

I would like to express that I am against the rezoning of the Basilica of St. Mary on Merriman Rd due to the following concerns...
Decrease home values due to possible drug rehab facilities on site,
Commercial property in a residential area
TAX FREE property. So my taxes will increase to cover city expenses, fire police roads.
noise pollution
light pollution
destruction of nature
environmental impact
loss of a natural field for animals
increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space
Please do not allow the rezoning of this property to these classifications. There are other areas of Livonia that can be developed that are eye sores including the corner of 7 mile and Farmington.

Dave jakubiec
17448 Rexwood,
CC: mayor
City council,

From:	RACHEL LUCARELLI
To:	Planning
Subject:	Proposed Rezoning of land behind St. Mary"s 6 mile & Merriman
Date:	Monday, January 23, 2023 8:45:25 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

---

Good morning,

I am writing this e-mail in regard to the proposed rezoning of land at 6 mile and Merriman for St Mary's.

As a resident of Brookwood Estates (on Bobrich), I am deeply disturbed with the plans submitted. This is a well-established neighborhood, and the church would like to develop a monstrosity, creating light and noise pollution. I am very concerned with my property value if this plan moves forward. Why would anyone want to live next door to something like this? A 3-story building with HVAC units running all the time, not to mention a huge parking lot with LED lights on at all hours. It will be like living next to a Walmart.

Livonia has always strived to put families first and be a great place to raise your kids. Allowing this project to move forward would be disastrous for young families, like mine, who moved to this area to escape living next to developments like this.

Thank you for your time.

Sincerely,
Rachel Lucarelli

STELLANTIS

WE ARE CUSTOMER CENTRIC
WE WIN TOGETHER
WE ARE AGILE & INNOVATIVE
WE CARE FOR THE FUTURE

POWERED BY OUR DIVERSITY,
WE LEAD THE WAY THE WORLD MOVES

Rachel Lucarelli
Quality Engineering Center
EH&S and Building Facilities

2021 Executive Hills Blvd
Auburn Hills, MI 48326
Mobile: 248-893-9375
Rachel.Lucarelli@stellantis.com

From:	Joseph Kozma
To:	Planning
Cc:	Ellen Glynn; cherylgreene54@gmail.com
Subject:	Petition 2022 12-01-02 Re zoning of Public land
Date:	Tuesday, January 24, 2023 8:51:53 AM

Dear Planning Commission,
I reside at 17605 Hillcrest adjacent to the subject zoning request. I have a few concerns about what is being proposed "a 84-unit apartment facility."
I would like to express my disappointment in the church's proposal to develop this land into a profiteering venture at the expense of the residents of Brookwood estates and others in the area.
Other concerns are about the noise and construction would be a considerable disruption of daily life, not mention the effect to the environment.
I have concerns with the drawings that have been circulated showing the boundary's, there seem to be some misleading boundaries. As we all know there is a creek and runoff zone directly on top of the area shown in the proposal. I'm assuming that the adjustment further southward would be needed. I have concerns about the pressure this development would have on the sewer system and utilities. I would like the commission to address them to the neighborhood.
I would be a great disappointment to have this proposal happen as it is such a peaceful and lovely area to reside on.
In my opinion the is plenty of property in Livonia that could support such a large development that would not disrupt residential areas.
Please do not rezone this area to anything other than public land.

Thank you for your help in the matter.

Sincerely
Joseph Kozma
17605 Hillcrest
Livonia, MI
48152
joseph.kozma@yahoo.com

Jan. 21, 2023

To Whom It May Concern,

Petition 2022-12-01-02
Basilica of St. Mary

RECEIVED
JAN 24 2023
CITY OF LIVONIA
PLANNING COMMISSION

① Why do the plans not show off-street parking for the apartments?

② Will there be EV charging stations & how many?

③ Will the area be well lit? How many lights in the parking areas?

④ Will vehicles enter & exit at the light at Merriman Rd. & Curtis?

⑤ Where will the trash containers be located?

⑥ Will the trash containers be enclosed??

7. Are there any plans to open up access to BROOK VIEW? East of the Senior Apt.

8. Will there be a fence - FENCE East & West - across the South property line? or berm?

9. Will the plans or Basilica of St. Mary be required to have storm drains for water run-off - on the added parking areas??

10. Elderly Housing in a 100 year flood HAZARD area? Not a good idea.

Sincerely,

People of "Brook View Estates"

From: steve johnson
To: Planning
Subject: Fwd: Flood plain (Petition 2022-12-01-02)
Date: Wednesday, January 25, 2023 10:04:23 AM

---------- Forwarded message ---------
From: **Occhipinti, Matthew (EGLE)** <OCCHIPINTIM@michigan.gov>
Date: Wed, Jan 25, 2023, 8:18 AM
Subject: RE: Flood plain
To: steve johnson <sunset4tree@gmail.com>

There are no setback requirements. They would need an EGLE floodplain permit for any filling, grading or construction within the 100-year floodplain. They would also need a building permit for any filling or grading within the floodplain.

Matthew Occhipinti, PE, CFM | NFIP Coordinator/ Floodplain Engineer | Water Resources Division

350 Ottawa Ave, NW, Grand Rapids, MI 49503 | ☎ 616-204-1708 | Fax: 616-356-0202

www.michigan.gov/floodplainmanagement

From: steve johnson <sunset4tree@gmail.com>
Sent: Wednesday, January 25, 2023 7:19 AM
To: Occhipinti, Matthew (EGLE) <OCCHIPINTIM@michigan.gov>
Subject: Re: Flood plain

CAUTION: This is an External email. Please send suspicious emails to abuse@michigan.gov

We got a rough idea of the proposed apartment building, and although the building itself may not be in the flood zone, it appears the parking lot would be.

Is there any flood plain permit they would need for the parking lot?

And, is there a set back distance from the flood plain for the building itself?

Thanks for your help

Steven Johnso

On Mon, Jan 23, 2023, 9:43 AM Occhipinti, Matthew (EGLE) <OCCHIPINTIM@michigan.gov> wrote:

> They would need a state floodplain permit from EGLE if they are working below the 100-year floodplain elevation. The state floodplain law is going to require they elevate their building above the floodplain elevation and limit their floodplain fill to 300 cubic yards. If they need more fill than that, they will need to provide compensating cut to offset the loss of floodplain storage. If they are in the floodway portion of the 100-year floodplain, they will need to provide an engineering model showing the proposed fill and building will not cause increased floodstages on upstream properties.
>
> Matthew Occhipinti, PE, CFM | NFIP Coordinator/ Floodplain Engineer | Water Resources Division
>
> 350 Ottawa Ave, NW, Grand Rapids, MI 49503 | ☎ 616-204-1708 | Fax: 616-356-0202
>
> www.michigan.gov/floodplainmanagement
>
> ---
>
> **From:** steve johnson <sunset4tree@gmail.com>
> **Sent:** Sunday, January 22, 2023 11:26 PM
> **To:** Occhipinti, Matthew (EGLE) <OCCHIPINTIM@michigan.gov>
> **Subject:** Flood plain

CAUTION: This is an External email. Please send suspicious emails to
abuse@michigan.gov

Hello,

We live next to tributary of the Rouge River in Livonia. There is a proposed project that would include a 86 unit 435 foot long apartment building that appears to be close to the river and in the flood plain.

We are very concerned about the adverse effects such a development will have on the environment around the river. Part of our property is in the flood plain and floods easily in the spring. With a large building near We can imagine the increased flooding that will occur, as well as the soil erosion and disruption to the wildlife.

Is there regulations that can offer protections to this fragile environment? Would a building this size be required to be built so far away from the tributary or the flood plain?

Any guidance you can provide is greatly appreciated.

Thank You,

Steven Johnson

From:	Gary Miller
To:	Planning
Cc:	Gary Miller; Leslie Miller
Subject:	Petition 2022-12-01-02
Date:	Wednesday, January 25, 2023 12:47:02 PM

Hello,

I'm a resident of the sub directly to the east of the vacant field.

We are strongly opposed to any further development of the property by anyone. The proposed structures just do not fit with the harmony of the neighborhood.

Can't we have at least one place that isn't over built?

In addition to more traffic, more light pollution and more strain on existing services, why is it necessary to further corrupt a pristine piece of vacant land? The church is enough of an eyesore! Too close to the road and too large for the location. Permission never should have been granted for that structure either! IMO, the service garage built was an encroachment into the field.

Some further comments:

We have so many senior citizen locations here in Livonia not including the group homes, do we really need another? (We also have a lot of under utilized buildings/land in the city.....the old Sears building, the old K-Mart Complex at 7 and Farmington and several parcels on Plymouth Road that have been vacant for years.....but that's another story)

Where do the animals go? I thought that the entire field was a "wetland" or at the very least a drain field to feed the creek. New construction and subsequent runoff will further pollute the creek!

If built, would the apartments and school be open to anyone or just members of the church? IMO, it would seem to be restricted based on who would be building it.

Access? Would the next proposal be to lengthen Brookview through the field for further access to the complex? That would mean even more traffic through our neighborhood.

Tax exempt???? Just because it's a church doesn't mean that it gets a free ride!

I'm sure that none of this will be recognized or even considered since the

decision, most likely, has already been made. People don't matter, money and businesses matter!

Thanks for listening

Gary Miller

From: Conrad Schwartz
To: Planning
Subject: Development near or abutting the St. Mary"s Complex.
Date: Wednesday, January 25, 2023 2:32:24 PM

I am not in support of this development, no matter what is being proposed. I moved to Livonia approximately 40 years ago and about 25% was undeveloped. That land has been used up and now we are looking for these nooks and crannies where Mother Nature is still in charge. Leave her alone.
Conrad Schwartz

Sent from Mail for Windows

From: Dan Churan
To: Planning
Subject: I support St. Mary Basilica
Date: Wednesday, January 25, 2023 2:42:25 PM

I urge the City Planning Commission to rezone the property adjacent to St. Mary. The church is trying to do a good thing for their seniors. More organization should be so sensitive.

The animals will survive and even thrive after the construction is completed. I think people should come before squires, ducks, and deer.

I support St. Mary Basilica and I urge you to support them also. Vote yes on this issue .

Dan Churan
16303 Riverside
Livonia

From:	Megan Coliton
To:	Planning
Cc:	Michael Coliton
Subject:	Rezone proposal 2022-12-01-02
Date:	Thursday, January 26, 2023 2:24:31 AM

Good Evening,

My name is Megan Coliton. I have been a Livonia resident for 27 years, 20 of them spent living in the Brookwood Estates. The field formerly known as Bryant Park or Bryant School, is where I grew up learning to ice skate, learning to play sports, which helped me go on to play collegiate sports and on a National level. This park is where I take my dogs to play, where I hit golf balls, where I take the next generation of family member kids to play and enjoy.

If a multiple story building gets built in Bryant Park I promise you, that Livonia will see a mass exodus of Brookwood Estates residents leaving Livonia; taking tax dollars and students away from the school district causing the drop in LPS school ratings.

Please don't take the few little patches of greenery away from the next generation of Livonia's youth or anyone who enjoys the use of that space. Please consider the multiple other spaces along 7 mile road between Farmington and Middlebelt that already lay vacant which no push back from residents would happen.

Looking forward to voice my opinion in person and show my support for my community. Thank you for your time.

Respectfully,

Megan Ann Coliton
(734)578-5028

From: Dave Russell
To: Planning
Subject: Conserving Nature
Date: Thursday, January 26, 2023 2:02:40 PM

Don't destroy the land next to St. Mary's Basilica. We don't need more apartments in Livonia. We do need the woodland. Vote no on the rezoning. From Coventry.

From: Conni Sroka
To: Planning
Subject: St Mary church
Date: Friday, January 27, 2023 8:47:13 AM

I am against rezoning & building a senior center & school at St Mary Church (2022 12-01-02). There are so few green spaces left in Livonia & Brookwood Estates is lucky enough to back up to one. Please leave it alone for wildlife to thrive, flying kites & playing catch with dogs It doesn't make sense for our neighborhood to have a 3 or 4 story building with carports & would be an eyesore. Home values would decrease,traffic would increase,& no taxes would be paid by the church. There are facilities like Sears & Kmart with large parking lots sitting empty that should be repurposed. Please vote no on the rezoning. From Conni Sroka 17499 Doris St, Livonia, MI 48152

From: steve johnson
To: Planning
Subject: Petition 2022-12-01-02
Date: Friday, January 27, 2023 10:06:31 AM

Hello,
I want to voice my concerns for the proposed rezoning P-L (Public Lands) to N2(neighborhood) and P-L (Public Lands) to NM3-1(Multifamily - Maximum 4 stories) at 18100 Merriman Road and 30600 Brookview Dr..

The idea of a one story combination school and gymnasium may fit into the area proposed, near the banquet hall. Further information about the proposed building would need to be revealed before a final decision of whether such a building would be acceptable.

However, as this part of the rezoning may be acceptable, erecting a three or four story, at least 86 unit apartment building, essentially surrounded by residential single family homes is a very bad location for a project such as this,and won't fit in with the surrounding area. This could very well be considered a case of spot zoning, which is and has always been disfavored within the city of Livonia. Indeed, during the January 24th, 2023 Planning Commission meeting, when asked by a planning commissioner if he ever recalled rezoning from Public Lands to Multifamily Maximum 4 stories, Planning and Economic Development Director Mark Taormina indicated he could not remember a single case where such a rezoning had occurred. I ask that the planning commissioners reflect on the reason why there doesn't seem to be precedent set in a proposed rezoning such as this.

A function of the zoning process is to assure land uses are in harmony as much as possible. This is a classic example of disharmony for a number of reasons. For example, our property is at a lower elevation than the ground with which the proposed apartment building appears as if it will be situated. Where we once had a somewhat sense of privacy, will now be a structure which will seem much higher than an already 50 foot high building as proposed, with multiple windows and possibly balconies towering over our property and home, as well as our neighbor's homes, it will obliterate any type of privacy we have enjoyed. As well, the noise associated with such a large scale apartment building will be a source of a nearly constant nuisance. Add to that the light pollution and foul smell coming from dumpsters on the property, and it is not hard to envision a real negative effect on our right to enjoyment of our properties, as well as a diminishing monetary value of our homes.

Also, there is the issue of stormwater into the floodplain that is situated in this area. Since the early 90's ours, as well as other properties along this tributary

of the Rouge river have had their properties face regular flooding, where before it was a much more rare occurrence. A source of the excess stormwater may well be the large Basilica of St. Mary's church, the banquet hall there, as well as the large parking lot that sits close to the tributary, upstream from our properties, and downslopes to the east, towards our direction. There does not seem to be a retention pond of any sort, and it is assumed that the rain water, running off the buildings and impervious parking lot makes its way into the tributary very close by. I can not express how sensitive this area is to flooding. It is difficult to imagine that a project such as the one proposed, even with a retention pond, will not further compound the flooding issues we have dealt with for a number of years, and negatively impact the properties nearby for many years to come.

For the reasons listed above, as well as others, such as the negative impact on the environment and wildlife living near and in the woods and tributary there, and future unforeseen consequences from a proposed project such as this, I respectfully request you vote to deny the rezoning request from P-L (Public Lands) to NM3-1 (Multifamily-Maximum 4 stories) Again, the rezoning from P-L (Public Lands) to N2 (Neighborhood) may be acceptable, but further study would be needed.

Your attention to this matter is greatly appreciated.

Regards,

Steven Johnson
18240 Sunset St.
Livonia, Mi. 48152

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, January 27, 2023 12:22 PM
To: support <support@livonia.gov>
Subject: Online Form Submittal: Planning Inquires

Planning Inquires

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	Robert
Last Name	Hoekstra
Address	30564 Jeanine
Email Address	hoekstrabp@yahoo.com
Phone Number	734 634-4742
Describe your issue, concern, or question.	Concern is regarding proposal from St Mary's Basilica to rezone public land to allow mixed use development including a high rise senior center. Unprecidented to reduce public land and a lose-lose for adjacent homeowners without providing any benefit to tax base. There are a number of blighted areas within a reasonable distance that should be considered far more favorably than to limit highly used public. open space in a neighborhood setting, This will create a negative environmental impact to the Tarabusi Creek and Rouge watershed, migrating waterfowl, and numerous other remaining wildlife. Impact will also affect sewer and septic infrastructure and overall quality of life to the neighborhood, already limited in safe walkpath routes. Please join numerous local residents, like me in rejecting this proposal! Thank You, Bob & Peggy Hoekstra
Date of Concern	1/27/2023
Attachment (Optional)	*Field not completed.*

Email not displaying correctly? View it in your browser.

From: Mark Martin
To: Planning
Subject: St. Marys Church rezone
Date: Friday, January 27, 2023 2:35:11 PM

We are neighbors to St. Mary's Church and are aware they want to build a school and 3-4 story senior housing building. This will not allow us the beautiful tree lined view we enjoy and also the green space we have enjoyed walking for years. We bought our home because of the fields, trees and river that surround us. We don't want the vacant land rezoned. We have been life long residents of Livonia and green space is being gobbled up. There is the Kmart property that St Mary's can consider. Thank you, Mark and Kim Martin

PETITION-2022-12-01-02

JAN. 27 2023

RECEIVED
JAN 27 2023
CITY OF LIVONIA
PLANNING COMMISSION

LIVONIA PLANNING COMMISSION,

I WANT TO TELL YOU NOT TO REZONE THE PROPERTY BEHIND THE CHURCH AT 18100 MERRIMAN. WE HAVE BEEN BOTHERED FOR YEARS BY THE NOISE FROM THEIR BANQUET HALL ALMOST EVERY WEEK, LATE AT NIGHT. THIS IS A RESIDENTIAL AREA. I DO NOT UNDERSTAND HOW THE CITY ALLOWS THEM TO RUN A BUSINESS LIKE THAT SO CLOSE TO OUR HOMES. AND NOW THEY WANT MAKE THEIR BUSINESS LARGER BY BUILDING AN APARTMENT BUILDING AND SCHOOL EVEN CLOSER TO OUR HOMES.

THIS IS NOT FAIR TO THE HOMEOWNERS THAT LIVE HERE. WE COUNT ON YOU TO NOT LET THESE TYPES OF BUILDINGS NEAR OUR HOMES, WHERE WE WILL BE BOTHERED EVEN MORE BY THEIR NOISE AND OTHER THINGS. THANK YOU.

FELICIDAD LEMMER
18241 SUNSET ST.
LIVONIA, MI

From: Allison Gardella
To: Planning
Subject: Nature conservation
Date: Sunday, January 29, 2023 3:57:53 PM

Hello and good evening!
I am a Livonia resident and my kids attend Coolidge Elementary. I am emailing to oppose the proposal to rezone the land on the other side of the creek that runs behind Coolidge Elementary at 18100 Merriman and 30600 Brookview Dr. (including much of the creek and walking trail) from 'public land' to 'neighborhood multifamily' so that a 3-story senior apartment complex and school/community center, along with adequate parking for both businesses, can be built. It is important for our environment that the wooded trail and the creek be protected from road salt and other pollution. Thank you!

Sincerely
Allison Gardella

From:	Caitlin Bialowicz
To:	Planning
Subject:	Attention: City of Livonia Planning Commission - Pleas see attachments.
Date:	Sunday, January 29, 2023 1:12:00 PM
Attachments:	How to spot a spot zoning - Planning.pdf Removing Spot Zoning From the Fabric of Zoning Practice.pdf Attention-City of Livonia Planning Commission.docx

---

Attention: City of Livonia Planning Commission

I am writing this email to express my concern and opposition to the proposed rezoning of the vacant land owned by the Basilica of St. Mary, Petition 2022-12-01-02.

My husband and I are residents of Livonia. We moved to Livonia in April 2021. Our home is adjacent to the land where the proposed rezoning and development would potentially occur. While our home does not directly back the land, both of our neighbors' homes do. We have a direct view of the vacant land from our back yard and rear windows of our home.

I've listed the reasons why we oppose the proposed rezoning, and the subsequent construction that would take place as a result of the rezoning:

- Negative impact on the marketability and property value of our home.
- Flooding issues due to the impact construction will have on the floodplain.
- Our neighborhood's decreased quality of life due to having additional structures that are not single-family homes built so close to our backyards, increased traffic, noise, bright light, and having an apartment building overlook our neighborhood and not conforming to our surrounding community.
- Any negative impact resulting from the construction of the buildings, such as dust and debris potentially entering the surrounding communities, loud noise, as well as the length of time the construction would take place.
- Detrimental environmental impact to nearby trees, wildlife, and the Rouge River tributary.

Please note that we are not the only residents with these concerns, as a petition was started in response to the proposed rezoning and has now accumulated over 300 signatures from concerned residents.

Unfortunately, the Basilica of St. Mary doesn't seem to have taken these concerns into consideration. The churches inconsideration of the surrounding neighborhoods has been an issue in the past. In addition, if they did have a broader sense of community, they would have given us advanced notice, which unfortunately they did not.

Due to the impact this rezoning would have on our homes and lives, we are being forced to consider moving if the rezoning is approved and the Basilica of St. Mary chooses to start construction.

Please review the following requests:

- Does the proposed rezoning have any recent precedent?
- Would the proposed rezoning fall into the category of spot zoning? If so, does the planning commission consider spot zoning to be acceptable in the City of Livonia? See link below and email attachments.
    - https://www.canr.msu.edu/news/how_to_spot_a_spot_zoning

- How does this proposed rezoning align with Livonia's Vision 21 master plan?
    - https://www.livoniavision21.com/

Please review these requests and provide responses during our upcoming meeting Tuesday January 31st, 2023.

Thank you,

Caitlin Bialowicz

From: Colleen Badgero
To: Planning
Subject: Request to DENY rezoning petition 2022-12-01-02
Date: Sunday, January 29, 2023 9:18:42 PM

To the Livonia Planning Department and Commissioners,

My name is Colleen Badgero and I'm a resident at 17415 Sunset St., Livonia, MI 48152. I'm writing to ask that you DENY the request for rezoning the land at 18100 Merriman Rd. & 30600 Brookview Dr. (behind St. Mary's Basilica) from public land (P-L) to neighborhood (N2) and neighborhood multifamily (NM3-1). I come to you as a resident who utilizes this land on a daily basis as a path to walk my daughter to and from school, to hike and often pick up litter along the wooded trail, and to enjoy the open space and sunset views it provides, serving as a space of solace and connection to nature in these complex, post-pandemic times. My primary concerns about this proposed zoning change and the subsequent development it would allow are related to the negative environmental impacts, effects on the surrounding community who have come to cherish this public natural space, and the lack of alignment with the Livonia Vision 21 Master Plan.

Flooding

First, this land currently serves as a flood meadow, an area of land with lower elevation than the surrounding neighborhood that functions to store and drain water from precipitation events. There is a FEMA designated floodplain running through the land that's proposed for rezoning. The last FEMA survey outlining the parameters of the floodplain is almost 11 years old. Opening this land up for building is a poor plan that will very likely lead to flooding of the land surrounding the proposed development, including the yards and basements of the houses of neighbors on the perimeter the land. Even just building on a section of the land, especially with the size and surface area of impermeable pavement required for the scope of this development of a senior apartment complex and school/community center, will offset the natural storm water drainage, creating increased risks of flooding and degradation of the surrounding environment. Unfortunately, environmental impact studies, especially based on out-of-date surveys, cannot reliably predict the effects of building in areas like this, given the number of testimonies that have been shared by people who've experienced flooding issues following new development of land near their homes. Also considering the unprecedented weather patterns we've experienced in recent years with record rainfalls, this is not a risk worth taking. Minimally, an up-to-date floodplain survey from FEMA and wetland survey from EGLE should be required to understand the extent and boundaries of the stormwater management functions that this land currently serves, before any consideration of rezoning for development occurs. Wetland Identification Program site analysis from (EGLE) and FEMA floodplain information can be found here:
https://www.michigan.gov/egle/about/organization/water-resources/wetlands/wetland-

identification-program

https://www.fema.gov/floodplain-management/wildlife-conservation/consider-develop

Water Pollution

Secondly, as you know, the Tarabusi creek, a tributary to the Rouge River, runs through the proposed rezoning area. Recently collected data show that the water has levels of chloride that are considered toxic to aquatic life (readings of 358ppm in the fall and 440ppm on 1/9/23, anything 320ppm and above is toxic) and a Total Stream Quality Rating of "Very Poor" based on the minimal amount of bugs/macroinvertebrates that could be found there. If you'd like to reference this data provided by Friends of the Rouge, it can be found here: https://www.iwla.org/water/stream-monitoring/salt-watch/results

REP OFFICIAL Monitoring Data Archive

The condition of this creek is a symptom of a larger problem of pollution to our vital waterways. Rezoning to allow buildings and parking lots to be erected in such close proximity to the creek will guarantee a rise in chloride (aka salt) levels and other chemicals that are washed into the water system via runoff. That will further erode the vitality of the ecosystem making the water more harmful to wildlife. As relatively close neighbors to Flint, Michigan, we've seen the devastating effects of water pollution to a community. We need to collectively protect our waterways and be working toward restoration and conservation efforts rather than contributing to the further degradation of water quality by ignoring the effects of overdevelopment and pollution in our suburban landscape.

Misalignment with Livonia Vision 21 Master Plan

As city planners, you are tasked with determining the larger direction of the city and designing the current and future landscape to meet the needs of the community. With the Livonia Vision 21 Plan outlining the priorities of the community and clearly reflecting them on the Future Land Use Map, it is obvious that the proposed change in zoning and the proposed development in this location is not in alignment with the well-defined vision for Livonia. Currently designated as 'Parks and Community' space and 'Floodplain Area' surrounded by 'Low Density Residential' neighborhood, changing the zoning to allow multifamily housing would go against multiple goals and objectives of the plan. These conflicts are outlined below (goals are underlined, objectives are numbered for citation with language quoted directly from the plan, followed by my bulleted comments):

<u>Housing and Neighborhoods</u>

Objective 1.1- Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing Neighborhoods

- A 3-story building and multifamily units with large parking areas would not respect the

existing neighborhood of single family homes and community green space.

1.3- Seamlessly incorporate multiple family housing within established neighborhoods through infill development and strong urban design

- This would not be seamless within this neighborhood who utilizes the land and natural space for recreation, pathway to walk to school, health and well-being. The influx of traffic and people this proposal to rezone would bring will disrupt the habitat, hinder the enjoyment and use of this public natural space, and present risks to the safety of our kids as they travel to and from school.

1.6- Establish individual neighborhood planning frameworks to assist in neighborhood placemaking, revitalization, and/or transitions

- The neighborhood has not been consulted based on our individual needs and goals for the land.

<u>Sustainability and Resiliency</u>

3.2- Support land use planning efforts that encourage environmentally-friendly development. Facilitate efforts that promote air quality, greenhouse gas reduction, and energy and water conservation.

- Water conservation is a huge issue here, as outlined above. Air quality and increased traffic in the area is also out of alignment with this objective.

3.3- Commit to mitigating the City's climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality

- The impact to the climate will be felt with the loss of land/habitat for wildlife, pollution to waterways, proximity to floodplain, and increased energy demands.

3.4- Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions

- With the loss of this community-loved, public green space, what will be left for our kids and future generations to experience and enjoy? With at least 7 sites of better-suited, developed, vacant land within a 2 mile radius, when will we draw the line to conserve the natural spaces we have left and shift focus to redevelopment, even if first costs create short-term challenges to overcome?

<u>Healthy Communities</u>

4.1- Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.

- The citizens in the surrounding neighborhoods were not consulted or adequately notified of this proposal for rezoning or building plan. With minimal notice given in the middle of winter, it has not felt like an open, citizen-centered process.

Economic Development

5.4- Establish a framework to incentivize creative redevelopment of unoccupied “big-box retail ”

- Redevelopment over new development, especially since the proposed change to multifamily housing fits better in the high density residential, mixed development centers, and corridor commercial areas outlined on the Future Land Use Map, several of which are located in close proximity to the church.

Parks Trails and Open Space

6.1- Develop and maintain comprehensive park, trail, recreational, fitness, and sports facilities and programs

- This rezoning would limit public access to frequently used trails and open space for recreation and fitness.

6.2- Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites

- Allowing for building here would not preserve this natural drainage and floodplain land and would prevent public use and enjoyment.

6.4- Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents

- This is one of the few public open spaces that is conducive to recreation like kite and remote control airplane flying, dog walking, trail hiking, bird and wildlife watching, frolicking, etc.

Infrastructure

7.1- Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems

- Again, water management is a major concern in this location.

Urban Design

8.3- Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors

- Given the multiple vacant buildings in the surrounding area, REDEVELOPMENT of vacancies to create space for the type of proposed buildings in this plan would enhance the sense of place and serve as more appropriate locations for these businesses/residences. I can provide photographs and addresses of 7 such spaces within a 2 mile radius of the proposed rezoning site.

8.4- Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place

- While some may see this as “underdeveloped land” it is in fact a natural space that’s

serving a functional purpose within the ecosystem and community. The proposed rezoning and building plan do not fit the specifications of this objective.

Future Land Use

Here is a statement directly from Livonia Vision-21 Plan as it applies to the current designation of this land on the future land use map:

Parks and Community- The parks and community areas encourage preservation of open spaces, public park facilities, civic institutions, and the programming that brings them to life Intended for active and passive recreation, outdoor spaces and the connections between them continue to be a priority for the City. The designation includes both publicly or privately-owned facilities providing recreational, educational, governmental, and other services to the community.

Again, it is clear that the proposed rezoning does not align with this vision for this area.

Missing Middle Housing- recognizing the need for this type of middle housing, opportunities for families of the future and downsizing residents of today, the development of multifamily housing as offered by this rezoning proposal is suggested in the following areas:

- Medium Density Residential
- High Density Residential
- Corridor Commercial
- Mixed Development Centers
- City Center

As you can see, the land up for rezoning does not fit any of the above designations (currently it is designated as parks/community surrounded by low density residential and floodplain area) and thus is not the ideal space to fulfill this middle housing need.

Summary

I hope that you are able to look objectively at this proposal for rezoning and see the plethora of reasons why it's not a wise or supportive choice for the surrounding community or the city as a whole. It would set a new and problematic precedent that works against many of the goals and objectives of the Livonia Vision 21 Master Plan, which is supposed to serve as your north star as a city planning department. I suspect that the multiple land sales over the years to St. Mary's Basilica, the role of the public school district as owners of the surrounding land and previous owners of the land in question, and the outward displays of support for this development project from the mayor and other city leaders, all add up to put you as city planners in a tough position. You're likely feeling pressure from multiple angles and you're being asked to make a major decision that will have a ripple effect; either creating waves of environmental conservation and community well-being, or further eroding our natural resources leaving future generations with a concrete jungle and polluted waterways.

If you continue to approve new development of natural space like this, it eliminates the incentive for potential builders and city leaders to get innovative and find ways to prioritize redevelopment of vacant buildings/sites. The shift toward redevelopment is something we desperately need in this age of transition to a more digital economy, with no likely future use for the number of large commercial buildings that are now taking up space that could serve as housing and community spaces like the vision for St. Mary's development plans.

It is my hope that you’re able to step back, take the big picture view for the city into account, and make the choice that upholds the health of the environment, your integrity, and the needs of our kids and grandkids, by DENYING the proposal to rezone this land and thus restricting the overdevelopment problem from proliferating beyond the point of no return.

Thank you for your time and consideration, please contact me with any questions or for further discussion.

Colleen Badgero
734-673-5432
colleenbadgero@gmail.com

P.S.- for easier reading, you can find this letter in google doc format linked here.

From: Dom R
To: Planning
Subject: Please Protect the Field! Petition 2022-12-01-02.
Date: Sunday, January 29, 2023 1:29:25 PM

Hello,

My name is Dom Retli, and I'm a proud resident of Brookwood Estates.
This email is in regards to Petition 2022-12-01-02

Spending time in that beautiful green field has been my family's favorite part of living in our neighborhood. It's what drew us to the neighborhood in the first place!
This field has been a great area for us to connect with neighbors as well.

Being able to escape into nature and feel separated from urban life is such a rarity in our city. The field is really special, and building a 3-4 story building on it would be terribly disappointing.

The dynamic of the field would completely change: disrupting the beautiful tree line, and conflicting with access to the trails! There is also concern amongst our neighbors that the remaining areas of the field will flood often after the new builds are built up.

We really hope that the city of Livonia would protect this land for all of the families who love it dearly.

Thank you for your time and consideration,
Dom

From: Elizabeth Blaesser
To: Planning
Subject: Re: Petition 2022-12-01-02
Date: Sunday, January 29, 2023 9:57:35 AM

Re: Petition 2022-12-01-02,

Hello,

My name is Elizabeth Blaesser. I currently live at 17624 Hillcrest Street, in Brookwood Estates. I moved to Livonia in 2008. This is the second house I have lived in the Brookwood Estates subdivision.

I grew up in the City of Detroit. I have already lived through my share of loud neighborhoods, violence, & gun fire.

I am living the dream here in Livonia. I have a wonderful home, friendly neighbors, and a quiet neighborhood. There is a unique charm in our subdivision and a feel very safe here.

I work very hard. I pay my taxes. I believe my property value will decrease if this zoning change passes. While I feel it is unfortunate that the church did not do their homework about the zoning before they purchased the property, I do not think I should lose money so they can make it. Is the City of Livonia or the Church going to pay me the decrease in the value of my property?

My ask is that you vote no to rezone this property. Appreciate your time in considering my point of view.

Kind Regards

Elizabeth Blaesser

Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

From: Jeff M
To: Planning
Subject: Petition 2022-12-01-02
Date: Sunday, January 29, 2023 3:02:18 PM
Importance: High

Dear City Planning Commission,

I am writing to express my opposition to the plans submitted by Basilica of St. Mary to rezone property for up to a four-story apartment building in our residential neighborhood. I strongly believe that such a large and out-of-place structure would have a negative impact on the character and beauty of our community.

Our neighborhood is known for its single-family homes, tree-lined streets, and friendly neighbors. The proposed apartment building would completely change the aesthetic and feel of the area, and would detract from the unique qualities that make our neighborhood such a desirable place to live.

Additionally, the increased traffic and potential for noise pollution that would come with a large apartment building would have a significant impact on the quality of life for residents and would significantly lower property values.

I strongly urge the City Planning Commission to consider the impacts that this proposed development would have on the residential neighborhood and to reject the plans to rezone the property for a four-story multifamily apartment building. I fervently believe that preserving the character and beauty of our residential neighborhood should be a top priority.

Thank you for considering my opposition to this proposal.

Sincerely,
Jeffrey Miller
31217 Mayville St.
Livonia, MI 48152

From: JOSEPH LICKORAI JR.
To: Planning
Subject: Regarding petition 2022-12-01-02 rezoning submitted by St. Mary's DENIAL
Date: Sunday, January 29, 2023 5:09:16 PM

We have lived at 17514 Rexwood street in the Brookwood Estates sub for 40 years. We feel that the proposed project would negatively impact home value and harmony of the neighborhood. We therefore recommend denial of the request.

Joseph and Ann Lickorai

Sent from my iPad

From: Julie Backus
To: Planning
Subject: Rezoning
Date: Friday, January 27, 2023 7:51:02 PM

To whom it may concern,
I am a homeowner of a property that backs up to the field off Merriman road between 6 and 7 mile roads. I am writing in response to the proposed rezoning of the area of the field owned by St. Mary's church. I know many of my neighbors are against this. I wanted to express that I am not against the proposition of buildings put on that land, but I am concerned for the woods at the north end of the area. It would be a shame to see more trees taken down and wildlife affected. Livonia is afterall known for our trees. I also have a concern for proper drainage of water if buildings are erected so close to the creek. Please take these concerns into consideration when making your decision about this project. Thank you in advance for your time.

Sincerely,
Julie Backus

In reference to petition 2022-12-01-02

Sent from my iPhone

January 29, 2023

City of Livonia Planning commission,

Regarding Petition 2022-12-01-02, the proposed rezoning of Bryant Field requested by St. Mary's Church. We oppose the rezoning request on multiple levels.

We moved to Brookwood Estates Subdivision 33 years ago to raise our young family after much research. We decided on Livonia as our destination because of the school system, libraries, it's safety record, thoughtful layout of the city, and, our added bonus, the open space provided by Bryant Field. When we looked at our current home, we knew, instantly, that this house was what we had been hoping to find.

Little did we know how important the open space provided to our subdivision would become to us. The field has provided so much to our family and all the other families in our sub and beyond. Our children still speak fondly of all the special times spent walking, playing soccer, baseball, flying kites, skating on the frozen ponds, sledding, adventuring in the woods along the river, and so much more. The field serves as a refuge of peacefulness after a stressful day, a sort of meeting place for neighbors as they walk or exercise. The residents in our area use the space for a myriad of recreational activities, such as, cross country skiing, walking, jogging, exercising pets, family activities, picnics, and so much more. It has been an essential part of many Livonia residents lives and it would, truly, be a shame to lose such a large portion of our refuge, our open space, to construction that does not blend into the neighborhood, that, in fact, would overwhelm it.

While doing some research regarding the issue of the rezoning, I found and read the publication, Livonia Vision 21. I discovered that throughout the plan there are multiple sub-categories addressing the preservation of open space, protection of open spaces, and, in fact, developing more open space. The sub-category, Sustainability and Resiliency, states the goal of conserving and restoring open spaces, waterways, trees, and other natural resources. Sub-category, Parks, Trails, and Open Space, states the goal of developing, maintaining, and preserving, sufficient open space and recreational facilities to satisfy the wide variety of recreational needs of residents. Sub-category, Parks and Community, encourages the preservation of open spaces. In addition, the public surveys conducted, related to the future planning of Livonia, indicate the residents want to keep parks, greenspaces, trees, and single-family neighborhoods, and desire preservation of natural spaces for parks and community open space areas.

The master plan also discusses building recommendations for housing and neighborhoods. It encourages development to, "Seamlessly incorporate multifamily units into neighborhoods" and "New development should respect existing neighborhoods." There are recommendations for high density housing that encourage development of apartments, townhouses, condominiums, be located close to the street, with the prominent entrance facing the street, residential in scale, with on street parking provided in multifamily areas.

So, not only have the residents of Livonia given their opinion regarding maintaining open, green spaces, but from the very pages of Livonia's own vision for the future, there are multiple reasons to deny the rezoning of one of the larger open spaces available in our community. The proposed multifamily senior

housing development is not close to the street, nor does the main entrance face the street. There is no street parking available and the plan would hardly, seamlessly blend in with the existing neighborhood with a three story housing development. By allowing St. Mary's, a tax-exempt entity, to consume an enormous amount of our precious open space, to build a housing development, a school, and gymnasium, the city would not be conserving open space, but would be, in fact, giving away the space, as well as most of the greenbelt, that, by the way, would be blocked from view because of the expanse and height of the building. This rezoning of public land takes access away from ALL tax paying Livonia residents for the benefit of a few. This flies in the face of the Livonia Vision 21 plan that strives to provide area and services for ALL residents of our city.

I hope the commission will seriously consider the wishes of the tax paying residents of our city and heed its own recommendations for open spaces and neighborhoods and disallow the rezoning of our beloved field and greenspace. To use the lyrics from Joni Mitchel's, Big Yellow Taxi, "Don't it always seem to go, that you don't know what you got 'til it's gone? They paved paradise and put up a parking lot." Please do not allow our little bit of paradise to turn into a parking lot!

Sincerely,

Greg and Kathy Plotzke

From: Kevin Skylis
To: Planning
Subject: Petition 2022-12-01-02
Date: Sunday, January 29, 2023 10:24:52 AM

City of Livonia Planning Commission,

I am writing to you to express my opposition to the proposed rezoning of the vacant land owned by the Basilica of St. Mary (Petition 2022-12-01-02). I am a Livonia resident, voter and taxpayer, and my home is adjacent to the field where the proposed rezoning and development would occur. I believe that this is the wrong choice for the city of Livonia, and more specifically for my neighborhood. I am concerned about the impact that the proposed rezoning and development would have on the property values and quality of life of my neighborhood.

My wife and I are first time homeowners, and we chose Livonia because the quality of its neighborhoods are unmatched by any of the surrounding cities. If approved, the proposed rezoning and resulting development would have a detrimental impact on my home and neighborhood, and would result in us moving out of Livonia. Additionally, it does not align with the goals laid out for the city in the Livonia Vision 21 Master Plan, and does not have any recent precedent. Finally, I am concerned about the impact of the development on the flood plain, and what effect it would have on the surrounding wetlands.

I hope that the planning commission will take my concerns, as well as the concerns of many other Livonia residents that I have spoken to recently, into consideration and recommend denial of the proposed rezoning.

Kevin Skylis

From: Margaret Yon
To: Planning
Subject: Basilicia of St Mary petition 2022-12-01-02
Date: Sunday, January 29, 2023 10:17:23 PM

To Whom It May Concern

I am writing to voice concerns regarding the rezoning request from St Mary's Basilica for the properties at 18100 Merriman Road and 30600 Brookview Drive. As the homeowners of the residence at 30562 Brookview Drive, we are abutted directly to the rezoning area and have multiple concerns with the impact this will have on our home and neighborhood. According to Livonia Vision 21 Section 13.15-5: Standards of Review for Amendments to the zoning ordinance there are multiple criteria to be considered by the planning commission and the city council. Below are listed a few of the criteria that we are concerned about:

Land suitability- Part of the rezoning request is located in a flood plain of the Taribusi Creek. Has it been researched if the area proposed to be developed can sustain such development?

I**mpacts on the environment**- Increased chemical use from school and apartment complex creating run off into Taribusi Creek and ultimately entering the Rouge waterway system.

Density- 86 one/two bedroom apartments, a school, and community center is creating a highly populated area. While the proposed development is stated to be for senior/elderly housing the reality is only one person in the apartment has to be over age 55 and that only applies to 80% of the complex. Increasing population will require increased use of our city services such as police, fire, and utilities.

Nature of use- A school and community center to compete with Livonia Public School enrollment and Livonia Community Center use. Does the city really need more basketball courts as Father George stated?

Traffic impacts- The high density use of the proposed rezoning will increase vehicle traffic in the area. Has there been a traffic study done to assess what the impact may be? The traffic flow of the proposed use has not been provided to show the impact to the neighborhood.

Aesthetics- The construction of a 97,000 sq ft apartment complex that is 3 or 4 stories and the parking lots associated with it are not consistent with the aesthetics of the surrounding neighborhood of single family homes. Are there any plans to show the landscape buffer between the single family homes and the development?

Infrastructure- Has a storm water management study been done to determine the impact the development will have on the existing infrastructure. The last documented stormwater management study was done in 2002 according to the published data in Livonia Vision 21. There is a definite concern of changing the current drainage the green space provides and forcing it into the already overtaxed system of Livonia has a potential for flooding problems in the future for the residents in the surrounding neighborhoods. While there are not currently any issues regarding flooding reported by the residents there is a concern of who will be responsible if issues arise after development on the proposed area.

Potential impact on property values- The possibility of the proposed development decreasing home values in the neighborhood due to aesthetics and potential problems that may occur.

Another major concern we have regarding this development is the **lack of communicatio**n with the surrounding residents. The original public meeting for this issue was slated for Jan 17 but the proper notification was not followed and the meeting was rescheduled. The only notice of the original hearing was in the Detroit Free Press. As the property directly adjacent to the proposed rezoning request, we did not receive notification in the mail until calling to inquire what the proposed rezoning was about. The planning commision had "inadvertently forgotten" to mail out notices to the residents and the church had not placed a sign within the proper timing as required. A rezoning sign was not placed by the church until after this inquiry as well. There also has been a lack of communication from the church to their "neighbors" regarding the plans. Inviting the neighborhood to share their vision one day before the public meeting appears to just be an attempt to patch the non-communication. We as the surrounding neighborhood that will be affected by this development have not had more than 2 weeks to research what the church has obviously been planning for months, if not years. As it was stated at the study meeting on Jan 24, the planning commision was also just informed of this request for rezoning and the and plans of the Basilica of St Mary and we are encouraging the board to take additional time to review the issues prior to making a decision regarding rezoning the proposed area.

Thank you for taking the time to read our concerns and please do not hesitate to contact us if needed.

Greg and Margaret Yon
30562 Brookview Drive
734-634-3194

From:	Nicole Marchelletta
To:	Planning
Subject:	Rezoning Request - 18100 Merriman Road and 30600 Brookview Drive
Date:	Saturday, January 28, 2023 8:15:11 PM

To whom it may concern,

My name is Nicole Marchelletta. I am a lifetime resident of the City of Livonia, with 17 years being spent in the Brookwood Estates subdivision. I am writing today to encourage you all to decline the rezoning request from St. Mary's Basilica for the property located at 18100 Merriman Road and 30600 Brookview Drive.

There are many concerns regarding the potential rezoning of the area of land located off Merriman Road between 6 and 7 Mile. First and foremost, a large construction on this land could present potential environmental issues including but not limited to water pollution, flooding of nearby land and homes, as well as increased vehicle traffic. Second, the building of a multi-story apartment complex on this public land goes against many points addressed in the Livonia Vision 21. Finally, the proposed plans for this area of land and communication with surrounding neighborhoods, as well as other community members, has been extremely subpar.

The Taribusi Creek running through and adjacent to the proposed building property serves as part of the Rouge River Watershed. The Rouge River Watershed is already over 50% urbanized with less than 25% being undeveloped. The urbanization of watershed areas includes placement of nonabsorbent surfaces that do not allow water to be resorbed through soil. These types of surfaces include areas of concrete, parking lots, and driveways that cause increased volumes of runoff leading to flooding and higher velocity flow of the associated waterways. Other than a negative effect on the Rouge River Watershed as a whole, Livonia citizens may be negatively impacted directly. The citizens with houses located on the Taribusi Creek could potentially face flooding problems of their yards and basements. Another concern is the bridge used to cross Taribusi Creek. This bridge serves as a pathway to Coolidge Elementary School and Beverly Park and borders the area of land that St. Mary's Church wishes to develop. In recent years, the creek underneath the bridge has reached depths of greater than 4 feet with fast-flowing waters. When large amounts of precipitation occur, the bridge has been submerged in the fast-flowing water. If this Livonia flood plain is affected, it could present potential safety concerns for children who utilize this public walkway to attend school and/or Beverly Park, one of Livonia's last remaining green spaces.

Moving forward, Livonia Vision 21 published in 2018 highlights many of the reasons the City of Livonia and its' citizens would oppose the rezoning of this property. Page 29 highlights Objective 3.2 "conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity". Page 35 summarizes the responses to Survey #3 "Future Development Projects and Policies". Within the survey response it is noted that citizens of Livonia favor to "keep - single-family neighborhoods". The rezoning of this

property would result in the destruction of the single-family household neighborhood of the Brookwood Estates subdivision. Other votes collected from surveys highlight that Livonia citizens feel that "traditional townhomes set back from the stress is most appropriate for flexible living areas in Livonia". This is clearly not in line with the plans for a 3-story living building. In addition to this plan not being in line with the vision of Livonia citizens, there is concern regarding the proposed building being described as "senior living", when in fact, it is not. "Independent senior living" is generally defined as "any housing arrangement designed exclusively for older adults". It is essential that prior to rezoning this property the Planning Commission and City Council understand what type of facility the church plans to open. It is inappropriate and misleading to designate an apartment complex in which only one member of the household needs to be 55 years or older as "senior living".

Lastly, the communication surrounding these plans has been lacking in all forms. The church has failed the citizens of Livonia by excluding them from proposed plans that may be taking place right in their own backyards. The protocols required for this type of planning and ground-breaking have not been followed.

Before voting on this matter, I encourage you to consider the following -

Have we done our part to research the potential environmental impact a structure of this nature could have on our Livonia natural areas, neighboring homes, as well as other portions of the Rouge River?

Is this plan in line with what the City of Livonia wishes for its neighborhoods and greenspace?

What benefit would this structure have for the City of Livonia? Will the city benefit monetarily based on tax collection?

Has the City of Livonia ever rezoned private land for the development of several structures located in single-family neighborhoods?

Again, I encourage you all to consider these statements when voting on the rezoning request from St. Mary's Basilica for the property located at 18100 Merriman Road and 30600 Brookview Drive.

If you have any questions, please do not hesitate to reach me by phone or email.

Warm regards,

Nikki Marchelletta
Livonia, MI
734-536-2666

From: stephen myers
To: Planning
Subject: St. Mary"s Church school and apartments
Date: Sunday, January 29, 2023 1:11:21 PM

This is in regards to the possible construction of a school and apartments in the field off Merriman. We are strongly against any structures going up in the field. We moved into this neighborhood 7 months ago, the reason we chose it, wasn't because it was the perfect house, it was because it was the perfect neighborhood. We are the 4th house from the field. An apartment building would totally change the area, and lower property values. One of the many highlights of our area, is every night, we have deer in our yard, some days we have rabbits, owls, even flying squirrels.That would be lost with the addition of these buildings and all the additional vehicles that would now be here. In addition, just because it's listed as senior housing, over 55, doesn't mean whole families wouldn't be moving in.

Has anyone done a study of how many open apartments or existing closed schools are in the area? Or if additional apartments are even needed? Livonia has recently sold off two empty schools, why is another needed? I would submit that the proper location for such a endevor, would be the K-Mart and plaza at 7 Mile and Farmington, that have been closed and empty since 2017, or even the Sears building at the old Livonia Mall site. Both of which have better traffic access, and wouldn't effect any residential neighborhood. Rezoning the land would have a negative impact on all who live in and enjoy the area.

Sincerely,
Stephen and Penny Myers
30514 Brookview

From: Glenn Griffith
To: Planning
Subject: Rezoning behind St.Mary"s on Merriman
Date: Monday, January 30, 2023 9:16:31 AM

Hello,
I live in Brookwood Estates and I cannot attend tomorrow's meeting but I wanted to communicate my concerns.

This rezoning would be detrimental to property value for homeowners and be disruptive to wildlife. It would create significant noise and also traffic that homeowners in the neighborhood don't need. Please don't allow this.

There are vacant buildings all over Livonia that can be used. They may not be able to yeild as big a profit but it would be the right thing for our community.
Thank you for considering!!

Paula Griffith
30761 Bobrich

Sent from AT&T Yahoo Mail on Android

From: Kim P
To: Planning
Subject: DENY REZONING PETITION 2022-12-01-02 Submitted by St. Mary"s Basilica
Date: Monday, January 30, 2023 10:09:10 AM

To the Livonia Planning Department and Commissioners,

My name is Kim Parnis and I'm a resident of Livonia at 31005 Mayville Street. Mayville is located just south of the property in question. I'm writing to request that you DENY the petition to rezone the land behind St. Mary's Basilica.

Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily- maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan.
Our city already has an abundance of vacant buildings and properties available for redevelopment.

I also have concerns about the wildlife that currently uses this area as its habitat. Having lived in our home for 24 years, we've seen a great deal of wildlife in the area. Denying the wildlife the home it has had for all these years should be everyone's concern.

An additional concern is the negative effect on our property values, as well as noise and light pollution, and water pollution to the creek.

Increased traffic is one more concern. At certain times of day it is already very difficult to make a left turn from Mayville Street on to Merriman Road. Adding the extra traffic that would be created by this development would only make that harder.

The excessive size and height of the proposed buildings are another concern. There is a reason that this area is zoned the way it is.

In a communication that was recently sent by the basilica to its members, it was stated that they are building "with" us (the neighbors) to promote, and I quote, "good neighborliness". Is it "good neighborliness" when they have their annual festival, and for 3 to 4 nights they play music so loud that I can hear it with all my doors and windows shut? My windows and floors vibrate from the high volume, for hours each night. And if that isn't enough, they ask the city, every year, for special dispensation to allow music to be played ridiculously loud until midnight! If this is part of what they consider "good neighborliness", then it's just one more reason to not allow this property to be rezoned.

As I mentioned, we have lived in this home for 24 years. We raised a family in a nice, quiet, residential neighborhood; Brookwood Estates. My hope is that future

generations will get the same opportunity.

The City of Livonia has a motto. That motto is "Families First". Please vote to keep it that way by denying this petition.

Respectfully,
Kim Parnis

Petition 2022-12-01-02

Ann & Gerard Szczepaniak
17627 Hillcrest
Livonia, MI 48152

Dear Planning Board Members,

Our property backs directly into the open field that the petitioner is seeking to have rezoned from public land (P-L) to neighborhood (N2) and neighborhood multi-family (NM3-1). My family purchased our property in Livonia because we loved that the property backed into an open area of public land that had unobstructed views of the natural surroundings.

The proposal to construct a three-story, (86) unit apartment building and a private school on the property will **negatively** impact our quality of life, as well as our homes' property value.

We will no longer be able to enjoy the evening sunsets from our backyard deck—instead we will be facing a tall brick structure, whose residents will be looking down into our backyard and deny us the privacy our home has provided for many years.

In the evening, the lighting for the apartments and parking lot will constantly shine into our yard and home, and noise from the cars that will be coming and going from the apartments, will shatter the peaceful evenings that my family cherishes.

This development needs to be constructed on property that is **NOT** surrounded by existing residential homes. If the petitioner truly has the best interests of our community in mind, then they would seek to develop one of the many abandoned commercial parcels in our city.

The very last thing the City of Livonia needs is another senior living facility. Currently, our city has an abundance of such options for our senior citizens. Sacrificing the limited Public Land within our city, to fulfill the dreams of the petitioner, would be a great injustice to all the citizens of our community.

Our decision to make Livonia our home was strongly influenced by Livonia's pledge to its citizens to put **"families first"**. In fact, the City of Livonia's motto is **"Families First"** and it is displayed on many signs within our city.

I am asking the members of the planning board to continue to honor and support the City of Livonia's promise to its residents to put "families first".

Please do not let the "dreams" of the petitioner, override the "dreams" of the hundreds of Livonia residents that surround this proposed development---and whose lives will be negatively impacted for years to come. Please vote to **DENY** petitioner's request to rezone this property.

Sincerely yours,

Ann & Gerard Szczepaniak

From:	Stefanie Kovaleski
To:	Planning
Subject:	DENY rezoning petition 2022-12-01-02 submitted by St. Mary"s Basilica
Date:	Monday, January 30, 2023 11:56:25 AM

To the Livonia Planning Department and Commissioners,

My name is Stefanie Kovaleski and I am a resident of Livonia. I live in Brookwood Estates and am located at 30503 Jeanine. My home falls just to the south of St. Mary's Basilica.

I'm writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.

When I purchased my home in 2008, a huge selling point was the natural meadow, abridging woods and foot path to the local school. This land is an important part of our community. It serves the children of Brookwook a safe path to school, encouraging independence. The abridging woods is home to a pack of coyotes (10+), turkeys, birds of prey and even a pair of documented American Eagles that nest there each spring. Most importantly, it serves as a flood plain.

This meadow holds a significant amount of water after rainfalls and snowmelts, which keeps the neighboring community from flooding. Many residents in Brookwood have standing water issues from our already high water-table. This water has made it's way into many of our basements. During torrential rainfall, many of us not only have seepage through our foundations, but issues with sewage back-up flooding our basements. Our current system simply cannot withstand the extra water—an issue that we will all have to face if the meadow is paved .

I left the City of Dearborn for this very reason. The city allowed buildings/homes to expand and green areas to be built-up without questioning whether or not the local sewer systems were capable of handling the excess run-off. It wasn't—and many of us took a loss selling our homes.

I am greatly concerned that the addition of large buildings and a parking lot will reduce water management leading to flooing issues.

Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily-maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan. With so many vacant buildings in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact. Other points of concern about rezoning this land include:

- negative effects on property values
- noise and light pollution
- water pollution to the creek
- increased traffic
- reduced safety of kids walking to and from school
- excessive height of buildings

- loss of open space for recreation
- loss of habitat for wildlife
- additional strain on local utilities.

For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will thank you!

Respectfully,
Stefanie Kovaleski

From: Christine Milligan
To: Planning
Subject: PETITION 2022-12-01-02 AGAINST REZONING
Date: Monday, January 30, 2023 2:39:47 PM

City of Livonia Planning commission
PETITION: 2022-12-01-02

Dear Planning Board Members,
My name is Christine and I live on Hillcrest street. I am in strong opposition of the petitioners request to rezone from P-L to NM3-1 as this would directly impact my property value and quality of life in a negative way. My property is 300 feet from the proposed MN3 request to construct a 3-4 story multi-family apartment building. I chose to move to Livonia and invest in my home because of its quiet neighborhoods. I enjoy the openness of the field and wildlife it supports. If a multi-family 3-4 story apartment building is constructed, the value of my home would plummet dramatically and I will never get to see the sunset in my backyard again. My sense of privacy and security will be obstructed by the sound of cars coming and going from the apartment building's parking lot at all hours of the day and night. This structure does not belong adjacent to a neighborhood area where families take their children to walk. This development will also have a negative impact on our environment as it borders a floodplain. The massive structure the petitioner is seeking approval will greatly impact the quality of life for myself and residents in the community. I am hopeful that when it's time for The Livonia City Council to vote on this matter, they have the residents best interest at heart and put "Families First"

Sincerely yours,
Christine Koss.

Coolidge Elementary School

Livonia, MI 48152
734-744-2705
Fax 734-744-2707

Principal
Kristina M. Collyer
kcollyer@livoniapublicschools.org

Dear. Livonia Planning Commission,

My name is Kellie Stark, I am an elementary art teacher and the Green School coordinator at Coolidge Elementary. I am writing in regards to the proposed planning for development of the open green space to the southwest of Coolidge elementary. As a dedicated teacher, parent and environmental activist in the nearby community and neighborhood, I have questions and concerns about the current development plan. How large will this development be? Will this new development take precious green space away from the community and neighborhood? What are the long and short term environmental impacts of development near Tarabusi Creek and wildlife area?

As a Michigan Green School, Coolidge Elementary has recently partnered with "Friends of the Rouge" to engage our students in biological testing of Tarabusi Creek, which lies 20-40 feet north of the proposed development. During our recent Fall survey, our data showed a very low number of macroinvertebrates and insects in the creek. Through further chemical testing from "Friends of the Rouge", the creek indicates high levels of sodium, which are most likely caused from runoff from roads and parking lots, as well as drainage from nearby storm drains. Tarabusi Creek is an important section of the Rouge River Watershed and provides drinking water, once treated to a good portion of Wayne and Oakland counties. Erosion is another issue the students and I observed to the south of the creek resulting in increased silt in the water. Erosion will only be intensified with further development, creating additional sewage and drainage issues for the nearby neighborhood. A natural buffer of at least 50-100 feet of wilderness to the south of the creek could help prevent costly issues to the adjacent area in the future.

Working with a large population of students from the local neighborhood, we see the benefits and need for more open, green spaces in our community. Green spaces add beauty, encourage wildlife and increase home values in the city. Many students in the nearby neighborhood use the open area to play sports, walk their dogs among other activities. After speaking to my third graders about the proposed development, these were their comments; *"I think the area should not be built on because it is a good area to fly kites, launch rockets and play in the snow." "You can do a lot of things there and with a parking lot, it will have salt and salt is bad for the environment." "It may affect the plant life and animals in the area." "The noise could scare animals and bother people." "We want more trees for oxygen." "It could affect tree root systems and oil will runoff into the creek." "We need more open spaces to play"*

The need for more research into the environmental impact and local opinion of land-use by the neighborhood and community should be considered before going forward with any new development. In the city of Livonia, many areas sit vacant and blighted such as the intersections at Seven Mile and Middlebelt and Seven Mile and Farmington. The city should offer tax incentives to developers to sell or develop these properties first over precious green space. Please consider the words of our city's

Coolidge Elementary School

Livonia, MI 48152
734-744-2705
Fax 734-744-2707

Principal
Kristina M. Collyer
kcollyer@livoniapublicschools.org

children as they are the voices of future Livonia. A green space is a place for nature, a place for community, a place for families and a place for peace. Livonia doesn't need more buildings and parking lots.

Sincerely,
Kellie Stark
Coolidge Elementary
Green Team

Lincoln

Adriana

Maddex

Katy.T

Briania

Yoh

Jessi

Elia.S

Jon

Scarlett.S.

Lea

Melvin.M.

Sophia

George

Chloe W.

Mya

Adrian

[redacted]

Brooklyn

Avenin

Abby

Chlo

Kaip.S

Reagan

LIVONIA PUBLIC SCHOOLS WHSE#029150 (K)

From: Cathy Bobowski
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary's Basilica
Date: Monday, January 30, 2023 1:30:11 PM

Here's a template that you can use or share with other Livonia residents to communicate your opposition to the rezoning proposal. For those who only have time for copy & paste, it's still important that they hear from as many residents as possible. Feel free to add additional concerns and personal details to customize it. DM me if you need a copy.

Email- Planning@livonia.gov
Subject- DENY rezoning petition 2022-12-01-02 submitted by St. Mary's Basilica

To the Livonia Planning Department and Commissioners,
My name is Cathy Bobowski_ and I'm a resident of Livonia in Brookwood Estates .I'm writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.
This land is an important part of our community and serves many vital functions in it's natural state. It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.
This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect, lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it.
Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily-maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan. With so many vacant buildings in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact.
Other points of concern about rezoning this land include:
negative effects on property values, noise and light pollution, water pollution to the creek, increased traffic, reduced safety of kids walking to and from school, excessive height of buildings, loss of open space for recreation, loss of habitat for wildlife, and additional strain on local utilities.
For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will thank you!
Respectfully,
__Cathy Bobowski_____

From: Cathy Kevra
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary's Basilica
Date: Monday, January 30, 2023 12:55:18 PM

To the Livonia Planning Department and Commissioners,
My name is Cathy Kevra and I'm a resident of Livonia at 30732 Bobrich Street. I'm writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.
This land is an important part of our community and serves many vital functions in it's natural state. I have frequently used this land in the past when taking my children to and from school. Presently, my grandchildren and I use this area to walk, play, hike, enjoy the scenery and wildlife. It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.
This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect, lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it. I have witnessed the amount of water that may be present in the fields and would hate to see that in my basement or my neighbors basements. Also, the Tarabusi Creek is an important part of the Rouge River. I have read the reports of the chloride levels that are presently in this creek and know that with a proposed building development, the water pollution will increase. We should be working to improve our waterways, environment and community, not destroy them.
Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily-maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan. Currently designed as 'Parks and Community' space and 'Floodplain Area' surrounded by 'Low Density Residential' neighborhood, changing the zoning to allow multi family housing would go against multiple goals and objectives of the plan. With so many vacant buildings in the vicinity of this site, a development like this would be better placed in an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact.
As a Parks and Recreation Commissioner, I have many concerns regarding this proposal. This rezoning would limit public access to frequently used trails and open space for recreation and fitness. Many people use this area for recreation like kite flying, dog walking, wildlife watching, hiking, family activities and fun. It would also not preserve this natural drainage and floodplain land. Our Livonia Vision-21 Plan for future land use includes this objective: "The parks and community areas encompass preservation of open spaces, public park facilities, civic institutions, and the programming that brings them to life intended for active and passive recreation, outdoor spaces and the connections between them continue to be a priority for the City. The designation includes both publicly or privately owned facilities providing recreational, educational, governmental, and other services to the community".

Other points of concern about rezoning this land include:
negative effects on property values, noise and light pollution, increased traffic, reduced safety of kids walking to and from school, excessive height of buildings, and additional strain on local utilities.
For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will thank you!

Respectfully,
Cathy Kevra
30732 Bobrich
Resident and
Parks and Recreation Commissioner

Sent from my iPhone

From: mjbrunswick4@aol.com
To: Planning
Subject: Petition 2022-12-02-02 submitted by Basilica of St. Mary
Date: Monday, January 30, 2023 4:38:03 PM

To whom it may concern,

My name is MJ Brunswick and I reside at 17574 Rexwood Street Livonia, MI 48152-3420.
I am sending this email as I am unable to attend the Tuesday January 31, 2023 meeting.

I am against another school being built or any senior housing or apartments, period, being built on this property.
We have a great school system with Livonia Public Schools as well as LPS being a part of school of choice.
Another school would only compete with the students that we currently have and receive federal money per
student each year. There are enough charter and private schools already.

With regards to the building or apartments, I do not think that would mesh with the housing that is around this
parcel of land. Again there are senior apartments out there already and enough apartment complexes that are
not at 100% capacity. Why do people always want to build new, when there is a current inventory and spaces
that are ready and available to accommodate these needs.

PLEASE COUNT ME AS A NO VOTE FOR THIS PETITION.

Sincerely,

MJ Brunswick
Cell 734-740-2061

From:	Darlene Wood
To:	Planning
Subject:	Petition 2022-12-01-02 Rezoning of St. Mary"s 18100 Merriman and 30600 Brookview
Date:	Monday, January 30, 2023 7:51:45 PM
Attachments:	against-rezoning-of-18100-merriman-and-30600-brookview (2).pdf

---

Hello,
Please see the attached petition that was created through Sumofus.org. The petition was created in response to the proposed rezoning for the land owned by Basilica of St. Mary's. At least 400 residents have signed the petition against the rezoning of the vacant land.
If you have any questions please let me know.
Thanks.
Darlene Wood
517-899-0991

Against Rezoning of 18100 Merriman and 30600 Brookview

To: Livonia planning committee

We are against the rezoning of the Basilica of St. Mary on 18100 Merriman Rd and 30600 Brookview due to the following concerns...

Height of proposed building
School and gym - increased traffic
Decrease home values
Noise pollution
Light pollution
Destruction of nature
Environmental impact
Loss of a natural field for animals
Increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space
Flood Drainage Issues

Why is this important?

We are against the rezoning of the Basilica of St. Mary on 18100 Merriman Rd and 30600 Brookview due to the following concerns...

Height of proposed building
School and gym - increased traffic
Decrease home values
Noise pollution
Light pollution
Destruction of nature
Environmental impact
Loss of a natural field for animals
Increased traffic
increased emergency vehicles in area
increase waste and odors
loss of open space
Flood Drainage Issues

Signed by 400 people:

Name	Postcode
Darlene Wood	48152
Jill Robinson	48152
Jody Kirsch	48152
Constance Sroka	48152
Kelly Belcher	48178
Sandra Davis	48152

Name	Postcode
Frank Cie	48152
Michele McCallion	48152
Toni Burke	48154
Angela Alen	48154
Donna Grabowski	48152
Janie Lane	48154
Cindy Lawler	48152
mike mcgan	48152
Michele Babon	48152
Brett Shiemke	48152
Amy Babon	48152
Ryan Carrow	48152
Samantha Raj	48152
Rosalyn Wilkerson	48152
Nathan Wilkerson	48152
Joshua Raj	48152
Jenny DeOrnellas	48152
Ernie Babon III	48152
Ellen Glynn	48152
Robert Swain	48152
John Patterson	48152
Peggy Besecker	48152-4541
Deb W	48152
Angela Williams	48152
GLENN LENARDON	48154
Amanda Kozlowski	48152
Lynne Sokoloski	48152
Laura Burke	48152
Alex Villarruel	48152
Matthew Vizzaccaro	48154
Haley Trimer	48154

Name	Postcode
Deborah Stanfill	48154
Dan Kozlowski	48155
Dave Gonzalez	48150
Laurie kron	48154
Amy Swain	48152
Patrice Muldowney	48154
Caitlin Bialowicz	48152
Kevin Skylis	48152
Andrea Wilemon	48150
Sheryl Liske	48383
Krystn Hussey	48152
Mary Shepherd	48152
Jane Chora	48152
Sharleen Stjean	48154
Toby DeSimone	48152
Maria Singbiel	48152
Elizabeth Blaesser	48152
Shirley Robertson	48152
Emily Keith	48154
John Blaesser	48152
Dennis Maljak Sr	48152
Monica Suchara	48152
Shelby Oliverio	48843
Ian Stone	48152
Erika Whitmyer	48152
Nicole Oliverio	48843
Heidi Cox	48154
Robin B	48150
Robert O'Keefe	48152
Esther Whittico	48152
Tony Oliverio	48843

Name	Postcode
Mary McKinney	48152
Ernest Babon Jr	48152
Janel Rice	48154
John Berryman	48154
John Krajacic	48152
Kevin Webb	48154
Sara Currie	48152
wayne proctor	48152
Stephanie I	48152
Brian Smith	48152
Julie Pastula	48154
John Cantrell	48219
Mary Baeske	48152
Cheryl Patterson Butkovich	48152
Karen Oliverio	48843
Frank Benavidez	48430
Dave Koss	48152
Christine Koss	48152
Colleen Badgero	48152
Marjorie Marino	48152
Linda Korovesis	48154
Patricia Phillips	48152
Linda G.	48152
Greg Weglarz	48154
Debbie Perrn	48152
Mona Bankey	48174
Ann Szczepaniak	48152
Marie Coletta	48152
Cheyenne Chapman	48154
Joanne Deutsch	48152
Scott Brewer	48152

Name	Postcode
Gail Boettcher	48154
Matejka Patrice	48152
Jon Bialowicz	48150
Stephanie Mehmed-Bialowicz	48150
Beverly Bell	48152
Nicole Lipinski	48154
Steven Johnson	48152
Cheryl Nelson	48152
Carlee Davis	48152
Brianna Cobbs	48152
Morgan Bogacki	48152
Manli Qiu	48152
Robert Hoekstra	48152
Stephanie Strong	48152
Steven Hoekstra	48197
Kathryn Patel	48152
Audrey Yanity	48152
Susan Barill	48152
Tim Barill	48152
Sally Jeffries	48152
Jamie Jeffries	48152
Jeff Pergament	48152
Margaret Hoekstra	48152
Karen Janiga	48152
Edwin Cuschieri	48152
Kiel Vedrode	48152
Lauryn Vedrode	48152
Mary Piontek	48152
Robert Bell	48152
David Piontek	48152
Heather Plinka	48152

Name	Postcode
Heidi Kelly	48152
Heather Helbling	48152
Brenda Lizbinski	48154
Jacob Helbling	48152
Maria Mitter	48150
Joseph Janiga	48152
Faith Piontek	48152
Margaret Yon	48152
Thomas Sweder	48152
KIM PARNIS	48152
Michelle Parnis	48152
William Parnis	48152
Marissa Helbling	48152
Debbie Cler	48152
Megan Coliton	48152
Stacy Maracle	48152
Larissa Barnett	48152
Steve Camarata	77040
Kelley Wooley Lyle	48152
Karen Becker	48154
Margaret Rudis	48152
Smith Smith	48154
Kevin H. Carlisle	48154
Ashley Aiello	48152
Anthony Beauvais	48154
Dale Cronenwett	48185
Shauna Williams	48150
Shawna DeNoyer	48152
Matt DeNoyer	48152
Brandon Makila	48154
Joseph Aiello	48152
Bryan Williams	48152

Name	Postcode
lynda rivera	48152
Amy Frush	48154
Laurie Krivitz	48152
Frances Janis	48152
Nicole Marchelletta	48154
Mary Gosselin	48154
Denise White	48154
Tatanya Lanier	48152
Jack Shepherd	48152
Teri Gribeck	48336
Gary Miller	48152
Leslie Miller	48152
Kimberly Mikonczyk	48152
Alexander Mikonczyk	48128
Laura Lark-Cattaneo	48152
Anthony Marchelletta	48152
Cindy Stapleton	48154
Michael Mikonczyk	48152-3481
Robert Martoia	48152
Henry Gorski	48152
Megan Barill	48154
Aaron Baxter	48154
Sara Healy	48154
Karen Marchelletta	48152
Frank Fenech	48152
Bryan Garchar	48150
Gina Sellinger	48154
Sarah Garchar	48150

Name	Postcode
Sarah Williams	48227
Travis Gosselin	48154
Laura Jannika	48154
Deborah Christiansen	48150
Barb Iovan	48154
Joe Johnston	48152
christine riker	48239
Michael Rudell	48152
Linda EagleTrudell	48150
LINDA BERNHARDT	48154
Carla McWilliams	48152
Carol Bonamici	48154
Brenda Sinclair	48154
Kari Burger	48152
Dave Wood	48152
virginia houston	48152-3425
Laura Green	48154
Amanda King	48186
Donna Kress	48152
Karen Greenwald	48154
Stefanie Kovaleski	48152
Ann Moening	48152
Susan Calvin	48154
David Cusin	48152
Irene Grysiewicz	48154
Judy Weiser	48152
Michael Coliton	48152
Amanda Duke	48152
Carrie Lacross	48152
Michael Duke	48152

Name	Postcode
Robert Singbiel	48152-4502
Chris Srock	48154
Caryn Loughlin	48154
Mary Humitz	48152
Shirley Gorski	48152
Loretta Rendina	48239
Kathy Reece	48154
Jeff Humitz	48152
Lisa Filipek	48846
Patricia Brockway	48230
David & Caren Cunningham	48152
Pauline Drabicki	48150
Jill Sak	48150
Mike Reece	48185
Susan Kusnir	48152
Ann Wollenweber	48152
Karen Adkins	48152
Abby Kuczmarski	48152
Ellen Cusin	48152
Michela Cusin	48152
Matthew Cusin	48152
Stephanie Cusin	48152
Cathy Kevra	48152
Joy Hinton	48150
Kristin Coliton	48152
Kelly Brown	48152
Greg Sproull	48152
Andrea Logan	48168
Stacy Hayne	48152
Patricia Gribeck	48152
Daniel Powell	48152
Mary Garrity	48152

Name	Postcode
Gale Powell	48152
Brad Garrity	48152
Greg Yon	48152
Matthew Kwiecien	48152
Debra Wheelock	48152
Linda Gardner	48154
Sandra Strubank	48154
Susan Proctor	48154
Maryna Ammar	48152
robert passmore	48154
Lynne Curnow	48154
Carol Cauchi	48152
Anna DeMarco-Krzeminski	48152
Niccole Kelly	48152
Matthew Kelly	48152
Sue Schmidt	48152
Doreen Bonkowski	48154
Valerie Thimm	48154
April McPherson	48152
Stephanie Mazur	48152
Lauren Szypula	48154
Paul Proctor	48152
Amy Bertha	48154
Natalie Andrek	48154
Cathy Gifford	48152
Tom Flanagan	48375-5323
Meaghan Burke	48067
Kevin Gifford	48152
Jessica Gresko	48152
Concetta Flanagan	48152
Angela French	48152-3460

Name	Postcode
Narciso Lemmer	48152
Gail Garrity	48625
Paul Condon	48152
Margaret Adams-Ash	48152
Brett Gierak	48152
Christa Larabell	48150
Amanda Washington	48154
James Ash	48152
Jessica C	48152
Judee Taormina	48152
Thomas Garrity	48625
Daniel Cooper	48103
Deborah Bush	48152
Kenneth Bush	48152
Jill Cooper	48103
Nathan Garrity	48152
Jennifer Conte	48154
Jennifer Malinowski	48154
Shahein Rajaee	48154
Sarah Daley	48152
Marilyn Porth	48152
Stacey Garrity	48336
Patricia Villarruel	48152
Danielle Lizura	48152
Grant Welmers	48154
Casey Welmers	48154
Charles Millen	48152
Thomas Michalsen	48198
Kristyn Gierak	48152
Patricia O'Connell	48154

Name	Postcode
Robert Maracle	48152
Stephen Adams	48152
Nicole Larabell	48150
Christi Jenkins	48176
Kyle Malkowski	48152
Emily Ouillette	48152
Charles Millen	49155
Enkelejda Shahu	48154
Claudia Rushlow	48152
Shelley Lesko	48152
Molly Lesko	48152
Julia Scappaticci	48152
Maggie Lesko	48152
Audrey Pegouske	48154
Becca S	48152
Bert Scap	48152
Milan Sridhar	48152
Dan Ly	48152
Jabiveir Veir	48152
Aiden Baney	48152
Jagger Scappaticci	48152
elise p	48154
salem plourde	27712
Alex H	48152
Jack Wagner	48154
Sam Hunt	48152
Brendan Bender	48152
Sayuni D	48154
Brett Vargo	48154
Lily Barber	48154
Ally Sopko	48152
Danielle Lebsack	48154

Name	Postcode
Apryl Kruse	48152
Evelyn Grybas	48154
Daniela Kruse	48152
alex coon	48154
Wendy Scappaticci	48162
David Vinson	48154
Meghan Ingham	48150
Gretchen Weir	48154
lailah acuna	18901
marin k	48152
Lynnae Patrias	48336
Andres Lesko	48152
Marian Nolan-Neville	48150
Jenny Sabbagh	48067
Sarah N	48154
Michael Harris	48085
Violet Floyd	48240
Amanda Hureski	48154
Emilija Vilkaite	48152
Elaine Gerou	80231
Loretta Darke	48152
Kiki Gillies	48152
Edward Kruse	48152
John Wick	15864
Elizabeth Belanger	48072
Russell Rathgeber	48154
Cindy Fleming	48150
Lindsay Obenour	48154
Clifton Washington	48154
Kelley Erickson	48152

Name	Postcode
Paula Griffith	48152
Dean Ricci	48154
Isabella Scappaticci	48152
Caitlin Cherry	48150
Andrea Deane	48154
Amy Saurborn	48187
Thomas Erickson	48152
Melissa Passmore	49154
Steven Sovinsky	48152
Elaine Sovinsky	48152
Regimantas Vilkas	48152
Lucia Morrison	48170
Thomas Erickson	48152
Chris Hankerd	48152
Remigijus Vilkas	48152
Amy Finger	48154
Michelle Wood	48154
Kelsy Schneider	48152
Gregory Schneider	48152
Ashley Monette	48154
Nick Riffe	48152
Vincent Stubbs	48152
Jessica Wilhoite	48152
Janet Roznowski	48150
Judith Malick	48152

From:	David Bydlowski
To:	Planning; David Bydlowski
Subject:	Planning Meeting Tuesday January 31
Date:	Monday, January 30, 2023 5:48:20 PM
Attachments:	stmaryconcern.pdf

Hi,
I have embedded and attached a letter for the Tuesday planning meeting.
Thank you,
David Bydlowski

To members of the Livonia Planning Commission,

My name is David Bydlowski, resident in the Brookwood Estates subdivision. I am writing this letter to voice my concern about possible impacts on the Rouge River due to the construction of buildings behind the Basilica of St. Mary.

The Basilica of St. Mary has been a very good neighbor to the Brookwood Estate subdivision. My next-door neighbors are active members at St. Mary. They have kept our family appraised of the building that will be taking place. We have often talked about our families moving into the proposed senior complex, at some time in the future.

My concern though is the Rouge River. Presently, I am a part-time science consultant at Wayne RESA, Co-Investigator on NASA's AREN Project, and member of the education committee of the Friends of the Rouge's – Rouge Education Project. I am concerned about possible negative effects on the river. I recently did a podcast on "Ecosystem Dynamics":

http://k12science.net/ecosystem-dynamics/

The major point of the podcast is: "A healthy ecosystem can be defined as one that "has the ability to maintain its structure and function over time in the face of external stress." Managing ecosystems in a manner that creates resilience and long-term sustainability is more crucial than ever."

I would like to know what the City of Livonia is doing to maintain or improve the quality of the river. Will the building proposal have a negative effect? How will water quality be monitored? Will there be a census of wildlife? Has there been an analysis of the impact of increased runoff? How will habitat be affected? Any work that is done in the area should generate an improvement in our river system, not any degradation. What is the plan for this?

I have done some monitoring of the river. During the fall of 2022, I went with students at Coolidge Elementary. Our results showed a low water quality due to the small number of macroinvertebrates collected. This fall and winter, I have been collecting salt data, on a monthly basis, through the Salt Watch-Izaak Walton League and have discovered that we have above average levels of chloride ions in our river. As a matter of fact, the highest levels of chloride ions in the country are in our area of southeast Michigan (for sites that are monitoring in the project).

In closing, I would like to reemphasize my concern for the Rouge River Ecosystem at the St.

Mary site. How is it being monitored and how will it be monitored? What mitigating measures will St. Mary take to deal with problems that might arise? I hope that our river ecosystem can be improved and not suffer additional stress and reach long-term sustainability.

Thank you,

David Bydlowski

17523 Stamwich

Livonia, MI 48152

734-306-9508

From: Garrity, Mary
To: Planning
Subject: Please deny rezoning proposal
Date: Monday, January 30, 2023 6:21:25 PM

To the Livonia Planning Department and Commissioners,

My name is Mary Garrity and I'm a resident at 30810 Bobrich St Livonia, MI 48152. I'm writing to ask that you DENY the request for rezoning the land at 18100 Merriman Rd. & 30600 Brookview Dr. (behind St. Mary's Basilica) from public land (P-L) to neighborhood (N2) and neighborhood multifamily (NM3-1). I come to you as a resident who utilizes this land on a daily basis as a path to walk my son to and from school, to hike and often pick up litter along the wooded trail, and to enjoy the open space and sunset views it provides, serving as a space of solace and connection to nature in these complex, post-pandemic times. My primary concerns about this proposed zoning change and the subsequent development it would allow are related to the negative environmental impacts, effects on the surrounding community who have come to cherish this public natural space, and the lack of alignment with the Livonia Vision 21 Master Plan.

Flooding

First, this land currently serves as a flood plain, an area of land with lower elevation than the surrounding neighborhood that functions to store and drain water from precipitation events. There is a FEMA designated floodplain running through the land that's proposed for rezoning. The last FEMA survey outlining the parameters of the floodplain is almost 11 years old. Opening this land up for building is a poor plan that will very likely lead to flooding of the land surrounding the proposed development, including the yards and basements of the houses of neighbors on the perimeter the land. Even just building on a section of the land, especially with the size and surface area of impermeable pavement required for the scope of this development of a senior apartment complex and school/community center, will offset the natural storm water drainage, creating increased risks of flooding and degradation of the surrounding environment. Unfortunately, environmental impact studies, especially based on out-of-date surveys, cannot reliably predict the effects of building in areas like this, given the number of testimonies that have been shared by people who've experienced flooding issues following new development of land near their homes. Also considering the unprecedented weather patterns we've experienced in recent years with record rainfalls, this is not a risk worth taking. Minimally, an up-to-date floodplain survey from FEMA and wetland survey from EGLE should be required to understand the extent and boundaries of the stormwater management functions that this land currently serves, before any consideration of rezoning for development occurs. Wetland Identification Program site analysis from (EGLE) and FEMA floodplain information can be found here:
https://www.michigan.gov/egle/about/organization/water-resources/wetlands/wetland-identification-program

https://www.fema.gov/floodplain-management/wildlife-conservation/consider-develop

Water Pollution

Secondly, as you know, the Tarabusi creek, a tributary to the Rouge River, runs through the proposed rezoning area. Recently collected data show that the water has levels of chloride that are considered toxic to aquatic life (readings of 358ppm in the fall and 440ppm on 1/9/23, anything 320ppm and above is toxic) and a Total Stream Quality Rating of "Very Poor" based on the minimal amount of bugs/macroinvertebrates that could be found there. If you'd like to reference this data provided by Friends of the Rouge, it can be found here: https://www.iwla.org/water/stream-monitoring/salt-watch/results

REP OFFICIAL Monitoring Data Archive

The condition of this creek is a symptom of a larger problem of pollution to our vital waterways. Rezoning to allow buildings and parking lots to be erected in such close proximity to the creek will guarantee a rise in chloride (aka salt) levels and other chemicals that are washed into the water system via runoff. That will further erode the vitality of the ecosystem making the water more harmful to wildlife. As relatively close neighbors to Flint, Michigan, we've seen the devastating effects of water pollution to a community. We need to collectively protect our waterways and be working toward restoration and conservation efforts rather than contributing to the further degradation of water quality by ignoring the effects of overdevelopment and pollution in our suburban landscape.

Misalignment with Livonia Vision 21 Master Plan

As city planners, you are tasked with determining the larger direction of the city and designing the current and future landscape to meet the needs of the community. With the Livonia Vision 21 Plan outlining the priorities of the community and clearly reflecting them on the Future Land Use Map, it is obvious that the proposed change in zoning and the proposed development in this location is not in alignment with the well-defined vision for Livonia. Currently designated as 'Parks and Community' space and 'Floodplain Area' surrounded by 'Low Density Residential' neighborhood, changing the zoning to allow multifamily housing would go against multiple goals and objectives of the plan. These conflicts are outlined below (goals are underlined, objectives are numbered for citation with language quoted directly from the plan, followed by my bulleted comments):

Housing and Neighborhoods

Objective 1.1- Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing Neighborhoods

- A 3-story building and multifamily units with large parking areas would not respect the existing neighborhood of single family homes and community green space.

1.3- Seamlessly incorporate multiple family housing within established neighborhoods through infill development and strong urban design

- This would not be seamless within this neighborhood who utilizes the land and natural space for recreation, pathway to walk to school, health and well-being. The influx of traffic and people this proposal to rezone would bring will disrupt the habitat, hinder the enjoyment and use of this public natural space, and present risks to the safety of our kids as they

travel to and from school.

1.6- Establish individual neighborhood planning frameworks to assist in neighborhood placemaking, revitalization, and/or transitions

- The neighborhood has not been consulted based on our individual needs and goals for the land.

Sustainability and Resiliency

3.2- Support land use planning efforts that encourage environmentally-friendly development. Facilitate efforts that promote air quality, greenhouse gas reduction, and energy and water conservation.

- Water conservation is a huge issue here, as outlined above. Air quality and increased traffic in the area is also out of alignment with this objective.

3.3- Commit to mitigating the City's climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality

- The impact to the climate will be felt with the loss of land/habitat for wildlife, pollution to waterways, proximity to floodplain, and increased energy demands.

3.4- Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions

- With the loss of this community-loved, public green space, what will be left for our kids and future generations to experience and enjoy? With at least 7 sites of better-suited, developed, vacant land within a 2 mile radius, when will we draw the line to conserve the natural spaces we have left and shift focus to redevelopment, even if first costs create short-term challenges to overcome?

Healthy Communities

4.1- Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.

- The citizens in the surrounding neighborhoods were not consulted or adequately notified of this proposal for rezoning or building plan. With minimal notice given in the middle of winter, it has not felt like an open, citizen-centered process.

Economic Development

5.4- Establish a framework to incentivize creative redevelopment of unoccupied "big-box retail "

- Redevelopment over new development, especially since the proposed change to multifamily housing fits better in the high density residential, mixed development centers, and corridor commercial areas outlined on the Future Land Use Map, several of which are located in close proximity to the church.

Parks Trails and Open Space

6.1- Develop and maintain comprehensive park, trail, recreational, fitness, and sports facilities and programs

- This rezoning would limit public access to frequently used trails and open space for recreation and fitness.

6.2- Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites

- Allowing for building here would not preserve this natural drainage and floodplain land and would prevent public use and enjoyment.

6.4- Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents

- This is one of the few public open spaces that is conducive to recreation like kite and remote control airplane flying, dog walking, trail hiking, bird and wildlife watching, frolicking, etc.

Infrastructure

7.1- Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems

- Again, water management is a major concern in this location.

Urban Design

8.3- Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors

- Given the multiple vacant buildings in the surrounding area, REDEVELOPMENT of vacancies to create space for the type of proposed buildings in this plan would enhance the sense of place and serve as more appropriate locations for these businesses/residences. I can provide photographs and addresses of 7 such spaces within a 2 mile radius of the proposed rezoning site.

8.4- Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place

- While some may see this as “underdeveloped land” it is in fact a natural space that’s serving a functional purpose within the ecosystem and community. The proposed rezoning and building plan do not fit the specifications of this objective.

Future Land Use

Here is a statement directly from Livonia Vision-21 Plan as it applies to the current designation of this land on the future land use map:

Parks and Community- The parks and community areas encourage preservation of open spaces, public park facilities, civic institutions, and the programming that brings them to life Intended for active and passive recreation, outdoor spaces and the connections between them continue to be a priority for the City. The designation includes both publicly or privately-owned facilities providing recreational, educational, governmental, and other services to the community.

Again, it is clear that the proposed rezoning does not align with this vision for this area.

Missing Middle Housing- recognizing the need for this type of middle housing, opportunities for families of the future and downsizing residents of today, the development of multifamily housing as offered by this rezoning proposal is suggested in the following areas:

• Medium Density Residential
• High Density Residential
• Corridor Commercial
• Mixed Development Centers

• City Center

As you can see, the land up for rezoning does not fit any of the above designations (currently it is designated as parks/community surrounded by low density residential and floodplain area) and thus is not the ideal space to fulfill this middle housing need.

Summary

I hope that you are able to look objectively at this proposal for rezoning and see the plethora of reasons why it's not a wise or supportive choice for the surrounding community or the city as a whole. It would set a new and problematic precedent that works against many of the goals and objectives of the Livonia Vision 21 Master Plan, which is supposed to serve as your north star as a city planning department.

If you continue to approve new development of natural space like this, it eliminates the incentive for potential builders and city leaders to get innovative and find ways to prioritize redevelopment of vacant buildings/sites. The shift toward redevelopment is something we desperately need in this age of transition to a more digital economy, with no likely future use for the number of large commercial buildings that are now taking up space that could serve as housing and community spaces like the vision for St. Mary's development plans.

It is my hope that you're able to step back, take the big picture view for the city into account, and make the choice that upholds the health of the environment, your integrity, and the needs of our kids and grandkids, by DENYING the proposal to rezone this land and thus restricting the overdevelopment problem from proliferating beyond the point of no return.

Thank you for your time and consideration, please contact me with any questions or for further discussion.

Mary Garrity
313-574-3567
marykgarrity@gmail.com or mgarrit2@hfhs.org

CONFIDENTIALITY NOTICE: This email contains information from the sender that may be CONFIDENTIAL, LEGALLY PRIVILEGED, PROPRIETARY or otherwise protected from disclosure. This email is intended for use only by the person or entity to whom it is addressed. If you are not the intended recipient, any use, disclosure, copying, distribution, printing, or any action taken in reliance on the contents of this email, is strictly prohibited. If you received this email in error, please contact the sending party by reply email, delete the email from your computer system and shred any paper copies.

Note to Patients: There are a number of risks you should consider before using e-mail to communicate with us. See our Privacy & Security page on www.henryford.com for more detailed information as well as information concerning MyChart, our new patient portal. If you do not believe that our policy gives you the privacy and security protection you need, do not send e-mail or Internet communications to us.

From: Mary Cauzillo
To: Planning
Subject: Proposed rezoning meeting on 1/31/23--St. Mary"s----NO!!!!
Date: Monday, January 30, 2023 9:45:35 PM

Dear Planning Commission:

While I personally do not back up to the property in question, I am strongly against the rezoning for many reasons.

First and foremost, how does this benefit the City of Livonia?

Secondly, do we not already have enough apartments, senior housing, etc.

Thirdly, I was under the impression that the St. Mary's was leasing some of the property, but could not build. I was okay with that, but building on it, I am not.

Is this a short term goal of the city to gain money with no future tax revenue.

What about all the empty spaces, particularly the Sears at 7 & Middlebelt, the K-Mart plaza at 7 & Farmington and the southeast corner of 7 & Farmington.

Wouldn't the planning commission do better by trying to develop empty properties as opposed to taking away green space from our city. It is nice to have a "park" that is not developed with playgrounds and is just an empty space.

I really fear that Livonia is going down hill, and this would be another proof of it. Empty buildings, but building on any "open" space. What would set us apart from Northville, Plymouth, Redford . . . what would keep present residents happy and attract new residents. . . Certainly not using green space when there are so many open spaces. AND NO BENEFIT TO THE CITY besides the initial payment.

I am so against this, and I will be out of town for the meeting. I am hoping my voice is heard.

Sincerely,

Mary Cauzillo
16325 Ellen Drive
Livonia MI 48154
734-542-1163

From:	Matthew Celmer
To:	Planning
Cc:	mjcelmer@Hotmail
Subject:	petition 2022-12-01-02 St. Mary petition. Strongly opposed
Date:	Monday, January 30, 2023 6:55:26 PM

City of Livonia Planning,

I live at 30127 Brookview, just east of the 300 foot notification zone. I have lived at this address for 28 years and have observed many local residents using the land adjacent to the Basilica of St. Mary. This land is used by people exercising their dogs, flying kites, flying r/c planes, hitting golf balls, or just walking. I also travel on Merriman past this property on a regular basis. The road is in pretty rough shape and adding more traffic will certainly not help.
I am strongly opposed to the re-zoning and construction of additional structures on this land for the following reasons:

1. We have poor electrical service in our neighborhood adjacent to the substation. Adding a much higher electrical demand will make the situation worse.
2. The proposal does not address additional traffic on Merriman Rd. that will affect all residents in the local area.
3. The proposal does not address adequate parking for the "school" or the retirement residence.
4. The zoning of the local area is residential with no tall structures with the exception of St. Mary's. I strongly support the current open field and would not want to see a tall, cubic structure or deal with the extra traffic on Merriman. St. Mary's has not submitted a complete proposal that addresses the concerns of the local residents- traffic, parking, eyesore of structure, infrastructure degradation,

I suggest that St. Mary's can buy and develop the Sears property or the Kmart property, which is probably already closer to being zoned appropriately. Those sections of Livonia are more commercial, can handle traffic, have more room for parking and more infrastructure available. The senior residents could walk to Walmart if they used the Sears property.

I will attend the meeting Jan 31 to further voice my opinion,

Thank you,

Matthew Celmer
30127 Brookview

Sent from Mail for Windows

From: raymond riza
To: Planning
Subject: Petition 2022-12-01-02
Date: Monday, January 30, 2023 6:02:35 PM

To whom it may concern, Today, I write not out of malice, but empathy. As a life-long resident of Livonia, and unknowing benefactor of countless city initiatives, I both understand and value the role of civil governance in promoting communal growth. History has proven the inherent nature of leadership to be difficult; no decision, no matter how well-intended, can be implemented with unanimous support. This, along with the fact that much is asked of you from all residents to improve the City of Livonia, I understand and respect. However, recent proposals regarding land development at 18000 Merriman Rd. have not only led me to question this understanding, but openly lose faith in the ability of you, our supposedly impartial leaders, to enact benevolent change. Allow me to present an inquiry: What is power? To some, power may simply be the ability to dictate change. In this, there is no debate that the laws of our great city, state, and nation permit your determinative autonomy regarding the land. To us, the clearly neglected residents of the neighborhoods surrounding the property in question, power currently manifests itself as an ignorant force, blatantly disregarding the desires of those most immediately affected to benefit those who will experience very little impact. I now will describe concrete data aimed to objectively supplement these claims. Dr. Michael Craw, an Associate Professor of Public Administration at the University of Arkansas at Little Rock, possesses a Ph.D. from Indiana University-Bloomington in Political Science and Government. In his research publication, Effects of Multi-Family Housing on Property Values, Crime and Code Violations in Little Rock, 2000-2016, he intently examines the impact of multiple family housing, including (but not limited to) senior-living and assisted-living facilities. Please direct your attention to Table 2, located on page 33 of this publication, which models the “Estimated Short-Run Effect of Multi-Family Housing Development on Single family Home Prices in Little Rock, 2000-2016.” The fifth entry down, titled “Senior Housing”, portrays a 17.9% DECREASE in property value for homes located within 1,000 feet of the property development within 2 years of its completion. Referencing the third column in the table, the data also shows a 13.9% DECREASE in average property sale prices for homes located within 1,000 feet of a senior home development in the “short-run”, which is defined as a 10-year period following the project’s completion. (It is important to note that due to the lack of data outside of the 16-year window investigated, these trends are unable to model long-term impacts with a relevant degree of accuracy.) Next, I move to the issue of crime. On page 36, Dr. Craw stated: “We can conclude that property crime risk was significantly higher for parcels within 1,000 feet of a new senior multifamily housing development that it was before the development was built. On average, property crime risk was 6.9% per year for a given parcel prior to development and 9.1% PER YEAR AFTER, an INCREASE OF 2.2% in property crime risk (for residences within 2000 feet of a senior housing development). This result is statistically significant; the probability of obtaining this result from random sampling error is less than one in twenty.” According to an article published by the U.S. Census Bureau, titled Older People Projected to Outnumber Children for First Time in U.S. History, “By 2030, all baby boomers will be older than age 65. This will expand the size of the older population so that 1 in every 5 residents will be retirement age.” This frequently disregarded truth illuminates a tragic reality associated with our nation’s ever-changing demographical composition: our current societal infrastructure is unready for the impacts this burden will impose. With this being enumerated, I find it appropriate to propose further lines of questioning: How will our community meet the demands of an uncertain future? Will we preserve the sanctity of residential ownership and promote engagement in our great city, or will we allow our parks, community areas, and backyards to be paved over under the guise of skewed economic “growth”? Is it most appropriate to unduly burden long-time residents, and proactive members of our community, to advance the materialistic greed of a few wealthy and powerful actors seeking to capitalize on this demographic trend? Or, perhaps, would it be more appropriate to allow those most impacted by an inconsiderate zoning decision to have a say in charting the future of our own area of inhabitance? Power, the record has and will continue to show, is best wielded when governing bodies heed the sentiments of their constituency. Any democratic political body functions most effectively when average citizens, such as my family who has resided in the same home for over 20 years, take initiative and stand up for the values they deem important. The proposed land development, as should be evident by the ethos of this letter, poses a grave risk to not only our financial well-being, but our day-to-day lives. We are not arguing that the land should stay empty forever. We are not arguing that the Zoning Commission does not

possess the ability to determine what is built on city-owned land. What we are arguing, in exercising our civic duty, is that the needs of the community are grossly disregarded by approving this destructive real-estate development. Is depriving our community of access to a constantly utilized Public Land space (as it is currently zoned) the absolute BEST use of the power that you, our elected officials, are granted by the very individuals that sit before you today? I fervently argue that it is not, and implore your thoughtful reconsideration.

Thank you

Ray Riza 30537 Brookview

References Bureau, U. S. C. (2021, October 8). Older people projected to outnumber children for first time in U.S. history. Census.gov. Retrieved January 30, 2023, from https://www.census.gov/ newsroom/press-releases/2018/cb18-41-population-projections.html
Craw, Dr. M. (2017, January 19). Effects of Multi-Family Housing on Property Values, Crime and Code Violations in Little Rock, 2000-2016. ualr.edu. Retrieved January 30, 2023, from https://ualr.edu/publicaffairs/files/2016/06/lr_multifamily_report_final.pdf.

From: Samantha Raj
To: Planning
Subject: ST. MARY"S BASILICA REZONING LETTER
Date: Monday, January 30, 2023 10:19:11 PM

I cannot attend the public hearing on January 31 to read this aloud, so ask that this is read on my behalf. Thank you, Samantha Raj

Good evening to my fellow community members. A lot of you may not know me, but my name is Samantha Raj and I have been a resident of Livonia, particularly the Brookwood Estates neighborhood, since 2019. My husband, my daughter, my dog, and I absolutely love living here – we consider our home here to be our dream home.

I wish I could have been in attendance tonight, but I am home putting my 2-year-old to bed, like I'm sure several other parents in this neighborhood are tonight. If anyone hasn't noticed lately, there are a lot more strollers and tiny little humans strolling in the sub division these days, which is why we must do everything we can to keep the integrity of this neighborhood and keep them safe, so they can grow up here the way we vision it.

That's one of the reasons we bought our home on Brookview Drive. It's a perfect neighborhood for all these young families who recently moved in. It's close to a school, very close to nature, many of us are on a dead-end street with no commercial areas nearby, and it is a quiet and safe place to raise a family. If you ask the parents in Brookwood Estates why they bought a home here, I'm sure most of them would say the same things. Even for those who are not parents, I'm sure they would agree with those points.

This sub division is unlike most neighborhoods in Livonia, or any other cities nearby. My husband and I looked far and wide for a perfect place to find our "forever home" and as soon as we found our house, we knew we found the one. We always joke that this neighborhood has a lot of homes that are "city in the front, but country in the back." So many of us have beautiful landscapes right in our back yard that bring privacy, serenity, and some truly amazing scenery. It's a huge draw to why people live here, and how we value our homes.

When I saw the plans to rezone the field by St. Mary's, I was distraught and disturbed. Especially hearing about how our elected city officials and the leaders at St. Mary's Basilica have already broke ground, and had the audacity to post it to social media, without garnering feedback from the community and officially getting the land rezoned. It is not only disappointing to see, but it really shows just how much this "neighborhood centric" church organization here actually cares about the residents – which is not at all. So I come to you all today to explain my disposition of this rezoning and why I, and most of this community, am against it.

I keep seeing messages about how Livonia is in need for another assisted living facility, and how we need to honor our elderly but putting a complex right next to the church... But building in this area is not the solution. Here is what will happen if this project is approved:

- You will be facing **DOZENS upon DOZENS** of families scrambling to put their homes on the market before the value is lost due to this development. This will take a direct hit to our home values, and people WILL leave. None of us chose to live in this neighborhood with a giant apartment complex in our backyard. Building one is a slap in the face to the taxpayers of this neighborhood. Elderly folks who need a place to live can go to one of the other 25+ assisted living residences in the area, or the developer can choose another building or plot of land to use instead. Might I suggest the abandoned strip mall on 7 mile? Or the old office building off Middlebelt? Perhaps all that empty land behind Stevenson High School or near Madonna University?

- This neighborhood will be absolutely littered with trash, on top of light pollution and noise pollution for several months to come. Not only will this impact our local wildlife, but it

will also leave the residents of Brookwood Estates and nearby responsible for the impact it will cause. Garbage in our yards, loud noises throughout the day while at home (where several of us are still working), and an increased amount of traffic that will clog our streets. Plus with a 150-car parking lot and lights on throughout the night, light pollution will be abhorrent to the surrounding homes. Again, no regard for the community, just looking to profit off this development and get tax-exempt status.

- The multi-story complex will be an eyesore to the dozens of homes whose backyards face this area. Nothing like sitting in your backyard to be watched by those who are overlooking you in the apartment complex behind you. And I don't think there are privacy fences that will block out 3 or 4 stories. Even if there were, who is going to front the bill to cover that cost?

- There is a huge concern that Brookview Drive will be extended to accommodate traffic through the neighborhood to go to the complex, instead of using Merriman Road. This creates HUGE concern, especially for families of little ones who walk or ride their bikes to Coolidge Elementary. An increased amount of traffic of normal vehicles and emergency vehicles will be a safety threat -- not just getting hit by a car, but this also increases the risk of strangers lingering with malicious intentions of speaking to our kids. In the world we live in today, this is a huge issue for me, as that's a primary reason I chose to live here -- so cars couldn't just cut through my street to get to a main road or building, and we didn't have people who didn't live here just driving around aimlessly and loitering our neighborhood. This may not be in the development plan yet, but judging from how this project has already been communicated and ground already broke, I wouldn't be surprised if I woke up one day to my street being torn up to accommodate this.

I have a list of many other concerns, including the impact to our wildlife, the destruction of the watershed this field provides and how that will impact the integrity of homes nearby, and especially the tax-exempt status that this facility is already looking to obtain. This plan to rezone and build on this land benefits **NOBODY** except the church and the stakeholders owning this development. It is catastrophic to this neighborhood, and I know of several vacant buildings that can be rezoned to accomplish the same thing being proposed here today.

I stand with my neighbors and am highly against the rezoning to accommodate this development. I am asking the city to honor this request by our community, as tax paying citizens who deeply care about this city and each other. If not, you will be showing your cards that you only care about money and greed instead of your residents. And if that occurs, many of us will be vacating Livonia.

Honoring the elderly and providing them with assisted care can be accomplished in several other locations throughout the city, and I implore this developer and St. Mary's to do their research to accomplish this elsewhere.

Thank you for your time.

Samantha Raj, Brookwood Estates resident and mom

Samantha Raj
MARKETING & PUBLIC RELATIONS PROFESSIONAL
734-732-0068 | samantharaj520@gmail.com
Let's Connect on LinkedIn

From: Simmons, Jennifer
To: Planning
Cc: Mayor Staff
Subject: FW: Online Petition: Against Rezoning
Date: Tuesday, January 31, 2023 9:06:59 AM

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

From: Livonia Nature <livonianature@gmail.com>
Sent: Monday, January 30, 2023 10:52 PM
To: Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Subject: Online Petition: Against Rezoning

https://petitions.sumofus.org/petitions/against-rezoning-of-18100-merriman-and-30600-brookview?source=messenger-share-email-button&utm_source=messenger

From: suds251@mi.rr.com
To: Planning
Subject: Petition 2202-12-01-02
Date: Tuesday, January 31, 2023 8:27:04 AM

Petition 2022-12-01-02 to rezone property to N-2 and NM3-1. Basilica of St. Mary.

To the Livonia Planning Commission.

I oppose this rezoning to N-2 and NM3-1. Multi family and multi story residential is contrary to the character of the surrounding neighborhood.
There has been past success rezoning these large parcels that were formerly schools into single family homes. Livonia became a successful and prosperous city based on this plan. Single family homes.

If this parcel cannot remain as green space or park space, the best use of this land is single family homes that contribute to the tax base, and long term stability and character of the city.

Steven Smith
34159 Trillium Court
Livonia, MI 48150
734-968-7545
A resident of Livonia since 1978

1-21-23

To whom it May concern,

My name is Kyle Hs.

I was born in 1987 and in 1990 my family moved to Livonia.

I have raised my own family in Livonia. I have a wife and two young Kids. Please do Not allow apartments to go up by St. Mary's Basilicia.

My Dad took me to that Park to shoot model Rockets and fly R.C. airplanes. I ~~Plan~~ and the same with my son. I hope my son does the same with his Kids.

One of the reasons my family moved here is because of the wide open parks. Please Do Not allow this area to be rezoned. our city needs these open areas for people to recreate and enjoy.

This is Not ~~the Livonia~~ what is needed in Livonia. we need to keep these parks open & available.

Regards, Kyle Hs.

To: Livonia City Planning Commission
From: Amanda Duke
17200 Louise
Livonia, MI 48152
Date: 1/25/23
Subject: 2022-12-01-02 Basilica of St. Mary

RECEIVED
JAN 30 2023
CITY OF LIVONIA
PLANNING COMMISSION

We are against the rezoning of the Basilica of St. Mary on 18100 Merriman Rd and 30600 Brookview for the following reasons.

The height of proposed building, the number of residences, the decrease in home values, noise pollution, light pollution, destruction of nature and environmental impact. Loss of a natural field for animals, increased traffic including increased emergency vehicles, an increase in waste and odors. Loss of open space and flood drainage issues. Many homes in the area have suffered from flooding in basements and we fear removing a natural drainage field will exacerbate these occurrences.

All children in the Brookview Subdivision must walk to Coolidge Elementary as they are not eligible for transportation due to the proximity to the school. There is a path through the subdivision right next to the proposed development. Increased traffic to the area decreases the safety for the smallest of Livonia residents.

I moved to this neighborhood due to the amount of open green space. I do not understand why the city would want to re-zone and develop vacant land when we have so many vacant and abandon buildings just waiting to be re-thought and re-developed. If we do, this is not the kind of city, I want to live in.

Best Regards,
Amanda Duke

From: Kari Burger
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary"s Basilica
Date: Tuesday, January 31, 2023 9:59:53 AM

Dear Planning Commission,

This letter is in regards to the rezoning of the property on Merriman between 6 Mile and 7 Mile. I live in Brookwood Estates, and I have lived here since 2009. My husband grew up in the subdivision.

I have concerns about the rezoning petition. I will try not to be too long winded. There are definitely environmental concerns: run-off, flooding, destruction of nature, etc. I am sure many people will cover these in their letters and at the meeting, so I don't feel like I need to go too deep into them.

We use that sidewalk and bridge over the creek to get to school and to play at Beverly Park. I don't think that will be impacted now, but if it will be an issue in the future, due to rezoning, that will be very upsetting. That is a very important walkway for the residents of Brookwood Estates.

My main concern is rezoning from public land to multi-family residential. That is a substantial change and does not seem to fit with zoning of the surrounding area. The building that is being proposed is much larger/taller than the homes that would surround it. Add in the parking lot, which would need to be lit at night, which would add light pollution to the area.

Making that zoning change could also be a slippery slope. Say the church builds that housing unit, and then a few years from now determines they need more units, so then they ask to build ANOTHER four-story apartment building? Or what's to stop them from selling the property to a builder, now that it is zoned for residential, and then that builder wants to shove an apartment building back there?

I understand, and don't have an issue, with the church wanting to use their property to expand, so building a Montessori school and gym makes sense since they need room for their programs. My issue is with rezoning that second piece of property from public land to multi-family. It is my opinion that that is too drastic a change and that the senior house building will be out of place, as well as have a negative impact on the area and homes surrounding it.

Thank you for your time and consideration!

Kari Burger

From: Cheryl Davidson
To: Planning
Subject: Proposed 3 story apt building to be erected on Merrimen Rd
Date: Tuesday, January 31, 2023 10:06:25 AM

The church on Merriman wants to build a THREE STORY APARTMENT building close to all the surrounding homes.

I feel sorry for the poor residents who would be forced to look at that everyday! If I were them, I would be pretty upset about this proposal. So, for the record, as a resident of Livonia, I do not support this building proposal.

Cheryl Davidson
19007 Irving, Livonia, MI 48152

From:	Kathy L. Bilpo
To:	Planning
Cc:	Kathy Bilpo
Subject:	Planning Commission Meeting - 1/31/23 - Petition 2022-12-01-02
Date:	Tuesday, January 31, 2023 10:46:23 AM
Attachments:	Letter to City Plannning Commission (W2616942x7AC4C).pdf

Please see attached correspondence regarding our opposition to this Petition.

Letter is also pasted below, in case you cannot access the PDF version. We are OPPOSED to this action.

****

Matt and Kathy Bilpo
17640 Hillcrest Street
Livonia, MI 48152

To: City of Livonia, Planning Commission
Planning@livonia.gov
Date: January 31, 2023
Re: Ordinance to change zoning of property behind St. Mary's church

We are long-time residents of Brookwood Estates subdivision and are opposed to Petition 2022-12-01-02 submitted by Basilica of St. Mary to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).
This property should not be rezoned for this purpose. We are very concerned that the development of a multi-family dwelling unit in this area would diminish our property value. Further, we believe it would cause issues with excessive traffic and other issues that seem to go with apartment dwellings (dumpsters, large parking lot, etc.) in our otherwise peaceful neighborhood.
We are opposed to this Petition. **This property should not be rezoned for that purpose.**

Thank you.
Matt and Kathy Bilpo

****

Thank you.

Kathy Bilpo
(734) 751-9274 (cell)

Matt and Kathy Bilpo

17640 Hillcrest Street

Livonia, MI 48152

To: City of Livonia, Planning Commission

Planning@livonia.gov

Date: January 31, 2023

Re: Ordinance to change zoning of property behind St. Mary's church

We are long-time residents of Brookwood Estates subdivision and are opposed to Petition 2022-12-01-02 submitted by Basilica of St. Mary to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

This property should not be rezoned for this purpose. We are very concerned that the development of a multi-family dwelling unit in this area would diminish our property value. Further, we believe it would cause issues with excessive traffic and other issues that seem to go with apartment dwellings (dumpsters, large parking lot, etc.) in our otherwise peaceful neighborhood.

We are opposed to this Petition. **This property should not be rezoned for that purpose.**

Thank you.

Matt and Kathy Bilpo

From: Livonia Nature
To: Planning
Subject: How to spot a spot zoning - Planning
Date: Tuesday, January 31, 2023 11:30:57 AM

---

https://www.canr.msu.edu/news/how_to_spot_a_spot_zoning

From: Brent Woodland
To: Planning
Subject: Opposition to Petition 2022-12-01-02
Date: Tuesday, January 31, 2023 1:16:40 PM

Dear Livonia City Planning Department,

We are writing to express opposition to Petition 2022-12-01-02 submitted by Basilica of St Mary to rezone parts of the properties at 18100 Merriman Rd and 30600 Brookview Dr from P-L (Public Lands) to NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

We are not opposed to rezoning to N2 (Neighborhood) as this is consistent with the surrounding neighborhoods. According to the pre-hearing narrative from the January 24, 2023 Study Meeting, rezoning to N2 is also sufficient for educational uses. The N2 rezoning would therefore support the construction of the proposed St Mary's Academy and Gymnasium.

However, we are opposed to rezoning the property NM3-I since the overall size, height, and occupancy of such buildings are much too large for the surrounding neighborhood(s). Imposition of large apartment complexes into traditional single family neighborhoods negatively impacts property value. Furthermore, an apartment building of the size proposed by Basilica of St Mary (3 stories with a high-pitched roof, 86 apartments, parking for more than 180 cars) would significantly increase traffic on residential streets and impose potential safety risks for children and other pedestrians.

Brent J and Patricia Woodland
31079 Mayville St

From: John Humitz
To: Planning
Subject: Petition 2022-12-01-02 Rezoning of Bryant Field
Date: Tuesday, January 31, 2023 1:48:53 PM

I am emailing to state my disapproval of the rezoning of Bryant Field (Merriman/Brookview)
Currently this is an open field, with attached woods
People in the neighborhood use this field to walk and/or walk their dogs
Kids play in the field, people fly their kites/airplanes, hockey in the winter and/or 4 wheeling etc

There was a school there many years ago, so I guess if a school is needed, I wouldn't be happy, but I would deal with it

I do not want to deal with a a 2-4 story apartment residence
My concern is the amount of traffic and/or noise a 2-4 story building will bring
I live on Stamwich, which is one of the main entrances into the Brookwoods Estates subdivision
i believe that whether Brookview is opened or not, people will come down my street to get to this new building
Also, we have a hard time with electricity outages and water main breaks now,
not sure adding 40-80 new homes is going to help that situation

I would be even more against this type of building if I was one of the residents whose backyard backs up to the field
They get to look out at the open field now, I believe the new building would not be a welcome view

If new apartments are needed, put them in one of the many vacant shopping lots
These lots already have parking lots and in many cases other apartments near by
I don't think it's fair to stick a new apartment building in the middle of an already established neighborhood
People have been fixing up their homes to stay put for the rest of their lives and new people have been moving in hoping their neighborhood because they like the neighborhood feel. I don't think you will find a lot of Brookwood Estates residents that feel this is a good idea for their neighorhood.

From: Matt Bartnick
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary"s Basilica
Date: Tuesday, January 31, 2023 1:21:00 PM

To the Livonia Planning Department and Commissioners,

My name is Matthew Bartnick and I'm a resident of Livonia 32682 Bobrich st. I'm writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.

This land is an important part of our community and serves many vital functions in it's natural state. It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.

This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect, lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it.

Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily- maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan. With so many vacant buildings in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact.

—Other points of concern about rezoning this land include:

Not egative effects on property values, noise and light pollution, water pollution to the creek, increased traffic, reduced safety of kids walking to and from school, excessive height of buildings, loss of open space for recreation, loss of habitat for wildlife, and additional strain on local utilities.

For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will thank you!

Respectfully,

City of Livonia Small Buisness Owner Matthew Bartnick

January 31, 2023 **Reference: Petition 2022-12-01-02**

Members of the Livonia Planning Commission:

My name is Sally Jeffries, resident of the Brookwood Estates subdivision. I bought my home at 17551 Hillcrest Street in 1994, and have lived there for the past 29 years. The side of my house and backyard are adjacent to the walkway to the field, and my backyard has the full view of the field.

When I purchased my home, there were two things that were important: living in the City of Livonia and the view of the field. I chose to live in Livonia because it is one of the few remaining cities that actually cares about their residents. St. Mary's proposed plans seem completely at odds with Livonia's usual posture of looking out for its residents.

To my surprise and dismay, and extreme disappointment, there was no "heads up" or advance notice given to any of the residents about the proposed plans. This is particularly concerning with respect to the rezoning for the apartment complex. In fact, many of the residents who live on the field, including myself, have recently remodeled or invested in expensive upgrades to their homes. If I had known that there could be an apartment complex in my backyard, I never would have done the upgrade. I am especially anxious that the apartment complex will devalue my home and property value and make it very difficult for me to sell my house.

Below I have listed some of my current concerns:

The proposed plans will adversely affect the resident's life as follows:

1. Traffic: We do not know whether now or in the future, the property owner may construct additional driveways or private access roads in order to facilitate the bringing of more traffic to the site. Even if this is not the case, I am worried that there may potentially be additional daily traffic created by a school's students and families as well as staff, visitors, delivery vehicles etc. Although I've been told that the school will serve students aged 1 through 5, I do not know how many children will be enrolled, so I cannot tell what the school's traffic effect will be. However, regardless of the school's impact, I expect that traffic will increase exponentially from the apartment building, with many dozens of drivers to and from the apartment building (i.e. residents, workmen, moving vans, and countless daily deliveries of all types, from furniture to Amazon packages, creating even more substantial traffic volume into and out of the neighborhood.)

2. Noise: The inclusion of an apartment building in our community will inevitably greatly increase the noise level in our peaceful neighborhood. First, the increased traffic described above will heighten noise levels during both daytime and nighttime hours. Second, the increased number of community residents—especially when confined within a relatively small geographic footprint—will raise the amount of talking, yelling, music, and other sounds heard through the neighborhood. Third, the concentration of people in a

relatively small space means that there are many more comings and goings. This commotion of others during the night will be overheard and interrupt sleep.

3. Light pollution: The field is currently dark at night behind my house, but the lights of the St. Mary's complex shine very brightly year-round. These buildings are more in the corner of the field, but impact the houses that are near it with their bright lights. The 3-story apartments and parking lot, however, would put so much more light into the entire field area that all residents on the field would need to purchase blinds for every window.

4. Flooding: Many residents of the surrounding subdivisions to St. Mary's already experience huge problems with water and flooding. We are troubled by the likelihood of the development plans making the flooding issues worse.

5. Environmental impact: The residents are concerned about the proposed plan's impact on the ecosystem including the woods, creek and river system, wildlife, and the unknown potential of increased runoff.

6. Field availability: The proposed development will disrupt the neighborhood's and my 29+ years of enjoyment and use of the field for exercising and playing with their pets.

Besides describing how this will negatively impact my neighbors and me, I wish to bring to the Planning Commission's attention that the proposed uses in the field rezoning approval of today's meeting appear to be something of a "bait-and-switch" from representations made in the 2018 purchase agreement. The purchase agreement provides "Intended Purpose of the premises proposed by purchaser being used by as a senior center." "Senior centers" are commonly understood to be entities that provide supportive services to the elderly and are also so defined in section 321 of the Older Americans Act. The operation of a senior center **DOES NOT** equate to the construction of residential dwellings.

At the Planning Commission meeting on Tuesday, January 24th, a member asked where else the City of Livonia rezoned public land for apartment housing. The answer was, "Nowhere." In other words, **there is no precedent for such an action.** For all of the reasons explained above, I urge the Planning Commission not to break precedent at this time so that my neighbors and I can continue to live in the tranquil neighborhood in which we currently reside.

Sincerely,

Sally Jeffries
17551 Hillcrest Street
Livonia, MI 48152

Brett Shiemke and Ryan Carrow
Residents at 17615 Hillcrest St. Livonia, MI 48152

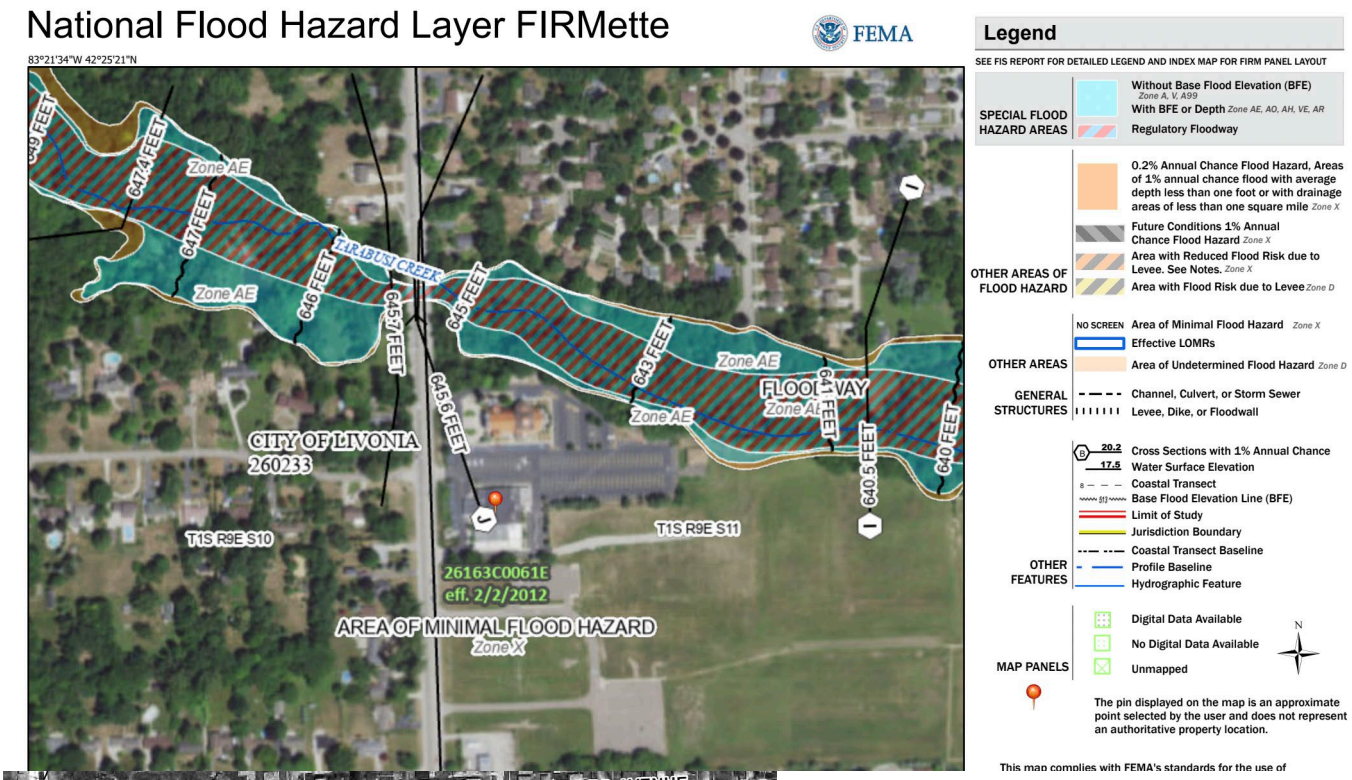
My husband and I moved to Brookwood Estates in November 2019 and our lot directly backs up to the field that is being discussed for rezoning today. When we stepped foot into our backyard for the first time, we knew that this was going to be our next home. The view is beautiful with the large field that runs into a creek and wooded area to the north, and the Church in the background to the west. The area is currently zoned for public use so it was safe to assume that there wouldn't be any disturbance to this wonderful piece of the country inside of the city of Livonia. I look out my windows every day and see people playing fetch with their dogs, flying kites, flying mini airplanes, riding bikes, hitting golf balls, etc. It's peaceful and my favorite thing to talk about with anyone coming to my house for the first time.

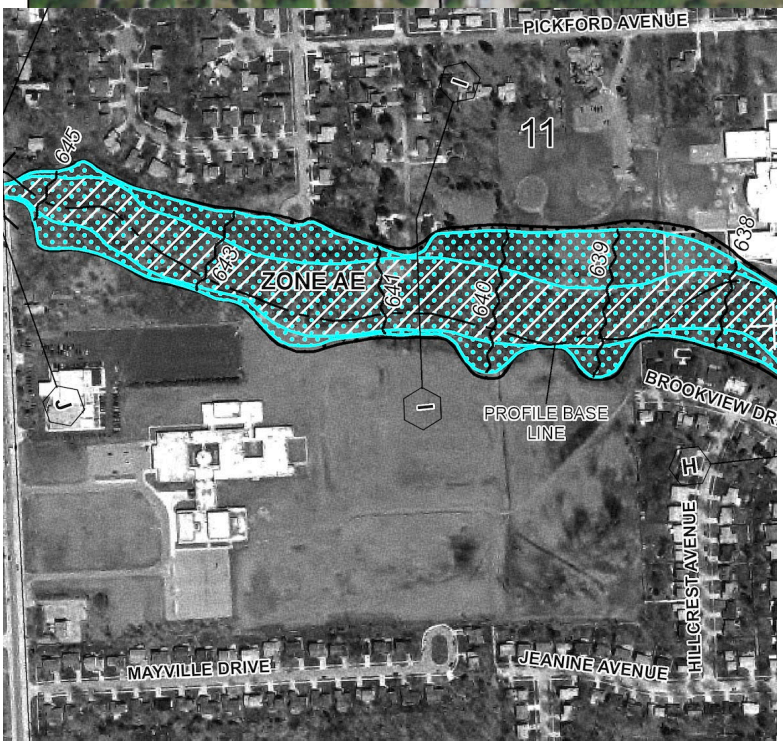
There were many beautiful houses that we found while searching for our home that we passed on because of their location next to commercial buildings, apartment buildings, or being too close to a main road. These things play a major factor in determining whether someone will buy a home and can have a huge impact on the value. Currently, the view from our backyard is a huge selling point and people would be willing to pay more for this house than a house looking at an apartment building or into a parking lot. I cannot stress this point enough…we would not have purchased our home if it backed up to a large apartment building with a large parking lot and lights.

Environmental impact
I am by no means a specialist on how building a structure like this will impact the environment, however, I do have concerns regarding the removal of trees next to the Tarabusi Creek. We should be doing everything in our power to avoid the unnecessary destruction of nature. Are there issues with building too close to creeks? Will the buildings and parking lots change the way the water flows? How will it impact the water table?

Parking lot causing potential water issues for residents
Many of the residents along Hillcrest Street have had issues with water leaking into their basements and taken the necessary steps to rectify those situations. I personally have had cracks repaired, rod holes repaired, sun houses added to the windows of my basement, and had my gutter drains buried to push the water out 15-20ft from my home to prevent further water damage. I also know that at least one of my neighbors had to have their land regraded in order to change the flow of water away from their home. Rezoning this area for multifamily homes will allow for a large building to be built along with a huge parking lot to accommodate the residents. The water will not flow into the ground, it will flow elsewhere and could potentially flow right into our yards. What will the city do to protect our homes from the damages caused by this building?

The images below depict the flood zone for the Tarabusi Creek. It's categorized as Zone AE both with and without Base Flood Elevation (BFE). It is likely that the trees being cut down for this new structure would like within the areas without BFE. These areas should be left alone or the water from the creek will have to go somewhere else (likely toward our homes on Brookview and Hillcrest).





Light Pollution
Parking lots need to be well lit in order to remain safe. Currently, the only lights in our backyards come from the church. Large amounts of artificial light introduced near a wooded area and creek can seriously alter the natural cycles and operations of wildlife nearby. Light pollution negatively impacts animal and plant physiology thereby modifying the competitive interactions of the animals, tampers with their migratory patterns, and distorts predator-prey relations. If the church wants to do what's best for our community, then they need to be leaving the wooded areas untouched.

Can our already strained power grid handle the additional 86 proposed units? We already struggle with power outages in my neighborhood. So much so, that DTE had to send out letters explaining that we needed upgrades to our system.

Noise Pollution
The additional 86 units along with the people coming and going to the school will significantly increase the amount of noise in that area. The field and our backyards are currently a very peaceful place for people to go. Adding in a large parking lot will only cause more unnecessary disruptions within the community.

Environmental Pollution
The addition of the parking lot will bring cars that can potentially leak oil and gas. Also, in the winter, salt will be put down to keep the parking lot free from snow which will then melt and travel into the river. What impacts will the increased salt levels have on the environment. It is well known that certain salt can cause harm to plants and animals.

Final Thoughts
The biggest issue I have with this whole situation is the fact that the church neglected to inform any of the neighborhood about this rezoning of land and building of an apartment complex until they were forced to do so. Even then, only a part of my street (Hillcrest) was informed and nobody on Mayville Street got letters even though they will be directly looking at this monstrosity. Had the church invited us to an event to discuss their plans for building on the land 6 months ago and not the day before it's being voted on then maybe we would be more accepting of their plans. We could have asked questions, raised our concerns, and they could have come up with solutions that satisfied everyone involved. Unfortunately, that's not what happened, and it seems that this church doesn't really want to do what's best for the city of Livonia, they only want to do what they think is best for their community.

To The Planning Commission; JANUARY 30 - MONDAY - 2023

Land of The Free, Please keep this whole Field Free of Bricks, Mortar, Cars, Trucks, horns blowing - Combustion of Gas - NOISE.

We are closing ourselves in more, and, more. No more open spaces! Enough is Enough! Stop, Stop, Stop, leave this land open, for nature, for animals, for people to ENJOY! This field is a beautiful place to walk, to think, play in, or to hit a few golfballs. This field is woundeful, for so many seasons. Please don't wipe it away from us. This land is peaceful open SPACE, we must preserve it. Many other, already, vacant buildings, the church can purchase for their Seniors, for their schooling. Three, Four, story building, it doesn't fit in our community, its a big glob, towering, our homes. It make NO SENSE. Our home values, will go way down. Stop, It, Stop It, Stop It. Please, we do not need more closed in buildings.

Keep this land FREE, FREE, FREE !!

Gives us air to breath, to stretch out, to walk, play on, even holding hand, that I have seen many times.

Give Nature a BREAK, STOP THIS PROJECT, St, Maries, GO SOMEWHERE ELSE!

Thank You Lawrence Roberts

Petition 2022-12-01-02

RECEIVED
JAN 31 2023
CITY OF LIVONIA
PLANNING COMMISSION

From: Karen Janiga
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary"s Basilica
Date: Tuesday, January 31, 2023 4:36:39 PM

To the Livonia Planning Department and Commissioners,
My name is Karen Janiga and I'm a resident of Livonia in the Brookwood Estates subdivision.
I am writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.
This land is an important part of our community and serves many vital functions in it's natural state.
It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.
This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding
yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect,
lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it.
Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily-maximum 4 stories (NM3-1)
would go against the city's master plan for this area, according to the Livonia Vision 21 plan. With so many vacant buildings
in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life
and meeting the variety of housing needs in Livonia with less environmental impact.

Other points of concern about rezoning this land include:
negative effects on property values, noise and light pollution, water pollution to the creek, increased traffic, reduced safety
of kids walking to and from school, excessive height of buildings, loss of open space for recreation, loss of habitat for wildlife,
and additional strain on local utilities.

For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property
rather than allowing new development of the minimal amount of natural land we have left in Livonia.
In hopes of preserving Livonia as a wonderful city to live in and raise a family, thank you for denying this rezoning.

Respectfully,
Karen Janiga
17575 Hillcrest St

From: PENNY Myers
To: Planning
Subject: Property Rezoning - St. Mary"s Church
Date: Tuesday, January 31, 2023 4:55:17 PM

Regarding the proposed rezoning for property at Merriman – St. Mary's Bascillica Church

Besides the obvious dismay of the effect on property values, property view and increase traffic. There is a huge concern for the animals that will become displaced from the noise activity and tearing down of trees. There are deer, rabbits, screech owls, flying squirrels, squirrels, raccoons, etc. that have called this area home for I imagine years.

Concerns regarding building a "school" on the property are huge. Livonia has sold at least two schools in the last two years and Madonna has closed their high school. This indicates a questionable need for schools let alone a new one. We do not believe the city can sustain another school when schools are closing, downsizing and combining. If it is a true desire to help kids, then a partnership with the school board to utilize facilities already in place seems a better option. Or use part of the montessori already in place.

Concerns regarding building an apartment complex. Size of the building is large, parking needed and then the additional flow of traffic in the area and yes again, the property value and views of long time residents who specifically bought, maintain and live in these homes.
There are several senior complex's already that if they are not directly in Livonia are extremely close (Southfield, Canton, Plymouth, etc,) It seems that properties that area already existing and vacant that also already have utilities runs would be a better use of land. Example is the the long time vacant property at 7 Mile and Farmington. Even the old Sears' building at 7 Mile and Middlebelt would better. A bus route, walk to stores, etc.
It would be a huge disappointment if this land that houses so many beautiful creatures for years would be used to for buildings that most likely could be accomplished with existing vacant properties. It is with a great hope that this land is not rezoned and building of any type not be approved at this time.

Penny Myers

From: Ed Cuschieri
To: Planning
Subject: Petition: 2022-12–01-02
Date: Tuesday, January 31, 2023 4:59:17 PM

As a decades long resident on Hillcrest Street, I am totally opposed to proposals of an apartment bldg, school and parking lot on field behind Hillcrest St. My property will be devalued. Increased Traffic thru neighborhood. Crime and a host of other negative issues. Ed Cuschieri. 17562 Hillcrest.

....life is a long song....

From: ROB PETERS
To: Planning
Subject: Proposed Rezoning Bryant Field Area !
Date: Tuesday, January 31, 2023 6:04:43 PM

Hello , this email is in regards to the potential rezoning for the purpose of building in the Bryant Field area. I work afternoons so i am unable to attend the meeting tonight Jan 31 2023 so i am emailing to get my voice heard on this issue. As a long time resident (58years) in the Brookwood Estates sub divisioni (behined Bryant Field) am very against the idea of building more buildings in the Bryant field area. My concerns are the amout of constant 24/7 noise, traffic, and activity that will come with the buildings preposed and also what it will do will take away from the peaceful sereity this area of Livonia has always had. Its always been the most quiet are of the city and thats why my parents and now me love ut so much here ! I also have concerns for with this will do and the effect it will have on the wooded area and creek thar run ajacent to the building site as well. Enough polution seems to make it into our creeks streams and river without us building right next to them. I feel this would be very bad for the wildlife that live and depend on the woods n creek to survive n live. Please take my email into consideration when discussing and decind on this issue.

Thanks for letting me voice my opinion here

Rob Peters , Brookwood Estates resident

From: Ellen Cusin
To: Planning
Subject: DENY Rezoning petition 2022-12-01-02 submitted by St Mary"s Basicila
Date: Tuesday, January 31, 2023 6:26:35 PM

To the Livonia Planning Department and Commissioners,
Hello, my name is _Ellen Cusin and I've been a resident of Livonia for 60+ years. I am writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.

This land is an important part of our community and serves many vital functions in it's natural state. It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.

This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect, lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it. After a rain it takes days for this field to dry up.

Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily- maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan.

With so many vacant buildings in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact.
Other points of concern about rezoning this land include:
negative effects on property values,
noise and light pollution,
water pollution to the creek,
increased traffic,
reduced safety of kids walking to and from school,
excessive height of buildings,
loss of open space for recreation,
loss of habitat for wildlife,
and additional strain on local utilities.

For the above reasons, please choose to deny the petition.

By doing so, you will encourage redevelopment of vacant property; rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will

Ellen Cusin
Independent Consultant, District Manager
Arbonne International
734.776.7142
www.ellencusin.arbonne.com

https://arbonne.dcatalog.com/v/US-EN-Arbonne-Catalogue/?arb=arb&cbn=Ellencusin
--
Ellen Cusin #15326084
Arbonne Independent Consultant
734.776.7142

Dreams are the star
You may not touch them
But if you follow them
You will reach your destiny.

https://vimeo.com/668864822/c030afbf5a

From: JOY GRZANOWSKI
To: Planning
Subject: 2022-12-01-02
Date: Tuesday, January 31, 2023 7:00:27 PM

Our household, located at 30448 Jeanine St, Does Not support the proposed zoning change and development in the aforementioned petition. We chose the neighborhood based on the single family housing in the area and the woodlands that borders Tarabusi creek. This area is an important wildlife corridor and positively contributes the wellbeing of Livonia.

I support St Mary's need to fundraise, but not in the form of permanent alteration of the living environment I have chosen to raise our family in.

Respectfully yours,

Andrew and Joy Grzanowski and sons

Sent from AT&T Yahoo Mail for iPhone

From: Candy Little
To: Planning
Subject: St. Mary's Basilica _ Proposed Re-Zoning _ 31January2023
Date: Tuesday, January 31, 2023 10:30:05 PM

Dear City Planning:

I, Candy Little, attended the Livonia City Planning Commission meeting this evening as a citizen/taxpayer of Livonia residing in the Brookwood Estates at 30653 Bobrich.

When purchasing my house for my family 16 years ago, the meadow/land in the area was a significant attraction.

There is no attraction with re-zoning the meadow/land. There is no attraction for the majority of the citizens in our community. There is no attraction for the wild life. There is no attraction for the environment. There is no attraction for my property value.

There is only an attraction for the St. Mary's Basilica community and not the surrounding community for this re-zoning proposal.

Please do not re-zone this meadow/land for all of the reasons mentioned during the meeting.

There are a number of vacant areas (including Farmington and Seven Mile where K-Mart and other business closed) that can accommodate the vision and plan of St. Mary's Basilica.

Please do not re-zone this precious land for the entire community of Livonia.

Kind regards,

Candy Little

Sent from my iPhone

From: Samantha Raj
To: Planning
Subject: Re: ST. MARY"S BASILICA REZONING LETTER
Date: Wednesday, February 1, 2023 11:32:04 AM

Hello again,

I was able to actually attend the meeting last night, and wanted to follow up to my previous email with a couple of thoughts.

1. As many of my community members and neighbors mentioned, not once has Father George or anyone from St. Mary's reached out to those directly affected by this project to have a conversation. There were a lot of excuses around why this couldn't happen, and yet there were several messages sent to their parish and congregation members about it... That isn't neighborly, that is calculated. It was convenient that one of the rezoning board members was invited, but the neighborhood members were not.
2. Despite anyone's personal opinions about the church and their intentions with this project, I think one thing is common among the hundreds of the community members against this project: **we do not want this land rezoned for purposes of anything.** Not a multi-story living complex, not a single-story complex, nothing. This is precious public land that the city comes to and utilizes in its current state. Our kids play catch, our dogs run and play, people fly model planes and kites, families have picnics, we go for walks, we enjoy the nature trails and trailheads all year long. Any kind of rezoning whether it be for the church's use, another commercialized development, or anything similar, will impact the quality of life the hundreds of us have as Livonia citizens and neighbors within Brookwood Estates/Sunset Park.
3. I heard many parishioners speak about the church and the excitement they have for this development. I listened to their names and heard their addresses. **Not one single person** who showed up in favor of this rezoning and development will have their home personally affected by this. Truthfully, their opinion should not weigh as much as those who are impacted in this way. "Love thy neighbor as thyself" - if somebody were building in your backyard, you would be outraged as well.

I personally want to thank the commission for intentionally listening to everyone's questions and concerns last night. I unfortunately will not be able to make the next meeting on February 14, as I will be on vacation. But I will continue to send letters and help make the voices of our neighborhood heard.

I continue to ask you to please not support this rezoning project.

Thank you,

Samantha Raj
30208 Brookview Drive

Samantha Raj
MARKETING & PUBLIC RELATIONS PROFESSIONAL
734-732-0068 | samantharaj520@gmail.com
Let's Connect on LinkedIn

On Mon, Jan 30, 2023 at 10:18 PM Samantha Raj <samantharaj520@gmail.com> wrote:

I cannot attend the public hearing on January 31 to read this aloud, so ask that this is read on my behalf. Thank you, Samantha Raj

Good evening to my fellow community members. A lot of you may not know me, but my name is Samantha Raj and I have been a resident of Livonia, particularly the Brookwood Estates neighborhood, since 2019. My husband, my daughter, my dog, and I absolutely love living here – we consider our home here to be our dream home.

I wish I could have been in attendance tonight, but I am home putting my 2-year-old to bed, like I'm sure several other parents in this neighborhood are tonight. If anyone hasn't noticed lately, there are a lot more strollers and tiny little humans strolling in the sub division these days, which is why we must do everything we can to keep the integrity of this neighborhood and keep them safe, so they can grow up here the way we vision it.

That's one of the reasons we bought our home on Brookview Drive. It's a perfect neighborhood for all these young families who recently moved in. It's close to a school, very close to nature, many of us are on a dead-end street with no commercial areas nearby, and it is a quiet and safe place to raise a family. If you ask the parents in Brookwood Estates why they bought a home here, I'm sure most of them would say the same things. Even for those who are not parents, I'm sure they would agree with those points.

This sub division is unlike most neighborhoods in Livonia, or any other cities nearby. My husband and I looked far and wide for a perfect place to find our "forever home" and as soon as we found our house, we knew we found the one. We always joke that this neighborhood has a lot of homes that are "city in the front, but country in the back." So many of us have beautiful landscapes right in our back yard that bring privacy, serenity, and some truly amazing scenery. It's a huge draw to why people live here, and how we value our homes.

When I saw the plans to rezone the field by St. Mary's, I was distraught and disturbed. Especially hearing about how our elected city officials and the leaders at St. Mary's Basilica have already broke ground, and had the audacity to post it to social media, without garnering feedback from the community and officially getting the land rezoned. It is not only disappointing to see, but it really shows just how much this "neighborhood centric" church organization here actually cares about the residents – which is not at all. So I come to you all today to explain my disposition of this rezoning and why I, and most of this community, am against it.

I keep seeing messages about how Livonia is in need for another assisted living facility, and how we need to honor our elderly but putting a complex right next to the church... But building in this area is not the solution. Here is what will happen if this project is approved:

- You will be facing **DOZENS upon DOZENS** of families scrambling to put their homes on the market before the value is lost due to this development. This will take a direct hit to our home values, and people WILL leave. None of us chose to live in this neighborhood with a giant apartment complex in our backyard. Building one is a slap in the face to the taxpayers of this neighborhood. Elderly folks who need a place to live can go to one of the other 25+ assisted living residences in the area, or the developer can choose another building or plot of land to use instead. Might I suggest the abandoned strip mall on 7 mile? Or the old office building off Middlebelt? Perhaps all that empty land behind Stevenson High School or near Madonna University?

- This neighborhood will be absolutely littered with trash, on top of light pollution and noise pollution for several months to come. Not only will this impact our local wildlife, but it will also leave the residents of Brookwood Estates and nearby responsible for the impact it will cause. Garbage in our yards, loud noises throughout the day while at home (where several of us are still working), and an increased amount of traffic that will clog our streets.

Plus with a 150-car parking lot and lights on throughout the night, light pollution will be abhorrent to the surrounding homes. Again, no regard for the community, just looking to profit off this development and get tax-exempt status.

- The multi-story complex will be an eyesore to the dozens of homes whose backyards face this area. Nothing like sitting in your backyard to be watched by those who are overlooking you in the apartment complex behind you. And I don't think there are privacy fences that will block out 3 or 4 stories. Even if there were, who is going to front the bill to cover that cost?

- There is a huge concern that Brookview Drive will be extended to accommodate traffic through the neighborhood to go to the complex, instead of using Merriman Road. This creates HUGE concern, especially for families of little ones who walk or ride their bikes to Coolidge Elementary. An increased amount of traffic of normal vehicles and emergency vehicles will be a safety threat -- not just getting hit by a car, but this also increases the risk of strangers lingering with malicious intentions of speaking to our kids. In the world we live in today, this is a huge issue for me, as that's a primary reason I chose to live here -- so cars couldn't just cut through my street to get to a main road or building, and we didn't have people who didn't live here just driving around aimlessly and loitering our neighborhood. This may not be in the development plan yet, but judging from how this project has already been communicated and ground already broke, I wouldn't be surprised if I woke up one day to my street being torn up to accommodate this.

I have a list of many other concerns, including the impact to our wildlife, the destruction of the watershed this field provides and how that will impact the integrity of homes nearby, and especially the tax-exempt status that this facility is already looking to obtain. This plan to rezone and build on this land benefits **NOBODY** except the church and the stakeholders owning this development. It is catastrophic to this neighborhood, and I know of several vacant buildings that can be rezoned to accomplish the same thing being proposed here today.

I stand with my neighbors and am highly against the rezoning to accommodate this development. I am asking the city to honor this request by our community, as tax paying citizens who deeply care about this city and each other. If not, you will be showing your cards that you only care about money and greed instead of your residents. And if that occurs, many of us will be vacating Livonia.

Honoring the elderly and providing them with assisted care can be accomplished in several other locations throughout the city, and I implore this developer and St. Mary's to do their research to accomplish this elsewhere.

Thank you for your time.

Samantha Raj, Brookwood Estates resident and mom

Samantha Raj
MARKETING & PUBLIC RELATIONS PROFESSIONAL
734-732-0068 | samantharaj520@gmail.com
Let's Connect on LinkedIn

From: Amy Bonser
To: Planning
Subject: Petition 2022-12-01-02
Date: Wednesday, February 1, 2023 6:07:26 PM

Planning Commissioners,

We are residents of the subdivision located behind the St Mary's Basilica and are highly opposed to the construction of a 3-4 story senior living complex on the property behind the St Mary's Basilica and Banquet Center. Not only would a high rise building be highly visible from the homes, the addition of the multi story building and its required 100+ parking spaces will greatly reduce our property values. In addition, such a facility would require 24 hour/day staffing and activity, delivery trucks and multiple dumpsters which will invite rats Livonia is already struggling to abate. We attended the study meeting and were greatly concerned that the plans only include a 400ft space between the proposed project and our neighborhood. When there are so many other commercial properties in need of improvement in Livonia and properties that do not infringe on a neighborhood, it seems unnecessary to grant permission for this project.

We are a multi generation Livonia family and have owned our home for almost 23 years. When we purchased our home, the Bryant school was still standing. We have not been opposed to the building of the beautiful basilica or the current banquet facility since the location is far from the family homes. We are not opposed to the addition of a single story school/community center. We have been aware of the church's efforts to fundraise to be able to create a community center for its members and would support that effort based on the plans shown during the study meeting.

We respectfully request that you deny the rezoning of the property for the multi story senior housing apartment building.

Sincerely,
Jeff and Amy Bonser
17525 Hillcrest St

From: PENNY Myers
To: Planning
Subject: Property Rezoning - St. Mary"s Church
Date: Tuesday, January 31, 2023 4:55:17 PM

Regarding the proposed rezoning for property at Merriman – St. Mary's Bascillica Church

Besides the obvious dismay of the effect on property values, property view and increase traffic. There is a huge concern for the animals that will become displaced from the noise activity and tearing down of trees. There are deer, rabbits, screech owls, flying squirrels, squirrels, raccoons, etc. that have called this area home for I imagine years.

Concerns regarding building a "school" on the property are huge. Livonia has sold at least two schools in the last two years and Madonna has closed their high school. This indicates a questionable need for schools let alone a new one. We do not believe the city can sustain another school when schools are closing, downsizing and combining. If it is a true desire to help kids, then a partnership with the school board to utilize facilities already in place seems a better option. Or use part of the montessori already in place.

Concerns regarding building an apartment complex. Size of the building is large, parking needed and then the additional flow of traffic in the area and yes again, the property value and views of long time residents who specifically bought, maintain and live in these homes.
There are several senior complex's already that if they are not directly in Livonia are extremely close (Southfield, Canton, Plymouth, etc,) It seems that properties that area already existing and vacant that also already have utilities runs would be a better use of land. Example is the the long time vacant property at 7 Mile and Farmington. Even the old Sears' building at 7 Mile and Middlebelt would better. A bus route, walk to stores, etc.
It would be a huge disappointment if this land that houses so many beautiful creatures for years would be used to for buildings that most likely could be accomplished with existing vacant properties. It is with a great hope that this land is not rezoned and building of any type not be approved at this time.

Penny Myers

From: Uhazie, Jacob
To: Reece, Stephanie
Subject: FW: St Mary"s Proposed Apartment on Merriman
Date: Friday, February 3, 2023 9:09:32 AM

Jacob Uhazie
Planning & Economic Development Coordinator
City of Livonia | Planning Department
(734) 466-2293 | (734) 674-7647
juhazie@livonia.gov

From: Simmons, Jennifer <jsimmons@livonia.gov>
Sent: Friday, February 3, 2023 9:05 AM
To: engelsusa1@gmail.com
Cc: Mayor Staff <MayorStaff@Livonia.gov>
Subject: RE: St Mary's Proposed Apartment on Merriman

Good morning, Ms. Engels

Thank you for contacting Mayor Brosnan. I am responding on her behalf. We appreciate you taking the time to share your viewpoint. It has been shared with the Planning Department on your behalf.

Regarding the ground breaking event, the Mayor was invited to St. Mary Antiochian Orthodox Church to help celebrate the Church's 50th anniversary and the church's Pastor coupled it with a ceremonial groundbreaking. That was an unofficial event that has no impact on the zoning or construction proposals before the City Planning Commission.

Stay Well,

Jennifer Simmons
Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov

-----Original Message-----

From: Nancy Engels <engelsusa1@gmail.com>
Sent: Wednesday, February 1, 2023 8:39 AM
To: Mayor Maureen Miller Brosnan <mayor@livonia.gov>
Subject: St Mary's Proposed Apartment on Merriman

Dear Mayor,

I watched the Hearing for the zoning change requested by St Mary's Church on Merriman. It seems like the church bought the property zoned for one purpose and now wants to change it, but the change would clearly negatively impact the neighborhood. I don't understand why it was tabled. It appeared that the majority of the neighborhood did not want the apartment. Like the apartment development that was proposed at Middlebelt and Plymouth last year, which was not approved, how is this one different? Please do not approve this development. Let the church build houses if they wish NOT a commercial apartment. They should have asked for the zoning change when they bought the property.

It was also mentioned that you attended a ground breaking event for this development in November 2022? Is it common to celebrate a new development before any plans and zoning are approved by the city? It appeared to not sit will with a lot of people there.

Thank you for listening

Nancy Engels

Gary Michael Ontko
31291 Mayville St.
Livonia, MI 48152

Feb. 2, 2023

To: Planning Commission,

Please deny the Petition 2022-12-01-02 submitted by Basilica of St. Mary, requesting to rezone parts of the property at 18100 Merriman Road & 30600 Brookview Drive.

NM3-1 - Neighborhood Multifamily Maximum 4 stories does not blend in with the residential homes in this area.

Please vote <u>No</u> on the three story senior apartment building.

Sincerely,
G. M. ONTKO

RECEIVED
FEB 03 2023
CITY OF LIVONIA
PLANNING COMMISSION

Feb. 2, 2023

Please deny the Petition 2022-12-01-02 submitted by Basilica of St. Mary, requesting to rezone parts of the property at 18100 Merriman Rd. and 30600 Brookview Dr.

NM3-1 - Neighborhood Multifamily Maximum 4 stories does not blend in with the residential homes in the area.

Please vote no on the three story senior apartment Building

Sincerly, Donald L. Artushin
31397 MAYVILLE
LIVONIA, MI. 48152

RECEIVED
FEB 03 2023
CITY OF LIVONIA
PLANNING COMMISSION

Sir Speedy
33599 Seven Mile Rd. • Livonia, MI 48152 • (248) 476-8130 • Fax: (248) 476-1947 • Email: staff@sirspeedy 6310.com • www.SirSpeedy6310.com

From: Melissa Prowse
To: Planning
Subject: DENY rezoning petition 2022-12-01-02 submitted by St. Mary"s Basilica
Date: Wednesday, February 8, 2023 9:28:43 AM

To the Livonia Planning Department and Commissioners,

My name is Melissa Prowse and I'm a resident of Livonia in Brookwood Estates. I'm writing to request that you deny the petition to rezone the land behind St. Mary's Basilica.

This land is an important part of our community and serves many vital functions in it's natural state. It's a place for community recreation and connection to nature where people of all ages and wildlife co-exist.

This area holds a substantial amount of water after rainfalls, which helps to prevent flooding of the surrounding yards and basements. I'm concerned that large buildings and a parking lot will reduce this water management effect, lead to flooding issues, and increased pollution to a vulnerable waterway/floodplain that runs through it.

Changing the zoning from public land to neighborhood (N2) and neighborhood multifamily- maximum 4 stories (NM3-1) would go against the city's master plan for this area, according to the Livonia Vision 21 plan. With so many vacant buildings in the vicinity of this site, a development like this would be better placed an area that can be redeveloped, giving it new life and meeting the variety of housing needs in Livonia with less environmental impact.

Other points of concern about rezoning this land include:

negative effects on property values, noise and light pollution, water pollution to the creek, increased traffic, reduced safety of kids walking to and from school, excessive height of buildings, loss of open space for recreation, loss of habitat for wildlife, and additional strain on local utilities.

For the above reasons, please choose to deny the petition. By doing so, you will encourage redevelopment of vacant property rather than allowing new development of the minimal amount of natural land we have left in Livonia. Current and future generations will thank you!

Respectfully,

Melissa Prowse

From: splitend710@aol.com
To: Planning
Subject: St Mary's desire to Rezone
Date: Thursday, February 9, 2023 6:58:00 PM

Please please please do not allow this to happen! The old Bryant land is a flood plain for the Brookwood Estates homes. Building there will force all that water into all their yards! It is also a beautiful park setting that many many families enjoy! It is like a nature reserve!

Thank you for listening!

Sent from the all new AOL app for iOS

02/12/2023

Hello Members of the Livonia Planning Commission,

My name is Kristen Engels and I am a lifelong resident of 15706 Golfview Street in Livonia. I am writing in regard to the recent rezoning proposal (Petition 2022-12-01-02) from the St Mary Basilica. I had the opportunity to watch Tuesday's (1.31.23) live TV broadcast of the proposal hearing. After further investigation I have come to two conclusions.

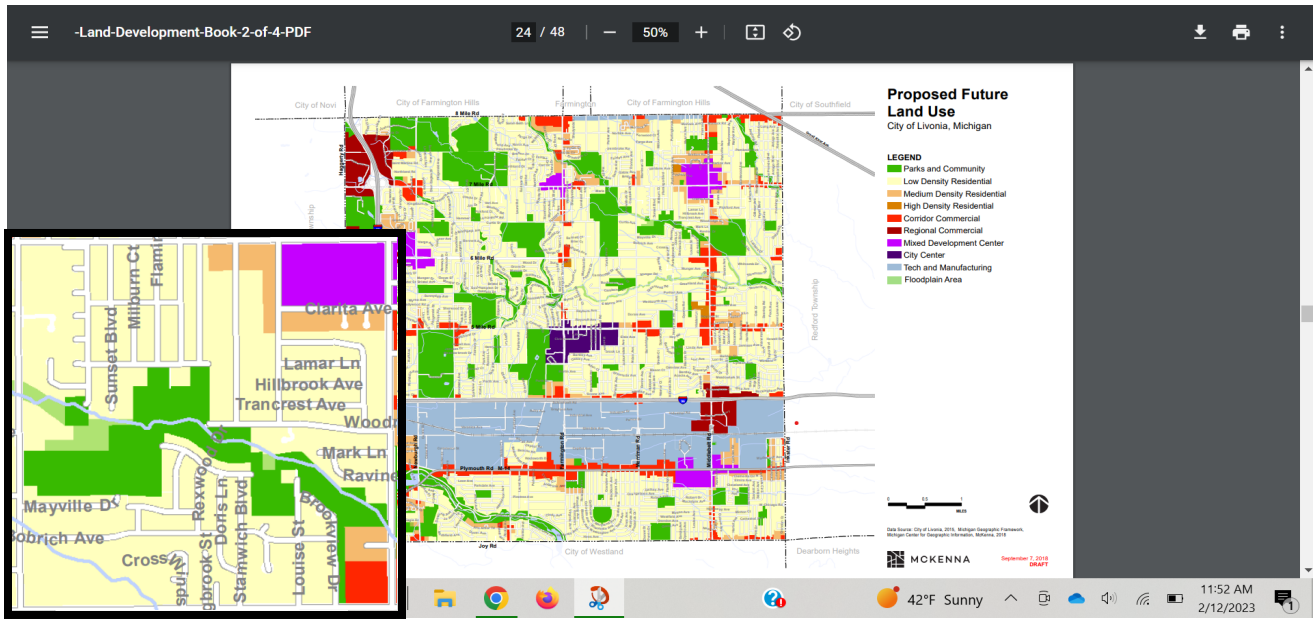
First, the rezoning of the first (most west, L shape) parcel of land from P-L to N-2 for the purpose of the Montessori school is appropriate. Most residents recognize that this does not change the atmosphere of the neighborhood as there are already schools nearby. Moreover, as an educational facility it still provides public service to all members of the community, just as it did when it belonged to Livonia Public Schools. Overall, the proposed rezoning is appropriate as it fits the current atmosphere of the surrounding neighborhood.

Secondly, it is my firm belief that the rezoning of the second (most east, rectangular) parcel of land from P-L to NM3-I for the purpose of some manner of senior residential facility should **not** be approved. My four main concerns and reasonings are as follows:

1. **Environmental Concerns**
    a. *Waterway Pollutants*. As a proud member of Friends of the Rouge, I am concerned about what the increase of impermeable surfaces could mean for already toxic chloride levels in Tarabusi Creek. Impermeable surfaces refer to surfaces made from materials that water can not penetrate to reach the ground (and ultimately soak in). Examples of such surfaces include roads, sidewalks, parking lots, and the roofs of buildings. As this water cannot return to the water table, it follows the path of least resistance and ends up overwhelming small tributaries like Tarabusi Creek. As this water travels over these impermeable sources it picks up contaminants such as fertilizers and road salt. This leads to these contaminants and excess water to overwhelm local creeks like Tarabusi Creek. In fact, approximately 80% of rouge waterway contamination comes from non point sources like water runoff! This, combined with the fact that the proposed rezoning would already be shrinking the existing floodplain, would only lead to disasters for the neighborhoods and communities downstream. Although the creek may seem small at a glance, it is the combination of many of these small branches which connect together and empty out our Great Lakes. As stewards of the land, it is important for us (citizens of Livonia and the Livonia Planning Commission) to care for the health of the waterways in order to protect the land and be good neighbors to those downstream.

b. *Flood Plains.* Presently, most of the proposed rezoning (and beyond) are dedicated flood plains and public land. This can be seen below in a draft Livonia Vision 2021 Book Two Land Development map dated from 2018. During most of the year, these areas consist of both dedicated wetlands and or vernal ponds. As wetlands are one of the most productive ecosystems on the planet, this improves local air and water quality while providing a sanctuary for local fauna and animal life. During rainstorms, the importance of these areas increase tenfold as water runoff ends up collecting in large quantities. In fact, during Tuesday's session several residents attested that not only does the field flood, but some of the water overflows into the backyards (and basements) of the surrounding neighbors. Clearly, without plans to provide adequate water retention areas it is illogical to allow this rezoning.

Livonia Vision 2021 Book Two Land Development:



c. *Light pollution.* While most pollutants are visible with the naked eye, light pollutants often go undetected. And yet light pollutants have been attributed to changing the natural circadian rhythms of humans and animals. This means the biological clock is disrupted, allowing for odd and unrestful sleep schedules. When thinking of adding a multi-story apartment building one can only imagine the additional lights that will be needed both inside and out. This will be extremely disruptive to neighboring family homes that directly face the property. Residents are already displeased with the lighting from the storage shed on the St Mary Basicalla's property, and it would be un-neighborly to ask them to bare more.

2. **There is a lack of clarity surrounding the proposed senior facility.**
    a. *What is it?* Open communication is key to any good relationship, especially those between neighbors. And yet, from my observations of last Tuesday's session there was no clear consensus on what kind of senior residency facility the St Mary Basilica plans to build. The main two options discussed were dependent (assisted) and independent senior living facilities. Dependent (assisted) senior living facilities are for seniors who require some kind (part-time or full-time) of physical or medical assistance in order to live a comfortable and safe life. This means that this type of housing requires having full-time staffing to meet the needs of the residents. On the other hand, independent senior living facilities allow general anatomy to most members, with maybe a few part-time programs to check in on residents. Perhaps if the St Mary Basilica shared more information on their plans for the site the citizens of Livonia would feel more comfortable allowing a zoning that would allow up to a four story building to be built.
    b. *Who has access?* The other unclear facet is who has access to this senior resident facility. While it was repeatedly stated at Tuesday's meeting that all seniors (55+) would be eligible for these apartments, I had some concerns. Nearly every speaker who was for the passing of the rezoning cited that they want a place for their parents and fellow church elderly to live. While this is a lovely notion, it does imply that the members of the church would have priority residence. Again, perhaps if more clear plans were given on the facility itself neighbors would be more open to the idea of changing a zoning from public land (P-L) to some status of resident housing that would better fit the current single family home neighborhood.

3. **Livonia Community**
    a. *Basilica of St Mary*. No one can deny that the Basilica of St Mary has been a staple in the neighborhood for decades. In addition to holding regular mass for its patrons, it also organizes copious events for the Livonia community and beyond. Speaking from my own experience, I have attended and enjoyed several of these events. In middle school my soccer team practiced on the fields behind the church. In high school, I had several lovely academic and sport banquets hosted in the Cultural Center. For countless summers I have attended the summer Michigan Fun Fest fairs hosted in the surrounding fields and public space. And most recently, I have walked the trails along Tarabusi Creek which are accessible from my sister's house (off of Bainbridge).

Nevertheless, all these things, these fabulous community gathering events, would be threatened with the building of a senior residence facility. I mean, it would not be ethical to host a fair directly outside a senior home. Moreover, on a more regular basis it would not be kind to subject the potential senior residents to the late night parties of the Cultural Center banquet hall. If there are already noise complaints from nearby residents one can reasonably assume it would be even louder for the seniors that would be living behind the Cultural Center banquet hall. For the sake of allowing the Basilica of St Mary to continue to host its numerous well loved public community events the commission should not allow the rezoning for a multiple level senior residence facility.

b. *Loss of Public Lands*. In today's day and age, the amount of public land in America is not growing. In fact, in the past 15 years the United States of America has lost more than 24 million acres of public land! As this is a shrinking commodity, the City of Livonia should be working to conserve it, not rezone it. This is because public lands have many benefits for the entire community, including (but not limited to) being a source of clean air and water, providing refuge for wildlife, allowing space for recreational activities, and being a community gathering space. Overall, it would be tragic to allow this rezoning and thus lose an area that is a vital public gathering space for the whole community.

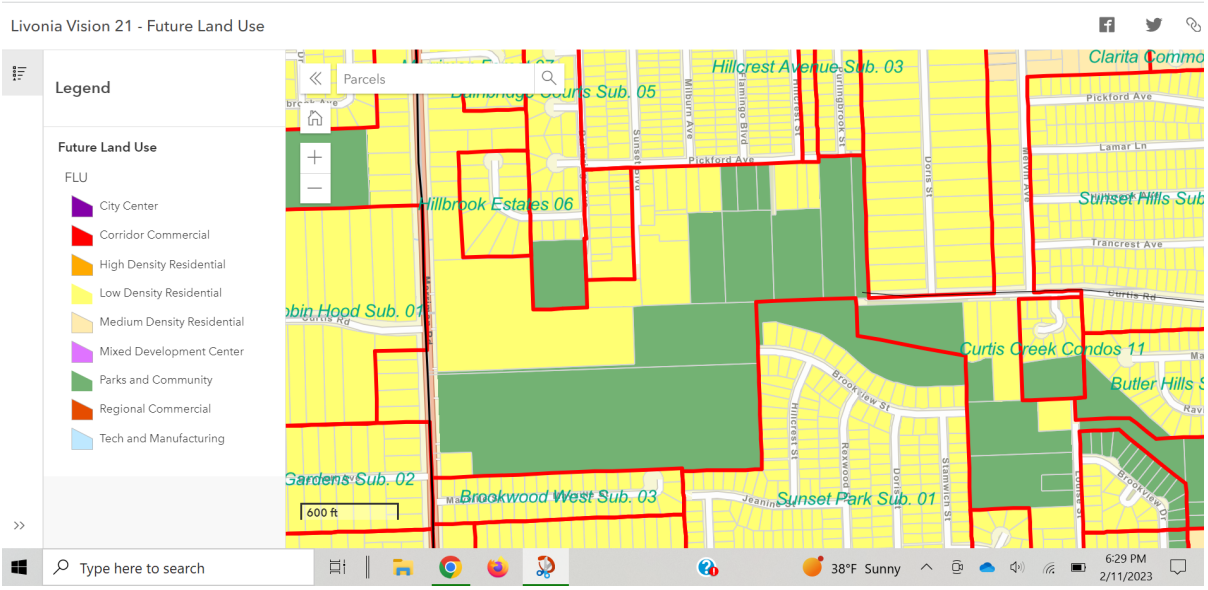
c. *Precedent*. As stated multiple times in Tuesday's meeting, Livonia has no record of ever converting public land (P-L) to multilevel resident housing (NM3-I), especially in a single family home community. This means that if this rezoning were to pass, it would create an avenue for it to happen in other areas of Livonia. This opens the door for other multi-level apartment buildings to be built in single family home neighborhoods. Overall, to keep our Family First community here in Livonia we should not approve a rezoning that allows public land to be turned into multi level apartment buildings within single family home neighborhoods.

4. Suspicious Activity; City may be too involved to be unbiased.

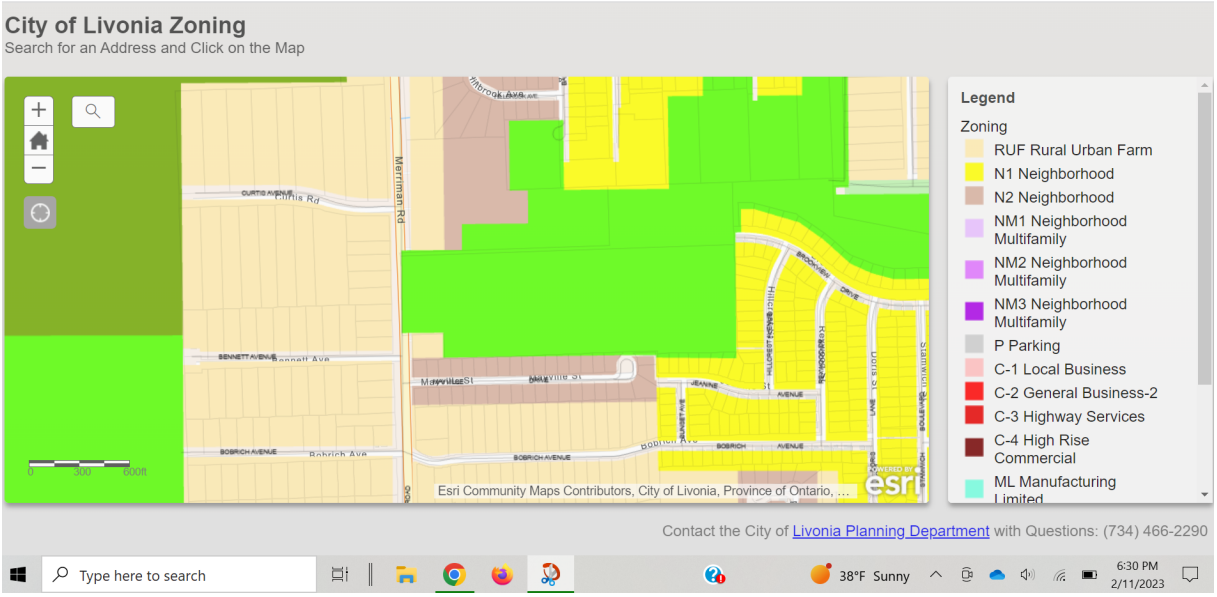
a. *Livonia Vision 21*. As members of the Livonia Planning Commission are already aware, the planning for the Livonia Vision 21 started in late 2017 and was officially adopted in January 2019. In this, the “Livonia Vision 21 - Future Land Use” proposed rezoning map was published. A screenshot of this map zoomed at the proposed rezoning site and surrounding neighborhoods is included below. As

it is clear to see, the area proposed for the multi-level residential senior facility is already marked as “low density residential.” This infers that the city was already in discussion with the St Mary Basilica as early as 2017 in regards to building some form of resident housing. While this may have been five years in the works, the local residents of the surrounding neighborhoods got less than a five day notice of the proposed rezoning. Perhaps it is my own ignorance on the rezoning and planning process, but to me this seems shady and underhanded on the side of both the St Mary Basilica and the City of Livonia.

Livonia Vision 2021 Anticipated Zoning:



Livonia’s Current Zoning:



b. *City Officials Connections*. Although I am a proud citizen of Livonia and hold it in high regard, I worry that Livonia officials may be too "close" to this project to be unbiased. These concerns are listed below:
    i. Firstly, the City of Livonia Mayor attended the St Mary Basilica's ground breaking ceremony in honor of the new facilities. Obviously, this occurred before the rezoning and design plans were approved. What makes it even more troublesome was that none of the surrounding neighborhood residents knew about this at the time. While some may say the Mayor was just there in celebration of Father George and the church itself, it seems suspicious that this auspicious occasion was celebrated as a groundbreaking ceremony and not just a party.
    ii. Secondly, at the beginning of Tuesday's session, Father George had the chance to address the commission (and crowd) to inform them on the St Mary Basilica's proposal. In this speech, he repeatedly addressed a certain member of the Livonia Planning Commission. This individual was referred to as Father George's "friend," and it was stated that Father George was working closely with him in order to ensure the proposal would be passed. Although friendship on its own is not a crime, this statement, combined with the circumstances of the proposal, cause me to question the Livonia Planning Commission and the City of Livonia's impartiality on this matter.
    iii. Lastly, one of the speakers from Tuesday's session was a former Livonia Public Schools board member. As a board member, he likely played a role in selling the St Mary Basilica the public land back in what I believe was the year 2018. Moreover, at Tuesday's meeting, it came to light that not only was he a member of St Mary Basilica, but he was also a proud supporter of the proposed rezoning. To me, this seems as though there was a conflict of interest between his role as a leading member of Livonia Public Schools and his personal interest in the wellbeing of St Mary Basilica. This, combined with the Livonia Vision 2021 led me to believe that this rezoning has been in the works for a long time and that Livonia officials were not only aware of it but facilitating it as well.

Above are just a few of the countless reasons why it would be unwise to rezone the most eastward parcel to NM3-I. There are additional reasons, such as the potential for spot zoning, senior safety near the steep Tarabusi Creek banks, decreased value of neighborhood homes, and more that I have not elaborated on. For all these reasons and more, I strongly encourage

the commission to make the appropriate decision in this scenario. **Please let me know if the residents are able to speak at the February 14th discussion, as I would like to lend my voice.** If not, I will be tuning into the February 14th meeting.

Thank you,
Kristen Engels

UNAPPROVED MINUTES

MINUTES OF THE 1,194th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, January 31, 2023, the City Planning Commission of the City of Livonia held its 1,194th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

Mr. Ian Wilshaw, Chairman, called the meeting to order at 7:05 p.m.

Members present:	Wafa Dinaro	David Bongero	Sam Caramagno
	Glen Long	Ian Wilshaw	

Members absent: Peter Ventura

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

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

ITEM #3 PETITION 2022-12-01-02 Basilica of St. Mary

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories).

Mr. Taormina: Thank you, Mr. Chairman. This is a request to rezone portions of the Basilica of St. Mary property, which is located on Merriman Road. The purpose of the rezoning is to construct a one-story educational academy and a three-story senior apartment building. The land owned by St. Mary's totals roughly 21.3 acres and is currently divided into three zoning classifications. The front part of the property, which is about 8.7 acres and includes the Basilica and Cultural Center, is zoned RUF (Rural Urban Farm) and N2 (One Family Residential). The remaining 12.6 acres, which mostly includes the easterly part of the site and the land previously owned by Livonia Public Schools, are zoned PL (Public Lands). Bordering the site to the north are residential properties on Bainbridge and Sunset streets, as well as public parkland, including Bainbridge Park, and Beverly Park. Traversing these properties is a tributary of the Bell Branch, which is part of the Upper Rouge River, and which mostly is undeveloped and contains floodplain. To the east are single family homes that are part of the Sunset Park Subdivision, and to the south is the remaining portion of the Bryant school property, which is still owned by Livonia Public Schools and zoned PL. Of the roughly 12.6 acres of PL-zoned property owned by St. Mary's, the proposed zoning changes would affect 9.2 acres. Of this, roughly 2.96 acres or a third of the area would be rezoned to N2 (Neighborhood) for the academy, and then the remaining two thirds, or 6.24 acres would be rezoned to NM3-I (Neighborhood Multifamily), and that would be for the apartment building. The 3.4 acres located at the far east end of the site would remain under the Public Land zoning designation. Looking only at the N2 rezoning, the proposed expansion of the N2 district follows the outer edge of the parking lot at the rear of the Basilica and the Cultural Center. It also includes a narrow strip along the south side of the property, which is adjacent to the Cultural Center. Educational uses are treated as a permitted use in the N2 district. The academy, as shown, would be about 35,000 square feet located 150 feet east of the Cultural Center. It would encompass a portion of the former school property, as well as a portion of the existing parking lot located behind the Cultural Center. The building would be one level with a maximum height of 36 feet. The preliminary floor plan that was submitted with the application shows that the building would contain multiple classrooms and multipurpose rooms, a gymnasium that would have bleachers and a stage, locker rooms, restrooms, storage, mechanical rooms, and several offices. Looking at the proposed NM3-I District, it extends east of the proposed academy and

gymnasium for a distance of roughly 723 feet. The NM3-I zoning is intended primarily for senior housing and condominium multiple dwellings. NM3 by itself allows for buildings up to two stories in height. The requested NM3-I classification would increase the allowable building height to four stories. The preliminary plans show one building, three stories in height, positioned in the south-central portion of the area proposed to be rezoned. Overall building dimensions would equal 75 feet by 435 feet. The maximum building height is 48 feet. Each floor contains roughly 32,625 square feet, with a gross building area equal to approximately 97,875 square feet. The building would accommodate 28 apartments on the first and second floors and 30 apartment units on the third floor for a total of 86 units. Materials on the building would include a combination of brick, block, as well as Hardie plank. This is all very early in the design stages. Parking details have not been reviewed at this time. I'll note once again that the easterly 3.4 acres identified on the plans as Parcel 2 would remain undeveloped under the PL zoning classification. The master plan designates the portions of the property that would be rezoned as Floodplain area and Parks and Community. The 100-year flood hazard area extends across the northern edge of the site and the Parks and Community classification reflects the previous use and ownership of the property by Livonia Public Schools. I have several other slides we can show as the as the meeting progresses. 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 December 19, 2022, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed rezoning at this time. The subject parcels are assigned the addresses of #18100 Merriman Road and #30600 Brookview Drive. The legal descriptions included with the submitted drawings appear to have a small error on the description of the area to be rezoned from PL to N2. On the Re-Zoning Sketch drawing, the last dimension of the description should be 172.00 feet, not 192.00 feet. Also, the description for the original Parcel 2 is missing a bearing and distance for the easterly leg of the parcel (where the parcel abuts Brookview Drive) on all the sheets. The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submitted drawing do not indicate any of the proposed utility connections or*

calculations, so we are unable to comment on impacts to the existing systems until design calculations are provided during the design and permitting submittals. The proposed drawings do not indicate any storm water detention which will be required in order to meet the Wayne County Stormwater Ordinance. Also the drawings do not indicate the limits of the existing floodplain and wetlands, which will need to be located prior to any Engineering approvals. It should be noted that any work within the Merriman Road right-of-way will require the owner to obtain permits with the Wayne County Department of Public Service." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated December 19, 2022, which reads as follows: *"I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal."* The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer's Department, dated January 5, 2023, 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 as they are tax exempt, therefore I have no objections to the proposal."* The letter is signed by Lynda Scheel, Treasurer. Mr. Chairman, I'll note that we received somewhere in the order of 60 letters. The Planning Commission has a copy of all of those letters that have been received up until 4:30pm today.

Mr. Wilshaw: Yes, thank you. We do have many emails and letters that were received. Those are all on file. We've had a chance to read through those, and they will also become part of the permanent record for this item. So, we appreciate that from everyone who's contacted us. Is there any questions of any of the commissioners of our planning staff? I don't see any questions. Before we get started, I do want to try to prompt our audience through this process, because there are a lot of people in the audience. And this may be a new process to some of you. Many of you attended our study meeting last week and may have heard some of this same speech before, but I want to just give it again for anyone who isn't familiar with how this process works. What we have before us tonight is a rezoning request. The purpose of this meeting tonight is to look at the zoning of the property and decide if the change that's been requested from PL to N2 and NM3 I is something that we approve of or not, in terms of making a recommendation to our City Council. So, we're going to have discussion that's going to be mostly focused

on the zoning of the property and the use of the property. We're not going to get into the details of the appearance of the buildings, the layout of the buildings, the materials, where the parking lots located. Those types of things, because that comes in a second process called a site plan. So, what we're going to do tonight is talk about zoning. We're gonna make a recommendation of either approving or denying that rezoning request, and it may be a modified request, or it may be the original request, we'll see how things go. That will then be moved on to City Council with our recommendation of either approving or denying that. Once it gets to City Council, they will have that same process to go through and make the final decision on the zoning. That then starts a process as that is happening, of the site plan, and then the petitioner will have to come back to us again, with a site plan for this site. That's where all those details of the building and the materials and the parking and the layout will be discussed and decided. Usually that process involves a lot of modification and iterations until we get to a product that is either accepted or not. Again, we'll make a recommendation on that site plan, which will then go to City Council and the City Council make the final decision on that petition. So, there's several meetings that are going to take place, if you've never been through one of these before. I'm talking at least four meetings in the sense of our meeting tonight for a zoning meeting for City Council. Then it's going to go to site plan for us and then site plan for City Council. So that's the basic process if anyone hasn't been through this and wants to understand what's going on. We're going to try to focus our discussion tonight on zoning because that's what we have before us. So, with that, I'm going to ask that the petitioner start, and we're going to hear from them about their petition and we will have some questions and then we'll give everyone else a chance to talk. Good evening, Father George.

Father George, 18100 Merriman, Livonia, MI. Good evening, ladies and gentleman, as I stand before you today, and I like to inform you I am the pastor and founder of St. Mary's Orthodox Basilica started in 1972 on the farm of McKenna land. We came here tonight to ask for a zoning approval. So, our church community and our neighborhood will grow to accommodate children in the Montessori School, in a family and youth center and also have a place to house our elderly. We're not building nursing home. We're not building an assisted living. We are building a three-story building. That's what the land can take. We don't have any more land. The school is still on. I think there is some acres. We are here to work with the city and with the board, and whatever

it will make us in our neighborhood are happy. If you have any question for me, I'm willing to answer, but I've been in this room, so many time to always ask for permission, and we will not violate whether you approve our zoning. We will come back. If you don't approve our zoning, we will also come back because we want to make sure that we still are on Merriman Road. Our congregation is growing. We're one of the largest churches growing in the City of Livonia, and as you see the basilica stand there, it's one of its kind in America. We have a wonderful conversation with our neighbor yesterday, and we will not violate any one rules or orders. A citizen is someone who loves not only himself but their neighborhood and if we are to preach anything, we are to love our neighbor and we work for our neighbor.

Mr. Wilshaw: Thank you Father George, is there an additional presentation that you'd like to make?

Mr. Wilshaw: Okay, can I get your name and address?

Ghassan Abdelnour, JV Associates Architect, at 24001 Orchard Lake Road, Farmington, MI.

Mr. Wilshaw: Thank you, sir.

Mr. Abdelnour I just want to just start with thanking the Planning Department and for helping us through that process. Mr. Taormina was helping us through come in submitting all these drawings. Give us the advice to see where we're going with this project and going through the whole steps for this project. I just want to add a little bit about some of the meetings what we had yesterday with the neighbors with the board and Father George and Father Jim and a lot of questions were asked in this meeting. I mean, everybody was asking about the environment. Are we touching any trees? Are we touching any floodplain? Are we touching any wetland? There was other issues. The height of the building? Are we doing four story? Are we doing three story? There was different issues about circulations and patterns for the site. What about engineering and about some water, where the drainage is going? I just like to kind of give some…we didn't start with this study yet, but we are, I mean, I worked with the City of Livonia, maybe with over 40 projects. So, we know that the City of Livonia is not going to give us any permit unless we meet all the codes, the requirements for the county, for the city and for the state. So, once the reason why we didn't have our civil drawings done because in rezoning they were not required.

That's why we didn't submit them. But definitely, like you said in the Planning Commission, when we come in front of you for the Planning Commission, and I'm a member of the Planning Commission in West Bloomfield for 13 years. So, I know what it's needed, what it's required, and how we're going to make the city happy and our board and especially our neighbors, that we want to tell them that this project is to meet all the codes and requirements what the city tell us, and there is no permit going to be taken unless all these permits are approved and we meet with the requirements of the whole neighborhood and the city. And just to kind of give you a little bit idea about the way we design the site land…we're not talking about Planning Commission's and site plan approval right now. But we like to say that we trying to stay away from any wetland, from any floodplain and from any environmental issues and the design that you saw on the site plan. Some questions came out. Are you doing underground detention or above ground detention? We like to work with the city and the neighbors. Originally, we thought that above ground detention is good. It's a nice water that it's good to be nice space is better environmentally, but if the neighbors think that we do have issues with above ground detention, I talked to Father George and the board, and they said, even if we have to do underground detention and make the neighbors happy, we can work with it. So, we are here actually what I'm trying to say, we try to work with the neighbors. We try to work with the city, and we try to make everybody happy in the process. It's a church been there for 50 years, and I think, I hope, it's gonna be for another 100. And most of them…a lot of the people who goes to that church there, they live in Livonia. I mean, we love Livonia, we work with Livonia, and Mark has been friends for so long, that he helped us through the process of different projects and hopefully, we're gonna do the same thing and this one, and we want to make sure that whatever you ask us to do, we're willing to work around our projects, and the advice you give us to make it happen, we're willing to work with you and make this process going in the right direction. And if you have any questions, please ask me and I'll answer any.

Mr. Wilshaw: Thank you for the information on the meeting that you had with the residents yesterday. That's helpful to convey that. We'll see if there's any questions for you. Is there any questions from any of our commissioners on this project?

Mr. Bongero: Good evening, I was able to attend the meeting last night, and I thought Father George and his team did a great job. It's a

shame that not everybody could be there, because it was a good chance to get some one on one. They made a very good point to address anybody's questions. Some people had multiple questions, concerns, and they didn't answer them the best they could, and if they didn't know the answer, they promised they'd get answers. So, it was very good. I appreciate you doing that. My only question was, on the retirement building, have you considered going two stories? I know it's gonna take more of the footprint. But…

Mr. Abdelnour Can I answer like little bit of that question? The reason why we started with this building, and we do have some elevation already drawn for the building. If we go to the midpoint of the roof, it's only around 38 feet. And typically, I don't know if Mark can help us. In regular houses, usually the midpoint, you can't exceed 35, so really, we're only missing what 20 feet if you put the building next to a regular house. So, we're trying to work and we can work with the pitches of the roof and we can make it look neat as we climb it as we can, but let me go back to the two story…the two story, if we do two story, we're going to have ended up pushing the building a little bit further, I think to the east, and we're trying to stay within the area we working with. Our setback now from the building to the property line is 500 I think 20. To the nearest house on the east side is 650 feet and if you go to the north side, with the closest house were around 460 and to the property line we're 220 feet. So, we try to make the project a little bit more compacted. Closer to the building. closer to the church, and not…because the minute we go with two story, I'm going to be extending a lot more because that's the reason really why we went and we did the two story trying to kind of save the property have more green area on the site and trying to make the project a little bit more compacted. Really that's how the whole thing started.

Mr. Bongero: I understand that. With the Montessori School, I think that's what you're planning. What are the ages for that school?

Father George: The Montessori School is one to five years old and we have all parishioners and non-parishioners that attend the school.

Mr. Bongero: I think you also said at the meeting that anybody can use the gymnasium.

Father George: Yes. The gymnasium came to be many years ago, when we attend many public hearing. The public school was in dire need. We do host all public school sport activity in our cultural center.

It's almost as a good neighbor. And they are in need of a gymnasium. We have our use and if the city…any school would like to use it, it's more than welcome to use it. We don't have anything that is forbidden to use from anyone.

Mr. Bongero: And the same applies for the retirement.

Father George: Yes.

Mr. Bongero: So, timing wise, I think I heard you last night, you're thinking, three years from now,

Father George: It depend, the process takes a long time. As we get the zoning, then we have to move to the second step. Then the third steps, and this is will be all private funding from the church, from the parishioners. Where people who already pledged the money, because they want to see their parents be there, the neighborhood is there, the children is there, the church is there. Things are changing a lot in our society, and we would like to maintain some kind of semblance to keep the family. So, it might be two and a half years, three years, we might begin building the school first and the Family and Youth Center, but as we prepare for the soft cost, maybe we can do it all together.

Mr. Bongero: I think you're projecting $30 million?

Father George: 25 to30 million.

Mr. Bongero: You think it's gonna take two, three years to raise that?

Father George: No, we already have pledges close to 10 million, and the bank promise that when we have at least 20% of the funding, we will begin. We're not going to raise…all churches don't pay their mortgage, right away. Churches in the long-range plan…we're not in business, so if…we will do whatever it takes to make it easy, so that we have few banks who said, we will fund the project, we need maybe 15 20% down.

Mr. Bongero: Okay. So, depending on how this goes tonight, if you got approval, you're going to get immediately working on the site plan, architectural renderings, so that everybody here can get a chance to see them, right?

Father George: Absolutely. It's our neighborhood, okay. And it's my neighbor and I've been there 51 years when Merriman was one lane.

Mr. Bongero: Thanks, father.

Father George: Thank you.

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

Ms. Dinaro: Can you tell us a little bit more about that? What is your plan to engage the community if zoning is approved tonight? What plans do you have to engage the community and…

Father George: I want to apologize for one thing. I meant to engage the community six months ago, but I'm getting old and I'm sick and we had so many interruption, we lost so many people who died with the COVID, the deacon, many of the founders of this church, but whatever you advise us to meet on a monthly basis. I am…the church is open. This is not the first time that the community came. When the school system was going through all this change, our facility was open for the public to meet with no charge. We give them refreshment, no entertainment, but refreshment and coffee. So, our place is open to meet anytime, whatever it takes. No one should live in a place feel unwanted. This is our neighborhood. And they are all wanted. So, the next step before we go to the city council, we will have another meeting. I told them yesterday, we didn't have all the answer, you know, how was the floodplain is going to be and if we're going to charge for counseling or not. But once this process move, we will find the answer together.

Mr. Wilshaw: Any other questions? All right. Thank you. Any other questions from any of our other commissioners?

Mr. Caramagno: Good evening. Tell me how this comes together where you want to do a the Montessori as well as the multifamily housing. How…who makes that decision? Is there a board at the church? Who makes that decision? And how many people are on the board that…

Father George: We have parish council that has a team. We have the members, the chairman, the Treasurer, and we have a Maryim Center committee that's made out of businesspeople in the community in the church. And we have…they are set up. So, we came with this plan to answer the need of our church community in our neighborhood. We have every day people call they said you know my mother is looking for a place to live. Can we…is there a place for rent? What would we do with our parents? We're not a throwaway society. Then, also to have the Montessori school

with the Family and Youth Center, the Family Youth center will be for the family of Livonia. If you go to the court in Livonia, you find judges sometimes, and they have no place to send people if they need marriage counseling. So, it came up to be a perfect package. Now how it's gonna be, what's the charge, somebody asked us for a sign, we've never had any sign. We don't advertise. It's a word of mouth. From if somebody needs a place to live somebody and fit in and meet all the criteria 55 years and older. It's not for youth to live in that place.

Mr. Caramagno: So with this board that you've got together and a group of leaders in the church, how do you come up with close to 90, the need for close to 90 units? What…

Father George: 86 units only because what…this is what the architect said, that is what the land can take.

Mr. Caramagno: Okay, so what is the demand? Where's the demand for 86 units?

Father George: I have already 70 widows in our church.

Mr. Caramagno: How many?

Father George: 70 widows. The founders of our church, those who own all the businesses in Livonia many years ago, they're dying out. I was the youngest member of that community 51 years ago, now I am the oldest. So, it is the need and wherever you need, you read about the need for place for senior housing.

Mr. Caramagno: So, the need is based upon your math of the 70 widows, or the architect that you said said you can build 86 units on this property. Which is it, one or the other?

Father George: Really, it's both. It is what we can accompany and what we can accommodate, because we don't have the land. If Livonia Board of Education will sell us more land, that will be even great.

Mr. Caramagno: You're getting into my next question now. So, thank you. So, you're trying to maximize the use of this property and I think that's why many people are here tonight. The concern would be and my thinking that it's oversaturation of housing on that piece of property surrounded by residential land now. But let's go back to what you were saying that they'd sell you more property, are you saying that you'd, you'd petition to put up another apartment there?

Father George: No. But we will have maybe a different space. We will have more space for gardening, more space for the cultural, more space for education. More space…we are locked in. There is one way you will go into our property and our Maryim Center, and there is no exit anywhere else except our property.

Mr. Caramagno: I'm familiar with that. Thank you, I would…we'll listen to some more, but I would tell you that I'd be more supportive of a single story, more of a neighborhood network there. Even if you had to have more property, and perhaps the math doesn't work for that, and that's probably why you're going up, but that's kind of where I'm at now. That's the question I had. One of the other questions…we'll get this out now. What will be…what would prevent the church and the board from building this apartment and then selling it later to an apartment management company? And then the church wipes their hands of it and has nothing to do with it. What would prevent that?

Father George: Our constitution in the church, prevent selling any church property and to give it to a to sell the apartment that will be in violation of our Constitution? We want to maintain to serve the community, not only one year, two years, but as long as we are in this life exist.

Mr. Caramagno: Okay, so you have a constitution that will prevent you from ever selling any portion of the church property?

Father George: Right. We are not in business to invest. We are in business to serve the public and serve our parishioners.

Mr. Caramagno: Okay, thank you.

Mr. Wilshaw: Thank you. Mr. Caramagno. Any other questions?

Mr. Long: So, as you reviewed the demand for this, you talked about 70 widows that you have and people within your, your parish, is there some kind of preference that would be given to current members for this facility? Or is it first come, first served.

Father George: First come, first served.

Mr. Long: Okay? What percentage of your flock is Livonia residents? Do you know?

Father George: Maybe 50% of our parishioners live in Livonia? And they have businesses in Livonia.

Mr. Long: Okay. And then you, you want to do the school as well. And that's what's in front of us is both? Have you considered doing one? Or do we need to take both at the same time? If we, you know…do you need both in order to make this work? Can you talk about that?

Father George: If you address the issue totally, it makes for a better plan for the future. So, at least me, my parishioners and the community are assured what's gonna happen. According to the plan of the city, nothing can violate the ordinance of the city. So cost…we might start building the school, and the Family and Youth center, and maybe in the last stage after two, three years to build the housing. It's all depend about the approval. As I said, we are not going anywhere. This is our home. Everybody should understand that. This is our home, our base. We've been here. We're the oldest, one of the oldest churches in Livonia and we are one of the most growing churches in Livonia. We feed the hungry, we clothe the naked, we raise fund for the poor, so, it's not only about us, it's about our society.

Mr. Long: I guess the last question that I have for now, and I think I want to hear what a lot of people have to say or what all people have to say and want to speak, but you mentioned to Mr. Caramagno, that it's in the church constitution that you cannot sell this property.

Father George: Yes.

Mr. Long: But just kind of playing that forward, if hard times came along, I mean, what? What does that mean? I mean, if the church were to ever fail, then what happens then?

Father George: Our church historically in America, never failed. business failed, family failed, but the church never fail. God in its midst, and it will not be shaken. We could have moved to Salem Township, but we are where our parishioners at and that's why we are successful. The greatest danger in the world is misinformation and labeling people and this is something we do not want to cross. We want to be within the law of what our right and our neighbors, right without violating anyone. The church cannot sell any property. Historically, if you look in the last 50 years, there is not one Orthodox church that was sold. And even though the

neighborhood changed, people move away, but they still come back to their church. Thank you.

Mr. Long: I appreciate that. I guess you know, I've seen the church that I attended as a youth in Detroit growing up that stayed in there, the neighborhood turned over and there was a lot of different people that moved in and the church went on for a while, but then eventually that sold. It wasn't attracting to the to the people who were living there anymore, so that's kind of my concern. I understand your point, though, and I agree with you that the church doesn't fail, the business fails, but I'm just trying to play that forward and envision how this unwinds.

Father George: One of the reason that you're building this school, and the Family and Youth Center, and a place for the seniors, is to keep the church alive and the neighborhood alive. If people moved away, things will die out. Do we need to repeat what other did? For 51 years, we came to this body, and we work with the city government about everything we did and we will do to keep our family and our neighborhood in tact. If people moved away, and there is no need that to visit my mother, and to have my child in a daycare, or to have my family and youth center for even a sports event, your people will go away. But we're not going away.

Mr. Long: Thank you.

Mr. Wilshaw: Thank you, Mr. Long.

Mr. Bongero: Just one quick follow up, I think to Mr. Long's point, you would not consider going for one zoning for the school and at a later date coming back for the retirement building? I guess that's what kind of what the question was.

Father George: I mean, it does. What difference does it make? We are…we keep our word. We keep our promise and we're working with you. So, what difference does it make? It makes it easy for us to have a master plan. If you have a master plan, you know where you're going.

Mr. Bongero: Maybe you just kind of start with one and see how it goes.

Father George: Well, the building we will start with one. We're not building everything in one time. But I would appeal to you that the zoning has to be for everyone, for everything. But it's all up to you.

Mr. Bongero: It's not up to me. Thank you.

Father George: Thank you.

Mr. Wilshaw: Thank you Mr. Bongero. Any other questions from our commissioners to our petitioner? If not, I do have a couple of brief questions. I generally don't ask a lot of questions for those in our audience who don't normally watch our meetings because I'm supposed to be running the meeting, but I do have a couple of brief questions that are more procedural, and it really is a spin-off of some of the questions that you've already heard. I just want to make sure the school itself, the Montessori, is there going to be any limitations on who can attend that school?

Father George: Absolutely not.

Mr. Wilshaw: Okay. And will that school be run by the church or will it be run by an independent organization?

Father George: By a committee in the church. We have St. Mary's Academy's Board of Director and they are the…one of our principal of it is a parishioners who specialized in Education approved by the state and the city, and so it's not leased out or anything else.

Mr. Wilshaw: So, the educators will be employees of the school through the church?

Father George: The principal, and the director are member of the church, but we do have other teacher who are not a member of our church.

Mr. Wilshaw: Okay, and they are just gonna be employees?

Father George: And they worked with us. Yes.

Mr. Wilshaw: Okay and similarly with the independent living facility, I heard. It sounds like that's going to be the same criteria. The only limitation is going to be 55 and older.

Father George: Yes.

Mr. Wilshaw: No other limitations on income or any other…?

Father George: No, because it's private and it's not a public funding. It's private funding. It's not a section eight building, it is you submit an

application to the management and if you meet all the criteria, and you pay the rent, you're in.

Mr. Wilshaw: Okay, and similarly, the independent living facility will be a property of the church. It will stay a property of the church and the employees who work there will be employed by the church.

Father George: Well, we have always the principal director will be from the church, because every one of these building has its own committee. I cannot run and be there for every committee, but the Maryim Center committee, they will have to hire a management company that understand. I've enough problem, hearing people complaining about my sermon, let alone dealing with rentals and collect the rent.

Mr. Wilshaw: Right. All right. I understand. Thank you, father, George. With that, I think we've exhausted all the questions from the commission. So, this is the opportunity for people in our audience who wish to speak for against this petition to come forward. Because there are so many people and I know there's gonna be so much interest in speaking, I do have a few rules that I would like to set for this evening so that we can make sure that everybody gets an opportunity to speak. Starting with the fact that, obviously, we'd ask that everyone please be respectful of everyone else's views. I appreciate the results so far tonight at the meeting. People have been very good at listening to our petitioner and respecting his views. I would ask that they will do the same for you and listen to your views and respect those. I would not like to hear any heckling from the audience, or any comments being made from the audience out loud, because those will not be picked up by our microphones and can also slow the meeting down. We're going to ask that residents comments be limited to two minutes so that we give everybody an opportunity to come up and speak and not be here until 11 or 12 at night. If you have a particular person that is a representative of the community, or a subdivision group, or something like that, that wants to come forward and give a more in-depth presentation or has something prepared we are willing to extend that for those people, obviously. Let's see. What else do we have? You can come to either podium to speak. I will ask that our petitioners sit down for this time.

Father George: You want me to stay here?

Mr. Wilshaw: You can sit down for now and we'll listen to the residents. For the residents who have never spoke here before we ask that

you please address us and not the audience because the meeting is for our purposes tonight. We want to hear what you have to say. Any questions that you ask please ask them of us. And anything that is asked the petitioner will be listening to those questions. And when they when we're done with hearing from all the residents will have an opportunity for the petitioner to come back up and address some of those questions. And yes, definitely, everyone please start with your name and address so we can attribute your name or your comments for the record.

Steve Johnson, 18240 Sunset Street, Livonia, MI. Our family lives adjacent to the north of this property. Our property line is going to be 200 feet away from this apartment back here. I purchased the home and our property from my father's estate about 15 years ago. Immediately after that, after I moved in, I started hearing loud sounds that I located was the St Mary's Cultural Center. From their website, it says St. Mary's was built and open for business in the fall of 1991. We can accommodate a group from 500 or 50 to 500 people. We are a full-service banquet hall. This building is clearly not used for church purposes exclusively. A number of folks here tonight have been to different events, and they have no affiliation with the church and yet it is not zoned commercial. As other banquet halls in the city are it appears to be zoned RUF (Rural Urban Farm) and it certainly is not located in a commercial area, as other banquet halls are required to in the City of Livonia. I have given the Planning Commission tonight an article by Brad Newman from the Michigan State University, entitled How to spot a spot zoning. It explains how spot zoning is illegal. Although PL (public land) to N2 (Neighborhood) where the school would be may does not meet the four criteria required to be identified as spot zoning, public land to NM3 I (Neighborhood multifamily up to four stories) clearly fits the definition of spot zoning in this case. Perhaps this is why the Planning Director Taormina last week, when asked about going from public lands to this four-story said that he could not recall any other instances in the city.

Mr. Wilshaw: Mr. Johnson, the two minutes is up if you could summarize, please.

Mr. Johnson: Okay. As of today, there are over 450 persons who have signed an online petition against this rezoning. If the property remains public lands, we would like to work with the St. Mary's to turn this beautiful area into a nature preserve and leave a legacy for

our children and our grandchildren. Because the future is now Thank you.

Mr. Wilshaw: Thank you very much. Good evening, ma'am.

Amelia Wilkie, 31716 Curtis, Livonia, MI. I'm also an architectural designer. So, I know my way around these things. In Livonia there's approximately 16 assisted living and living senior residences, which include independence, so there really is no need for an additional independent senior living facility. So, I really questioned having a separate building for a gym and a Montessori school when other churches have a culture center that includes banquet halls, classrooms, and gyms, such as my church in Southfield and how doing that would save the church money, which right now, they propose $30 million for their plan. It's an unnecessary amount that they don't have at the moment. and there's other ways around this. Thank you.

Colleen Badgero, 17415 Sunset Street, Livonia, MI it's about a five-house trek towards the fields where this is being proposed. This land that was purchased over the years by St. Mary's is serves a vital environmental and quality of life functions for us in its current natural state. It's a low elevation area of land that collects and absorbs a significant amount of water from precipitation. As we discussed earlier, there's a portion that is floodplain designated and with increasing storm patterns and heavy rains in recent years, building a large structure and impermeable parking lot services would gravely affect the stormwater management in this area. The loss of open land with native plant species growing and absorbing the water will cause runoff to the remaining school owned land and surrounding neighborhood. The outline of whatever water retention system is in place doesn't appear to be accommodated in the scope of these plans that have been presented so far. So, flooded yards, and basements place residents at risk for quality of life, financial and health problems down the road. Sending the water to the creek isn't a great solution either, because this creek already has levels of chloride, aka road salt, that are considered toxic to aquatic life. The stream quality has a reading of very poor from samples analyzed by Friends of the Rouge organization. So, adding more salt and chemicals and other pollution by bringing this many people and their cars and their waste into this environment is going to create further damage to this water system. We need to be reversing damage not adding more, in my opinion. My biggest concern is the zoning to the N2 for the community center. I can see how that fits in the master plan and

in this neighborhood, but the housing is not compatible with the surrounding neighborhood as outlined in the master plan. So, that's all I have to say. My daughter is here and would like to present if that's okay.

Mr. Wilshaw: She is welcome to.

Ms. Badgero: She has the same address as me.

Mr. Wilshaw: Very good. Thank you.

Ms. Badgero: Do not take our meadow. First, me and my friends absolutely love riding our bikes there. Second, you'd be practically taking many children's happy place. Third, I wouldn't feel safe walking school by big buildings and parking lots with lots of people where it used to feel like the safest place in the world to me. Fourth, people's backyards could be flooded, because when it rains, huge puddles form there, but when you build buildings there, there'd be no room for those puddles, so they'd be forced away into other people's backyards, and they will start to flood. I may be a kid but I'm more powerful than you thin, aAnd I care about the future. I love playing in nature and I hope that one day my kids will have places like this to explore and play. Please don't approve the rezoning so the land can be protected once again. Do not take our meadow.

Mr. Wilshaw: Thank you. Thank you, sir.

Kevin Skylis, 30528 Jeanine Street, Livonia, MI. I have some questions. I also wrote a letter in opposition. So, questions for the commission. How does this not constitute spot zoning and if so, is spot zoning considered an acceptable practice for zoning Livonia? Secondly, what safeguards are there to ensure that the senior residents will be used exclusively for seniors? How does this align with the Livonia Vision 21 Master Plan? And then if there's no precedent for this, which seems was established last week, then how can you assess the impact on the neighboring communities? And then maybe more of a question for the petitioner, but why should the neighboring communities believe that you'll engage with us when the first meeting with the community was after you had already submitted the petition?

Mr. Wilshaw: Is there anyone on this side wishing to speak? I want to try to alternate. Good evening, ma'am.

Margaret Rudis, 31038 Mayville, Livonia, MI. Our backyard faces the field. We've been there 31 years, and I also want to address the concern with flooding. Some years back, the school had done some resurfacing with some dirt in the backyard, and it really worsened the flooding that we already…we get some soggy grass, we've learned to live with it over 30 years, rainy seasons. But they did a small change with some dirt out there and was like, wow, this is the worst flooding we've ever had. And the butterfly effect. I can only imagine that what that would be doing with parking lots and all that…that yes, it would have an impact on flooding in my backyard and all of the surrounding areas. Also lighting. They built that garage for storage back there, and it's just this spotlight. We practically can see a shadow standing in our living room. I'm not, I'm not making that up. If you're standing there, the lights are out. It's so bright. If they do do this, concerns about lighting, aim things downward. You know, traffic, all the other things. But the letter that was right at the beginning had me nodding my head that yeah, because they said about the water and the flooding and all that that first letter that was read. I guess I'm done. I just wanted to throw in my two cents of that. Yeah, we're really, really concerned about this and that it hasn't been addressed the water than all the other issues. And also, if there is approval, I love the idea of maybe start with the school. Do you have to approve the whole thing? See how that part goes. The school and the gym. That's more reasonable than the whole thing all at once. So please, if you are going to approve this, maybe just do the first part and then maybe down the road, they could come back and ask for the other part. Sounds reasonable. Thank you.

Mr. Wilshaw: Thank you.

Emil Ancholouni, Farmington Hills, MI. I hope that that will allow me to speak.

Mr. Wilshaw: You're welcome to speak.

Mr. Ancholouni: I want to address the fact that Father George talked about is the community and how we support our church and how we want to live and grow in the future. I married a young lady from Livonia, Churchill High School. My in laws live in Livonia. My brother in law's both live in Livonia. I've been a member of St. Mary's Parish for 37 years, ever since I moved to Farmington Hills. It is part of my existence. One of my sons has just got engaged, he's going to be married at St. Mary's Church, and I hope that someday I'll have grandchildren that will go to St. Mary's Church. So, I'm talking about the fact that the community is

growing. I was one person, and now I have a family of 10, 12, maybe 15 grandchildren someday, I hope. And so I'm looking for the future. I'm also 63 years old. And I'm looking at this 55 year apartment residency as a way for me to, to live my sunset years, so that I can be close to my church, close to my community, and be able to experience the community support that I've had my whole life. That's really all I want to say I but I do think it's very important that the whole master plan be approved now because I'm planning for my retirement and for my life. And I would really like to know that our church is on solid ground when it comes to the master plan.

Mr. Wilshaw: Thank you, sir. Good evening.

Bill Parnis, 31005 Mayville, Livonia, MI. I think Father George is a good man and I think he sees things as the glass half full and maybe not recognizing the glass half empty. I have to view it that way. I want to be charitable. I can talk about specific issues, but really what it all comes down to for me personally is a matter of trust. I've lived for 24 years on Mayville Street. There's been a number of events put on by St. Mary's. I know they go to the city and ask for approval, noise variances and so forth, but yet, despite whatever the approval is, then you know, a half hour after the music is still playing. And so, for me, these are small issues, and we just ignore them because it's just a weekend or a week, but this is not small. This is permanent. And I really…it's a trust issue for me that all these things that have been said, are they really going to be held to or not? And that is really where my concern is as a neighbor. Thank you.

Mr. Wilshaw: Thank you.

Susan Chavey. 31412 Curtis, Livonia, MI. I live directly across the street from the church. I've lived in Livonia…I actually knew Father George when he moved. We were neighbors then, and I can one up him by saying Merriman was a dirt road when I first moved in there. Seven Mile and Farmington were two lanes. Anyway, I have known Father George, watched him build an amazing church, an amazing community. And always with open doors. He's helped me personally; he's helped my family. He's allowed us, even though we're not members of church, to bury both of my parents at the Basilica. He is a man of his word. When you talk about trust, he will work with you if you need. If you have a question, go to him. I talked to him recently about lighting when I heard this was coming up. And he's been calling me what are the concerns? Can you come over and tell us. We'll have an

electrical engineer work with you because I am affected by the lights. I mean, I live directly across street, but I have watched him build this community. I've watched him follow through. He is an honest man, and I don't know what else to say. I watched the basilica be built. Everything was according to city guidelines, according to what the city requested. He is a man of his word. He is honorable. His church has open arms. I think if you ever needed something and you approached him or actually tried to talk to him directly, you would find that, you know he would work with you, he would be willing to work with you. So, I encourage you guys to be open about what's going on and trust that the city will require what's necessary for this project to move forward. Thank you.

Mr. Wilshaw: Thank you for speaking.

Darlene Wood 30527 Jeanine Street, Livonia, MI. I got a couple of questions. First one is what's to say that say that the church can't change its constitution and then sell the building outright at a later date. There's been a lot of articles in the paper recently about population declining especially youth. People aren't having as many children. So, therefore, the school might not flourish in years going on. They had a groundbreaking ceremony in November and that was even before the petition was presented to Livonia. So, I'm not understanding quite how there's this situation where they're being open and honest. I do have an amended petition with 467 signatures from the one that I had recently submitted. I was hoping that I could give that to you today.

Mr. Wilshaw: You can hand it to miss Reece and she'll put it in our file. Thank you.

Ms. Wood: And the number…and the number of signatures are growing. But we'll leave it at that. Thank you.

Mr. Wilshaw: Thank you. Good evening.

Julia St. Peter, 18276 Bainbridge Avenue, Livonia, MI. We are the last house on the street. Obviously, my husband and I are concerned about environmental issues, because we're the last house on the street. But the two things I want to ask you is first, maybe to postpone, maybe rezoning, just until we hear more about what their plans to do with the pond and with everything so that way, then the neighbors will all know what's going on, and I for one, feel comfortable about that. The second issue that hasn't been

talked much. I've worked in many senior homes as a history and there is a drop off where the creek is at and no one has addressed that and I know it is an independent senior community, but my concern is if someone's deteriorating with their mind, what's gonna stop them to go off, because I don't want them to fall or get hurt or anything like that. So, I'm just concerned for seniors that way, but I'm sure the facility would be beautiful, and all that jazz and it is their land. So, I know they have their right to do so, but I, for one, just want more detailed plans before proceeding forward. And that's it. Thank you.

Mr. Wilshaw: Thank you for coming.

Laura Burke, 30573 Brookview, Livonia, MI. I did write something because I can go on and on and on and hearing father and all these other neighbors of mine….again, I could go on and on, but before I go and read my prepared speech, I do want to say that I have no reason to doubt anybody's words up here, but I am the one house I believe, other than Mr. Johnson, that actually touches the property. I'm at 30573 Brookview. I am not even on there or on the petition that you guys have. Okay. So, my fence line is the property. Okay. We and I will first say we have gone to weddings there. We have gone to showers there. I have gone to all my kids sporting events there. We have spent money in the beer tent that my husband loves father, for the festivals. We have riden the rides with the kids. We enjoyed the fireworks. We even had a party for the fireworks in our backyard. My house is perpendicular to the structure, not the school, but the actual apartment structure. So, I feel a little dismayed when I see people walking my line, putting pink ribbons on my fence line and many neighbors coming up to me, someone's been here and somebody's been there, and so I many times called the city and I think I spoke to you Mark, and I said is there anything going on, because I see that they're having a groundbreaking. Nothing that we've heard of is what I was told. And then somebody else said something…sent me a…I get things in my mailbox about this. And this is how I heard these things. And that is really, really bothersome that I had to call and call and call and then when we called about the…we got this message that it was in the free press about the hearing. And I said what hearing? I'm so close, why haven't I gotten it? And that was a mistake and they didn't send them out and that's why this was proposed to have it on the 31st. So, I'm just saying I have nothing against the church. We've been there since 1984. Okay. And this is my…what I actually wanted to say the reason why I am opposed to the rezoning is quite simple. There are two and

three stories, senior living structures up and down Middle Belt, and a newly built complex across from the fire department and the police station that is very beautiful. As I have also gone and looked at. There are a few on Seven Mile between Merriman and Farmington with an apartment complex on the corner of Seven Mile and Merriman. All these places, and I'm sure I can mention several more across the city that I'm sure you get the idea. All of them fit into the area that they are located. The structures are located amongst other buildings and businesses. This proposed three story structure does not fit into the surrounding area, which is a single-family home situation. I am in a neighborhood of over 400 single family homes. For a three-story structure to be there changes the whole aesthetics of that subdivision. I will say this does not just change the aesthetics of my home. I am perpendicular, so I am I am fortunate enough even though I'm sitting very close to the parking or to the property that when I sit on my deck, and I'm washing my dishes and I'm sitting in my den watching TV, I'm looking at the beautiful lawns of all my neighbors. That is not the case for the people on Hillcrest or Mayville. They will sit on their deck and look at that structure.

Mr. Wilshaw: Ma'am. Ma'am, ma'am,ma'am, can I ask that you summarize?

Ms. Burke: I'm going to summarize right now.

Mr. Wilshaw: Thank you.

Ms. Burke: If I ever thought of something being built on that field, which we expected from time to time, I mean, my husband and I are not ignorant. We figured something was gonna go down. We always thought it would be with the aesthetics with single family homes. I have no problem, I have no issue. Some people may, I don't having somebody's house right next to mine. That's what neighbors do. That's what neighborly things are done. I understand that. But I never thought it would be a three-story structure that we have to look at. I totally sympathize with everything that they're talking about the old people. I took care of my mother. I have been taking care of her. I don't have other people changing their aesthetics to take care of my mother. Thank you.

Mr. Wilshaw: Thank you. Ma'am, you're welcome to speak. Good evening.

Nadia Helenia, church member. I have been with this church since the beginning. Actually, I'm one of the…my husband and I were one of the

founding fathers. Father George came to us in his early 20s. He baptized my five children. He also baptized my 13 grandchildren, whether they live in the state or not. I've been living in Livonia for 43 years in Sheffield. And I would like to move back to Livonia in our new Marian center to our new Maryim Center. I always was begging Father George to start this thing here. Our church does nothing but good in Livonia. I'm sorry, I'm a little nervous. We spread love, we spread hope, we spread gratitude. We spread…the Bible teaches us love thy neighbor. We never, we never aggravated our neighbors, whether in our home, in our businesses, or definitely not in our church. I would really, really like to have this project go through. Because like I said, it's not just me. There's a lot. I've been a widow for 35 years. I was widowed when I was 47. And I'm begging for somewhere like this where I could walk to my church. That's all I have to say.

Mr. Wilshaw: Good evening, sir.

Greg Yon, 30562 Brookview, Livonia, MI. I live right next door to Mrs. Burke. So, she's not the only one that the property touches. I am the neighbor along with Mrs. Burke that is at the dead end of Brookview. We were talking earlier about notification and all these other things. Most of these people are here because they just found out about this the other day period. I've lived there for 20 years, and not once was this mentioned to the members of the community that already occupied the outskirts of this property that's zoned for public land. I really have a couple points to make here. Sorry. But first, I'm going to read the term elderly housing that we've been talking about tonight, because it's right in the petition that was submitted to you guys, and the term elderly housing refers to a building or a group of buildings that provides housing in which at least 80% of the occupied units are rented, at least to one person over 55. So, anybody else in that apartment does not necessarily have to be 55.and this is an apartment. The other 20% of the occupants can be anybody. So the term elderly housing allows somebody that's under 55 to move into that building, unlike what we've been being told here tonight at this particular juncture. Secondly, you brought up a great point earlier about dividing this into two sections. That property up front was zoned for a school back in the early days of Livonia, it was Bryant Junior High when I moved in. That property has since been torn down and sold or kept by the school board. That property is zoned for some type of an educational facility. The back land on this property was always public land, zoned for public land. This is a high density

building being built and land that was designated for public land. And should we create an apartment complex here? It's going to set precedent for other properties in this city. When somebody comes in and says, I have an idea, or I have something I want to do, and nobody else around them knows anything about it. This is elderly housing, one person, and you guys should know this because you saw the petition. We've been throwing that term around all night. And that's the true term and that's written right in this petition. Now, I understand you guys don't make the law but this…to throw this to the City Council, and force them to get in all kinds of accolades and battles at this point for two separate issues here, a school up front, and a high density apartment complex on public land before everything has been studied and accurately portrayed, would not be a service to the City Council either. So, this is two separate issues. The front and then the housing, and nobody wants to come home and stare at an apartment complex. We have seen all the lighting, heard all the issues from all the residents, and when you're that person in that backyard or that resident with the information that we received a day ago, we've had no opportunity to look at this or come together with the Planning Commission. If it wasn't for two people that called on January 4, we would have never known about this because those petitions were not sent out. It was a supposed an accident that these came out or were not sent out, and then everything was pushed back to today. This was supposed to be done on the 17th. We never got our letters on top of everything else that's been said here today until two people discovered it. Had those letters not been sent out., and none of us showed up. I'm not really sure how today would have went because there would have been nobody sitting here because nobody knew about it.

Mr. Wilshaw: All right. Thank you, sir.

Mr. Wilshaw: Good evening, sir.

Brad Garrity, 30810 Bobrich Street, Livonia, MI. I was born in Livonia. I grew up in the house I live in now. When I bought a house, I bought one on Dora street, just south of Seven Mile, same square mile, and then when we had more money, and we were gonna go buy a new house, we actually bought my parents' house and spent all the money we had and the money we're still making to stay in this neighborhood. I have played in that field. That field is part of our community. I love Father George and the whole thing. We got married at St. Mary's Cultural Center. This whole thing is already part of our lives. I don't live on Mayville and I don't live

on Bainbridge, so I don't deal with the lights. Thanks, guys, for blocking those forests. But I'm raising my kids here. We play in this field. I don't want to look at an apartment building. Part of the reason we bought here is because it is residential housing. That's what we have. I don't have my ducks in a row. This is an emotional plea. This is part of our lives. Love these people. They've always they're great. Love the whole thing. We don't know about this, and nobody wants to look at it. I don't want to look at it. I want to keep walking my kids through this field and playing in the woods with them. That's what I want to do.

Michael Coliton, 31193 Bobrich Street, Livonia, MI. I live approximately 500 yards in direct line of this three to four story massive complex they wish to build. I bought in this neighborhood there was Bryant school there. I bought a house by a school with the gymnasium. They tore it down. But I will tell you this, we welcomed Father George into our neighborhood, they're part of our community and to find out nine days ago that they want to build a massive structure right by our homes without even consulting us. We came to their events, we supported them. We did all of this, all of these people here because they love Livonia and they appreciate what you guys are doing. We respect, we respect the church there be at best medical is beautiful. So, all I'm asking is this I understand there are two lots. One is for both requesting zoning. It would make logical sense for two things. Number one, if you wish to consider approving the zone for the school for the gymnasium, I bought a house buy one I really don't have like the stand that makes a lot of sense. Number two, I would welcome a conversation in depth with our community with the parish and your members. So, we can agree to work together as part of community to help build father towards dream, help build our community along with your great Christian values you have. Does anyone argue with that? That's what we want right? Give us the time, please. I'm asking you to deny this zoning request for this massive complex. Give us the time to work together as a community as you wish us to. Right? Aren't we Livonia? They are too. Please deny that second request and please let it give us the time to talk and work together. Thank you so much, guys.

David Wido,30889 Mayville, Livonia, MI. Most of what I'm going to say is really…already been said, but, you know, this is the first time that I've attended, you know, one of these Planning Commission meetings. That's why it's very important, right, to myself, my family, you know, my boys. You know, and I'll echo some of the other comments, right, just about notification. I have a neighbor, actually tell me and I go and start searching online and find

some documents, find a groundbreaking, right, that's kind of appalling. My understanding that Mayor was there, right? How does that work? So anyway? But, you know, so to kind of go through some of these, right, you know, 80 apartments, right? How are you going to shuttle…how are you going to get 80 apartments worth of people and cars in and out of that facility? Right? Their driveway is not going to support it? Right. You know, we've had people already talked about stormwater retention, right, where we all live in Michigan, it's bad enough as it is without, you know, businesses building up and, and, you know, sealing the ground from being able to absorb the water. You know, as mentioned, right, three stories don't match the neighborhood, right. It's, it's a single-family home community, you know, and I asked the commission to deny the request. So, thank you.

Mr. Wilshaw: Thank you for coming. Good evening, sir.

Evan Lindman, 18736 Hillcrest Street, Livonia, MI. I want to challenge the commission to think about what we're thinking about tonight. I didn't know about this petition and what their you know, zoning until probably three or four days ago. I live very close to the church, and I own and operate a lawn care business, and let me tell you, what they're proposing is going to be a disaster to the houses and the river and the stream, the woods all around what they're trying to do. It is not a…come on, let's be honest, this was a church, that could have the courtesy to being truthful and honest to send out more letters to the surrounding community but what they're actually you know going to do is…we actually need to think about this and quite honestly, the church is beautiful, but if you put a school and a giant apartment there on Merriman that's a big eyesore for people who are driving by and for the people all surrounding there, though to this is a field for people growing up and I would challenge you…I don't…it's apparently…it's supposed to be in apartment complex for the nuns and you know, the nuns there. I would question how many people actually, like, live in Livonia that go to their church and I don't even think their church is actually thriving as well as they're on putting off though too. So really, think about this. We need to think about where we're thinking about this. Don't push this through tonight

Mr. Wilshaw: Folks, let's not let's settle down everyone. Let’s give this young lady a chance to speak.

Sandra Lung. I have been in Livonia for over 52 years. I actually went to Bryant and I realized that a lot of things going on in complexes but if the church really won the school be realistic. They would have bought the church the school 20 years ago. I am not trying to be mean, but I see…I face where…right by Laura, right on Hillcrest facing the church. I love seeing the church. That's my sunset, the happy place. If that is blocking my view, and I can't see what's you know, I love the scenery. Not only you see me, the wildlife, the river, all these creeks that children go through. My biggest concern is the Mayville where there's a dead end. I see children going through how are they going to get to school? If they have these elderly God knows what they're going to be like? They say they're gonna be screening. But this is…be realistic. This is a new world. People are dangerous and we are on a dead end street on Brookfield and to help these children come through passing through their creek. Crossing the bridge go into Coolidge. This is a big concern for me. I love these children. I don't want them to be, you know, attacked. You know, this is a real world that people, children are dropped off on the dead-end street, they go to school, I watch them go to school every day. You know, that's my biggest concern. And not only this complex, you know, this the water like, environment that's really bothering me. Because when the floods come up the river goes up to that, that bridge level, I've seen it. And it's actually overflowed. So, I feel sorry for Sunset because I was gonna buy on that side, and I didn't because that flood zone. The water was going constantly I did not buy on that side. So, I feel sorry for those people on that dead end on that side. Thank you. Okay.

Mr. Wilshaw: Thank you for your comments. Good evening.

Tricia Woodland, 31079 Mayville Street, Livonia, MI. I'm not here to degrade the church or Father George or any of that stuff. I'm just very concerned about the three-story apartment building that they want to put up. I don't feel like it fits in with the neighborhood. I feel like I've lived places where there have been empty fields and they typically always get filled up with housing. And so, we can't necessarily expect that field may remain vacant, but if it's going to be filled up, it needs to be filled up with similar structures. Regular housing. The other thing, just as an aside is if this is going to be an apartment building for elderly people, it seems to me that elderly people do much better if they don't have a lot of stairs to go up and down. And so, it's a little…it's just weird to me that you would want a three story apartment

building for elderly people when they're better off on main level flooring. So that's my comment.

Mr. Wilshaw: Thank you for coming. Good evening, sir.

Mr. Wilshaw: Please want one moment. Everyone please quiet down. Thank you.

Hatham Fakhouri, 34820 Fairfax Drive, Livonia, MI. Without being said. I mean, the Basilica of St. Mary brought me into Livonia15 years ago. I brought my parents into Livonia. I brought four of my brothers into Livonia, I brought my in-laws unfortunately from Kentucky into Livonia.

Mr. Wilshaw: This is a recorded meeting, you know,

Mr. Fakhouri: Edit that out… No, but in all seriousness, I thank the community for all of the concerns. I mean, I think it suffice to say many of the concerns are fear based concerns. Right? I mean, some of the concerns as far as who's going to be coming into Livonia are similar to the same type of remarks that we heard from similar members of the community 51 years ago when the basilica wanted to break ground in the City of Livonia, because they didn't want our type to be in the City of Livonia. They didn't want

Mr. Wilshaw: Please, everyone, please settle down.

Mr. Fakhouri: Thankfully, thankfully, thankfully, the number of individuals who echoed that sentiment were few. And the greater Livonia community was an open arms community. And since then, the Livonia has welcomed us and welcomed many from our community, and I'm talking about the Orthodox community into the City of Livonia, who have lived here who have started businesses here, who have thrived here and who've been active members of this society. And just like that, we have to look at the future of who's going to be coming into Livonia and who's going to be participants of Livonia. At the same time, who's also going to come back into Livonia. I know that two of my parents are both elderly. One lives in a senior living facility right now that he does not like. My mother who is going to be going into a senior living facility. My mother-in-law wants to be going into…these are people who want to be coming back into the City of Livonia on top of the economic benefit that's going to be happening…on top of the involvement with the community. I think there's gonna be many benefits with this development and I appreciate a yes vote on this zoning board.

Mr. Wilshaw: Thank you. Thank you, sir.

Paul Condon, 31115 Hillbrook, Livonia, MI. We are directly across the ditch from the proposal. Just a couple of questions, technical questions, maybe if you do pass the rezoning tonight. And during the future steps of this process, the project is next to expensive they don't get the approvals whatever. Does the zoning stay as you rezone it, or does it revert back?

Mr. Wilshaw: It stays?

Mr. Condon: It stays okay. That being said, if I had just bought, I don't know, maybe $200,000 worth of property, couldn't get it rezoned the way I want it to and needed it, I would then probably try and sell that. I don't know that the church would have any value in a big piece of property that now they really can't build on. So, I wonder how that situation would possibly develop. Also very concerned about the runoff like many of our neighbors. I do want to try and be respectful of the fact that a property owner has within certain guidelines that are being established here, the right to do with their property, they put the money up. If we wanted that property, we probably should have all got together chipped in and bought it, but we didn't. We never had a chance obviously well as a true or not. So, the rezoning would stay with the property?

Mr. Wilshaw: Correct.

Mr. Condon: With the rezoning and stay with it, okay. So, someone else then could come in and do something different, obviously. Okay. Very good. I was just curious about how that process works. So, thank you.

Mr. Wilshaw: You're welcome, Mr. Condon. Good evening.

Nancy Ghannam, 31335 Rayburn Street, Livonia, MI. I'm also the parish council president at the Basilica of St. Mary's and a few people have said some kind of insulting things regarding the Basilica. So, I'd like to address them. First of all, I want to apologize if anybody was offended by our groundbreaking. That was done as a ceremonial event. We all understood that we did not have anything approved and we weren't putting, you know, a building up. It was done ceremonial to celebrate our 50th anniversary, to celebrate Father George's 50th anniversary as a priest and his 50th wedding anniversary. It was done because our bishops

and our hierarchy was here, it was completely ceremonial. It wasn't done, underhanded, conniving, or anything else as people have tried to imply this evening. So, I do find that insulting. Number two, the senior living center that is being built. That is proposed to be built for the parishioners in our church that want to be there and it will not be exclusive to them. They want to be there because it is next to the church. They don't want to move to another facility. They want to be able to walk to the church, when they get to the point where they can't drive as many people do at that age. They want to be able to walk to the church, they want to be able to walk to the activities that we have in the church. Every Wednesday we have a group of ladies that that meet and put together our bulletin. They have senior activities; they have senior luncheons like Mrs. Hannah Nia said they are anxious to live there. If there are other facilities in the area, they probably won't move into those they are anxious to move into the one that will be adjacent to our church. When that is built, and we have our seniors living there, it will bring people into the area, parishioners back that want to take their parents out to lunch, they will then be frequenting the restaurants in the area that want to take their parents shopping that want to take their parents to all the other stores in the area, it will bring more economic growth to the area. The issue of the water, we are going to be residents of the area as we are building a building there. So, we will be affected if we don't take care of the water. So, if there's groundwater, if there's runoff, we are going to make sure that all of these issues are addressed as we are going to have a building in that area. We have our church, we have our offices, we occupy that area, we're not building it and then leaving, we're there. So, we need to make sure that that will be taken care of so the issue that all these people have spoken about will face us too and we will address it. Anytime…

Mr. Wilshaw: Can you summarize, if possible, please.

Ms. Ghannam: Yes. Anytime that we have been addressed to any issue that has come to Father George's attention where a neighbor is upset about something, immediately I get a phone call, we must address this issue. So, people here are speaking that we are the worst, as if we are the worst neighbors ever. If the music is too loud, we lower it immediately. Have we made mistakes? Absolutely. And I'm sure everybody else has. We follow the noise…we have a permit, and we follow it. Has it ever been left on longer? I'm sure it has, and we apologize for that. And we're always working. Sometimes the person in charge doesn't know

when the noise permit. We are not perfect. We're also group of volunteers that run the church. We're not paid employees. So, we do make mistakes. I ask that you do approve this project in its entirety as it relies on each other, and one more thing I'm sorry. People keep talking about the three-story building. I don't think they paid attention to what Mr. Abdenour said. It's three feet higher than a two-story house. So, they're talking about it like it's, you know, 50 feet higher than a normal home. It's three feet higher than a two-story house. We need to keep that in perspective, when you hear about the building, thank you.

Mr. Wilshaw: Folks, we need to keep the meeting moving. So, try to keep the clapping down a little bit. I understand that you want to show your appreciation for the comments, but keep it brief. Please, sir.

Ray Riza, 30537 Brookview, Livonia, MI. Two houses from the dead end on the field. First of all, ma'am, you're insulted….

Mr. Wilshaw: Sir, sir, please address us. I don't want to get into a debate back and forth between people.

Mr. Riza; We were insulted that we found out two days ago. We were insulted. Congratulations, Father, George, on the 50 years of great work at that church. You don't celebrate with a groundbreaking and a shovel with the Mayor. You celebrate with a party and a celebration, not a groundbreaking. Second of all, I don't think it's been addressed, and I sent an email to the commission, so this is all verified information if you want to go to the email. A 17.9% decrease in home value on a home within 1,000 feet of a senior home development in the short run. These are all facts. Now I'm going to reiterate a lot what that's been said. I will be staring at a three or possibly four story building because it is going to be allowed, if it is allowed to go up to four stories plans may change. I'm not stupid. I know that that field should have been developed a long time ago with single family homes like mine. Now my single-family home, I'm going to sit there and look at a basically commercial building. No, I don't want that and I don't want a 17.9% decrease in my home value all of the sudden. So, I just wanted to address that. All of the other stuff…The church has been wonderful. They do wonderful things, but numbers don't lie.

Kathy. Plotzke, 30549 Jeanine, Livonia, MI. First, I want to say that I'm a little upset that I just found out about this three days ago as well, didn't have a lot of time to do research. The research that I did

do though, was in regards to the Livonia Vision 21 Master Plan, and what I found throughout that, there are several subcategories that go speak directly to maintaining open space, maintaining green space, and a couple of them the sustainability and resiliency once the goal of conserving and restoring open space waterways, trees, parks, trails, open space states, they want to develop maintaining and preserving of open space green space. Subcategory, Parks and Rec encourage the preservation of open space and in addition the public surveys that were done in this master plan talks about the residents wanting to keep parks, green space trees, single family neighborhoods, and they desire the preservation of natural spaces. Get into another portion of the housing development in the Master Plan, and it says that the recommendation is to seamlessly incorporate multifamily units into the neighborhoods, and that new housing should be encouraged to be located close to the street with prominent entrances facing the street residential in scale, and with parking street parking available. It appears that none of this is consistent with the vision 21 plan for Lavonia. So I'm going to ask that because of this flying in the face of Livonia its own Master Plan that this petition is opposed. Thank you.

Mr. Wilshaw: Good evening. We'll start with you.

Margaret Yon, 30562 Brookview, Livonia, MI. And it would appear that the last lady and I both wrote exactly what we were gonna say so I'm not going to reiterate everything she said. But Livonia Vision 21 is about community and family. Community we are welcome to support. We are welcome to be here with the Basilica. Maybe work with them see something that might compromise both. When we bought this house it was a single family neighborhood, single family homes. That's kind of what we envisioned would go in that field at one point. Another issue that I have concerning with is the last stormwater management drainage was in 2002. At the time, it was known that the infrastructure for Livonia is subpar. Actually, aging and being right on the creek, I can sit in my backyard, watch the storm water raise four to six feet with rushing water. That is not going to support the extra concrete that this project is bringing in. So, you know, if you guys are really really in support of Livonia Vision 21 you're on board with the city I urge you to decline at least half of this project. Thank you.

Robert Hoekstra, 30564 Jeanine Street, Livonia, MI. Directly adjacent to the field. And I'll be very brief because I just want to make one point. I

want to implant in you with respect to the intent of this meeting tonight, which is the reduction of even any square inch of public land in Livonia. I deem is completely unacceptable given families first since 1950. Public Land is precious. Any reduction of it to me is unacceptable. I am asking you to oppose this project.

Mr. Wilshaw: Thank you, sir.

Ms. Skylis, 30528 Janine Street, Livonia, MI. My home is kind of adjacent to the field. So, while my home doesn't…I'm sorry. Can you guys hear me now?

Mr. Wilshaw: Yes.

Ms. Skylis: Wonderful. So, my home does lay adjacent to the field, it doesn't back it directly, but when we look out of our back door, or out of our second story window, we are able to see the field. It's over to the left of us. I do have concerns very similar to everyone else's who lives in the area. The main one will…actually there's two main ones, any type of negative impact when it comes to flooding in our neighborhood, as well as the marketability and value of our homes if we were to sell our homes anytime in the near future. And even after that, not in the near future, because I have a very hard time believing that people who live up to this area want to look out their backdoor to an apartment complex, a large parking lot, and potentially any other structures that could potentially be built in the future if the church did choose to purchase more property in the future. Those are all current concerns mine. I would also like to bring up the fact that, you know, one of the church members brought up love thy neighbor is a Bible verse, I believe. I'm not well versed in the Bible. However, I will say, I don't see that happening here. It's offensive to me that the church took the time to have a groundbreaking ceremony, and while I understand that Father George was ill, for six months, at least that's what he said during the, I believe the study hearing last Tuesday. I find it hard to believe that there's time to schedule and attend a groundbreaking but no time to inform your neighbors about what's going on around them. I don't get it. So just to piggyback off that real quick. I know I'm over time and sorry, but I've only been here since 2021, and the church has already left a very bad impression on me personally, as a neighbor. The music during their some summer festival, the bass is so loud that people's homes vibrate. When I call the police, over 30 people had called before me to complain about it and the music did not

subside and I want answers as to why neighbors are not taken into consideration then. But now we should take you consideration now. Thank you.

Mr. Wilshaw: Good evening.

Austin St. Peter, 18276 Bainbridge, Livonia, MI. The north side of the proposed apartment buildings. I just feel that the justification to going from this special two- story to three story to even possibly four story, the justification was just stating that they believe that there will be like want for that. I just want like a more proposed like a more documented explanation that it is needed to be a three story and unless it's not then we can stay at the two story so I suggest postpone this until the that's verified that it is needed to be 89 units or so.

Mr. Wilshaw: Okay, thank you, sir.

Christopher Martin, Livonia, resident. My parents had been here for quite some time also, both in the Navy and World War II. Bought in Old Rosedale Gardens in 1947. Grandfather and Grandmother had also been in the cit. Paid a lot of taxes over the years. My taxes went to buy that…put a school up over there. Then later on was taken down. This is still public land. I want it to remain public land. Put a park there. Name the park after whoever they want. It’s public land. Father talked about some type of constitution. I carry this with me. It’s a little tattered. In my pocket, Constitution of the United States. We're not some third world country. You guys have the opportunity. Keep this public land. That's what it was zoned and that's what it was designated for. Don't change it.

Mr. Wilshaw: Good evening.

Jamie Jeffries.17551 Hillcrest Street, Livonia, MI. I want to read a letter on behalf of my mom and me.

Mr. Wilshaw: You're welcome to.

Ms. Jeffries: Okay, it's written from her perspective. My name is Sally Jeffries. I bought my home at 17551 Hillcrest street in 1994 and have lived there the past 29 years. The side of my house and backyard are adjacent to the walkway to the field, and my backyard has the full view of the field. When I purchased my home, there were two things that were important. Living in the City of Livonia and the view of the field. I chose to live in Livonia

because it is one of the few remaining cities that actually cares about their residents. St. Mary's proposed plans seem completely at odds with Livonia's usual posture of looking out for its residents. To my surprise and dismay, and extreme disappointment, there was no heads up or advanced notice given to any of the residents about the proposed plans. This is particularly concerning with respect to the rezoning for the apartment complex. In fact, many of the residents who live on the field including myself, have recently remodeled or invested in expensive upgrades to their homes. If I had known that there could be an apartment complex in my backyard, I never would have done the upgrade. I am especially anxious that the apartment complex will devalue my home and property value and make it difficult for me to sell my house. The proposed plans will adversely affect the residents life as follows: 1. The traffic. We don't know whether now or in the future the property owner may construct additional driveways or private access roads in order to facilitate bringing more traffic to the site. Even if it's not the case, I'm worried that there may potentially be additional daily traffic created by the school students, families, staff, visitors, delivery vehicles, etc. Although I've been told the school will serve students aged one through five, I do not know how many children will be enrolled so I cannot tell what the school's traffic will be. However, regardless of the school's impact, I expect the traffic will increase exponentially from the apartment building with many dozens of drivers to and from the building, residents work cars, moving vans, daily deliveries of all types from furniture to Amazon packages, creating even more substantial traffic volume. The noise inclusion of the apartment building will greatly increase the noise level of our peaceful neighborhood. 3. Light pollution. The field is currently dark at the night behind the house. The lights of St. Mary's complex shine very brightly year-round. These buildings are more in the corner but impact the houses near it with their lights. The three story apartments and the parking lot, however, would put so much more light into the entire field that all the residents would need to purchase blinds likely. Flooding, as has been mentioned by many people. Environmental impact and the field availability .The proposed development will disrupt the neighborhoods and my 29 plus years of enjoyment and use of the field for exercising, taking your pets, and to conclude, besides describing how this will negatively impact my neighbors and me, I wish to bring to the Planning Commission's attention that the proposed uses in the field rezoning approval of today's meeting appear to be something of a bait and switch from the representations made in the 2018 Purchase Agreement. The

Purchase Agreement provides intended purpose of the premises proposed by purchaser being used by a senior center Senior Centers are commonly understood to be entities that provide supportive services to the elderly and are also so defined in Section 321 of the of the Older Americans Act. The operation of a senior center does not equate to the construction of residential dwellings. At the Planning Commission meeting on Tuesday, January 24, a member asked where else in the City of Livonia has rezone public land for apartment housing? The answer is nowhere. In other words, there's no precedent for such an action. For all these reasons explained above, I urge the commission to not break precedent in this time so that my neighbors and I can continue to live in the tranquil neighborhood where we currently reside.

Mr. Wilshaw: Thank you, Ms. Jeffries.

Mr. Wilshaw: Good evening, sir.

Alex Villaro, 17415 Sunset Street, Livonia, MI. My wife and I both were born and raised in Livonia. We were confused for a few years and moved into the city. Now we're back. Moved back in 2017 and the main reason was we wanted a quiet suburban community. So, we moved in, we love the field, love everything about it. So, bear with me. I'm not a public speaker. I'm a construction worker. I did some quick math, and I listened to everybody speak tonight and I got a couple of concerns. The one was the water. That's a big field. There's 36 acres left, on the south side. All that topography flows north to the creek. If this rezoning goes through, with that proposed development, that's a lot of concrete going in blocking that view or blocking that flow of rainwater. Right now, they're proposing about 1,600 feet, leaving 400 feet left on the east end. That's a ton of water that's going to get trapped in either…be stagnant on the LPS property or back up even further into the neighborhood. That's a major concern for me. We met with the church yesterday, they were very respectful. I appreciate it sincerely. They didn't have an answer for that. They said they would work on it. This is what I do for a living. That's gonna be very hard to tackle without regrading the LPS property which I don't think you're gonna let them do. Another concern. You mentioned engineering had no comment on utilities and I didn't hear anything on traffic. Can this area in Livonia support that? I think this whole idea of denying or approving is premature. I think it needs to be delayed until more studies have been done. Which is my next point. When was the last wetland study done? Why is it that as an issue in front of

you to make this decision. This is a big decision. You can't go back once you make it. Let's make sure we put everything in front of us that we need to make the right decision.

Char Baringhouse, Livonia resident. My family and I are proud parishioners of St. Mary's Church. Our church families started out 50 years ago meeting our new young priest, a newlywed, sent to help us from a parish. We rented space from various local churches, then we're finally able to build our first modest church, which is now attached to the cultural center, where many have attended events and sampled the hospitality of our dedicated staff. Our leader and visionary, Father George, saw a beautiful basilica within our means, and as a parish we worked hard together to bring this dream to fruition, but that is not where the dream ends. A community where one can worship, gather and grow on in years was part of the vision that we've embraced and planned for. This land was purchased many years ago with that dream in mind. We have come far and set our sights on the beautiful Maryim Center. This project is well thought out well planned and in keeping with the high standards that we have set forth for every part of our St Mary's campus. As we all know, our senior citizens are the backbone of our community, and they often need additional assistance and services. Building a senior center and the churches vacant land would be a great way to provide these services. The senior center would provide a place for seniors to socialize and take part in activities that will help keep them active and engaged. This would also provide a great opportunity for the church to give back to its local community by providing a much-needed service. Not only would this senior center be beneficial to our seniors in our community, but it would also bring economic benefits. A senior center could provide jobs for those in the area, and it would also increase foot traffic in the area, which could bring in additional business for local retailers. I hope that with your support, we can build a future for generations to come. Change and growth is sometimes difficult, and we acknowledge and understand that some prefer to see the land remain in its present state. While that is not in keeping with our proposal, we are committed to being good stewards to our neighbors and the Livonia community. Thank you.

Larry Nasser, Farmington Road, Livonia. First of all, let me thank the board for the work you do. I know sometimes it's very challenging, and this probably time is one of them. And I would like to thank also the audience, everybody who attended here tonight to express their feelings and their concerns. I am a parishioner of St.

Mary's. My father was one of the founders of St. Mary's. I've been in Livonia for 63 years. Also, many of them that are here opposing were supporters of mine, when I ran for school board, and I was on the school board. And so, I have a lot of love and affection for everybody in this room. And I'm hoping that we can at some way, come to some kind of agreement where everybody can live in peace. If there was some miscommunication or no communication on behalf of our church that some of the neighbors felt, we do apologize for that. I would be more than happy to intervene as a facilitator to get them together. Many of them that are here know me from the board as working for the community and working for them. So, with that, I would like to say a little bit more about who we are. And we are the teachers, the doctors, lawyers, Para pros, janitors, veterans. Our St. Mary's consists of all these people. I was born and raised here, as I said, and attended the first Cooper school that was on the corner of Middle Belt and Ann Arbor Trail. It was a Little Red School. Probably most of you don't know it, if you haven't been there that long or attended was Little Red School and it only had five, six rooms. It was very small until they built a new Cooper, which I was the first class at that new Cooper school there. That was down Ann Arbor Trail. My wife was also a resident of Livonia, all of her life, she graduated from Churchill. We raised our two kids here who graduated from Livonia Public Schools, from Franklin. We will most likely die here. You know, it's funny because at my age now I see that there's less in front of me than there was behind me, and so when I think about those things I think about all the things that are going on in our nation and in the States and of course the great City of Livonia here, and as I age, I pray that my health will stay good and I hope to live in my house as long as possible. Most likely at some point a home will be too much for me and I'll need some kind of assistance.

Mr. Wilshaw: Mr. Nasser, if you can, please summarize.

Mr. Nasser: Okay, so I just I'm hoping that the board will come out in support of this. It is something that we do need. It's something that we have been looking at for a long time somewhere to go with our elderly people. One last thing I want to comment on is that when I was on the school board, one of our big challenges was declining enrollment. We had declining enrollment and for every student that we lost was $1,000. And then when we had declining enrollment, less money coming in, we had to cut programs and we had to cut services. It was terrible. It was really bad. It caused a lot of people to start moving west to

Northville Novi schools. Father George had mentioned about 70 people, some of the elders that…and 50 of them I know are here in Livonia. Those widows, if they would be allowed to move into a place like this, would give 50 homes for single family for young families that are coming to start new homes and have kids and it will support the school system, which is very important. The school systems talked about less than it should be. It's very important aspect. That's why many of us are here, lived here, stayed here. And generations stay in the same house for many years for many generations. So, I hope that the community can come together see, I know it's difficult. There was always difficult times closing schools. You all remember that and all the other things that had to happen. So, but in any case, thank you very much for hearing me out and I hope that the whole community can come together on this. We shouldn't, be something that parts us, hopefully something that brings us together in some way, shape or form..

Mr. Wilshaw: Understood. Thank you. Good evening.

Mary Garrity, 30810 Bobrich Street, Livonia, MI. I just want to say that our neighborhood is also filled with a lot of great people, policemen, nurses like me. Doctors, lawyers, were a great bunch of people too. So, just throwing that out there. And also, Livonia also has a Master Plan. I'm gonna read it. It's in my email that I emailed you guys but I'm going to read it and I'm going to have a little bit to say about it, but it literally says Livonia Vision 21 Master Plan. First of all, let's see, develop and maintain comprehensive park trail recreation, fitness and sport facilities and programs. The rezoning This is my part would limit public access to frequently used trails and open space for recreation and fitness. Next thing, preserve and or incorporate natural drainage and floodplains wherever possible into park and recreation sites. My rebuttal is allowing for building here would not preserve this natural drainage and floodplain land and would prevent public use and enjoyment. Lastly, because my email was 20 million pages, develop, maintain and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents. My rebuttal is this is one of the few public open spaces that is conducive to recreation, like flying a kite with your kids, remote control airplane, walking your dogs, going on a nature hike, like my husband said, you know, seeing the deer Please vote no.

Mr. Wilshaw: We did get a chance to read your emails. While it was very well written. I appreciate that. Thank you. Good evening, sir.

Mark Vines, 30547 Bobrich, Livonia, MI. Good evening. Thank you for letting me speak. Thanks for your work tonight. I'd also like to thank the Brookwood Estates committee for doing great job. I was part of that group who had no idea that this was happening until just a few days ago. I would like to say, and I'm not the sharpest tool in the shed, but I would like to say, Father George, we haven't met, but I respect you very much and I respect your congregation, and I respect what you're trying to do. You mentioned that you love your neighbors and I do as well. As far as the environmental concerns, people have talked about that tonight and have said, I think a lot of given a lot of valid information about that, and I think that the committee should really consider that information. What's, you know, we've had some very talented people getting information, I think that really needs to be considered strongly. As far as having a senior facility, I can tell you that my wife and I took care of all four of our parents. I'm not saying that we were perfect. I'm not saying that. We did the best we could, and with that being said, it would have been nice to be able to walk out my back door and take mom to church or any of those kinds of things, but in certain cases we didn't have that we weren't able to add on an adjacent building for my parents, and I understand the want to, but I'm more about the need to and there's a lot of good people out there that need help and they can get the help with the withstanding infrastructure. So, with that said, thank you.

Mr. Wilshaw: Thank you, sir.

Marlon Hanstad, 30546 Brookview Drive, Livonia, MI. My close neighbors are right with me here tonight as well. A couple of things I want to address. 1. Constitution. I'll get back to that one. The other thing is, a little bit of our story, not to bore you, but this is our story. We were first married 42 years ago lived in Livonia. We left went to Plymouth Canton area, grew the kids up there. We always said there's no better city than Livonia, Michigan. And we came back six years ago, kind of planning out where we're going out into the golden sunset of retirement. We said we don't need this large house. We don't need it. We're gonna sell and go back to Livonia. We bought a ranch there right on Brookview Drive just six years ago. Now I'm getting this thrown at me. And my value is going to drop unbelievably. It's been stated here 17%, after six years of being a resident here again. It's not as friendly if this is zoned. It's not as friendly as the towns I thought. The other thing is this go back to constitution. I can speak from experience. I was on the Board of Directors slash elder board of

the largest church in Detroit metro area located out off on M 14 in Plymouth, Michigan. We change constitutions a couple of times within the couple of terms I was in. So, don't tell me they can't not resell it. They can change the constitution to resell it. They can do that. If it's an internal board, which my assumption is it is. That's what it sounds like. That's my concern. I stand here my wife, Susan 30546 Brookview Drive. We vehemently oppose this zoning.

Mr. Wilshaw: Good evening, ma'am.

Amy Bonser, 17525 Hillcrest, Livonia, MI. I attended the study meeting last week, and I've been listening very carefully at both meetings and I'm hearing some discrepancies and what we're being told about the three story complex. Last week, we were told it was going to be independent living, yet a lot of the members of the congregation have spoken about how they want to have a place for their parents to age and get the assistance they need. So, will this be assisted living? Or will this be independent living? They are two very different things. Assisted living is a 24/7 operation with lots of staff, lots of cars. There's already going to be a myriad of parking spaces and dumpsters needed for the space. So, I just would like some clarification on that. I am highly opposed to any form of the senior living. I would welcome a school. Thank you.

Mr. Wilshaw: Good evening.

Laura Cattaneo, 17474 Doris, Livonia, MI. What that woman just kind of brought up is what I've been hearing again here right now. And that still gives me pause. I mean, we all have emotional feelings about it right now and no one is trying to criticize or critique anyone or say they're not loyal. They're not Christian. They're not caring, but it comes down, I think, to black and white. And tonight, it seems like there's too many disparancies, too many discrepancies It really has to come down to very black and white when you make these decisions. Not about our feelings or anything like that. I mean, you have to know what you're going to do with this land. It has to be given. We understand we want to protect their seniors; they want this for them. It's very emotional right now. And I feel it has to come down to dollars and cents, telling you what you're going to do and having very specific things and sitting in here, right now, another woman came up and she said a wonderful story, but she said senior center. Again, another discrepancy. Senior Center. What are you saying? Are you going to build an activity center like Livonia seniors? Are you just building buildings for 55 and over? What is

the plan here? It still doesn't make any sense. So, I asked that the board really look at just facts figures dollars cents, there's not enough answers right now to put this in right now, and not yes, they postpone this.

Mike Burgess, 30825 Mayville, Livonia, MI. Some of the flooding concerns that the residents have brought up right behind where the garage and the fence are behind the church…well, behind the garage. There is a storm drain, and about 50 yards away from there, there's another storm drainage. And all the years that I've been here, which is well over a dozen, I've never seen an adequate water supply flow through there on drainage, and I'm just asking that the City Council at least postpone and postpone the vote until the city engineers can assess that value of those two storm drains. And that's all I have to say. Thank you.

Mr. Wilshaw: Thank you, Mr. Burgess. Good evening, ma'am.

Sue Barill, 30540 Jeanine Street. Livonia, MI. I'm just going to be real brief. I wasn't planning on talking tonight, but I just want, when you're making your decision tonight to consider what would be best for the community as a whole, and, you know, leaving this as public land where the whole public can use it, or rezoning it to accommodate the church community, which the more I hear tonight, as much as they say it will be for everybody in the community, it sounds very exclusive to me to their community, and not that they're reaching out to the residents of the neighborhood as a whole.

Father Jim King, priests at the Basilica of St. Mary. I have been serving here in this community for 26 years now. I can't believe it's gone that fast. But I came here directly out of seminary to help serve with Father George I was asked by the community to come and work with their youth, and to this day…I was a lay man when I first got here, became a deacon and now a priest. I still serve in that capacity. I oversee the youth and outreach ministry at our church, and it's been a privilege and an honor to be here in Livonia. I bought my first home here in Livonia. Raised my family here in Livonia. The basilica is my home parish, where my kids are being raised, where they were baptized, and God willing where they will be married one day. But I really just want to say that over the years, I've had an opportunity to meet many of the members and the neighbors and the residents here in Livonia and it is a gem in America. This is a beautiful city, and I'm honored to be able to be a part of it and to serve. I appreciate everything that I've heard here tonight. Really, thank

you for being here and for sharing your concerns. I want to ask the commission tonight to take to heart everything that's been said, but also to take a step back and remember what is being asked for tonight. All we're asking for is to have this land rezoned for the potential of more discussion, more facilitation, more conversation, as we move forward. But in order for us to even consider, and to move forward with the communication, we need to have this land rezoned. That has nothing to do with what goes on after that. So, there's a lot of other processes that has to take place.

Mr. Wilshaw: Please, please, please.

Father Jim: We were quiet for all of you, at least I was and I really appreciate what you have to say. This is my true feeling as a somebody who is raising my children here as well. This community, this Basilica of St. Mary community, for 25 years before I got there, and for the past 25 years has been serving this community. I've seen it firsthand. I've met many of you in our church. You asked to come and visit our parish and see what this place is all about and I greatly enjoy that I'd meet many of you at our community events and I meet a lot of the seniors in this event every single year for the past 20 years, as we host, as many of you know, Thanksgiving dinner for close to 400 to 500 people every single year for Thanksgiving. We host for free, a community center, not for the homeless, not for the needy, but just for the seniors, the elderly, the veterans, and the orphans when we have the opportunity. So, thank you so much, but please consider where we're at right now. We're just asking for rezoning. There's a lot of process that from my understanding that has to go on after that. And so, it sounds like there is willingness to consider different options back there, but we need to have the land rezone so that we can continue the conversation Thank you.

Francis Janis, 17439 Sunset, Livonia, MI. A lot of people have already addressed what I had written out originally. The flooding was something I had that's been addressed. Light pollution that's been addressed. I'm also mom to a nine-year-old son that attends Coolidge Elementary. We only moved here about a year ago and he has been involved in an ecological Club, where they actually took samples of the stream out there. There is a lot of runoff from road salt in that stream. I think the best thing I could say is a song that we were listening to this week. They pave Paradise, and they put up a parking lot. Please vote no on this please, for our kids. Thank you.

Mr. Wilshaw: Good evening, ma'am.

Ellen Cusin, 31098 Bobrich Street, Livonia, MI. I wasn't going to speak. But after hearing the gentleman speak earlier about just go ahead and approve it. And we'll see what happens. No, I'm sorry. That land, we found out by reading the observer after it happened that it had been sold. It was not even told to us many years ago. Then, if I didn't have a good neighbor, who happened to find out that this was going on, I would not be here. I would not know anything until it was done again. That's how we're finding out. I've lived at that, right there, in Livonia for 30 years there and the rest of my life has been over at Merriman and Joy. My whole life has been in Livonia. Livonia is supposed to be for the people, for the families. If we're taking away green space. What's left? What is the draw? Why? Why come to Livonia? Okay, I mean, I just feel like we're being blindsided and something's not right. Even the sign that goes and says that this is being proposed. It's white snow out black ladders. It's by the entrance, the first southern entrance to the original church, whatever they want to call it. Okay. I'm sorry, I do not know that. What?

Mr. Wilshaw: Please. Focus on us.

Ms. Cusin: He was talking to me. So, it wasn't even in a position it could have been placed that we're planning on doing this. Put it by the stoplight. So when you're there, oh, what's going on? I'm interested, I'm gonna take a look at that. No, it was hidden. It wasn't even put by the entrance to the old Bryant School, where you could pull in there and say, oh, what's the sign up for? So, I'm very concerned about…there is not transparency for what I'm seeing. So, going ahead and just approving and see what happens in the future. I'm not comfortable with that.

Mr. Wilshaw: Okay, thank you, ma'am.

Brian Smith, 301 26 Brookview Drive, Livonia, MI. I wasn't going to speak tonight. But after listening to everybody, I feel it'd be a dereliction of my duty as a citizen not to. My mother was pregnant with me when they moved into my house in 1960. They're both my mother and father in heaven now, but I bought the house from them. The only house I've ever lived in. I'm the third guy in my side of the street that is still living in their parents' house. That's incredible. It speaks to the quality of life, and part of that is that field. As the young lady said here earlier, children fly kites, men fly radio-controlled airplanes, children launch rockets as science

projects. Dogs play fetch. There's a trail system that goes along the Caribosee, well, you can call it a floodplain or a wetland, I don't really know, but there's a trail system that runs along there. This proposal and that sits before us would actually seal off four trailheads. I don't even know if you guys are aware of that. But there's four trailheads leading down to that creek. I feel sorry for the folks on the south elevation. We've heard people tonight say that there's an issue with noise and light pollution already, which I wasn't even aware of. I don't live on the south elevation but the north elevation is what I want to talk about tonight because that's the one that's facing the woods and the Cariboosee creek. I know that Bryant field, which I still call it…I’ve been going on those trails since I attended Coolidge. It was a few years ago, but there's a lot of deer that live in those trails. I've seen them face to face on those trails and I just think that sealing off excess is not the way to go. So, I would encourage you to not to approve this proposal as it stands. I think would have a devastating effect on our property values and our quality of life, which really makes Livonia special. Thank you.

Mr. Wilshaw: Thank you, Mr. Smith.

Mr. Wilshaw: Good evening, sir.

Tom Erle, 31545 Pembroke Street, Livonia, MI. It's been a long haul for me. It's back in 76 when I moved to Livonia. I really love this community. At this meeting, you said you were going to focus on zoning. I understand that's very important. However, rezoning actually has to take into effect many other things about what can be built there. I think you should table this discussion, until you can get some major studies done on this property. I think it's a wonderful plan that the priest wants to do with this community, but I hear a lot of questions, and one of the biggest questions I hear about is, how are you going to take care of your drainage? That is an engineering thing. You can't change the engineering, just because you change the zoning. You have to understand what that zoning does. What can you do with the land with the engineering as you have to do? Now there's ways of creating floodplain, it can be in the ground, it can be above the ground. But those are types of things that you should be finding out before you resolve it. In my humble opinion. There's other issues with the lights and other things that you want to discuss. Those normally can be done with, with a simple changing of lighting. But it hasn't been done before. So, you don't have the trust that you would have if you had that upfront. And that's what

I'm hearing, even though it's not my neighborhood, it's still my city. I think that should be answered first before you rezone it. So, take a chance and do due diligence that you might be in better off shape. Like I say, I like what the priest had to say.

Mr. Wilshaw: Thank you, Mr. Erle. Good evening, ma'am.

Sue Hanstad, 30546 Brookview Drive, Livonia, MI. My husband has already spoke, and I've heard a lot of good comments both ways, but I want to bring up the fact that we are just one house away from this field. So, it influences us and affects us greatly. And when you talk about being a good neighbor, I would just like to know there are many public areas in Livonia that are empty, that have been vacated. Why don't we look at something like that to be a good neighbor. If we really want another resource and another senior center. Look at something like that where it's not in the single home area. That's all I'm going to say. I hope you vote no. Thank you.

Mr. Wilshaw: Good evening, ma'am.

Diana Albarchini, 14179 Cranston Street, Livonia, MI. I would like to add my voice to Father Jim and Father George and the last gentleman here. They sounded very wisdom. I'm going to ask you the same thing to think about it in a wise way, because we have a lot of people here including myself who are looking forward for the center. When we grow old or a housing, I don't know the exact wording, but you know what it means to live there when we're older. We are looking forward for it. We love Livonia. We've been living here in Livonia for a while. My kids goes to Livonia and the community is wonderful and the church is also wonderful. We have a big parishioner number and you should not be afraid from a church, if they're not gonna zone right or do right, because it could be…this could be a chance for the engineering problems to be actually solved and have your the water issue resolved. So that could be potential. So, if that, you know, if you don't want to vote yes, at least wait for all the studies to be done and hopefully that will be solved and the marketing value will come up because we have the best neighbor, and the best city and we make the market value the people make it. Thank you.

Mr. Wilshaw: Thank you, ma'am. Good evening.

Beverly Vines 30547 Bobrich Street, Livonia, MI. Again, I was not planning to speak tonight, but I feel like I need to at least ask that you set

this aside, deny the rezoning tonight. Think about the impact it has. I've heard love your neighbor quite a bit. Love your neighbor does not take your backyard or public land away from somebody. Love your neighbor is doing what's best for them. I'm pretty sure that perhaps any of your members or any of the other people that live in Livonia or are on any boards, if this was proposed that would happen to their backyard, that they would probably feel a little bit differently about it. I am compassionate for older people, as my husband stated, we moved our parents in, we took care of them in their house, we did everything that we could. There are ways to take care of our elders, and I strongly believe in taking care of our older people. But it cannot be in my mind, a way to take away from families that have had public land in their backyard that just seems not appropriate doesn't seem fair to those people that are living there. I see the vision. It's a strong, it's a good vision. But I think it needs to be dealt with in a different way and not take people's backyards from them and public land. Thank you for listening. Appreciate it.

Amelia Vilkas, 31716 Curtis, Livonia, MI. Can I finish what I wanted to originally?

Mr. Wilshaw: I'll give you a minute.

Ms. Vilkas: So, every architect at an architectural firm knows that there's a process of design that goes and primarily there's seven steps of the process. The first is the predesign, which is to conduct research and collect information so local zoning land use restrictions, project scope, clients' desires scale, surrounding buildings, neighborhood site conditions, building codes, and more. The second is then the development of the designs and that means developing the design proposal creating site plans, floor plans, building elevations, structural, mechanical, electrical, plumbing, and heating, ventilation and air conditioning. We have not seen those. Only on the fifth process do you go to the city and present your proposal that is known and that has not been done. There has been a mess in so many steps. And it makes this project very questionable. That's all I want to say.

Salem Samaan, Livonia resident. I'm also a member of the parish and the legal advisors of the parish and I'm also the co-chairman of this Maryim project. I've heard a lot of things tonight, and I appreciate everything that everybody had to say. I appreciate the fact that some people feel emotional about what's happening, but when I hear things about what you need to do

first, this is zoning. After this happens, there's no way or no reason for you guys to approve the site plan or the project. When do you start actually doing the work that has been talked about? Once we get to that point, we have to get the engineering done. We have to get the water issue taken care of. There is many things that would have to happen before we come back before you for you to be able to say okay, yes or no, and that decision is up to you. If you don't agree with what's going to be constructed you get to say, No, this is not that. I think we're putting the cart before the horse here. We're saying, well, we don't have the plans, all the studies. How can we do any studies if we don't have the zoning to move forward with these studies? To get it done and move forward? So, thank you very much.

Monica Suchara, 31413 Curtis Road, Livonia, MI. Only question I have is how many three and four story buildings do we have in Livonia? And how many in residential areas? As far as I see, I drive around I see very few. The last one I know of went into Madonna University and that was a dorm. And actually Madonna University sent notes to all the neighbors, three, four, five miles across to them, asking if it is okay. Number two, how many private schools have we just put in this year? I believe weput in two charter schools, am I correct? I'm not sure. So, every public, for every public school we put into our city is saying we have no confidence in our public schools. It drives me nuts. That part drives me nuts because I'm very pro public, and we're losing students and where are they going? You know. So, that's another thing to take in consideration. And right now, they have a Montessori. There's been a sign up for three, four years. I don't even know if they fill that Montessori, and right now they can say one to five. How do you know it doesn't go one to high school? We don't know that. They can change that, and we also have a what 50 million? What do we spend for our rec center? And we also have programs for all our children, for all our seniors, for all people that are handicapped, everything we have our own. So that's not going to say I'm a hyper person, excuse me, and I like you over there. I like you a lot. Oh, my God got a nice face. Bye.

Mr. Wilshaw: Is there anyone else wishing to speak? I think we've given everyone a good shot. If everyone can please quiet down a little bit. Now we're going to give an opportunity for the petitioner to come forward and address any issues that they would like to, again, we're not going to engage in a debate back and forth. But we do always give our petitioner the last word. So, if they would

like to add anything from what they've heard, answer any questions or address any issues that were raised, this is the time to do it.

Father George: Once again, this is very helpful. It's bringing to light question that we are not aware of it. When we had the groundbreaking ceremony, because the bishop was in town we didn't build. We did not have the right to send an announcement to the neighbor. It's the city's job. So, when you say that and where's the sign is'..the sign is on our property? We cannot put it on Bryant Junior High School. We are not here to debate what everyone has said. All what I'm saying, that all these concern will be answered and will be bound by law as the City of Livonia whether the Zoning Commission, the city, the police, because the best advocate for all of us, is you, the police, the fire marshal, the traffic and all of them, they will not violate the law that we stand. I appeal to you to that we can vote for it and we can work together in the future because this meeting, as much as we may be differ and disagree, we all have saying the same thing. So, who's going to decide one over the other? We're here. We're listening. I sat down here for two and a half hours and it seems to me I'm the one who's been attack and distrusted and talking about trust and not trust.

Mr. Martin: Free speech. Free speech.

Father George: Yes. Well, thank you. Give me the time to speak. Don't answer without…don't interrupt me. I did not interrupt you. When we talk about constitution, we're not talking about the Constitution of the Nation, we're talking of the constitution of archdiocese. So, I am here to work with you to any proposal, to any modification, to any change that will bring this project to fruition. I thank you.

Mr. Wilshaw: Thank you, Father George. Going to go to our commissioners and see if there's any questions that they have, either for our planning staff or for the petitioner. Is there any questions from any of our commissioners based on the information we've heard so far?

Mr. Long: The plan for the school. I've heard differing age groups for the school. What would be the if you if you built the school, what would be the grade levels that attended that school?

(Audience asked if he could speak louder)

(Inaudible)

Mr. Long: Well, so first of all, my question, sorry, I wasn't close enough to the microphone, tut my question was, what would be the age group for the schools?

Mr. Abdelnour: One to five. It's a Montessori school. Its age one through five. One year old to five-year-old. It's basically it's just a matter, there's no kindergarten, there's no first, second grade. It's just a one through five, period, not grade, but age group..

Mr. Long: So, after five years old, then they would attend a different school?

Mr. Abdelnour: We don't deal with them after that.

Mr. Long: Thank you.

Mr. Wilshaw: Any other questions from any of our commissioners, for our petitioner?

Mr. Wilshaw: I do want to thank everyone in the audience for your comments. Obviously, there was a lot of comments that we received. There's a lot of information that we're taking in and there's a lot of issues that were raised. And we appreciate everyone's thoughts and comments on this issue, both for and against. Mr. Taormina, I did have just a couple of questions, based on some of the information that we heard. There was discussion about this remaining public land. This property, as I understand it, is not public land. It was purchased by the church when it was sold by the school district some years ago. Is that correct?

Mr. Taormina: It's my understanding that St. Mary's or an affiliate of St. Mary's is now the owner of the property in question…they own it. It's no longer owned by Livonia Public Schools.

Mr. Wilshaw: Okay, and the public lands zoning is kind of a unique zoning in our choices of zoning, in the sense that it's dedicated strictly to land that is owned by governmental entities, such as a school city and perhaps smaller municipalities. Is that correct?

Mr. Taormina: No, the ordinance does not preclude public land being owned by a private corporation, firm or person, but the use itself needs to be authorized and licensed for public service or public use.

Mr. Wilshaw: Okay, so that explains what the purpose of public land is. Okay. Okay, and the other question was in regards to the master plan, What does the master plan say this property's designation is?

Mr. Taormina: As I indicated in my opening remarks, the Parks and Community designation reflects the prior ownership by LPS. The master plan also has a category called floodplain and that recognizes that a substantial portion of the property is in fact, regulated floodplain area.

Mr. Wilshaw: Okay. All right. Thank you. That was a couple hours ago. So, you need to refresh my memory. Thank you. Is there anyone else with any questions for either the petitioner or for our planning staff on the commission? If not…

Mr. Caramagno: Mr. Taormina, I've got a question. If this were to get changed to zoning for the high rise multistory apartment complex, if it were to go down that road, could the school, and anything can happen I understand, could the school potentially sell the rest of that land? And is there a precedent to build apartments on that property for a developer then?

Mr. Taormina: If what you're saying is that if this rezoning is approved and an apartment building is constructed on the property and then at some future date LPS decides to sell additional land, would that open the door potentially for additional similar type of development? I would say that it would potentially…decisions would be made by the city that would recognize those adjoining land uses as probably being compatible, to some extent. But each case is going to have to be reviewed on its own separate merits, and now we're talking about a different property and potentially different impacts to the surrounding area. So, I would say it doesn't set a precedent.

Mr. Caramagno: You say it does or does not?

Mr. Taormina: I would not, but I think it could potentially influence to some extent, the future use.

Mr. Caramagno: So, if you've got a 100, home, apartment building sitting there, and the school sells the rest of that property to a developer, they say, hey, listen, there's already an apartment building there, I want to put in 12 more of these things now.

Mr. Taormina: Yes, I don't think it does. It doesn't guarantee that by any means.

Mr. Caramagno: No, of course not, but yeah, but it puts you in a bad position. It could put you in a bad position. So okay, Thank you, Mark.

Mr. Wilshaw: All right. Thank you, Mr. Caramagno. Any other questions from any of our commissioners? Mr. Taormina, to kind of play off Mr. Caramagno' s question, slightly in terms of and, it was raised by one of our residents, Mr. Condon, raised the issue of if this property is rezoned, and I'm speaking specifically of the NM3 I, the high rise section of the property, if it's rezoned to that zoning, and the church decides to not go forward with this project, that zoning will stay with that property, and it could potentially be sold off by the church to a private developer, who would already have that zoning secured, and then they could present a site plan to build something on that property privately outside of the church's project, is that correct?

Mr. Taormina: That's possible. Once the zoning is in place, it doesn't guarantee the ownership. That's not the purpose of zoning which provides the framework for what can be developed on that property. So, yes, I mean, theoretically, what you're saying could occur.

Mr. Wilshaw: Right, the guarantee that we've heard so far tonight is that it's the church's constitution, their internal documents and processes that prevent or preclude them from being able to sell a property. But there's, there's no, is there a guarantee that we can incorporate into this process anywhere to prevent that

Mr. Taormina: The only way that could happen would be through a conditional zoning agreement which is something that City Council would have to entertain. The conditions upon which the zoning would be affected would have to be voluntarily offered by the church. So, the church would have to present that to the City Council, and the City Council could consider that for approval. It's not something that either this body or the council can impose upon the develop. It would have to be voluntary on the part of the Petitioner as a conditional zoning agreement as specified in the statute.

Mr. Wilshaw: So, the property owner themselves, which in this case is the church, would be able to say that they're willing to condition the zoning, that it would be only for their use and then if the property is not used by them for that process, it would…the zoning would revert back to its former use, and that would be an offer that they would have to make to us. Is that correct?

Mr. Taormina: That is my understanding, and we'd have to confer with our legal department to make sure that they would agree with that, but we've done similar types of agreements in the past, so I believe it is possible.

Mr. Wilshaw: Okay. Okay. That's the only question I had, at the moment. Is there anything from anyone else again?

Mr. Long: Mark, with some of the other rezonings that we've had, maybe to a commercial status, I believe that the zoning doesn't necessarily go for a vote with City Council until a site plan, it kind of gets coupled with the site plan. Am I correct with that? Or do they always do a zoning first and then come back for a…

Mr. Taormina: Typically, what will happen is, once this body makes a recommendation, City Council will then hold a public hearing. If they decided to move the project forward, there would be a First Reading, which basically announces the fact that the City is in the process of changing the zoning of the property. But that doesn’t commit the City to the change. What happens next is, for a lack of a better term, the City Council puts the brakes on the zoning process and allows the petitioner then to file a site plan application. That's when we get into all of the details associated with the project, whether it's lighting, engineering, flooding, and our stormwater detention. All these things are addressed as part of the site plan review process. This body then makes a recommendation to City Council, which has a similar review of the details of the site plan. The final step in the process is the Second Reading and Roll Call vote on the zoning, followed by a vote on the site plan. That typically happens at the end and is the final step in the process. You're right, the action to rezone the property typically does not occur until such time that the City Council has reviewed the full plan, and the plans have been fully considered.

Mr. Long: So, if that process were followed, or here as well, you would have the same type of thing. It would be given a first reading, but until a site plan would come through on this, the zoning would not be officially changed until the site plan if that same process were held.

Mr. Taormina: That's correct. The rezoning is really an amendment to the zoning ordinance and zoning map. That process requires publication. The Second Reading and Roll Call doesn't occur

until after the site plan has been reviewed and is ready for approval.

Mr. Long: Thank you for that procedural clarification.

Mr. Wilshaw: Thank you, Mr. Long. I appreciate you bringing that issue up. It is kind of a complex process that happens here at the city when it comes to rezonings and the first reading and second reading that happened at Council and those are terms that not everyone in the audience or the community are necessarily familiar with, or that's a process that they don't necessarily see on a daily basis and their day to day lives. So, it's good to understand that it is fairly typical in the city for zoning as it goes to City Council to be held essentially, until the site plan catches up to it. So, it's not often that you will see a zoning change in the city without some sort of a detailed site plan right behind it at that exact same meeting. So, just so people understand that process a little bit more thorough, I appreciate your asking those questions. The other thing to keep in mind is for the folks in our audience. zoning and site plans are two very distinctly different processes. And as we make whatever recommendation that we make. City council doesn't necessarily agree with our recommendations they sometimes will deny a request that we approve of, or in our recommendation, there's times that we make a denying request or recommendation and City Council make an approving recommendation. There's also the scenario of a petitioner requesting a particular zoning use such as…I'm going to just use the example in this case of a NM3-I which allows a four-story building and we or the City Council may only approve a lesser zoning, more restrictive zoning. Is that correct, Mr. Taormina? That happens on occasion.

Mr. Taormina: That is correct.

Mr. Wilshaw: So, I think that things can be…there's a lot of different paths that this can go on. It's the whole point of what I'm trying to say to both our folks here that are in the audience watching this and also online and on TV, so just wanted to make those comments. If there's no other questions or comments from any of our commissioners, ten I will close the public hearing and a motion is in order

Mr. Wilshaw: And this is where the silence happens.

Mr. Long: Mr. Chairman, you know we've listened to a lot of different voices here tonight and came into this with an open mind

because I wanted to hear what everybody had to say. I cannot myself get behind the multi-story, the three story zoning for that part of the parcel. I can get behind a car compromise zoning that would be the N2, which would allow the…it's a neighborhood. It would not allow the multi-story building to be built, but it would allow the school.

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

#01-04-2023 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on January 31, 2023, on Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories), the Planning Commission does hereby recommend to the City Council that only the N2 portion of the request be approved at this time, for the following reasons:

1. The proposed N2 District is compatible with the surrounding land uses and zoning districts.

2. The current P-L District is intended for uses or facilities that furnish governmental services to the public.

3. The proposed N2 District will provide for the development of the subject property in a manner that is appropriate for its size and location.

4. The proposed zoning change will allow the development of an educational academy that will provide needed services for the Basilica and the surrounding area, and

5. The proposed zoning change is consistent with the Future Land Use Plan's goals, policies, and objectives.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of Livonia Vision 21 Zoning Ordinance, as amended.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Bongero, Long, Caramagno, Wilshaw
NAYS: Dinaro
ABSENT: Ventura
ABSTAIN: None

Mr. Wilshaw: Is there any discussion?

Mr. Caramagno: Mr. Chair.

Mr. Wilshaw: Mr. Caramagno?

Mr. Caramagno: I share in Mr. Long's opposition to a high-rise building apartment complex. I have concern from what I heard earlier. I'm not opposed to the alternate and the school building, but I did hear very clearly earlier that the church is not interested in a split decision on this. I don't know if they've changed their mind or will change their mind based upon this vote, but I heard it pretty clearly earlier that it's all or nothing. So, I'm willing to go through with the vote. But I don't know if we should ask them if they're interested in this or not, before we vote on it.

Mr. Wilshaw: Well, normally we don't go back to the petitioner in the middle of a motion. But if…

Mr. Caramagno: We don't have to, but I'm just…I heard it pretty clearly said earlier that it's all or nothing. They're not interested in a partial.

Mr. Wilshaw: This is the motion that has been made. So, this is what will, if approved, will go on to City Council and if they want something else, they can present something else to either us or City Council at that point. We're making a recommendation for the N2. This is a request just to approve the N2 zoning.

Mr. Taormina: To answer Mr. Caramagno's question, I guess the follow-up question would be, will there be a subsequent consideration for the other part of the request?

(Audience said they couldn't hear)

Mr. Taormina: The question is whether or not there will be a subsequent consideration for the balance of the request. The Commission is only addressing the N2 portion of the petition at this point. I don't know if it's the intent of the Commission to then address the NM3 request as a separate resolution.

Mr. Wilshaw: Mr. Long?

Mr. Long: Thank you. Mr. Taormina, can you put the map back up? It's okay, we've been here a long time and we have screensavers and timeouts.

Mr. Taormina: Yeah. So, what's your, if I may…

Mr. Long: So, on the map right there, the L shaped parcel is suggested here to go from PL to N2, and that was the area where they wanted to place the school, correct.

Mr. Taormina: That is correct.

Mr. Long: Okay. So, my motion refers only to the L-shaped parcel and does not touch the public land that was requested to go to NM3-I.

Mr. Taormina: Understood.

Mr. Long: Okay. So, therefore, you know, I guess I'm not touching that with my motion. I guess we could, I don't know the rules of procedure as to whether we could take that separately, or what, but the intent of my proposal here was to just offer up the school.

Mr. Taormina: If the Commission decides to vote on that, then the question is, will there be a second resolution? We should still address the balance of the request, whether it's a denial, a tabling, or an alternate zoning classification, because that is part of the request. You can bifurcate the resolution.

Mr. Wilshaw: The petition before us is for both pieces, so we should address them either positively or negatively in some form or another, and certainly alternative motions are also available to be put on the floor if someone wishes to do that, and we could vote on that, that doesn't happen very often.

Mr. Taormina: You should vote on this portion now.

Mr. Long: So, we would vote on mine first and then move forward.

Mr. Wilshaw: Right, we can vote on your motion, and then we'll allow for another motion to be put on the floor for the remaining parcel if someone's willing to make that motion. Okay. Is that okay to the maker of this motion?

Mr. Long: That's okay to the maker of this motion. We can deny this and if we start over if that's what my colleagues prefer. Thank you.

Mr. Wilshaw: All right. is there any more discussion on this motion, which again, is to only approve the into portion of the of the zoning. Any other questions, comments? If not, if the Secretary is ready, please call the roll.

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

Mr. Wilshaw: We do have an opportunity now for any additional motions to be made on this.

Ms. Dinaro: I'm going to motion to table it.

Mr. Wilshaw: Okay. Miss Dinaro is making a motion to table the remaining portion, which is the NM3 portion, I guess we're going to call that the NM3-I. Is there support for our tabling motion?

Mr. Bongero: Support.

Mr. Wilshaw: All right. There is a motion made by Mrs. Dinaro supported by Mr. Bongero. There is no discussion on tabling motions, unfortunately.

Mr. Wilshaw: Before you call the roll, I just want to ask Ms. Dinaro a clarifying question. Are you setting a date certain or an open ended?

Ms. Dinaro: I think open ended for now.

Mr. Wilshaw: Okay. Mr. Taormina?

Mr. Taormina: In this case, we would have to act on the petition within a certain timeframe. I apologize, but I believe it's 60 days from the point in time when it is determined that the application is complete. So, this item would most likely have to appear at our next meeting.

Mr. Wilshaw: Okay, so it will go to our next study.

Mr. Taormina: Unless the petitioner is willing to push it back. So that is the other option.

Mr. Wilshaw: Okay. All right. So, it seems like the most prudent day would be to put our next regular public meeting. Is that acceptable to you?

Ms. Dinaro: I suppose.

Mr. Wilshaw: You're the maker of the motion. So, we have a tabling to our next regularly scheduled meeting. And that will give the…we can ask our Planning Department if they want to talk to the petitioner about…or figure out if that date is within our guidelines. Is there there's no discussion on tabling so Mr. Secretary, are you caught up?

Mr. Caramagno: I think so.

Mr. Wilshaw: Please call the roll.

On a motion by Dinaro, seconded by Bongero, and adopted, it was

#01-05-2023 ***RESOLVED***, That pursuant to a Public Hearing having been held by the City Planning Commission on January 31, 2023, on Petition 2022-12-01-02 submitted by Basilica of St. Mary under Sections 13.13 and 13.15 of the Livonia Vision 21 Zoning Ordinance, as amended, requesting to rezone parts of the properties at 18100 Merriman Road and 30600 Brookview Drive, located on the east side of Merriman Road between Mayville Drive and Seven Mile Road in the Northwest ¼ of Section 11, from P-L (Public Lands) to N2 (Neighborhood) and NM3-I (Neighborhood Multifamily – Maximum 4 Stories), the City Planning Commission does hereby table the part of the request for the change of zoning to NM3-I to February 14, 2023.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Dinaro, Bongero, Caramagno
NAYS: Long, Wilshaw
ABSENT: Ventura
ABSTAIN: None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

LETTER TO THE LIVONIA CITY COUNCIL

10.

Council Office
September 22, 2023

MEETING DATE	PREPARED BY
R100223	Sara Kasprowicz, Council Office Manager,

AGENDA ITEM

BLOCK PARTY: Barb Ferrarra, re: to be held Saturday, October 7, 2023, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

BACKGROUND DETAILS

Block party request from Barb Ferrarra, to be held Saturday, October 7, 2023, from 12:00 p.m. to 8:00 p.m. on Perth Street, between Arden and Berwick Streets.

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

to approve as submitted

ATTACHMENTS

None

APPROVED BY

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

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

PLEASE PRINT

Date of Application: 9/25/2023 Date to appear at a Council Meeting: Oct

Name of Neighborhood Representative: Barb Ferrara

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

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

Email: bstdgcody71@yahoo.com

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

10-7-2023		12:00 – 8:00
Date of Block Party and/or Barricading	Rain Date	Start/end time of Block Party and/or Barricading **End time is no later than 10:00 p.m.**

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

Close Perth St. between Arden & Berwick
see attached - each house received this hand out + we have a private FaceBook group - Perth Neighbors

Type of Event: Briefly (Describe activities planned. Music, barbecue, games, etc.)
Chili cookoff, Cookie Bake off - music (DJ), bounce house, Corn Hole, kids crafts

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

Approximate Number Attending: 40

Date of Council Approval/Denial: _____

Council Resolution Number: _____

City Council Office Document
Revised August 2021
A:Block Party Form

block PARTY

block PARTY

~ Perth St Block Party ~

When: Saturday, October 7, 2023

Time: 1:00 p.m. - 6:00 p.m.

(Closing the street off from Arden to 31635 and 31624 Perth St, starting at 12:00 p.m.)

Theme: A little neighborly competition ☺

***** First, a big THANK YOU to Barb; she secured a grant from the city to help us with the Block Party!! *****

~ 1st Annual Chili Cook Off ~

Do you have a chili you'd like to share? Well, then, get out the family recipe and start cooking!

~ Cookie Bake Off ~

I know we have bakers in our neighborhood! Let's see who you are.

If you're interested in participating in the Chili Cook Off or the Cookie Bake Off, please let Barb know by Friday, September 29.

We have Prizes for the winners!! So sign up today!!!

We're planning on bringing all the fun from last year!

- **Live DJ**
- **Corn Hole Competition**
- **Bounce House ***
- **50/50 raffle**
- **Games**

You can reach me on the Facebook group page: Perth Neighbors

Or, call/text Barb at 734-536-0546

Any/all donations are welcome ☺

***Bounce house will need volunteers to monitor the children.**

LETTER TO THE LIVONIA CITY COUNCIL

11.

Engineering
September 15, 2023

MEETING DATE	PREPARED BY
R100223	Karen Worley, Secretary IV,

AGENDA ITEM

REQUEST TO CERTIFY THE 2023 TRANSPORTATION ASSET MANAGEMENT PLAN - PUBLIC ACT 325: Engineering Division, re: as required by the Michigan Transportation Asset Management Council (TAMC). (CR 281-20)

BACKGROUND DETAILS

Public Act 325 which was enacted in July of 2018 required that beginning in October 2019 and on a three-year cycle thereafter, certification must be made for compliance to Public Act 325. Pursuant to this act, a local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for the road, bridge, culvert, and traffic signal assets.

The Michigan Transportation Asset Management Council (TAMC) requires the certified asset management plan be submitted no later than October 1, 2023 and require a Council Resolution.

TAMC established a schedule for submission of asset management plans by local agencies due each year on October 1st beginning in 2020 thru 2023. There are approximately 40 local road agencies that must submit their asset management plan and the City of Livonia was selected this year. Please note that Michigan Department of Transportation (MDOT) is not subject to PA 325 requirement as the Federal Highway Administration provides oversight of Transportation Asset Management Plans (TAMP) coming from state transportation departments.

TAMC provided a template for the local road agencies to utilize and required the use of Roadsoft to export files to included in the report. In general, the City of Livonia manages 373.51 miles of road, 60.52 miles are classified as City Major and 312.99 are City Local as of June 30, 2023. We have approximately 1.47 miles of unpaved (gravel) roads. There are two (2) bridges under our jurisdiction, Hubbard Road over Bell Creek and Newburgh Road over Rouge River. They are inspected every 2 years and are both rated in Fair Condition. The next inspection is due next fall. There are 89 traffic signals

that the City has a cost sharing agreement for, of which 29 are owned by the City of Livonia, but maintained by Wayne County. We pay for energy and maintenance costs for these traffic signals. In addition, there are two (2) traffic signals located on Eight Mile Road in which we receive invoices for energy and maintenance costs from Oakland County Road Commission. Finally, there are 59 culverts in the City of Livonia of which 42 are under our jurisdiction, 16 under Wayne County and the remaining one under Michigan Department of Transportation.

We are requesting authorization for City Council to formally approve the resolution accepting the Asset Management Report with any minor revisions required to ensure compliance which will be

updated on a 3-year cycle. The Proof of Acceptance form is required to be signed by the City Engineer and Chief Finance Office of the local road-owning agency.

PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

OFFICE OF THE CITY CLERK
CITY OF LIVONIA

The undersigned, Susan M. Nash, City Clerk of the City of Livonia, does hereby certify that a Regular Meeting of the Council of the City of Livonia, held on October 2, 2023 at 33000 Civic Center Drive, Livonia, Michigan, at which time and place the following members of the Council were present: _____. Absent: _____. The following resolution was made and adopted:

#XXX-23 WHEREAS, the City of Livonia believes quality roads are a vital part of any community; and

WHEREAS, the City of Livonia has a Citizens Advisory Committee on Roads that reviews and prioritizes City streets most in need of repair in utilizing asset management practices presented by the Department of Public Works and Engineering Department since 2002; and

WHEREAS, Public Act 325 of 2018 requires local road agencies responsible for 100 or more certified miles or road to include requirements for asset management plans to be submitted to the Transportation Asset Management Council (TAMC) by October 1st; and

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council hereby accepts the asset management plan report with any minor necessary revisions to be accepted by TAMC and be submitted on a three (3) year cycle for compliance.

A copy of the resolution will be forwarded to TAMC. The report was submitted prior to the deadline.

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

AYES: _____

NAYS: _____

The _____ declared the resolution adopted.

IN WITNESS WHEREOF, the undersigned has hereunto affixed her signature on this ____ day of October, 2023.

_____

Susan M. Nash, City Clerk
City of Livonia, Wayne County, Michigan

ATTACHMENTS

1. Council Resolution No. 281-20 - Public Act 325

APPROVED BY

Todd Zilincik, P.E., City Engineer — Date: September 15, 2023

Don Rohraff, Director of Public Works — Date: September 15, 2023

Paul Bernier, City Attorney — Date: September 15, 2023

Maureen Miller Brosnan, Mayor — Date: September 15, 2023

OFFICE OF THE CITY CLERK
CITY OF LIVONIA

The undersigned, Susan M. Nash, City Clerk of the City of Livonia, does hereby certify that a Special Meeting of the Council of the City of Livonia, held on September 28, 2020 at 33000 Civic Center Drive, Livonia, Michigan, at which time and place the following members of the Council were present: Cathy White, Brandon McCullough, Laura Toy, Scott Bahr and Kathleen McIntyre. Absent: Rob Donovic and Jim Jolly. The following resolution was made and adopted:

#281-20 WHEREAS, the City of Livonia believes quality roads are a vital part of any community; and

WHEREAS, the City of Livonia has a Citizens Advisory Committee on Roads that reviews and prioritizes City streets most in need of repair in utilizing asset management practices presented by the Department of Public Works and Engineering Department since 2002; and

WHEREAS, Public Act 325 of 2018 requires local road agencies responsible for 100 or more certified miles or road to include requirements for asset management plans to be submitted to the Transportation Asset Management Council (TAMC) by October 1st; and

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council hereby accepts the asset management plan report with any minor necessary revisions to be accepted by TAMC and be submitted on a three (3) year cycle for compliance. A copy of the resolution and asset management plan will be forwarded to TAMC.

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

AYES: White, McCullough, Toy, Bahr and McIntyre

NAYS: None

The President declared the resolution adopted.

IN WITNESS WHEREOF, the undersigned has hereunto affixed her signature on

this 29th day of September, 2020.

Susan M Nash

Susan M. Nash, City Clerk
City of Livonia, Wayne County, Michigan

City of Livonia
2023 Transportation Asset Management Plan

September 27, 2023

A plan describing the City of Livonia's transportation assets and conditions

Prepared by: City of Livonia
Todd J. Zilincik, PE
City Engineer
(734) 466-2561

In cooperation with: OHM Advisors
Jessica Katers, PE / Brittney Bult, EIT
34000 Plymouth Road
Livonia, MI 48150

CONTENTS

Table of Figures i
Table of Tables ii
Executive Summary iii
Introduction 1
1. Pavement Assets 3
Inventory of Assets *4*
Condition, Goals, and Trend *5*
Modelled Trends, Gap Analysis, and Planned Projects *7*
2. Bridge Assets 12
Inventory of Assets *13*
Condition, Goals, and Trend *14*
Programmed/Funded Projects, Gap Analysis, and Planned Projects *15*
3. Culvert Assets 16
Inventory of Assets *17*
Goals *18*
Planned Projects *18*
4. Signal Assets 19
Inventory of Assets *20*
Goals *20*
Planned Projects *20*
5. Financial Resources 21
Anticipated Revenues & Expenses *21*
6. Risk of Failure Analysis 24
7. Coordination with Other Entities 26
8. Proof of Acceptance 28
A. Pavement Asset Management Plan 1
B. Culvert Asset Management Plan Supplement 1
C. Traffic Signals Asset Management Plan Supplement 1
D. Glossary & Acronyms 1
Glossary *1*
List of Acronyms *9*

TABLE OF FIGURES

Figure 1: Map showing road assets and condition 4

Figure 2: Pavement types. 5

Figure 3: City Major Network condition, goals, and trend 6

Figure 4: City Minor Network condition, goals, and trend 7

Figure 5: City of Livonia's Proposed Road Program Map for 2024 11

Figure 6: Map illustrating locations of City of Livonia's bridge asset 13

Figure 7: Condition, projected trend, and goal for City of Livonia's good/fair and structurally deficient bridges 15

Figure 8: Culverts under City of Livonia jurisdiction 17

Figure 9: Key transportation links in City of Livonia's road and bridge network 25

TABLE OF TABLES

Table 1: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis..... 8
Table 2: Type, Size, and Condition of City of Livonia's Bridge Assets 14
Table 3: Barrel Ratings for culverts under City of Livonia jurisdiction 18
Table 4: Vicinity Ratings for culverts under City of Livonia jurisdiction 18
Table 5: Annual Fiscal Year Revenues & Expenditures per Fiscal Year 23

EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, roads and bridges are some of the most important assets in any community, and other assets like culverts, traffic signs, traffic signals, and utilities support and affect roads and bridges. The City of Livonia's roads, bridges, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining these assets, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain roads, bridges, and support assets in an efficient and effective manner. This asset management plan is intended to report on how the City of Livonia is meeting its obligations to maintain the public assets for which it is responsible.

This plan identifies City of Livonia's assets and condition and how the City of Livonia maintains and plans to improve the overall condition of those assets. An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of City of Livonia's obligations towards meeting these requirements. However, this plan and its supporting documents are intended to be much more than a fulfillment of required reporting. This asset management plan helps to demonstrate City of Livonia's responsible use of public funds by providing elected and appointed officials as well as the general public with the inventory and condition information of City of Livonia's assets, and it gives taxpayers the information they need to make informed decisions about investing in City of Livonia's essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The City of Livonia is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road and bridge network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing transportation infrastructure with a limited budget.

The City of Livonia has adopted an "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users' expectations. City of Livonia is responsible for maintaining and operating over 373 centerline miles of roads and two (2) bridge structures. It is also responsible for 28 culverts and 29 signals.

This 2023 plan identifies City of Livonia's transportation assets and their condition as well as the strategy that the City of Livonia uses to maintain and upgrade particular assets given City of Livonia's condition goals, priorities of network's road users, and resources. This 2023 plan is an update to the initial plan submitted in 2020. An updated plan is to be released approximately every 3 years both to comply with Public Act 325 and to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Todd J. Zilincik, PE., City Engineer, 12973 Farmington Road, Livonia, Michigan A copy of this plan can be accessed on our website at www.livonia.gov for review.

1. PAVEMENT ASSETS

City of Livonia is responsible for 373.51 centerline miles (period ending June 30, 2023) of public roads. An inventory of these miles divides them into different network classes based on road purpose/use and funding priorities as identified at the state level “City Major” road network, which is prioritized for state-level funding, and “City Local” road network.

Inventory of Assets

Figure 1: Map showing location or roads managed by City of LIvonia and the current condition for paved roads in green for good (PASER 10, 9, 8), yellow for fair (PASER 7, 6, 5), and red for poor (PASER 4, 3, 2, 1) and for unpaved roads in blue from 2023.

Of City of Livonia's 373.51 miles of road, 60.52 miles are classified as City Major and 312.99 miles are classified as City Local. (Figure 1 identifies these paved roads in green, yellow, and red with the colors being determined based on the road segment's condition). City of Livonia does not manage any roads that are classified as part of the National Highway System (NHS); the NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. In addition, City of Livonia has 1.50 miles of unpaved roads (Figure 1 identifies these unpaved roads in blue).

More detail about these road assets can be found in City of Livonia's Roadsoft database or by contacting City of Livonia Engineering Department at (734) 466-2571.

Types

City of Livonia has multiple types of pavements in its jurisdiction, including: asphalt, concrete, composite and gravel. Figure 2 shows a breakdown of these pavement types for all of City of Livonia's road assets.

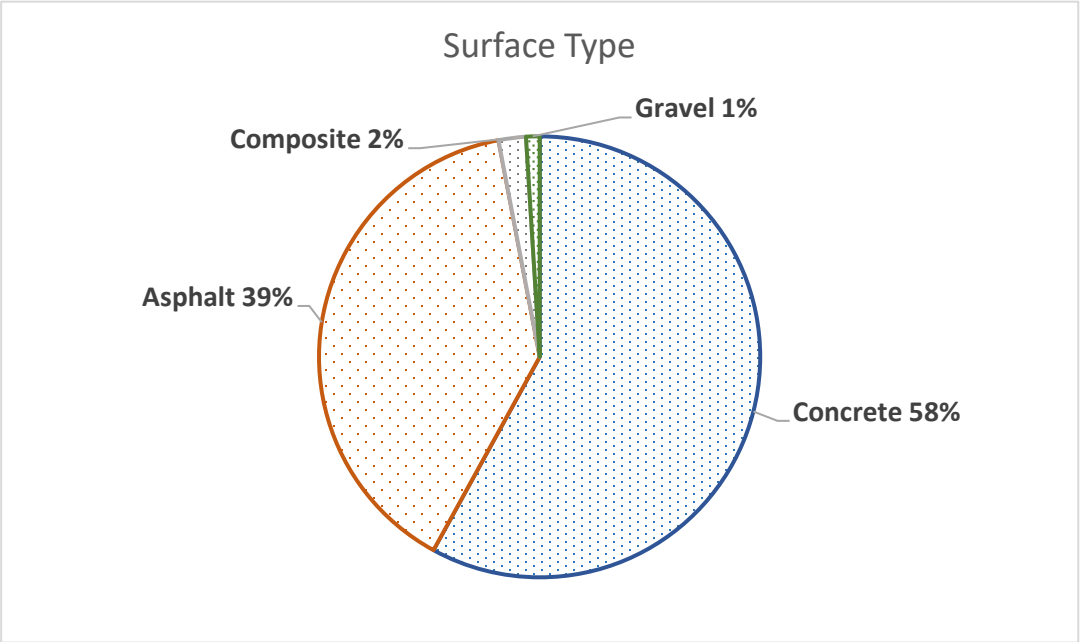


Figure 2: Pavement type by percentage maintained by City of Livonia.

Condition, Goals, and Trend

Paved Roads

Paved roads in Michigan are rated using the Pavement Surface Evaluation and Rating (PASER) system, which is a 1 to 10 scale with 10 being a newly constructed surface and 1 being a completely failed surface. PASER scores are grouped into TAMC definition categories of good (8-10), fair (5-7), and poor (1-4) categories. City of Livonia collects PASER data every two years on 100 percent of those portions of its City Major and City Local networks that are eligible for federal funding. In addition, City of Livonia

uses its own staff and resources to collect PASER data on 100 percent of its City Major and City Local networks that are not eligible for federal funding.

Currently, the City Major network has 30% of its roads in good condition, 60% in fair condition, and 10% in poor condition, and the City Local network has 27% of its roads in good condition, 68% in fair condition, and 6% in poor condition (Figure 3 and Figure 4). City of Livonia's long-range goal for the City Major network is to maintain the current road ratings of 30% of in good condition, 60% in fair condition, and 10% in poor condition, and for the City Local network is to have 30% of roads in good condition, 65% in fair condition, and 5% in poor condition (Figure 3 and Figure 4). Figure 3 and Figure 4 illustrate the historical and current condition (solid bars) of City of Livonia's City Major and City Local networks, respectively; they also illustrate the projected trend (shaded bars), the overall trend in condition (trendlines), and the City of Livonia's goal (final solid bar).

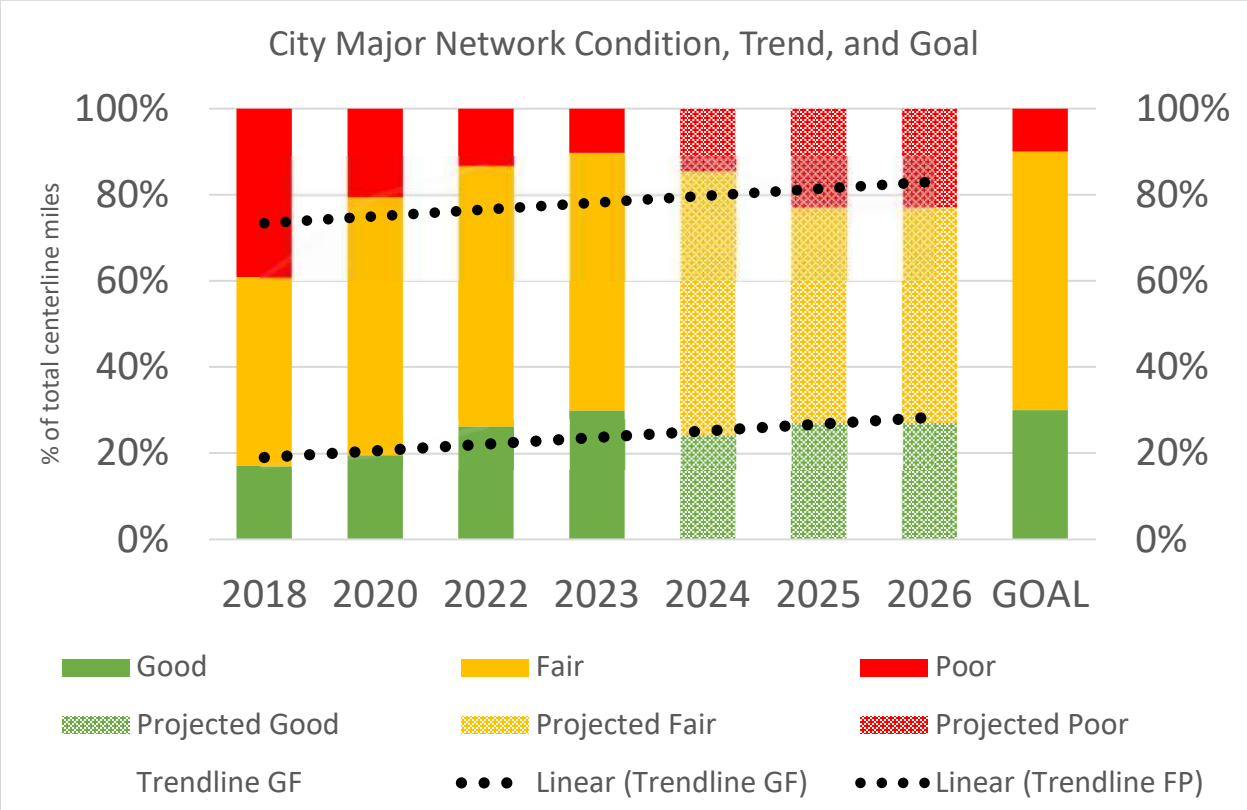


Figure 3: City Major network condition, goals, and trend

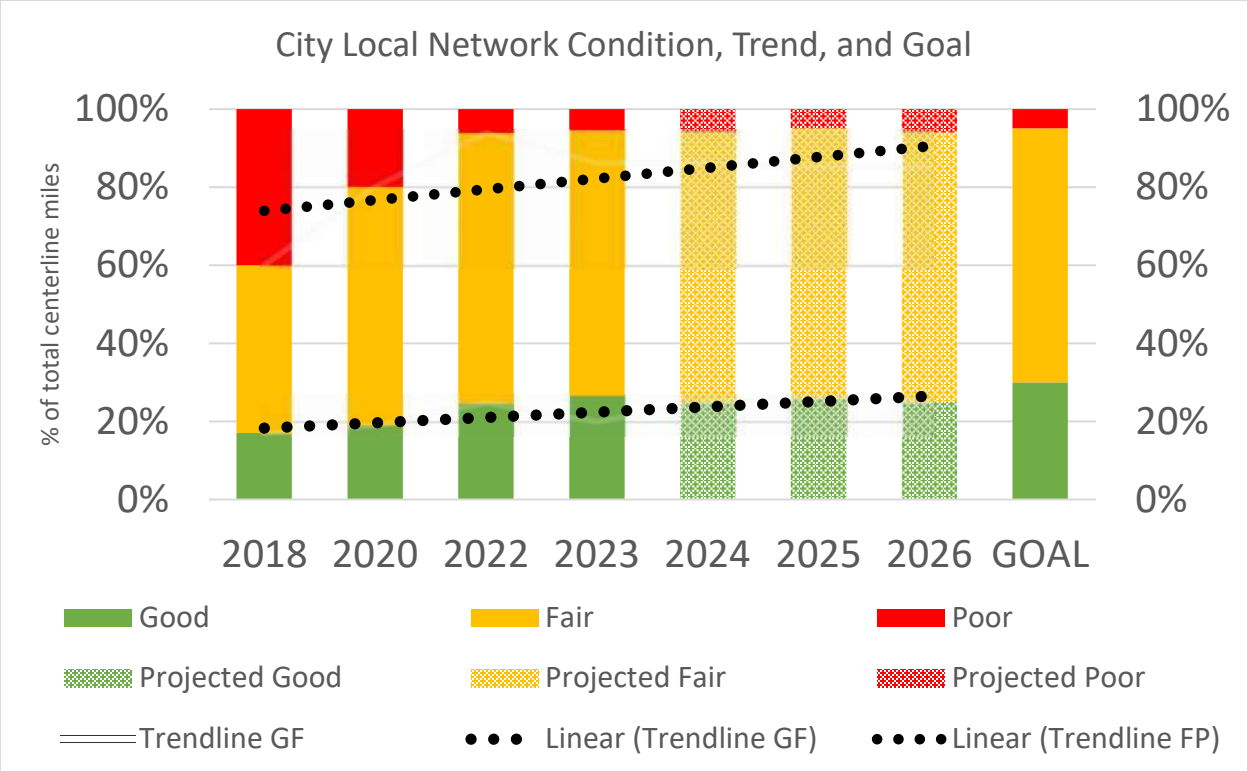


Figure 4: City Minor network condition, goals, and trend

Modelled Trends, Gap Analysis, and Planned Projects

Modelled Trends & Gap Analysis

Table 1: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for Livonia DPS Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Major and Local Road Network Forecast; Average treatments from 2021-2023

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Asphalt: Mill & Overlay	4.5	25	3, 4-9
Asphalt: Pulverize & Overlay	1.5	25	3, 4-9
Concrete: Reconstruction	3.5	30	1, 2, 3-10
Concrete: Full Depth / Slab Replacement	1.5	25	1, 2, 3-10

Total: +/- 11miles

The NCPP analysis of City of Livonia's planned projects from our Annual Repair Program for the City of Livonia's currently-available budget does allow the City of Livonia to head in the direction of its pavement condition goal given the projects planned for the City Major and City Local networks over the next three (3) years.

Unpaved Road Condition Trends

The City of Livonia currently has 1.50 miles of unpaved roads. The DPW will continue to provide grading and adding any additional aggregate to maintain the gravel roads. The gravel roads at any point and time are considered to be paved if the residents along the frontage want the roads to be paved by provided a petition to consider a Special Assessment District (SAD) for paving the road.

Planned Projects

The City of Livonia has projects planned for the fiscal years 2024. The tables below present the projects that the City of Livonia has planned for road reconstruction, rehabilitation and maintenance.

Concrete Road Reconstruction:

Project Year	Street Name	From	To
2024	**Kenwood Ct**	#30947 Kenwood Ct	Dead End
2024	**Purlingbrook Rd**	#19321 Purlingbrook Rd	#19385 Purlingbrook Rd
2024	**Navin Ave**	Laurel Ave	Gill Rd
2024	**Bobrich Ave**	Merriman Rd	Sunset Blvd
2024	**Bobrich Ave**	Middlebelt Rd	Dead End
2024	**Cross Winds Ct**	Cross Winds Rd	Dead End
2024	**Cross Winds Rd**	Six Mile Rd	Dead End
2024	**Sunset Blvd**	Pickford Ave	Clarita Ave
2024	**Munger Ave**	#30400 Munger Ave	Dead End
2024	**Ellen Dr**	Five Mile Rd	Roycroft Ave
2024	**Comstock Dr**	Mallory Dr	Whitcomb Dr
2024	**Ladywood Rd**	Levan Rd	Woodside Dr
2024	**Sherwood Dr**	Woodside Dr	Park Ln
2024	**Sunnydale Ave**	Myrna Ave	Levan Rd
2024	**Huff Ave**	Five Mile Rd	Lancaster Ave
2024	**Richfield Ave**	Five Mile Rd	Lancaster Ave
2024	**Oakley Ave**	Hubbard Rd	#32240 Oakley Ave
2024	**Lyndon Ave**	Harrison Rd (West)	Lyons Ave
2024	**Alexander Ave**	Buckingham Ave	Meadowlark Ave
2024	**Sunbury Ave**	Buckingham Ave	Meadowlark Ave
2024	**Capitol Ave**	#32432 Capitol Ave	Hubbard Ave
2024	**Hathaway Ave**	Henry Ruff Rd	Middlebelt Rd
2024	**Olson Ave**	Henry Ruff Rd	Hillcrest Ave
2024	**West Chicago Ave***	Harrison Ave	Inkster Rd

***MDOT LAP Project**

Asphalt Road Rehabilitation:

Project Year	Street Name	From	To
2024	**St. Martins Ave**	Middlebelt Rd	Weyher Ave
2024	**Morlock Ave**	Oporto Ave	Melvin Ave
2024	**Purlingbrook Rd**	#19385 Purlingbrook Rd	St. Martins Ave
2024	**Purlingbrook Rd**	Seven Mile Rd	#19321 Purlingbrook Rd
2024	**Laurel Park Dr**	Six Mile Rd	#17841 Laurel Park Dr
2024	**Sunset Blvd**	Clarita Ave	Seven Mile Rd
2024	**Floral Ave**	Lathers Dr	Curtis Ave
2024	**Hubbard Rd**	#16360 Hubbard Rd	Six Mile Rd

2024	**Bell Creek Lane**	6 Mile Road	Farmington Road
2024	**Bloomfield Avenue**	Farmington Road	Bell Creek Lane
2024	**Edington Rd**	Five Mile Rd	Roycroft Ave
2024	**Southampton Rd**	Roycroft Ave	Oakdale Ave
2024	**Stamford Rd**	Roycroft Ave	Rayburn Ave
2024	**Whitby Rd**	Dorais Ave	Hampshire Rd
2024	**Tuscany Ct**	Five Mile Rd	Dead End
2024	**Levan Rd**	CSX Railroad Tracks	Schoolcraft Rd
2024	**Amrhein Rd**	#37521 Amrhein Rd	#38101 Amrhein Rd
2024	**Butwell St**	Joy Rd	West Chicago Blvd
2024	**Houghton Ave**	Joy Rd	West Chicago Blvd
2024	**Lamont St**	Joy Rd	West Chicago Blvd
2024	**Minton Ave**	Hix Rd	Stonehouse Ave
2024	**Northfield Ave**	Hix Rd	Stonehouse Ave
2024	**Stonehouse Ave**	Joy Rd	West Chicago Blvd
2024	**West Chicago Blvd**	Houghton Ave	Stonehouse Ave

Concrete Road Maintenance:

Project Year	Street Name	From	To
2024	**Navin Ave**	Riverside Dr	Laurel Ave
2024	**Laurel Ave**	Navin Ave	Fargo St
2024	**Aspen Dr**	Seven Mile Rd	Dead End
2024	**Garden Ave**	Roycroft Ave	Rayburn Ave
2024	**Roycroft Ave**	Middlebelt Rd	Garden Ave
2024	**Schoolcraft Rd**	Farmington Rd	Merriman Rd
2024	**Schoolcraft Rd**	Yale	Farmington Rd
2024	**Schoolcraft Rd**	Newburgh Rd	Yale Ave
2024	**Schoolcraft Rd**	#38881 Schoolcraft Rd	Newburgh Rd
2024	**Houghton Ave**	Richland Ave	Ann Arbor Tr.
2024	**Elmira Ave**	Levan Rd	Dead End

The City of Livonia uses PASER ratings which are collected every two years to determine roads in need of improvement. The City staff visit selected streets to field verify that the streets selected by PASER ratings match the needs of the community. A combination of rehabilitation, reconstruction and maintenance streets are chosen and located regionally within one another in the community.

The projects selected for the 2024 year are shown in Figure 5. They are broken down by concrete, asphalt and slab replacement projects.

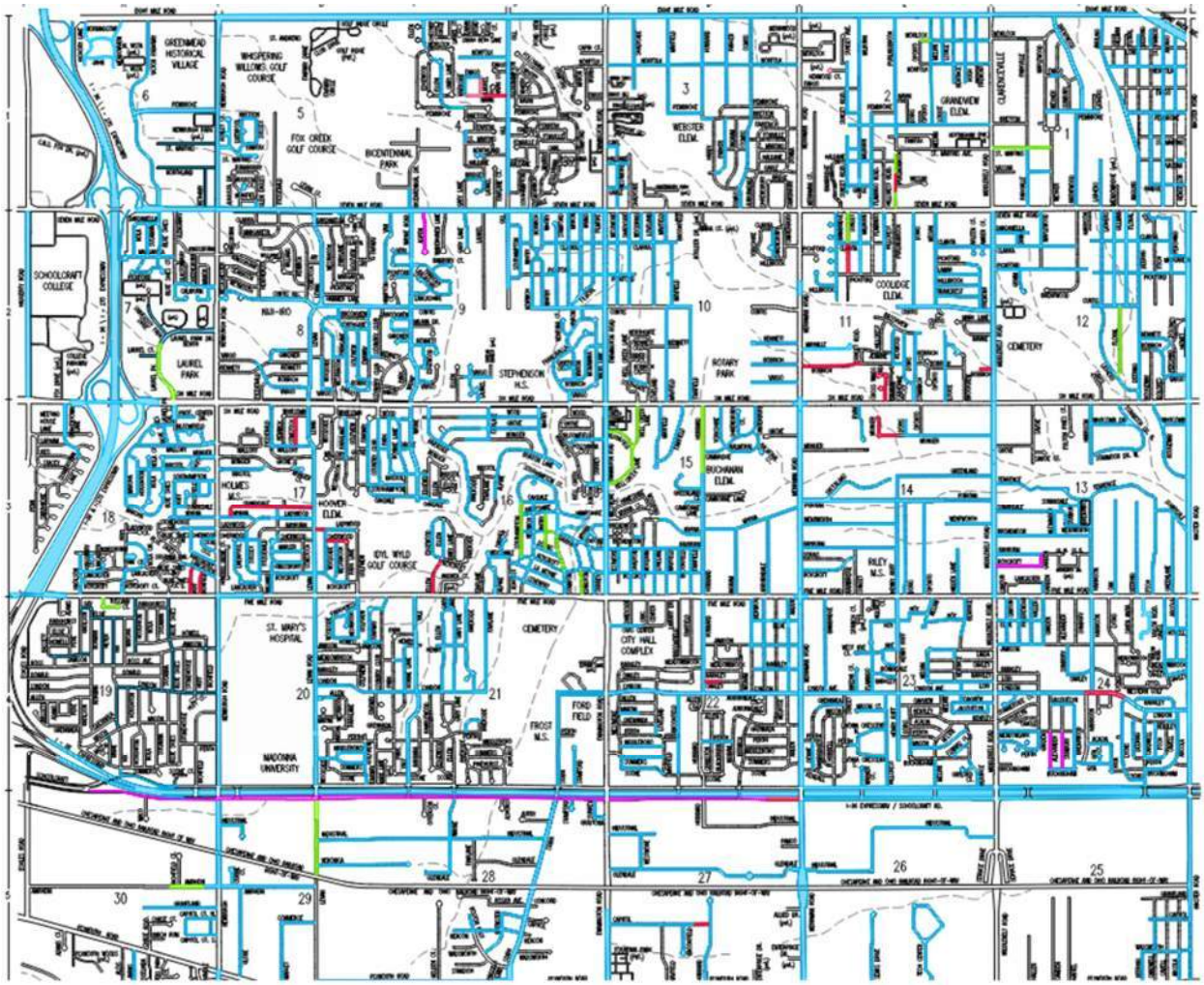


Figure 5 : City of Livonia's Road Program Map. Roads in blue are previously completed road maintenance projects, roads in red are proposed concrete reconstructions, roads in green are proposed asphalt rehabilitation and roads in magenta are proposed slab replacements.

The total cost of the projects illustrated in Figure 5 is approximately $10.2 million. This cost is around the average spent annually on road maintenance in the city's network.

2. BRIDGE ASSETS

City of Livonia is responsible for two (2) bridges that provide safe service to road users across the agency network. The first bridge, Newburgh Road over Rouge River (MDOT Bridge ID # 8239944 3100100B01 / NBI Bridge ID 824399431001B01, Structure Number 12509) is a prestressed concrete type constructed in 1988. The second bridge, Hubbard Road over Bell Creek (MDOT Bridge ID # 8239944 1500100B01 / NBI Bridge ID 824399415001B01, Structure Number 12508 is an 18-inch slab bridge constructed in 1960 and reconstructed in 2004. It currently has a latex surface. The City of Livonia seeks to implement a cost-effective program of preventive maintenance to maximize the useful service life and safety of the local bridges under its jurisdiction. The City is required to have the bridges inspected every 2 years. The next scheduled inspection is set for late 2024.

Inventory of Assets

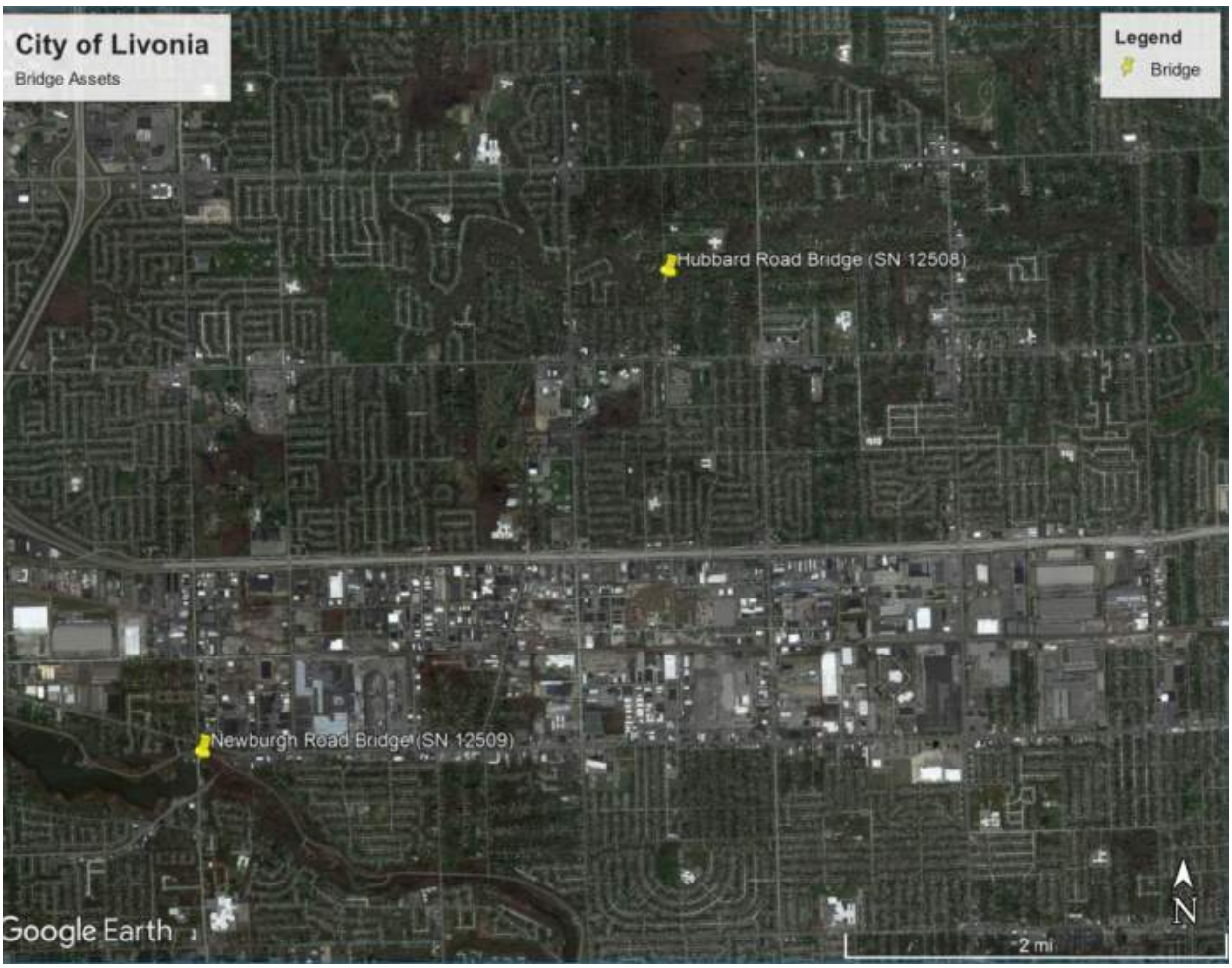


Figure 6: Map illustrating locations of City of Livonia's bridge assets

City of Livonia has two (2) total bridges in its road and bridge network; these bridges connect various points of the road network, as illustrated in Figure 6. These bridge structures can be summarized by type, size, and condition, which are detailed in Table 2. More information about each of these structures can be

found in City of Livonia's MiBRIDGE database or by contacting the City of Livonia Engineering Department at (734) 466-2571.

Table 2: Type, Size, and Condition of City of Livonia's Bridge Assets					
Bridge Name & Type	**Bridge Type**	**Total Deck Area (sq ft)**	**2018 Condition**	**2020 Condition**	**2022 Condition**
Newburgh Road (over Rouge River)	Prestressed Concrete	5,000	Fair	Fair	Fair
Hubbard Road (over Bell Creek)	Concrete	4,000	Fair	Fair	Fair
Total		**6,565**			

Condition, Goals, and Trend

Bridges in Michigan are given a good, fair, or poor rating based on the National Bridge Inspection Standards (NBIS) rating scale, which was created by the Federal Highway Administration to evaluate a bridge's deficiencies and to ensure the safety of road users. The current condition of City of Livonia's bridge network based on the NBIS is 2 structures rated fair (Table 2).

Bridges are designed to carry legal loads in terms of vehicles and traffic. Due to a decline in condition, a bridge may be "posted" with a restriction for what would be considered safe loads passing over the bridge. On occasion, posting a bridge may also restrict other load-capacity-related elements like speed and number of vehicles on the bridge, but this type of posting designates the bridge differently. City of Livonia has zero structures that are posted for load restriction. Designating a bridge as "posted" has no influence on its condition rating. A "closed" bridge is one that is closed to all traffic. Closing a bridge is contingent upon its ability to carry a set minimum live load. City of Livonia has 0 structures that are closed.

The goal of the program is the preservation and safety of City of Livonia's bridge network. The City of Livonia is scheduled to reconstruct Newburgh Road from Ann Arbor Trail to Plymouth Road as part of the Michigan Department of Transportation (MDOT) Local Agency Program (LAP) JN 200183 for 2025. Funding in the amount of $1,138,943 has been obtained towards this project.

As of September 2023, the City has identified two new bridges that were originally thought to be culverts. Due to the size of these spans, the City is in the process of adding these bridges to their MiBRIDGE database as well as collecting and reporting all the appropriate data. These locations are on Angling St (North of 7 Mile Rd) and Golfview Dr (South of 5 Mile Rd).

Figure 7 illustrates the baseline condition, projected trend, and goal that City of Livonia has for its good/fair and its structurally deficient bridges.

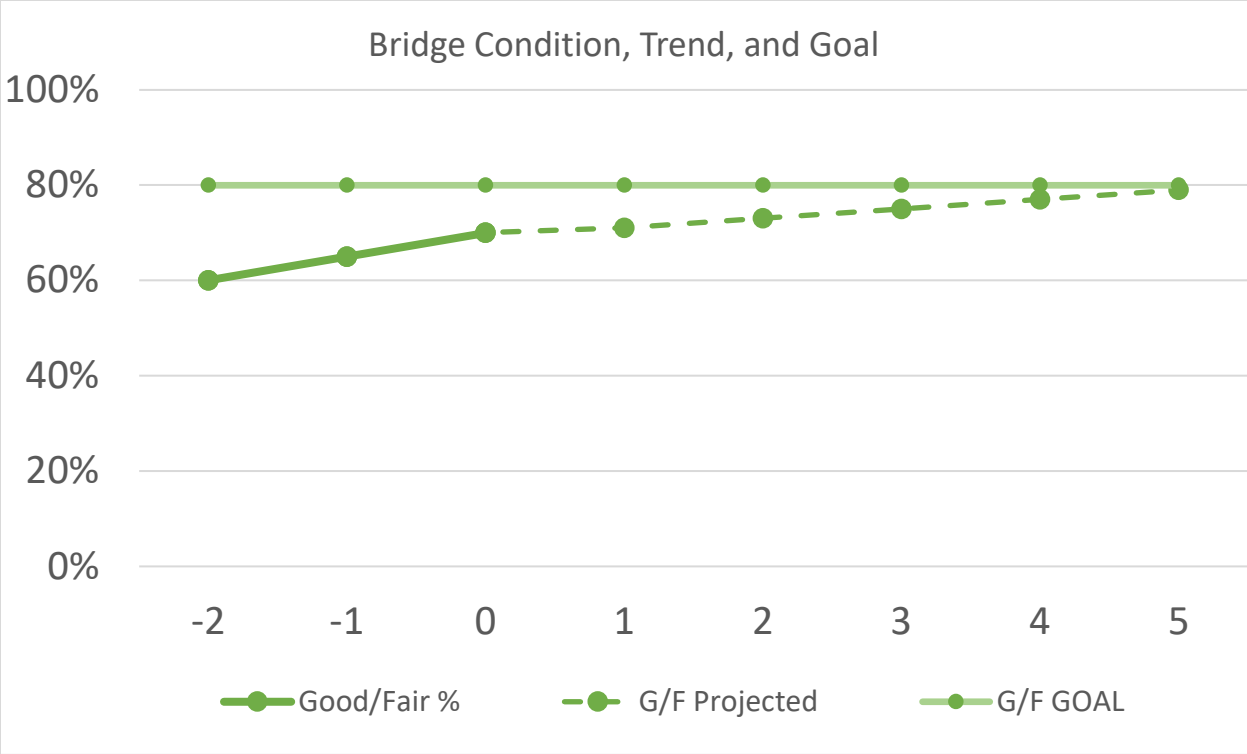


Figure 7: Condition, projected trend, and goal for City of Livonia's good/fair and structurally deficient bridges

Programmed/Funded Projects, Gap Analysis, and Planned Projects

City of Livonia will receive $50,000 in total funding for the years 2024-2028. Preventive maintenance is a more effective use of these funds than the costly alternative of major rehabilitation or replacement. Since City of Livonia recognizes that limited funds are available for improving the bridge network, it seeks to identify those bridges that will benefit from a planned maintenance program, and it plans to spend $10,000 per year for the next three years on preventive maintenance of bridges. City of Livonia plans to replace none of their bridges within the next three years, incurring no cost. By performing the aforementioned preventive maintenance and replacement of bridge structures, City of Livonia will achieve its goal of keeping its overall bridge network at the same condition.

3. CULVERT ASSETS

The City of Livonia exercises awareness of its culvert assets. In 2001, a joint venture between OHM Advisors and Hubbell, Roth & Clark, Inc. provided a Drain Inventory Report dated December 17, 2001.

Inventory of Assets

As of September 2023, the City of Livonia has inventoried and rated 100% of the culverts that they own. The City of Livonia owns 28 culverts. There are also an estimated 28 culverts within the City under Wayne County jurisdiction and one (1) under the Michigan Department of Transportation. Figure 8 below shows the culverts under City of Livonia jurisdiction.

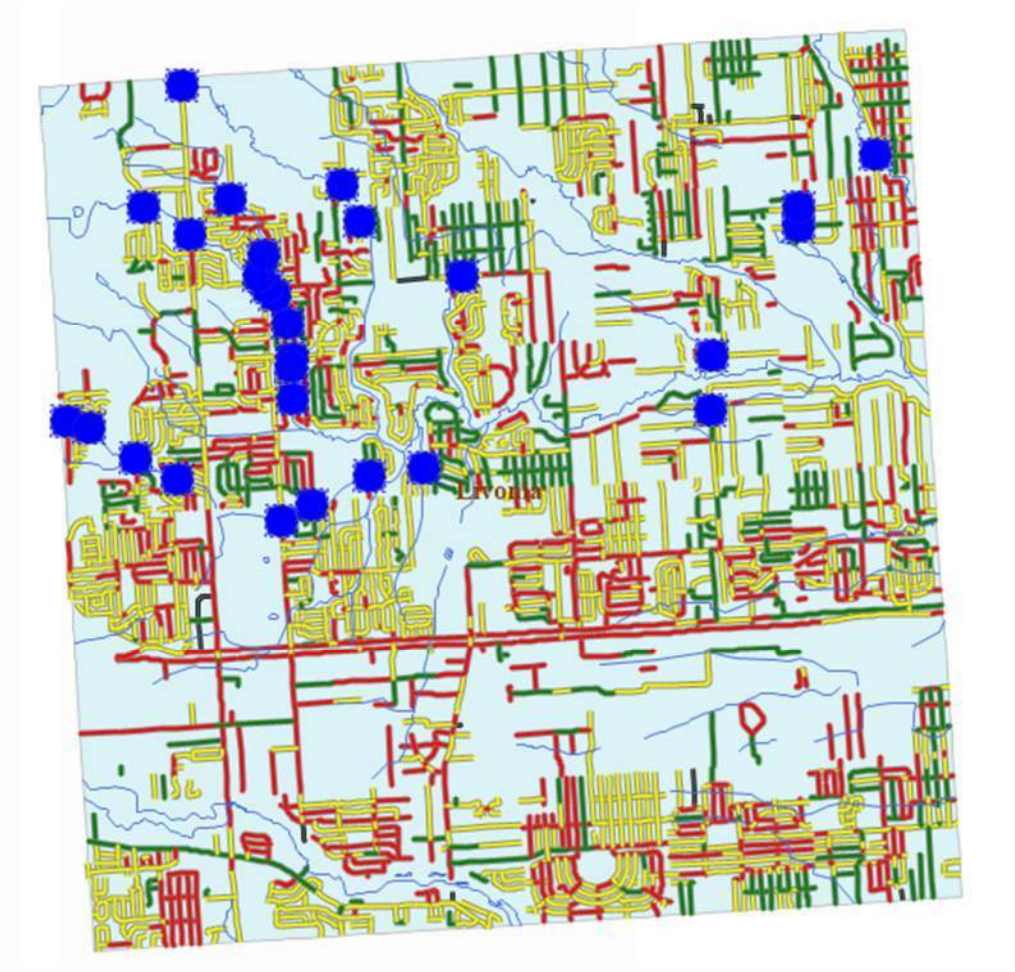


Figure 8: Culverts under City of Livonia jurisdiction

The City of Livonia inventoried and inspected all its culverts in September 2023. Of the culverts under City jurisdiction, 13 of them are concrete and 15 of them are corrugated metal pipe. Barrel ratings and vicinity ratings were collected for these culverts in 2023. Barrel ratings account for the shape, interior/exterior damage, buckling, joint separation or cracking, corrosion, barrel alignment and

infiltration or exfiltration of the pipe. Vicinity ratings account for the stability of adjacent pavement and shoulders, slope stability, embankment and bank erosion, bank scour, channel alignment, waterway blockage and settlement. Tables 4 and 5 below present a summary of the findings from these inspections.

Barrel Rating	Number of Culverts	Percentage (%)
Good	**8**	**29**
Fair	**12**	**43**
Poor	**6**	**21**
Severe	**2**	**7**

Table 4: Barrel Ratings for culverts under City of Livonia jurisdiction

Vicinity Rating	Number of Culverts	Percentage (%)
Good	**3**	**11**
Fair	**19**	**68**
Poor	**6**	**21**

Table 5: Vicinity Ratings for culverts under City of Livonia jurisdiction

More detail about these culvert assets can be found by contacting the City of Livonia DPW Department of Public Service at (734) 466-2655 and requesting to discuss information with Donald R. Rohraff, DPW Director.

Goals

The goal of City of Livonia's asset management program is the preservation of its culvert network. The City of Livonia is responsible for preserving 28 inventoried culverts that underlie its entire road network. The City's current goal is to maintain the culverts within their system.

Planned Projects

City of Livonia's policy is to replace or repair culvert assets concurrent with projects affecting road segments carried by the particular culverts. City of Livonia also includes culvert assets in scheduled maintenance projects affecting road segments carried by the particular culverts.

4. SIGNAL ASSETS

The City of Livonia exercises awareness of its traffic sign and signal assets. We receive invoices from Oakland County Road Commission for energy or maintenance costs related to the traffic signals at 8 Mile and Brentwood along with 8 Mile / Purlingbrook / Tuck. Additionally, the City of Livonia receives monthly invoices from Wayne County for maintenance costs that range from $3,000 to $5,000 per month and energy costs for just under $3,000 for 85 traffic signals of which the City of Livonia owns 29.

Inventory of Assets

At present, the City of Livonia, tracks only inventory data for traffic signals. The City of Livonia has inventoried 29 traffic signals.

More detail about these traffic signal assets can be obtained by contacting the City of Livonia Engineering Department at (734) 466-2571.

Goals

The goal of City of Livonia's asset management program is the preservation of its traffic signals. City of Livonia is responsible for preserving 29 inventoried traffic signals as well as any un-inventoried traffic signals along its entire road network.

Planned Projects

City of Livonia's policy is to evaluate traffic signal assets based on condition assessment for replacement or repair during any reconstruction, rehabilitation, preventive maintenance, of schedule maintenance activities on the roadway affected by the particular signal. It also conducts replacements or repairs for those traffic signal assets reported as non-functional or as performing with reduced function. City of Livonia adheres to regular maintenance and servicing policies outlined in the *Michigan Manual of Uniform Traffic Control Devices* and coordinates with Wayne County for maintenance issues.

5. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. Therefore, City of Livonia will overview its general expenditures and financial resources currently devoted to transportation infrastructure maintenance. This financial information is not intended to be a full financial disclosure or a formal report. Full details of City of Livonia's financial status can be found by request submitted to our agency contact listed in this plan.

Anticipated Revenues & Expenses

City of Livonia receives funding from the following sources:

- **State funds** –City of Livonia's principal source of transportation funding is received from the Michigan Transportation Fund (MTF). This fund is supported by vehicle registration fees and the state's per-gallon gas tax. Allocations from the MTF are distributed to state and local governmental units based on a legislated formula, which includes factors such as population, miles of certified roads, and vehicle registration fees for vehicles registered in the agency's jurisdiction. Examples of state grants also include local bridge grants, economic development funds, and metro funds.
- **Federal and state grants for individual projects** – These are typically competitive funding applications that are targeted at a specific project type to accomplish a specific purpose. These may include safety enhancement projects, economic development projects, or other targeted funding. Examples of federal funds include Surface Transportation Program (STP) funds, C and D funds, bridge funds, MDOT payments to private contractors, and negotiated contracts.

- **Local government entities or private developer contributions to construction projects for specific improvements** – This category includes funding received to mitigate the impact of commercial developments as a condition of construction of a specific development project, and can also include funding from a special assessment district levied by another governmental unit. Examples of contributions from local units include city, village, and township contributions to the county; special assessments; county appropriations; bond and note proceeds; contributions from counties to cities and villages; city general fund transfers; city municipal street funds; capital improvement funds; and tax millages (see below).
- **Local tax millages** – Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. City of Livonia does have a local tax millage in its road-funding budget. The City of Livonia levies 0.89 mills for our Road Repair Program that was renewed for a second time in 2022 for a length of ten years. A portion of the millage is used to address sidewalk vertical displacements from City trees in the right-of-way.
- **Interest** – Interest from invested funds.
- **Permit fees** – Generally, permit fees cover the cost of a permit application review.
- **Other** – Other revenues can be gained through salvage sales, property rentals, land and building sales, sundry refunds, equipment disposition or installation, private sources, and financing.
- **Charges for services** – Funds from partner agencies who contract with City of Livonia to construct or maintain its roads, or roads under joint or neighboring jurisdictions, including state trunkline maintenance and non-maintenance services and preservation.

City of Livonia is required to report transportation fund expenditures to the State of Michigan using a prescribed format with predefined expenditure categories. The definitions of these categories according to Public Act 51 of 1951 may differ from common pavement management nomenclature and practice. For the purposes of reporting under PA 51, the expenditure categories are:

- **Construction/Capacity Improvement Funds** – According to PA 51 of 1951, this financial classification of projects includes, "new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length."[1]
- **Preservation and Structural Improvement Funds** – Preservation and structural improvements are "activities undertaken to preserve the integrity of the existing roadway system."[2] Preservation includes items such as a reconstruction of an existing road or bridge, or adding structure to an existing road.

[1] Public Act 51 of 1951, 247.660c Definitions
[2] Public Act 51 of 1951, 247.660c Definitions

- **Routine and Preventive Maintenance Funds** – Routine maintenance activities are "actions performed on a regular or controllable basis or in response to uncontrollable events upon a highway, road, street, or bridge".[3] Preventive maintenance activities are "planned strategy[ies] of cost-effective treatments to an existing roadway system and its appurtenances that preserve assets by retarding deterioration and maintaining functional condition without significantly increasing structural capacity".[4]
- **Winter Maintenance Funds** – Expenditures for snow and ice control.
- **Trunkline Maintenance Funds** – Expenditures spent under the City of Livonia's maintenance agreement with MDOT for maintenance it performs on MDOT trunkline routes.
- **Administrative Funds** – There are specific items that can and cannot be included in administrative expenditures as specified in PA 51 of 1951. The law also states that the amount of MTF revenues that are spent on administrative expenditures is limited to 10 percent of the annual MTF funds that are received.
- **Other Funds** – Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

Table 3 (below) details the average revenues and expenditures for City of Livonia.

Table 3: Average Annual Fiscal Year Revenues & Expenditures from Fiscal Years 2021 & 2022				
Revenues		**Expenditures**		
Item	**Estimated $**	**Item**	**Estimated $**	**Percent of Total**
State Funds	$13,698,643	Construction & Capacity Improvement (CCI)	$0	0%
Federal Funds	$0	Preservation & Structural Improvement (PSI)	$13,659,400	85%
Contributions from Local Units	$5,926,454	Routine Maintenance	$864,057	5%
Interest, Rents and Other	$31,626	Winter Maintenance	$587,229	4%
Charges for Services	$0	Trunkline Maintenance	$0	0%
		Administrative	$824,891	5%
		Other	$67,300	0%
TOTAL	**$19,656,722**	**TOTAL**	**$16,002,876**	

[3] Public Act 51 of 1951, 247.660c Definitions
[4] Public Act 51 of 1951, 247.660c Definitions

6. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by City of Livonia provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Key transportation links include:

- **Geographic divides:** Areas where a geographic feature (river, lake, hilly terrain, or limited access road) limits crossing points of the feature; bridge failures, in particular, can create loss of access to entire regions of the state
- **Emergency alternate routes for high-volume roads and bridges:** Roads and bridges that are routinely used as alternate routes for high-volume assets are included in an emergency response plan
- **Limited access areas:** Roads and bridges that serve remote or limited access areas that result in long detours if closed
- **Main access to key commercial districts:** Areas with a large concentration of businesses or where large-size business will be significantly impacted if a road is unavailable
- Our road and bridge network includes the following critical assets:
    - Newburgh Road at I-96
    - Portions of Schoolcraft Road along I-96
    - Newburgh Road Bridge located between Ann Arbor Road and Edward Hines Drive

Figure 9 illustrates the key transportation links in City of Livonia's road and bridge network.

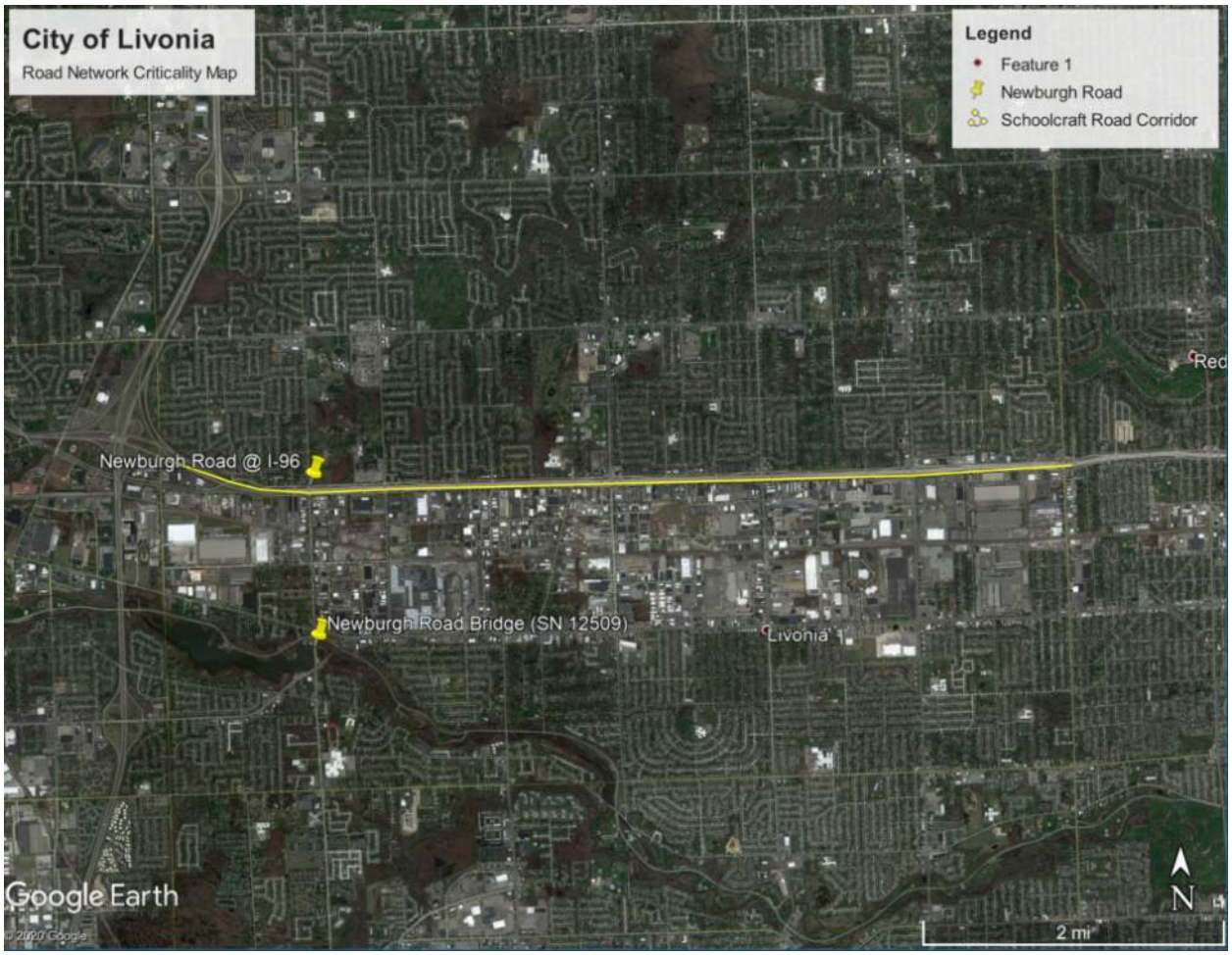


Figure 9: Key transportation links in the City of Livonia's road and bridge network

7. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. The City of Livonia communicates with both public and private infrastructure owners to coordinate work in the following ways:

City of Livonia coordinates with multiple agencies that maintain drinking water, sanitary, and storm sewer assets in addition to transportation assets. City of Livonia follows an asset management process for all of its assets by coordinating the upgrade, maintenance, and operation of all major assets.

Planned projects for sub-surface infrastructure that City of Livonia owns are listed in the following asset management plans: drinking water distribution system asset management plan, wastewater collection system asset management plan, storm sewer system asset management plan. These three sub-surface utility plans are coordinated with the transportation infrastructure plans to maximize value and minimize service disruptions and cost to the public.

City of Livonia takes advantage of coordinated infrastructure work to reduce cost and maximize value using the following policies:

- Roads which are in poor condition that have a subsurface infrastructure project planned which will destroy more than half the lane width will be rehabilitated or reconstructed full width using transportation funds to repair the balance of the road width.
- Subsurface infrastructure projects which will cause damage to pavements in good condition will be delayed as long as possible, or methods that do not require pavement cuts will be considered.

- Subsurface utility projects will be coordinated to allow all under pavement assets to be upgraded in the same project regardless of ownership.
- Road reconstruction projects will not be completed until agency owned sub surface utilities are upgraded to have at least a 40 years of remaining service life.

Annually, City of Livonia convenes a Citizen's Road Advisory Committee in October. This public meeting allows input on locations to consider for road repairs on City jurisdiction roads. Local business owners and residents from all of the major and local roads are provided notice for the meeting and are invited to attend. An attempt is made to coordinate the schedule of the event to allow the majority of infrastructure owners to attend.

City of Livonia provides all attendees of the infrastructure planning summit with a list of all planned road projects for the next two (2) years that include new pavement structure. Infrastructure owners are encouraged to discuss planned projects that would disrupt transportation services or cause damage to pavements. Projects which may cause damage to pavements in good or fair condition are discussed and mitigation measures are proposed to minimize the impact to pavements. Mitigation measures could include rescheduling and coordinating projects to maximize value and minimize disruptions and cost to the public.

8. PROOF OF ACCEPTANCE

A. PAVEMENT ASSET MANAGEMENT PLAN

An attached pavement asset management plan follows.

City of Livonia
2023 Pavement
Asset Management Plan

September 27, 2023

A plan describing the City of Livonia's roadway assets and conditions

Prepared by: City of Livonia
Todd Zilincik, PE
City Engineer
(734) 466-2561

In cooperation with: OHM Advisors
Jessica Katers, PE / Brittney Bult, EIT
34000 Plymouth Road
Livonia, MI 48150

CONTENTS

Table of Figures ii
Table of Tables iv
Executive Summary v
Introduction 1
1. Pavement Assets 11
Inventory *13*
Goals *21*
Modelled Trends *23*
Planned Projects *29*
2. Financial Resources 31
3. Risk of Failure Analysis 32
4. Coordination with Other Entities 34
Appendix A: 2024 Paved City Major and Minor Road Planned Projects 36
Appendix B: A Quick Check of Your Highway Network Health 38

TABLE OF FIGURES

Figure 1: *Top image, right*– PASER 8 road that is considered "good" by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered "fair" by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered "fair" by the TAMC. *Bottom image, right*– PASER 2 road that is considered "poor" by the TAMC exhibiting significant structural distress. 5

Figure 2: *Top*– Unpaved road with poor rating. *Middle*– Unpaved road with fair rating. *Bottom*– Unpaved road with good rating. 6

Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair. 7

Figure 4: Examples of structural improvement treatments — (from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project....8

Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface....9

Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com). 10

Figure 7: Map showing location of City of Livonia DPW's paved roads (i.e., those managed by City of Livonia DPW) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of City of Livonia DPW's unpaved roads in blue. 12

Figure 8: Percentage of city major and city minor roads for City of Livonia DPW. 13

Figure 9: Pavement type by percentage maintained by City of Livonia DPW Undefined pavements have not been inventoried in City of Livonia DPW's asset management system to date, but will be included as data becomes available. 14

Figure 10: (A) Left: City of Livonia DPW paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor....15

Figure 11: (A) Left: Statewide paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor....16

Figure 12: City of Livonia DPW paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations. 17

Figure 13: City of Livonia DPW paved city minor network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations. 17

Figure 14: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, poor (PASER 4, 3, 2, 1) shown in red and unpaved shown in blue. Only Roads owned by City of Livonia DPW are shown....18

Figure 15: Historical City of Livonia DPW paved city major road network condition trend....19

Figure 16: Historical statewide city major road network condition trend....19

Figure 17: Historical City of Livonia DPW paved city minor road network condition trend....20

Figure 18: Historical statewide paved city minor road network condition trend....20

Figure 19: The city of Livonia's current city major road network condition by percentage of good/fair/poor....21

Figure 20: The City of Livonia current paved city minor road network condition by percentage of good/fair/poor.....22

Figure 21: Example pavement condition forecast model in the software program Roadsoft. 25

Figure 22: Forecast good/fair/poor changes to City of Livonia DPW network condition from planned projects on the city major road network.....26

Figure 23: Example pavement condition forecast model in the software program Roadsoft. 27

Figure 24: Forecast good/fair/poor changes to City of Livonia DPW network condition from planned projects on the paved city minor road network.....28

Figure 25: City of Livonia's 2024 Road Program Map.....30

Figure 26: Key transportation links in City of Livonia DPW's road network.....33

TABLE OF TABLES

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type[1] 24

Table 2: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for City of Livonia's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Major Road Network Forecast 26

Table 3: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for City of Livonia's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Minor Road Network Forecast 27

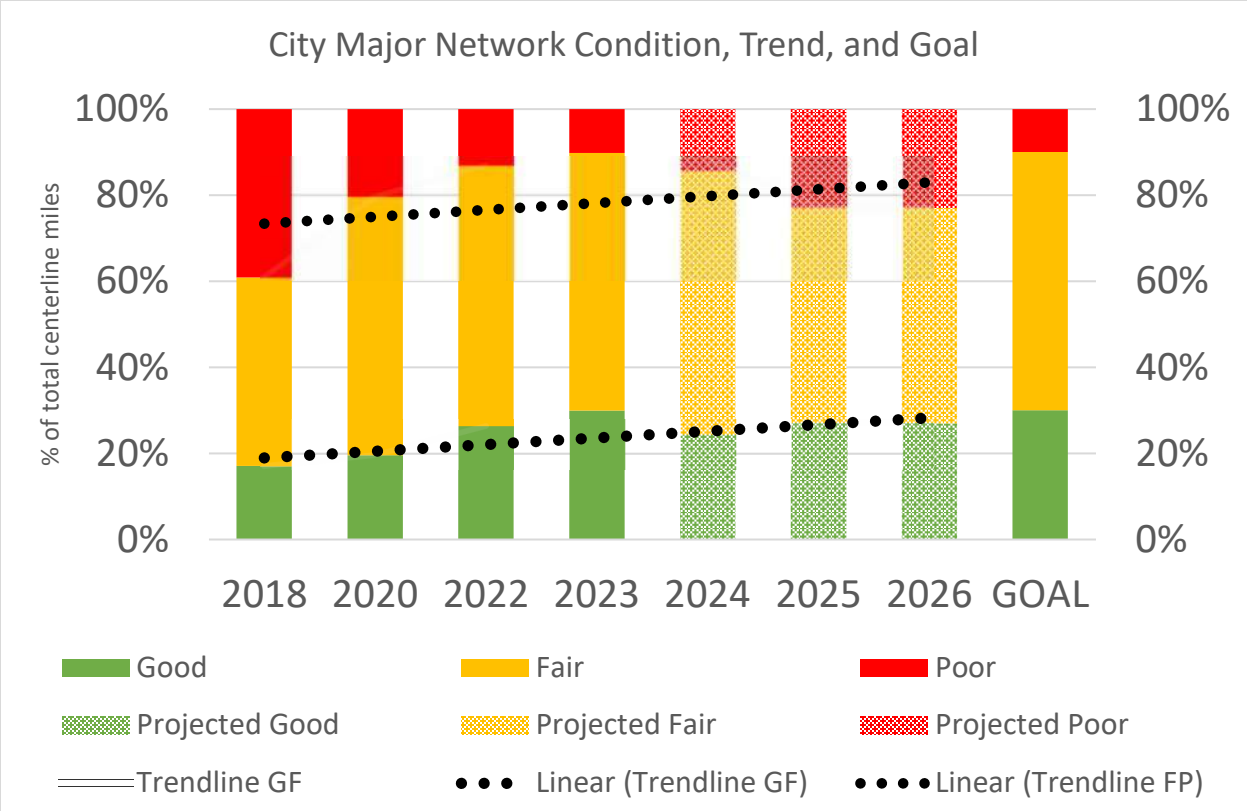
EXECUTIVE SUMMARY

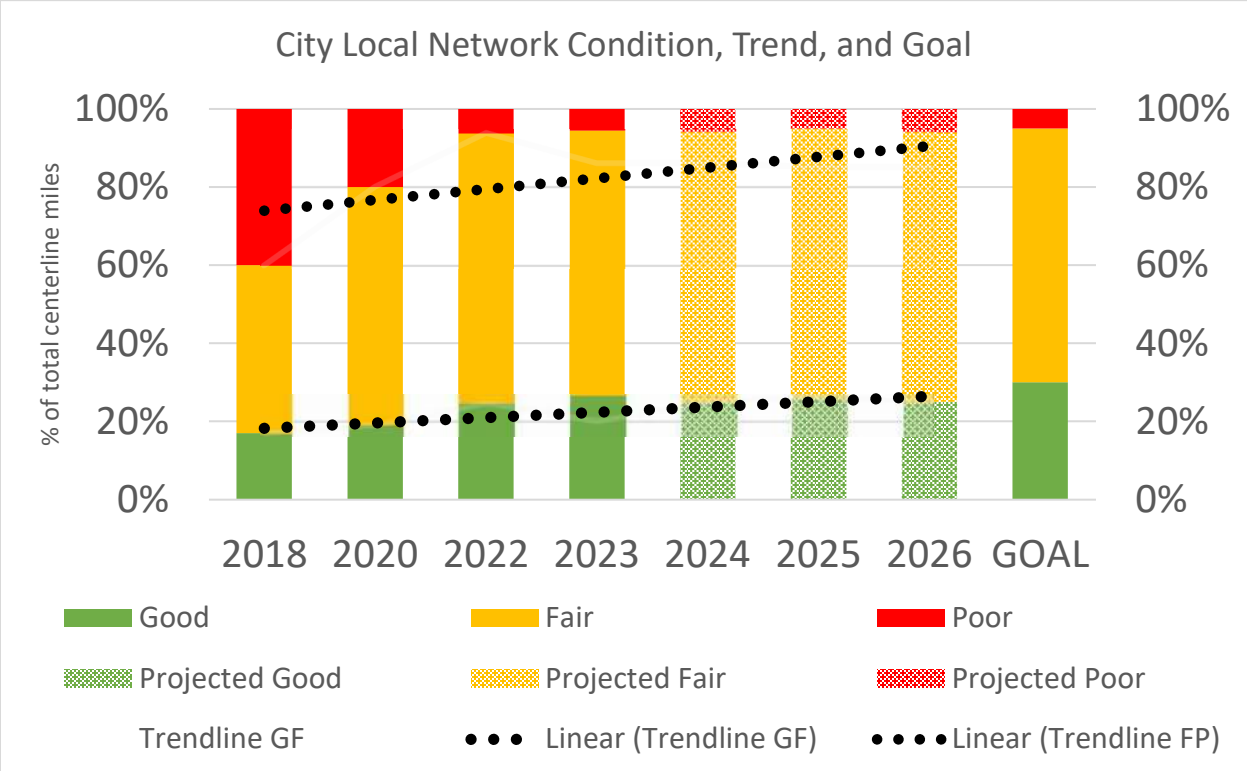
As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The City of Livonia's (City of Livonia DPW) roads, other transportation assets, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road network in an efficient and effective manner. This asset management plan is intended to report on how City of Livonia DPW is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews City of Livonia DPW's road assets and condition, and explains how City of Livonia DPW works to maintain and improve the overall condition of those assets. These explanations can help answer the following questions:

- What kinds of road assets City of Livonia DPW has in its jurisdiction, who owns them, and the different options for maintaining these assets.
- What tools and processes City of Livonia DPW uses to track and manage road assets and funds.
- What condition City of Livonia DPW's road assets are in compared to statewide averages.
- Why some road assets are in better condition than others and the path to maintaining and improving road asset conditions through proper planning and maintenance.
- How agency transportation assets are funded and where those funds come from.
- How funds are used and the costs incurred during City of Livonia DPW's road assets' normal life cycle.
- What condition City of Livonia DPW can expect its road assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of City of Livonia DPW's road assets.

City of Livonia DPW owns and/or manages 373.51 miles centerline of roads. This road network can be divided into the city major network, the city minor network and the unpaved road network based on the different factors these roads have that influence asset management decisions. A summary of City of Livonia DPW historical and current network conditions, projected trends, and goals for city major network and city minor network can be seen in the figures shown on the next page.


City Major Network Condition, Trend, and Goal
% of total centerline miles
100%
80%
60%
40%
20%
0%
2018
2020
2022
2023
2024
2025
2026
GOAL
Good
Fair
Poor
Projected Good
Projected Fair
Projected Poor
Trendline GF
Linear (Trendline GF)
Linear (Trendline FP)


City Local Network Condition, Trend, and Goal
% of total centerline miles
100%
80%
60%
40%
20%
0%
2018
2020
2022
2023
2024
2025
2026
GOAL
Good
Fair
Poor
Projected Good
Projected Fair
Projected Poor
Trendline GF
Linear (Trendline GF)
Linear (Trendline FP)

An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of City of Livonia DPW's obligations towards meeting these requirements. This asset management plan also helps demonstrate City of Livonia DPW's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of City of Livonia DPW's road assets, and gives taxpayers the information they need to make informed decisions about investing in its essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). City of Livonia DPW is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The City of Livonia (City of Livonia DPW) has adopted an "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users' expectations. City of Livonia DPW is responsible for maintaining and operating over 373.51 centerline miles of roads.

This plan outlines how City of Livonia DPW determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Todd Zilincik at 12793 Farmington Road, Livonia, Michigan or at tzilincik@livonia.gov. A copy of this plan can be accessed on our website at www.livonia.gov. Key terms used in this plan are defined in City of Livonia DPW's

comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 or 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

Roads come in two (2) basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat, and brick and block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor a road to a particular purpose, environment, and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, materials available, and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed, and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance, and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and tradeoffs for hard surface types include:

- **Concrete pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-mix asphalt pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part, due to the closer link between HMA material costs and oil prices that HMA pavements have in comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

- **Composite pavements:** Composite pavement is a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement before it would need reconstruction. Converting a concrete pavement to a composite pavement is typically used as a "holding pattern" treatment to maintain the road in usable condition until reconstruction funds become available.
- **Sealcoat pavement:** Sealcoat pavement is a gravel road that have been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of a pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require and does not last as long as HMA pavement, but it provides a low-cost alternative for lightly-trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Sealcoat pavement can provide service for ten or more years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud, and ride smoothness when maintenance is delayed or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between "windows" of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly-scheduled, low-cost activity applied to "good" roads to prevent water or debris intrusion. Capital preventive maintenance (CPM) is a planned set of cost-effective treatments for "fair" roads that corrects pavement defects, slows further deterioration, and maintains the functional condition without increasing structural capacity. City of Livonia DPW uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road owners to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network's condition improvement goals.

Paved Road Condition Rating System

City of Livonia DPW is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. City of Livonia DPW uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient, and consistent method for evaluating road condition through visual inspection. The widely-used PASER system has specific criteria for assessing asphalt, concrete, sealcoat, and brick and block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at: http://www.michigan.gov/tamc/0,7308,7-356-82158_82627---,00.html.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat, and brick-and-block paved roads. Broad use of the PASER system means that data collected at City of Livonia DPW is consistent with data collected statewide. PASER data is collected using trained inspectors in a slow-moving vehicle using GPS-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale where 10 is a brand new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases the as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road's service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve and the dollars spent are less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—"good", "fair", and "poor"—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- "Good" roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using PPM. These roads may include those that have been recently seal coated or newly constructed. Figure 1 illustrates an example of a road in this category.
- "Fair" roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1 illustrates two road examples in this category. CPM can be cost effective for maintaining the road's "fair" condition or even raising it to "good" condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be likened to shingles on a roof of a house: while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- "Poor" roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1 illustrates a road in this category.

Figure 1: *Top image, right*– PASER 8 road that is considered "good" by the TAMC exhibit only minor defects. *Second image, right*– PASER 5 road that is considered "fair" by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image, right*– PASER 6 road that is considered "fair" by the TAMC. *Bottom image, right*– PASER 2 road that is considered "poor" by the TAMC exhibiting significant structural distress.

The TAMC's good, fair, and poor categories are based solely on the definitions, above. Therefore, caution should be exercised when comparing other condition assessments with these categories because other

condition assessments may have “good”, “fair”, or “poor” designations similar to the TAMC condition categories but may not share the same definition. Often, other condition assessment systems define the “good”, “fair”, and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data regionally and statewide.

Unpaved Road Condition Rating

Due to the extremely low number of unpaved roads in the City of Livonia, an in-depth analysis is not performed on their unpaved roads. The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days.

The City of Livonia gathers condition assessment data for unpaved roads by driving down unpaved roads and determining whether the road is suitable for the driving needs of the community. This assessment generates an overall rating of good, fair or poor. Roads in good condition have sufficient surface width, good drainage, and well-constructed base. A road in poor condition implies a narrow road with no ditches and little gravel. A good, fair, or poor assessment of each feature is not an endorsement or indictment of a road’s suitability for use but simply provides context on how these road elements compare to a baseline condition.

Figure 2: *Top*– Unpaved road with poor rating. *Middle*– Unpaved road with fair rating. *Bottom*– Unpaved road with good rating.

Figure 2 illustrates the range over which features may be assessed. The top example in Figure 2 shows an unpaved road with a narrow surface width, little or no drainage, and very little gravel thickness. The middle example in Figure 2 shows a road with fair surface width, fair drainage adequacy, and fair structural adequacy. The bottom example in Figure 2 shows a road with good surface width, good drainage adequacy, and good structural adequacy.

Unpaved roads are constructed and used differently throughout Michigan. Unpaved roads in the City of Livonia are primarily used for recreational purposes; therefore, an in-depth rating is not required for these roadways.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits, and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles, and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance, and others used by City of Livonia DPW—counters at least one of these pavement-damaging forces.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3). Every pavement has to eventually be reconstructed and it is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base, or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway and therefore, also the most expensive per mile and most disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize service life and performance. A reconstructed road lasts approximately twenty to thirty years and costs $600,000 to $1,500,000 per lane mile. The following descriptions outline the main reconstruction treatments used by the City of Livonia.

Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

Full-Depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching. This repair lasts approximately fifteen years and typically costs $200,000 per mile.

Structural Improvements

Roads requiring structural improvements exhibit alligator cracking and rutting and rated poor in the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail and it must be either rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling, and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by the City of Livonia.

Figure 4: Examples of structural improvement treatments — (from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris, and sunlight damage. The top layer of severely damaged pavement can be removed by the milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. A 3” HMA mill and overlay lasts approximately five to ten years and costs $300,000 per lane mile.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized and then the road surface is reshaped to correct imperfections in the road’s profile (Figure 4). An additional layer of gravel is often added along with a new wearing surface such as an HMA overlay or chip seal. Additional gravel and an HMA overlay give an increase in the pavements structural capacity. This treatment is usually done on rural roads with severe structural distress; Adding gravel and a wearing surface makes it more prohibitive for urban roads if the curb and gutter is not raised up. Crush and shape treatments last approximately ten years and costs $250,000 per lane mile.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of such treatments include crack seal, fog seal, chip seal, slurry seal, and microsurface (Figure 5). The purpose of the following CPM treatments is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies. The following descriptions outline the main CPM treatments used by the City of Livonia.

Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface.

Crack Seal

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack sealing helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant (Figure 5). City of Livonia DPW seals pavement cracks early in the life of the pavement to keep it functioning as strong as it can and for as long as it can. Crack sealing lasts approximately two years and costs $10,000 per lane mile. Even though it does not last very long compared to other treatments, it does not cost very much compared to other treatments. This makes it a very cost-effective treatment when the City of Livonia looks at what crack filling costs per year of the treatment's life.

Fog Seal

Fog sealing sprays a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight (Figure 5). Fog seals are best for good to very good pavements and last approximately three to five years at a cost of $20,000 per lane mile.

Chip Seal

A chip seal, also known as a sealcoat, is a two-part treatment that starts with liquid asphalt sprayed onto the old pavement surface followed by a single layer of small stone chips spread onto the wet liquid asphalt layer (Figure 5). The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and helping to prevent further surface deterioration. Chip seals are best applied to pavements that are not exhibiting problems with strength, and their purpose is to help preserve that strength. These treatments last approximately five years and cost $12,000 per lane mile.

Slurry Seal/Microsurface

A slurry seal or microsurface's purpose is to protect existing pavement from being damaged by water and sunlight. The primary ingredients are liquid asphalt (slurry seal) or modified liquid asphalt (microsurface), small stones, water and portland cement applied in a very thin (less than a half an inch) layer (Figure 5). The main difference between a slurry seal and a microsurface is the modified liquid asphalt used in microsurfacing provides different curing and durability properties, which allows microsurfacing to be used for filling pavement ruts. Since the application is very thin, these treatments do not add any strength to the pavement and only serves to protect the pavement's existing strength by sealing the pavement from sunlight and water damage. These treatments work best when applied before cracks are too wide and too numerous. A slurry seal treatment lasts approximately four years and costs $20,000 per lane mile, while a microsurface treatment tends to last for seven years and costs $25,000 per lane mile.

Partial-Depth Concrete Repair

A partial-depth concrete repair involves removing spalled (i.e., fragmented) or delaminated (i.e., separated into layers) areas of concrete pavement, usually near joints and cracks and replacing with new concrete (Figure 6). This is done to provide a new wearing surface in isolated areas, to slow down water infiltration, and to help delay further freeze/thaw damage. This repair lasts approximately five years and typically costs $20,000 per lane mile.

Maintenance Grading & Dust Control (for Unpaved Roads)

Maintenance grading involves regrading an unpaved road to remove isolated potholes, washboarding, and ruts then restoring the compacted crust layer (Figure 6). Crust on an unpaved road is a very tightly compacted surface that sheds water with ease but takes time to be created, so destroying a crusted surface with maintenance grading requires a plan to restore the crust. Maintenance grading often needs to be performed three to five times per year and each grading costs $1500 per mile.

Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com)

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and CPM treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a "mix-of-fixes" approach to managing pavements.

1. PAVEMENT ASSETS

Building a mile of new road can cost over $1 million due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety, and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M", "I", or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages, and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and take advantage of those efficiencies.

The City of Livonia DPW is responsible for a total of 373.51 centerline miles of public roads, as shown in Figure 7.

Figure 7: Map showing location of City of Livonia DPW's paved roads (i.e., those managed by City of Livonia DPW) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of City of Livonia DPW's unpaved roads in blue.

Inventory

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed to and spent by road-owning agencies, classifies roads owned by City of Livonia DPW as either city major or city minor roads. State statute prioritizes expenditures on the city major road network.

Figure 8 illustrates the percentage of roads owned by City of Livonia DPW that are classified as city major and city minor roads.

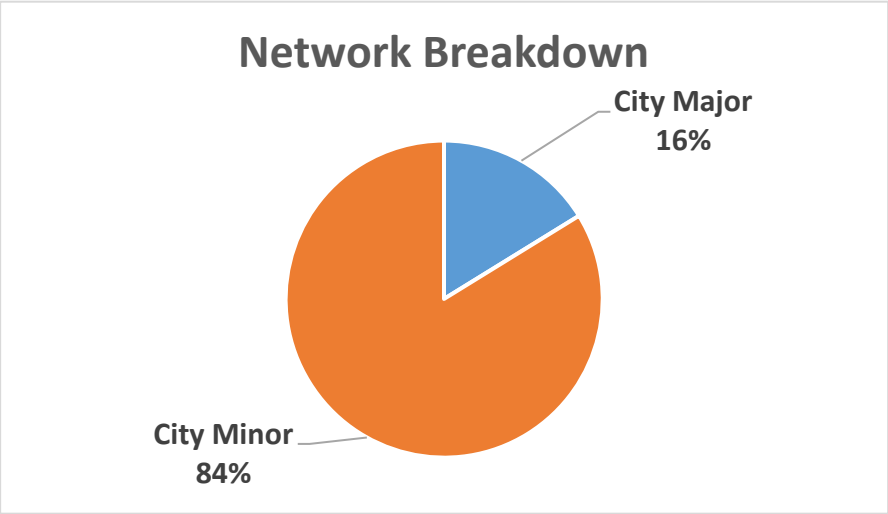


Figure 8: Percentage of city major and city minor roads for City of Livonia DPW.

The city minor road network includes 1.50 miles of unpaved roads owned and managed by the City of Livonia.

Types

City of Livonia DPW has multiple types of pavements in its jurisdiction, including: concrete, asphalt and composite; it also has gravel, unpaved roads. Factors influencing pavement type include cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life, and road user experience. More information on pavement types is available in the Introduction's Pavement Primer.

Figure 9 illustrates the percentage of various pavement types that City of Livonia DPW has in its network.

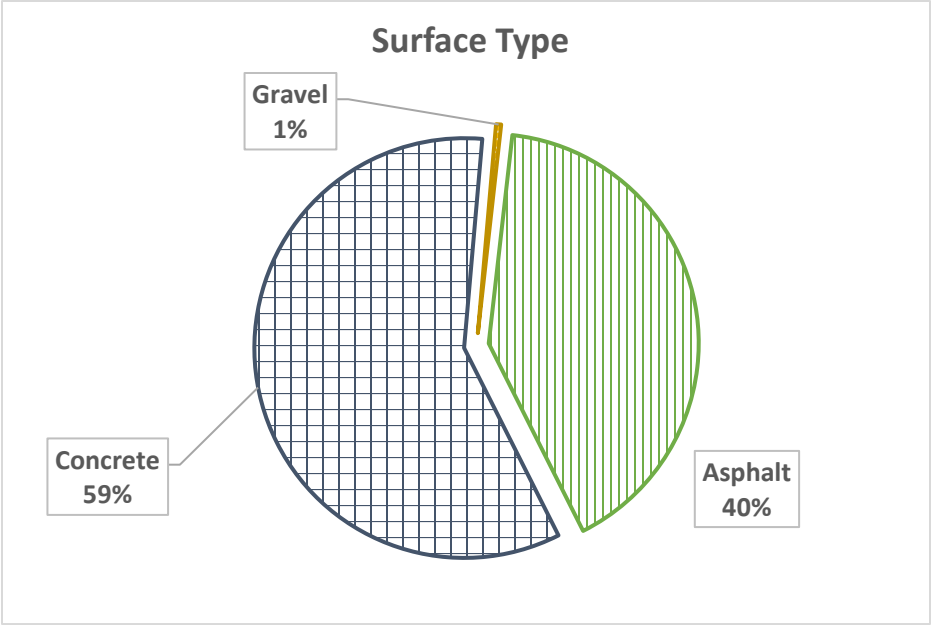


Figure 9: Pavement type by percentage maintained by City of Livonia DPW Undefined pavements have not been inventoried in City of Livonia DPW's asset management system to date, but will be included as data becomes available.

Locations

Locations and sizes of each asset can be found in City of Livonia DPW's Roadsoft database. For more detail, please refer to the agency contact listed in the *Introduction* of this pavement asset management plan.

Condition

The road characteristic that road users most readily notice is pavement condition. Pavement condition is a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. City of Livonia DPW uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. Pavement condition data enables City of Livonia DPW to evaluate the benefits of preventive maintenance projects and to identify the most cost-effective use of road construction and maintenance dollars. Historic pavement condition data can be used to predict future

road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis helps to determine how much additional funding is necessary to meet a network's condition improvement goals. More detail on this topic is included in the Introduction's *Pavement Primer*.

Paved Roads

City of Livonia DPW is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. City of Livonia DPW uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient, and consistent method for evaluating road condition through visual inspection. More information regarding the PASER system can be found in the Introduction's Pavement Primer.

City of Livonia DPW collects 100 percent of its PASER data every two years on all federal-aid-eligible roads in Michigan.

City of Livonia DPW's paved city major road network has 30.3 percent of roads in the TAMC good condition category, 59.4 percent in fair, and 10.3 percent in poor (Figure 10A). The paved city minor road network has 26.6 percent in good, 67.8 percent in fair, and 5.6 percent in poor (Figure 10B).

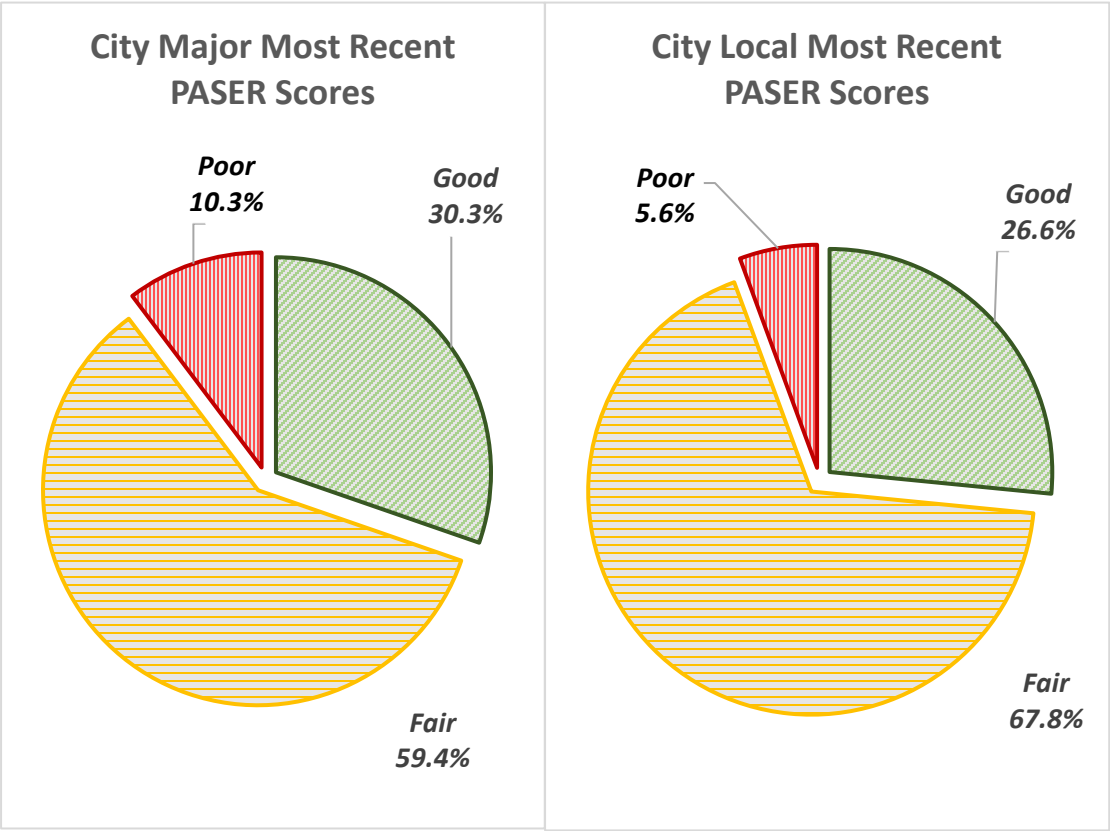


Figure 10: (A) Left: City of Livonia DPW paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

In comparison, the statewide paved city major road network has 26 percent of roads in the TAMC good condition category, 42 percent in fair, and 32 percent in poor (Figure 11A). The statewide paved city minor road network has 20 percent in good, 35 percent in fair, and 45 percent in poor (Figure 11B). Comparing Figure 10A and Figure 11A shows that City of Livonia DPW's paved city major road network is the slighly better than similarly-classified roads in the rest of the state, while Figure 10B and Figure 11B show that the City of Livonia paved city minor road network is slightly better than similarly-classified roads in the rest of the state. Other road condition graphs can be viewed on the TAMC pavement condition dashboard at: http://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx.

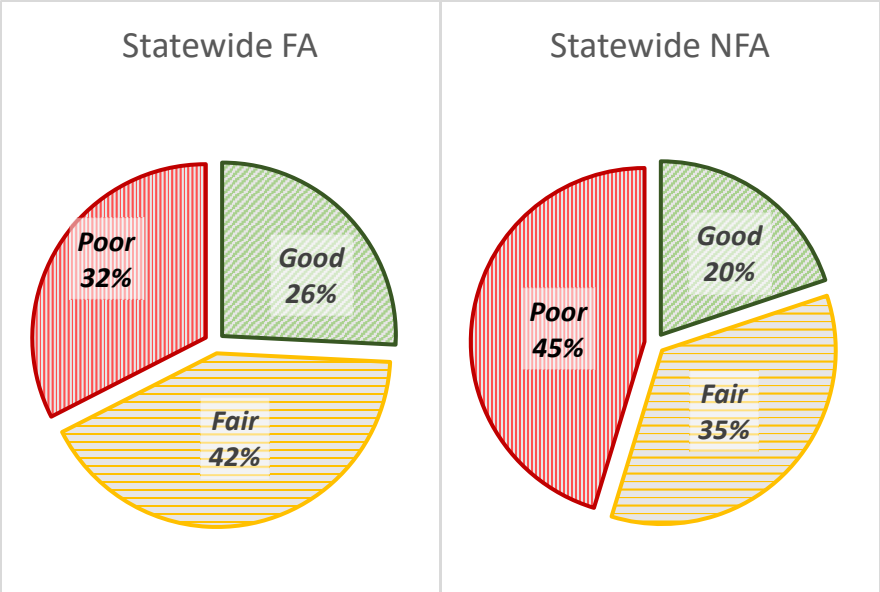


Figure 11: (A) Left: Statewide paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city minor road network conditions by percentage of good, fair, or poor

Figure 12 and Figure 13 show the number of miles for City of Livonia DPW's roads with PASER scores expressed in TAMC definition categories for the paved city major road network (Figure 12) and the paved city minor road network (Figure 13). City of Livonia DPW considers road miles on the transition line between good and fair (PASER 8) and the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply less expensive treatments that gain significant improvements in service life.

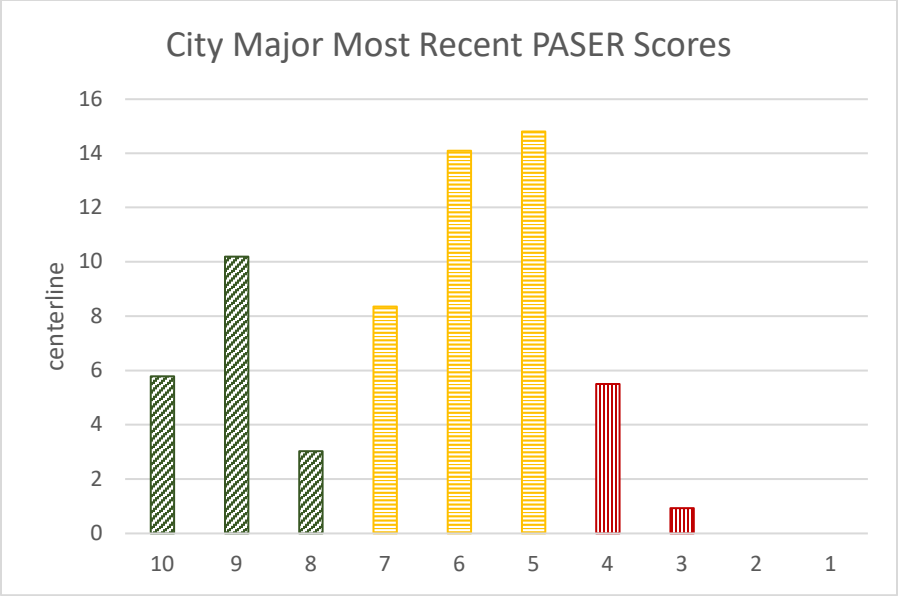


Figure 12: City of Livonia DPW paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

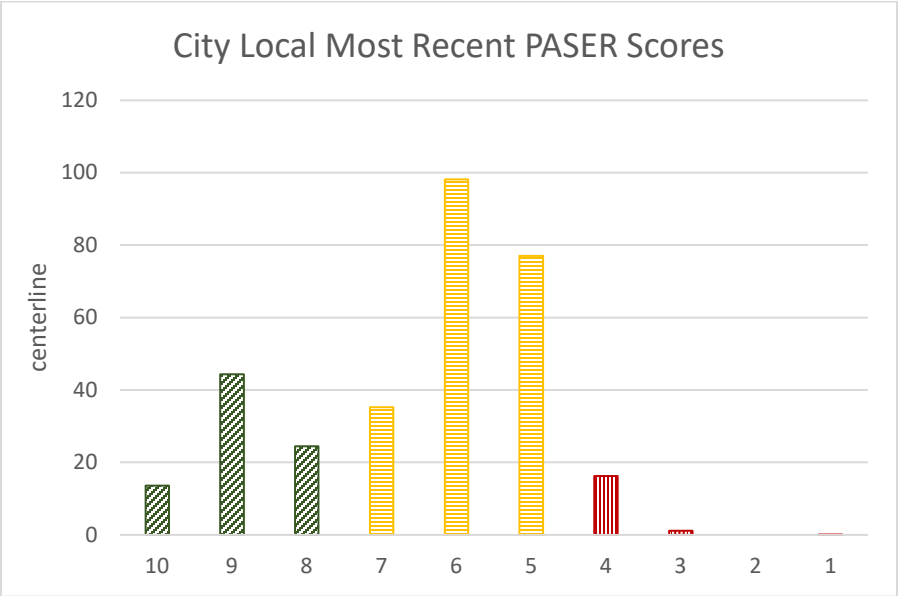


Figure 13: City of Livonia DPW paved city minor network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Figure 14 provides a map illustrating the geographic location of paved roads and their respective PASER condition. An online version of the most recent PASER data is located at https://www.mcgi.state.mi.us/tamcMap/.

Figure 14: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, poor (PASER 4, 3, 2, 1) shown in red and unpaved shown in blue. Only Roads owned by City of Livonia DPW are shown.

Historically, the overall quality of the City of Livonia's paved city major roads have been staying mostly the same, as can be observed in Figure 15. The City has made a great investment to improving their roads in the recent years which can be seen in the figure below.

Comparing the City of Livonia paved city major road condition trends illustrated in Figure 15 with overall statewide condition trends for similarly-classified roads, which are illustrated in Figure 16, shows a similar trend locally, as in the rest of the state. The City of Livonia has about half as many roads in poor condition as the rest of the state.

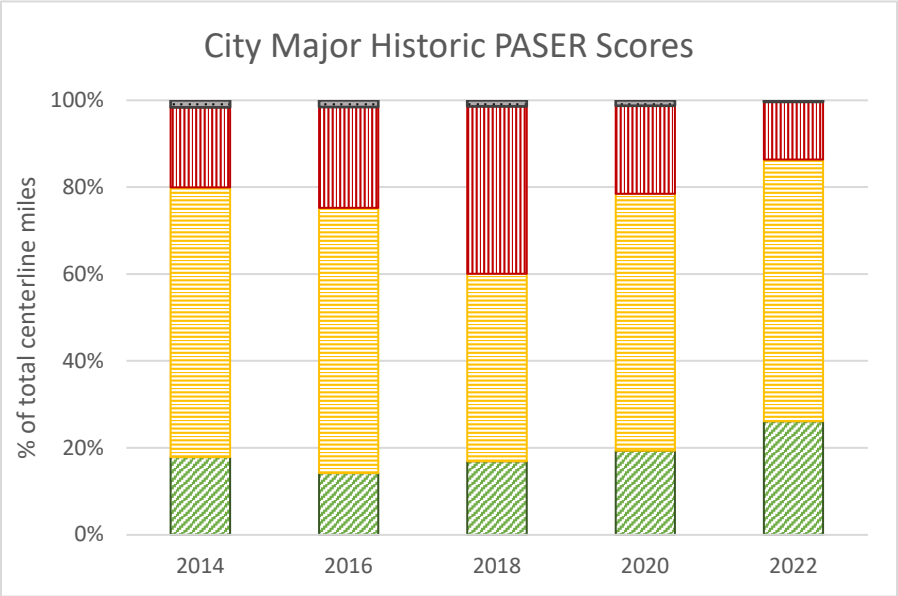


Figure 15: Historical City of Livonia DPW paved city major road network condition trend

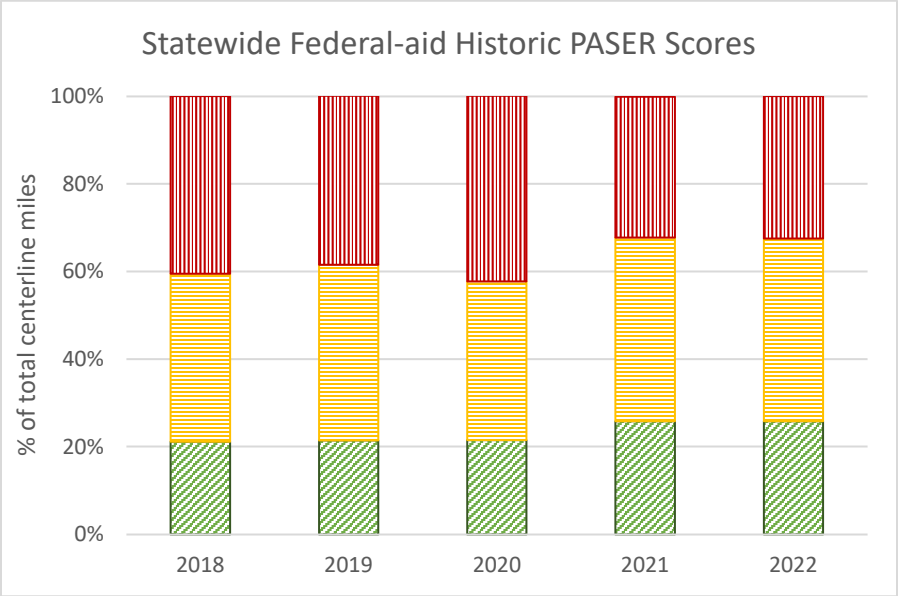


Figure 16: Historical statewide city major road network condition trend

Historically, the overall quality of City of Livonia DPW's paved city minor roads have been better than the paved city major road network. This is largely due to their annual paving program which impacts many neighborhoods throughout the City. Figure 17 illustrates the condition of the paved city minor road network in the City of Livonia while Figure 18 illustrates these conditions statewide.

Comparing City of Livonia DPW's paved city minor road condition trends illustrated in Figure 17 with overall statewide condition trends for all paved city minor roads illustrated in Figure 18 indicates that the City of Livonia's minor roads are in much better condition than the rest of the state as the City has significantly less roads in the poor category.

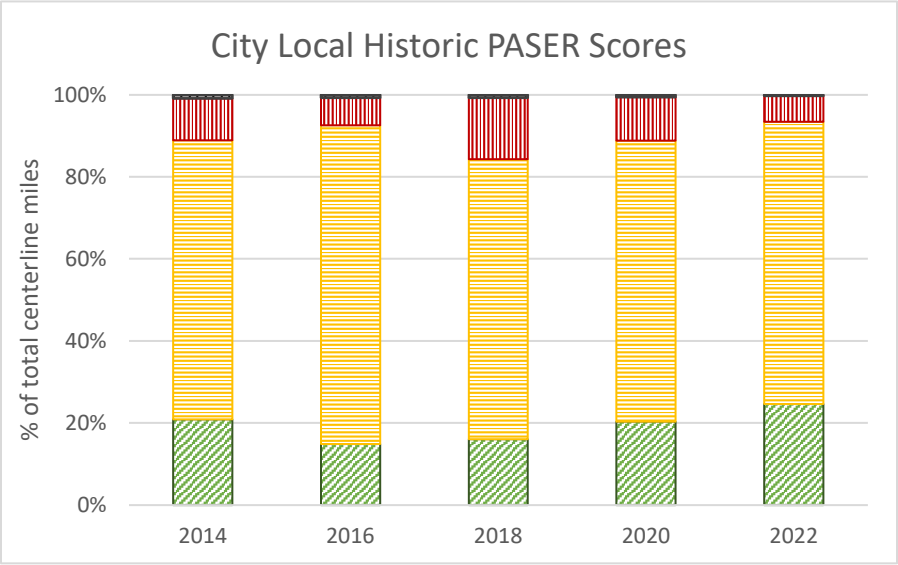


Figure 17: Historical City of Livonia DPW paved city minor road network condition trend

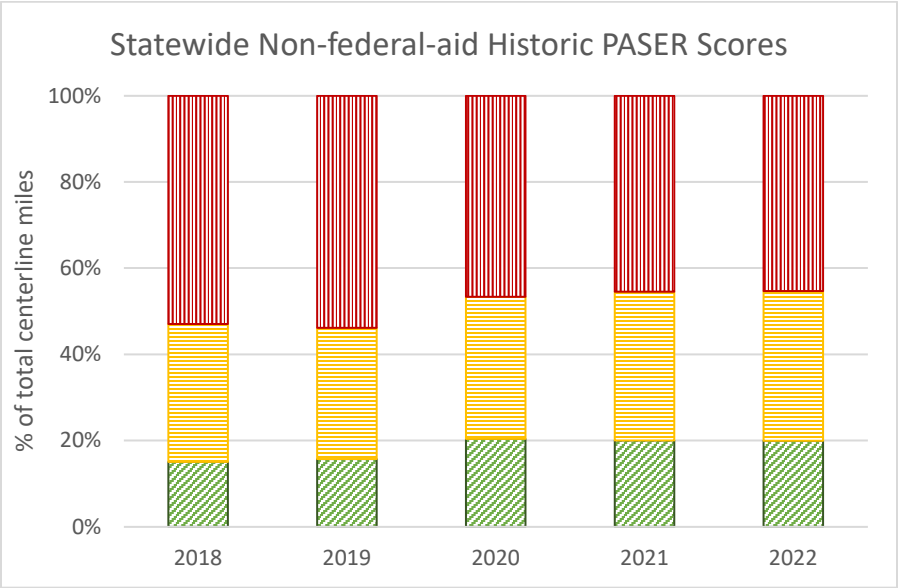


Figure 18: Historical statewide paved city minor road network condition trend

Goals

Goals help set expectations to how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading, and repair work performed. City of Livonia DPW is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes, and its limited budget. In spite of the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations.

Goals for Paved City Major Roads

The overall goal for City of Livonia DPW's paved city major road network is to maintain road conditions network-wide from 2023 levels. The baseline condition for this goal is illustrated in Figure 19.

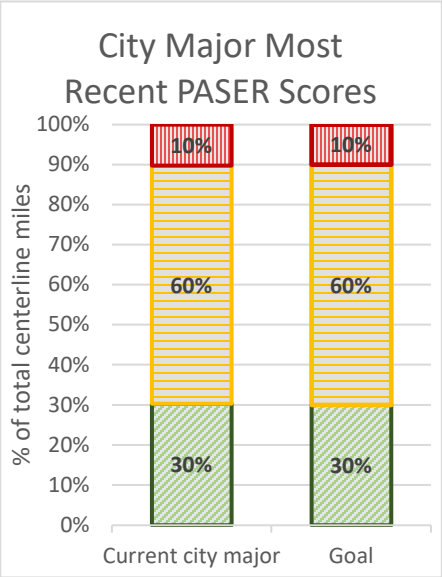


Figure 19: The city of Livonia's current city major road network condition by percentage of good/fair/poor

The City of Livonia's network-level pavement condition strategy for paved city major roads stated in their 2020 Pavement Asset Management Plan was:

1. Prevent its good and fair (PASER 10 - 5) paved city major from becoming poor (PASER 4 - 1).
2. Move 5% percent of paved city major roads into the good category.

The City of Livonia has achieved these goals as the percentage of poor roads has decreased. The City has also increased the percentage of roads in the good category by 10%. Their new goal is to maintain the percentage of roads in the good/fair/poor categories and continue to prevent roads in the good/fair category from becoming poor.

Goals for Paved City Minor Roads

The overall goal for the City of Livonia's paved city minor road network is to maintain road conditions network-wide from 2023 levels. The baseline condition for this goal is illustrated in Figure 20.

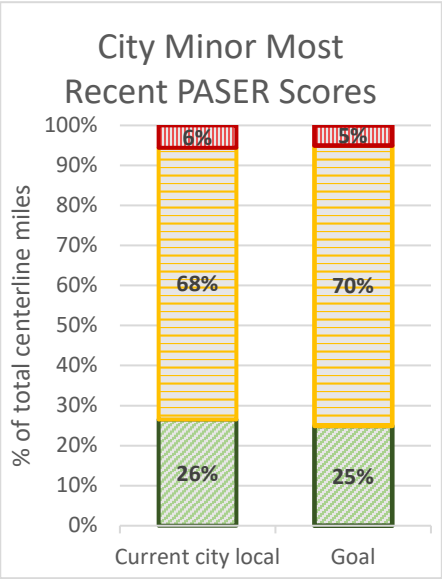


Figure 20: The City of Livonia current paved city minor road network condition by percentage of good/fair/poor

City of Livonia DPW's network-level pavement condition strategy for paved city minor roads from their 2020 Pavement Asset Management Plan was:

1. Prevent its good and fair (PASER 10 - 5) paved city minor roads from becoming poor (PASER 4 - 1).
2. Keep its city minor roads at approximately the same condition.

The City of Livonia has met these goals as they have prevented its good and fair roads from becoming poor due to the large number of road improvement projects. The City has positively increased the condition of city minor roads from 2020 through their annual Road Program. The City's new goal is to maintain the minor road condition.

Modelled Trends

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, sunlight, and traffic weight. To offset natural deterioration and normal wear-and-tear on the road, City of Livonia DPW must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected.

City of Livonia DPW uses many types of repair treatments for its roads, each selected to balance costs, benefits, and road life expectancy. When agency trends are modelled, any gap between goals and accomplishable work becomes evident. Financial resources influence how much work can be accomplished across the network within agency budget and what treatments and strategies can be afforded; a full discussion of City of Livonia DPW's financial resources can be found in the *2. Financial Resources* section.

Treatments and strategies that counter pavement-damaging forces include reconstruction, structural improvement, capital preventive maintenance, innovative treatments, and maintenance. For a complete discussion on the pavement treatment tools, refer to the *Introduction*'s *Pavement Primer*.

Correlating with each PASER score are specific types of treatments best performed either to protect the pavement (CPM) or to add strength back into the pavement (structural improvement) (Table 1). MDOT provides guidance regarding when a specific pavement may be a candidate for a particular treatment. These identified PASER scores "trigger" the timing of projects appropriately to direct the right pavement fix at the right time, thereby providing the best chance for a successful project. The information provided in Table 1 is a guide for identifying potential projects; however, this table should not be the sole criteria for pavement treatment selection. Other information such as community development, traffic volume, utility projects, and budget play a role in project selection. This table should not be a substitute for engineering judgement.

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type[1]

Fix Type	Life Extension (in years)*			PASER
	Flexible	Composite	Rigid	
HMA crack treatment	1-3	1-3	N/A	6-7
Overband crack filling	1-2	1-2	N/A	6-7
One course non-structural HMA overlay	5-7	4-7	N/A	4-5****
Mill and one course non-structural HMA overlay	5-7	4-7	N/A	3-5
Single course chip seal	3-6	N/A	N/A	5-7†
Double chip seal	4-7	3-6	N/A	5-7†
Single course microsurface	3-5	**	N/A	5-6
Multiple course microsurface	4-6	**	N/A	4-6****
Ultra-thin HMA overlay	3-6	3-6	N/A	4-6****
Paver placed surface seal	4-6	**	N/A	5-7
Full-depth concrete repair	N/A	N/A	3-10	4-5***
Concrete joint resealing	N/A	N/A	1-3	5-8
Concrete spall repair	N/A	N/A	1-3	5-7
Concrete crack sealing	N/A	N/A	1-3	4-7
Diamond grinding	N/A	N/A	3-5	4-6
Dowel bar retrofit	N/A	N/A	2-3	3-5***
Longitudinal HMA wedge/scratch coat with surface treatment	3-7	N/A	N/A	3-5****
Flexible patching	**	**	N/A	N/A
Mastic joint repair	1-3	1-3	N/A	4-7
Cape seal	4-7	4-7	N/A	4-7
Flexible interlayer “A”	4-7	4-7	N/A	4-7
Flexible interlayer “B” (SAMI)	4-7	4-7	N/A	3-7
Flexible interlayer “C”	4-7	4-7	N/A	3-7
Fiber reinforced flexible membrane	4-7	4-7	N/A	3-7
Fog seal	**	**	N/A	7-10
GSB 88	**	**	N/A	7-10
Mastic surface treatment	**	**	N/A	7-10
Scrub seal	**	**	N/A	4-8

* The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.

** Data is not available to quantify the life extension.

*** The concrete slabs must be in fair to good condition.

**** Can be used on a pavement with a PASER equal to 3 when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.

† For PASER 4 or less providing structural soundness exists and that additional pre-treatment will be required for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.

[1] Part of Appendix B-1 from *MDOT Local Agency Programs Guidelines for Geometrics on Local Agency Projects* 2017 Edition Approved Preventive Maintenance Treatments

Roadsoft Pavement Condition Forecast to Forecast Future Trends

City of Livonia DPW uses Roadsoft, an asset management software suite, to manage road- and bridge-related infrastructure. Roadsoft is developed by Michigan Technological University and is available for Michigan local agencies at no cost to them. Roadsoft uses pavement condition data to drive network-level deterioration models that forecast future road conditions based on planned construction and maintenance work. A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 21.

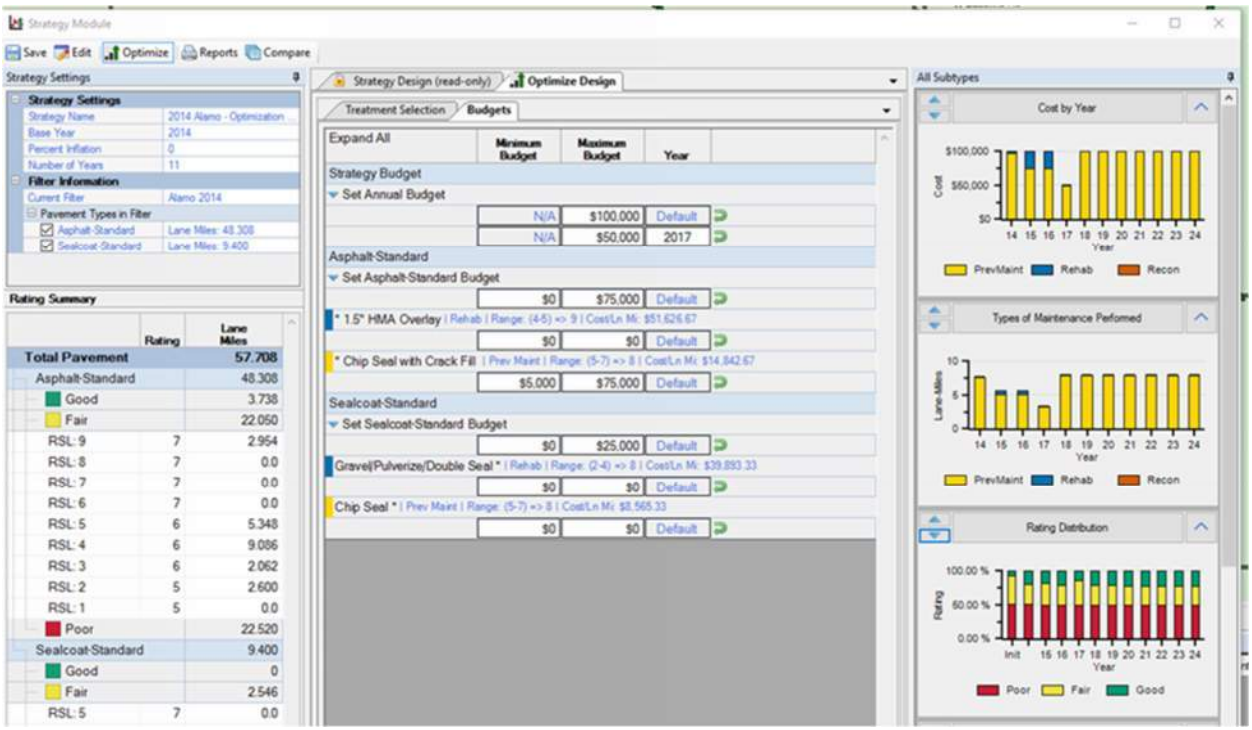


Figure 21: Example pavement condition forecast model in the software program Roadsoft.

Paved City Major Roads

Table 2 illustrates the network-level model inputs for Roadsoft on the paved city major road network. The treatments outlined in Table 2 are the annual average treatment volume of planned projects. See Appendix A of this plan for details on planned projects.

Table 2: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for City of Livonia's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Major Road Network Forecast			
Treatment Name	**Annual Miles of Treatment**	**Years of Life**	**Trigger-Reset**
Asphalt: Mill & Overlay	1.50	20	3, 4-9
Asphalt: Pulverize & Overlay	---	20	3, 4-9
Concrete: Reconstruction	0.50	30	1, 2, 3-10
Concrete: Full Depth / Slab Replacement	0.50	25	1, 2, 3-10

Results from the Roadsoft network condition model for the city major roads are shown in Figure 22. The City of Livonia's planned projects from its currently available budget allow the City of Livonia to head in the direction of reaching its pavement condition goals given the planned financial investment for the next three years.

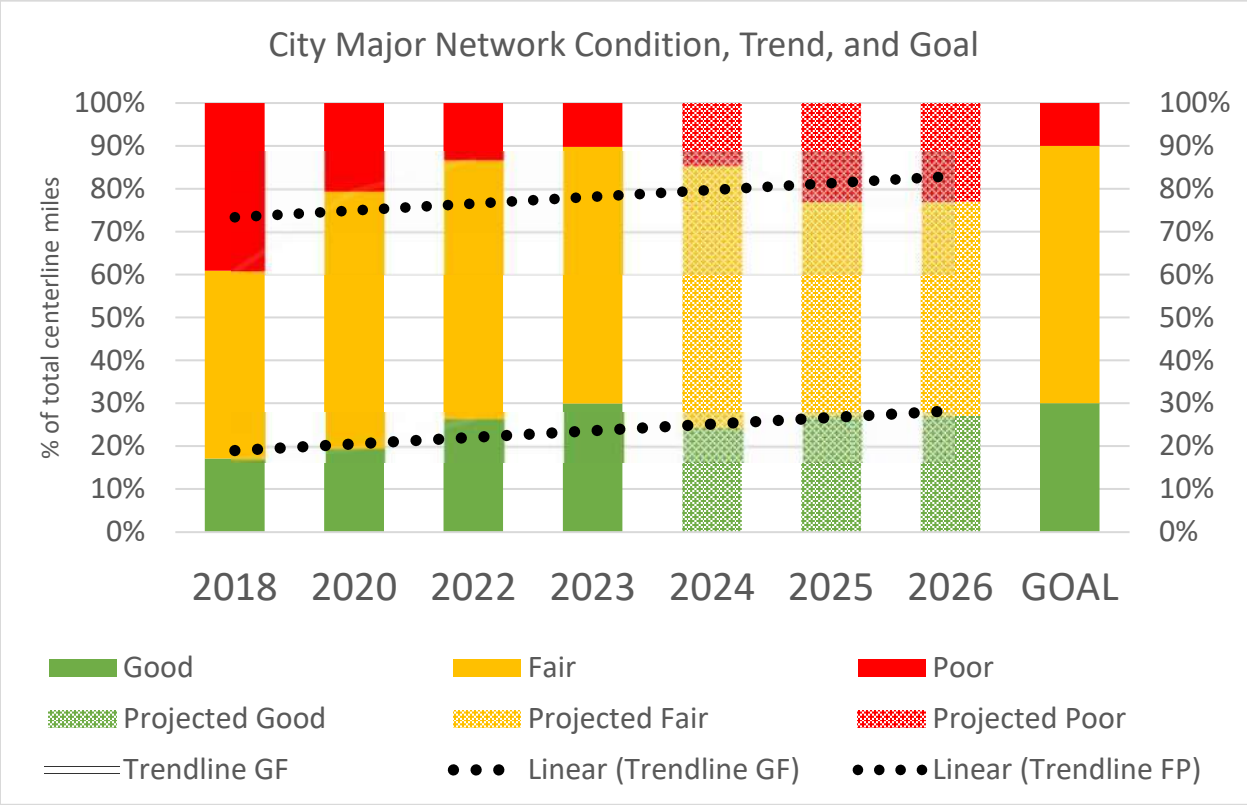


Figure 22: Forecast good/fair/poor changes to City of Livonia DPW network condition from planned projects on the city major road network.

The City of Livonia plans to focus on maintaining their road conditions and preventing good/fair roads from becoming poor.

Paved City Minor Road

A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 23.

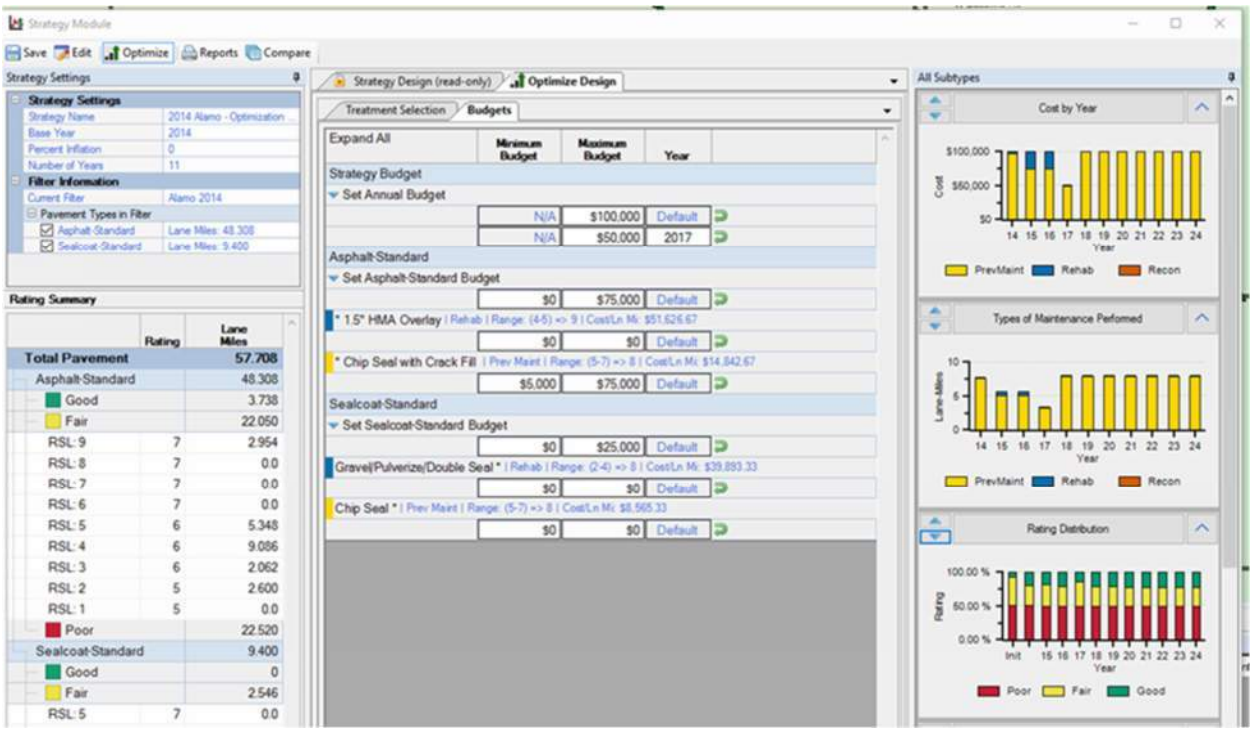


Figure 23: Example pavement condition forecast model in the software program Roadsoft.

Table 3 illustrates the network-level model inputs for Roadsoft on the paved city minor road network. Other pavement types in this network were neglected due to their small numbers relative to HMA and concrete pavements. The treatments outlined in Table 3 are the annual average treatment volume of planned projects. Details on planned projects are included in Appendix A.

Table 3: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for City of Livonia's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Minor Road Network Forecast

Treatment Name	Annual Miles of Treatment	Years of Life	Trigger-Reset
Asphalt: Mill & Overlay	1.75	20	3, 4-9
Asphalt: Pulverize & Overlay	2.50	20	3, 4-9
Concrete: Reconstruction	2.25	30	1, 2, 3-10
Concrete: Full Depth / Slab Replacement	1.00	25	1, 2, 3-10

Results from the Roadsoft network condition model for the paved city minor roads are shown in Figure 24. The City of Livonia DPW's planned projects from its currently available budget allows the City of Livonia to head in the direction of reaching its pavement condition goal given the planned investment for the next three years.

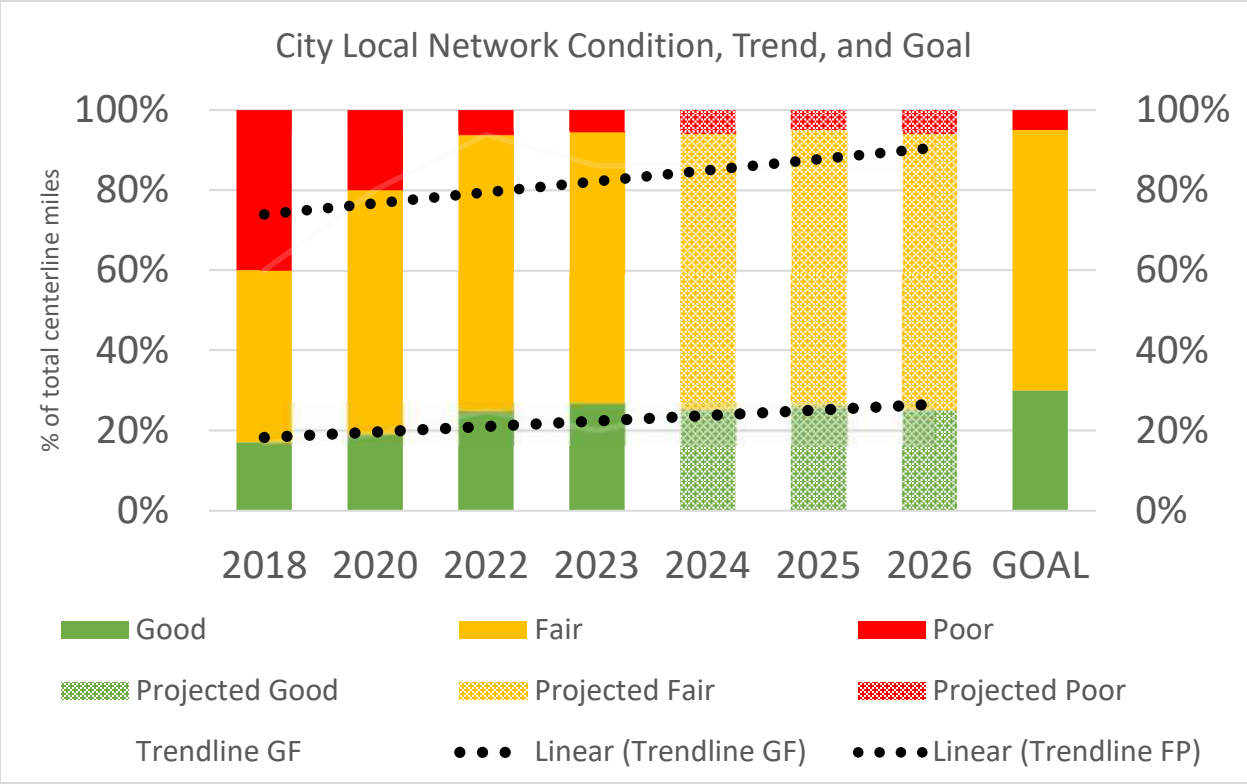


Figure 24: Forecast good/fair/poor changes to City of Livonia DPW network condition from planned projects on the paved city minor road network.

The goal from the 2020 Pavement Asset Management Plan was to improve the poor-rated roads over the next three years to increase the percentage of roads with a good or fair rating. The City of Livonia has met this goal as a number of the poorly rated roads have been rehabilitated or reconstructed in the past three years. The City's new goal is to prevent their good/fair roads from becoming poor and continue to improve the poor roads.

Planned Projects

The City of Livonia plans construction and maintenance projects one year in advance. A yearly planning threshold is required due to the time necessary to plan, design, and finance construction and maintenance projects on the paved city major road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include studies on environmental and archeological impacts, review of construction and design documents and plans, documentation of rights-of-way ownership, planning and permitting for storm water discharges, and other regulatory and administrative requirements.

Per PA 499 of 2002 (later amended by PA 199 of 2007), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding, and permitting may require City of Livonia DPW to alter initial plans. Project planning information is used to predict the future condition of the road networks that City of Livonia DPW maintains. The *1. Pavement Assets*: *Modelled Trends* section of this plan provides a detailed analysis of the impact of the proposed projects on their respective road networks.

The City of Livonia uses PASER ratings which are collected every two years to determine roads in need of improvement. The City staff visit selected streets to field verify that the streets selected by PASER ratings match the needs of the community. A combination of rehabilitation, reconstruction and maintenance streets are chosen and located regionally within one another in the community.

For 2024, City of Livonia DPW plans to do the following projects:

Paved City Major and Minor Projects

City of Livonia DPW is currently planning the construction and maintenance projects listed in Appendix A for the paved city major and city minor road networks. The total cost of the planned projects for their 2024 Road Repair Program is approximately $10.2 million. The approximate spending for each type of project is $4.1 million for asphalt rehabilitation, $4.5 million for concrete reconstruction and $1.6 million for concrete slab replacement. Additionally, the City has received $1.3 million from Wayne County FAC funds to complete West Chicago from Harrison to Inkster Road.

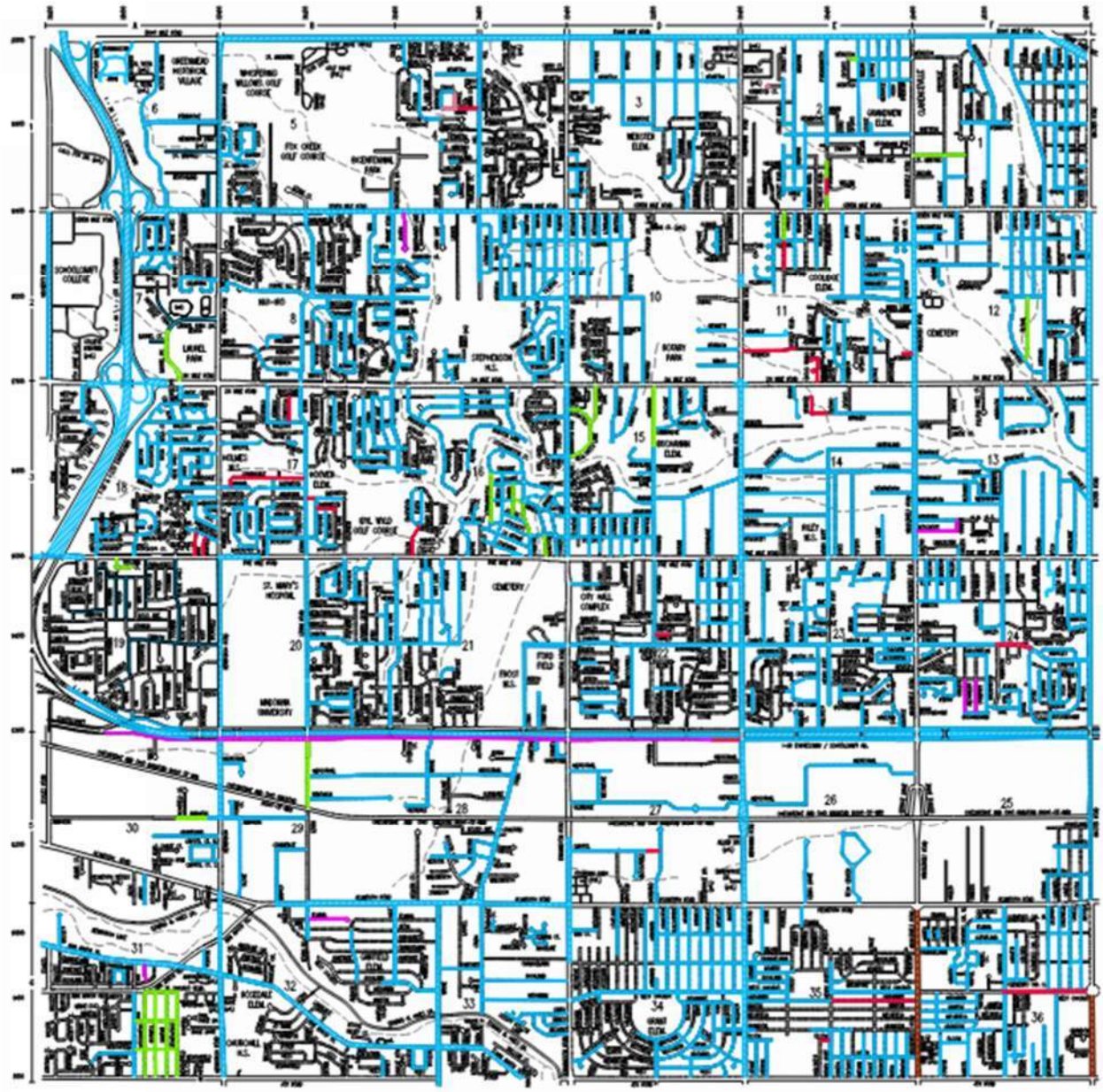


Figure 25. City of Livonia's 2024 Road Program with proposed asphalt projects in green, proposed concrete projects in red and proposed slab replacement projects in magenta. Previously completed road projects are shown in blue.

A detailed list of these proposed road projects can be found in Appendix A.

2. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. City of Livonia DPW will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Michigan agencies are required to submit an Act 51 Report to the Michigan Department of Transportation each year; this is a full financial report that outlines revenues and expenditures. This report can be obtained by request submitted to our agency contact.

City of Livonia DPW has a total budget for pavement asset management of approximately $10 million per year. This budget is used to improve both the city major and city minor networks. This budget is used for a mixture of rehabilitation, reconstruction and maintenance projects within the City of Livonia.

3. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by City of Livonia DPW provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Figure 25 illustrates the key transportation links in City of Livonia DPW's road network, including those that meet the following types of situations:

- **Geographic divides:** Areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature
- **Emergency alternate routes for high-volume roads:** Roads which are routinely used as alternate routes for high volume roads or roads that are included in an emergency response plan
- **Limited access areas:** Roads that serve remote or limited access areas that result in long detours if closed
- **Main access to key commercial districts:** Areas where large number or large size business will be significantly impacted if a road is unavailable

Our road network includes the following critical assets which are presented in Figure 25:

- Newburgh Road at I-96
- Portions of Schoolcraft Road along I-96
- Newburgh Road Bridge located between Ann Arbor Road and Edward Hines Drive

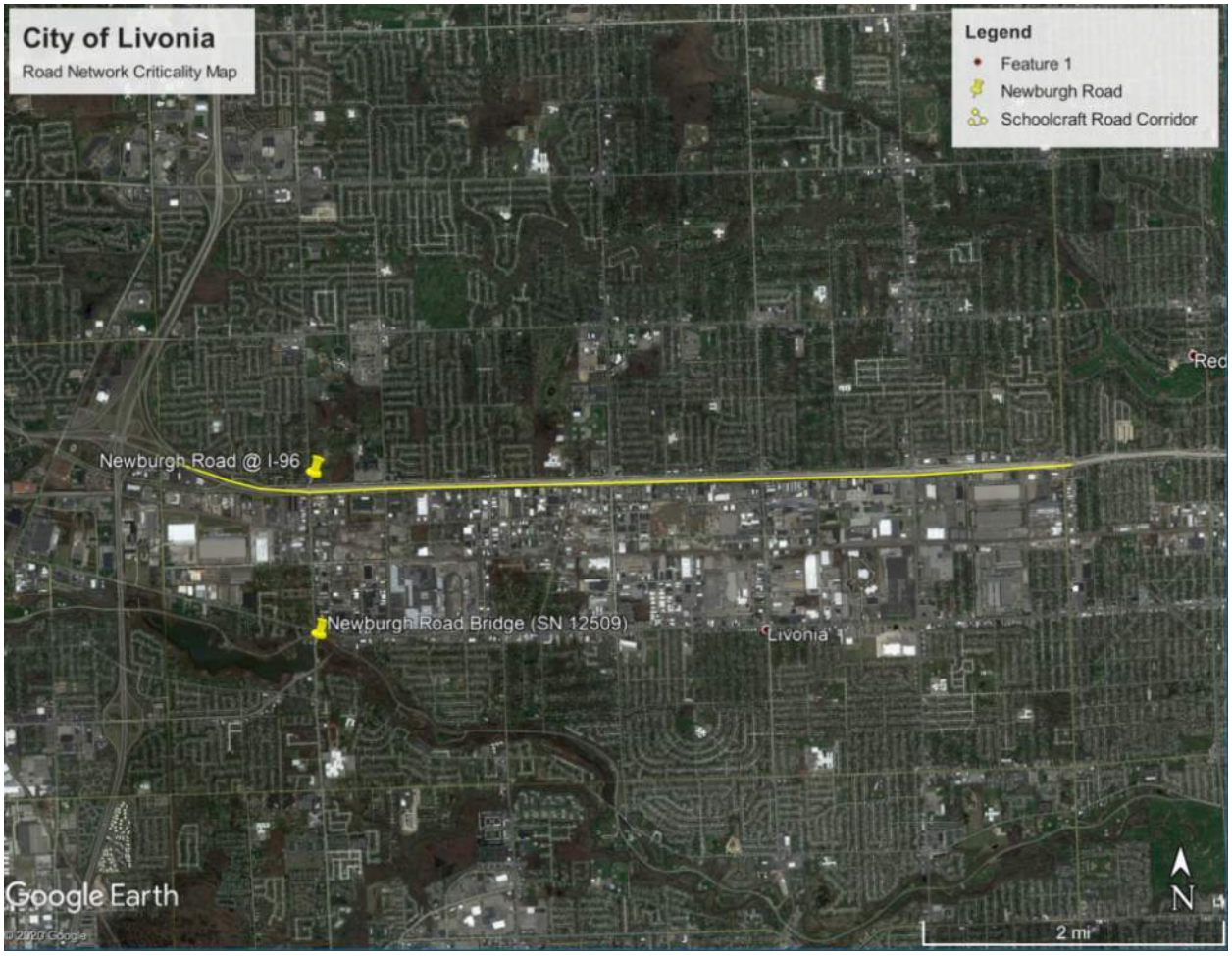


Figure 25: Key transportation links in City of Livonia DPW's road network

4. COORDINATION WITH OTHER ENTITIES

An asset management plan provides a significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. City of Livonia DPW communicates with both public and private infrastructure owners to coordinate work in the following ways:

City of Livonia DPW maintains drinking water, sanitary and storm sewer assets in addition to transportation assets. City of Livonia DPW follows an asset management process for all of its assets by coordinating the upgrade, maintenance, and operation of all major assets.

Planned projects for subsurface infrastructure that City of Livonia DPW owns are listed in the following asset management plans: drinking water distribution system asset management plan, wastewater collection system asset management plan, storm sewer system asset management plan. These three sub-surface utility plans are coordinated with the transportation infrastructure plans to maximize value and minimize service disruptions and cost to the public.

City of Livonia DPW takes advantage of coordinated infrastructure work to reduce cost and maximize value using the following policies:

- Roads which are in poor condition that have a subsurface infrastructure project planned which will destroy more than half the lane with will be rehabilitated or reconstructed full width using transportation funds to repair the balance of the road width.
- Subsurface infrastructure projects which will cause damage to pavements in good condition will be delayed as long as possible, or will consider methods that do not require pavement cuts.

- Subsurface utility projects will be coordinated to allow all under pavement assets to be upgraded in the same project regardless of ownership.
- Road reconstruction projects will not be completed until agency owned sub surface utilities are upgraded to have at least a 40 years of remaining service life.

Annually, City of Livonia convenes a Citizen's Road Advisory Committee in October. This public meeting allows input on locations to consider for road repairs on City jurisdiction roads. Local business owners and residents from all of the major and local road are provided notice for the meeting and are invited to attend. An attempt is made to coordinate the schedule of the event to allow the majority of infrastructure owners to attend.

City of Livonia provides all attendees of the infrastructure planning summit with a list of all planned road projects for the next three years that include new pavement structure. Infrastructure owners are encouraged to discuss planned projects that would disrupt transportation services or cause damage to pavements. Projects which may cause damage to pavements in good or fair condition are discussed and mitigation measures are proposed to minimize the impact to pavements. Mitigation measures could include rescheduling and coordinating projects to maximize value and minimize disruptions and cost to the public.

APPENDIX A: 2024 PAVED CITY MAJOR AND MINOR ROAD PLANNED PROJECTS

Road Reconstruction:

Street Name	From	To
Kenwood Ct	#30947 Kenwood Ct	Dead End
Purlingbrook Rd	#19321 Purlingbrook Rd	#19385 Purlingbrook Rd
Navin Ave	Laurel Ave	Gill Rd
Bobrich Ave	Merriman Rd	Sunset Blvd
Bobrich Ave	Middlebelt Rd	Dead End
Cross Winds Ct	Cross Winds Rd	Dead End
Cross Winds Rd	Six Mile Rd	Dead End
Sunset Blvd	Pickford Ave	Clarita Ave
Munger Ave	#30400 Munger Ave	Dead End
Ellen Dr	Five Mile Rd	Roycroft Ave
Comstock Dr	Mallory Dr	Whitcom Dr
Ladywood Rd	Levan Rd	Woodside Dr
Sherwood Dr	Woodside Dr	Park Ln
Sunnydale Ave	Myrna Ave	Levan Rd
Huff Ave	Five Mile Rd	Lancaster Ave
Richfield Ave	Five Mile Rd	Lancaster Ave
Oakley Ave	Hubbard Rd	#32240 Oakley Ave
Lyndon Ave	Harrison Rd (West)	Lyons Ave
Alexander Ave	Buckingham Ave	Meadowlark Ave
Sunbury Ave	Buckingham Ave	Meadowlark Ave
Capitol Ave	#32432 Capitol Ave	Hubbard Ave
Hathaway Ave	Henry Ruff Rd	Middlebelt Rd
Olson Ave	Henry Ruff Rd	Hillcrest Ave
West Chicago Ave*	Harrison Ave	Inkster Rd

***MDOT LAP Project**

Road Rehabilitation:

Street Name	From	To
St. Martins Ave	Middlebelt Rd	Weyher Ave
Morlock Ave	Oporto Ave	Melvin Ave
Purlingbrook Rd	#19385 Purlingbrook Rd	St. Martins Ave

Purlingbrook Rd	Seven Mile Rd	#19321 Purlingbrook Rd
Laurel Park Dr	Six Mile Rd	#17841 Laurel Park Dr
Sunset Blvd	Clarita Ave	Seven Mile Rd
Floral Ave	Lathers Dr	Curtis Ave
Hubbard Rd	#16360 Hubbard Rd	Six Mile Rd
Bell Creek Lane	6 Mile Road	Farmington Road
Bloomfield Avenue	Farmington Road	Bell Creek Lane
Edington Rd	Five Mile Rd	Roycroft Ave
Southampton Rd	Roycroft Ave	Oakdale Ave
Stamford Rd	Roycroft Ave	Rayburn Ave
Whitby Rd	Dorais Ave	Hampshire Rd
Tuscany Ct	Five Mile Rd	Dead End
Levan Rd	CSX Railroad Tracks	Schoolcraft Rd
Amrhein Rd	#37521 Amrhein Rd	#38101 Amrhein Rd
Butwell St	Joy Rd	West Chicago Blvd
Houghton Ave	Joy Rd	West Chicago Blvd
Lamont St	Joy Rd	West Chicago Blvd
Minton Ave	Hix Rd	Stonehouse Ave
Northfield Ave	Hix Rd	Stonehouse Ave
Stonehouse Ave	Joy Rd	West Chicago Blvd
West Chicago Blvd	Houghton Ave	Stonehouse Ave

Road Maintenance:

Street Name	From	To
Navin Ave	Riverside Dr	Laurel Ave
Laurel Ave	Navin Ave	Fargo St
Aspen Dr	Seven Mile Rd	Dead End
Garden Ave	Roycroft Ave	Rayburn Ave
Roycroft Ave	Middlebelt Rd	Garden Ave
Schoolcraft Rd	Farmington Rd	Merriman Rd
Schoolcraft Rd	Yale	Farmington Rd
Schoolcraft Rd	Newburgh Rd	Yale Ave
Schoolcraft Rd	#38881 Schoolcraft Rd	Newburgh Rd
Houghton Ave	Richland Ave	Ann Arbor Tr.
Elmira Ave	Levan Rd	Dead End

APPENDIX B

A Quick Check of Your Highway Network Health

By Larry Galehouse, Director, National Center for Pavement Preservation
and

Jim Sorenson, Team Leader, FHWA Office of Asset Management

Historically, many highway agency managers and administrators have tended to view their highway systems as simply a collection of projects. By viewing the network in this manner, there is a certain comfort derived from the ability to match pavement actions with their physical/functional needs. However, by only focusing on projects, opportunities for strategically managing entire road networks and asset needs are overlooked. While the "bottom up" approach is analytically possible, managing networks this way can be a daunting prospect. Instead, road agency administrators have tackled the network problem from the "top down" by allocating budgets and resources based on historical estimates of need. Implicit in this approach, is a belief that the allocated resources will be wisely used and prove adequate to achieve desirable network service levels.

Using a quick checkup tool, road agency managers and administrators can assess the needs of their network and other highway assets and determine the adequacy of their resource allocation effort. A quick checkup is readily available and can be usefully applied with minimum calculations.

It is essential to know whether present and planned program actions (reconstruction, rehabilitation, and preservation) will produce a net improvement in the condition of the network. However, before the effects of any planned actions on the highway network can be analyzed, some basic concepts should be considered.

Assume every lane-mile segment of road in the network was rated by the number of years remaining until the end of life (terminal condition). Remember that terminal condition does not mean a failed road. Rather, it is the level of deterioration that management has set as a minimum operating condition for that road or network. Consider the rated result of the current network condition as shown in Figure 1.

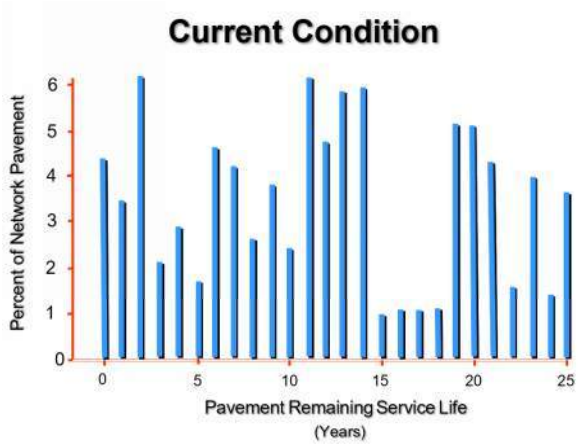


Figure 1 – Current Condition

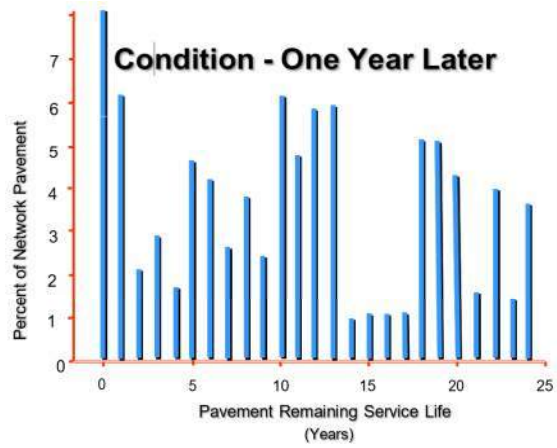


Figure 2 – Condition 1-Year Later

If no improvements are made for one year, then the number of years remaining until the end of life will decrease by one year for each road segment, except for those stacked at zero. The zero- stack will increase significantly because it maintains its previous balance and also becomes the recipient of those roads having previously been stacked with one year remaining. Thus, the entire network will age one year to the condition shown in Figure 2, with the net lane-miles in the zero stack raised from 4% to 8% of the network.

Some highway agencies still subscribe to the old practice of assigning their highest priorities to the reconstruction or rehabilitation of the worst roads. This practice of "worst first", i.e., continually addressing only those roads in the zero-stack, is a proven death spiral strategy because reconstruction and rehabilitation are the most expensive ways to maintain or restore serviceability. Rarely does sufficient funding exist to sustain such a strategy.

The measurable loss of pavement life can be thought of as the network's total lane-miles multiplied by 1 year, i.e., lane-mile-years. Consider the following quantitative illustration. Suppose your agency's highway network consisted of 4,356 lane-miles. Figure 3 shows that without intervention, it will lose 4,356 lane-mile-years per year.

Agency Highway Network = 4,356 lane miles

Each year the network will lose

4,356 lane-mile-years

Agency Highway Network = 4,356 lane miles

Each year the network will lose

4,356 lane-mile-years

Figure 3 – Network Lane Miles

To offset this amount of deterioration over the entire network, the agency would need to annually perform a quantity of work equal to the total number of lane-mile-years lost just to maintain the status quo. Performing work which produces fewer than 4,356 lane-mile-years would lessen the natural decline of the overall network, but still fall short of maintaining the status quo. However, if the agency produces more than 4,356 lane-mile-years, it will improve the network.

In the following example, an agency can easily identify the effect of an annual program consisting of reconstruction, rehabilitation, and preservation projects on its network. This assessment involves knowing the only two components for reconstruction and rehabilitation projects: lane-miles and design life of each project fix. Figure 4 displays the agency's programmed activities for reconstruction and Figure 5 displays it for rehabilitation.

Reconstruction Evaluation

Projects this Year = 2

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 1	25 yrs	22	550	$463,425	$10,195,350
No. 2	30 yrs	18	540	$556,110	$10,009,980
	Total	=	**1,090**		$20,205,330

Figure 4 - Reconstruction

Rehabilitation Evaluation

Projects this Year = 3

Project	Design Life	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 10	18 yrs	22	396	$263,268	$5,791,896
No. 11	15 yrs	28	420	$219,390	$6,142,920
No. 12	12 yrs	32	384	$115,848	$3,707,136
	Total	=	**1,200**		$15,641,952

Figure 5 – Rehabilitation

When evaluating pavement preservation treatments in this analysis, it is appropriate to think in terms of "extended life" rather than design life. The term design life, as used in the reconstruction and rehabilitation tables, relates better to the new pavement's structural adequacy to handle repetitive loadings and environmental factors. This is not the goal of pavement preservation. Each type of treatment/repair has unique benefits that should be targeted to the specific mode of pavement deterioration. This means that life extension depends on factors such

as type and severity of distress, traffic volume, environment, etc. Figure 6 exhibits the agency's programmed activities for preservation.

Preservation Evaluation

Project	Life Extension	Lane Miles	Lane Mile Years	Lane Mile Cost	Total Cost
No. 101	2 yrs	12	24	$2,562	$30,744
No. 102	3 yrs	22	66	$7,743	$170,346
No. 103	5 yrs	26	130	$13,980	$363,480
No. 104	7 yrs	16	112	$29,750	$476,000
No. 105	10 yrs	8	80	$54,410	$435,280
Total		=	**412**		$1,475,850

Figure 6 – Preservation

To satisfy the needs of its highway network, the agency must accomplish 4,356 lane-mile-years of work per year. The agency's program will derive 1,090 lane-mile-years from reconstruction, 1,200 lane-mile-years from rehabilitation, and 412 lane-mile-years from pavement preservation, for a total of 2,702 lane-mile-years. Thus, these programmed activities fall short of the minimum required to maintain the status quo, and hence would contribute to a net loss in network pavement condition of 1,653 lane-mile-years. The agency's programmed tally is shown in Figure 7.

Network Trend

Programmed Activity	Lane-Mile-Years	Total Cost
Reconstruction	1,090	$20,205,330
Rehabilitation	1,200	$15,641,952
Preservation	412	$1,475,850
Total	**2,702**	**$37,323,132**
Network Needs (Loss)	(-) 4,356	
Deficit =	**- 1,654**	

Figure 7 – Programmed Tally

This exercise can be performed for any pavement network to benchmark its current trend. Using this approach, it is possible to see how various long-term strategies could be devised and evaluated against a policy objective related to total-network condition.

Once the pavement network is benchmarked, an opportunity exists to correct any shortcomings in the programmed tally. A decision must first be made whether to improve the

network condition or just to maintain the status quo. This is a management decision and system goal.

Continuing with the previous example, a strategy will be proposed to prevent further network deterioration until additional funding is secured.

The first step is to modify the reconstruction and rehabilitation (R&R) programs. An agonizing decision must be made about which projects to defer, eliminate, or phase differently with multi- year activity. In Figure 8, reductions are made in the R&R programs to recover funds for less costly treatments in the pavement preservation program. The result of this decision recovered slightly over $6 million.

Program Modification

Programmed Activity	Lane-Mile-Years	Cost Savings
Reconstruction *31 lane miles* ~~(40 lane-miles)~~	*820* ~~(1,090)~~	**$5,004,990**
Rehabilitation *77 lane miles* ~~(82 lane-miles)~~	*1,125* ~~(1,200)~~	**$1,096,950**
Pavement Preservation (84 lane-miles)	(412)	**0**
Total =	*2,357* **(2,702)**	**$6,101,940**

Figure 8 – Revised R & R Programs

Modifying the reconstruction and rehabilitation programs has reduced the number of lane-mile- years added to the network from 2,702 to 2,357 lane-mile-years. However, using less costly treatments elsewhere in the network to address roads in better condition will increase the number of lane-mile-years added to the network. A palette of pavement preservation treatments, or mix of fixes, is available to address the network needs at a much lower cost than traditional methods.

Preservation treatments are only suitable if the right treatment is used on the right road at the right time. In Figure 9, the added treatments used include concrete joint resealing, thin hot-mix asphalt (HMA) overlay (≤ 1.5”), microsurfacing, chip seal, and crack seal. By knowing the cost per lane-mile and the treatment life-extension, it is possible to create a new strategy (costing $36,781,144) that satisfies the network need. In this example, the agency saved in excess of $500,000 from traditional methods (costing $37,323,132), while erasing the 1,653 lane-mile-year deficit produced by the initial program tally. Network Strategy

Programmed Activity		Lane Mile Years	Total Cost
Reconstruction	(31 lane-miles)	820	$15,200,340
Rehabilitation	(77 lane-miles)	1,125	$14,545,002
Pavement Preservation	(84 lane-miles)	412	$1,475,850
Concrete Resealing	(4 years x 31 lane-miles)	124	$979,600
Thin HMA Overlay	(10 years x 16 lane-miles)	160	$870,560
Microsurfacing	(7 years x 44 lane-miles)	308	$1,309,000
Chip Seal	(5 years x 79 lane-miles)	395	$1,104,420
Crack Seal	(2 years x 506 lane-miles)	1,012	$1,296,372
	Total =	4,356	$36,781,144

Figure 9 – New Program Tally

In a real-world situation, the highway agency would program its budget to achieve the greatest impact on its network condition. Funds allocated for reconstruction and rehabilitation projects must be viewed as investments in the infrastructure. Conversely, funds directed for preservation projects must be regarded as protecting and preserving past infrastructure investments.

Integrating reconstruction, rehabilitation, and preservation in the proper proportions will substantially improve network conditions for the taxpayer while safeguarding the highway investment.

B. CULVERT ASSET MANAGEMENT PLAN SUPPLEMENT

Culverts are structures that lie underneath roads, enabling water to flow from one side of the roadway to the other (Figure B-1 and Figure B-2). The important distinguishing factor between a culvert and a bridge is the size. Culverts are considered anything under 20 feet while bridges, according to the Federal Highway Administration, are 20 feet or more. While similar in function to storm sewers, culverts differ from storm sewers in that culverts are open on both ends, are constructed as straight-line conduits, and lack intermediate drainage structures like manholes and catch basins. Culverts are critical to the service life of a road because of the important role they play in keeping the pavement layers well drained and free from the forces of water building up on one side of the roadway.

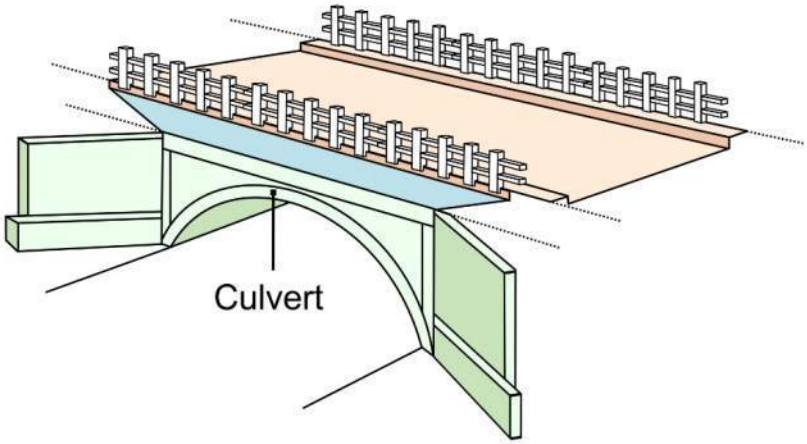


Figure B-1: Diagram of a culvert structure

Figure B-2: Examples of culverts. Culverts allow water to pass under the roadway (left), they are straight-line conduits with no intermediate drainage structures (middle), and they come in various materials (left: metal; middle and right: concrete) and shapes (left: arch; middle: round; right: box).

Culvert Types

Michigan conducted its first pilot data collection on local agency culverts in the state in 2018. Of almost 50,000 culverts inventoried as part of the state-wide pilot project, the material type used for constructing culverts ranged from (in order of predominance) corrugated steel, concrete, plastic, aluminum, and masonry/tile, to timber materials. The shapes of the culverts were (in order of predominance) circular, pipe arch, arch, rectangular, horizontal ellipse, or box. The diameter for the majority of culverts ranged from less than 12 inches to 24 inches; a portion, however, ranged from 30 inches to more than 48 inches.

Culvert Condition

Several culvert condition assessment practices exist. The FHWA has an evaluation method in its 1986 *Culvert Inspection Manual*. In conjunction with descriptions and details in the Ohio Department of Transportation's 2017 *Culvert Inspection Manual* and Wisconsin DOT's *Bridge Inspection Field Manual*, the FHWA method served as the method for evaluating Michigan culverts in the pilot. In 2018, Michigan local agencies participated in a culvert pilot data collection, gathering inventory and condition data; full detail on the condition assessment system used in the data collection can be found in Appendix G of the final report (https://www.michigan.gov/documents/tamc/TAMC_2018_Culvert_Pilot_Report_Complete_634795_7.pdf).

The Michigan culvert pilot data collection used a 1 through 10 rating system, where 10 is considered a new culvert with no deterioration or distress and 1 is considered total failure. Each of the different culvert material types requires the assessment of features unique to that material type, including structural deterioration, invert deterioration, section deformation, blockage(s) and scour. Corrugated metal pipe, concrete pipe, plastic pipe, and masonry culverts require an additional assessment of joints and seams. Slab abutment culverts require an additional assessment of the concrete abutment and the masonry abutment. Assessment of timber culverts only relied on blockage(s) and scour. The assessments come together to generate condition rating categories of good (rated as 10, 9, or 8), fair (rated as 7 or 6), poor (rated as 5 or 4), or failed (rated as 3, 2, or 1).

Culvert Treatments

The *MDOT Drainage Manual* addresses culvert design and treatments. Of most importance to the longevity of culverts is regular cleaning to prevent clogs. More extensive treatments may include re-positioning the pipe to improve its grade and lining a culvert to achieve more service life after structural deterioration has begun.

C. TRAFFIC SIGNALS ASSET MANAGEMENT PLAN SUPPLEMENT

Types

Electronic traffic control devices come in a large array of configurations, which include case signs (e.g., keep right/left, no right/left turn, reversible lanes), controllers, detection (e.g., cameras, push buttons), flashing beacons, interconnects (e.g., DSL, fire station, phone line, radio), pedestrian heads (e.g., hand-man), and traffic signals. This asset management plan is only concerned with traffic signals (Figure C-1) as a functioning unit and does not consider other electronic traffic control devices.

Figure C-1: Examples of traffic signal

Condition

Traffic signal assessment considers the functioning of basic tests on a pass/fail basis. These tests include battery backup testing, components testing, conflict monitor testing, radio testing, and underground detection.

Treatments

Traffic signals are maintained in accordance with the *Michigan Manual on Uniform Traffic Control Devices*. Maintenance of traffic signals includes regular maintenance of all components, cleaning and servicing to prevent undue failures, immediate maintenance in the case of emergency calls, and provision of stand-by equipment. Timing changes are restricted to authorized personnel only.

D. GLOSSARY & ACRONYMS

Glossary

Alligator cracking: Cracking of the surface layer of an asphalt pavement that creates a pattern of interconnected cracks resembling alligator hide. This is often due to overloading a pavement, sub-base failure, or poor drainage.[5]

Asset management: A process that uses data to manage and track road assets in a cost-effective manner using a combination of engineering and business principles. Public Act 325 of 2018 provides a legal definition: "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals".[6]

Biennial inspection: Inspection of an agency's bridges every other year, which happens in accordance with National Bridge Inspection Standards and Michigan Department of Transportation requirements.

Bridge inspection program: A program implemented by a local agency to inspect the bridges within its jurisdiction systematically in order to ensure proper functioning and structural soundness.

Capital preventative maintenance: A planned set of cost-effective treatments to address of fair-rated infrastructure before the structural integrity of the system has been severely impacted. These treatments aim to slow deterioration and to maintain or improve the functional condition of the system without significantly increasing the structural capacity.

Chip seal: An asphalt pavement treatment method consisting of, first, spraying liquid asphalt onto the old pavement surface and, then, a single layer of small stone chips spread onto the wet asphalt layer.

Composite pavement: A pavement consisting of concrete and asphalt layers. Typically, composite pavements are old concrete pavements that were overlaid with HMA in order to gain more service life.

Concrete joint resealing: Resealing the joints of a concrete pavement with a flexible sealant to prevent moisture and debris from entering the joints. When debris becomes lodged inside a joint, it inhibits proper movement of the pavement and leads to joint deterioration and spalling.

Concrete pavement: Also known as rigid pavement, a pavement made from portland cement concrete. Concrete pavement has an average service life of 30 years and typically does not require as much periodic maintenance as HMA.

Cost per lane mile: Associated cost of construction, measured on a per lane, per mile basis. Also see *lane-mile segment*.

Crack and seat: A concrete pavement treatment method that involves breaking old concrete pavement into small chunks and leaving the broken pavement in place to provide a base for a new surface. This provides a new wear surface that resists water infiltration and helps prevent damaged concrete from reflecting up to the new surface.

---

[5] https://en.wikipedia.org/wiki/Crocodile_cracking
[6] Inventory-based Rating System for Gravel Roads: Training Manual

Crack seal: A pavement treatment method for both asphalt and concrete pavements that fills cracks with asphalt materials, which seals out water and debris and slows down the deterioration of the pavement. Crack seal may encompass the term "crack filling".

Crush and shape: An asphalt pavement treatment method that involves pulverizing the existing asphalt pavement and base and then reshaping the road surface to correct imperfections in the road's profile. Often, a layer of gravel is added along with a new wearing surface such as an HMA overlay or chip seal.

Crust: A very tightly compacted surface on an unpaved road that sheds water with ease but takes time to be created.

Culvert: A pipe or structure used under a roadway that allows cross-road drainage while allowing traffic to pass without being impeded; culverts span up to 20 feet.[7]

Dowel bar retrofit repair: A concrete pavement treatment method that involves cutting slots in a cracked concrete slab, inserting steel bars into the slots, and placing concrete to cover the new bars and fill the slots. It aims to reinforce cracks in a concrete pavement.

Dust control: A gravel road surface treatment method that involves spraying chloride or other chemicals on the gravel surface to reduce dust loss, aggregate loss, and maintenance. This is a relatively short-term fix that helps create a crusted surface.

Expansion joint: Joints in a bridge that allow for slight expansion and contraction changes in response to temperature. Expansion joints prevent the build up of excessive pressure, which can cause structural damage to the bridge.

Federal Highway Administration: Also known as FHWA, this is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system.[8]

Federal-aid network: Portion of road network that is comprised of federal-aid routes. According to Title 23 of the United States Code, federal-aid-eligible roads are "highways on the federal-aid highways systems and all other public roads not classified as local roads or rural minor collectors".[9] Roads that are part of the federal-aid network are eligible for federal gas-tax monies.

FHWA: See *Federal Highway Administration*.

Flexible pavement: See *hot-mix asphalt pavement*.

Fog seal: An asphalt pavement treatment method that involves spraying a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight and oxidation. This method works best for good to very good pavements.

Full-depth concrete repair: A concrete pavement treatment method that involves removing sections of damaged concrete pavement and replacing it with new concrete of the same dimensions in order to restore the riding surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching.

---

[7] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual
[8] Federal Highway Administration webpage https://www.fhwa.dot.gov/
[9] Inventory-based Rating System for Gravel Roads: Training Manual

Geographic divides: Areas where a geographic feature (e.g., river, lake, mountain) limits crossing points of the feature.

Grants: Competitive funding gained through an application process and targeted at a specific project type to accomplish a specific purpose. Grants can be provided both on the federal and state level and often make up part of the funds that a transportation agency receives.

Gravel surfacing: A low-cost, easy-to-maintain road surface made from aggregate and fines.

HMA: See *hot-mix asphalt pavement*.

Hot-mix asphalt overlay: Also known as HMA overlay, this a surface treatment that involves layering new asphalt over an existing pavement, either asphalt or concrete. It creates a new wearing surface for traffic and to seal the pavement from water, debris, and sunlight damage, and it often adds significant structural strength.

Hot-mix asphalt pavement: Also known as HMA pavement, this type of asphalt creates a flexible pavement composed of aggregates, asphalt binder, and air voids. HMA is heated for placement and compaction at high temperatures. HMA is less expensive to construct than concrete pavement, however it requires frequent maintenance activities and generally lasts 18 years before major rehabilitation is necessary. HMA makes up the vast majority of local-agency-owned pavements.

IBR: See *IBR element*, *IBR number*, and/or *Inventory-based Rating System™*.

IBR element: A feature used in the IBR System™ for assessing the condition of roads. The system relies on assessing three elements: surface width, drainage adequacy, and structural adequacy.[10]

IBR number: The 1-10 rating determined from assessments of the weighted IBR elements. The weighting relates each element to the intensity road work needed to improve or enhance the IBR element category.[11]

Interstate highway system: The road system owned and operated by each state consisting of routes that cross between states, make travel easier and faster. The interstate roads are denoted by the prefix "I" or "U.S." and then a number, where odd routes run north-south and even routes run east-west. Examples are I-75 or U.S. 2.[12]

Inventory-based Rating System™: Also known as the IBR System™, a rating system designed to assess the capabilities of gravel and unpaved roads to support intended traffic volumes and types year round. It assesses roads based on how three IBR elements, or features—surface width, drainage adequacy, and structural adequacy—compare to a baseline, or "good", road.[13]

Jurisdictional borders: Borders between two road-owning-agency jurisdictions, or where the roads owned by one agency turn into roads owned by another agency. Examples of jurisdictional borders are township or county lines.

Lane-mile segment: A segment of road that is measured by multiplying the centerline miles of a roadway by the number of lanes present.

---

[10] Inventory-based Rating System for Gravel Roads: Training Manual
[11] Inventory-based Rating System for Gravel Roads: Training Manual
[12] https://www.fhwa.dot.gov/interstate/faq.cfm#question3
[13] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual

Lane-mile-years: A network's total lane-miles multiplied by one year; a method to quantify the measurable loss of pavement life.

Limited access areas: Areas—typically remote areas—serviced by few or seasonal roads that require long detours routes if servicing roads are closed.

Main access to key commercial districts: Areas where large number or large size business will be significantly impacted if a road is unavailable.

Maintenance grading: A surface treatment method for unpaved roads that involves re-grading the road to remove isolated potholes, washboarding, and ruts, and then restoring the compacted crust layer.

MDOT: See *Michigan Department of Transportation*.

MDOT's Local Bridge Program Call for Projects: A call for project proposals for replacement, rehabilitation, and/or preventive maintenance of local bridges that, if granted, receives bridge funding from the Michigan Department of Transportation. The Call for Projects is made by the Local Bridge Program.

Michigan Department of Transportation: Also known as MDOT, this is the state of Michigan's department of transportation, which oversees roads and bridges owned by the state or federal government in Michigan.

Michigan Public Act 51 of 1951: Also known as PA 51, this is a Michigan legislative act that served as the foundation for establishing a road funding structure by creating transportation funding distribution methods and means. It has been amended many times.[14]

Michigan Public Act 325 of 2018: Also known as PA 325, this legislation modified PA 51 of 1951 in regards to asset management in Michigan, specifically 1) re-designating the TAMC under Michigan Infrastructure Council (MIC); 2) promoting and overseeing the implementation of recommendations from the regional infrastructure asset management pilot program; 3) requiring local road three-year asset management plans beginning October 1, 2020; 4) adding asset classes that impact system performance, safety or risk management, including culverts and signals; 5) allowing MDOT to withhold funds if no asset management plan submitted; and 6) prohibiting shifting finds from a country primary to a county local, or from a city major to a city minor if no progress toward achieving the condition goals described in its asset plan.[15]

Michigan Public Act 499 of 2002: Also known as PA 499, this legislation requires road projects for the upcoming three years to be reported to the TAMC.

Michigan Transportation Asset Management Council: Also known as the TAMC, a council comprised of professionals from county road commissions, cities, a county commissioner, a township official, regional and metropolitan planning organizations, and state transportation department personnel. The council reports directly to the Michigan Infrastructure Council.[16] The TAMC provides resources and support to Michigan's road-owning agencies, and serves as a liaison in data collection requirements between agencies and the state.

---

[14] Inventory-based Rating System for Gravel Roads: Training Manual
[15] Inventory-based Rating System for Gravel Roads: Training Manual
[16] Inventory-based Rating System for Gravel Roads: Training Manual

Michigan Transportation Fund: Also known as MTF, this is a source of transportation funding supported by vehicle registration fees and the state's per-gallon gas tax.

Microsurface treatment: An asphalt pavement treatment method that involves applying modified liquid asphalt, small stones, water, and portland cement for the purpose of protecting a pavement from damage caused by water and sunlight.

Mill and hot-mix asphalt overlay: Also known as a mill and HMA overlay, this is a surface treatment that involves the removal of the top layer of pavement by milling and the replacement of the removed layer with a new HMA layer.

Mix-of-fixes: A strategy of maintaining roads and bridges that includes generally prioritizes the spending of money on routine maintenance and capital preventive maintenance treatments to impede deterioration and then, as money is available, performing reconstruction and rehabilitation.

MTF: See *Michigan Transportation Fund*.

National Bridge Inspection Standards: Also known as NBIS, standards created by the Federal Highway Administration to locate and evaluate existing bridge deficiencies in the federal-aid highway system to ensure the safety of the traveling public. The standards define the proper safety for inspection and evaluation of all highway bridges.[17]

National Center for Pavement Preservation: Also known as the NCPP, a center that offers education, research, and outreach in current and innovative pavement preservation practices. This collaborative effort of government, industry, and academia entities was established at Michigan State University.

National highway system: Also known as NHS, this is a network of roads that includes the interstate highway system and other major roads managed by state and local agencies that serve major airports, marine, rail, pipelines, truck terminals, railway stations, military bases, and other strategic facilities.

NBIS: See *National Bridge Inspection Standards*.

NCPP: See *National Center for Pavement Preservation*.

NCPP Quick Check: A system created by the National Center for Pavement Preservation that works under the premise that a one-mile road segment loses one year of life each year that it is not treated with a maintenance, rehabilitation, or reconstruction project.

Non-trunkline: A local road intended to be used over short distances but not recommended for long-distance travel.

Other funds: Expenditures for equipment, capital outlay, debt principal payment, interest expense, contributions to adjacent governmental units, principal, interest and bank fees, and miscellaneous for cities and villages.

PA: See *Michigan Public Act 51*, *Michigan Public Act 325*, and/or *Michigan Public Act 499*.

Partial-depth concrete repair: A concrete pavement treatment method that involves removing spalled or delaminated areas of concrete pavement, usually near joints and cracks, and replacing with new concrete.

[17] https://www.fhwa.dot.gov/bridge/nbis/

This is done to provide a new wearing surface in isolated areas, to slow down water infiltration, and to help delay further freeze-thaw damage.

PASER: See *Pavement Surface Evaluation and Rating system*.

Pavement reconstruction: A complete removal of the old pavement and base and construction of an entirely new road. This is the most expensive rehabilitation of the roadway and also the most disruptive to traffic patterns.

Pavement Surface Evaluation and Rating system: Also known as the PASER system, the PASER system rates surface condition on a 1-10 scale, where 10 is a brand new road with no defects, 5 is a road with distress but that is structurally sound and requires only preventative maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction. This system provides a simple, efficient, and consistent method for evaluating the condition of paved roads.[18]

Pothole: A defect in a road that produces a localized depression.[19]

Preventive maintenance: Planned treatments to an existing asset to prevent deterioration and maintain functional condition. This can be a more effective use of funds than the costly alternative of major rehabilitation or replacement.

Proactive preventive maintenance: Also known as PPM, a method of performing capital preventive maintenance treatments very early in a pavement's life, often before it exhibits signs of pavement defect.

Public Act 51: See *Michigan Public Act 51 of 1951*

Public Act 325: See *Michigan Public Act 325 of 2018*

Public Act 499: See *Michigan Public Act 499 of 2002*

Reconstruction and rehabilitation programs: Programs intended to reconstruct and rehabilitate a road.

Restricted load postings: A restriction enacted on a bridge structure when is incapable of transporting a state's legal vehicle loads.

Rights-of-way ownership: The owning of the right-of-way, which is the land over which a road or bridge travels. In order to build a road, road agencies must own the right-of-way or get permission to build on it.

Rigid pavement: See *concrete pavement*.

Road infrastructure: An agency's road network and assets necessary to make it function, such as traffic signage and ditches.

Road: The area consisting of the roadway (i.e., the travelled way or the portion of the road on which vehicles are intended to drive), shoulders, ditches, and areas of the right of way containing signage.[20]

Roadsoft: An asset management software suit that enables agencies to manage road and bridge related infrastructure. The software provides tools for collecting, storing, and analyzing data associated with transportation infrastructure. Built on an optimum combination of database engine and GIS mapping

[18] Adapted from Inventory-based Rating System for Gravel Roads: Training Manual
[19] Inventory-based Rating System for Gravel Roads: Training Manual
[20] Inventory-based Rating System for Gravel Roads: Training Manual

tools, Roadsoft provides a quick, smooth user experience and almost unlimited data handling capabilities.[21]

Ruts/rutting: Deformation of a road that usually forms as a permanent depression concentrated under the wheel path parallel to the direction of travel.[22]

Scheduled maintenance: Low-cost, day-to-day activities applied to bridges on a scheduled basis that mitigates deterioration.[23]

Sealcoat pavement: A gravel road that has been sealed with a thin asphalt binder coating that has stone chips spread on top.

Service life: Time from when a road or treatment is first constructed to when it reaches a point where the distresses present change from age-related to structural-related (also known as the critical distress point).[24]

Slurry seal: An asphalt pavement treatment method that involves applying liquid asphalt, small stones, water, and portland cement in a very thin layer with the purpose of protecting an existing pavement from being damaged by water and sunlight.

Structural improvement: Pavement treatment that adds strength to the pavement. Roads requiring structural improvement exhibit alligator cracking and rutting and are considered poor by the TAMC definitions for condition.

Subsurface infrastructure: Infrastructure maintained by local agencies that reside underground, for example, drinking water distribution systems, wastewater collection systems, and storm sewer systems.

TAMC: See *Michigan Transportation Asset Management Council*.

TAMC pavement condition dashboard: Website for viewing graphs of pavement and bridge conditions, traffic and miles travelled, safety statistics, maintenance activities, and financial data for Michigan's cities and villages, counties, and regions, as well as the state of Michigan.

TAMC's good/fair/poor condition classes: Classification of road conditions defined by the Michigan Transportation Asset Management Council based on bin ranges of PASER scores and similarities in defects and treatment options. Good roads have PASER scores of 8, 9, or 10, have very few defects, and require minimal maintenance. Fair roads have PASER scores of 5, 6, or 7, have good structural support but a deteriorating surface, and can be maintained with CPM treatments. Poor roads have PASER scores of 1, 2, 3, or 4, exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like heavy overlay, crush and shape, or total reconstruction.

Tax millages: Local tax implemented to supplement an agency's budget, such as road funding.

[21] Inventory-based Rating System for Gravel Roads: Training Manual
[22] Inventory-based Rating System for Gravel Roads: Training Manual
[23] Inventory-based Rating System for Gravel Roads: Training Manual
[24] Inventory-based Rating System for Gravel Roads: Training Manual

Thin hot-mix asphalt overlay: Application of a thin layer of hot-mix asphalt on an existing road to re-seal the road and protect it from damage caused by water. This also improves the ride quality and provides a smoother, uniform appearance that improves visibility of pavement markings.[25]

Transportation infrastructure: All of the elements that work together to make the surface transportation system function including roads, bridges, culverts, traffic signals, and signage.

Trigger: When a PASER score gives insight to the preferred timeline of a project for applying the correct treatment at the correct time.

Trunkline abbreviations: The prefixes *M*-, *I*-, and *US* indicate roads in Michigan that are part of the state trunkline system, the Interstate system, and the US Highway system. These roads consist of anything from 10-lane urban freeways to two-lane rural highways and even one non-motorized highway; they cover 9,668 centerline miles. Most of the roads are maintained by MDOT.

Trunkline bridges: Bridge present on a trunkline road, which typically connects cities or other strategic places and is the recommended rout for long-distance travel.[26]

Trunkline maintenance funds: Expenditures under a maintenance agreement with MDOT for maintenance activities performed on MDOT trunkline routes.

Trunkline: Major road that typically connects cities or other strategic places and is the recommended route for long-distance travel.[27]

Washboarding: Ripples in the road surface that are perpendicular to the direction of travel.[28]

Wedge/patch sealcoat treatment: An asphalt pavement treatment method that involves correcting the damage frequently found at the edge of a pavement by installing a narrow, 2- to 6-foot-wide wedge along the entire outside edge of a lane and layering with HMA. This extends the life of an HMA pavement or chip seal overlay by adding strength to significantly settled areas of the pavement.

Worst-first strategy: Asset management strategy that treats only the problems, often addressing the worst problems first, and ignoring preventive maintenance. This strategy is the opposite of the "mix of fixes" strategy. An example of a worst-first approach would be purchasing a new automobile, never changing the oil, and waiting till the engine fails to address any deterioration of the car.

---

[25] [second sentence] http://www.kentcountyroads.net/road-work/road-treatments/ultra-thin-overlay
[26] https://en.wikipedia.org/wiki/Trunk_road
[27] https://en.wikipedia.org/wiki/Trunk_road
[28] Inventory-based Rating System for Gravel Roads: Training Manual

List of Acronyms

CPM: capital preventive maintenance

FHWA: Federal Highway Administration

HMA: hot-mix asphalt

I: trunkline abbreviation for routes on the Interstate system

IBR: Inventory-based Rating

M: trunkline abbreviation for Michigan state highways

MDOT: Michigan Department of Transportation

MTF: Michigan Transportation Fund

NBIS: National Bridge Inspection Standards

NCPP: National Center for Pavement Preservation

NHS: National Highway System

PA 51: Michigan Public Act 51 of 1951

PASER: Pavement Surface Evaluation and Rating

R&R: reconstruction and rehabilitation programs

TAMC: (Michigan) Transportation Asset Management Council

US: trunkline abbreviation for routes on the US Highway system