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LAURA M. TOY



COMMITTEE MEMBERS:

Brandon McCullough, Chair
All Councilmembers

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

OFFICE OF THE COUNCIL

**MEETING PACKET FOR THE
COMMITTEE OF THE WHOLE
AUGUST 19, 2024**

7:00 P.M.

**The electronic agenda is compiled, produced and distributed
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The official documents are on file in the City Clerk's office.

PUBLIC MEETING - COMMITTEE OF THE WHOLE
Monday, August 19, 2024
7:00pm

Location:

Livonia City Hall Auditorium
33000 Civic Center Drive
Livonia, MI 48154

Members:

Brandon McCullough, Chair
All Councilmembers

AGENDA ITEM(S)

1. [The subject matter of Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4. \(CR 257-24\)](#)

AUDIENCE COMMUNICATION

THE FOLLOWING HAVE BEEN NOTIFIED AND ARE REQUESTED TO ATTEND:

Maureen Miller Brosnan, Mayor
Carter Fisher, City Attorney
Mark Taormina, Planning and Economic Development Director

**THIS IS AN OPEN MEETING AND
ALL INTERESTED PARTIES ARE WELCOME TO ATTEND.**

This meeting will be reported at the Regular Meeting of **August 26, 2024**

Minutes of this meeting will be available for public inspection in the City Clerk's Office
not more than eight business days following the date of the meeting.

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 disabilities. Please call (734) 466-2236 or email clerk@livonia.gov as soon as possible if you need assistance. Council agendas are available on the City's website – www.livonia.gov - under Government, City Council, Agendas.

LORI L. MILLER, CITY CLERK



LETTER TO THE LIVONIA CITY COUNCIL

1.

Planning
August 7, 2024

MEETING DATE

COW081924/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

The subject matter of Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4. (CR 257-24)

BACKGROUND DETAILS

At the Regular Meeting of August 7, 2024:

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

#257-24 RESOLVED, that having considered a communication from the City Planning Commission, dated June 27, 2024, approved for submission by the Mayor, which transmits its resolution #06-25-2024, adopted on June 18, 2024, with regard to Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4, the Council does hereby refer this item to the Committee of the Whole for its report and recommendation.

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

To discuss the subject matter of Petition 2023-06-02-07.

ATTACHMENTS

1. COW081924 LTC Petition 2023-06-02-07
2. CR# 257-24 Routing Resolution
3. S071524 Petition 2023-06-02-07 Minutes
4. R080724 New Data - Petition 2023-06-02-07 - Resident Response Recd 7-17-24
5. S071524 Additional New Data - Petition 2023-06-02-07 Item 7 Recd 7-15-24
6. S071524 New Data - Petition 2023-06-02-07 Item 7 Recd 7-15-24
7. S071524 New Data - Petition 2023-06-02-07 recd 7-12-24
8. S071524 LTC Petition 2023-06-02-07
9. S071524 Petition 2023-06-02-07 Resident Responses Recd 6-24-24
10. 2023-06-02-07_E-COUNCIL Pkt (Revised)

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

#257-24 RESOLVED, that having considered a communication from the City Planning Commission, dated June 27, 2024, approved for submission by the Mayor, which transmits its resolution #06-25-2024, adopted on June 18, 2024, with regard to Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4, the Council does hereby refer this item to the Committee of the Whole for its report and recommendation.

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JULY 15, 2024**

Meeting was called to order at 8:22 p.m. by Council President McCullough. Present: Carrie Budzinski, Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, and President McCullough. Absent: None.

Elected and appointed officials present: Carter Fisher, City Attorney; Lori L. Miller, City Clerk; Mark Taormina, Planning and Economic Development Director; and Todd Zilincik, City Engineer.

Councilmember Budzinski led the meeting with the Pledge of Allegiance.

7. WAIVER PETITION: Planning Commission, re: Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4.

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

Councilmember Toy asked what building abuts the northwest side. Mr. Taormina indicated it is the McDonalds on Farmington Road.

Councilmember Jolly asked if the berms along 7 Mile and Farmington Roads would be removed. Mr. Taormina indicated most of the berm will be flattened.

Councilmember Donovic asked how it is currently zoned and what that zoning would allow them to do, for example build a big box store. Mr. Taormina indicated the property is zoned C2 which is General Business. General Business use can range from general retail to office use. Councilmember Donovic asked if Council would need to approve the plan if they just wanted to build a Meijer. Mr. Taormina said they would if it were more than 30,000 square feet.

Councilmember Budzinski asked if the additional use of utilities including DTE, water and sewer would cause concerns on infrastructure. Mr. Taormina said no, and all storm water would be accommodated underground. It doesn't currently have any storm water management other than catch basins and pipes that flow unrestricted. Wayne County will be reviewing that portion of the project. The preliminary report showed no indications that this would be over capacity. The final engineering evaluation would be done after Council's approval.

Councilmember Donovic verified there is nothing more than a traditional sewer system currently in place. They plan to use underground detention to comply with Wayne County and that would be an improvement over the current system.

Councilmember Jolly asked the petitioner and designer if the berms will be removed. Mark Shovers, Spire Design, indicated the berms will be maintained but may be evened out while remaining landscaped. Councilmember Jolly said he has a hard time envisioning how it would look on the corner. Mr. Shovers said the grade does rise from

the intersection and that's why they added a wall acting as a retaining wall to create a flat spot for planting.

Vice President Ptashnik asked if the truck docks in the back could be moved further away from the residents. Cris Jones, Senior Real estate Manager for Meijer, indicated they have already moved them an additional 30 feet from the residential area. Mr. Jones said they will use whisper units to turn off diesel engines. There are 6 docks, and one will only be used for cardboard and trash compactors. The trucks need about 125 feet to make turns, so they have moved them as far away as they can. There will be 24 deliveries per week, with only one or two fresh deliveries made at night. They are currently testing the use of electric trucks as well.

Vice President Ptashnik asked about lighting in parking lot and the hours the building would be open. Meijer is requesting business hours from 6:00 a.m. to midnight for store. There will be 20-foot-tall lights based on the ordinance that can be powered down by the Meijer home office after business hours. The store will have a 3rd shift in the building so some lights will be necessary after hours for security and employee safety.

Vice President Ptashnik is concerned that this will look like a mini big box store and doesn't feel the big red sign will give an artisan market feel. Meijer rep said they are trying to make it inspirational, and they have made significant changes from the original plan. They still haven't decided on the sign yet.

Councilmember Donovic asked if Mr. Schostak or the architect can say if there will be a decrease of impervious surfaces. Mr. Shovers indicated it is currently 91% impervious and it will drop to 76% between residential area and the store.

Councilmember Donovic asked for an explanation of the sound walls. Mr. Shovers said they are precast tilt up walls with a brick form liner to contain noise in loading dock areas. Councilmember Donovic asked if this is a new requirement. Mr. Shovers said it is to comply with the very strict sound ordinance in Livonia, and the walls would be 12 feet and 14 feet tall.

Councilmember Donovic asked about traffic signals and adjusting the timing between the corner and Gill Road. Kyle Reidsma, Fishbeck, indicated there were adjustments made to the timing of the signals at Seven Mile and Gill Road. Additional adjustments can still be made regardless of a new signal.

Councilmember Budzinski feels the presence and look of the Meijer store is important. Mr. Jones said the Rivertown store in Detroit was significant in the changes and look for this store.

Councilmember Budzinski asked what percentage of brick they will be used on the townhomes. Mr. Shovers said the three-story buildings would be roughly 40% and the two-story buildings would be 60% on back and 40% on front. He indicated they have built some townhomes that are 100% sided. Councilmember Budzinski asked if these renderings are final or if this is more of a general ideal. Mr. Shovers said the renderings are very accurate.

Councilmember Budzinski asked about trash cans for units. Mr. Shovers stated there will be two locations for trash, one north of Building A and one west of Building B, with pick up being two or three times per week based on demand.

Councilmember Toy asked Mr. Jones if there would be an outdoor area in Meijer selling landscaping supplies. Mr. Jones said no, it would be strictly the grocery, pharmacy, clothing, health & beauty, and pet supplies needed to serve a family's daily needs. Grocery is 55, 000 square feet. It would be like the Macomb or Lake Orion store. Councilmember Toy verified they will sell beer and wine only but no alcohol.

Councilmember Toy asked if they have spoken with surrounding neighbors. Mr. Jones said Schostak held a neighborhood meeting that had about 250 attendees.

Councilmember Donovic asked the architect what product would be used other than brick that is not vinyl siding. Mr. Shovers said it will be a high-end cement board product that takes paint, is durable, and doesn't dent or crack. The trim will be wrapped in aluminum.

Councilmember Donovic indicated the two-story units would be about the same height as two-story colonial homes. He said he appreciates that they only used 15 units per acre instead of the maximum allowance of 20 units per acre. He is pleased that they are keeping green space and will have no parking garages.

Councilmember Donovic asked about safety bollards along the sidewalk in front of the store. Shovers said there will be bollards and they will be flexible as to color, shape, and size. Councilmember Donovic also verified they will be redoing the entire parking lot.

The following residents voiced concerns about the project:

Gini Krenz, 34075 pembroke
Kris Beers, 19448 Stamford
Aaron Frasier, 19418 Norwich
Christina Rogers 33782 Bretton Drive
Roger Stacey, 19474 Pollyanna
Andrew Mytys, 34008 fairfax
Kathleen McIntyre, Fairway Street
Carol Smiley 19862 Stamford
John Pastor, 33461 Capri Court
Steve King, 33950 Coventry

Philip Kruschka, 34775 Pembroke, said he would like to say good things about the project and feels there is finally a solution to the problem of the deteriorating Kmart.

President McCullough spoke about engineering and storm water management. He also asked if there would be EV charging stations. Mr. Jones said they have a designated EV charging area and the need will be determined by information and data collected by various agencies. President McCullough confirmed they will have dark sky compliance. He also asked if the townhomes could be separately metered so they could be changed condominiums down the road, if necessary. Mr. Shovers said they will be metered separately.

Councilmember Donovic confirmed the townhomes would not be low income or subsidized housing. He also verified that the amount of the proposed rent is the current market rate.

Councilmember Donovic suggested this subject be sent to committee for further review or tabled until the next meeting.

Councilmember Jolly asked if the petitioner is willing to publicly commit to not seek any tax abatement or Brownfield Redevelopment funds to ensure no public dollars would be used for this project. Mr. Jones said there are no extraordinary Brownfield expenses on the site, and he doesn't see Meijer seeking either. Jeff Schostak indicated this will be completely privately funded. It is a 60 million dollar plus project that they have been working on for a year with a lot of homework and changes on their part. He said Schostak is trying to do everything they can to make everyone happy. Councilmember Jolly said he feels there have been substantial movements made due to various requests. He believes these are the only two economically viable business developments going forward, and he appreciates all the work that has been done on this private development.

Councilmember Donovic offered an approving motion for the Consent Agenda to send it to Committee.

DIRECTION

APPROVING

CONSENT

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Wednesday, July 17, 2024 3:05:54 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	Sharon
Last Name	Knight
Address	32900 Brookside Circle
Email Address	sknight121@att.net
Phone Number	313-515-2410
Topic	City Council Meetings
Date of Issue	7/17/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	Good Afternoon I was unable to attend the July 15th meeting but I just watched it today. If you can take another request I would greatly appreciate it. If I may say a few words on the Seven Mile and Farmington Roads possible Meyer and townhomes. I know there has been a lot of time and decisions that have gone until this. What I have noticed is the people who are for this all have one thing in common. None of them are glad for Meyers and townhomes, they are all just happy "something" is going on that property. They don't seem to care what it is just don't want to see it looking the way it is any longer. Which I can appreciate. However I for one of many do not think this is a good solution. 1) I do not have children but I wouldn't and can't believe any parent would want to bring up their children riding bikes playing etc on two "very" busy streets Farmington and Seven Mile. This area is not a neighborhood. 2) Like so many others we do not need another grocery store by any means. 3) What I would love to see are a few more "nice" restaurants. We have all kinds of fast food up and down all Livonia streets but very few nice restaurants. I believe this would be a great location for that and I also believe more people and bussiness owners would be more

inclined to approve. Also maybe a few small shops and or stores would be a nice touch.

This would also keep the traffic to a minimal. Not to mention the big trucks coming and going throughout the days and nights. The Meyers and Townhomes does not just effect the Seven Mile and Farmington area. It affects all of Farmington Road from 96 to eight Mile if not further.

Please reconsider. If you find fault in my idea I am sure we could have a better solution for that area.

Please keep Livonia a nice quaint place to live.

Thank you for your time and I hope you will reconsider the thought of approving this project.

Sharon Knight

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, July 15, 2024 3:06:50 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	Nancy & Dennis
Last Name	Wade
Address	33961 Fonville Dr
Email Address	nmwade60@gmail.com
Phone Number	2489820820
Topic	City Council Meetings
Date of Issue	7/15/2024
Attachment (Optional)	<i>Field not completed.</i>

Comments

In regards to the development at 7 Mile and Farmington, we have some concerns. We would like to see the residential complex developed as condos and not rentals. Condos would attract people that are invested in the community. Rentals attract transients that are not as concerned about being part of the community and don't usually maintain their property as well as property owners.

We hope that brick is the predominant material used in the residential buildings and are as attractive as those on Farmington and 6 mile. Residential bldgs bordering the Windridge subdivision should be no more than 2 stories.

We remain unconvinced that there is a need for a Meijer store in the area. In the event that Meijer does build there, we would like to see the truck docks located away from the residential area, either on the side facing Farmington or up against McDonald's. We also have concerns about 24-hour lighting in the lot and the hours that the store would be operating.

We are hopeful that the City Council takes our concerns into consideration and takes into account how this development affects the residents in the Windridge subdivision. Thank you.

Nancy & Denny Wade

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Sunday, July 14, 2024 11:51:06 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	Ellen
Last Name	Enright-Stacey
Address	19474 Pollyanna Livonia 48152
Email Address	Ellens1352@gmail.com
Phone Number	2485634238
Topic	City Council Meetings
Date of Issue	7/14/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	Please explain to me the difference between a City Council Meeting and a City Council Study Meeting. The 7mile/Farmington project is up in front of the Study Meeting on 7/15. Is audience participation allowed? Can it be approved/ disapproved directly from Study or does it go to the whole Council? But if it's approved by study is it basically a done deal? We just don't want/need that big box Meijer! And if the developers and Livonia want to give people an option to age in place build some ranch style apartments for them in lieu of the Meijer. Is it all about the money?

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From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, July 15, 2024 1:49:37 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	Kelly
Last Name	Frasier
Address	19418 Norwich Rd.
Email Address	kelly@pflumber.com
Phone Number	313-460-2181
Topic	City Council Meetings
Date of Issue	7/15/2024
Attachment (Optional)	Petition 2023-06-02-07.pdf
Comments	Good afternoon, I have attached a letter regarding Petition 2023-06-02-07 on tonight's Study Meeting agenda. Thank you for your time, Kelly Frasier

Email not displaying correctly? [View it in your browser.](#)

RE: Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP

Honorable Members of the City of Livonia City Council,

As a resident of Windridge Village, I am writing to you with my concerns regarding the proposed development of the old K-Mart site located at 33500 W. Seven Mile Road. I have attended both planning commission meetings to stay informed, and plan on attending tonight's study meeting. This letter addresses my current concerns in advance of tonight's meeting.

While I am happy that the apartment complex has been downsized from 4 stories and 199 units to 2-3 stories and 102 units, I still worry about the additional strain the apartments combined with the Meijer store will put on our utilities. We can currently lose electricity during sunny, calm and mild weather. During the summer months our subdivision experiences low water pressure during peak demand times. With another 102 dwellings AND a large grocery store, will the electric, water and sewer systems be able to meet the additional demands?

What about the additional traffic – both automobile and heavy truck – that will be travelling on the local roads? Seven Mile is already busy and in need of repairs, and recently has not been maintained/cleared well during the winter. Is there an agreement in place with Wayne County to improve and better maintain the roads?

Does Meijer have a study regarding how much new business this new smaller store should generate versus how much will simply be siphoned off from their two current stores that are in close proximity to this new store? Since there are upcoming store closings by Walgreen's because some stores are located too close to other Walgreen's locations, Meijer could see the same issue. An additional grocery store might affect the current longstanding stores in the area. This development could very well cause other store closings leaving empty/abandoned buildings in a different location.

I will be interested in hearing if Meijer has addressed some of the unresolved issues from the last planning commission meeting that will affect our neighborhood such as store hours, delivery hours, truck idling, and outside storage including trailers.

Personally, I am against yet another grocery store in the area and was hopeful that the apartments would have been converted to condos. I agree that the property needs to be redeveloped, but feel that the current proposal is not the best long-term solution for the site and the city.

Thank you for your time and consideration,

Kelly Frasier
19418 Norwich Rd.
Livonia, MI 48152-1223

NEW DATA FOR THE STUDY MEETING OF
JULY 15, 2024, ITEM 7

From: [David Johns](#)
To: [Kasprowicz, Sara](#); [Taormina, Mark](#)
Cc: [Erik Fix](#); [David Johns](#)
Subject: RE: 7 MILE PLANNED GENERAL DEVELOPMENT - CITY COUNCIL MEETING JULY 15 NEW INFORMATION AND REQUESTS (LETTER)
Date: Friday, July 12, 2024 1:30:29 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Schostak Letter to City re 7 Mile PGD New Information and Requests for City Council 7.12.pdf](#)

Hello Sara and Mark,

Thank you both for the time today to discuss the project. Attached is the summary letter of the new information and the requests for City Council consideration.

Please let us know if you require any additional information.

Thank you,

David H. Johns

VP Development & Construction
Schostak Brothers & Company, Inc.
17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
Cell: 248-514-6701

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Friday, July 12, 2024 11:49 AM
To: David Johns <johns@schostak.com>
Cc: Erik Fix <fix@schostak.com>; Taormina, Mark <mtaormina@livonia.gov>
Subject: RE: 7 MILE PLANNED GENERAL DEVELOPMENT - CITY COUNCIL MEETING JULY 15 NEW INFORMATION AND REQUESTS

This message was sent from outside the company. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe.

Thank you!

I will wait for your 2nd email before submitting to Council.
Sara



Sara Kasprowicz
Program Supervisor
City of Livonia | City Council Office
(734) 466-2250
skasprowicz@livonia.gov
www.livonia.gov



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From: David Johns <johns@schostak.com>
Sent: Friday, July 12, 2024 11:37 AM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>; Taormina, Mark <mtaormina@livonia.gov>
Cc: Erik Fix <fix@schostak.com>; David Johns <johns@schostak.com>
Subject: 7 MILE PLANNED GENERAL DEVELOPMENT - CITY COUNCIL MEETING JULY 15 NEW INFORMATION AND REQUESTS

Hello Sara and Mark,

The below email has a dropbox link with an updated overall rendering package (7/15/24), building elevations for both Meijer (dated 7/10/24 – revised since 6/18/24) and Townhomes (dated 6/18/24 – no changes since 6/18/24), grading plan, and site details sheet that can be downloaded.

Please confirm receipt and let us know if any questions or problems with the downloading the information.

I will be forwarding a 2nd email with a summary letter by early afternoon.

Thank you,

David H. Johns

VP Development & Construction
Schostak Brothers & Company, Inc.
17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
Cell: 248-514-6701

From: Mark Schovers <mark@spiredg.com>
Sent: Friday, July 12, 2024 11:01 AM
To: David Johns <johns@schostak.com>; Erik Fix <fix@schostak.com>
Subject: 7 and Farmington 7/15/24 Docs

This message was sent from outside the company. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe.

Dave,
See attached for the documents and below for a link.

<https://www.dropbox.com/scl/fo/j83l1o7ddr7qhipv3gxxz/AJthbOmSSBVbEJNaROEUWkY?rlkey=3qx7j59j9zeq4txi8kg3xbatx&st=ejo8rv5&dl=0>

Mark Schovers

S P I R E design group

115 E. 4th St.

Rochester, MI 48307

248.921.0794

www.spiredg.com

July 12, 2024

Mr. Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
33000 Civic Center Drive
Livonia, MI 48154-3097

**RE: New Information regarding Project Changes and Requests for City Council
7 Mile Planned General Development
33500 W. Seven Mile Road
Livonia, MI**

Dear Mr. Taormina,

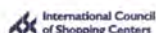
Pursuant to our upcoming July 15, 2024 City Council Study Meeting, we offer the following new information for consideration by the City of Livonia:

Project Changes:

1. A proposed landscape berm has been added to the project for our proposal to expand and raise the planting beds between the Townhomes and Meijer Grocery as shown on the enclosed Preliminary Grading Plan Sheet C-3.0, prepared by PEA Group and dated June 27, 2024.
2. An existing screen wall detail for our proposal to extend the existing privacy wall to a minimum 6' height has been added as shown on the enclosed Site Details Sheet S100, prepared by Spire Design Group and dated July 10, 2024.
3. The Exterior Building Elevation Plan by Meijer as prepared by Fishbeck dated April 12, 2024 has been updated per the enclosed MEIJER LVA (75K) - GROCERY FORMAT Elevations prepared by Fishbeck and dated July 10, 2024 to reflect a project change to now produce a brick building of such architectural design through adding both embedded brick masonry and CMU inlay of a burnished block masonry. Also, the West Elevation has been modified to now include matching enhancement features for masonry on the West Elevation as on the South and East elevation. All of these changes now enhance the Building's compatibility with the Townhomes and the surrounding residences in Windridge Village and south of Seven Mile Rd and are also in addition to the prior enhancements that included increasing the building's wall articulation with pilaster detailing, adding shade canopies, adding an urban color scheme, and adding the pedestrian scale sconce lighting from requests for upgrades to the Building through prior project meetings.

Project Requests:

4. We respectfully request that the City of Livonia clarify that any conditions for the installation timing of a Traffic Signal and access for the project are subject to the Wayne County Department of Public Services jurisdiction for Farmington and Seven Mile Rds.
5. We respectfully request that the City of Livonia allow consideration and provide direction that the construction schedules of these two mixed uses, the Meijer Grocery and Townhomes, be fully independent of each other. The sites and structures will also be final designed through different



July 12, 2024
Mr. Mark Taormina
7 Mile Planned General Development
Page 2 of 2

project consultants and project teams for each use, and will have separate and independent construction permitting, bidding, and award considerations. The physical construction will also be built by different contracting teams leading to completely different completion and occupancy timelines. Any such desired timing could be part of a Development Agreement so that both uses may build and occupy on independent timelines tailored to the specific needs and complexities of each land use.

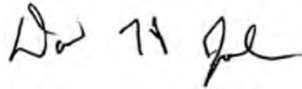
The above enhancements demonstrate our many detailed positive steps and commitment taken toward the project and the City of Livonia Vision 21 since the June 18, 2024 Planning Commission Meeting. We believe this transformational, mixed-use project for the City of Livonia, Neighborhood and Community is the outstanding result of the extensive collaboration, feedback, listening, and time spent together. We trust that the City of Livonia will embrace this new information and our requests.

Please let us know if you have any questions or need additional information.

Best Regards,

SEVEN MILE/FARMINGTON VENTURE LLC

Its: Managing Agent



By: _____
Its: David H. Johns, VP Development & Construction
Authorized Representative

DHJ/amg

ec: Erik Fix

From: [David Johns](#)
To: [Kasprowicz, Sara](#); [Taormina, Mark](#)
Cc: [Erik Fix](#); [David Johns](#)
Subject: 7 MILE PLANNED GENERAL DEVELOPMENT - CITY COUNCIL MEETING JULY 15 NEW INFORMATION AND REQUESTS
Date: Friday, July 12, 2024 11:40:18 AM

Hello Sara and Mark,

The below email has a dropbox link with an updated overall rendering package (7/15/24), building elevations for both Meijer (dated 7/10/24 – revised since 6/18/24) and Townhomes (dated 6/18/24 – no changes since 6/18/24), grading plan, and site details sheet that can be downloaded.

Please confirm receipt and let us know if any questions or problems with the downloading the information.

I will be forwarding a 2nd email with a summary letter by early afternoon.

Thank you,

David H. Johns

VP Development & Construction
Schostak Brothers & Company, Inc.
17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
Cell: 248-514-6701

From: Mark Schovers <mark@spiredg.com>
Sent: Friday, July 12, 2024 11:01 AM
To: David Johns <johns@schostak.com>; Erik Fix <fix@schostak.com>
Subject: 7 and Farmington 7/15/24 Docs

This message was sent from outside the company. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe.

Dave,
See attached for the documents and below for a link.

<https://www.dropbox.com/scl/fo/j83l1o7ddr7qhipv3gxxz/AJthbOmSSBVbEJNaROEUWkY?rlkey=3qx7j59j9zeq4txi8kg3xbatx&st=ejo8rv5&dl=0>

Mark Schovers

S P I R E design group
115 E. 4th St.
Rochester, MI 48307
248.921.0794
www.spiredg.com



RENDERING FINISH LEGEND			
CODE	FINISH	PRODUCT	COLOR
EF-5	ENTRANCE AND STOREFRONT FRAMES	TUBELITE STOREFRONT	DARK BRONZE
EF-8	SECTIONAL OVERHEAD DOORS	--	WHITE
EF-15	CMU INLAY - INSULATED PRECAST CONCRETE WALL	BURNISHED MODULAR CMU INLAY	SEA SALT (63-218C)
EF-16A	STUCCO/EIFS PATTERN, PAINTED INSULATED PRECAST CONCRETE WALL	AP FORMLINER EIFS #410	SW 6055 FIERY BROWN
EF-16B	STUCCO/EIFS PATTERN, PAINTED INSULATED PRECAST CONCRETE WALL	AP FORMLINER EIFS #410	SW 7026 GRIFFIN
EF-19	EMBEDDED BRICK - INSULATED PRECAST CONCRETE WALL	METROBRICK	60% MAIN STREET 30% COURTYARD 10% BROWNSTONE
EF-20A	CANOPY FASCIA PANEL AND SOFFIT	PAC-CLAD	DARK BRONZE
EF-20B	PREFABRICATED CANOPY	PAC-CLAD	DARK BRONZE
EF-21	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT CANOPY	PAC-CLAD	DARK BRONZE
EF-22	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT PARAPET	PAC-CLAD	DARK BRONZE
EF-23	FIELD PAINTED STEEL - STEEL FRAMING AND COLUMNS, HANGER ASSEMBLIES, AND METAL DECK	SHERWIN WILLIAMS PRO INDUSTRIAL MULTI SURFACE ACRYLIC	MEIJER BRONZE
EF-26	FIELD PAINTED STEEL - HOLLOW METAL DOORS & FRAMES	SHERWIN WILLIAMS	SW 7026 GRIFFIN
EF-54	CHAIN LINK FENCE	VINYL	BLACK
EF-74	PREMANUFACTURED EMPLOYEE SHELTER	GLASS PANELS	--
EF-76	INSULATED GLAZING VISION GLASS, LIGHT GRAY TINT	GUARDIAN GLASS	SN68 CRYSTAL GRAY
EF-77	INSULATED SPANDREL GLASS, LIGHT GRAY TINT, MEDIUM GRAY OPAQUE COATING	GUARDIAN GLASS	SN68 CRYSTAL GLASS W/ MED GRAY CERAMIC, #4
EF-78	PERFORATED VINYL WINDOW FILM	3M	VARIES



MEIJER LVA (75K) - GROCERY FORMAT

Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIAMTIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING AND TO THEN REFER TO FINISH LEGEND.

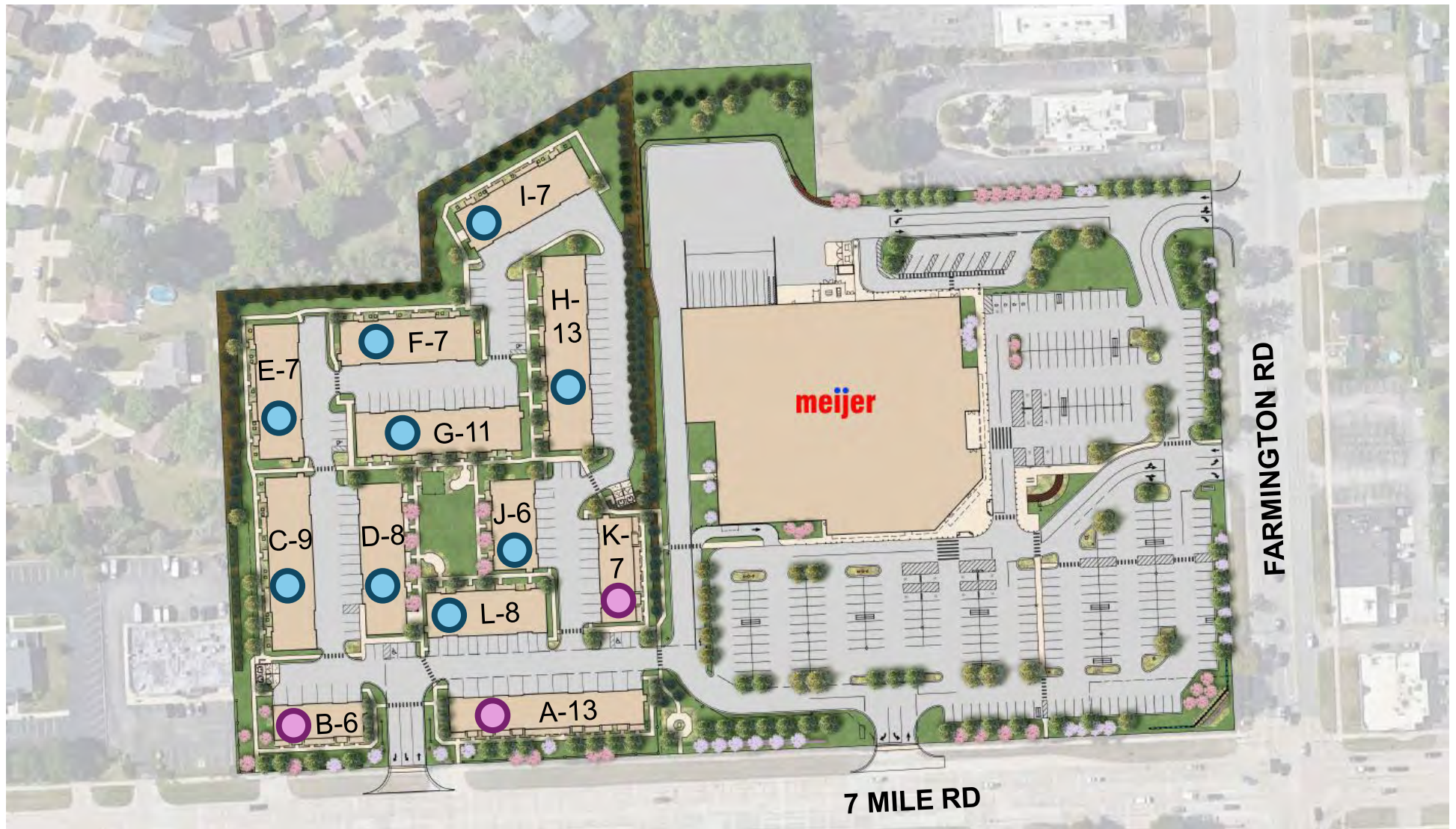
DATE:7/10/2024





7 MILE & FARMINGTON LIVONIA, MI

**PLANNED GENERAL DEVELOPMENT
JULY 15, 2024**



 BUILDINGS A, B, K – 3 STORIES

 BUILDINGS C, D, E, F, G, H, I, J, L – 2 STORIES





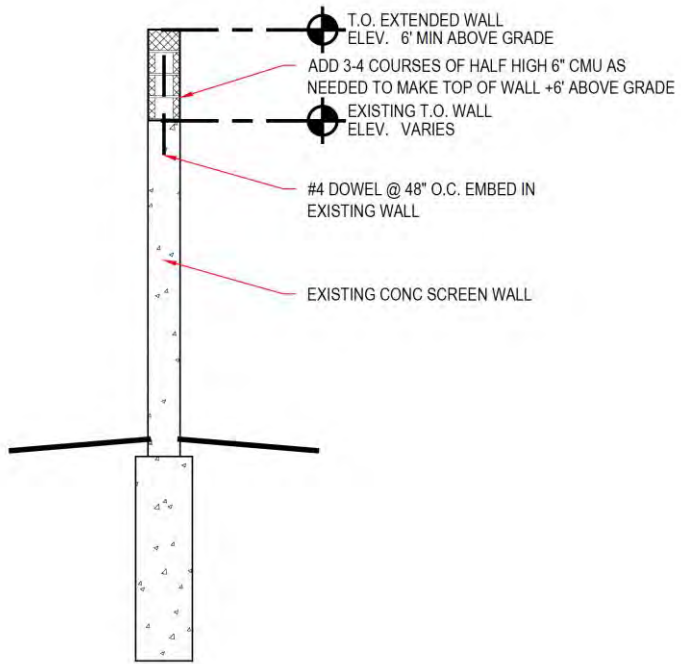


















RENDERING FINISH LEGEND			
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DATE:7/10/2024



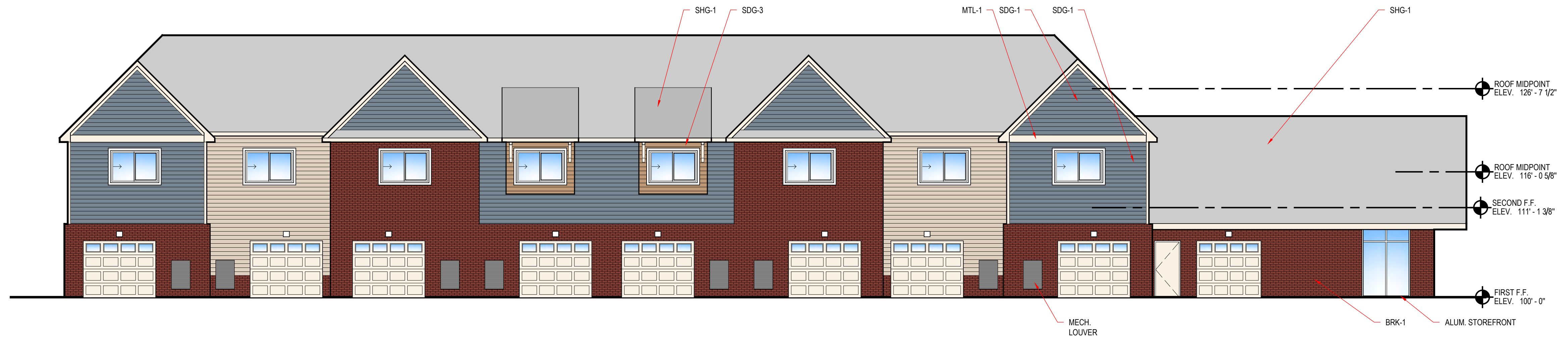
BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD	MTL-1 METAL COLOR: ALMOND
SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



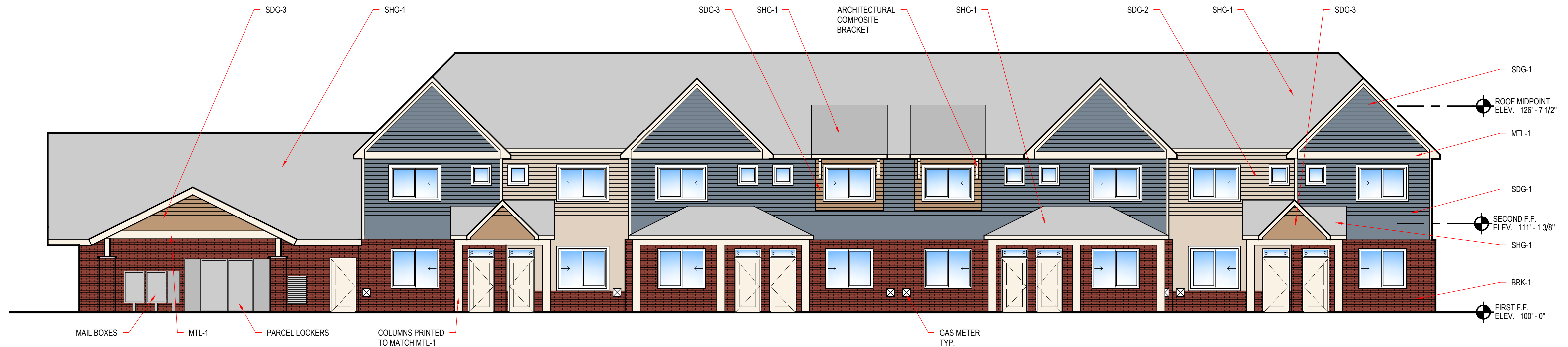
4 2-Bed Right Elevation
1/8" = 1'-0"



3 2-Bed Left Elevation
1/8" = 1'-0"



2 2-Bed Back Elevation
1/8" = 1'-0"



1 2-Bed Front Elevation
1/8" = 1'-0"

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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

BENCHMARKS
(GPS DERIVED - NAVD88)

BM #300
STONE POLE LOCATED BETWEEN THE VACATED KMART STORE AND
MCDONALDS, APPROX. 268' WEST FROM THE CENTERLINE OF FARMINGTON
ROAD.
ELEV. - 686.98

BM #301
POWER POLE LOCATED NEAR THE NORTHWEST PROPERTY CORNER, ON THE
WEST SIDE OF THE DRIVE BEHIND THE STRIP MALL.
ELEV. - 686.97

BM #302
POWER POLE NEAR THE SOUTHWEST PROPERTY CORNER, JUST WEST OF
THE DRIVE BEHIND THE STRIP MALL.
ELEV. - 686.85

BM #303
POWER POLE LOCATED AT THE NORTHWEST CORNER OF SEVEN MILE ROAD
& FARMINGTON ROAD.
ELEV. - 684.90

LEGEND		SEC. CORNER FOUND
● IRON FOUND	⊗ BRASS PLUG SET	R RECORDED
⊗ IRON SET	⊗ MONUMENT FOUND	M MEASURED
● NAIL FOUND	⊗ MONUMENT SET	C CALCULATED
⊗ NAIL & CAP SET		
EXISTING		PROPOSED
—OH—ELEC—W—O—	ELEC. PHONE OR CABLE TO O.H. LINE, POLE & GUY WIRE	
—UG—CATV—	UNDERGROUND CABLE TV, CATV PRESTAL	
—UG—PHONE—TEL—	TELEPHONE U.S. CABLE, PRESTAL & MANHOLE	
—UG—ELEC—ELEC—	ELECTRIC U.S. CABLE, MANHOLE, METER & HANDHOLE	
—GAS—	GAS MAIN, VALVE & GAS LINE MARKER	
—WATER—	WATERMAIN, HYD. GATE, VALVE, TAPPING SLEEVE & VALVE	
—SEWER—	SANITARY SEWER, CLEANOUT & MANHOLE	
—STORM—	STORM SEWER, CLEANOUT & MANHOLE	
—COMBINED—	COMBINED SEWER & MANHOLE	
—SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN		
—POINTER VALVE	POINTER VALVE	
—WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF		
—MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE		
—UNIDENTIFIED STRUCTURE		
—SPOT ELEVATION		
—CONTOUR LINE		
—FENCE		
—GUARD RAIL		
—STREET LIGHT		
—DOUBLE ARMED STREET LIGHT		
—SIGN		
—CONC.	CONCRETE	
—ASPH.	ASPHALT	
—GRAVEL	GRAVEL SHOULDER	
—WETLAND		

PEA
GROUP

t: 844.813.2949
www.peagroup.com

0 20 40 80
SCALE: 1" = 40'



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

CAUTION!!

THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

SYMBOLS: GRADING	
PROPOSED SPOT ELEVATION: TYPICALLY TOP OF PAVEMENT IN PAVED AREAS, GUTTER GRADE IN CURB LINES.	× 622.50
PROPOSED CONTOUR LINE — 922 —	
ABBREVIATIONS: T/C = TOP OF CURB G = GUTTER GRADE T/P = TOP OF PAVEMENT T/S = TOP OF SIDEWALK T/W = TOP OF WALL B/W = BOTTOM OF WALL F.G. = FINISH GRADE RM = RM ELEVATION F.F. = FINISH FLOOR	
RETAINING WALL NOTE: TOP OF WALL (T/W) AND BOTTOM OF WALL (B/W) GRADES ARE THE FINISH GRADE AT THE TOP AND BOTTOM OF THE RETAINING WALL, NOT ACTUAL TOP AND BOTTOM OF THE WALL STRUCTURE.	

CLIENT

**SEVEN
MILE/FARMINGTON
VENTURE, LP**

17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MICHIGAN 48152

PROJECT TITLE
**7 MILE PLANNED
GENERAL
DEVELOPMENT**
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

REVISIONS	
PLAN REVISED	5-17-24
REVISED PER PC	6-27-24

ORIGINAL ISSUE DATE:
JUNE 9, 2023

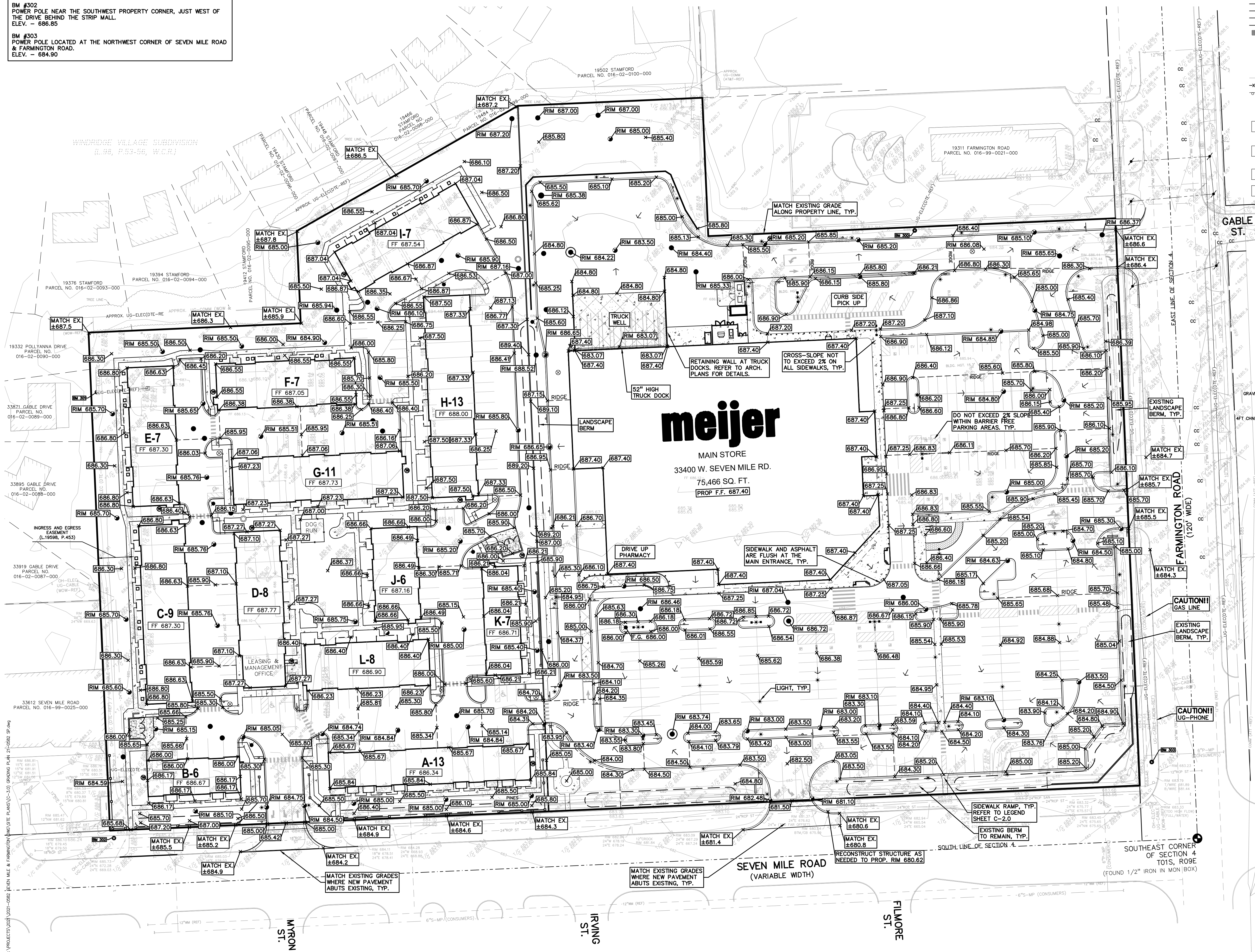
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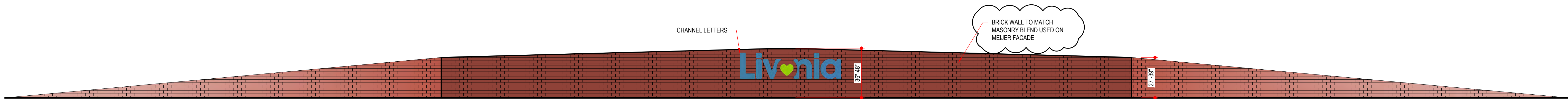
**PRELIMINARY
GRADING PLAN**

PEA JOB NO.	2021-0582
P.M.	JC
DN.	WR
DES.	SAP
DRAWING NUMBER:	

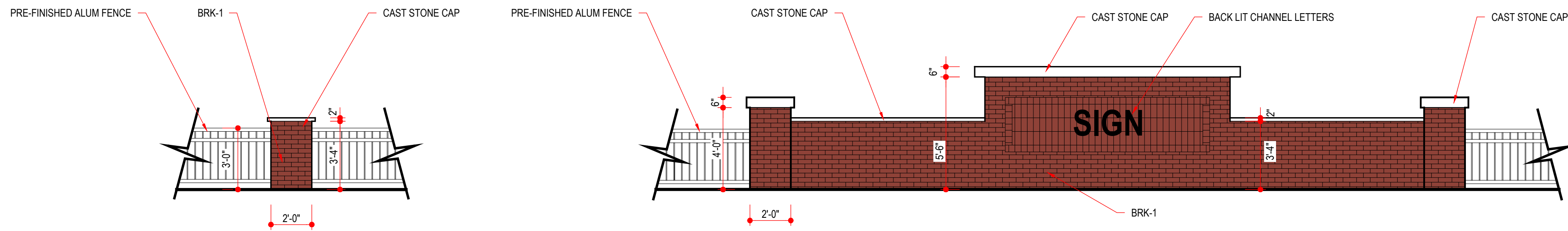
NOT FOR CONSTRUCTION

C-3.0



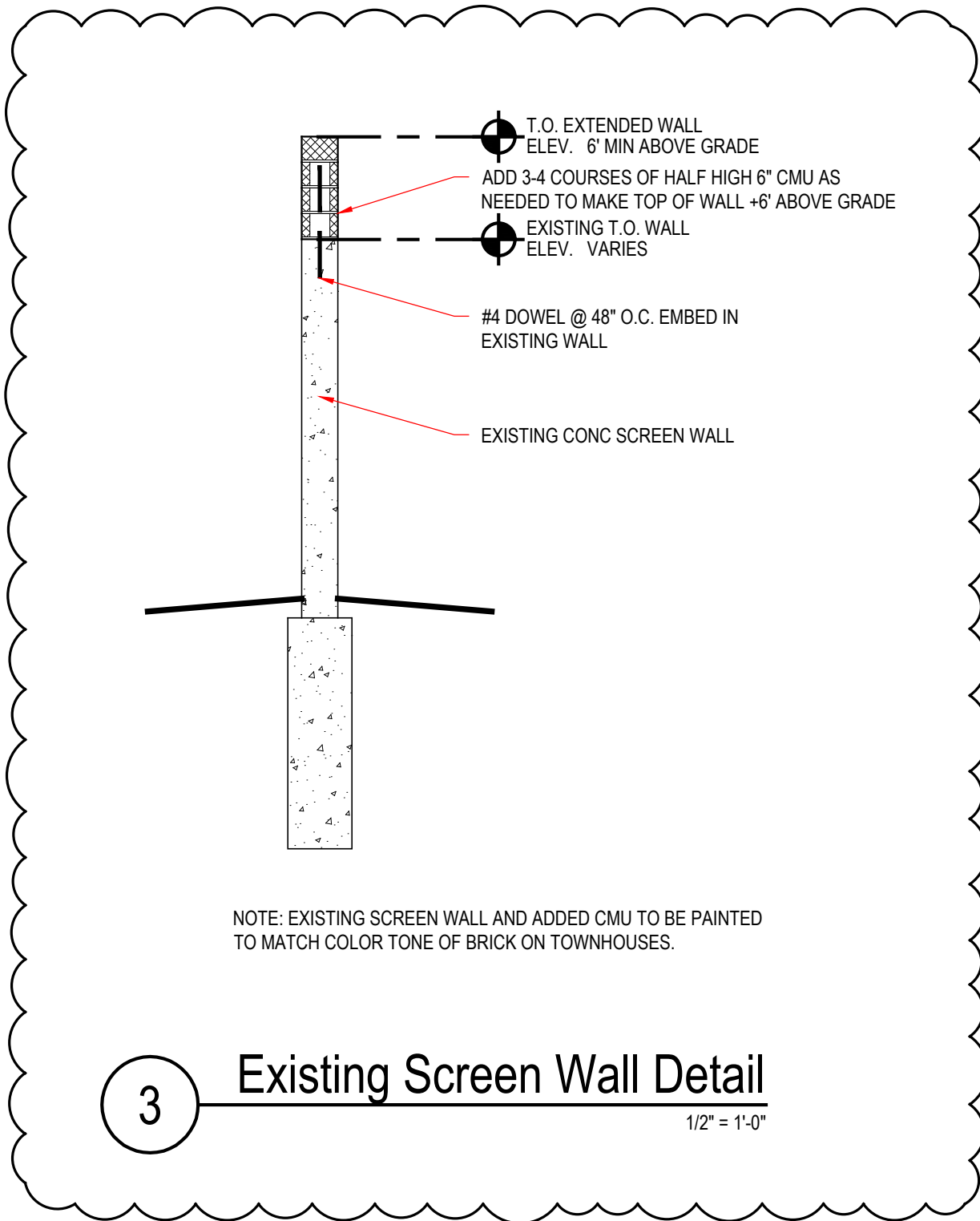


6 Corner Monument Sign
1/4" = 1'-0"

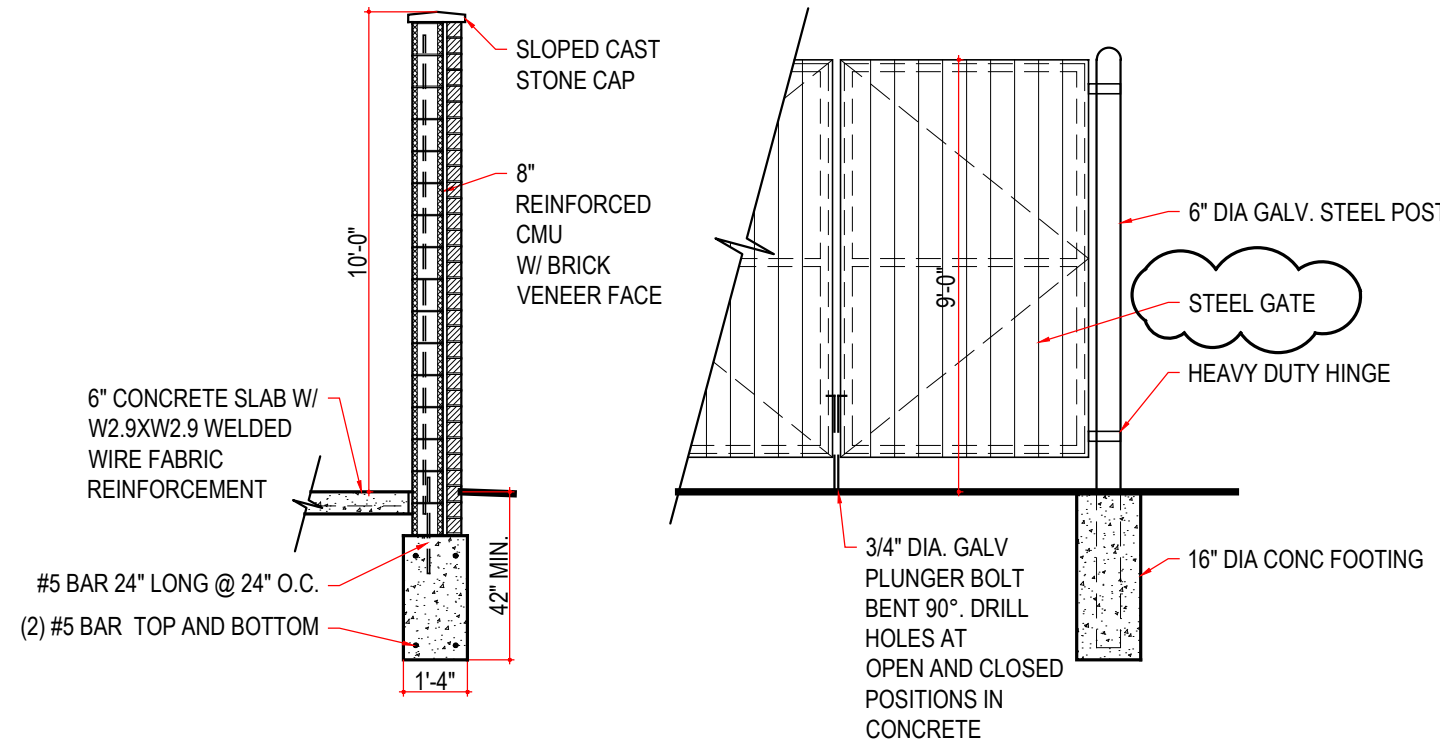


4 Townhome Monument Sign
1/4" = 1'-0"

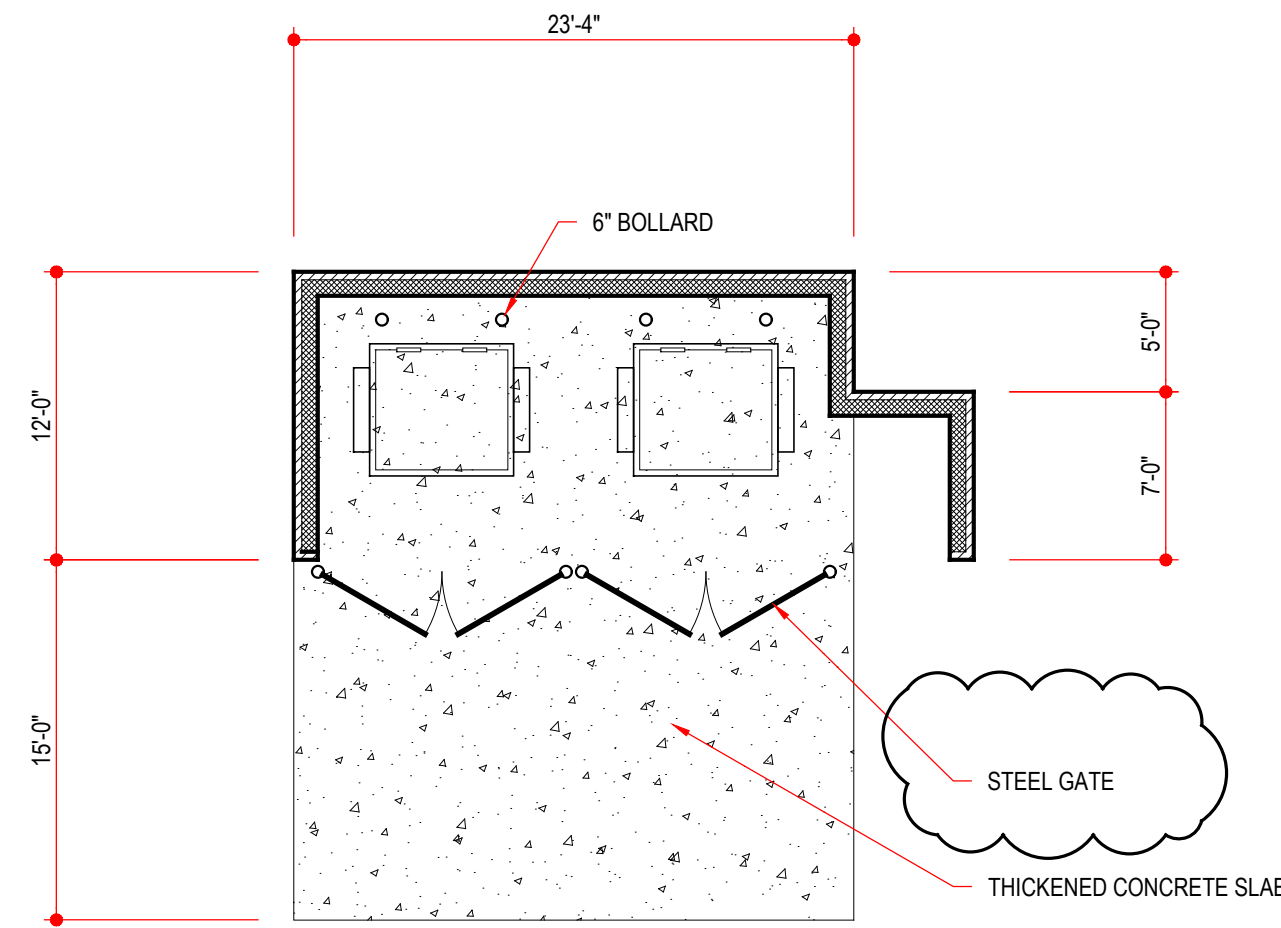
5 Fence Detail
1/4" = 1'-0"



3 Existing Screen Wall Detail
1/2" = 1'-0"



2 Townhome Typ. Dumpster Detail
1/4" = 1'-0"



1 Townhome Typ. Dumpster Enclosure
1/8" = 1'-0"

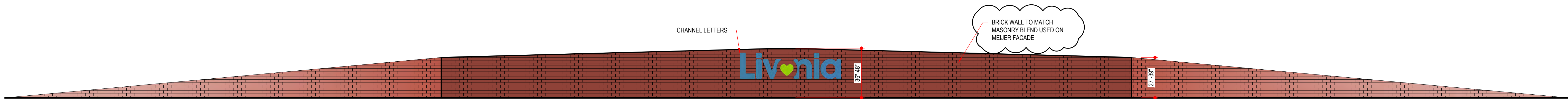
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C.C. PGD SUBMITTAL	7.10.24
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE



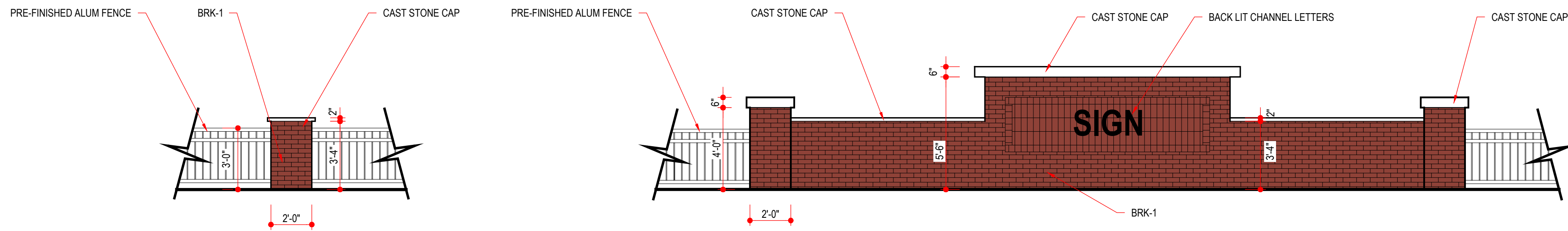






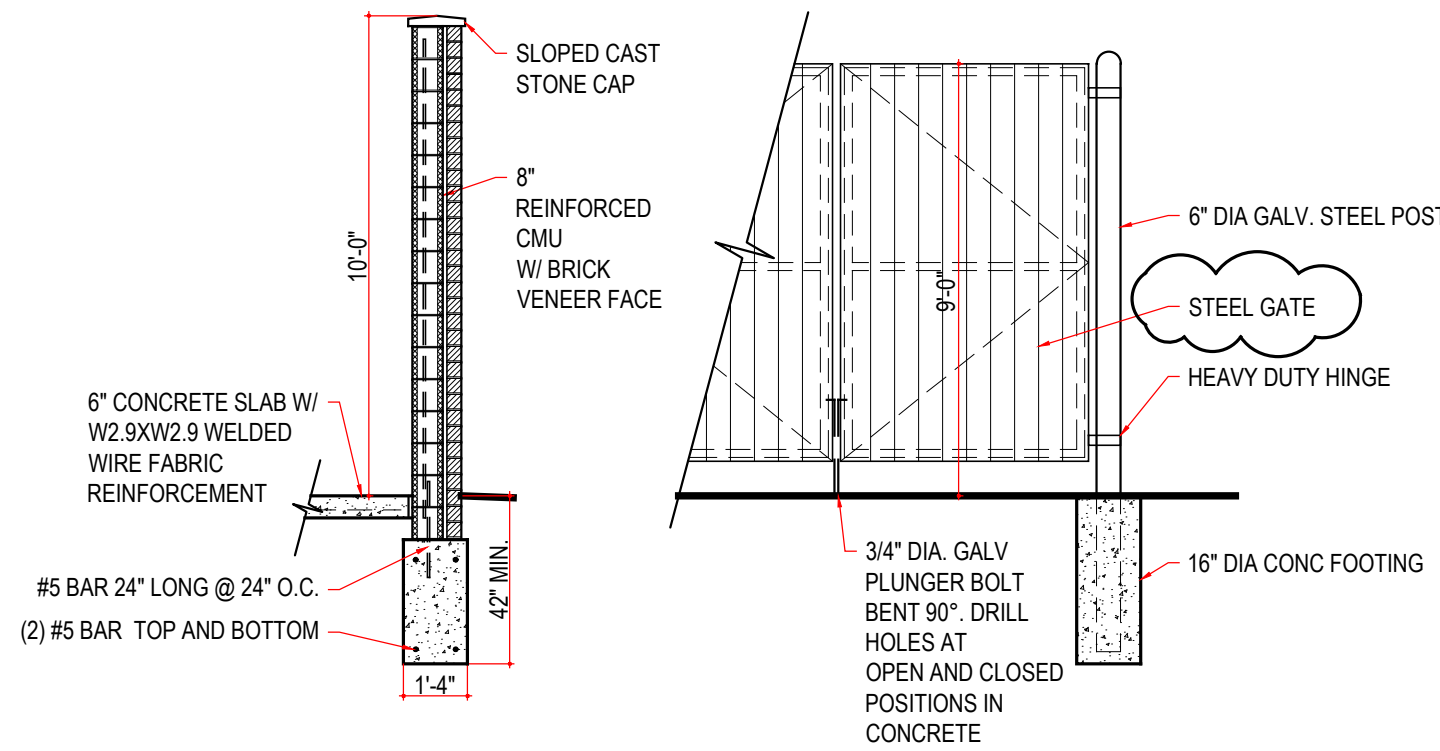
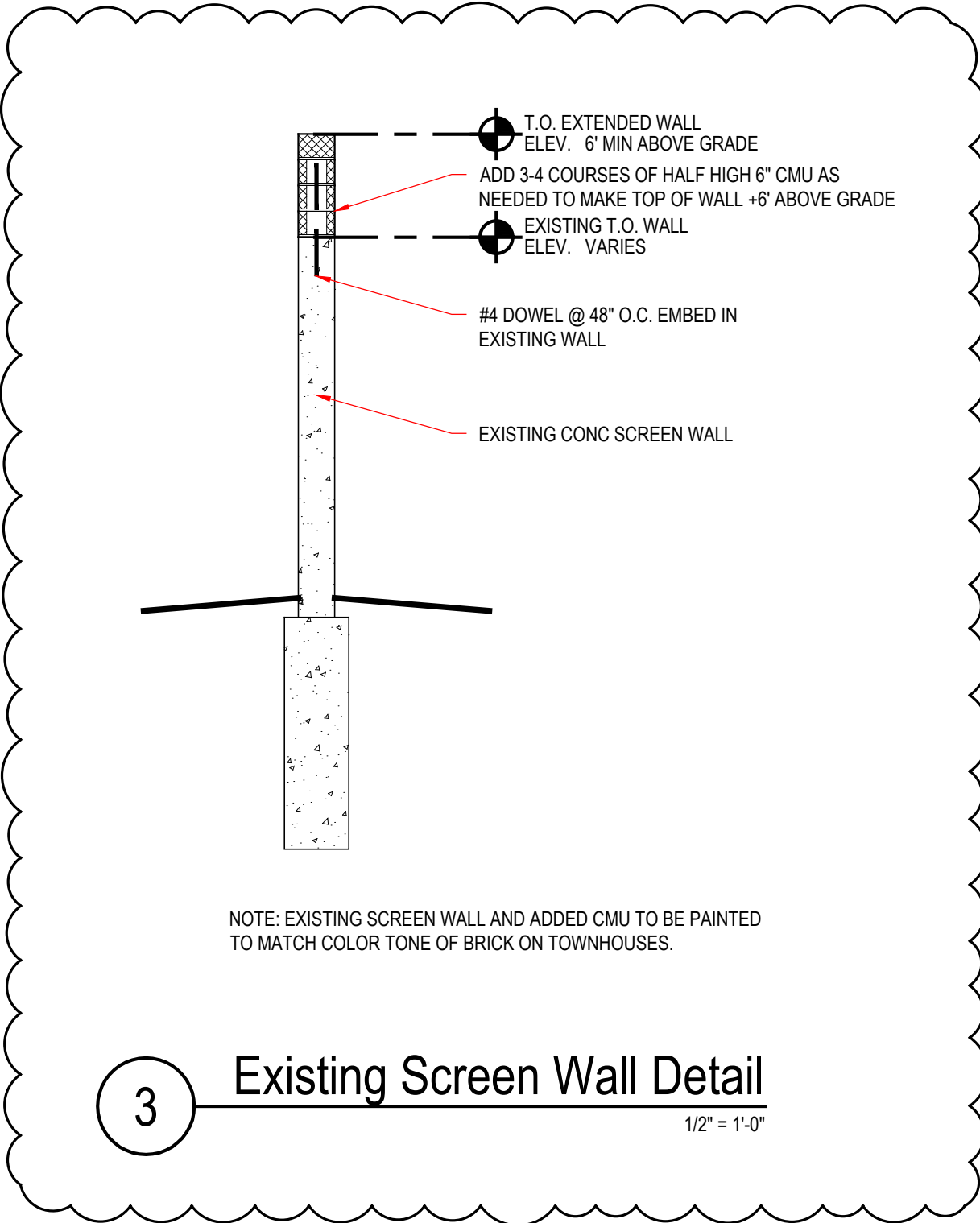
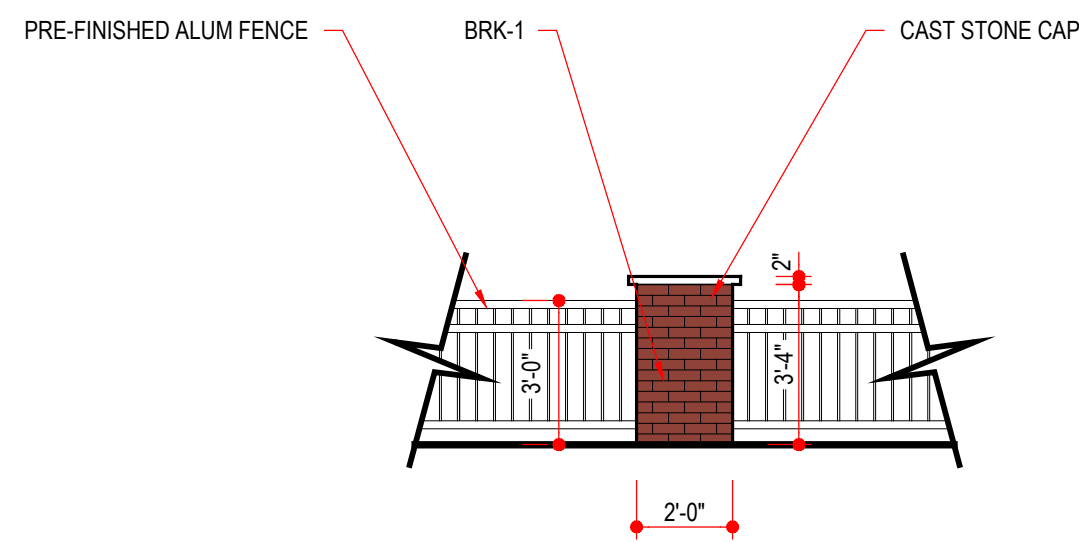


6 Corner Monument Sign
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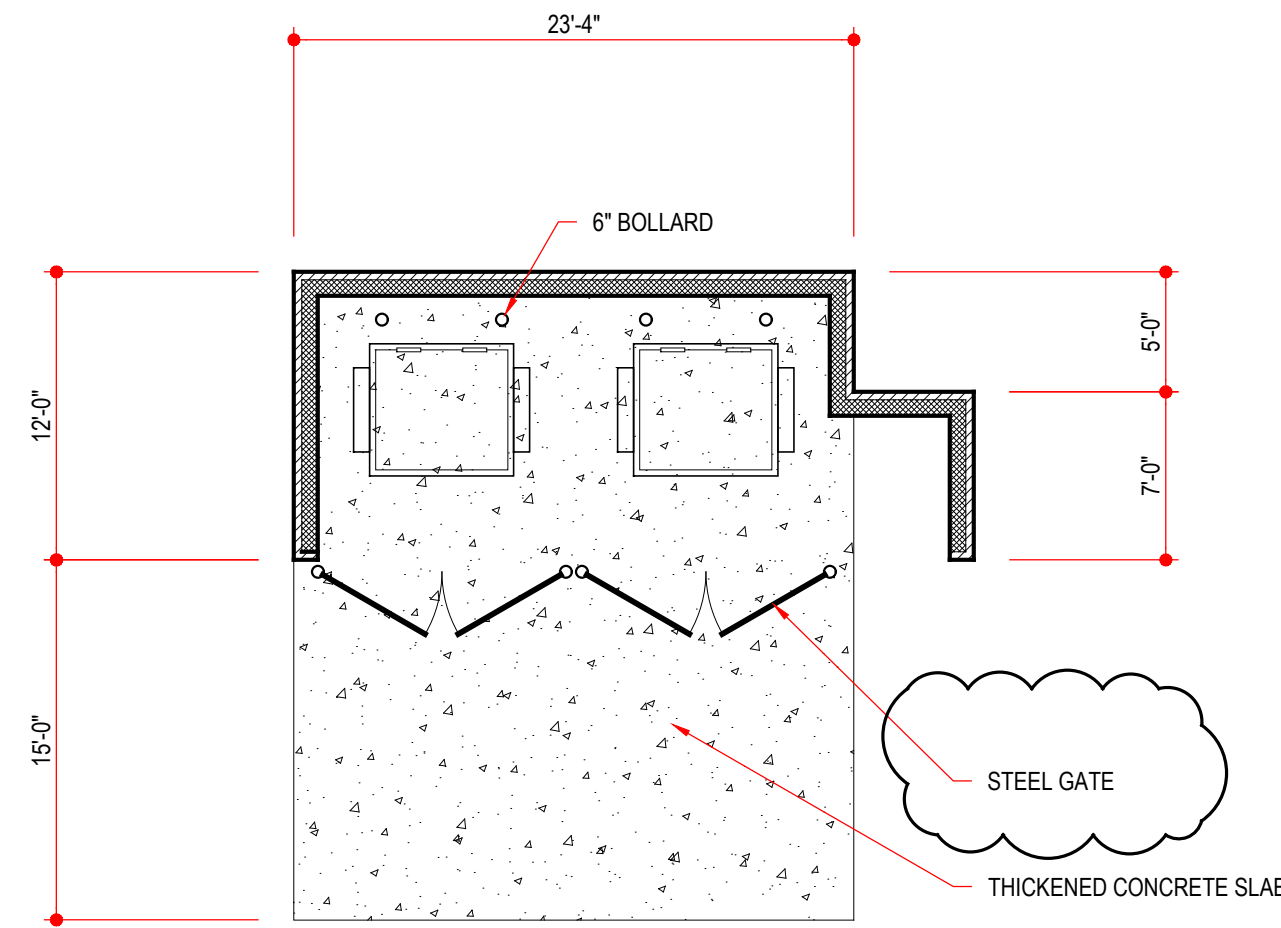


4 Townhome Monument Sign
1/4" = 1'-0"

5 Fence Detail
1/4" = 1'-0"

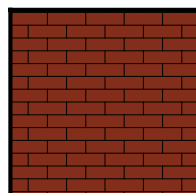
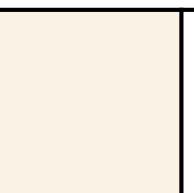
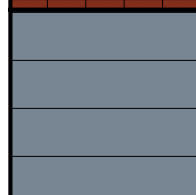
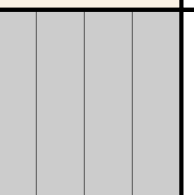
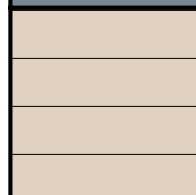
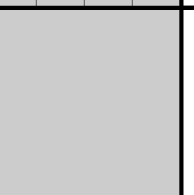


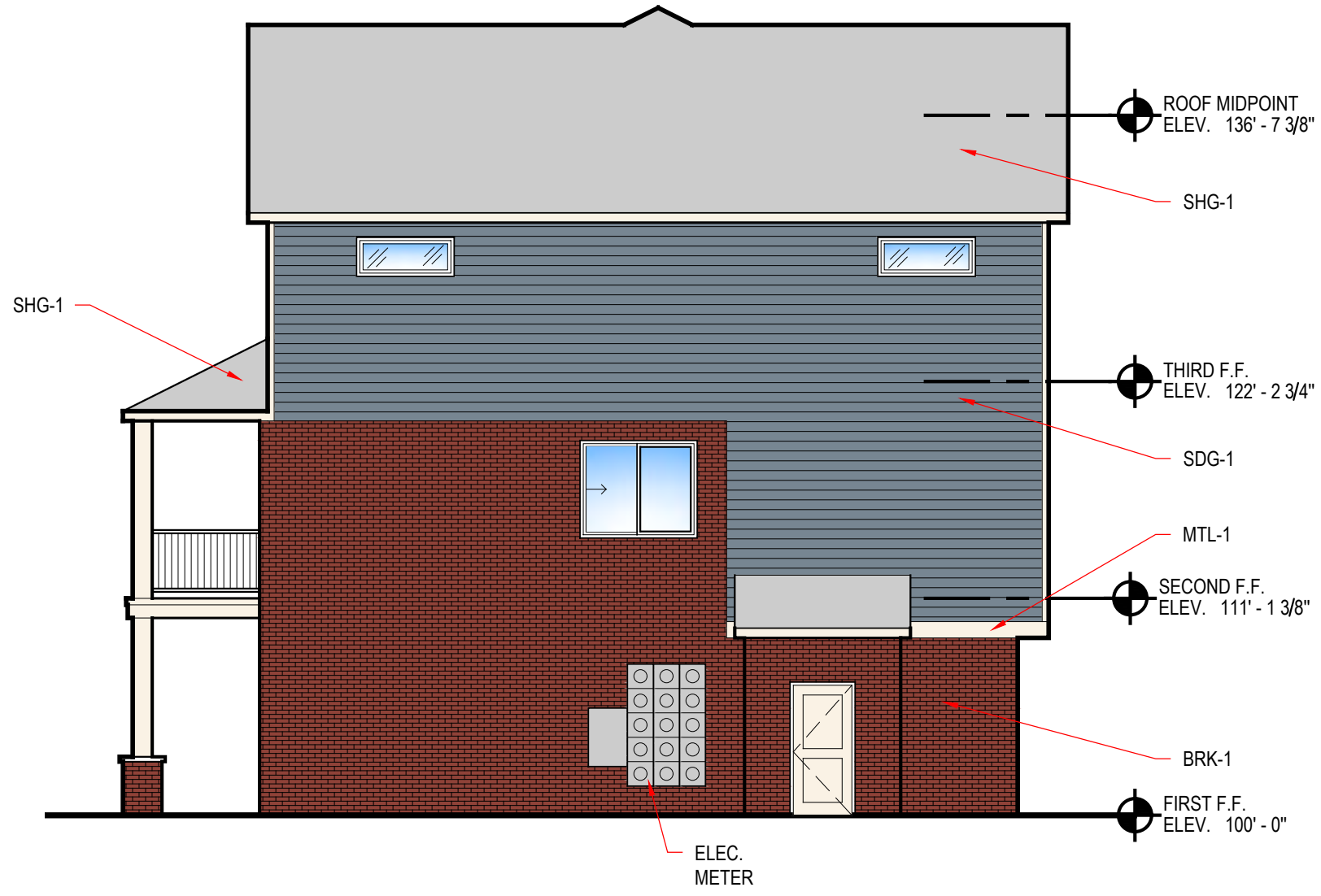
2 Townhome Typ. Dumpster Detail
1/4" = 1'-0"



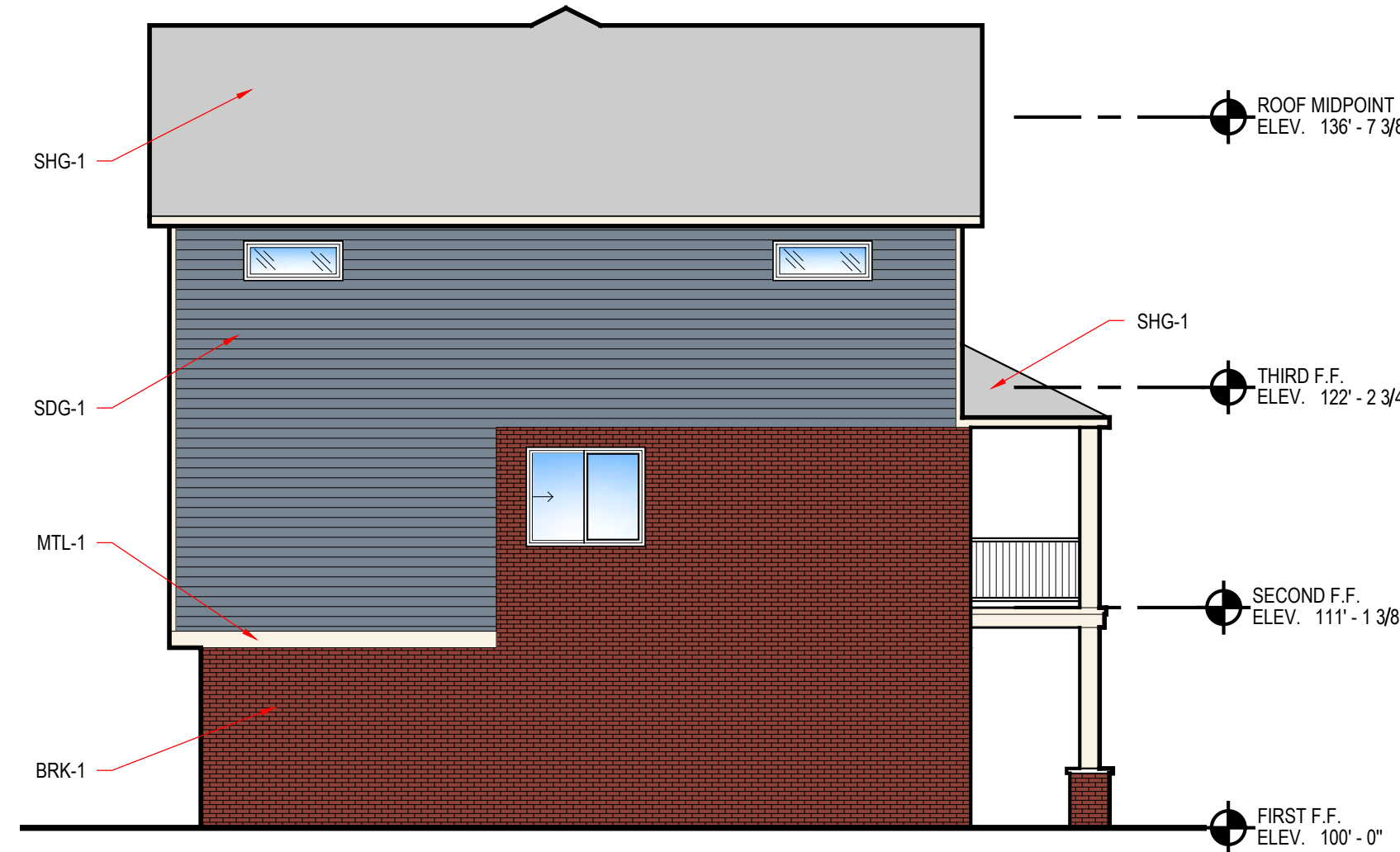
1 Townhome Typ. Dumpster Enclosure
1/8" = 1'-0"

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C.C. PGD SUBMITTAL	7.10.24
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

	BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD		MTL-1 METAL COLOR: ALMOND
	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



4 3-Story Right Elevation
1/8" = 1'-0"



3 3-Story Left Elevation
1/8" = 1'-0"



2 3-Story Back Elevation
1/8" = 1'-0"



1 3-Story Front Elevation
1/8" = 1'-0"



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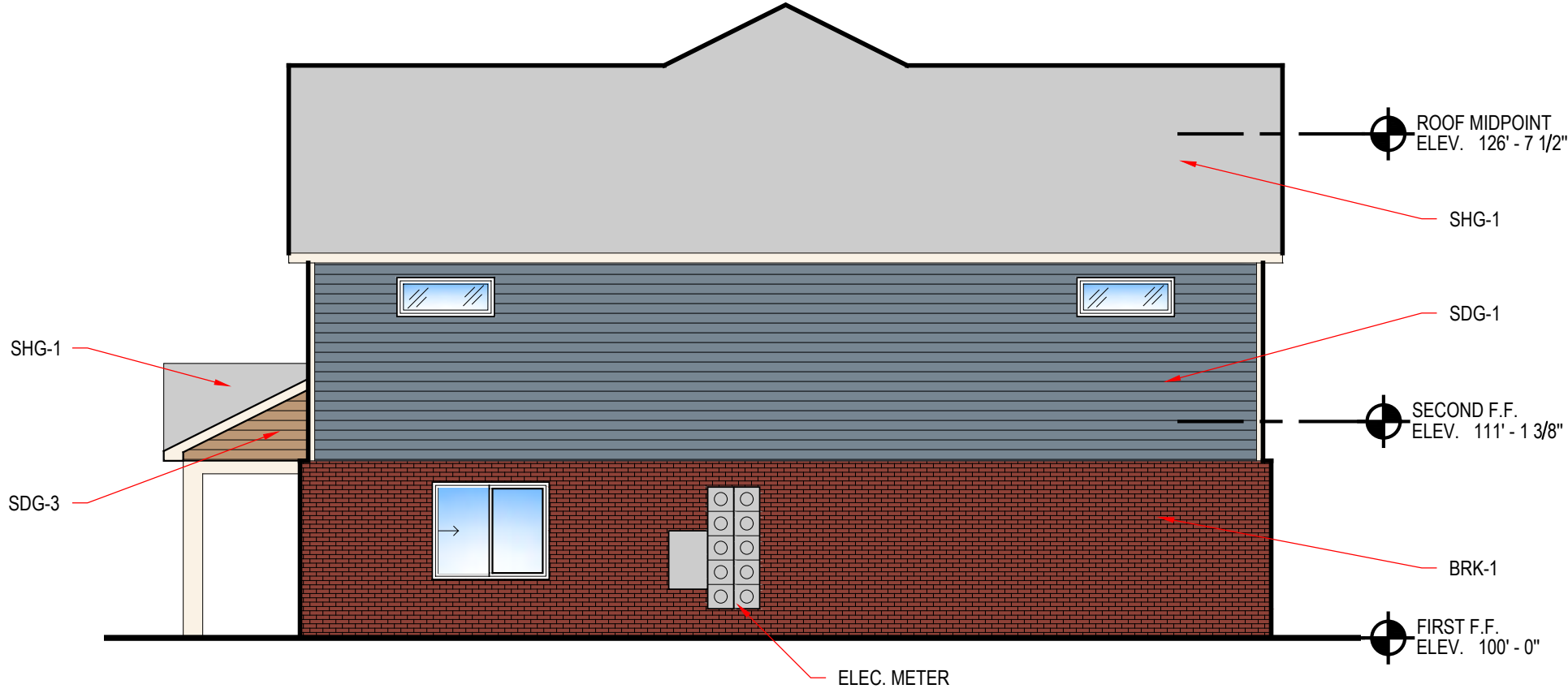
Facade Change	6.18.24
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7 Mile & Farmington
7 Mile
Livonia, MI
3-Story Elevations

A201

21003

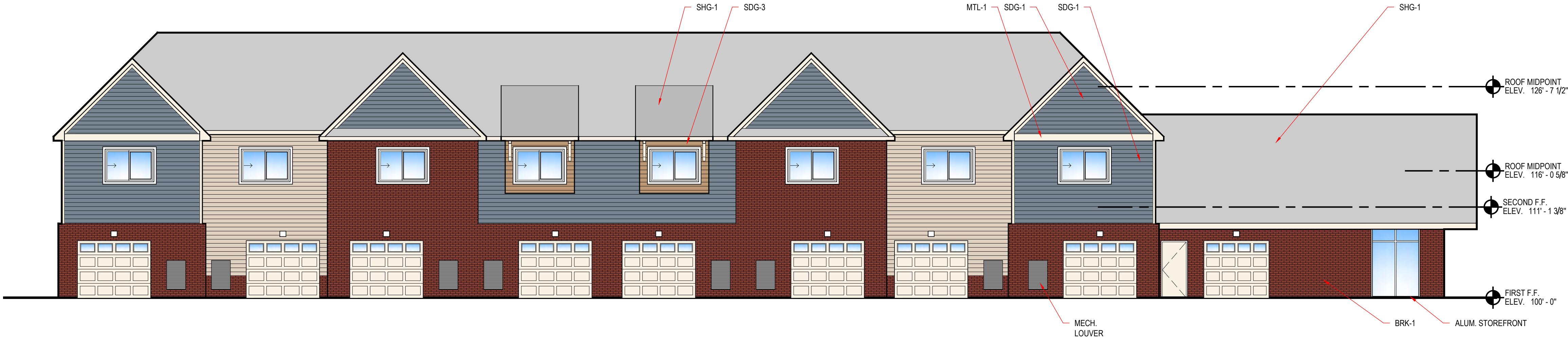
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SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTEED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



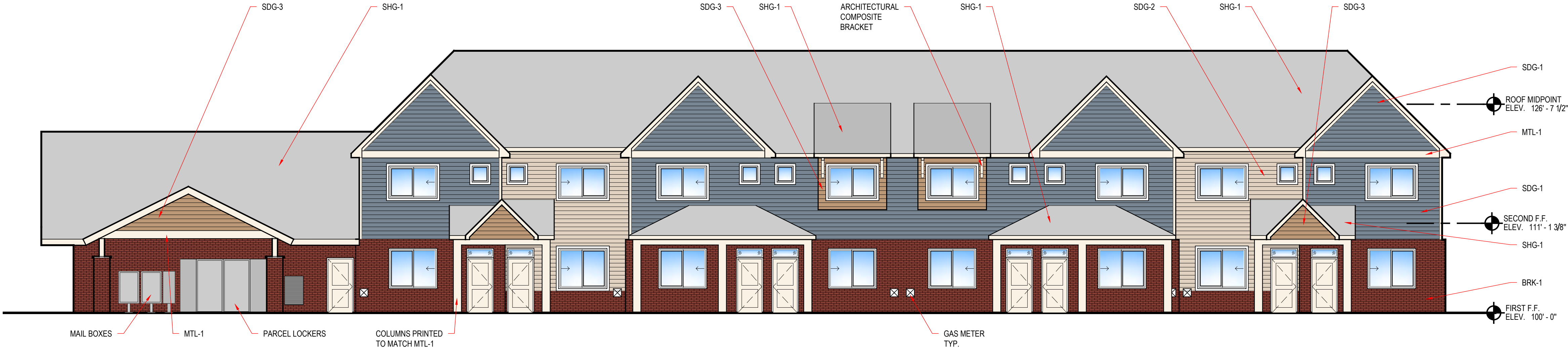
4 2-Bed Right Elevation
1/8" = 1'-0"



3 2-Bed Left Elevation
1/8" = 1'-0"



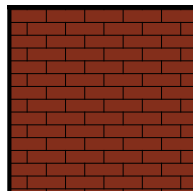
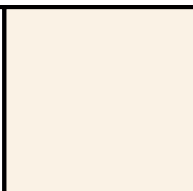
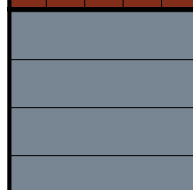
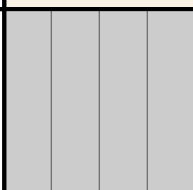
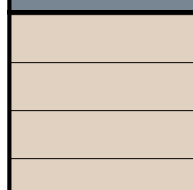
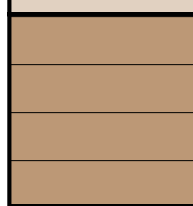
2 2-Bed Back Elevation
1/8" = 1'-0"

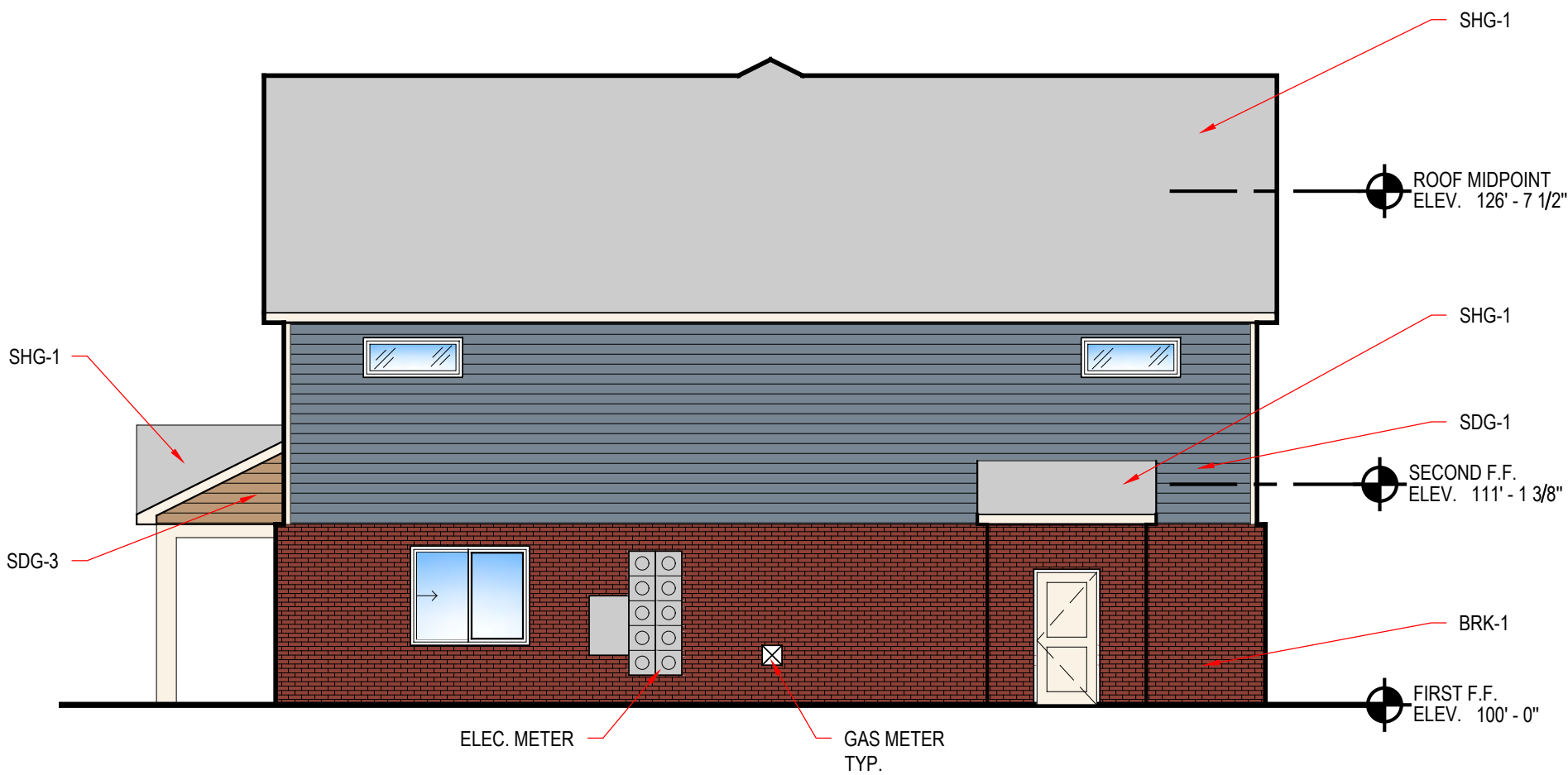


1 2-Bed Front Elevation
1/8" = 1'-0"

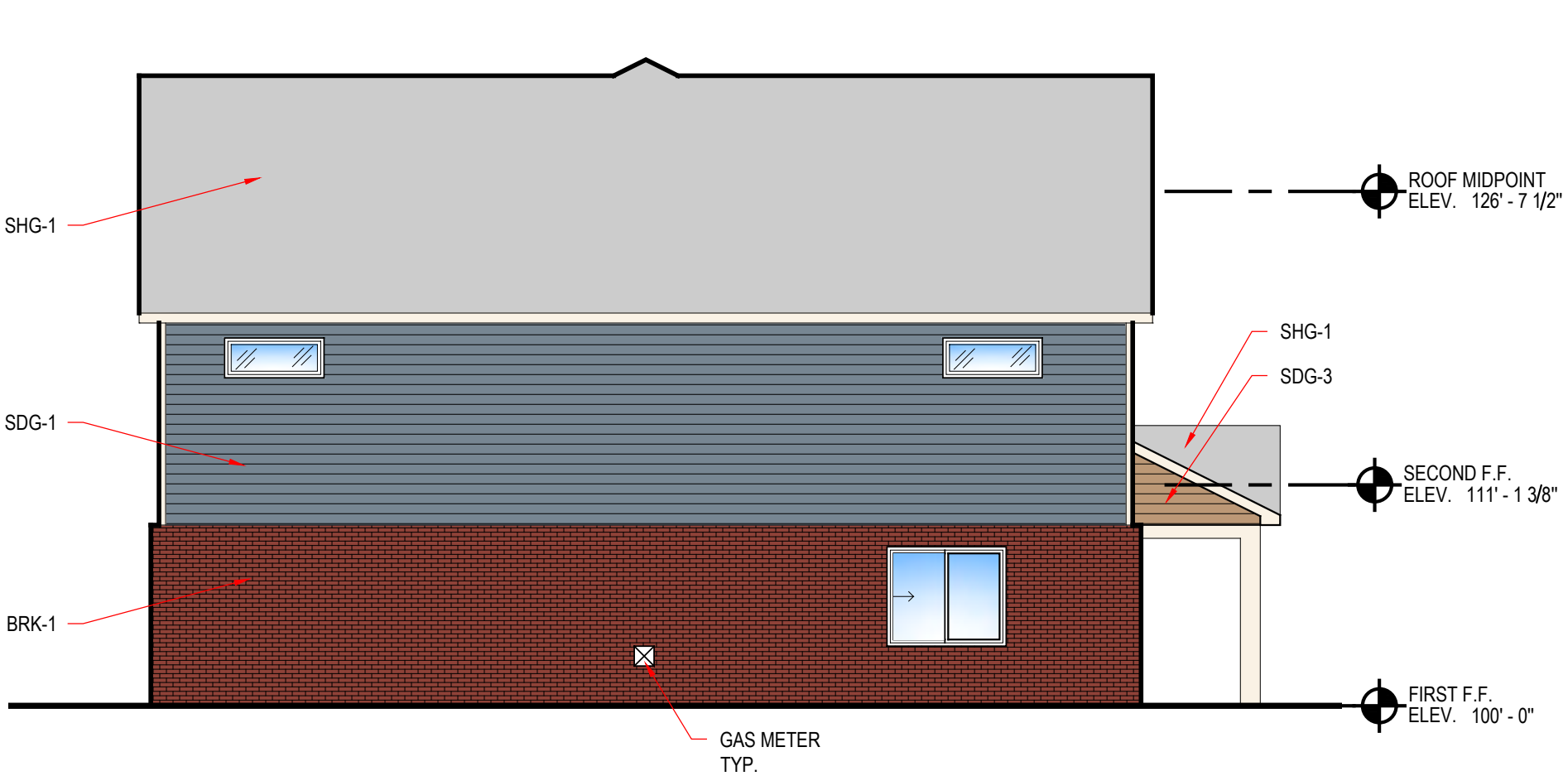
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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

	BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD		MTL-1 METAL COLOR: ALMOND
	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



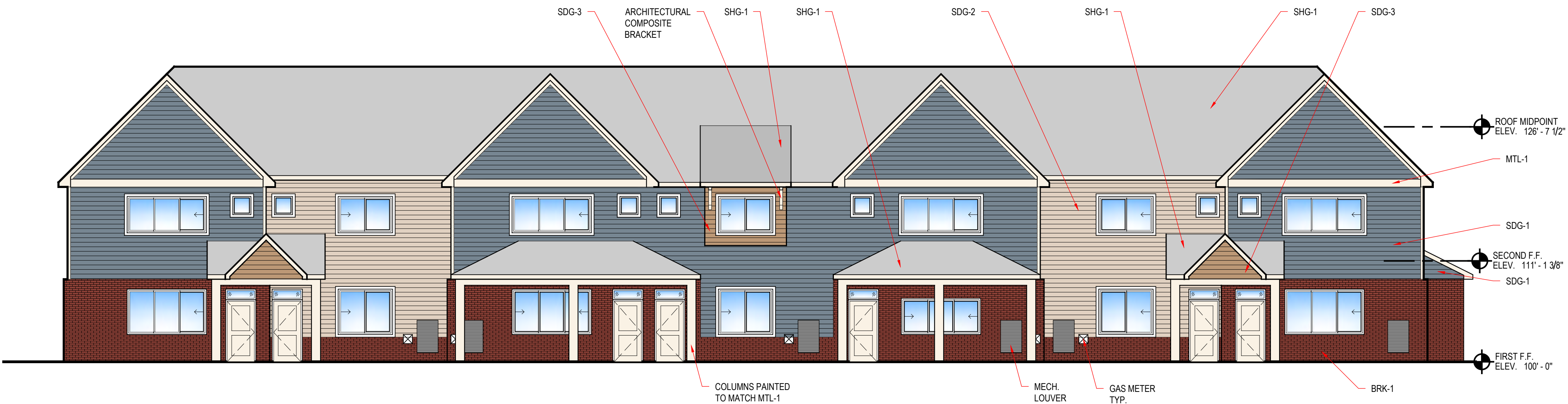
4 3-Bed Right Elevation
1/8" = 1'-0"



3 3-Bed Left Elevation
1/8" = 1'-0"



2 3-Bed Back Elevation
1/8" = 1'-0"



1 3-Bed Front Elevation
1/8" = 1'-0"



...	...
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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington	3-Bed Elevations
7 Mile Livonia, MI	
A203	
21003	



LETTER TO THE LIVONIA CITY COUNCIL

7.

Planning
June 20, 2024

MEETING DATE

S071524/R080724

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4.

BACKGROUND DETAILS

June 27, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2023-06-02-077 –Seven Mile/Farmington Venture

Dear Council Members:

At the 1,215th Public Hearing and Regular Meeting held by the City Planning Commission on June 18, 2024, the following resolution was adopted:

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

#06-25-2024 RESOLVED, That the City Planning Commission does hereby recommend to City Council that Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4, be approved subject to the following conditions:

1. The Preliminary Site Plan, identified as drawing C-2.0, dated May 17, 2024, as revised and prepared by PEA Group, is hereby approved and shall be adhered to.
2. The Landscape Plans, identified as drawings L-1.0, L-1.1, L-1.2, L-1.3, L-1.4, and L-1.5, all dated May 17, 2024, as revised, prepared by PEA Group, are hereby approved and shall be adhered to. In addition, the Developer shall work with the Planning Department to expand and raise

the planting beds between the townhomes and the grocery store as discussed to the extent possible.

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 then permanently maintained in a healthy condition.
5. All parking spaces, except the required handicapped spaces, shall be double-striped and ten feet (10') wide.
6. The revised Exterior Building Elevation Plan identified as Meijer LVA (75K) - Grocery Format - Formliner, prepared by Fishbeck, dated April 12, 2024, and received by the Planning Commission on June 18, 2024, is hereby approved, except that the west side of the grocery store shall be modified to include the same features shown on both the south and east elevations and the Developer and Meijer shall work with the Planning Department to produce a brick building of such an architectural design as to enhance its compatibility with the townhomes and the surrounding residences in Windridge Village and south of Seven Mile Road. The submitted building elevation plans are not approved with the precast concrete construction.
7. The townhome elevation plans identified as Sheets A201, A202, and A203, all dated June 18, 2024, prepared by Spire Design Group, are hereby approved and shall be adhered to.
8. Installation of the traffic signal on Farmington Road shall be deferred until after the grocery store has been open for at least one (1) year. The developer shall provide a traffic study with actual counts to be reviewed by the Wayne County Traffic Division, the Livonia Traffic Bureau, and the City of Livonia Engineering Department within 45 days following the one-year period. The Petitioner shall install the signal if warrants are met as determined by the traffic study and confirmed by Wayne County and the City of Livonia. However, if traffic conflicts or excessive delays result after six (6) months related to traffic patterns after the store has opened as determined by the Livonia Traffic Bureau based on observations, accident data, or complaints, then the developer shall install a traffic signal within a reasonable time frame upon notification by the City.
9. The maximum height of all pole-mounted light fixtures shall be twenty feet (20') and shall be located and shielded to prevent light trespassing and glaring on adjacent properties.
10. The walls of the dumpster enclosures shall be constructed of masonry that matches or compliments the masonry on the buildings. The enclosure gates shall consist of steel or durable composite panels.
11. The design of the stormwater detention system shall meet either the City of Livonia engineering standards or the Wayne County Storm Water Management Ordinance, whichever applies.
12. The developer, all contractors, and subcontractors shall employ best management practices to prevent, reduce, and mitigate the problems associated with soil erosion and airborne dirt and dust from migrating off-site.

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

14. 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.

15. The existing privacy wall shall be extended to a minimum height of six (6) feet and repainted.

16. Under Section 5.02(5), a Development Agreement shall be submitted and executed between the City and the developer/owners that addresses items pertinent to the construction of the project and its long-term operation, such as but not limited to land divisions, project phasing, timing of the construction of the apartments in relation to the occupancy of the grocery store, parking, site design standards, permitted and prohibited uses, store hours, delivery hours, truck idling, and outside storage including trailers.

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. S071524 Petition 2023-06-02-07 Resident Responses Recd 6-24-24
2. 2023-06-02-07_E-COUNCIL Pkt (Revised)

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: June 27, 2024



Maureen Miller Brosnan, Mayor

Date: June 28, 2024

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Saturday, June 22, 2024 11:01:02 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	Mike
Last Name	Sullivan
Address	19883 Edgewood Ave
Email Address	Mikesullivan63@gmail.com
Phone Number	248-477-6976
Topic	Other City Council Inquiry
Date of Issue	6/22/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	I strongly object to the Farmington Road and Seven Mile project approved by the Planning Commission. We do not need another market in this area - we are already saturated with two Meijers not far from this project and many other markets . Multi story town houses are not compatible with our single home neighborhood. An additional 102 families plus the Meijers will create an enormous traffic problem, and disrupt the peacefulness of our neighborhood. Adding a big box store in our neighborhood jeopardizes the viability of our local merchants to survive. I recommend this project be cancelled.

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Sunday, June 23, 2024 2:50:34 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	Carol
Last Name	Smiley
Address	19862 Stamford Dr
Email Address	casmiley@sbcglobal.net
Phone Number	2483880189
Topic	City Council Meetings
Date of Issue	<i>Field not completed.</i>
Attachment (Optional)	<i>Field not completed.</i>
Comments	When you know better, you are expected to DO BETTER. The 7Mile/Farmington Venture is not better. I would further argue that something is NOT better than nothing. The city went through an intense effort to come up with Vision for the future that this big box store with apartments in no way meets. It is not even consistant with the Core Values that the developer claims to have. WHAT THIS IS, IS AN AMAZING OPPORTUNITY TO TAKE A LARGE PIECE OF PROPERTY AND MAKE IT WHAT THE CITY AND THE CITIZENS KNOW TO BE BETTER. What does the city want here? What is the BEST use of this? We have a large parking lot and a bit box and it is a gift that this massive mess can be tor down and replaced with something we can be proud of in 2024 and the decades that follow. The developer is trying to force the city into another big store when there is NO NEED or want for it. Please walk west on 7 mile see what the feel for neighborhood is, This is your legacy. THE CITY MADE A PLAN, LETS FOLLOW IT. Expect excellence, accept no less.

Email not displaying correctly? [View it in your browser.](#)

**Petition 2023-06-02-07 submitted by Seven Mile/Farmington
Venture, LP**

5 2

75

2

5

DAVID H. JOHNS
Vice President
Development and Construction Division

direct: 248.357.6152
johns@schostak.com

May 17, 2024

Mr. Mark Taormina
Planning and Economic Development Director
City of Livonia | Planning Department
33000 Civic Center Drive
Livonia, MI 48154-3097

RECEIVED
MAY 23 2024
CITY OF LIVONIA
PLANNING COMMISSION

**RE: Request for Public Hearing Scheduling for June 18, 2024
7 Mile Planned General Development Site Plan and Meijer SDM License
33500 W. Seven Mile Road
Livonia, MI**

Dear Mr. Taormina,

Per our recent conversation, we respectfully request to be placed on both the June 18th Planning Commission Public Hearing and the June 11th Planning Commission Study Session Agendas for all reviews required for both the 7 Mile Planned General Development (PGD) and the Meijer SDM License.

Enclosed you will find the following documents for review:

- Three (3) revised 7 Mile PGD applications, dated May 17, 2024 (includes building reuse attractive features statement, and site legal description)
- Three (3) PGD drawing sets (24"x36"), dated May 17, 2024 with PEA Cover sheet
- One (1) PGD drawing set (11"x17"), dated May 17, 2024 with PEA Cover sheet
- Three (3) PGD project rendering packages (11"x17"), dated May 17, 2024
- PGD Public Hearing Re-publication fee (Seven Mile/Farmington Venture LP) check #002391 for \$400)
- SMD Public Hearing Re-publication fee (Fishbeck check #134679 for \$400)
- Three (3) SDM rendering packages (11"x17"), dated May 17, 2024
- One (1) thumb drive of the PGD drawing set and both the PGD and SDM rendering packages

Please note that we are no longer referring to the multi-family branding and name as "The Pointe" and respectfully request that the City use "7 & Farmington Townhomes" for any notices and communication. We will provide additional updates to the Townhome branding and name (other than using "7 & Farmington Townhomes") at an appropriate later date.

Please let us know if you have any questions or need additional information. We look forward to working with the City on this exciting project.

Sincerely,

SEVEN MILE/FARMINGTON VENTURE LLC

By: Schostak Brothers & Company, Inc.
Its: Managing Agent

David H. Johns

By: David H. Johns, VP Development & Construction
Its: Authorized Representative

DHJ/amg

Ec: Erik Fix



**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 2023-06-02-07

Date Filed: June 9, 2023 Petition Planned General Development

Site Address: 33500 W. Seven Mile Rd Sidwell 016-99-0016-003 Zoning of Property C-2

Requesting Approval To Construct 75,239 SF Meijer Building and 226,276 SF Multi-family Residential Building

Applicant: Seven Mile/Farmington Venture, LP Business/Company: _____

Applicant's Address: 17800 Laurel Park Dr North, Suite 200C City: Livonia State: MI Zip Code: 48152

Applicant's Phone # (____) Per Contact below Applicant's Email Per contact below

Contact Person: David Johns, VP Development Business/Company: Schostak Brothers & Company, Inc.

Contact's Address: 17800 Laurel Park Dr North, Suite 200C City: Livonia State: MI Zip Code: 48152

Contact's Phone # (248) 357-6152 Contact's Email johns@schostak.com

Please provide the following information:

See separate sheet for Additional Contacts with Meijer, Inc.

- 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 13 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

301,515 sq. ft. of new construction x \$20.00 per 1,000 sq. ft. plus \$30 per lot or unit for residential construction. 199 Units at \$30/Unit = \$5,970 (NOTE: Round off to nearest 1,000) + 12,700 Total Amount

Owner of Property: Seven Mile/Farmington Venture, LP

Owner's Address: 17800 Laurel Park Dr North, Suite 200C City: Livonia State: MI Zip Code: 48152

Owner's Phone # (248) 357-6152 Owner's Email johns@schostak.com

Signature of Owner: [Signature] Print Name: David Johns, VP Development, Schostak Brothers & Company, Inc.

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

on this 7th day of June 20 23.

Signature of Notary [Signature] My commission expires 12-8-27

Acting in the County of Wayne

ALYSSA GALLANT
Notary Public - State of Michigan
County of Oakland
My Commission Expires Dec 8, 2027
Acting in the County of Wayne

UNAPPROVED MINUTES

1

MINUTES OF THE 1,215th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, June 18, 2024, the City Planning Commission of the City of Livonia held its 1,215th 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 Glen Long Peter Ventura
Ian Wilshaw

Members absent: Wafa Dinaro, Sam Caramagno

Mr. Mark Taormina, Planning Director, Jacob Uhazie, Assistant 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 2023-06-02-07

Meijer/Townhomes

Mr. Bongero, Acting Secretary, announced the next item on the agenda, Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4.

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

#06-24-2024 **RESOLVED**, That the City Planning Commission, on June 18, 2024, on Petition 2024-05-02-09 submitted by Kneaded Relief Massage & Spa requesting waiver use approval under Section 6.37 of the Livonia Zoning Ordinance, as amended, to operate a massage establishment at 32003 Plymouth Road, located on the south side of Plymouth Road between Merriman and Hubbard Roads in the Northeast ¼ of Section 34, is hereby removed from the table.

Mr. Taormina: Thank you. This item was tabled at the petitioner's request on July 25, 2023. New plans have been submitted, including several design changes to both the residential phase of the development and the grocery store. I'll start with the residential phase. The four-story apartment structure has been eliminated and replaced with 12 buildings. These are townhomes. The previous plan had 199 apartments; the new townhome development shows 102, so there's been a reduction of 97 apartment units. Nine buildings would be two stories in height, including the four adjacent to the Windridge Village Subdivision, identified as Buildings C, E, F, and I. The other three buildings would be three (3) stories in height. These are the buildings along Seven Mile and the one facing the grocery store, identified as Buildings A, B and K. The density overall would be 15 dwelling units per acre. For Mixed Development Centers, the master plan recommends no more than 20 dwelling units per acre. Building lot coverage would be approximately 30%. The plan includes 72 two-bedroom units and 30 three-bedroom units. Unit sizes would range from 1,050 square feet for the smallest two-bedroom apartment to 1,480 square feet for the largest three-bedroom apartment. All units would have attached garages—one car for the two-bedroom units and two cars for the three-bedroom units. The four interior buildings, identified as Buildings D, G, J, and L, form a 100-foot by 150-foot landscaped courtyard that would include sitting areas and a fenced dog run. There would be a one-story leasing and management office at the south end of Building D. Along the west side of the development, Buildings E, F, and I would all be 40 feet from the property line abutting the residential district. Building C would be 45 feet from the residential district. The three-story buildings would be approximately 37 feet tall, and the two-story buildings 27 feet. Under the previous design, the apartment building was over 50 feet tall. There would be one driveway on Seven Mile and cross-access to the grocery store. The drive approach on Seven Mile would be 42 feet wide, accommodating three lanes, including a lane for incoming traffic and dedicated right and left exit lanes. The ordinance requires 219 parking spaces. The plan shows 258 parking spaces. This includes 132 garage spaces, 95

driveway spaces, and 31 additional spaces, resulting in an average ratio of 2.5 parking spaces per townhome. The exterior of the buildings would be brick veneer and composite siding with metal accents. All the buildings would have peaked asphalt shingled roofs. The three-story buildings show brick covering the first floor and portions of the second floor, with balconies on the fronts of each unit. The remaining areas would be finished with horizontal composite siding. The elevations for the two-story buildings now show brick covering most of the first floor and portions of the second level with two colors of horizontal composite siding. A revised landscaping plan has been submitted. It shows various plant materials throughout the site, including a continuous row of evergreen trees where the site borders residential along the west and north sides. The trees include three species of spruce and pine. All trees would be eight (8) feet in height when planted. Stormwater would be handled underground. Two (2) trash enclosures are shown. One is in the southwest corner between Buildings B and C, and the other is between Buildings K and H on the site's east side. Site lighting would be limited to 20 feet in height, and the average illumination for the courtyards, paths, and porches would be 1.2-foot candles.

Moving on to the grocery store. The building has been moved 30 feet closer to Seven Mile Road. The setbacks would now be 237 feet from Seven Mile versus 267 feet under the old plan. This alters some of the site features, including the parking layout, the number of parking spaces, landscaping and buffering, and the location of the customer pickup area. Overall, the site circulation remains unchanged, including the locations and arrangement of the driveways and drive aisles. The parking has been reduced by 24 spaces from 306 under the old plan to 282 under the new plan. The corner feature, which previously included a sitting area, has been reduced and now shows a decorative landscape wall. Along Seven Mile, the frontage landscaping at the west end has been widened from 20.5 feet to approximately 42 feet, creating a small community plaza. Closer to the store, the redesign incorporates a larger sitting area across from the main entrance. At the north end of the property behind the store, the distance between the 20-foot-high sound wall and the property lines has increased from 50.1 feet to 77.2 feet. The eight pickup spaces are now shown on the north side of the building instead of the east side, along with the pickup doors and propane sales. Previously, the eight spaces dedicated to customer pickup were shown on the east side. Moving the building further south allows them to move to the north side. Other features remain unchanged. This includes the pharmacy drive-through in the southwest corner of the building, the cart storage, bottle return area, and outdoor sales display area on the east side of the building, and the truck wells, fire pump, employee shelter, fenced mechanical yard, compactor, and

recycling closure on the north side. The building's appearance has also been modified. The portions that will be visible from the roads include three types of insulated precast concrete walls. A split face pattern would be along portions of the bottom half of the building. Other parts of the facades would include stucco and brick patterns. As you can see from this rendering, the new colors mostly include shades of brown and beige versus grey under the old design. The traffic impact study has also been updated to reflect the site changes mostly due to the reduced traffic generated from the development's multifamily phase. The improvements recommended include timing adjustments to the signals at Farmington and Seven Mile, as well as at Seven Mile and Gill Roads, and then installing a new signal at Farmington at the north driveway across from Gable Street. Lastly, new pavement markings and signage would be provided at the south driveway along Farmington Road. Mr. Chairman, that is a summation of the changes. I'll let Mr. Uhazie read the departmental correspondence. Several letters were received from residents, which you should have copies of.

Mr. Wilshaw: Yes, please. The correspondence will basically cover both petitions. I believe you're gonna have similar correspondence for both. Is that correct?

Mr. Uhazie: That is correct. There is one additional one for the SDM license, okay, but the rest of them will cover both.

Mr. Wilshaw: Okay, go ahead with the correspondence.

Mr. Uhazie: The first item is from the Engineering Division, dated May 24, 2024, 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 #32003 Plymouth Road. The legal description submitted with the petition appears to be correct and should be used should the waiver use be granted. The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submittal does not indicate any changes to the existing utility leads, so we do not believe there will be any additional impacts to the public utilities with this proposal. Should changes to the existing building leads be needed, the owner shall submit proposed drawings to this Department to determine if permits will be required. Also, should any work be required within the Plymouth Road right-of-way, the owner may be required to obtain permits from 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

May 28, 2024, 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. Noted on review that grid area 16, 32 on the plans has a door that appears to be leading to the exterior (egress door) of the building. The plan set shows this as opening inward. Egress doors shall have an outward swing. An actual site visit was not completed to verify. 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 23, 2024, 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 18, 2024, which reads as follows: “*Pursuant to your request, the above-referenced Petition has been reviewed. 1. The barrier-free parking spaces and access aisles shall be sized and marked in accordance with the current Michigan Building Code and ICC A117.1. 2. An accessible route shall be provided from the public sidewalk to the entrance of the building in accordance with the current Michigan Building Code. 3. All parking spaces shall be 10’ x 20’ and double-striped. 4. There are no construction details on the proposed 20’ high sound wall. 5. A variance from the Zoning Board of Appeals would be required for any excess number and size of signs. 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 May 21, 2024, 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 17, 2024, which reads as follows: “*All taxes and water payments are current with this property. Thank you*” The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Thank you, Mr. Uhazie. Are there any questions for the planning staff? If not, Mr. Venture one second, I'm just gonna do a housekeeping item. This item was tabled. Both these items have been tabled. Before we discuss anything regarding this petition. Let's first remove it from the table and then we can have a discussion. Would someone like to offer that motion?

UNAPPROVED MINUTES

6

- Mr. Ventura: I'll offer a motion to remove it from the table.
- Mr. Wilshaw: All right. Mr. Ventura, is there support?
- Mr. Bongero: I'll support that.
- Mr. Wilshaw: If there's no objections, I think we can safely show four to remove this item from the table. I will note that in our records, thank you, Mr. Ventura. The floor is yours.
- Mr. Ventura: Mr. Taormina, if this piece of property were not already zoned C-2, and we were rezoning the portion of the property for the residences to residential and the portion of property for the Meijer's to commercial, existing Livonia ordinance would require a wall and a substantial planting berm between the two developments, would it not?
- Mr. Taormina: The screening requirements between residential and commercial can vary. It could be a wall and landscaping, just a wall, or just landscaping. That is up to the Planning Commission and City Council on a case-by-case basis. But yes, there are requirements for buffering between the two uses.
- Mr. Wilshaw: Thank you. Thank you, Mr. Ventura. Any other questions for our planning staff? If there's no other questions for the planning staff, I'm gonna go to the petitioner who's in our audience tonight. I do want to remind, again, sort of a housekeeping item that we are in the pending Items section of our agenda. These items on this agenda have been discussed at length at prior meetings, so there will be limited discussion tonight, but we're going to have our petitioner come forward and tell us what's new with your petition. Good evening, Mr. Shostak.
- Jeff Shostak, 17800 N. Laurel Park Drive, Livonia, MI. Good evening, commissioners. Nice to see you all. It's, as noted, it's been almost about a year since we were here last time when we tabled the discussion. In that process, and this last year, we took the time to perform more market studies to further study the plan, taken and listened to everything we heard from the commissioners a year ago, everything we heard from the residents a year ago, as well as we listened to the residents at a recent neighborhood meeting that we had, and we really completely transformed our plan. So, as you will see from our presentation tonight, part of what Mark Taormina has already showed that the rest of our group will go in with a slightly more detail. But we really did our best to incorporate the townhomes

within the neighborhood that currently exists. By the look of them, by the size and the distance and all that sort of thing. As noted, you know, the townhomes are about at minimum 40 feet from the fence line to the single family residential neighborhood behind it, which Livonia ordinance really only requires 30, so we really tried to create more buffer distance but show that, you know, it's almost an extension of the neighborhood. Then just a little bit about the townhomes is these are you know, high end of the market, top of the line. The square footages have been noted. The two and three bedrooms, these are rents starting at \$2,500 a month. So, these will be very nice high quality renters and a true you know, we've believe good residents coming to Livonia, whether they're already here and looking to get an apartment or they just want to check out Livonia and not immediately jump into a home. We think our townhouses will provide a really good option for that. We also made changes to the Meijer facade as noted and the location of the Meijer some of the things we heard at the last meeting from the residents and the commissioners, and just sort of high level a couple of things worth noting before I hand it off to the architects and engineers is you know, this is a \$60 million economic development project in Livonia, and this is a big project. It's going to add significant to the Livonia tax base. It's completely privately funded, we are not asking for any abatements, incentives or anything of that nature. You know, we're happy to be back here. You know, unfortunately it took a year, but we needed to do what we needed to do after everything we heard. So, with that, we are looking forward to the feedback tonight from commissioners and the residents and I'm going to hand it off to Dave John's who's going to kind of walk through some of the changes in the plan.

Mr. Wilshaw: Good evening.

David Johns, Schostak Brothers, 17800 N. Laurel Park, Livonia, MI. Tonight we have a presentation that I think will be overall informative. We'll try not to be repetitive and try to cover the new information in a little bit more detail. I have with me this evening our team Mark Shovers from Spire Design Group who worked on the architecture for the project. I have Chris Jones from Meijer Corporation. I have the team from Fishbeck and from PEA, as well to speak on the project if needed. So, we're prepared to address, hopefully, whatever questions come up for the group, from the group, but if we could just go through the slides real quickly,

Mr. Wilshaw: Sure. What you've done, as far as changes, there's been quite a few.

Mr. Johns: Yep. So, I have the same slides, but I'll certainly be looking at the screen up there. That's just a slide of the existing center that's out there which has the former Kmart building and the furniture store. Those buildings are about 110,000 square feet in total, and then a westerly retail building that's about 40,000 square feet. That site has about 820 parking spots on it with very little green unless you're talking along the frontage of Seven Mile and Farmington. So, our second slide here, which basically is a compilation to the plan here. We tried to highlight on this where the three-story buildings were, which are the three buildings with the pink dot on them adjacent to Seven Mile. There are two buildings there, and the third building that Mr. Taormina is pointing at as well. Building K over there near Meijer so. And then the other nine buildings are all two stories. And Mark Shovers will go through the architecture of these buildings and then the Meijer site is on the easterly portion of the site as well. So just to highlight a few of the changes that were made that weren't talked about in great detail yet. Between the two sites, we've really looked to increase the connectivity between the sites and the green space. We felt that there was a lot of input and the prior meetings, both with the Planning Commission as well as all the other interested parties, that we need to do that. So, you'll see some other slides as we work through that. And then we wanted to effectively improve the buffering of the overall site between our project and the adjacent single family residential. So, we have about 130 trees that are proposed that border between our project and the adjacent residential to serve for buffering. So, a variety of species are planted in a continuous fashion along all the property lines that border as well as between the Meijer's site and the building there as well. So, you have a couple of aerial views from the back of the site and that shows some of the tree buffering. The four buildings that are adjacent to the residential, those buildings have the fronts that are facing towards the single-family homes. That was done intentionally so that we can take all the noise activity from the garages within each of the units and integrate all the activities for the drivability of the site, internal into the site, away from the single family residential. All lighting is self-contained on those buildings along the perimeter of the site. There are only a few light poles within the townhome development that are adjacent to the driveway out there along Seven Mile. As you can see in this slide, we have one driveway point now on the townhome development where before when

we were looking at the other multifamily option, we had two driveways for the multifamily, so we've tried to improve the driveway access as was defined the community entrance to create a neighborhood feel. We felt those are all important elements related to your ordinances and tried to listen to that. So as it relates to the Meijer site, just a quick focus I...Mr. Taormina covered a lot of the changes that were made in his review, and we appreciate that, but if we could just recognize that there's a community plaza area, here we go Mark...a community plaza area, that's the east side of the townhomes and the west side of the Meijer that's connected between the sites. When we were listening to the input that came from the Planning Commission meeting last year, there was not much interest in sitting on Seven Mile and Farmington for a seating area. So, we've relocated it between the two sites and created a nice gathering area. We put some benches around it, put a large greenbelt area and buffering around it and increased the greenbelt along Seven Mile against the Meijer parking. If we were to jump back or two, Mark, the buffering that is immediately along Seven Mile on the west side of the Meijer's site, that has been increased to 40 feet. So, after that we just kind of have a connectivity plan. We've looked at the connectivity between the sites as shown in the blue is all the sidewalks that are around the townhome development and then the connections out to the public sidewalks, which I believe is shown in a color of yellow. Green. So there's multiple connection points both from the townhomes. One adjacent to the drive at the west end of building A and one at the east end of building A in the community area. And then also along the Meijer site midway in the easterly parking towards the center there. And some of the changes that show on this plan is our new seating areas. We've created the seating area and the triangle area off the Meijer entry point. That's the top view of that slide. And so, a couple benches, some plantings around there that's directly across from the main entry to the Meijer grocery. That's a corner of view to the south, of the Seven and Farmington corner. We've created a placemaking wall around there. We've shown Livonia on there because we figured the city would like to see that. Certainly, we're open to input on that. We've put low plantings in front of the area. All this was done is to try and address the green space, the community spaces and the connectivity between the sites. Also on the top view, there are some bicycle racks in there so that you could actually bike to Meijer. You could go through the community Plaza along the west side. We could jump back to the site plan real quick, Mark. Along the west side of building or east side of Building K right up

there and actually make a connection all the way from the Seven Mile. public sidewalks all the way along the front of the Meijer as well as out to Farmington or back out to Seven Mile through the two connection points. On the Meijer's site, the building has shifted 30 feet further south from what it was last year. That 30-foot shift, although it's only 30 feet, it had a lot of changes that were effectuated throughout the plan to reduce the parking area that's in front of the Meijer site. We only have 282 parking spaces which is a drop of 24 spaces from where we were before it took the entire building and moved it as a whole 30 feet south, it took all the delivery operations, the sound wall and pulled that all further south away from the residential so now that delivery area is further than it's ever been. It's moved as much as 60 feet from the Meijer originally. Started looking at the project and were able to create green space behind the wall and plan it out more appropriately, so it's over 50 feet back there. We have 20 trees just in that area and it's open and connected to the townhome that sits in the back adjacent to that. The grocery pickup has been relocated to the northeast corner of the Meijer building and is now accessible from Farmington Road. We're still proposing a traffic signal on Farmington Road and working with the county on the review of that to make sure that operates properly. The driveway connections, if we could just quickly look at the slides after this, Mark. Actually, that one you were on was good for just a minute...before that please. That's just an outline to where...the red dashed lines is where the existing buildings were on the site. You can see that the Meijer building has shifted substantially closer to Seven Mile, as well as slightly further east from the Kmart limit that was towards Farmington road, but much further west, almost 150 feet further west from where the existing Kmart building was, that westerly wall. So, all that should promote an improvement towards any sort of lighting or other issues that just deal with operational with the Meyers. There's a perimeter sound wall that goes all the way around the back of the site at 20 feet on the west side, 20 feet on the north side, and 15 feet on the east side and then we also have sound walls around the truck docks as well. So as far as the townhomes, there is a courtyard. Mr. Taormina mentioned that between the four buildings that are clustered around the center. Within that we view that as a socialization and recreation area for our tenants. That would be within the townhomes. We have a small dog park there so that residents could actually, if they have a dog, have them in that courtyard, take them off leash. It's small, but we envision only a few dogs and smaller sized dogs. So there'll be some brief limitations on that. Those are just some

of the highlights. All of this was done and we certainly feel that we were complying with the ordinances that are out there for us from the Mixed Development Center creating these two uses. We tried to create a neighborhood feel within this new project here, especially as you're along the frontages of the sites and the connectivity are townhomes and I know Mark Shovers will go into that more with the building and the architecture along Seven Mile and talk about the neighborhood feel. But we tried to really look at, you know, the mixed uses and how to work them. So that there was strong connectivity, strong walkability between the sites, and increased green space. Overall, this site has about a 20% decrease of paved area. So that 20% decrease really went towards green space. So, there's a lot of trees that are proposed for this project between the two sites. It meets all of the landscaping ordinances, extensive frontage trees, extensive buffering, lots of shrubberies, lots of tree variety. So, the site lighting within Meijer, of course, when the building shifted, and the site shifted, all that site lighting shifted as well away from the residential and the back of the site. So, with that you know, certainly, we've tried to listen to all the input that we received and present a project that we think is really a great project for the community. Complies with the Mixed Development Center requirements and the goals for density and the connectivity and, you know, deal with the parking as best that we could work the design and you know, just make it work. Our access points, there's a couple of slides, take less than a minute to look at, Mark, if we just flipped through them. Just to make sure we show that where these access points are. Keep going. Up, go back to that one real quick. That's the connection of the site between the Meijer and the townhomes. There is a cross connectivity at the front of the site right behind the two buildings that front Seven Mile, basically next to the three-story heights near the community plaza area. So next slide. A couple of elevation views of the overall site. So, you can see Meijer in the backdrop and the sign on the corner for the City of Livonia, as well as the three-story views of the townhomes along Seven Mile. You can see one defined entry in there. And that defined entry would line up across from Myron Street and go directly towards the leasing center for the property so we would have onsite leasing, onsite maintenance for the property, and certainly we feel that that's beneficial. The community's not that large that we're proposing. It's only 102 units, but there would be people there. So, couple of the access points, that's the Southerly access point on Farmington Road lined with the main entry. So that's the North driveway on Farmington Road where we proposed the traffic signal and the lines on the surface area

for Meijer's as well as the grocery pickup on the north side of the building. And then that's the drive connection on Seven Mile, the existing place. It's there right now, and it lines up pretty much about the center of the building. So, I think there might be just one more site slide after that. Yep. Sight access point into the townhomes. So you can see the leasing building in the back. That's one story and it's attached to the end of one of the two-story buildings. One more slide. That's all I was looking to cover from a site perspective. So with that, I'll bring up Mark Shovers to present some of the architecture.

Mr. Wilshaw: Thank you, Mr. Jones. Appreciate your presentation, Mr. Shovers, you're next up and you're going to talk about the architectural elements. Correct?

Mark Shovers, Spire Design Group, 115, East Fourth St, Rochester, MI. (Inaudible – technical difficulties) The split face base and castle tops and stuff like that from the study. Next slide, please. From the study meeting last week, as is input, analyzed, edited and further integrated additional elements into the facade, which I'll start getting into. So, some of the major changes from that is the increased height of the split face, so that you're getting that visibility further away from the building, just not when you're walking next to it. We use that same element as an accent band halfway up on the brick that kind of frames those and also at the very top at the parapet to act as almost like a capital detail. Some other changes that came out of this are the signs. The sign got relocated to integrate better with the pilasters. The accent band terminates at the pilasters to accentuate the depth of those pilasters. The pilasters had been brought an additional two inches to make them more defined. The key point to how this facade is designed is almost a...public customer touchpoints are the areas where you had the split face and the brick elements with the accents. So, if you look at where the pharmacy is, this front area at the entrance and the pickup area, those have this raised element of the facade, almost notifying the public that that's where you need to go. And then we had the relief of the darker, stucco finish. That kind of gives relief. So, there's just not the same finish across the whole building. So, it's breaking this up into smaller manageable sections that are perceived from the public. The pilasters are creating framed openings for the storefront, much like you'd see in a downtown, an old downtown you'd see on the storefront facade, you'd see pilasters and B glass in between those. We're playing that using that same technique that they've used. We also have the cable hung awning which is a classic historical element at storefronts

where signs would hang off of and stuff like that. So, we've added the cable hung aspect of that, and handset canopy from the original proposal. And again, having that canopy and the sconces and all that...as a pedestrian walks down along this storefront, you get a sense of walkability. If it's open and you don't have those elements, you don't have the same security level that you would have if you have those human scale elements along the way. Next slide, please. These are just some images of the inside of other Meijer stores and what they're proposing at this location or their deli and their entrance element. Next slide. This additional ones of like the butcher and the food to go, pharmacy on the interior. So now I'll talk about the townhomes. So, when we designed these, obviously the previous design was scrapped, so we wanted to look at like what makes something have a residential feel but also a streetscape. What are like popular elements so we kind of looked at like the craftsman style and arts and crafts style. So, you'll see elements of that replicated on the facade here. One of the benefits to the three story along Seven Mile and along the Meijer's parking lot is the first floor is parking and there's a flex room. So, the second floor is your living space. So, people driving down the road, they're not looking in the second floor, like if it was on the first floor. They can't look in and see someone sitting on their couch watching TV and vice versa the people living there, they're looking out aren't looking at cars zooming by, they're looking above it across the street. So that that was kind of intentional. It creates a street facade. All the units have either on the three story they have a balcony. The two-story units have a grade level patio. So, of the three stories, about 50%, maybe a little bit more of them, are covered. The other ones are uncovered. But as far as the facade design is concerned, we did elements of different window sizes. They're not all the same windows. We got ones that are single casements. We got doubles. So, we played the game of different size windows. It's just not all the same. We integrated accents just like Meijer did of accent bands like we are citing. We break up the siding with accent bands just like they broke up their brick with an accent band on the split face. We have Box out Bay elements, which is popular in Arts and Crafts. We put architectural brackets under the roof on those elements to enhance those which also creates roof interest as well because those are boxed out and that roof is raised in those areas. So, we're just not creating a flat facade that has no interest to it. The brick goes up and down. There are areas that are two stories. There are areas that are single stories. This is because you don't want everything so linear in a residential component. On

the building on the right there it's kind of hard to see, but it's got a cool kind of lay-on gable that enhances that with a bigger, larger covered porch area that also is popular in the Arts and Crafts era. Next slide please. So, this is a view of the two story, two bed. Again, these elements carry throughout the development, but you see areas where people have enlarged covered patios. You see the movement in the facade as you get the standard units and then larger units. There are gables to break up the roof. We were using the Box out Bays. Like the corner bores in the accent on the blue jumps off...all those moves are intentional and meant to play homage to the historical myths of an Arts and Crafts era. Next slide please. So, here's a view of the leasing office. Just like the Meijer facade, we integrated additional glazing in these areas. So, when you pull into the site, everyone knows that's a commercial area. That's where the leasing offices...that's where the maintenance is. They know where to go. It's not like we just have a unit that they're operating out of. There's a defined operational part to this site. Again, we have heavy overhangs to accentuate that we got the architectural brackets. We have pilaster framing the glass just like Meijer does, and awnings at the entrance. So, all these things are what things that you would see in downtown's, these elements. You also see on the very far left and the building on the right those two stories based on our meeting last week, we have increased the brick on the back the garage side of the buildings. So those are like kind of under the gables we've kind of emphasize those gables a little bit more than just have the blue siding. So we did listen to you and add additional brick to the back of the buildings. Next slide. This is kind of showing the front of a two bed in the back of a three-bed unit. Again, on the three bed we did increase that brick on the back to add additional interest to the facade as you drive through the site.

(Member of audience yelled out)

Mr. Wilshaw: Sir, sir, please let this gentleman speak. Go ahead. Go ahead sir.

Mr. Shovers: Next slide please. These are just elements on the building which we've already talked about. So, it's high end, durable materials. Brick veneer, cement board siding, metal trims, these are elements that are going to last. They're not aluminum siding that are going to dent. They're not vinyl siding that's gonna crack. These are high end, durable products that will last a long time. Next slide please. I mean these are...we just submitted the elevations of the change of the brick but I think if you go yet to

the night shot...so night shot of the Meijer. So again, you can see what the clear glass curtain will illuminate a night. It creates this great entrance element. With that wood backdrop on the back wall. It's very inviting. It's well lit. It lets people know where you enter the building. It will make the pedestrians feel safe. You can see our elements of the signs that moved, which are self-illuminated in the accent bands and the sconces lighting under the canopies. Next slide. Just kind of a view of what the townhomes would look like with a if some windows or some lights were on and units and the leasing office lit up. And then just a corner view of the night of the site as a whole. I think that's it unless anyone else

Mr. Wilshaw: Thank you, Mr. Shovers. Appreciate your presentation. Good evening, sir.

Chris Jones, Senior Real Estate Manager for Meijer. I'll be really brief. But I wanted to say we're excited to be back in front of the committee again. We're proud of our changes that we've made. We've listened to the public, their comments, Planning Commission's comments, neighborhoods comments. We've had a rapid response meeting with the city. We've had a work session with the city. So, we've really tried to listen and incorporate that and make this an even better project than it was a year ago. Just really quickly on Meijer, as most people know, we're a Michigan based company. We're family owned and have been in Michigan. We're celebrating our 90th year. We've been corporate citizens of Livonia since 2005. This store is unique to Livonia. There's not another one in our six-state footprint. It's been specifically designed for Livonia. Its architecture is specific to Livonia. There's not another one like it. We view this size, this format store, 75,000 square feet to be a future Meijer store in multiple locations. Throughout our footprint we can only do so many supercenters. We're at 266 supercenters in our chain now and we've opened two Detroit area 90,000 square foot stores in Macomb and Lake Orion, but this is...we've scaled down that store to 75,000 square feet and it's intended to be...the merchandise inside is intended to support the family, pets, infants, pharmacy, food. So, we hope we'll get a favorable outcome tonight and we can move towards City Council. Thank you

Mr. Wilshaw: Thank you, Mr. Jones, for coming tonight. Is there anything else from your presentation? Okay, let's see if we have some questions from the commissioners, for you based on your

presentation. Is there anyone on the commission with questions for the petitioner?

Mr. Bongero: This is in regard to the privacy wall in the back. I don't know who this would pertain to. There's currently a brick masonry one there. And I think the plan said it's to remain. I brought this up last year. The current fence is only about four foot nine tall and typically what we see is a minimum of six. There was a neighbor that said they attended the meeting that was at the Winter Garden, a Bill and Alicia Fettener, and they said, they talked to Mr. Shostack, about removing the wall and putting in an eight-foot privacy fence. They felt it would make it better for safety and look better. Have you guys given any consideration to that?

Mr. Wilshaw: Mr. Johns? Do you want to be the initial spokesman for the group? And of course, you can go to one of your experts if it's relevant.

Mr. Johns: Sure, the existing wall that's out there typically five feet or above. It's in good shape. You know, certainly, we felt that with the 130 trees that we're planting in that area that would be adequate for a privacy perspective. You know, so those trees are initially proposed at eight-foot height, we don't feel that we have a security issue where we need to build a taller wall or a taller fence. Just to build that, especially when we're planting so many trees from a privacy perspective. If there's a interest by the Commission to increase some of the heights of those trees to 10 feet, we could do that. Certainly, that would provide even more privacy initially. But just to put a fence in front of the wall, or to take down a wall that's in good condition. We didn't see much benefit to that.

Mr. Bongero: So, your answer is no, you don't want it, you're not going to do it.

Mr. Wilshaw: Mr. Shostack..

Mr. Shostak: Yeah, just to add to that, is everything Dave stated, it was correct. With adding the trees, we think that solves a lot of that, but we don't see a reason to take down the wall. But if it's needed, if its thought by the commissioners, to just add on to the size of the wall. I think at one point it was higher, and then as the surrounding area was developed the grade and it's sunk a little bit on one of the sides. But we would certainly be open to adding on to the wall and Dave could specifically state ways that

we've done that just to make it more like six feet or seven feet, whatever it is that's discussed.

Mr. Wilshaw: Alright, thank you.

Mr. Bongero: I think that would be the minimum, I would think is to extend it to six feet, because in some areas...I went around and measured it and it's not even five feet. I don't think that's unreasonable.

Mr. Johns: Okay. We would be prepared to extend it up to six feet.

Mr. Wilshaw: Thank you, Mr. Bongero. Thank you, Mr. Jones. Is there any other questions for the petitioner

Mr. Ventura: I guess I'd begin by complimenting the Shostak organization, and their sensitive redesign over the residential portion of this development. You did a good job of listening to the comments that all the residents made a year ago and came back with a plan that's far less intense, and far more reflective of the residential product that already exists there. So, I offer my compliments to you for exhibiting that sensitivity. However, a couple of comments. As Mark pointed out, when I asked the question after the petition was read, I feel like there needs to be more of a barrier between the three-story residential building on the eastern edge of the residential development and the Meijer store. And Mark if you could put their landscape plan up there. There's really a dimension there's a plan that's got some dimensions on it. Mr. Johns, it appears that the three-story townhomes are 70 feet away, plus the width of the planting bed you've got there from the wall of the Meijer store. Do you know that by any chance with the dimension of the planting bed is?

Mr. Johns: That planting bed I would say that the building C, which are all part...

Mr. Ventura: It is Building H 13 on your plan, at least the one I'm looking at.

Mr. Johns: Okay. All right. So, if you're referring to Building H, it has 20 foot parking spaces in front of it. And then a 24-foot drive aisle, so that is 44 feet. That planting bed, I would say is approximately 20 feet to maybe 26 feet, in that range, total. And it's planted with double trees all the way through. So, there's 30 trees that are buffering from the south edge of the sound wall all the way to the Meijer and for Building H specifically that's the garage side of the units.

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- Mr. Ventura: And the trees that are planted according to your landscape plan in that strip are eight-foot conifers, correct?
- Mr. Johns: Generally, eight-foot Yes.
- Mr. Ventura: Yeah. So is there any reason that you couldn't mound that planting bed and make a better barrier between the townhomes there and the blank wall of the Meijer store.
- Mr. Johns: I mean, certainly we could do some grading in there and create a small berm area.
- Mr. Ventura: Make them more effective size barrier.
- Mr. Johns: Yes.
- Mr. Ventura: That'd be great. My only other comment, and I addressed this at the study meeting is that I'm disappointed in the fact that Meijer wants to build a precast concrete building. All the homes in this neighborhood are brick, or brick and siding. Recently, Gargaro Company across the street took a 60-year-old building and put stone and brick and architectural metal in front of it and did a beautiful job. The Hellenic bakery east of the Winter Garden bar got to be an 80- or 90-year-old building, just refaced entire brick building with brick, and I don't think precast concrete building, in fact, I probably been on the Planning Commission for 10 years and I can't remember us ever approving a project like this with a precast concrete building. They've always been brick and as I pointed out at the study session, I drove around and looked at every other Meijer building I could find within the immediate area. And two things were obvious to me. Number one, no two of them look alike and they are all brick, and so to Mr. John's or to the Shostak organization or whoever makes this decision, I'd really like to strongly urge you to make this a brick building, number one. And to take another step with the modifications that you've made, and I think those are those are good first steps. But take another step and make it...change the architecture a little bit so that it's more residential looking so that it's not so stark a contrast between the very, very nice design that you've done with the townhomes and, you know, admittedly very commercial kind of industrial strength Meijer's building there, so that the whole site fits together, more compatibly than it appears to at the moment. And those are my questions. I appreciate you agreeing to enhance the landscaping between the townhomes on the wall and the wall of the Meijer store. And I'd like you to take another step and I'm willing to...I really don't

want to impede your progress any more than you've...you've already spent a lot of time on this. I'm not suggesting that we stop and go back and do another redesign, but I would like you to work with the Planning Department in taking some further steps to make this a brick building and to make it more compatible or harmonious with the residential development as you've done. I know, Mr. Jones commented at the study session that this poured concrete wall or simulated brick wall was the least expensive way to do it, and it probably is. But I'd suggest that any incremental increase in cost that you might incur upon the construction of this business over the 30- or 40-year life of this building is going to be inconsequential, it really won't matter. But it will make a difference to the quality of the environment here and it will make it more harmonious with the residences that you're going to build there. And so I'll conclude my remarks. Thank you. Mr. Wilshaw.

Mr. Wilshaw: Thank you, Mr. Ventura. Mr. Johns, is there anything that you'd like to say in regards to...or Mr. Jones?

Mr. Jones: I want to thank Peter for his comments. And I think we're...I know you closed by saying you don't want to impede the progress and I appreciate that. I think when we attended a study session back in, or we call it a rapid response, I believe, in January, there were about, you know, a couple of City Council members, a couple planning members, most of Mark Taormina's staff attended. We took a lot of notes at that meeting about making the building more industrial. Make the building more hip. Make the building more earthtones. Make the building look like it's been there a long time. Make the building look like you did in Royal Oak. So, that's what we took away from the meeting in January. I think, perhaps, Mark Shovers could speak a little bit about how we've tried to implement some design elements from the apartments into the design of the Meijer more eloquently than I can. But I also wanted to comment on the brick veneer versus brick forms. The technology in the forms, has improved immensely. Over the last 25 years, they can pour these forms to look like rock. To look like wood. To look like brick. You know, we could, Peter, if we could look at maybe painting the mortar joints so they're not all one color. Maybe painting them a grout color, but I also can take back to corporate...there's a...it's not the least expensive method of construction with these preforms, they just go up quicker. They are insulated. They're structurally sound. They have a lot of integrity. So, there's some benefits to the forms, but I will take back your comment about a veneer brick finish to our corporate

accounts, to our corporation. It's, you know...there's four sides to a 75,000 square foot building. So, it's a lot of brick. I don't know where the brick would come from. But there's a lot of it. I will take that back, and perhaps we could, you know, come back with some ideas, but I appreciate your comments. Thank you.

Mr. Wilshaw: Thank you, Mr. Jones. Any other comments from any of the commissioners?

Mr. Long: The apartments that...when you had the map up there, we had the courtyard and the dog run, are there any other amenities? Is there a workout center, community room, anything like that?

Mr. Wilshaw: Would someone like to address the amenities of the townhomes?

Mr. Shovers: So when the unit count drops some of that those benefits that the previous design had are eliminated. So, like we had the courtyards. We got a couple of city centers with grills. We got dog parks. There's an outdoor or there's a package center, mail center so your packages just left on the porch to get stolen. But as far as like gyms and pools and stuff like that, this unit count doesn't lend itself to amenities like that.

Mr. Long: How does that affect your target marketing? I know that I heard these we're going to start at \$2,500 a month. Who's gonna live here?

Mr. Shovers: Yeah, so these are young professionals. Families that have moved to Livonia and don't know what neighborhood they want to buy in yet. They know they want to be here, but they don't know where they want to go yet, or someone saving up doesn't have the money for a down payment. Also, a lot of people that live in town houses of this style are empty nesters are tired of cutting the grass, taking care of the house, and they just want to go visit the grandkids and stuff like that and not have to worry about the maintenance on their house. So, you kind of get this younger demographic and an older demographic.

Mr. Long: And I guess I have just a similar question for the Meier representative. Just you know, obviously, as it's been pointed out, in a lot of our correspondence, we have our share of grocery stores and places where we can get things in Livonia. What was your market study on this? Where do you intend to, you know...obviously, you've got 102 new residences here, but

that's not going to be all the people that you expect to shop there?

Mr. Jones: That's a great question. I mean, we certainly have competitors here. We only have the supercenter, we have actually two that kind of serve this community. This is a convenience play, you know. It's kind of like we take out of the store, you know, the general merchandise, the sporting goods, the electronics, books, magazines, clothing, so it's more...we feel...we see a demographic and a shopper for this product that's a very busy, time starved, which is what we call it, you know, they have two working parents and a family and they have, you know, they almost are shopping three, four times a week for their meal preparation and the supercenter tends to lend itself, I mean, it's certainly not...there's certainly exceptions but it tends to lend itself more to a weekly shop. Very busy on the weekends and all the other things you may pick up on a trip to Meijer for your home improvement items, paint, you know filters, whatever the case may be in, you know, we get into these...it is very interesting how the electronic commerce, you know, becomes more and more prevalent. And we see this, this size of store that you can shop in 30 minutes instead of an hour. For time starved people we offer curbside pickup here. We offer home delivery here. We have a drive thru pharmacy, so you're still getting some of those time sensitive conveniences. And that's what we see for the next 90 years. We will certainly continue to build super centers, but we'd like to add these stores and compete with Kroger, Whole Foods. I really don't think we will compete with Joe's. It's such a service point store. We'll still have value here. The gallon of milk will be the same price here as at a Supercenter. And we can only do that with Supercenter in the market that has that kind of buying power. I hope I answered your question. I may have danced around it a little bit, but I hope.

Mr. Long: That's okay. I think you got to the heart of it. Um, that's all I have for now. Mr. Chairman. Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Thank you. Mr. Jones. Is there any other questions or comments from the commissioners? If not, this is a pending item. Commission rules state that pending items have been discussed at length at prior meetings and that discussion from the audience requires a unanimous consent from the Commission. There have been a lot of changes to this plan and I'm gonna see if any of the commissioners have any objection to opening up audience communication on this petition.

Mr. Ventura: No, I don't, keep it to a minimum.

Mr. Wilshaw: Yeah, so I think what we'll do is we'll open it up and I appreciate my colleagues offer of that. We will open up the meeting for comments from the audience. but we are going to ask that because it has been an item discussed at length, that comments are limited to two minutes and that you try to focus on new information that you present to us. Because we have heard your comments previously, we do have those in our record. And we do have a number of emails that have also been sent to us that we have in detail, but we would like to give an opportunity for any new discussion from any of our audience members. So, anyone wishing to speak please come to one of the podiums. And we'll give you two minutes. Good evening.

Kathleen McIntyre, 14455 Fairway Street, Livonia, MI. In my past life I've been a member of the Zoning Board of Appeals, the Planning Commission, Livonia City Council, we appreciate you and I've followed this development through its long, very long history and many, many revisions including the very first proposal which was for Kroger and certainly this is a tremendous improvement from them. And I'm watching my I since unfortunately, we still don't have a clock. And that's not on you, that's on the council. This is a quantum leap forward. All the comments that I've heard have been at the Winter Garden and followed this tremendous improvement. I think...and whatever gets decided here is going to be there for the next, you know, 2,3,4,5 decades. So, this is a big decision, and I appreciate the weight of this decision from your perspective and the council's perspective. I appreciate the work that the developers and all the parties have done. I think there's still room for improvement with the townhouses. I, you know, I hear a lot of things about Arts and Crafts. I know there have been a lot of improvements. They're still improvements. The community space is small. It's not...in order to call it a community square, I think is an exaggeration. I think there's room to make this look much more befitting a residential development that should be at a prime piece of real estate. The second comment is the Meijer needs to look like a neighborhood Meijer. It needs to look like the Meijer that is at 13 and Woodward and the minute you put the giant, and I don't know all the architectural terms, and I should after all my time on these bodies, but the minute you put the big whatever you call it with the Meijer, red and blue signage, you've now got a corner with a giant parking lot and a big box store, and that's what's going to be there forever, and I think the concept of a

smaller Meijer is great and I am out of time, but that facade and the signage need a lot of rework. Thanks.

Mr. Wilshaw: Thank you, Miss McIntyre. Hi, good evening.

Jan Stevens, 19585 Pollyanna, Livonia, MI. My first comment is to the City of Livonia. I live in Windridge but the people across Seven Mile for me have not been notified about what's happening. The people on all four corners have not been notified and it seems to me like the City of Livonia should be notifying the residents that you serve about what the plans are for that corner, and I know people on all of those places that have not been notified and have no idea. The other thing is that the traffic flow is already bad trying to make a left-hand turn and they're planning on putting another driveway on the Seven Mile. You talked about Farmington Road but Seven Mile is going to be having the same issue as what Farmington Road has with all the traffic flow. It's already really bad. And the roads aren't really good. And I think the traffic flow needs to be a whole lot better when you're adding 100 homes with 100 cars along with maybe 200 cars because there's two people living in those condos, each with a car and addition to Meijer's traffic flow, especially at McDonald's. The backup already at McDonald's can go to the light and without anything on that corner. The other thing is the lights and the trucks coming and going at all hours of the day. Even during the heyday of Kmart and all of those establishments being there. You didn't have that many trucks coming and going as what you're going to have with the grocery store in that corner and having the lights on at all hours. Thank you.

Mr. Wilshaw: Thank you man Good evening, sir.

Joe Maiorana, Joe's Produce, 33152 West Seven Mile, Livonia, MI. Hello, my name is Joe Miranda and I own chose produce quarry market in Livonia. 33 152 West Seven Mile My family is owned and operate Joe's produce gourmet market in Livonia for 79 years my grandfather started the business as a roadside market in 1945. In 1968, the first version of Joe's produce gourmet market was opened in its current location. As a third generation owner. I've been fortunate to expand our market, bringing additional business to Livonia and the adjacent center and provide jobs for 150 employees. Over the years Josias chose produce gourmet market has been heavily invested in the community supporting a variety of charities, US sports community events, our customers have become our friends. We have been fortunate to share with

them in a supportive role countless generations, graduation parties, weddings, birthdays, special events, we worked hard to become part of the fabric of the community of Livonia where we live and work every day. From our perspective, as the longest serving grocer in Livonia, there already exists a number of shopping options for Livonia residents, Kroger on Eight Mile, Kroger on Six Mile, Meijer Supercenter on Middle Belt, Walmart Supercenter on Plymouth Road, Walmart Supercenter at Seven Mile Road, ALDI at Schoolcraft, Costco on Middle Belt, Costco at Haggerty, Bush's at Newburgh Plaza, Cantoro's Market and Westborn Market on Middle Belt. I'm sure I might have missed a few smaller markets. But at least including Joe's produce market, there's 12 significant shopping choices for consumers. No one is clamoring for another grocery store. At Seven Mile and Farmington Road is proposed a 75,500 square foot Meijer store, which will be one of the largest grocery stores in Livonia. At Seven Mile and Haggerty, a 50,000 square foot store located at Schoolcraft College, is Nino Salvaggio's has expressed interest at Six Mile Haggerty there is a proposed 50,000 square foot Whole Foods store.

Mr. Wilshaw: Can you please summarize?

Mr. Maiorana: I think I'm kind of summarizing my point. In the three-to-four-mile radius, there's going to be 175,000 square feet of retail established and is in any established market. That's pretty much my whole point of it. Finally, always coming down to support business expansion and bringing jobs and economic vitality or community, however, I need to stand up for my 150 full and part time employee's livelihoods are tied to Joe's Produce Gourmet Market. Adding new jobs is one thing but preserving existing jobs should also be important to the city goal. I ask you to please take this factor into consideration during your deliberations on the proposed development. Thank you.

Mr. Wilshaw: Thank you, Mr. Maiorana. Good evening, ma'am.

Ginny. Krenz, 34075 Pembroke, Livonia, MI. I just basically have bullet points here. Things that were not mentioned this time. High rent. \$2,500 for a two bedroom. Who knows what a three bedroom is going to be? Where in this? Did they read the room? Did they read the neighborhood to see if they could get tenants constantly getting tenants at that much rent? If you can pay that much for rent, you can pay that much for a mortgage. He did not mention the hours that the store was going to be open. If you are at the corner of Seven Mile and Farmington at nine o'clock

in the evening, the neighborhood is asleep. Everybody has done their shopping. The square footage, 75,500, I think this is a larger store than he initially presented last year and that store offers no more than any of the stores Joe just mentioned. There's nothing special about this Meijer. He did not mention the number of bays. If this is going to be a smaller store...the last time he mentioned he was going to need seven bays. If it's a small store four bays should be enough. The truck lights. What time of day do those trucks show up? What time? In the middle of the night? In the morning? How disruptive. People in Windridge complain about the noise that's a deliveries over at Primo's. Open and closed. We don't know. At one time he said 24 hours. We don't need 24 hours. If we've shopped, you know, during the day, we're done for the evening. Staff. How many people does he expect to have work in this store? How many times do you drive around this city or anywhere and see now hiring or Help Wanted? How does he figure he can staff this store to make it run efficiently and be customer friendly? He talks about trees and the apartments in the surrounding area. He did not mention the sprinkler system. Who's going to maintain that with these condos or townhomes is their, you know, when you have a group of...association fee. Who's going to pay for the maintenance of those grounds.

Mr. Wilshaw: Ms. Krenz, you've ran out of time.

Ms. Krenz: Oh, can I just say just one more thing.

Mr. Wilshaw: Go for it.

Ms. Krenz: They talked about the brick. Now I think what they're suggesting, because of the size of the building, is probably about this thick rather than real brick. If he cut the size of this store in half. He could afford to do real brick. Thank you.

Mr. Wilshaw: Thank you, Ms. Krenz. Good evening.

Steve King, 33950 Coventry, Livonia, MI. I was just watching at home. And, you know, they put together a great presentation. I know they modified the plan, and I know the city is desperate to put something there and I think that Council is going to approve this plan. That's me speaking, not the Council and so I think the best we can hope for is to make this as good as it possibly can be. And so I like the question about brick veneer, because for people, the uninitiated, if you want to see what brick veneer is, when you walk out of here today, look at the old city hall, the big

chunk of brick veneer that is missing from that structure. I built a house on Surrey, 45,000 brick on my house that I put on, so I can get you the brick if you need it, and all of the building materials. I have an issue with petitioners coming into Livonia I don't know where they're from. If they live in West Bloomfield, Birmingham. They couldn't use these facades in their own home communities where they live. This wouldn't fly in Northville, wouldn't fly in Plymouth, wouldn't fly in Northville. Don't give us fake brick, give us brick and stone and something that really, really lasts. That is a brick. I lived in Windridge village, those are brick homes in there. It's a beautiful subdivision. and so it should be conforming. I mean, at least the hardy board is better than vinyl siding, but still we need brick and stone. Thank you.

Mr. Wilshaw: Thank you, Mr. King. Hi, good evening.

Fabrizio Pesce, 30508 Munger, Livonia, MI. I have a quick question. I want also say them for 45 years I was in the consulting engineering business. I'm a builder for over 25 years. I've been project lead engineer and a lot of these shopping centers and things. I guess one of the questions that I have I'm not going to be neutral, whether or not that demographic works out there or whatever. We understand we need some stuff over there. It's been dead for a long time, but the question is, the technical question is, what are we going to do about construction noises, traffic, dust debris, and how we deal with general pollution? I think this is something that all the neighborhood is concerned too, and how much that traffic is impacting the local business on Seven Mile from Farmington.

Mr. Wilshaw: I will see what we can find for you. Thank you, sir. Hi, good evening.

Eric Young, 19356 Pollyanna Drive, Livonia, MI. My property is adjacent to the new development. My comments are probably more related to the development as a whole. I've written two letters advocated. Met the Shostack team in person at the Winter Garden event. I'm really concerned about the adjacent business solvency. That's one of my biggest items here overall about this new development. I'm also...I've written to you all about the city utility infrastructure. The impacts that's going to have in our subdivision with 102 new units potentially there and what that does. I also am concerned about the traffic study. I know there was comments about that from one of the city departments, but the issue I think there is this is it... when the Kmart property was at its prime, the development for the housing was not in its

prime. They never matched its peaks, so now you've had a peak housing growth up and down on Gill Road when you've had a depreciation of that property. So, this new investment of 102 homes and a new running business of Meijer. I don't think you've got a true mesh of what the impact of the traffic's going to be to this community is my honest assessment. A few things about Meijer. I spoke with the show stack team. I've also written about it, there's a missed opportunity to really reorganize this Meijer so that really is organized in a way that helps the community and they demonstrate good citizenship, I'd really like to see that a building rotated 45 degrees counterclockwise and brought to the corner of Seven Mile and Farmington. That gives great set off to the community and also to the residents that are going to be occupying those 102 homes. It gives you that buffer zone, Peter, that you were speaking to about earlier as well, too. But it also does, I would ask that you move all of the arteries of that new Meijer to the northeast corner adjacent to the commercial business and McDonald's. Anything with trucking, anything with compactors, chillers, coolers, whatever that building needs to operate, put it to the Farmington roadside, please and get it away from the residences. That would be great citizenship to the community. While you also still have the opportunity to put something in the place which is desperately needed in that area. I get that. As a longtime resident, as I mentioned before, as a legacy owner of this of my home that I currently have. I'm concerned also about basically, air conditioning on the townhomes. Where are those going to be? I haven't seen that. Are they in the back of the units that are adjacent to the new homes? Is there noise protection for those? Are they roof mounted units? And I have the same question for Meijer. I see on some of the plot plans some silhouettes of devices up on the unit. Is there noise protection for those also? if there is heating and cooling units up there, what that's going to be is there a privacy screening up there too, for the building aesthetic, everything everybody's advocating for to really upgrade this community, which is what we all really want to see.

Mr. Wilshaw: Mr. Young, your two minutes is up.

Mr. Young: I'm going to speak just a couple more points. Thank you. About the knee wall that somebody raised, it does depend on what side of the wall you stand on, whether you're on the asphalt side, or whether you're on the property side. Also, putting some kind of cap on it would be great, you know, metal corrugated steel that goes along this or something along...it doesn't have to be masonry that adds on to it, you know, maybe just a capped

wall that has some architectural prevalence to it would be fantastic to see. And I guess the only other comment I have based on the presentation is I don't understand why the townhomes are connected driving-wise to the Meijer property. I see that as a shortcut for people to get through and the owners or the renters in the townhomes, I don't think would appreciate that shortcut traffic as well, too. So, I would ask you all to please look at that in your review process. But thank you for the time. Sorry for running over and thank you for allowing me. I appreciate it.

Mr. Wilshaw: Thank you, Mr. Young. Good evening, sir.

Tim Kilroy, 20148 Stamford, Livonia, MI. I am just a little bit north of the property of the proposed microsite. I had some notes prepared but I think two letters that were read by I think it's Mr. Bongero earlier this evening, I think you read it, yes. kind of stole my thunder, especially the one from Paul Walters from the traffic bureau. I am especially concerned about the proposed traffic light at Gill Road and Farmington. I live on the north side there and I would have to travel through that every single time I want to go north or south on Farmington Road and be stopped by that. A couple issues that people who live on the east side of Farmington Road on Gable, Haldane, Westmore and Shadyside, those are very narrow roads and that's already a cut through and that's going to be a new cut through more traffic on those roads. No sidewalks they live close to the (inaudible) or close to the roads. He mentioned also the McDonald's with you what's the impact of that gonna be? Alright, if you want to look for a similar situation, go to the looney Bakery down on Farmington and Schoolcraft they are close to a traffic light and they have signs up says Do not block the driveway. They dropped the word please many years ago. Pardon me. Then also the traffic you know it doesn't meet the warrants for new traffic light at that intersection. It's barely an eighth of a mile long between the two. The light at Seven Mile is not a smart light and cannot be linked to the traffic light to Gill, and so, therefore, if you go north traveling north and south on Farmington Road, you could be trapped in the no man's land there. And so please revisit the traffic study for that area and take into consideration Mr. Walters comments. Thank you.

Mr. Wilshaw: Appreciate your comments Mr. Kilroy.

Dawn Soave, 19201 Gill Road, Livonia, MI. I moved here when I was five. It was farmland, it was gravel, all that good stuff. Please get rid of a

Seven Mile and put gravel down, it would be a lot easier to drive around. That's one point I have to make. Two:. I wish I would have knew you guys met at Winter Garden. I had a lot to say. Today, I felt like we're still at where we were last year. We are renting townhouses. Sorry, we're still renting. We're not owning it. Why can't we have a cute little community of condos at Hunter Grove at Five Mile and Newburgh. Beautiful, complex, low just ranch style stuff. We're still back at three stories and two stories, come on. No, not here and not on the corner. I still feel like you didn't listen. Want to put a Meijer in. We have too many grocery stores. Put something else on the corner. I'm just not happy. I feel like we're still back at square one, thanks.

Mr. Wilshaw: Appreciate your comments. Thank you. Good evening, sir.

Khris Beers, 19448. Stamford, Livonia, MI. I live in Windridge Village. Most of mine are selfish because I back up to the wall. I get to see the apartments and a 20-foot wall where the trucks will be coming in every night. I thank them for what they did the other day at the Winter Garden. They were very informational, but it still doesn't...and again, it's selfish of me, because I'm going to see the trucks coming in. I'm going to hear the trucks coming in. It's going to take my property value down and I'm concerned about all my other neighbors. And you know, I'm on the board at Windridge village and everybody is telling us about traffic. Traffic is horrendous there, and I know you guys, it's a broken record here, but somebody is going to die coming in or out of there, and unless we can figure something else out...I give them credit for trying to develop something on that corner because it's been barren forever. I want it something just like everybody else does but I'm not...like the woman who just spoke, it's still not there. There's still work to be done. And we've got too many great stores around. There is something that we need here, but I don't have the answers. I hope they come up with the answers and I hope we come up with the answers and hopefully you guys can come up with the answers. Thank you.

Mr. Wilshaw: Thank you, sir. Good evening.

Dipakkumar Parikh, 19393 Pollyanna Drive, Livonia, MI. Three bullet points I like to talk about. One is the traffic congestion. During business hours we have enough hardships turning left from Norwich to Seven Mile Road. More traffic lights will not cut it while adding new Meijer store and one 100 plus townhouses. Can we live with Eight Mile and Haggerty traffic corner where the Northville Meijer is located? Nothing against them. But I think there are

lots of people like me who are worried that particular corner where Meijer's is located, Eight Mile and Haggerty, in particular, we don't want to turn Farmington Road or Seven Mile Road into another Haggerty Road just for your information. While driving down Gil Road today between Seven Mile and Eight Mile I saw a sign today and this is true story. I saw a sign. The sign said drive as if your children are living here. This is a sign you can witness it. So, we like I like to request along with my neighbors from the Windridge Village and Deer Creek and other subdivisions, we request Planning Commission to plan and they will have this particular corner in keeping in mind that as if your family is living in the neighborhood. Another point I'd like to make is safety and security. The last meeting in July and I don't want to repeat it. There was a 92 year old lady and she told that and it says these townhouses are known as new name for the apartment. Nothing much has changed since the last proposal and she said that time and I quote her. She said that every day there are police calls. I think this particular new community of townhouses is not going to be any different than apartment buildings. We have to cut the size and I think is not right. We feel this is the same proposal which was and which has been whitewash or dish up and concerns are same. Nothing much has changed on the proposal. Within a three mile radius, two to three mile radius just like our friend from Joe's produce said, we have Kroger, Joe's produce, Meijer's, Trader Joe's and lots of other grocery stores. Why we want to bring another Meijer's store on the corner. When I can go down to Haggerty Road and Eight Mile Road. I certainly don't see any need for it. So I just want to vent one more point if you allow me.

Mr. Wilshaw: Yeah.

Mr. Parikh: So, I'd like to take liberty to refresh the Planning Commission to cancel this proposal. Thank you so much.

Mr. Wilshaw: Hi, good evening, ma'am.

Susan, resident of Livonia, MI. I have lived here for over 30 years and I love our community. I also want to say thank you to each and every one of you for the calling you've accepted to help us enforce building development in Livonia. I'm asking tonight for your consideration and support to the Mayor's message for Vision 21. That vision incorporates multi use opportunities in our community. I look at the Meijer/residential property development, not as multi use, but as residential, and commercial, and commercial in an industry where we are well populated with stores and

opportunities to shop. I'd really like to see Vision 21 supported in a way that incorporates multi use facilities. Incorporating open space, taking structural things like parking lots for 200 cars off of the main street, and showing Livonia for what it could be, is a small, tightly woven fabric of a community that works together, and also encourages people to be together. My voice tonight is really for Vision 21 and really supports the Mayor's message at the groundbreaking ceremony for the senior Center, which was the catalyst for Vision 21 and supported by US representatives, our Michigan senator and our Michigan representatives. We were proudly given grants for this project and it really is the catalyst to start this change. Please consider that in this project of multi use, or commercial and residential. Thank you for your time.

Mr. Wilshaw: Thank you. I don't see anyone else coming forward. So, I'm going to close the comment period for this meeting and appreciate everyone's comments and cooperation through that process. We did receive everything that you said, and we are going to take those comments into account. I'm going to first go to the petitioner and see if there's anything else that they would like to say, based on anything that they've heard or any other comments that they would like to make before we make our decision. Is there anything from any of the petitioners' representatives?

Mr. Wilshaw: Mr. Shostak?

Mr. Shostak: Excuse me. Thank you for all the comments from all the residents. We heard all of them, we think we've made a lot of changes. Obviously, we did not satisfy many of the residents tonight. But we've worked on this long time. And we'd like to try to continue to move forward. So, there's too many for us to come up here and answer every question. I think a lot of them somewhat have been answered. Some are in different reports and can certainly be talked about. So, with that, I would just like to thank everyone for their comments. And you know, let you guys have your discussion. Thank you.

Mr. Wilshaw: Alright, let's see if we have any additional questions from any of the commissioners for the petitioner before we close this item. Is there any other comments or questions from any of the commissioners? If not, I think we've concluded the comment period. Thank you, everyone, and a motion would be an order.

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

#06-25-2024

RESOLVED, That the City Planning Commission does hereby recommend to City Council that Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4, be approved subject to the following conditions:

1. The Preliminary Site Plan, identified as drawing C-2.0, dated May 17, 2024, as revised and prepared by PEA Group, is hereby approved and shall be adhered to.
2. The Landscape Plans, identified as drawings L-1.0, L-1.1, L-1.2, L-1.3, L-1.4, and L-1.5, all dated May 17, 2024, as revised, prepared by PEA Group, are hereby approved and shall be adhered to. In addition, the Developer shall work with the Planning Department to expand and raise the planting beds between the townhomes and the grocery store as discussed to the extent possible.
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 then permanently maintained in a healthy condition.
5. All parking spaces, except the required handicapped spaces, shall be double-striped and ten feet (10') wide.
6. The revised Exterior Building Elevation Plan identified as Meijer LVA (75K) - Grocery Format - Formliner, prepared by Fishbeck, dated April 12, 2024, and received by the Planning Commission on June 18, 2024, is hereby approved, except that the west side of the grocery store shall be modified to include the same features shown on both the south and east elevations and the Developer and Meijer shall work with the Planning Department to produce a brick building of such an architectural design as to enhance its compatibility with the townhomes and the surrounding residences in Windridge Village and south of

Seven Mile Road. The submitted building elevation plans are not approved with the precast concrete construction.

7. The townhome elevation plans identified as Sheets A201, A202, and A203, all dated June 18, 2024, prepared by Spire Design Group, are hereby approved and shall be adhered to.
8. Installation of the traffic signal on Farmington Road shall be deferred until after the grocery store has been open for at least one (1) year. The developer shall provide a traffic study with actual counts to be reviewed by the Wayne County Traffic Division, the Livonia Traffic Bureau, and the City of Livonia Engineering Department within 45 days following the one-year period. The Petitioner shall install the signal if warrants are met as determined by the traffic study and confirmed by Wayne County and the City of Livonia. However, if traffic conflicts or excessive delays result after six (6) months related to traffic patterns after the store has opened as determined by the Livonia Traffic Bureau based on observations, accident data, or complaints, then the developer shall install a traffic signal within a reasonable time frame upon notification by the City.
9. The maximum height of all pole-mounted light fixtures shall be twenty feet (20') and shall be located and shielded to prevent light trespassing and glaring on adjacent properties.
10. The walls of the dumpster enclosures shall be constructed of masonry that matches or complements the masonry on the buildings. The enclosure gates shall consist of steel or durable composite panels.
11. The design of the stormwater detention system shall meet either the City of Livonia engineering standards or the Wayne County Storm Water Management Ordinance, whichever applies.
12. The developer, all contractors, and subcontractors shall employ best management practices to prevent, reduce, and mitigate the problems associated with soil erosion and airborne dirt and dust from migrating off-site.

13. Only conforming signs are approved with this petition, and any additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
14. 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.
15. The existing privacy wall shall be extended to a minimum height of six (6) feet and repainted.
16. Under Section 5.02(5), a Development Agreement shall be submitted and executed between the City and the developer/owners that addresses items pertinent to the construction of the project and its long-term operation, such as but not limited to land divisions, project phasing, timing of the construction of the apartments in relation to the occupancy of the grocery store, parking, site design standards, permitted and prohibited uses, store hours, delivery hours, truck idling, and outside storage including trailers.

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. Taormina: If the maker of the motion would consider an additional change, and something that we failed to put in the prepared resolution, and that's the approval being subject to the petitioner submitting a development agreement that would be executed between the city and the developer, and this would address certain issues that are pertinent to the construction, including hours of operation permitted and prohibited uses, truck delivery hours and all of those things. So that's something that would be submitted back to the City Council for its approval prior to any construction on the site.

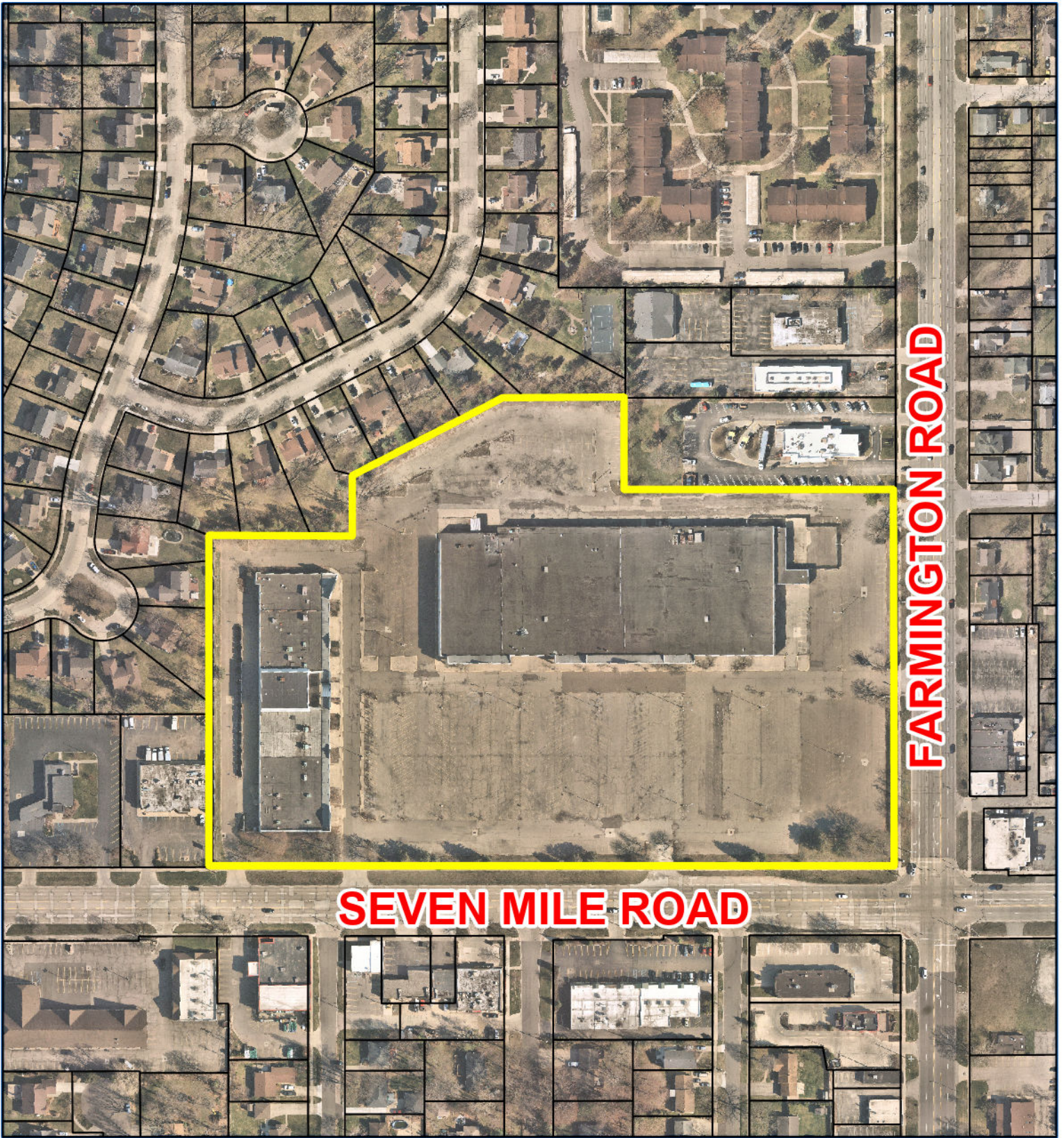
Mr. Wilshaw: Okay. And maker and supporter both be in agreement to that?

Mr. Ventura: Yes.

Mr. Bongero: Yes.

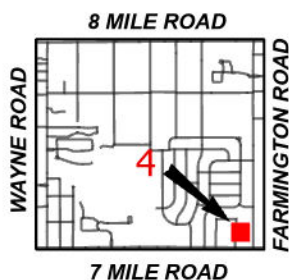
Mr. Wilshaw: Okay. Thank you, Mr. Taormina. I think that's an excellent addition. Is there any other comments, additions, corrections? discussion on the motion? If not, before we take the vote, I do want to...I'm not going to be able to say anything in terms of my opinion on this as chairman, but I do want to say that...so folks in our audience understand this has been a long road and that this petition has been on, as you folks are fully aware of, and have followed along it has gone through many iterations, many changes and incremental changes that we've seen just in the last few weeks. The petition that's before us tonight that you saw, the buildings did not look the same as last week in our study meeting. Comments were made at that meeting, the petitioner made adjustments and presented new plans to us for tonight. You've now heard some additional corrections based on comments that you made at the meeting tonight in terms of traffic lights, and other and other requests. So, this goalpost keeps moving and it keeps hopefully making the proposal a little bit better each time. There's still going to be one more step to go. This is an approving recommendation that's been offered. This will then go to the City Council and the City Council will then see this item. They will have to deliberate this in front of the public. You'll have an opportunity to speak at the City Council and the City Council will ultimately make the decision on this so there's still another opportunity for changes and improvements and movements on this petition. So, what you're hearing tonight is not necessarily the final package. And your input definitely helps that process. So, I just want to thank everyone for that and just make those comments, so you understand how this process works. We are just a recommending body. If there's no further comments, there is an approving motion on the floor. And I'm going to ask for a vote on that. Mr. Secretary.

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



SEVEN MILE ROAD

FARMINGTON ROAD



Aerial Map

Petition 2023-06-02-07
Seven Mile/Farmington Venture, LP
33500 W. Seven Mile Rd.
Meijer and 7 & Farmington Townhomes
Planned General Development



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

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ITEM 2

Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4.

June 18, 2024: Regular Meeting:

The main issue discussed at the June 11, 2024, Study session was the design of the grocery store and whether it could be more harmonious with the residential townhomes. There was also concern about the need for a new traffic signal. The Commission suggested deferring its installation until after the development is complete to allow for an evaluation of the new traffic patterns. For the townhomes, the Commission felt that brick should be added to the second level of the two-story buildings.

Approving Resolution: This request for Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road is approved subject to the following conditions

1. The Preliminary Site Plan, identified as drawing C-2.0, dated May 17, 2024, as revised and prepared by PEA Group, is hereby approved and shall be adhered to.
2. The Landscape Plans, identified as drawings L-1.0, L-1.1, L-1.2, L-1.3, L-1.4, and L-1.5, all dated May 17, 2024, as revised, prepared by PEA Group, are hereby approved and shall be adhered to.
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 then permanently maintained in a healthy condition.
5. All parking spaces, except the required handicapped spaces, shall be double-striped and ten feet (10') wide.

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6. The Exterior Building Elevation Plan identified as Meijer LVA (75K)—Grocery Format – Formliner, prepared by Fishbeck on April 12, 2024, is hereby approved, except that the final design is subject to the City Council's final approval based on the Commission's recommendation that changes be incorporated making the building more harmonious with the residential townhomes.
7. The townhome elevation plans identified as Sheets A201, A202, and A203, all dated May 17, 2024, prepared by Spire Design Group, are hereby approved and shall be adhered to, except that the first level of all the buildings shall be brick or stone, on all four (4) sides, and brick shall be added to the second level of the two-story buildings.
8. Installation of the traffic signal on Farmington Road shall be deferred until after the grocery store has been open for at least one (1) year. The developer shall provide a traffic study with actual counts to be reviewed by the Wayne County Traffic Division, the Livonia Traffic Bureau, and the City of Livonia Engineering Department within 45 days following the one-year period. The Petitioner shall install the signal if warrants are met as determined by the traffic study and confirmed by Wayne County and the City of Livonia. However, if traffic conflicts or excessive delays result after six (6) months related to traffic patterns after the store has opened as determined by the Livonia Traffic Bureau based on observations, accident data, or complaints, then the developer shall install a traffic signal within a reasonable time frame upon notification by the City.
9. The maximum height of all pole-mounted light fixtures shall be twenty feet (20') and shall be located and shielded to prevent light trespassing and glaring on adjacent properties.
10. The walls of the dumpster enclosures shall be constructed of masonry that matches or compliments the masonry on the buildings. The enclosure gates shall consist of steel or durable fiberglass panels.
11. The design of the stormwater detention system shall meet either the City of Livonia engineering standards or the Wayne County Storm Water Management Ordinance, whichever applies.
12. The developer and all contractors and subcontractors shall employ best management practices to prevent, reduce, and mitigate the problems associated with soil erosion and airborne dirt and dust from migrating off-site.

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13. Only conforming signs are approved with this petition, and any additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
14. Pursuant to Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for a period of one year only from the date of approval by the City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Denying Resolution: The request for Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multi-family residential townhome complex on the property at 33500 W. Seven Mile Road is denied for the following reasons:

1. The project overall and the scale 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 noise generated from the activities at the rear of the grocery store, including the truck wells for the operation of refrigeration trucks, a trash compactor, a mechanical enclosure, a fire pump house, a recycling area, and an employee shelter, will create a nuisance to the nearby residents as evidenced by the need for a twenty foot (20') high sound wall which, as a feature on the site plan, is very uncharacteristic and should not be necessary when developing a commercial project adjacent to existing single-family residential uses.
3. Constructing a multi-family residential townhome complex next to a single-family district will intrude on residents' privacy and create noise and other negative externalities that are contrary to sound land use and site planning principles.
4. 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

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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.

5. The petitioner has failed to comply with all the necessary concerns for the safety and welfare of the City and its residents.

June 11, 2024: Study Meeting:

This petition was tabled on July 25, 2023, at the petitioner's request. The new plans make several design changes to both phases of the development.

MEIJER PHASE - UPDATED

In a letter dated May 23, 2024, the Petitioner highlights the major changes to the grocery store as follows:

1. Transformation of the building facades feature an updated brick texture precast wall system, increased wall articulation with pilaster detailing, shade canopies, an urban color scheme, with pedestrian scale sconce lighting and simplified signage.
2. Shifting the building 30' south brings it closer to the Seven Mile public sidewalk creating a walkable, pedestrian friendly environment and also moving the screen wall south provides additional buffering for the Windridge Village Subdivision residences.
3. Reducing the parking count by 24 spaces while meeting the current zoning ordinance and also increasing green space within the parking area.
4. Relocating the grocery pick up area to the north side of the store rather than the east, thereby improves circulation with continued convenience for customers.
5. Removing some parking spaces along Seven Mile Road creates a large green space and a community plaza area connecting the two uses. The new plan also updates the corner of Seven Mile and Farmington by including a decorative placemaking wall with landscaping.
6. Providing an attractive gathering area for Meijer customers with bike racks, seating benches and lawn/landscaping just east of the front entry to the grocery store.

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7. Strengthening the close connectivity between the townhomes and grocery store using sidewalk, landscaping, and coordinator cross-access drive location between the two uses.

Under the new plan, the total size of the store increases slightly, from 75,239 square feet to 75,466 square feet. Shifting the building further south alters several site features, including the parking layout, the amount of parking, landscaping/buffering, and the location of the customer pick-up area. Overall, site circulation remains unchanged, including the locations and arrangement of the driveways and drive aisles. Total parking goes from 306 spaces under the old plan to 302 under the new. The feature at the corner, which previously included a landscaped sitting area, has been reduced in size and is now labeled a “corner enhancement area” with new landscaping and a decorative wall. Along Seven Mile Road, the frontage landscaping at the west end of the site has been widened from 20.5 feet to 42 feet, allowing the creation of a small “Community Plaza.” Closer to the store, the redesign incorporates a larger, triangular-shaped sitting area across from the main entrance. At the north end of the property, behind the store, the distance between the 20-foot-high sound wall and the existing screen wall at the property line has increased from 50.1 feet to 77.2 feet. The eight (8) Meijer pick-up spaces are now shown on the north side of the building instead of on the east side, along with the pick-up doors and propane sales. Other features of the site remain unchanged, including the location of the pharmacy drive-thru, the cart storage, bottle return, and outdoor sales display areas on the east side of the building, and the truck wells, fire pump house employee shelter, fenced-in mechanical yard, trash compactor, and recycling enclosure on the north side.

Architecturally, the portions of the building that will be visible from Seven Mile and Farmington Roads would consist of three (3) types of insulated precast concrete walls, including a split face pattern along the base of the building and alternating sections of stucco/EIFS and modular brick patterns on the upper part of the façade. The building's new colors are mostly shades of brown and beige versus the gray under the old design.

The Traffic Impact Study (TIS) has been updated to reflect the site changes, mostly due to the reduced traffic generated from the development's multi-family phase. Table 1 on Page 2 of the TIS summarizes the proposed improvements, including timing adjustments to the existing signals at Farmington and Seven Mile Roads and at Seven Mile and Gill Roads, the installation of a new traffic signal at Farmington Road and the north driveway across from Gable Street, and new pavement markings and signage at the south driveway along Farmington Road.

MULTI-FAMILY RESIDENTIAL PHASE - UPDATED

The design of the multi-family phase is significantly different from the original plan. The following is a summary of the changes as described by the applicant:

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1. Transforming the design to 102 townhome style units with garages included in each unit with additional parking adjacent to each unit. The townhome community features 12 buildings (Nine (9) buildings at 2-stories including all buildings adjacent to the Windridge Village Subdivision, and three (3) buildings at 3-stories along Seven Mile Road and facing the Meijer Grocery). The townhome community changes from the June 2023 project that included 199 apartment units in one (1) 4-story building over 50' in height significantly improves the project compatibility.
2. These townhome changes reduce the Floor Area Ratio from .76 to .50 (excluding the garages at 41,140 SF).
3. Sitting two townhome buildings along Seven Mile Road creates a neighborhood street frontage greenspace buffered by fencing. This creates a neighborhood feel and eliminates one driveway on Seven Mile Road to clearly define the community entrance. This driveway also shifts west to align with Myron Street on the south side of Seven Mile Road thereby improving vehicular access and pedestrian safety.
4. Reducing the number of parking spaces to match the new quantity of units and relocating the parking away from the adjacent Windridge Village Subdivision greenbelts to within the unit garages and within the townhome development. This reduced parking count meets the current zoning ordinance parking requirements.
5. Reducing possible vehicular headlight shine into the adjacent Windridge Village Subdivision neighborhood by keeping the vehicular circulation internal to the development.
6. Increasing the greenbelt width on both the west and north sides of the townhome development adjacent to the Windridge Village Subdivision. Providing significant landscaping trees to enhance the buffer and privacy of the single-family residences.
7. Connecting sidewalks within the site provides walkability that connects each building and to the townhome courtyard. Additional sidewalks and a community plaza area connect the townhomes, the Meijer Grocery store and the public sidewalks creating a cohesive community.

The new plan replaces the single four-story apartment structure with twelve (12) townhome buildings containing 102 apartments—a reduction of 97 units from the previous plan. The proposed townhomes have a gross ground floor building area of 88,184 square feet, constituting a building lot coverage of 29.7%. The site plan shows three (3) building types: a three-story building containing two-bedroom units, a two-story building with three-bedroom units, and a two-story building with two-

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bedroom units. The interior buildings form an approximate 100' by 155' landscaped courtyard with a fenced dog run.

The three-story buildings are labeled as Buildings A, B, and K. Buildings A and B are shown along Seven Mile Road, and Building K is adjacent to the Meijer parking lot. Each unit in these three (3) buildings would have two (2) bedrooms and one (1) garage space. Building A contains seven (7) enlarged units with 1,425 square feet of livable space per unit and six (6) standard units with 1,302 square feet per unit. Building B consists of four (4) three-story enlarged units and two (2) three-story standard units. Building K has five (5) three-story enlarged units and two (2) three-story standard units. There are 26 units within these three (3) buildings.

The remaining buildings are all two (2) stories in height. Buildings D, G, H, J, and L would have 46 two-bedroom, one-car garage units. Building D contains six (6) enlarged units with 1,136 square feet of living space and two (2) standard units with 1,052 square feet; Building G has seven (7) enlarged units and four (4) standard units; Building H has nine (9) enlarged and four (4) standard units; Building J has four (4) enlarged units and two (2) standard units; and Building L has six (6) enlarged units and two (2) standard units. The leasing and management office is also located in a one-story portion on the south end of building D.

Buildings C, E, F, and I are two (2) stories in height with three (3) bedrooms per unit. Building C contains seven (7) enlarged units measuring 1,481 square feet and two (2) standard units measuring 1,355 square feet. Buildings E, F, and I would have five (5) enlarged units and two (2) standard units. Altogether, there are 30 three-bedroom units in these four (4) buildings.

The new townhome plan would have an overall density of 14.97 dwelling units per acre. For Mixed Development Centers, the Master Plan recommends a maximum residential density of twenty (20) dwelling units per acre. The Floor Area Ratio would be 0.64, down from 0.76 under the previous plan.

At the closest point along the west side of the property, Buildings E and F would be 40 feet from the property lines of the abutting residential district. Building C would be 45.12 feet.

The height of the three-story buildings would be 36'-7" to the midpoint of the roof, and the two-story buildings would be 26'-7" to the midpoint. Under the previous design, the apartment building was over 50 feet tall.

Like the previous plan, the revised plan shows one (1) driveway on Seven Mile Road and a cross-connection with the Meijer site. The drive approach is forty-two (42') wide, which is sufficient for three (3) lanes of traffic: one (1) for vehicles entering the site, one (1) for exiting left, and one (1) for exiting right. The internal easement to the Meijer phase is close to Seven Mile Road and is 26 feet wide. Internal circulation

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for the townhomes is provided via private drives, 24 to 26 feet wide, connecting all the buildings.

The required parking is two (2) spaces for each one or two-bedroom unit and 2.5 spaces for each three-bedroom unit. A minimum of 219 spaces are needed for the 72 two-bedroom townhomes and 30 three-bedroom units $(72 \times 2) + (30 \times 2.5)$. The site plan shows 258 parking spaces, which include 132 garage spaces, 95 driveway spaces, and 31 additional spaces. The provided parking results in a ratio of 2.5 parking spaces per townhome unit. Parking is throughout the complex, with most parking at the rear of the townhome buildings.

The exterior of the buildings would consist of brick veneer, composite siding, and metal accents. All the buildings would have peaked roofs covered with asphalt shingles. The elevation plans for the three-story buildings show brick covering the first floor and portions of the second floor with balconies on the fronts of each unit. The third and second-floor façade's remaining parts would be finished with horizontal composite siding. The elevations for the two-story buildings show brick covering the first floor and the second level with two (2) colors of horizontal composite siding.

The revised landscape plan for the multi-family phase, Sheet L-1.2, shows various plant materials throughout the site, including a continuous row of evergreen trees where the site borders residential on the west and north sides. The evergreen tree plant list includes fir, pine, and three (3) species of spruce, all of which would be eight feet (8') in height at the time of planting.

Stormwater would be managed using an underground detention system, separate from the commercial phase of the project. The system is shown beneath the roadway that runs along the Meijer phase. A second detention area is shown below the townhome courtyard.

Drawing C-2 shows two (2) dumpster enclosures. The first is in the site's southwest corner between buildings B and C, and the other is between buildings K and H on the site's east side. Each enclosure would accommodate two (2) dumpsters placed side-by-side.

The multi-family photometric plan developed by SPIRE Design Group provides detailed information on site lighting, including the location and type of light sources and illumination levels. The maximum height of all pole-mounted fixtures would be twenty feet (20') above finish grade (AFG), and the maximum average illumination for the courtyard, paths, and porches would be 1.2-foot candles, slightly more than the limit under Section 7.22.

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July 18, 2023: Study Meeting:

This petition involves redeveloping the former K-Mart site at Seven Mile and Farmington Roads. The request is for special waiver use approval as a Planned General Development (PGD) under Section 5.02 of the Zoning Ordinance. The proposal includes two (2) primary land uses: 1) retail-commercial, shown on the plans as the “Meijer Phase,” and 2) a Multi-Family Phase, referred to as “The Pointe.” The site has approximately 1,116 feet of frontage on Seven Mile Road and 615 feet along Farmington Road. The total land area is 195,016 square feet or 16.55 acres. The site would be split into two (2) parcels: one (1) for the Meijer store measuring 9.74 acres and the other for the apartments measuring 6.81 acres. The zoning of the property is C-2 (General Business).

Developed in the early 1970s, the original approved site plan included a 94,500-square-foot K-Mart store, a 20,000-square-foot K-Mart food store that later became a Tri-Star Furniture store, a 4,800-square-foot garden center, and a 48,500-square-foot multi-tenant retail center referred to as the 7-Farmington Center. All buildings are vacant and will be demolished as part of the redevelopment plan.

To the north of the site on Farmington Road is a McDonald’s restaurant, zoned C-2. Adjacent to the west along Seven Mile Road is a retail strip center zoned C-1 (Local Business District). Bordering the site to the north and partly to the west are single-family homes zoned N2 (Neighborhood District). These homes are within the Windridge Village Subdivision. Across Farmington Road, the properties are zoned C-2 and N2. Opposite the site on Seven Mile Road are commercial properties zoned C-1 and C-2.

MASTER PLAN

The Livonia Vision 21 Future Land Use Map shows the former K-Mart site and the commercial properties surrounding it as a ‘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. Mixed Development Centers should provide engaging streetscapes with varied storefronts and activities, residential options including 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 the street.

The character envisioned in the Master Plan is consistent with traditional Michigan -family housing intermixed. Mixed-use buildings are encouraged, particularly with upper-story residential uses.

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.

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Appropriate Land Uses. Appropriate 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 twenty (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 the 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.

STANDARDS FOR PLANNED GENERAL DEVELOPMENTS

Section 5.02 of the Livonia Zoning Ordinance provides special waiver use standards for Planned Developments, including Planned General Developments. A Planned Development is deemed a Planned General Development when it contains commercial land uses exclusively or includes residential structures or dwelling units in a unified plan with commercial uses. Planned General 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 modifications will result in more efficient land use and will not be injurious to the surrounding land and the public. Planned General 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. In addition to the General Waiver Requirements and General Standards of Section 13.13(6), the final determination of whether to approve a Planned Development is based on the following standards of 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 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 in which the proposed project is to be located.
-

MEIJER PHASE

The plan is to demolish the existing buildings and construct a new Meijer grocery store and a multi-family residential apartment complex. The proposed Meijer grocery format mainly provides food items. The single building would also include a pharmacy with drive-up window service, health and beauty care products, a section devoted to gifts and floral products, and a bottle return area with a separate exterior entrance.

The total building area of the proposed Meijer store is 75,239 square feet. By comparison, the recently expanded Kroger on Eight Mile Road totals 76,161 square feet, Busch's Market is roughly 60,000 square feet, Value Center Market at Six Mile and Inkster Roads is 37,404 square feet, and Joe's Produce measures approximately 26,000 square feet. The parcel would be divided, with Meijer occupying 9.74 acres of the easterly portion of the site. The building would be in the northwest corner, with parking along Seven Mile and Farmington Roads. At the rear of the store, on the north side of the building, is where all of the "*back of house functions*" would occur. This includes seven (7) truck wells, a trash compactor, a mechanical enclosure, a fire pump house, a recycling area, and an employee

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shelter. Access to this area would be provided mainly from the east along a 39-foot-wide drive aisle with direct access to Farmington Road. The existing driveway approach is where trucks would enter and exit the site and is where the Traffic Impact Study (TIS) performed by the Applicant recommends the installation of a new traffic signal.

Delivery trucks would enter from Farmington Road and head east along the rear of the store and back into the truck wells, facing north. An approximate 120' x 150' turning area would be provided, allowing trucks to exit Farmington Road using the same drive aisle. The plan notes that a 20-foot-high sound wall would be constructed along the perimeter of the turning area. This wall would be about fifty (50) feet from the residential district at its closest point. The plans do not provide details about the sound wall, so its construction materials and appearance are unknown. In addition to the sound barrier, 12-14-foot-high walls would be provided at the east and west ends of the truck wells and trash compactor. Access to the rear of the property would also be available along the west side of the building, where the plans show a 27-33-foot-wide drive aisle.

Most of the parking for the Meijer would be provided between the storefront and Seven Mile Road. Here, the plan shows 240 spaces. Sixty-four (64) additional parking stalls, including eight (8) dedicated to Meijer's pick-up service, are shown between the front of the building and Farmington Road. Altogether, 306 parking spaces would be available for customers and employees of the Meijer store, which is five (5) spaces more than the one (1) space per 250 square feet of gross floor area (GFA) recommended in the Zoning Ordinance. Cart corrals would occupy twenty (20) spaces. Looking at ITEs Parking Generation (5th Edition) manual, the peak parking demand for supermarkets is typically on a Saturday between noon and 5:00 p.m. In a study of 21 supermarkets, the average parking rate per 1,000 square feet of GFA is 3.64, which—in the case of the proposed Meijer—translates to about 273 spaces. Application of either standard would suggest that the site is slightly overparked.

The setback of the Meijer store is over 265 feet from Farmington and Seven Mile Roads, which does not comport with the vision of the Master Plan and what Mixed Development Centers are supposed to look like. Mixed Development Centers should provide engaging streetscapes with varied storefronts and activities and with parking and other essential infrastructure hidden off the street. It recommends that buildings in mixed development areas be located close to the road to create a walkable, pedestrian-friendly environment. While the plan shows a couple of sidewalks cutting through the parking lots with two (2) bike racks and a small, landscaped seating area in the southeast corner of the property, the design fails to achieve the goals and objectives of the Master Plan.

Other features along the east and south sides of the building include a bottle return area with a separate entrance, exterior propane sales, two (2) outdoor sales display areas, and a drive-up pharmacy at the southwest corner. The pharmacy window

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would be served by a separate driveway that would run parallel with the main drive aisle on the west side of the property and provide stacking for up to eight (8) vehicles.

The site's stormwater management would be provided underground in the southwest corner of the main parking lot.

The store's main entrance, located in the southeast corner of the building, would consist of tinted insulated glazing and spandrel glass panels set in a dark bronze aluminum frame. The main entry feature would extend to approximately thirty-five feet (35'). The other building parts consist primarily of precast concrete walls with a stucco or EIFS finish and extend for over 200 feet along the building's two main road frontages. Other than the windows and the metal canopies above them, these parts of the building offer little architectural variety or features. The predominant colors are neutral—mostly tans and grays and some white. Besides the main entry feature, the building height ranges from 23 to 26 feet. The drive aisles that run along the front of the building appear not to have any grade separation from the adjacent sidewalks and instead would be demarcated by white bollards.

Fully detailed landscape plans are provided in the submittal. Where the Meijer Phase abuts residential at the north end of the property, the plan shows an approximate 50-foot-wide greenbelt between the sound wall and the masonry screen wall that runs along the property line. Within this greenbelt, the landscape plan shows a mix of deciduous and evergreen trees, including maple, black gum, spruce, and pine. The plans also offer a variety of full-size and ornamental trees and shrubs throughout the parking lot and along the road frontages. A generalized layout with a planting plan is provided for the seating area.

Five (5) wall signs are shown on the plans, including the main identification sign above the main entrance that reads "*Meijer Grocery*." On the side of the building facing Farmington Road, there would be a painted sign that says "*Local—since 1934*" and an illuminated sign that reads "*Pickup*," identifying where customers would park to have groceries delivered to their vehicles. Facing Seven Mile, the plans show a second painted sign with the words "*Fresh—since 1934*" and a second illuminated sign above the pharmacy that reads "*Pharmacy drive up*."

The photometric plan (Drawing C800) provides detailed information on site lighting, including the location and type of light sources and illumination levels. The maximum height of all pole-mounted fixtures would be twenty feet (20') above finish grade (AFG), and the maximum average illumination for the off-street parking and loading areas would be 0.97-foot candles in compliance with Section 7.22.

THE POINTE APARTMENTS

The proposed apartment complex would consist of a single 4-story building having a gross floor area of 226,276 square feet. The multi-family phase would be on 6.81 acres with roughly 475 feet of frontage on Seven Mile Road. Each floor plate of the building measures 56,569 square feet. The layout includes 91 one-bedroom units,

PENDING ITEMS

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107 two-bedroom units, and one (1) three-bedroom unit, for a total of 199 apartments. This represents an overall density of approximately twenty-nine (29) dwelling units per acre. For Mixed Development Centers, the Master Plan recommends a maximum residential density of twenty (20) dwelling units per acre. The typical one-bed unit is 686 square feet (24' x 32'), and the typical two-bed unit is 1,008 square feet (34' x 32'). The patio/balcony for each unit would measure approximately 8'-0" x 11'-6". Indoor common area amenities for the residents include a residential lounge, gym, and event space. The "C-shaped" building would create a central courtyard and common area with an in-ground swimming pool, pool house, and fenced dog run. At its closest point along the west side of the property, the apartment building would be 91.1 feet from the residential district. Most of the building would be 50'-6" tall. The front entry feature is slightly taller at 58'-0".

The closest existing apartment complex is Deerfield Woods, located on Farmington Road, approximately 180 feet north of the site. Deerfield Woods was built in 1977. It comprises seven (7) buildings and 144 apartments, including 72 one-bed and 72 two-bed units. The gross building area equals approximately 137,200 square feet. All buildings at Deerfield Woods are two (2) stories in height. The site is 14.78 acres, with an overall density of 9.74 dwelling units per acre. The Floor Area Ratio (FAR), which measures the building's floor area in relation to the size of the property, is approximately 0.21. In the case of Deerfield Woods, the closest apartment building to the neighboring residential district is approximately seventy-five feet (75'). The next closest apartment complex is Canterbury Park, located at Seven Mile Road and Mayfield Avenue, approximately 1,500 feet to the east. Canterbury Park was built in 1989. It contains 200 units in eleven (11) buildings, all two (2) stories. The gross building area is about 188,200 square feet. The approximate closest distance to a single-family district is 75 feet. Located on 12.3 acres, the overall density is 12.3 dwelling units per acre, with a FAR of 0.27. In comparison, the FAR of The Pointe would be 0.76. The only other apartment developments in the City with similar FARs are McNamara Towers at 0.82, The LIV at 0.78, Brashear Tower at 0.74, and Marycrest Heights at 0.78. Generally, the FARs for most of the City's apartment developments are between 0.23 and 0.30.

The site plan shows two (2) entry points into the multi-family phase along Seven Mile Road and a third internal easement to the Meijer phase. Both drive approaches are twenty-five feet (25') wide, which is sufficient for only two (2) lanes of traffic: one (1) for vehicles entering the site and the other for exiting. Vehicles would have the ability to circulate 365 degrees around the building.

Required parking for the multi-family is two (2) spaces per one- or two-bedroom apartment and 2.5 parking spaces for each three-bedroom unit. The apartment has 198 one- and two-bedroom apartments and one three-bedroom apartment for 399 (198 x 2) + (1 x 2.5) required spaces. The site plan shows 348 parking spaces, seventy-eight (78) of which will have carports; this leaves the site short fifty-one (51) parking spots. The provided parking results in a ratio of 1.7 parking spaces per apartment unit. Parking is shown on all four (4) sides of the apartment building.

Carports would be provided along the exterior rows of parking along portions of the site's west, north, and east sides. Bordering the residential, the closest parking spaces would be covered. The carports would be between 20 and 28.7 feet from the property lines. The existing masonry screen wall would remain.

The building's exterior would consist of three (3) colors of pre-finished metal panels, two (2) colors of brick veneer, two (2) colors of composite siding, and two (2) colors of cement board panel. Brick covers most of the first floor and extends to the top of the building along the parts of the façade with offsets. The façade would be finished with horizontal composite siding where the structure contains insets. These insets are where the balconies would be provided. The building's main identifying feature would be in the southeast corner, facing Seven Mile Road. The angular parapet extends above the other parts of the building, and the materials and colors would also differ. The exterior walls would be finished with cement board panels, framed by "*sandstone red*"-colored metal panels.

The landscape plan for the multi-family phase, Sheet L-1.2, provides three (3) main categories of plantings: 1) frontage trees and frontage shrubs, 2) interior parking trees, and 3) greenbelt buffer trees. Where the site borders residential to the north and along portions of the west sides of the development, the width of the greenbelt varies between 19.9 – 28.7 feet. Evergreen and deciduous trees are shown in single or double rows within these areas. Species include a variety of spruce, White Pine, Black Gum, Japanese Lilac, Sugar Maple, and Tulip trees. A berm would be built between the parking lot and the sidewalk along Seven Mile Road. The plantings here include a mix of lilac, crab, and maple trees.

Stormwater would be managed using an underground detention system, separate from the commercial phase of the project. The system is shown beneath the parking lot at the north end of the property.

One (1) large dumpster enclosure is shown in the northeast part of the site. The enclosure would accommodate up to four (4) dumpsters placed side-by-side. Maneuvering a truck to service the dumpsters could be difficult if cars are parked in the spaces provided directly across the drive aisle. The dumpster is adjacent to a maintenance garage that measures 25' x 30'.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) prepared by the Developer has been completed for the proposed development. On average, the number of weekday trips generated by the project would total approximately 7,700. It would be distributed relatively evenly in direction: north and south via Farmington Road and east and west via Seven Mile Road. The analysis shows that the Level of Service (LOS) at several locations would degrade due to the project. To mitigate the impacts, the TIS recommends several off-site improvements, including 1) signal upgrades at the intersection of Farmington and Seven Mile Roads, 2) signal upgrades at the intersection of Seven Mile and Gill Roads, 3) installation of a new traffic signal at Farmington Road and Gable Street,

PENDING ITEMS

ITEM 2 PETITION 2023-06-02-07

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and 4) pavement markings and signage to better delineate right turn lanes on Farmington and Seven Mile Roads. (See Table 1 of the Executive Summary, pages E1-E2.)

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.

PRELIMINARY SITE PLANS

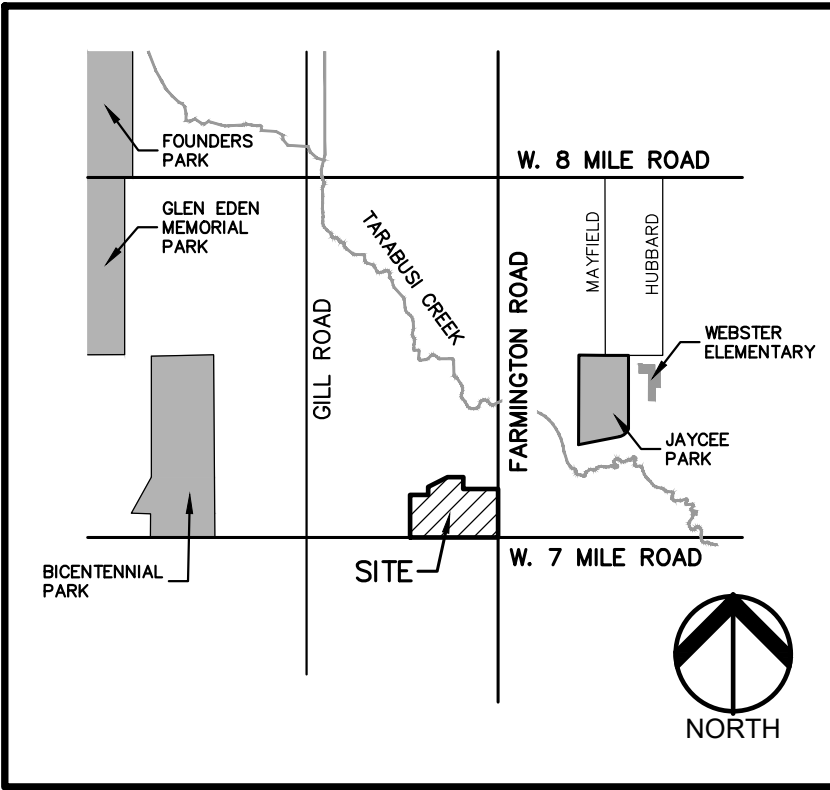
7 MILE PLANNED GENERAL DEVELOPMENT

33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY



STORE NO.: LVA

7 & FARMINGTON TOWNHOMES



LOCATION MAP
NO SCALE

PERMIT / APPROVAL SUMMARY		
DATE SUBMITTED	DATE APPROVED	PERMIT / APPROVAL
6/9/2023		PLANNED GENERAL DEVELOPMENT SITE PLAN-CITY OF LIVONIA
5/17/2024		PLANNED GENERAL DEVELOPMENT SITE PLAN-CITY OF LIVONIA

INDEX OF DRAWINGS	
NUMBER	TITLE
C-0.0	COVER SHEET
C-1.0	TOPOGRAPHIC SURVEY I
C-1.1	TOPOGRAPHIC SURVEY II
C-2.0	PRELIMINARY SITE PLAN
C-3.0	PRELIMINARY GRADING PLAN
C-4.0	PRELIMINARY UTILITY PLAN
C-5.0	NOTES & DETAILS I
C-5.1	NOTES & DETAILS II
C-5.2	NOTES & DETAILS III
L-1.0	PRELIMINARY OVERALL LANDSCAPE PLAN
L-1.1	PRELIMINARY LANDSCAPE PLAN - RETAIL BUILDING
L-1.2	PRELIMINARY LANDSCAPE PLAN - MULTI-FAMILY BUILDING
L-1.3	ENLARGEMENT AREAS
L-1.4	SCENIC EASEMENT AND ENLARGEMENT AREAS
L-1.5	LANDSCAPE DETAILS

PLANS (BY OTHERS)

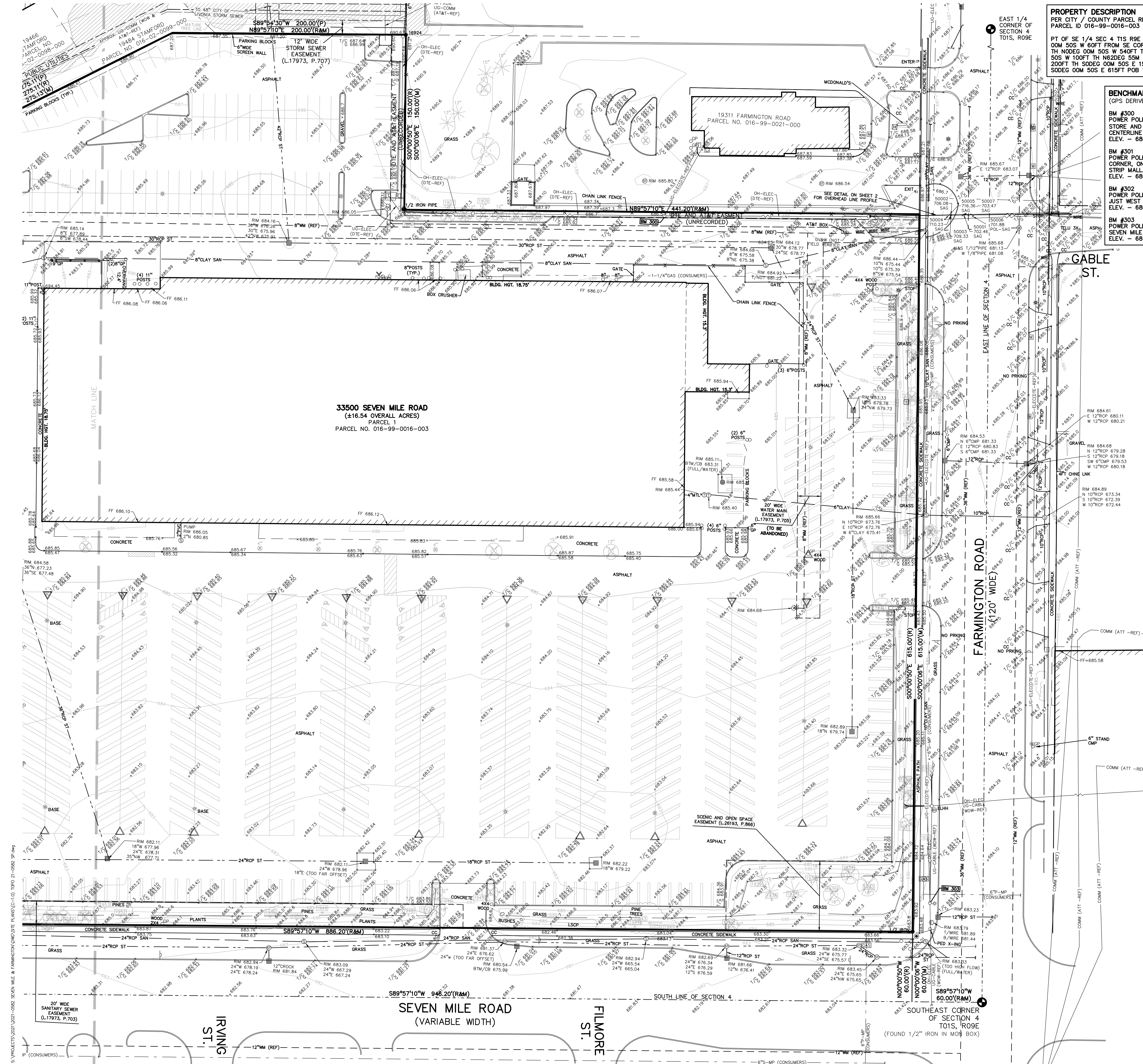
MEIJER - RETAIL	
C800	LIGHTING PLAN
C801	LIGHTING DETAILS
	BUILDING ELEVATIONS
	FLOOR PLAN
	FACADE MATERIALS
	FACADE MATERIALS
S-104	SOUND WALL FOUNDATION PLANS
S-403	CONCRETE SECTIONS AND DETAILS (SOUND WALL)
7 & FARMINGTON TOWNHOMES - MULTI-FAMILY RESIDENTIAL	
1 OF 2	LIGHTING PLAN
2 OF 2	LIGHTING DETAILS
S100	SITE DETAILS
A100	3 STORY TYP. FLOOR PLAN
A101	3 STORY TYP. FLOOR PLAN
A102	2 STORY TYP. FLOOR PLAN
A103	2 STORY TYP. FLOOR PLAN
A201	3 STORY ELEVATIONS
A202	2 BED ELEVATIONS
A203	3 BED ELEVATIONS

DESIGN TEAM

OWNER/DEVELOPER	CIVIL ENGINEER	LANDSCAPE ARCHITECT
SEVEN MILE/FARMINGTON VENTURE LP 17800 LAUREL PARK DRIVE NORTH SUITE 200C LIVONIA, MICHIGAN 48152 CONTACT: DAVID JOHNS PHONE: 248.262.1000 EMAIL: JOHNS@SCHOSTAK.COM	PEA GROUP 7927 NEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: JONATHAN E. CURRY, PE PHONE: 844.813.2949 EMAIL: JCURRY@PEAGROUP.COM	PEA GROUP 7927 NEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: JANET EVANS, PLA PHONE: 844.813.2949 EMAIL: JEVANS@PEAGROUP.COM
OWNER'S AGENT	ARCHITECT - RETAIL	ARCHITECT - MULTI- FAMILY
SCHOSTAK BROS. & COMPANY, INC. 17800 LAUREL PARK DRIVE NORTH SUITE 200C LIVONIA, MICHIGAN 48152 CONTACT: DAVID JOHNS PHONE: 248.262.1000 EMAIL: JOHNS@SCHOSTAK.COM	FISHBECK 1515 ARBORETUM DRIVE SE GRAND RAPIDS, MI 49546 CONTACT: ANTHONY AMATO PHONE: 616-256-2519 EMAIL: ANTHONY.AMATO@MEIJER.COM	SPIRE DESIGN GROUP 115 E. 4TH ST. ROCHESTER, MI 48307 CONTACT: MARK SCHOVERS PHONE: 248.921.0794 EMAIL: MARK@SPIREDG.COM
MEIJER 2350 THREE MILE ROAD NW GRAND RAPIDS, MICHIGAN 49544 CONTACT: CRISMAN JONES PHONE: 616.735.7992 EMAIL: CRIS.JONESJR@MEIJER.COM		



REVISIONS	
DESCRIPTION	DATE
PLANNED GENERAL DEVELOPMENT SITE PLAN SUBMITTAL	6/9/2023
PLANNED GENERAL DEVELOPMENT SITE PLAN SUBMITTAL	5/17/2024



PROPERTY DESCRIPTION
PER CITY / COUNTY PARCEL RECORDS
PARCEL ID 016-99-0016-003

PT OF SE 1/4 SEC 4 T1S R9E BEG S89DEG 57M 10S W 60FT AND NODEG
OOM 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1116.20FT
TH NODEG OOM 50S W 540FT TH N89DEG 57M 10S E 230FT TH NODEG OOM
50S W 100FT TH N62DEG 55M 45S E 275.11FT TH N89DEG 57M 10S E
200FT TH SODEG OOM 50S E 150FT TH N89DEG 57M 10S E 441.20FT TH
SODEG OOM 50S E 615FT POB 16.54 AC

BENCHMARKS
(GPS DERIVED - NAVD88)

BM #300
POWER POLE LOCATED BETWEEN THE VACATED KMART
STORE AND MCDONALDS, APPROX. 268' WEST FROM THE
CENTERLINE OF FARMINGTON ROAD.
ELEV. - 686.98

BM #301
POWER POLE LOCATED NEAR THE NORTHWEST PROPERTY
CORNER, ON THE WEST SIDE OF THE DRIVE BEHIND THE
STRIP MALL.
ELEV. - 686.97

BM #302
POWER POLE NEAR THE SOUTHWEST PROPERTY CORNER,
JUST WEST OF THE DRIVE BEHIND THE STRIP MALL.
ELEV. - 686.85

BM #303
POWER POLE LOCATED AT THE NORTHWEST CORNER OF
SEVEN MILE ROAD & FARMINGTON ROAD.
ELEV. - 684.90

LEGEND

IRON FOUND
NAIL SET
NAIL FOUND
NAIL & CAP SET

BRASS PLUG SET
MONUMENT FOUND
MONUMENT SET

SEC. CORNER FOUND
RECORDED
MEASURED
CALCULATED

EXISTING
OH-ELEC
UG-CATV
UG-PHONE
UG-ELEC
ELEC. PHONE OR CABLE TV D.H. LINE, POLE & GUY WIRE
UNDERGROUND CABLE TV, CATV PEDESTAL
TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
GAS MAIN VALVE & GASLINE MARKER
WATERMAIN, HYD. GATE VALVE, TAPPING SLEEVE & VALVE
SANITARY SEWER, CLEANOUT & MANHOLE
STORM SEWER, CLEANOUT & MANHOLE
COMBINED SEWER & MANHOLE
SQUARE, ROUND & REEFIVE CATCH BASIN, YARD DRAIN
POST INDICATOR VALVE
WATER VALVE, BODHYDRANT VALVE BOX, SERVICE SHUTOFF
MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
UNIDENTIFIED STRUCTURE
SPOT ELEVATION
CONTOUR LINE
FENCE
GUARD RAIL
STREET LIGHT
SIGN

CONC.
ASPH.
GRAVEL
WETLAND

REFERENCE DRAWINGS

MORTGAGE SURVEY, ZEIMET WOZNIAK ASSOCIATES JOB NO. 81124

ELECTRIC
DTE ELECTRIC FACILITY MAP 256-338, DATED 11/29/2021

GAS
CONSUMERS QUARTER SECTION MAP S1-S8-004-4, DATED 02/22/2010
CONSUMERS GAS SERVICE SKETCH, EMAIL DATED 11/1/2021

CABLE
WOW CABLE, EMAIL DATED 11/1/2021

WATER MAIN
CITY OF LIVONIA WATER MAIN MAP, SECT. 04, EMAIL DATED 11/10/2021

PEA GROUP

t: 844.813.2949
www.peagroup.com

NORTH

0 20 40 80

SCALE: 1" = 40'

Know what's below.
Call before you dig.

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND
UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY
APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR
IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR
DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS
PRIOR TO THE START OF CONSTRUCTION.

8 MILE RD.
FARMINGTON RD.
SITE
W. 7 MILE RD.
NOT TO SCALE

CLIENT

SEVEN
MILE/FARMINGTON
VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MICHIGAN 48152

PROJECT TITLE

7 MILE PLANNED
GENERAL
DEVELOPMENT
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

REVISIONS

ORIGINAL ISSUE DATE:
December 09, 2021

DRAWING TITLE

TOPOGRAPHIC
SURVEY I

PEA JOB NO.	2021-0582
P.M.	CB
DN.	LKP
DES.	XXX
DRAWING NUMBER:	

C-1.0

PARCEL ID 016-99-0016-003
Land in the City of Livonia, Wayne County, Michigan, described as follows:

PT OF SE 1/4 SEC 4 T1S R9E BEG S89DEG 57M 10S W 60FT AND NODE
OOM 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1116.20FT
TH NODE OOM 50S W 540FT TH N89DEG 57M 10S E 230FT TH NODE OC
50S W 100FT TH N62DEG 55M 45S E 275.11FT TH N89DEG 57M 10S E
200FT TH SODEG OOM 50S E 150FT TH N89DEG 57M 10S E 441.20FT TH
SODEG OOM 50S E 615FT POB 16.54 AC

BUILDINGS	# STORIES	# BEDROOMS PER UNIT	GARAGE SPACES
A, B, K	3	2	1
C, E, F, I	2	3	2
D, G, H, J, L	2	2	1

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
2. 'NO PARKING-FIRE LANE' SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
3. REFER TO NOTES & DETAILS SHEET FOR ON-SITE PAVING DETAILS.
4. REFER TO NOTES & DETAILS SHEET FOR ON-SITE SIDEWALK RAMP DETAILS

1. EXISTING PUBLIC UTILITY EASEMENTS TO BE VACATED IN AREAS WHERE EXISTING SANITARY SEWER AND WATERMAIN WILL BE REMOVED AS PART OF THE PROPOSED PROJECT
2. NEW ADDRESSES TO BE ISSUED FOR RETAIL AND RESIDENTIAL SITES.

SIDEWALK RAMP 'TYPE R'	(R)
SIDEWALK RAMP 'TYPE F'	(F)
SIDEWALK RAMP 'TYPE P'	(P)
SIDEWALK RAMP 'TYPE C'	(C)
SIDEWALK RAMP 'TYPE D'	(D)
CURB DROP ONLY	(X)

REFER TO LATEST MDOT R-28 STANDARD
RAMP AND DETECTABLE WARNING DETAILS

- 'NO PARKING FIRE LANE' SIGN
- 'STOP' SIGN
- 'BARRIER FREE PARKING' SIGN
- 'VAN ACCESSIBLE' SIGN
- 'CROSSWALK' SIGN
- 'DO NOT ENTER' SIGN
- PARKING PICK UP SPACE# (A4)
- 'NO TRUCK TRAFFIC' SIGN
- 'NO THRU TRAFFIC' SIGN
- 'PARKING LOT' WYFINDING SIGN (A6)
- 'NO LEFT TURN' SIGN
(M-F 4 PM TO 7 PM)
- EV CHARGING SIGNS (B6.1)
- SPEED LIMIT SIGN
- PICK UP MONUMENT SIGN
- MEIJER MONUMENT SIGN
- REFER TO DETAIL SHEETS C-5.0 AND
C-5.2 FOR SIGN DETAILS

'PHARMACY DRIVE UP' SIGN (E3)	20
'FRESH' SIGN (C3)	21
'MEIJER GROCERY' SIGN (D1)	22
'WELCOME' SIGN (E5)	23
'LOCAL' SIGN (C4)	24
'BOTTLE RETURN' SIGN (D4)	25
'PICK UP' SIGN (A2)	26
'PICK UP' BLADE SIGN (B3)	27
'RX' BLADE SIGN (A3)	28
REFER TO DETAIL SHEETS C-5.2 FOR SIGN	

IRON FOUND	BRASS PLUG SET	SEC. CORNER FOUND
IRON STAKE	MONUMENT FOUND	R RECORDED
NAIL FOUND	MONUMENT SET	M MEASURED
NAIL & CAP SET		C CALCULATED

EXISTING **PROPOSED**

—OH—ELEC.—V_A—< ELEC. PHONE OR TELE V.O.H. LINE, POLE & GUY WIRE

—U-G-ATV—TV< UNDERGROUND CABLE TV, CATHY PEDESTAL

—U-G-PHON-CO. CABLE PEDESTAL & MANHOLE

—U-G-ELEC—ELEC. CABLE, MANHOLE, METER & HANDHOLE

GAS MAIN VALVE & GAS LINE MARKER

WATER MAIN, HYD. GATE VALVE, TAPPING SLEEVE & VALVE

SEWER CLEANOUT, CATCH BASIN & MANHOLE

STORM SEWER, CATCH BASIN & MANHOLE

COVERED SEWER & MANHOLE

SQUARE ROUND & BENCH CATCH BASIN, YARD DRAIN

POST INDICATOR VALVE

WATER VALVE BOX/PORNTAP VALVE BOX, SERVICE SHUTOFF

MAIL BOX, TRANSFORMER, IRRIGATION CONTROL VALVE

UNDERTIED STRUCTURE

SPOT ELEVATION

CENTER LINE

RIDGE

GUARD RAIL

STREET LIGHT

DOUBLE ARMED STREET LIGHT

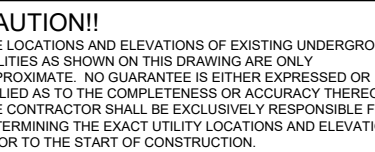
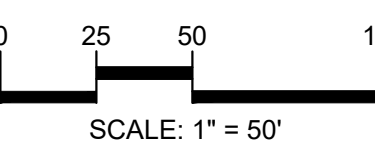
SIGN

CONCRETE

ASPHALT

GRAVEL

GRAVEL SHOULDER



SEVEN
MILE/FARMINGTO
VENTURE, LP
800 LAUREL PARK DRIVE NORTH
SUITE 200C
TROY, MICHIGAN 48152

PROJECT TITLE
1/2 MILE PLANNED
GENERAL
DEVELOPMENT
1500 W. SEVEN MILE ROAD
TROY, MICHIGAN, WAYNE COUNTY

PLAN REVISED	5-17-
--------------	-------

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
**PRELIMINARY
SITE PLAN**

EA JOB NO 2021-05

M

55

DRAWING NUMBER:

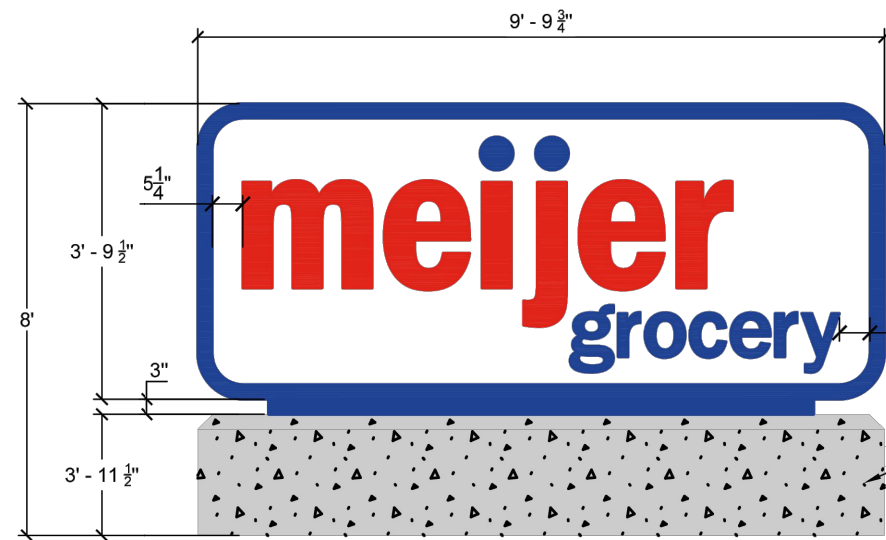
□ □ □

C-2.0

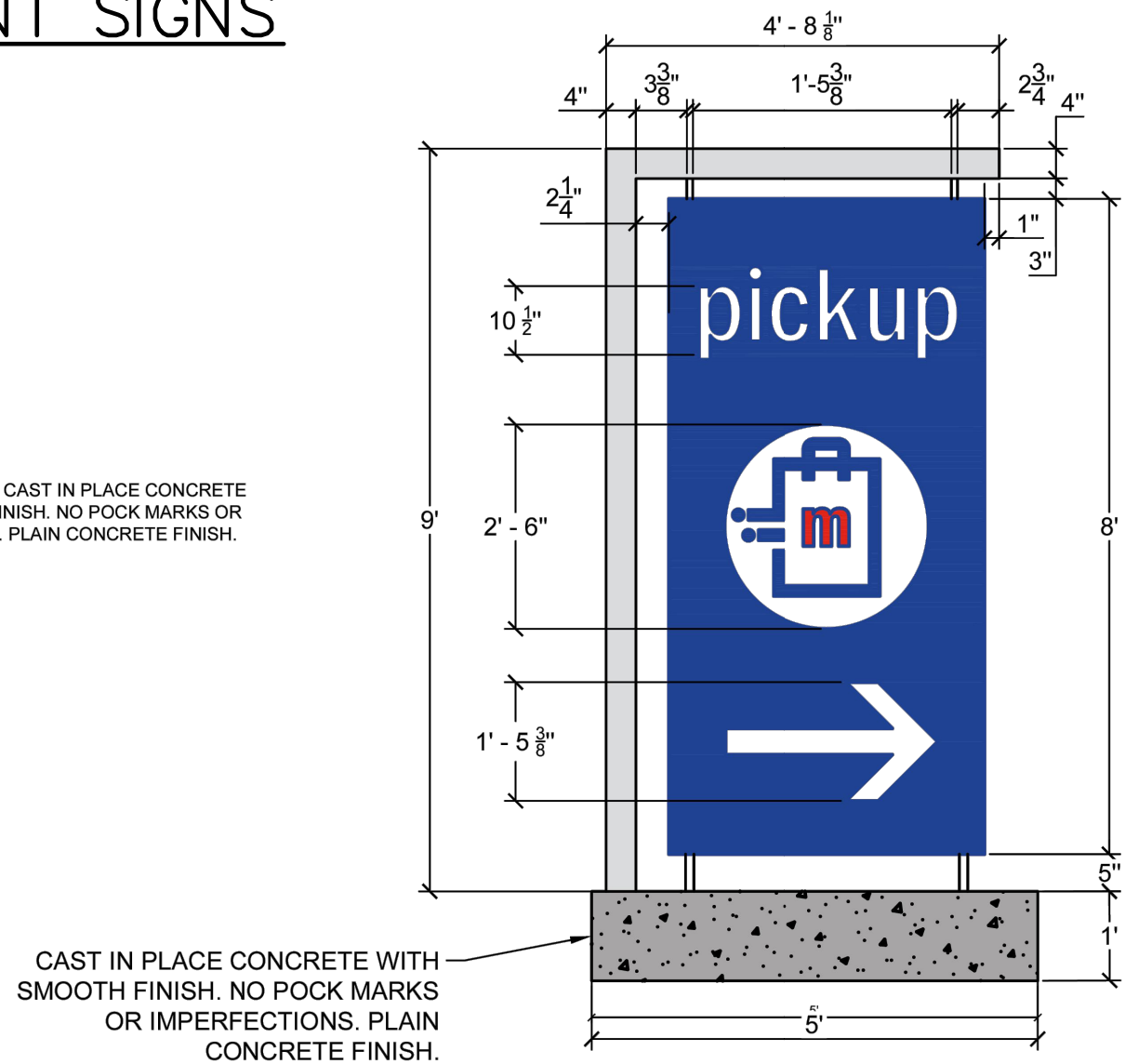
NOT FOR CONSTRUCTION

C-2.0

MONUMENT SIGNS

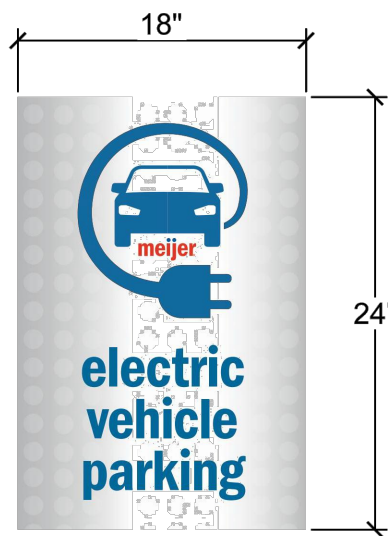


C1 GROCERY MONUMENT SIGN
NTS
DOUBLE FACED INTERNALLY ILLUMINATED LED LOGO
CABINET, CABINET MATERIAL IS ALUMINUM PMS 286C.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 37.2 S.F.
TOTAL 37.2 S.F.



A2 PICKUP SIGN: MONUMENT SIGN
NTS
CALCULATED 36.2 S.F.
TOTAL 42.1 S.F.

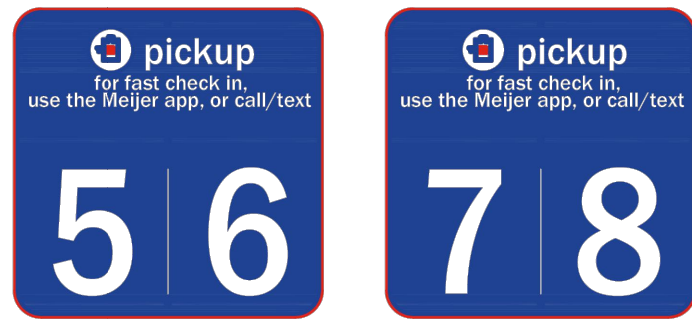
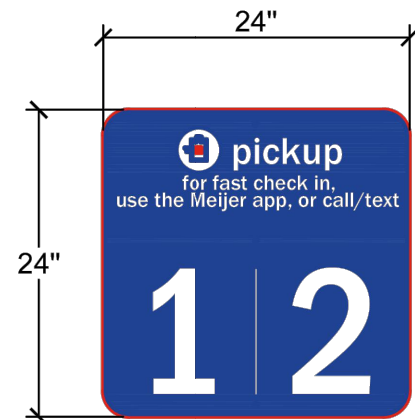
STANDARD SIGNS



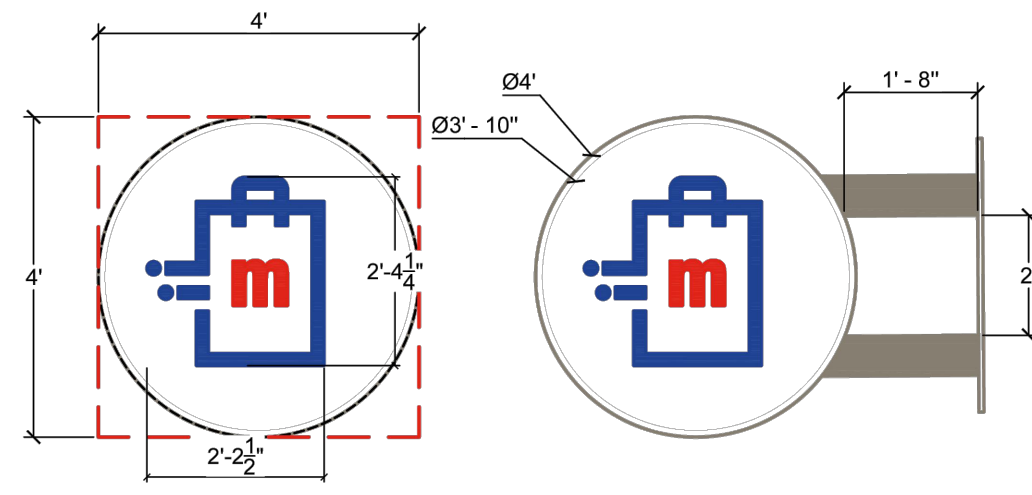
B6.1 EV CHARGING SIGN
NTS
CALCULATED 3.0 S.F.
TOTAL 3.0 S.F.



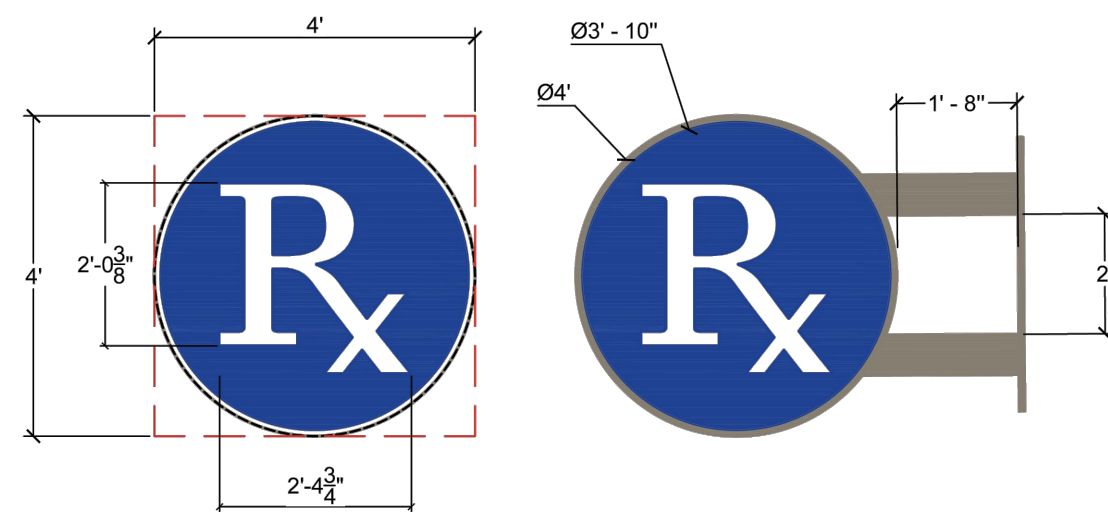
A6 PARKING LOT WAYFINDING
NTS
CALCULATED 3.0 S.F.
TOTAL 3.0 S.F.



A4 PICKUP SIGN PARKING SPACE NUMBERS
NTS
CALCULATED 4.0 S.F.
TOTAL 4.0 S.F.

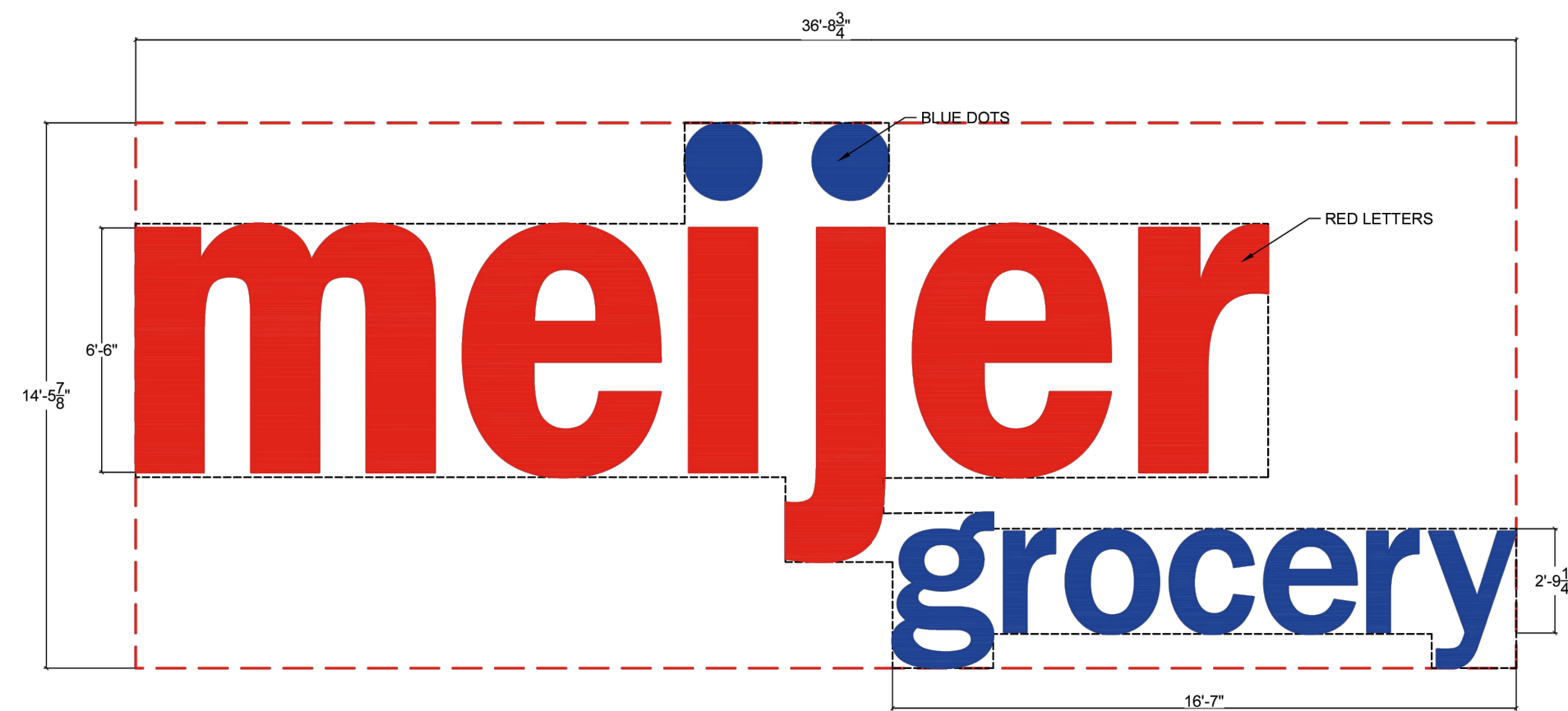


B3 PICKUP BLADE SIGN
NTS
LED INTERNALLY ILLUMINATED, WHITE ACRYLIC SIGN WITH DARK BRONZE ALUMINUM RETAINER.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 12.6 S.F.
TOTAL 16.0 S.F.

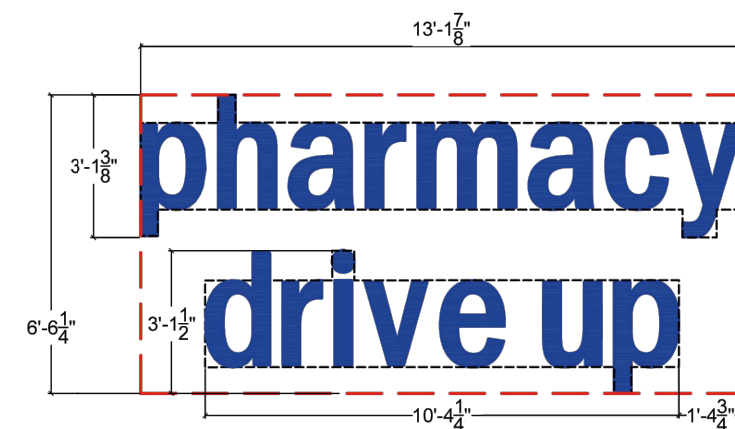


A3 Rx BLADE SIGN
NTS
LED INTERNALLY ILLUMINATED, WHITE ACRYLIC SIGN WITH DARK BRONZE ALUMINUM RETAINER.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 12.57 S.F.
TOTAL 16.0 S.F.

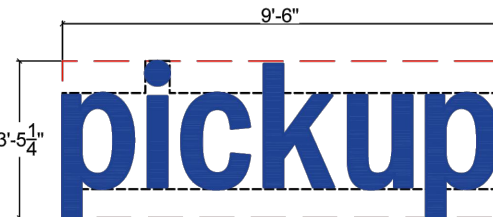
WALL MOUNTED SIGNS



D1 MEIJER GROCERY
NTS
INTERNALLY ILLUMINATED "MEIJER" CHANNEL LETTERS TO MATCH CORPORATE LOGO & COLORS. SIDES OF LETTERS & RETAINERS TO BE PAINTED TO MATCH RESPECTIVE FACE COLORS.
CALCULATED 275.9 S.F.
TOTAL 332.4 S.F.



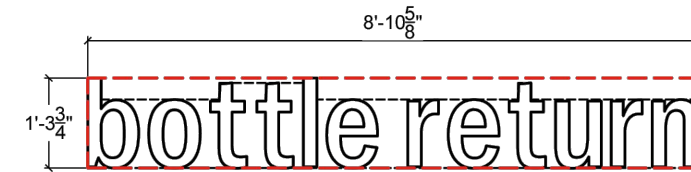
E3 PHARMACY SIGN DRIVE UP
NTS
LOW PROFILE, REVERSE HALO LIT, 1" DEEP EXTERIOR FOAM LETTERS MOUNTED 1.5" OFF WALL. SIDES OF LETTERS TO MATCH FACE FOAM COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 46.3 S.F.
TOTAL 65.8 S.F.



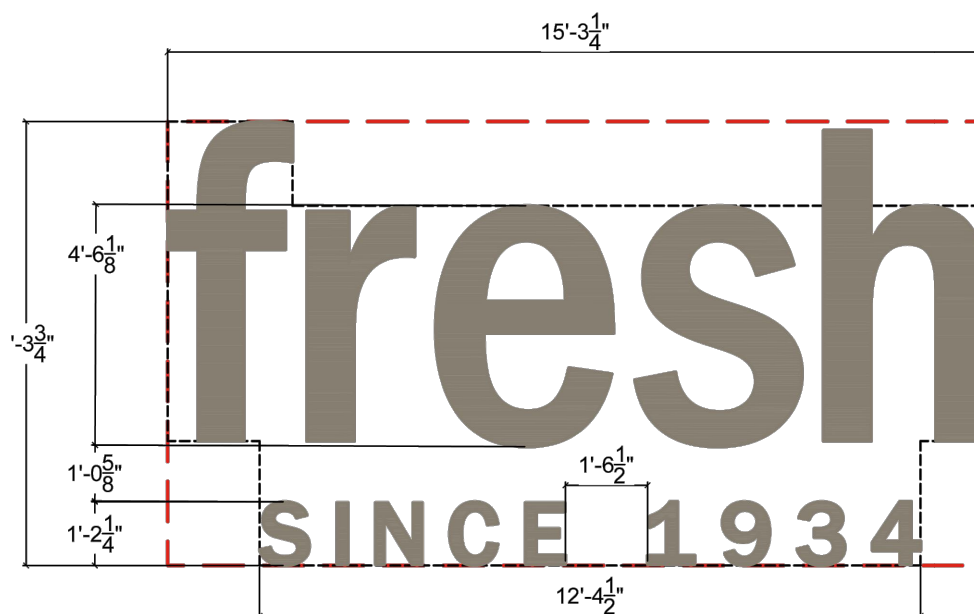
D3 PICKUP SIGN
NTS
LOW PROFILE, REVERSE HALO LIT, 5" DEEP POLY-CARBONATE LETTERS. SIDES OF LETTER TO MATCH ALUMINUM FACE COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 21.1 S.F.
TOTAL 32.8 S.F.



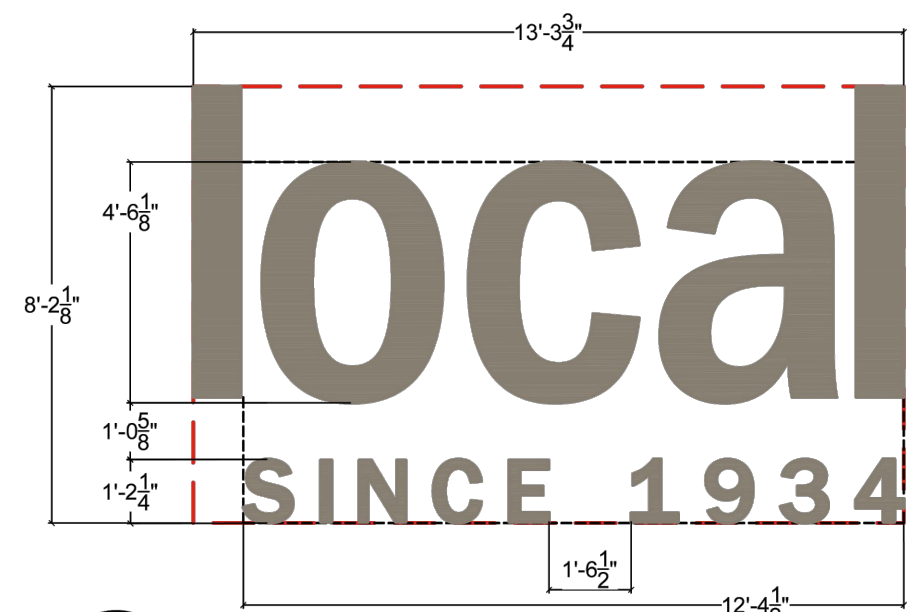
E5 WELCOME SIGN
NTS
NON-ILLUMINATED, DIE-CUT VINYL SURFACED APPLIED.
CALCULATED 6.9 S.F.
TOTAL 9.1 S.F.



(MICHIGAN)
D4 BOTTLE RETURN SIGN
NTS
LOW PROFILE, REVERSE HALO LIT, 1" DEEP EXTERIOR FOAM LETTERS. SIDES OF LETTER TO MATCH FACE FOAM COLOR.
COLOR: BLUE (PMS WHITE)
CALCULATED 9.3 S.F.
TOTAL 11.7 S.F.



C3 FRESH SINCE 1934
NTS
ILLUMINATED, WALL MOUNTED SIGN
CALCULATED 101.0 S.F.
TOTAL 126.9 S.F.



C4 LOCAL SINCE 1934
NTS
ILLUMINATED, WALL MOUNTED SIGN
CALCULATED 90.3 S.F.
TOTAL 108.8 S.F.



0 25 50 100
SCALE: 1" = 50'



CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LYONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LYONIA, MICHIGAN WAYNE COUNTY

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:
JUNE 9, 2023
DRAWING TITLE
NOTES & DETAILS III

PEA JOB NO. 2021-0582
P.M. JC
DN. WR
DES. SAP
DRAWING NUMBER:

NOT FOR CONSTRUCTION

C-5.2

KEY

NOT SITE PLAN REQUIRED AT
MULTI FAMILY RESIDENTIAL BUILDING

 =COURTYARD PLANTINGS AT MULTI FAMILY
RESIDENTIAL BUILDING, AND PERENNIALS/
ORNAMENTAL GRASS AT ROAD FRONTAGE
TO BE DETAILD DURING CONSTRUCTION DWGS.

 =FOUNDATION PLANTINGS AT MULTI FAMILY
RESIDENTIAL BUILDING
TO BE DETAILD DURING CONSTRUCTION DWGS.

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL PLANTINGS
SEE SHEET L-1.2 FOR MULTI FAMILY PLANTINGS
SEE SHEET L-1.3 FOR ENLARGEMENT AREAS
SEE SHEET L-1.4 FOR SCENIC EASEMENT & ENLARGEMENT AREAS
SEE SHEET L-1.5 FOR LANDSCAPE DETAILS AND NOTES

KEY			
	= FRONTAGE TREES / FRONTAGE SHRUBS		= IRRIGATED SEED LAWN
	= INTERIOR PARKING TREES		= IRRIGATED SOD LAWN
	= GREENBELT BUFFER TREES		= 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
	= OPEN SPACE TREE AT MULTI FAMILY		= RIVER ROCK OVER WEED FABRIC AT SIGN BASE. SEE DETAIL SHEET L-1.5
	= PLANTINGS, PERENNIALS / ORNAMENTAL GRASS. TO BE DETAILED DURING CONSTRUCTION DWGS.		= SNOW STORAGE AREA
			= LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY

PER CITY OF LIVONIA ZONING ORDINANCE
C-2 GENERAL BUSINESS DISTRICT (PUD)

RETAIL BUILDING SEE SHEET L-1.1
FRONTAGE LANDSCAPING

REQUIRED: PER 40 LF ALONG PUBLIC ROW,
(ROAD LESS DRIVES AND SIDEWALK OPENINGS)
1 DEC. OR EVG TREE, 1 ORNAMENTAL, 8 SHRUBS

SEVEN MILE ROAD: 640 - 55' = 585
DEC./EVG. = 585/40 = 15, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 585/40 = 15, 2" ORN. TREE
SHRUBS = 585/40 X 8 = 120, 3' HT DEC./30" HT. EVG
FARMINGTON ROAD: 615 - 85' = 530
DEC./EVG. = 530/40 = 14, 3" DEC./8'HT. EVG. TREE
ORN. TREE = 530/40 = 14, 2" ORN. TREE
SHRUBS = 530/40 X 8 = 112, 3' HT. DEC./30" HT. EVG

PROVIDED:
SEVEN MILE ROAD: LANDSCAPE BERM
DEC./EVG. = 15, 3" DEC./8'HT. EVG. TREE
ORN. TREE = 15, 2" ORN. TREE
SHRUBS = 120, 3' HT DEC./30" HT. EVG
FARMINGTON ROAD: EXISTING BERM TO REMAIN
DEC./EVG. = 14, 3" DEC./8'HT. EVG. TREE
ORN. TREE = 14, 2" ORN. TREE
SHRUBS = 112, 3' HT. DEC./30" HT. EVG

PARKING LOT SCREENING

REQUIRED:
5' WIDE YARD WITH EVERGREEN OR DECIDUOUS HEDGE,
3' HT. HEDGE OR 3' BERM OR 3' WALL

PROVIDED: EXISTING BERM TO REMAIN, SEVEN MILE & FARMINGTON

INTERIOR PARKING LOT LANDSCAPING
LANDSCAPE MUST BE 5% OF PAVED AREA AND 1 TREE/ISLAND;
258,555 SF X 5% = 12,928 SF REQ.
1 TREE/300 SQ FT INTERIOR LANDSCAPE
12,928 SF INTERIOR LANDSCAPE/300 = 44 TREES

PROVIDED: 44 TREES AND 19,956 SF MIN. SF LANDSCAPE AREA;
1 TREE/ISLAND EXCEPT WHERE UTILITY CONFLICTS

GREENBELT BUFFERING
(OWNER NOT RESPONSIBLE FOR REPLACING TREES WHICH MAY BE
DAMAGED DUE TO UTILITY COMPANY TRIMMING OR REMOVAL)

REQUIRED: C-2 ADJACENT TO C-1/C-2
10' BUFFER, 1 TREE/30 LF;
NORTHEAST P/L; 591.2'/30 = 20 TREES
WEST P/L ADJ. MULTI FAMILY; 765' / 30 = 26 TREES

PROVIDED: NORTHEAST P/L = 20 TREES
PROVIDED: WEST P/L RETAIL = 26 TREES

REQUIRED: C-2 ADJACENT TO N-2 (NORTH CENTRAL P/L)
20' BUFFER, 1 TREE/20 LF, MIN 50% EVERGREEN
200 LF/20 = 10 TREES

PROVIDED: 20 TREES, >50% EVG (REFLECTS DOUBLE AMOUNT REQUIRED)

OPEN SPACE LANDSCAPING
1 TREE/3000 SF OF ALL REMAINING OPEN AREAS THAT ARE NOT
REQUIRED LANDSCAPING AREAS
PROVIDED: N.A

LOADING AREA LANDSCAPE (IF NOT SCREENED BY BUILDING)
6' FENCE OR WALL BETWEEN ADJ. PUBLIC ROW OR RESIDENTIAL
PROVIDED: SCREENED BY BUILDING

PER CITY OF LIVONIA ZONING ORDINANCE
C-2 GENERAL BUSINESS DISTRICT (PUD)

MULTI FAMILY RESIDENTIAL BUILDING
FRONTAGE LANDSCAPING SEE SHEET L-1.2

REQUIRED: PER 40 LF ALONG PUBLIC ROW,
(ROAD LESS DRIVES AND SIDEWALK OPENINGS)
1 DEC. OR EVG TREE, 1 ORNAMENTAL, 8 SHRUBS

SEVEN MILE ROAD: $475 - 50' = 425$
 DEC./EVG. = $425/40 = 11$, 3" DEC./8' HT. EVG. TREE
 ORN. TREE = $425/40 = 11$, 2" ORN. TREE
 SHRUBS = $425/40 \times 8 = 85$, 3' HT DEC./30" HT. EVG

PROVIDED:
SEVEN MILE ROAD: LANDSCAPE BERM
DEC./EVG. = 11, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 11, 2" ORN. TREE
SHRUBS = 99, 3' HT DEC./30" HT. EVG

**PARKING LOT SCREENING AT SEVEN MILE RD.
REQUIRED:
5' WIDE YARD WITH EVERGREEN OR DECIDUOUS
3' HT. HEDGE OR 3' BERM OR 3' WALL**

PROVIDED: BERM AND PROPOSED ORN. FENCE ADJ TO ROAD

INTERIOR PARKING LOT LANDSCAPING
LANDSCAPE MUST BE 5% OF PAVED AREA AND 1 TREE/ISLAND;
83,746 X 5% = 4,188 REQ.
1 TREE/300 SQ FT INTERIOR LANDSCAPE
4,188 SF INTERIOR LANDSCAPE/ 300 = 14 TREES

PROVIDED: 21 TREES AND 11,147 SF LANDSCAPE AREA

GREENBELT BUFFERING
(OWNER NOT RESPONSIBLE FOR REPLACING TREES WHICH MAY BE
DAMAGED DUE TO UTILITY COMPANY TRIMMING OR REMOVAL)

REQUIRED: C-2 ADJACENT TO C-1 (SOUTHWEST CORNER P/L)
10' BUFFER, 1 TREE/30 LF
250/30 = 9 TREES
PROVIDED: 6 TREES AND 27 UPRIGHT EVERGREENS

REQUIRED: C-2 ADJACENT TO N-2 (WEST AND NORTH WEST P/L
20' BUFFER, 1 TREE/20 LF, MIN 50% EVERGREEN
895 LF/20 = 45 TREES
PROVIDED: 58 EVERGREEN TREES

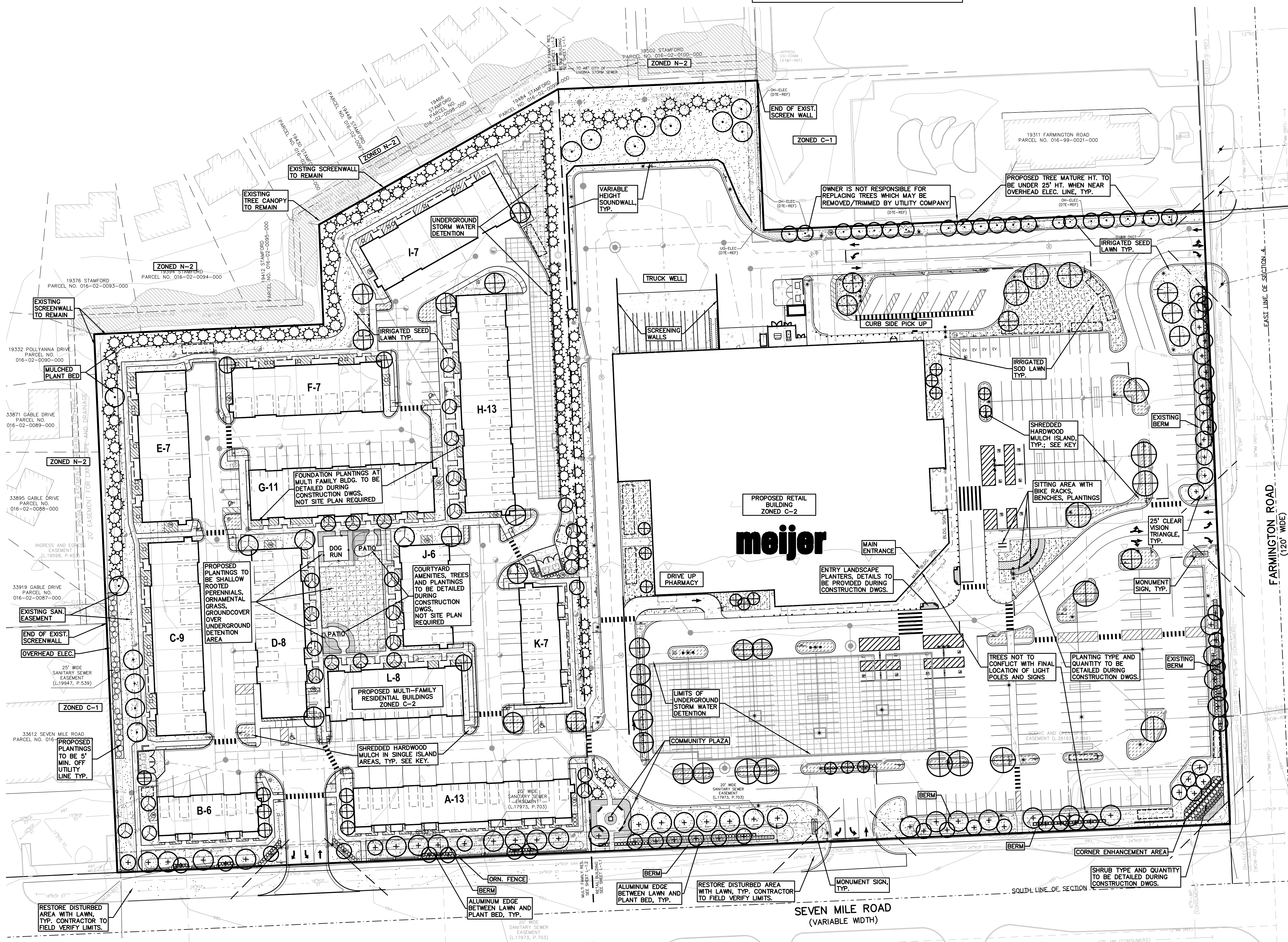
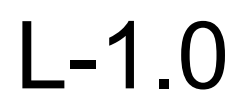
PROVIDED ADDITIONAL EAST P/L: 26 EVERGREEN TREES
OPEN SPACE LANDSCAPING

1 TREE/3000 SF OF ALL REMAINING OPEN AREAS THAT ARE NOT
REQUIRED LANDSCAPING AREAS; 23,905 SF /3000= 8 TREES
PROVIDED: 31 DEC TREES

LOADING AREA LANDSCAPE (IF NOT SCREENED BY BUILDING)

6' FENCE OR WALL BETWEEN ADJ. PUBLIC ROW OR RESIDENTIAL
PROVIDED: N/A

NOT FOR CONSTRUCTION

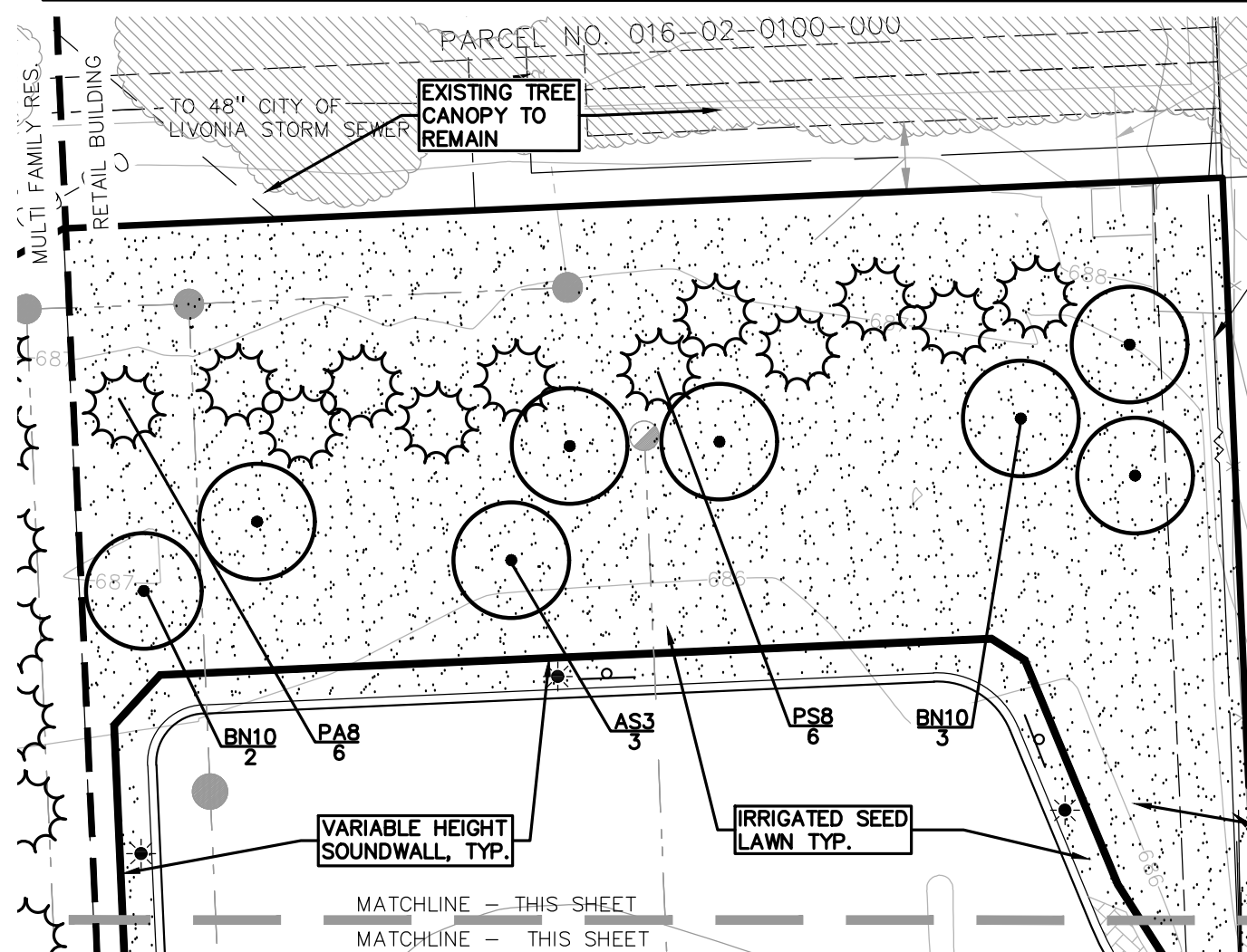


S:\PROJECTS\2021\2021-0582 SEVEN MILE & FARMINGTON\DWG\SITE PLANS\(-1.0) LANDSCAPE PLAN 21-0582 SP.dwg

KEY

- FRONTAGE TREES
- FRONTAGE SHRUBS
- INTERIOR PARKING TREES
- PARKING BUFFER SHRUBS
- GREENBELT BUFFER TREES
- TREE AT MATURE HEIGHT
- LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY
- IRRIGATED SEED LAWN
- IRRIGATED SOD LAWN
- 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
- RIVER ROCK OVER WEED FABRIC, SEE DETAIL SHEET L-1.4
- SNOW STORAGE AREA

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL PLANTINGS
SEE SHEET L-1.2 FOR MULTI FAMILY PLANTINGS
SEE SHEET L-1.3 FOR ENLARGEMENT AREAS
SEE SHEET L-1.4 FOR SCENIC EASEMENT & ENLARGEMENT AREAS
SEE SHEET L-1.5 FOR LANDSCAPE DETAILS AND NOTES



NORTH MATCH LINE THIS SHEET
SCALE 1" = 30'

RETAIL BUILDING PLANT LIST SHEET L-1.1

DECIDUOUS TREE PLANT LIST:

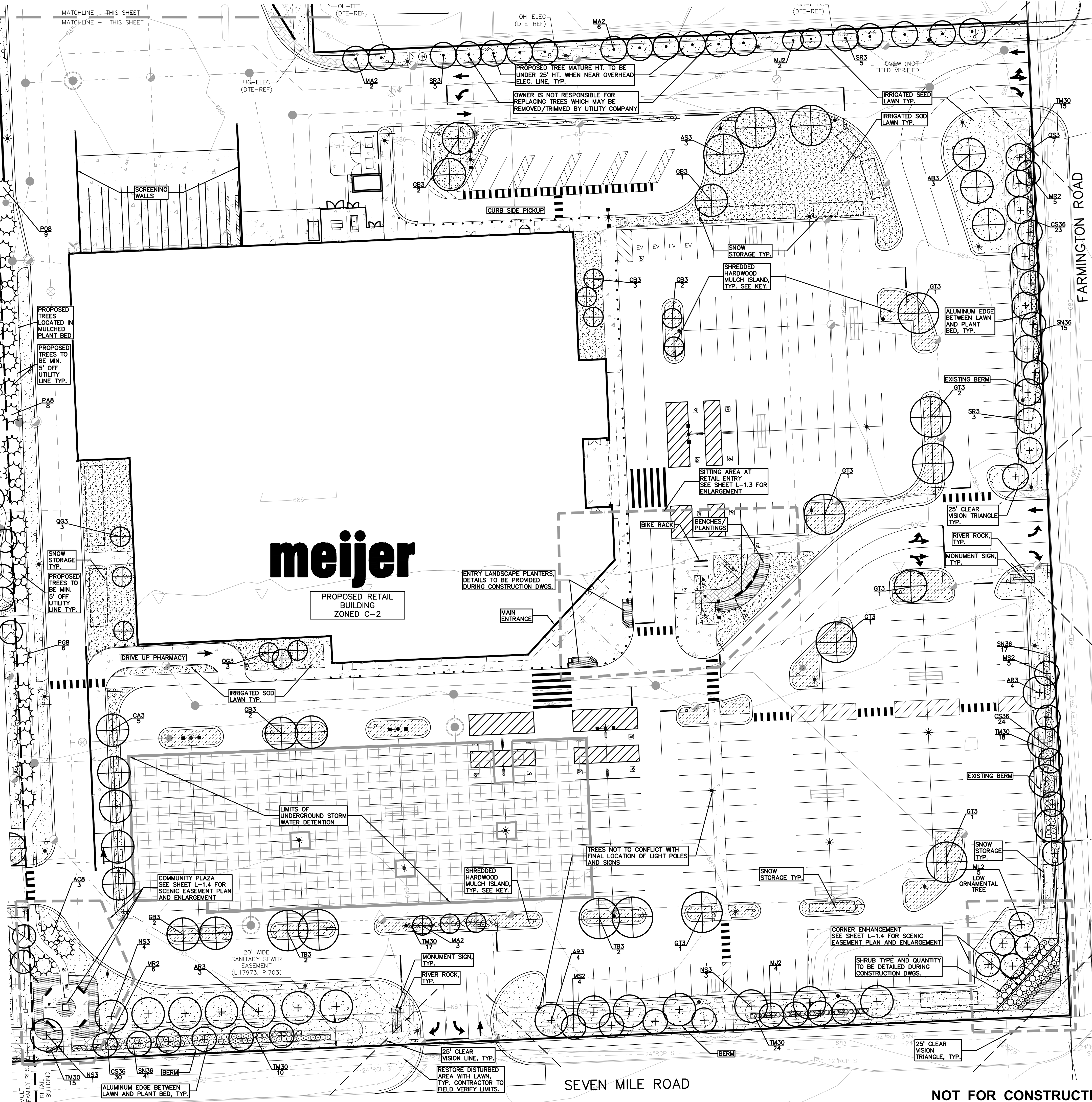
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
3	AB3	Bowhall Maple	<i>Acer rubrum 'Bowhall'</i> (columnar)	3" Cal.	B&B
10	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal.	B&B
6	AS3	Legacy Sugar Maple	<i>Acer saccharum 'Legacy'</i>	3" Cal.	B&B
5	BN10	Heritage River Birch	<i>Betula nigra 'Cully'</i>	10-12' Ht.	B&B
5	CA3	American Hornbeam	<i>Carpinus caroliniana</i>	3" Cal.	B&B
5	CB3	Upright European Hornbeam	<i>Carpinus betulus 'Fastigata'</i>	3" Cal.	B&B
7	GB3	Magyar Ginkgo	<i>Ginkgo biloba 'Magyar'</i> (20' wide x 40' ht.)	3" Cal.	B&B
8	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos f. inermis 'Skycole'</i>	3" Cal.	B&B
5	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
11	MA2	Adams Crab	<i>Malus 'Adams'</i> (15x 15' ht. pink, utility tree)	2" Cal.	B&B
6	MJ2	Marilee Crab	<i>Malus 'Jamin'</i> PP14337 (white, upright, fruitless)	2" Cal.	B&B
5	ML2	Lollipop Crab	<i>Malus 'Lollipop'</i>	2" Cal.	B&B
6	MS2	Sugar Tyme Crab	<i>Malus 'Sugar Tyme'</i>	2" Cal.	B&B
11	MR2	Royal Raindrops Crab	<i>Malus 'JFS-KW5 PP 14375'</i> (bright pink, upright)	2" Cal.	B&B
6	OG3	Skinny Genes Oak	<i>Quercus alba 'JFS-KW2QX' P.A.F.</i> (col./fastigate 10'w)	3" Cal.	B&B
7	OS3	Streetspire Oak	<i>Quercus alba 'JFS-KW1QX'</i> (columnar)	3" Cal.	B&B
13	SR3	Japanese Tree Lilac	<i>Syringa reticulata 'Ivory Silk'</i>	3" Cal.	B&B
4	TB3	Boulevard Linden	<i>Tilia americana 'Boulevard'</i>	3" Cal.	B&B
123	TOTAL DECIDUOUS TREES				

EVERGREEN TREE PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
3	AC8	Concolor Fir	<i>Abies concolor</i>	8' Ht.	B&B
14	PA8	Norway Spruce	<i>Picea abies</i>	8' Ht.	B&B
6	PG8	White Spruce	<i>Picea glauca</i>	8' Ht.	B&B
9	PO8	Serbian Spruce	<i>Picea omorika</i>	8' Ht.	B&B
6	PS8	Eastern White Pine	<i>Pinus strobus</i>	8' Ht.	B&B
38	TOTAL EVERGREEN TREES				

SHRUB PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
77	CS36	Bergeson Compact Dogwood	<i>Cornus sericea 'Bergeson'</i>	36" Ht.	Cont.
73	SN36	Neon Flash Spirea	<i>Spiraea japonica 'Neon Flash'</i>	36" Ht.	Cont.
98	TM30	Dense Yew	<i>Taxus x media 'Densiformis'</i>	30" Ht.	Cont.
249	TOTAL SHRUBS				



meijer

PROPOSED RETAIL BUILDING ZONED C-2

LIMITS OF UNDERGROUND STORM WATER DETENTION

COMMUNITY PLAZA SEE SHEET L-1.4 FOR SCENIC EASEMENT PLAN AND ENLARGEMENT

20' WIDE SANITARY SEWER EASEMENT (L.17973, P.703)

MONUMENT SIGN, TYP.

RIVER ROCK, TYP.

25' CLEAR VISION LINE, TYP.

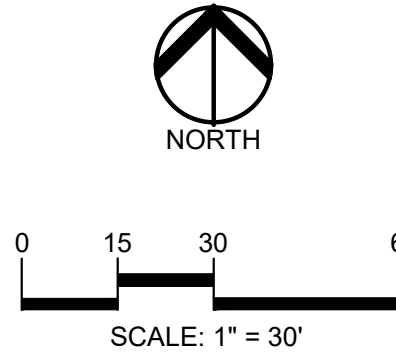
RESTORE DISTURBED AREA WITH LAWN, TYP. CONTRACTOR TO FIELD VERIFY LIMITS.

SEVEN MILE ROAD

NOT FOR CONSTRUCTION

PEA GROUP

t: 844.813.2949
www.peagroup.com



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CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LYONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LYONIA, MICHIGAN, WAYNE COUNTY

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - RETAIL BUILDING

PEA JOB NO. 2021-0582
P.M. JC
DN. AH
DES. JE
DRAWING NUMBER:

L-1.1

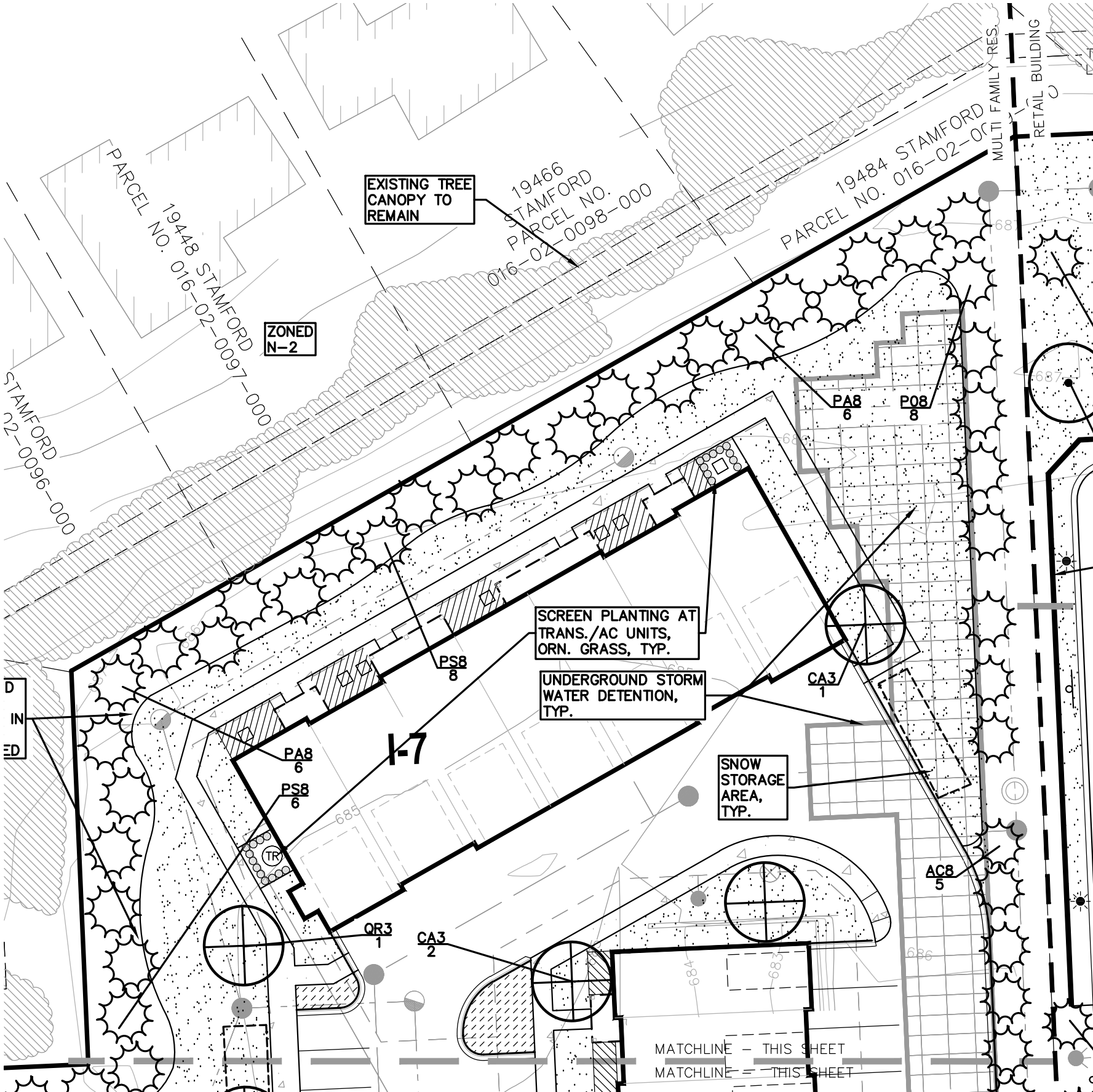
KEY

- FRONTAGE TREES
- FRONTAGE SHRUBS
- INTERIOR PARKING TREES
- GREENBELT BUFFER TREES
- OPEN SPACE TREE
- RIVER ROCK OVER WEED FABRIC. SEE DETAIL SHEET L-1.5
- IRRIGATED SEED LAWN
- IRRIGATED SOD LAWN
- 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
- SNOW STORAGE AREA
- LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY

KEY

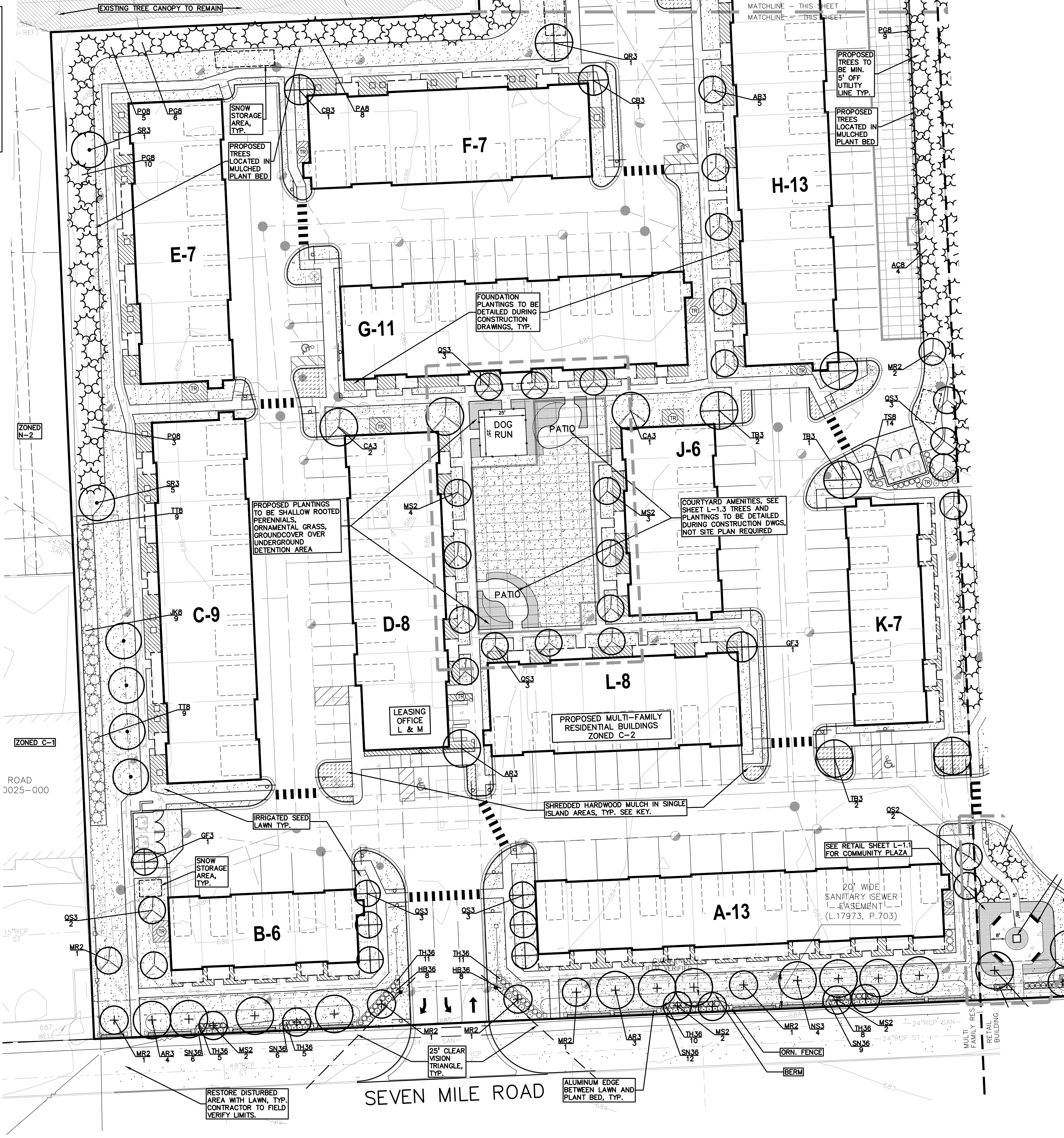
- NOT SITE PLAN REQUIRED AT MULTI FAMILY RESIDENTIAL BUILDING
- COURTYARD PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING, AND PERENNIALS/ ORNAMENTAL GRASS AT ROAD FRONTAGE TO BE DETAILED DURING CONSTRUCTION DWGS.
- FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING, AND PERENNIALS/ ORNAMENTAL GRASS AT ROAD FRONTAGE TO BE DETAILED DURING CONSTRUCTION DWGS.

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL PLANTINGS
SEE SHEET L-1.2 FOR MULTI FAMILY PLANTINGS
SEE SHEET L-1.3 FOR ENLARGEMENT AREAS
SEE SHEET L-1.4 FOR SCENIC EASEMENT & ENLARGEMENT AREAS
SEE SHEET L-1.5 FOR LANDSCAPE DETAILS AND NOTES



NORTH MATCH LINE THIS SHEET
SCALE 1" = 30'

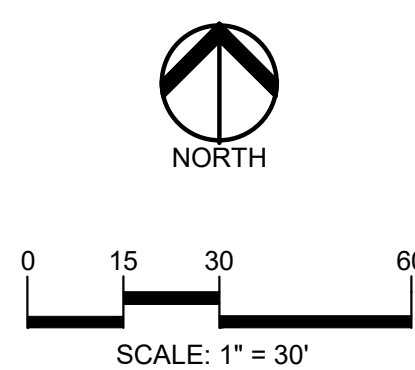
MULTI FAMILY PLANT LIST SHEET L-1.2				
DECIDUOUS TREE PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
5	AB3	Bowhall Maple	<i>Acer rubrum 'Bowhall' (columnar)</i>	3" Cal. B&B
8	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal. B&B
6	CA3	American Hornbeam	<i>Carpinus caroliniana</i>	3" Cal. B&B
2	CB3	Upright European Hornbeam	<i>Carpinus betulus 'Fastigiata'</i>	3" Cal. B&B
2	GF3	Fastigate Ginkgo (columnar)	<i>Ginkgo biloba 'Fastigiata'</i>	3" Cal. B&B
4	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal. B&B
13	MS2	Sugar Tyme Crab	<i>Malus 'Sugar Tyme'</i>	2" Cal. B&B
8	MR2	Royal Raindrops Crab	<i>Malus 'JFS-KWS PP 14375' (bright pink, upright)</i>	2" Cal. B&B
19	QS3	Streetspire Oak	<i>Quercus alba 'JFS-KW1QX' (columnnar)</i>	3" Cal. B&B
2	QR3	Red Oak	<i>Quercus rubra</i>	3" Cal. B&B
6	SR3	Japanese Tree Lilac	<i>Syringa reticulata 'Ivory Silk'</i>	3" Cal. B&B
5	TB3	Boulevard Linden	<i>Tilia americana 'Boulevard'</i>	3" Cal. B&B
80	TOTAL DECIDUOUS TREES			
EVERGREEN TREE PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
9	AC8	Concolor Fir	<i>Abies concolor</i>	8' Ht. B&B
20	PA8	Norway Spruce	<i>Picea abies</i>	8' Ht. B&B
25	PG8	White Spruce	<i>Picea glauca</i>	8' Ht. B&B
16	PO8	Serbian Spruce	<i>Picea omorika</i>	8' Ht. B&B
14	PS8	Eastern White Pine	<i>Pinus strobus</i>	8' Ht. B&B
84	TOTAL EVERGREEN TREES			
UPRIGHT EVERGREEN PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
9	JK8	Keteleeri Juniper	<i>Juniperus chinensis 'Keteleeri'</i>	7-8' B&B
18	TT8	Techny Arborvitae	<i>Thuja occidentalis 'Techny'</i>	7-8' B&B
14	TS8	Emerald Green Arborvitae	<i>Thuja occidentalis 'Smaragd'</i>	7-8' B&B
41	TOTAL UPRIGHT EVG.			
SHRUB PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
16	HB36	Bobo Hydrangea	<i>Hydrangea paniculata 'Bobo'</i>	36" Ht. Cont.
33	SN36	Neon Flash Spiraea	<i>Spiraea japonica 'Neon Flash'</i>	36" Ht. Cont.
50	TH36	Hicks Yew	<i>Taxus x media 'Hicksii'</i>	36" Ht. Cont.
99	TOTAL SHRUBS			



SEVEN MILE ROAD

S:\PROJECTS\2021-0582 SEVEN MILE & FARMINGTON\DWG\SITE PLANS\L-1.0 LANDSCAPE PLAN 21-0582 SP.dwg

PEA GROUP
t: 844.813.2949
www.peagroup.com



CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LYONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LYONIA, MICHIGAN 48152

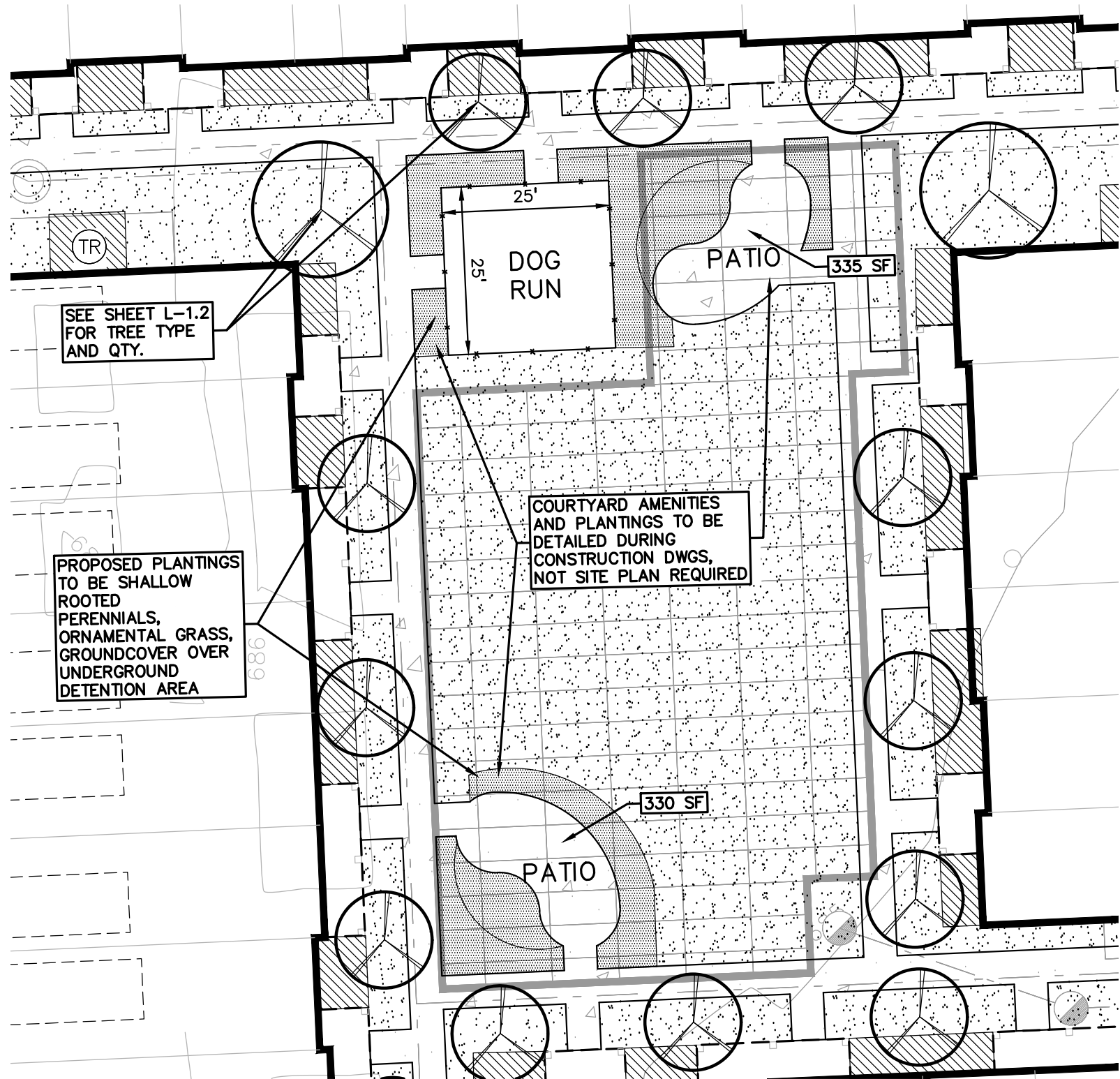
REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - MULTI FAMILY BLDG.

PEA JOB NO. 2021-0582
P.M. JC
DN. AH
DES. JE
DRAWING NUMBER:

NOT FOR CONSTRUCTION
L-1.2



MULTI-FAMILY: COURTYARD AMENITY SPACE ENLARGEMENT PLAN AND CONCEPTUAL GRAPHIC
SCALE 1" = 20'



KEY

- = SHRUBS
- = LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY
- = IRRIGATED SEED LAWN
- = IRRIGATED SOD LAWN
- = 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
- = RIVER ROCK OVER WEED FABRIC, SEE DETAIL SHEET L-1.5
- = SNOW STORAGE AREA

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL PLANTINGS
SEE SHEET L-1.2 FOR MULTI FAMILY PLANTINGS
SEE SHEET L-1.3 FOR ENLARGEMENT AREAS
SEE SHEET L-1.4 FOR SCENIC EASEMENT & ENLARGEMENT AREAS
SEE SHEET L-1.5 FOR LANDSCAPE DETAILS AND NOTES

KEY

- = PLANTINGS, PERENNIALS/ ORNAMENTAL GRASS, TO BE DETAILED DURING CONSTRUCTION DWGS.
- = FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDINGS, TO BE DETAILED DURING CONSTRUCTION DWGS.

PEA GROUP

t: 844.813.2949
www.peagroup.com



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CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LYONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LYONIA, MICHIGAN, WAYNE COUNTY

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

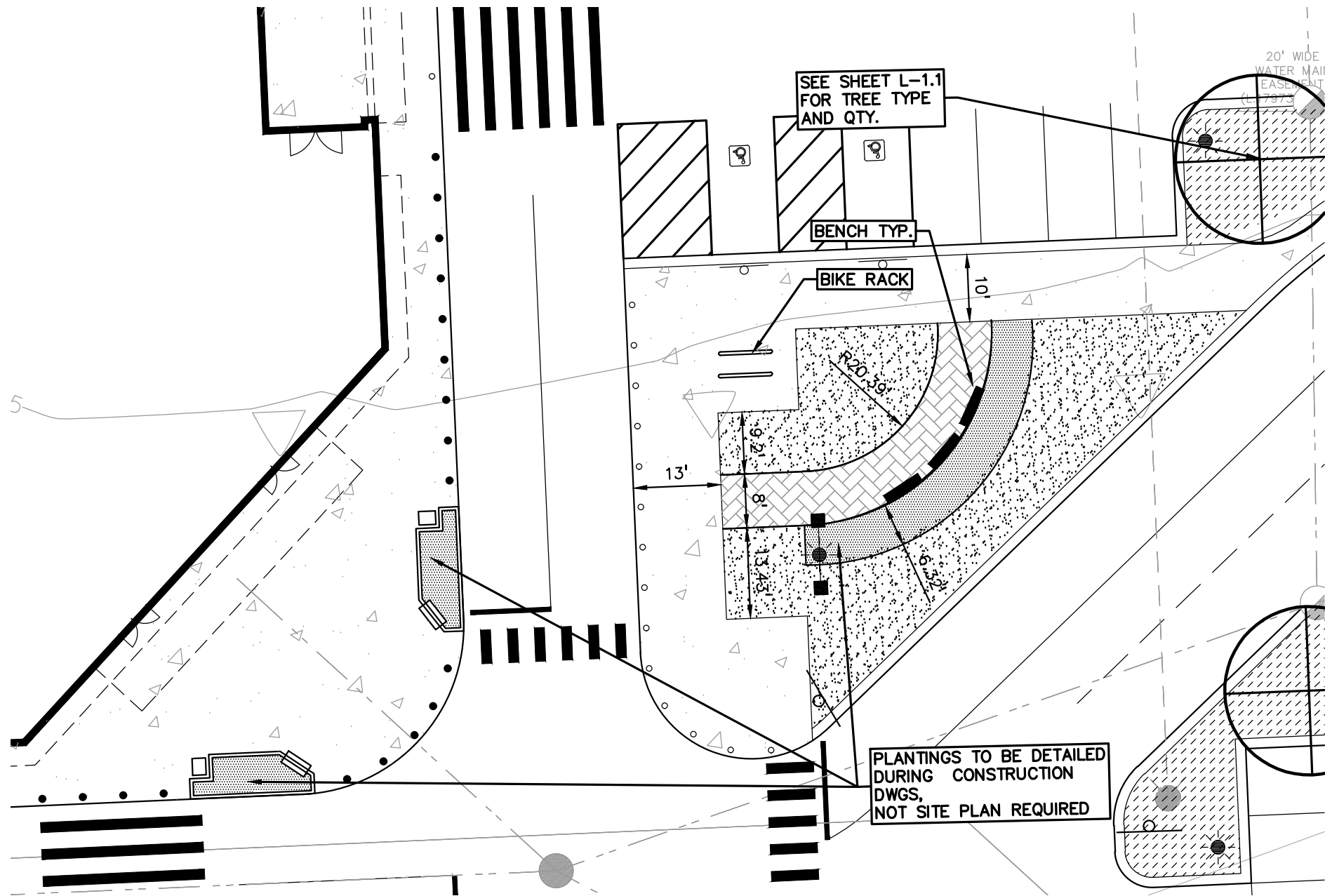
DRAWING TITLE

ENLARGEMENT AREAS

PEA JOB NO. 2021-0582
P.M. JC
DN. AH
DES. JE
DRAWING NUMBER:

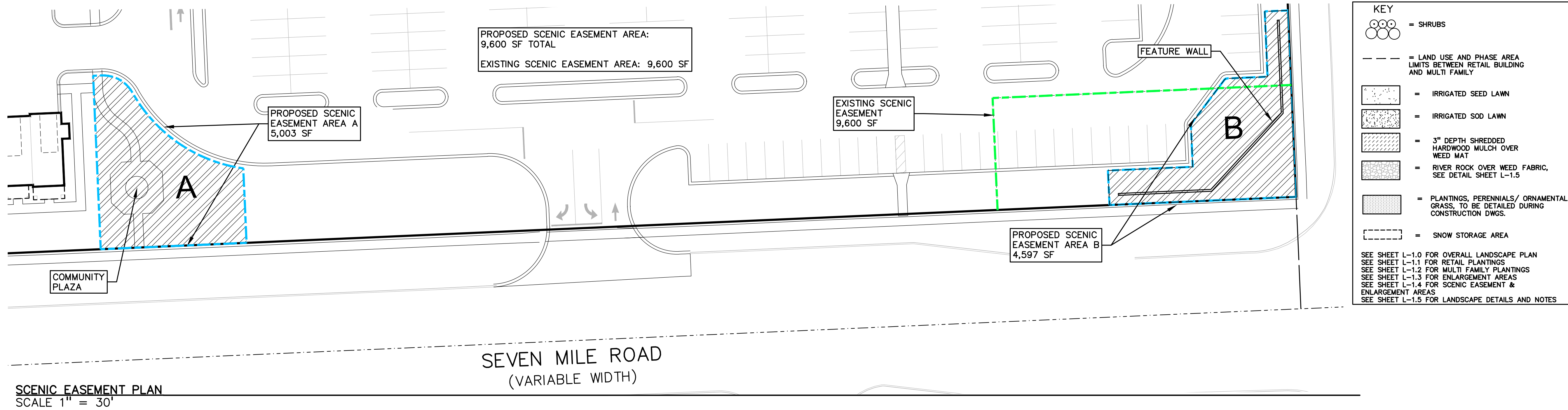
L-1.3

NOT FOR CONSTRUCTION



RETAIL: SITTING AREA ENLARGEMENT PLAN AND CONCEPTUAL GRAPHIC
SCALE 1" = 20'

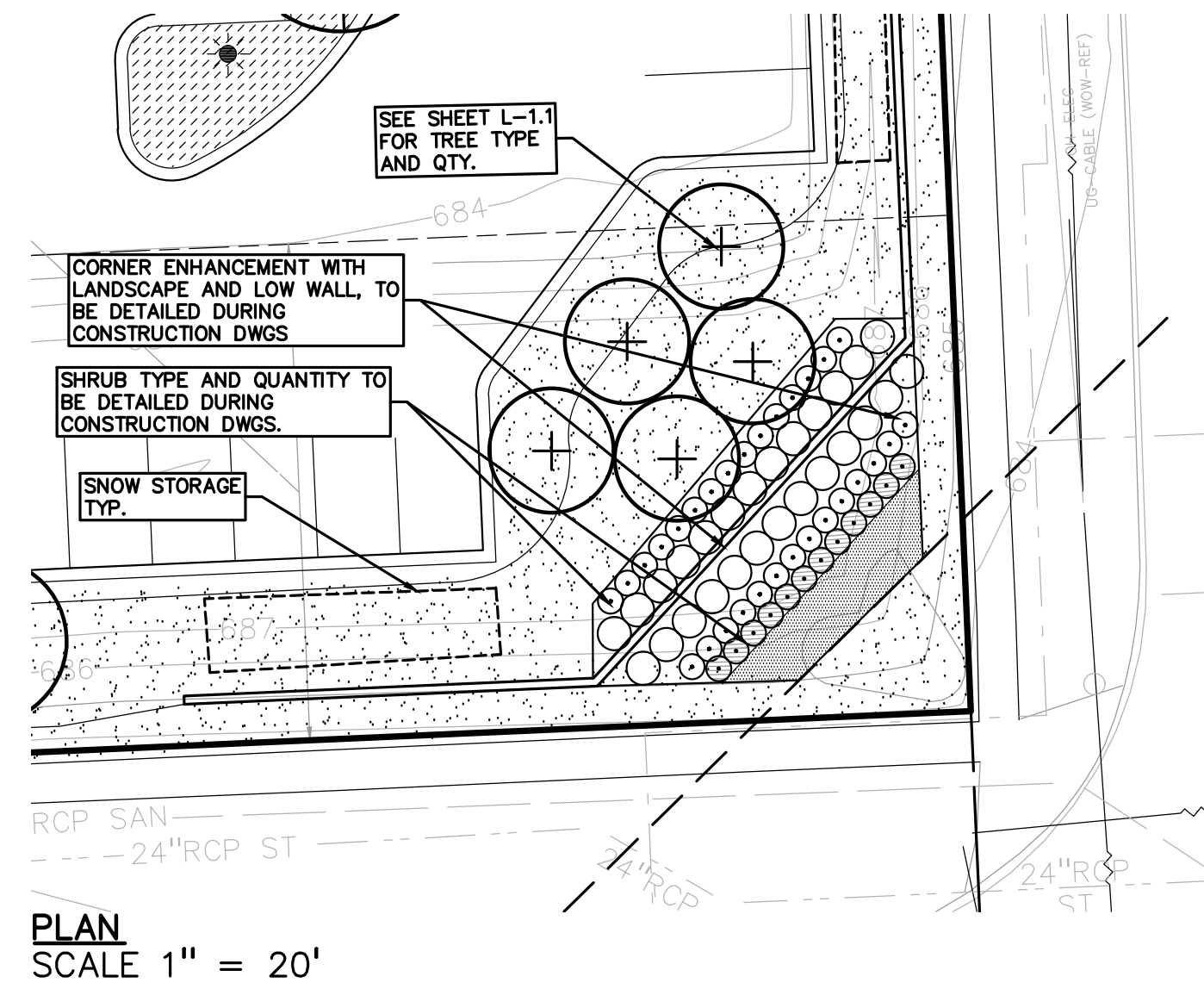
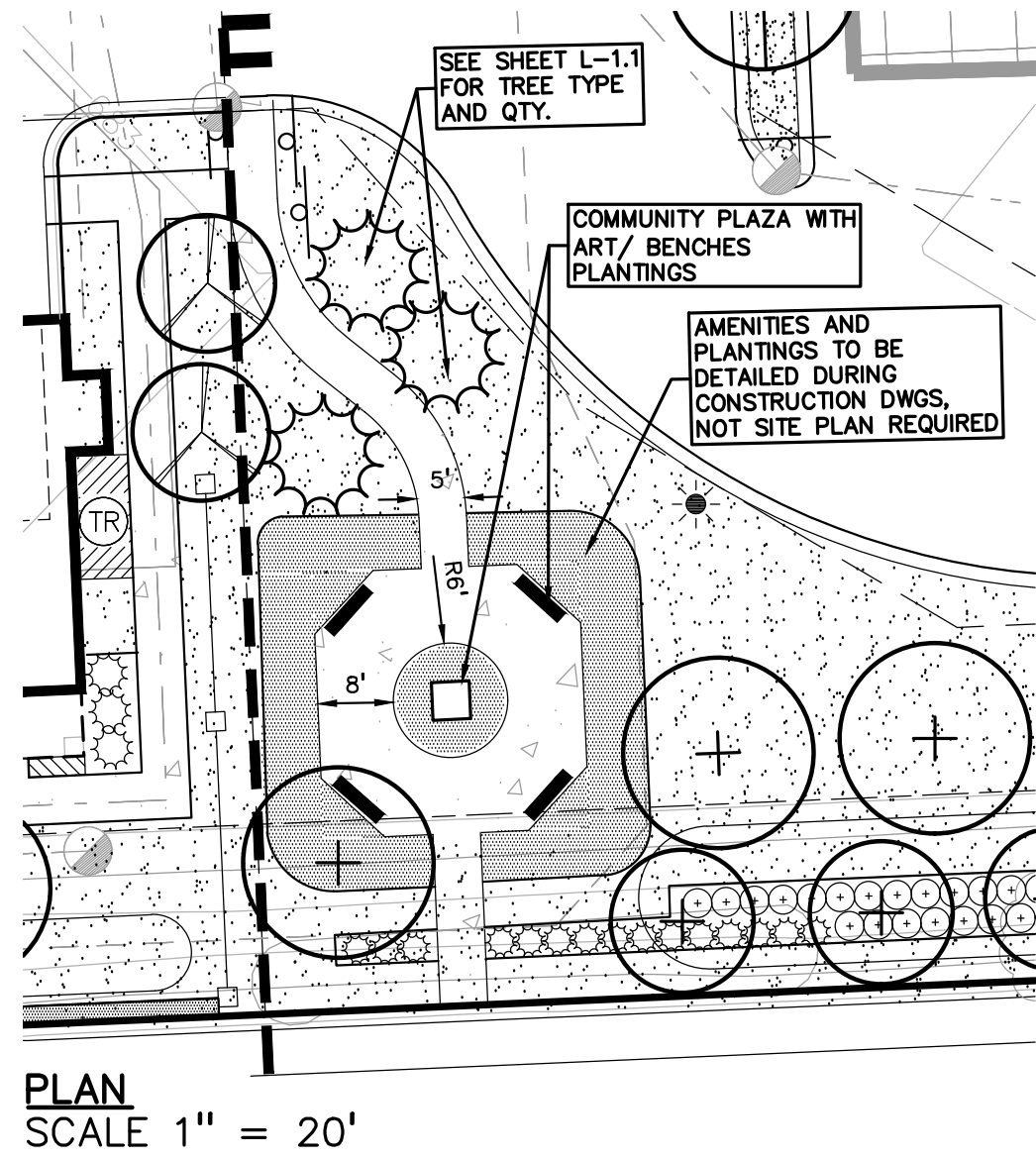




PEA GROUP
t: 844.813.2949
www.peagroup.com

JANET L. EVANS
LANDSCAPE ARCHITECT
NO. 1390
STATE OF MICHIGAN

NORTH



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

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

REVISIONS	
PLAN REVISED	5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE

SCENIC EASEMENT AND ENLARGEMENT AREAS

PEA JOB NO.	2021-0582
P.M.	JC
DN.	AH
DES.	JE
DRAWING NUMBER:	

L-1.4



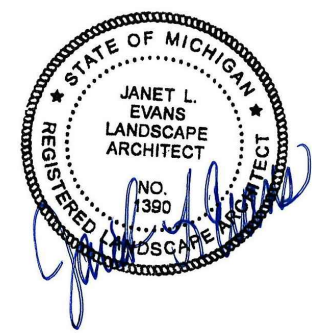
NOTE: ART INSTALLATION IS FOR REPRESENTATION PURPOSES ONLY. FINAL DESIGN TO BE ADMINISTRATIVELY APPROVED BY THE PLANNING DEPARTMENT.

RETAIL: COMMUNITY PLAZA ENLARGEMENT PLAN AND CONCEPTUAL GRAPHIC
SCALE 1" = 20'



RETAIL: CORNER ENHANCEMENT ENLARGEMENT PLAN AND CONCEPTUAL GRAPHIC
SCALE 1" = 20'

NOT FOR CONSTRUCTION



CAUTION!!
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CLIENT
SEVEN MILE/FARMINGTON VENTURE, LP
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
35500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN WAYNE COUNTY

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
LANDSCAPE DETAILS

PEA JOB NO. 2021-0582

P.M. JC

DN. AH

DES. JE

DRAWING NUMBER:

L-1.5

TREE PROTECTION WILL BE ERECTED PRIOR TO START OF CONSTRUCTION ACTIVITIES AND SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE

NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE DRIP LINE OF ANY TREE DESIGNATED TO REMAIN; INCLUDING, BUT NOT LIMITED TO PLACING SOLVENTS, BUILDING MATERIAL, CONSTRUCTION EQUIPMENT OR SOIL DEPOSITS WITHIN DRIP LINES

GRADE CHANGES MAY NOT OCCUR WITHIN THE DRIP LINE OF PROTECTED TREES

DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY DEVICE OR WIRE TO ANY REMAINING TREE

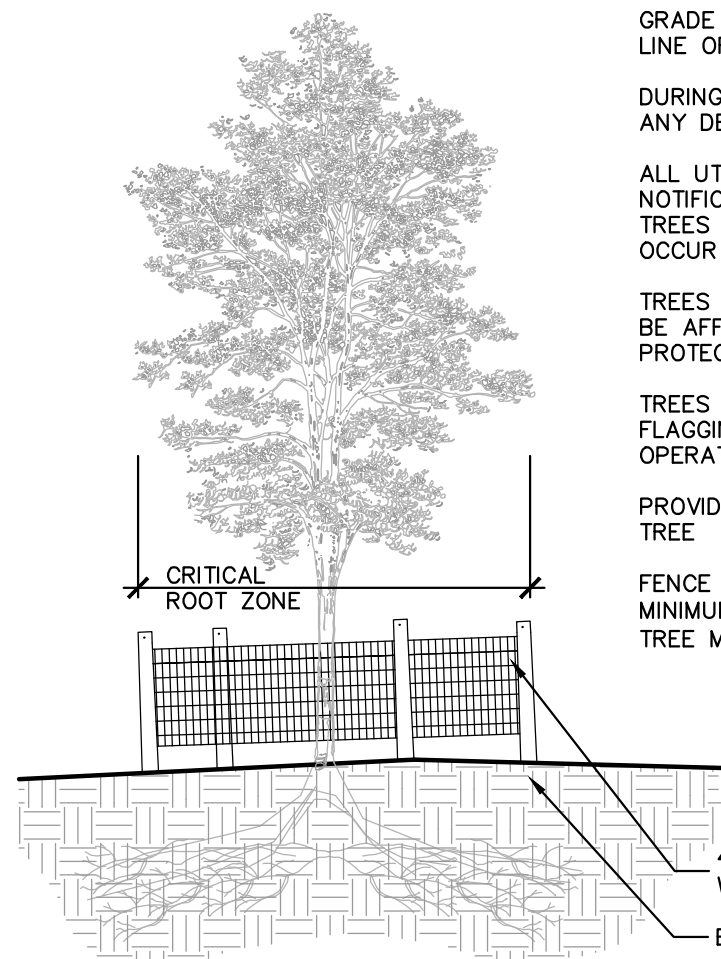
ALL UTILITY SERVICE REQUESTS MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE OF THE PROTECTIVE FENCING

TREES LOCATED ON ADJACENT PROPERTY THAT MAY BE AFFECTED BY CONSTRUCTION ACTIVITIES MUST BE PROTECTED

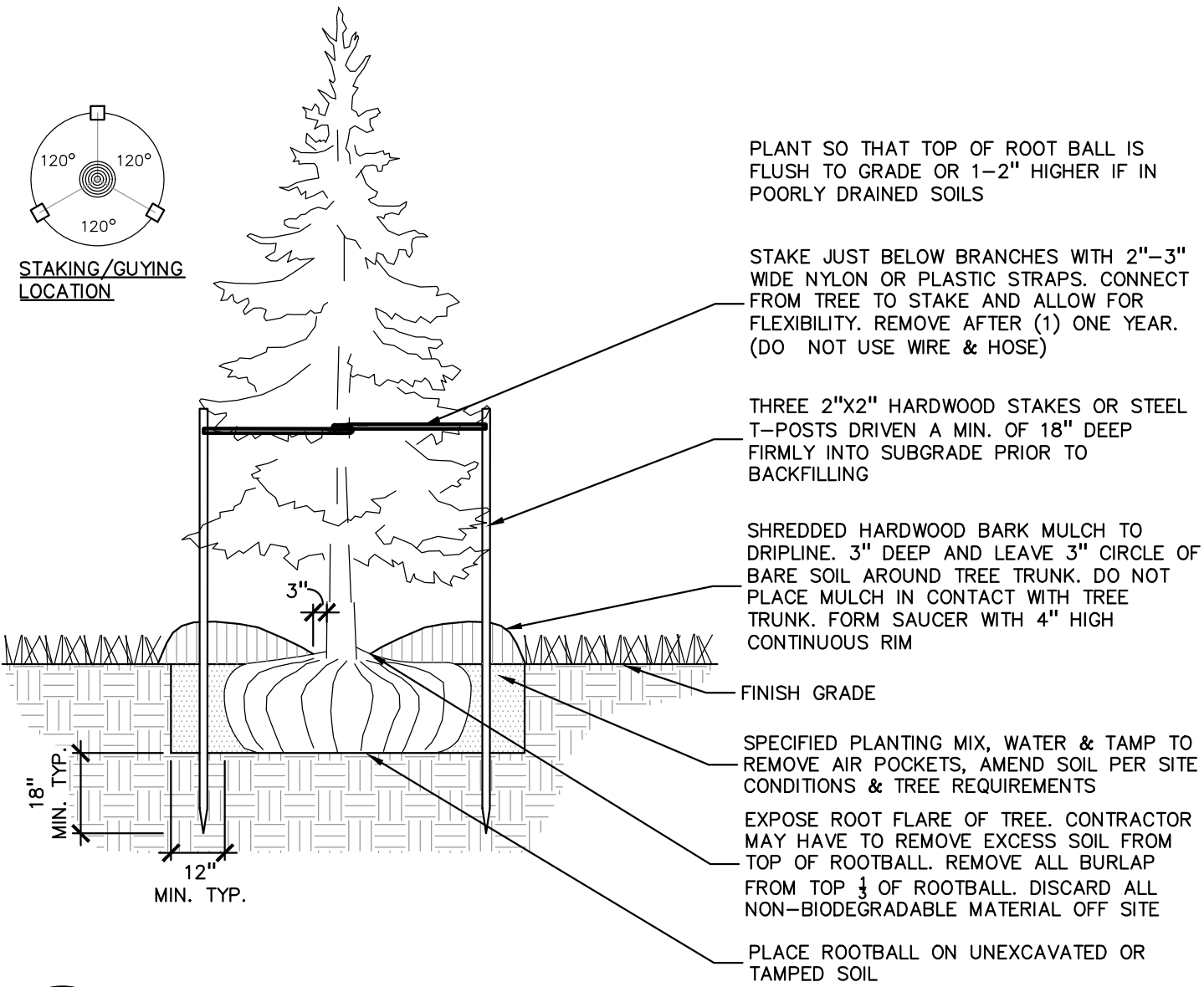
TREES TO BE PRESERVED SHALL BE IDENTIFIED WITH FLAGGING PRIOR TO THE TREE CLEARING OPERATIONS

PROVIDE FENCE AROUND CRITICAL ROOT ZONE OF TREE

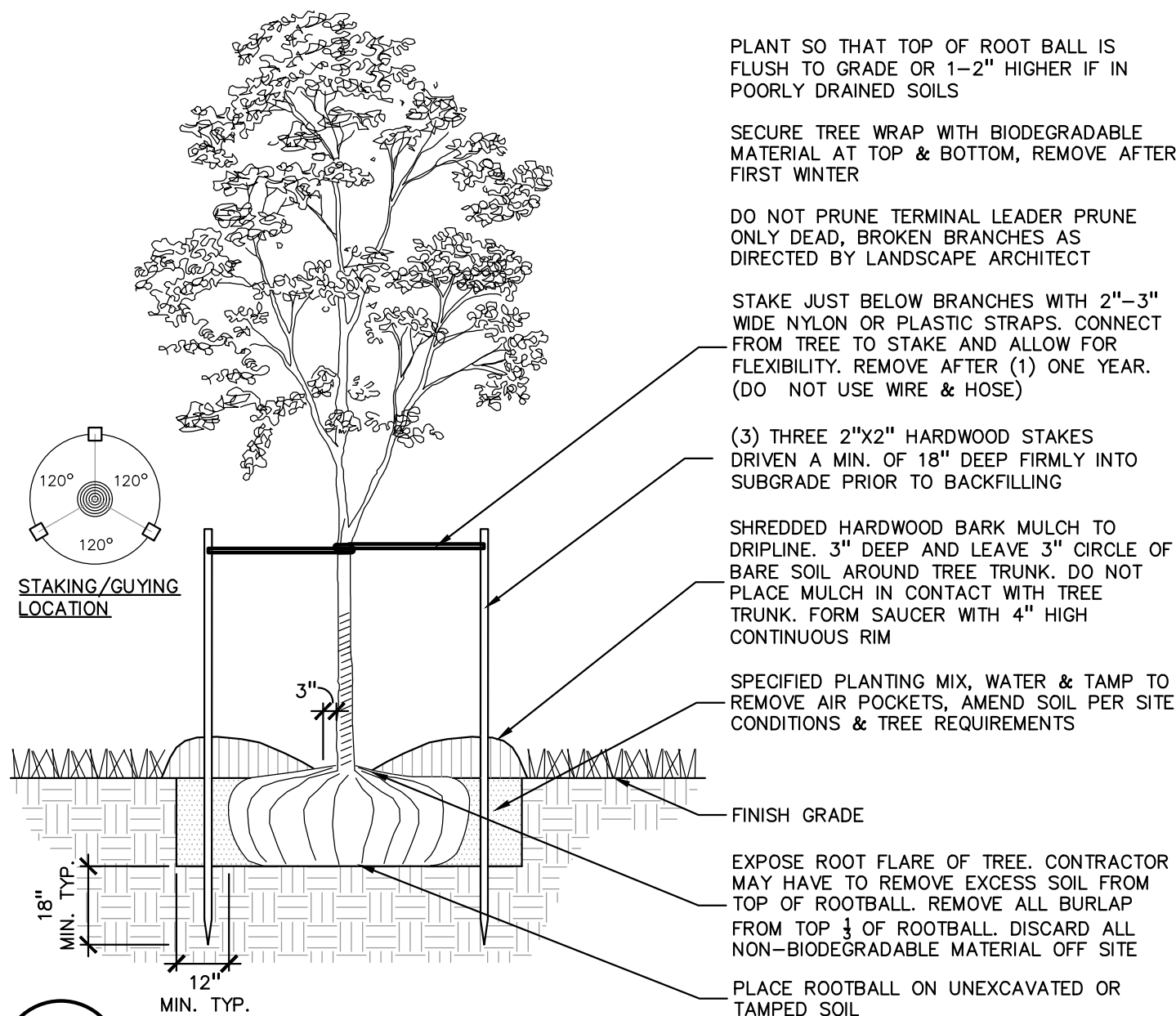
FENCE SHALL BE PLACED IN A CIRCLE WITH A MINIMUM RADIUS OF 1' PER 1" DIAMETER OF THE TREE MEASURED AT 4.5' ABOVE GROUND



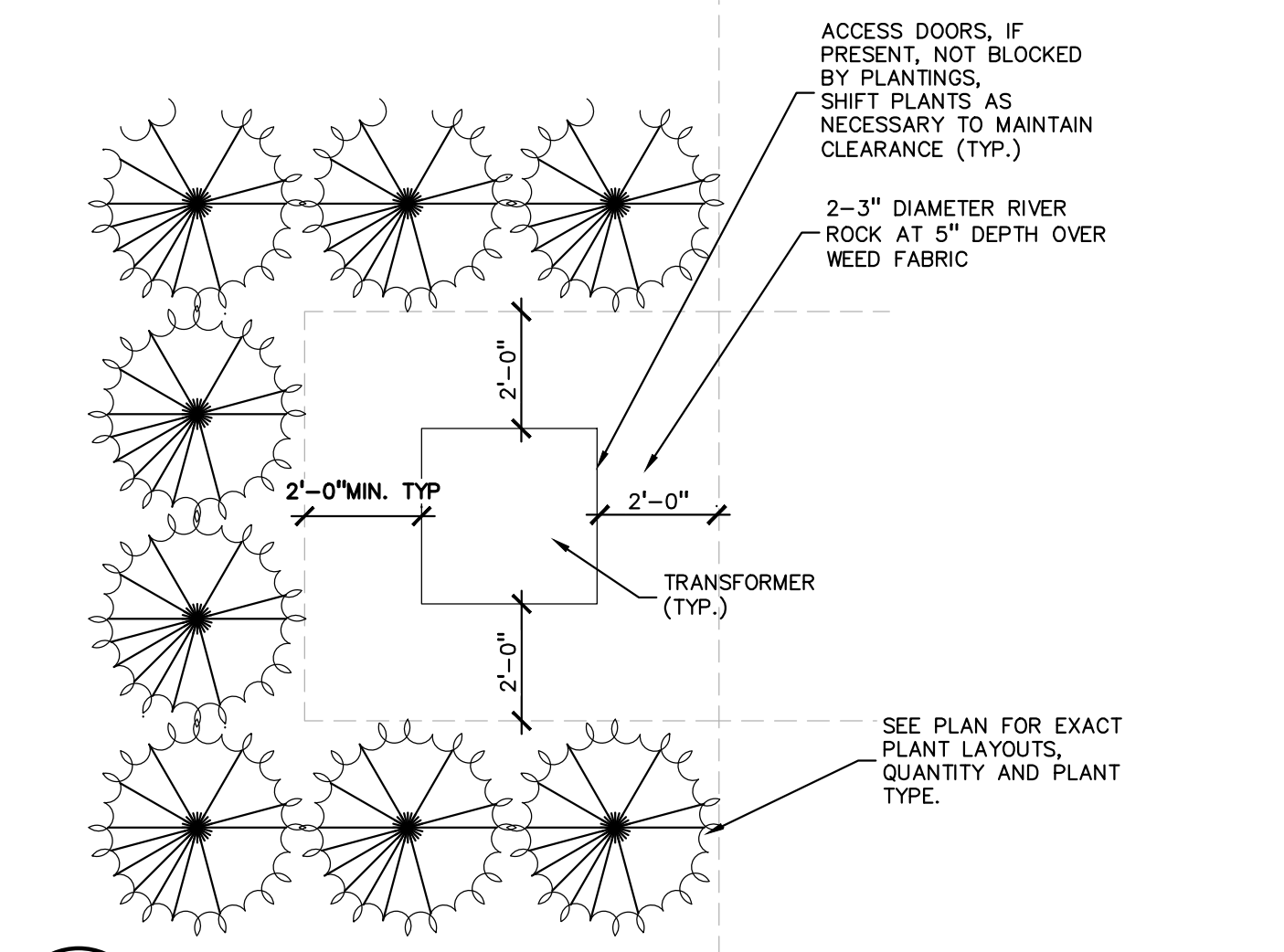
3 TREE PROTECTION DETAIL
SCALE: 1" = 3'-0"



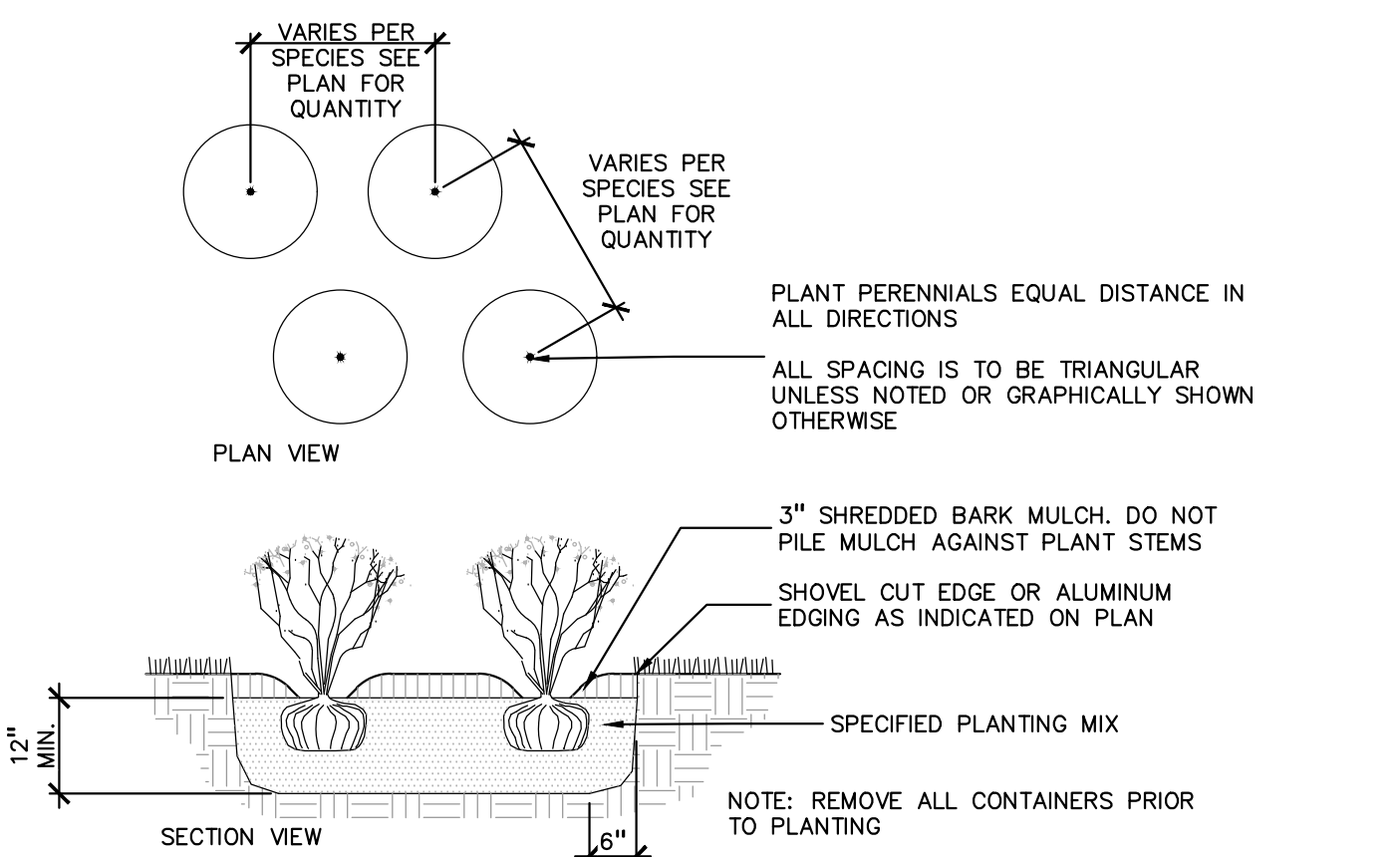
2 EVERGREEN TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



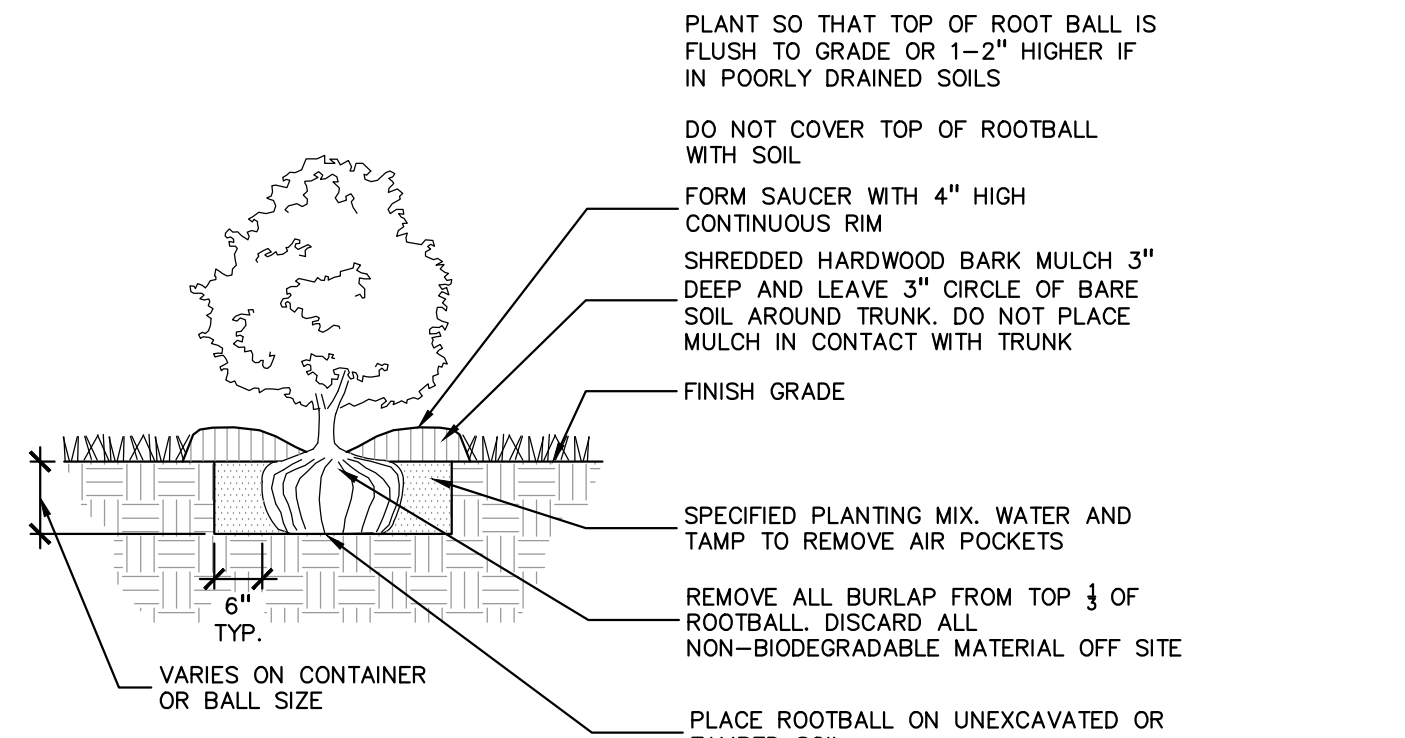
1 DECIDUOUS TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



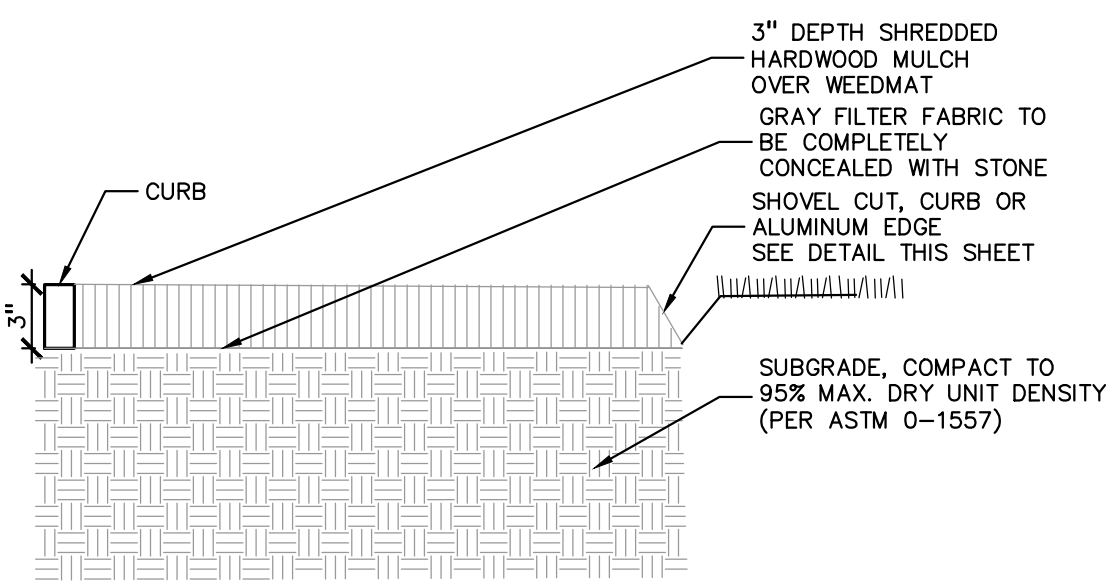
6 TRANSFORMER SCREENING DETAIL-FOR ACCESS REF. ONLY
SCALE: 1" = 3'-0"



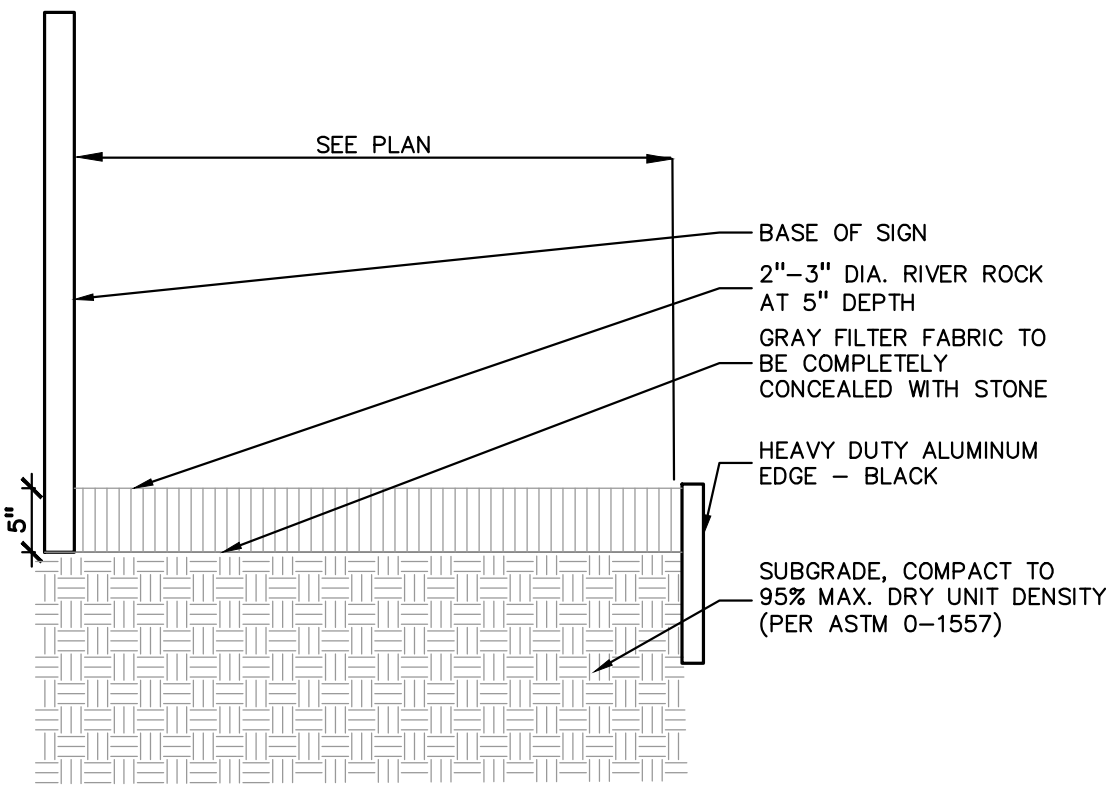
5 PERENNIAL PLANTING DETAIL
SCALE: 1" = 2'-0"



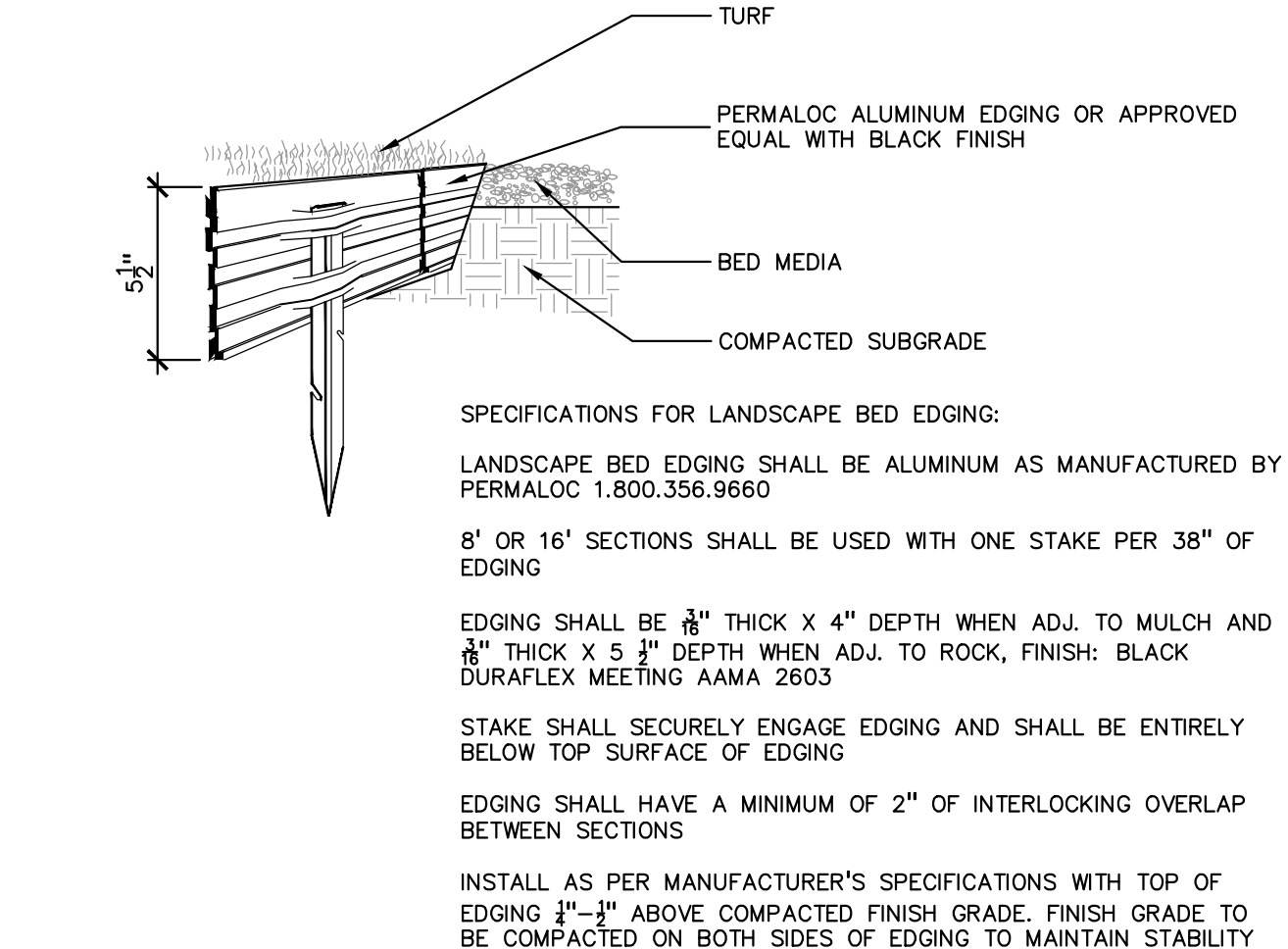
4 SHRUB PLANTING DETAIL
SCALE: 1" = 2'-0"



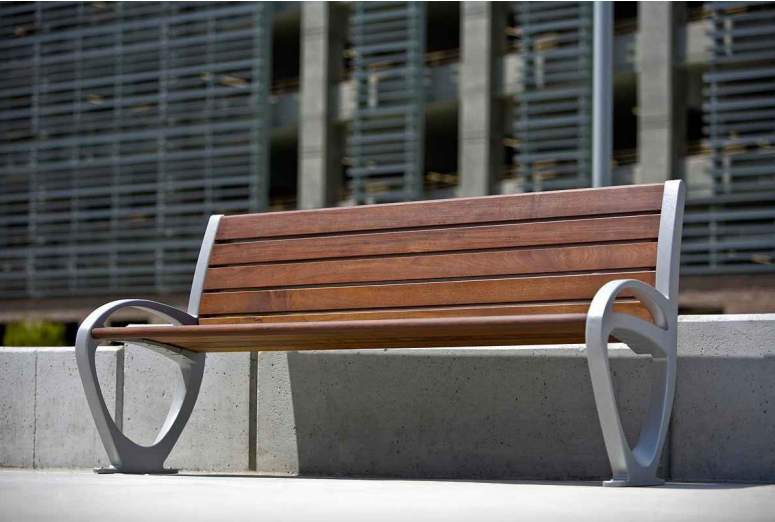
9 MULCH ISLAND DETAIL
SCALE: 1 1/2" = 1'-0"



8 RIVER ROCK EDGE DETAIL
SCALE: 1 1/2" = 1'-0"



7 ALUMINUM EDGE DETAIL
SCALE: 1/2" = 1'-0"



BENCH OPTION
COLOR: ALUMINUM, POWDER COATED, OWNER TO SELECT/APPROVE COLOR
QUANTITY: QTY. TO BE APPROVED BY OWNER

10 BENCH IMAGE DETAIL
NOT TO SCALE

GENERAL PLANTING NOTES:

- LANDSCAPE CONTRACTOR SHALL VISIT 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.
- 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 1-800-482-7171. 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 OWNER'S REPRESENTATIVE PRIOR TO COMMENCING.
- 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.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
- THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
- ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
- ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
- ALL MULTI STEM TREES SHALL BE HEAVILY BRANCHED AND HAVE SYMMETRICAL CROWNS. ONE SIDED TREES OR THOSE WITH THIN OR OPEN CROWNS SHALL NOT BE ACCEPTED.
- ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.
- ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
- NO MACHINERY IS TO BE USED WITHIN THE DRIP LINE OF EXISTING TREES; HAND GRADE ALL LAWN AREAS WITHIN THE DRIP LINE OF EXISTING TREES.
- 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.
- IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS.
- ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH WITH PRE EMERGENT, SEE SPECIFICATIONS. SHREDDED PALETTE AND DYED MULCH WILL NOT BE ACCEPTED.
- ALL LANDSCAPED AREAS SHALL RECEIVE 4" COMPACTED TOPSOIL.
- SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.
- FOR NON-LAWN SEED MIX AREAS, AS NOTED ON PLAN, BRUSH MOW ONCE SEASONALLY FOR INVASIVE SPECIES CONTROL.
- CONTRACTOR SHALL NOT INSTALL PLANTS UNDER BUILDING OVERHANG AND SHALL NOTIFY LANDSCAPE ARCHITECT IF DRAWINGS CONFLICT WITH BUILDING OVERHANGS.
- TREES SHALL NOT CONFLICT/ BLOCK PROPOSED REGULATORY/ DIRECTION SIGNAGE, MONUMENT SIGNS, ADDRESS OR LIGHT POLES. SHIFT TREES AS NECESSARY TYP.

1 2 3 4 5

D

C

Store No. LVA

meijer

Site Lighting Photometric Plan

3/20/2024 FOR REVIEW

Drawn By ACC
Designer ACC
Reviewer ARK
Manager JTV

Hard copy is intended to be 24"x36" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

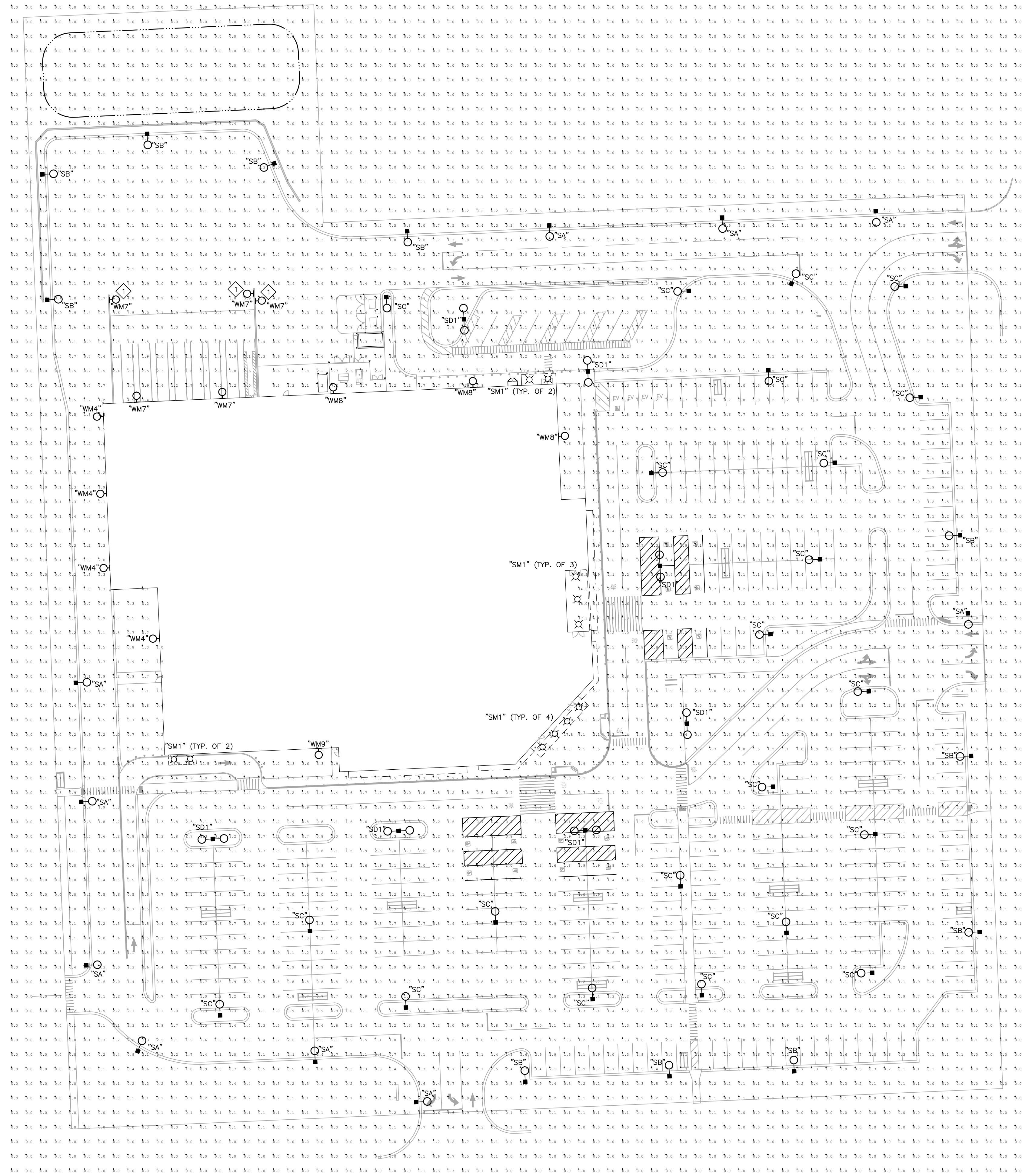
PROJECT NO. LVA

SHEET NO.

C800

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FISHBECK PROJ. NO. 201287



SITE LIGHTING PHOTOMETRIC PLAN

SCALE: 1" = 40'

0 20 40 60

CITY OF LIVONIA ORDINANCE REQUIREMENTS		
REQUIREMENT	ORDINANCE	DESIGN
MAXIMUM FIXTURE HEIGHT	20'	17.5'
MAX AVERAGE ILLUMINATION (FC) BUILDING ENTRANCES (FREQUENT USE)	5.0 FC	2.26 FC
MAX AVERAGE ILLUMINATION (FC) OTHER AREAS NOT LISTED (CURBSIDE PICKUP)	20.0 FC	7.45 FC
MAX AVERAGE ILLUMINATION OFF-STREET PARKING/LOADING AREAS	1.0 FC	0.99 FC
MAX AT ALL OTHER PROPERTY LINES	0.5 FC	0.5 FC

SYMBOL LEGEND

- SITE LIGHT/POLE
- WALL MOUNT LIGHT
- ⊗ RECESSED CANOPY LIGHT

NOTES

- MOUNT WALL PACKS AT 15'-0" ABOVE FINISHED GRADE.

KEY NOTES

- MOUNT WALL PACK AT 13'-0" ABOVE FINISHED GRADE.

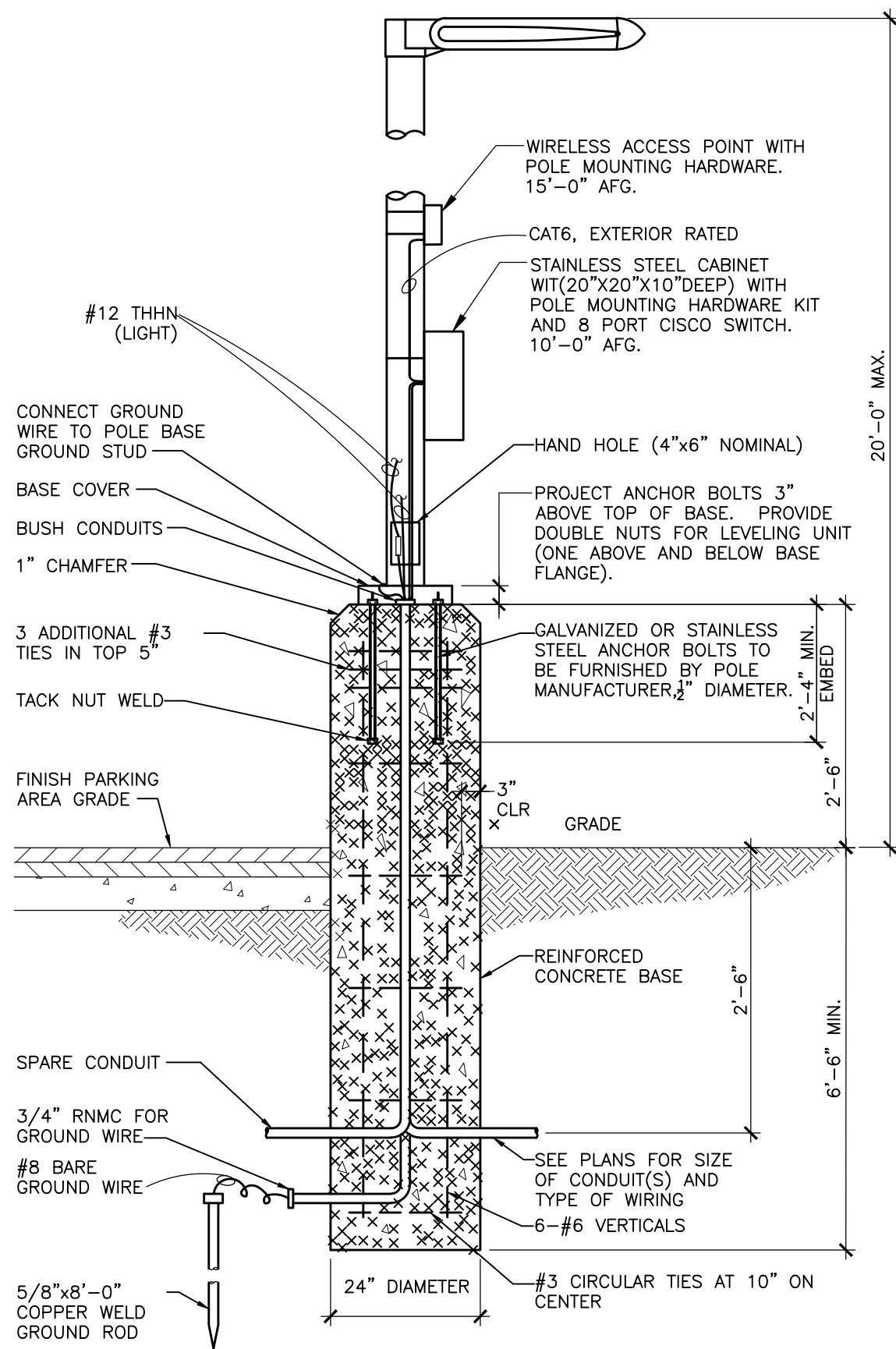
D4 ORDINANCE REQUIREMENTS

NTS

Luminaire Schedule			
Label	Qty	Description	LLF
SA	10	Site light arm mounted, type 3 with houseside shield, 5,400 lumen LED, 17.5' pole	0.891
SB	11	Site light arm mounted, type 4 with houseside shield, 5,200 lumen LED, 17.5' pole	0.891
SC	22	Site light arm mounted, type 5, 7,300 lumen LED, 17.5' pole	0.891
SD1	7	Site light double arm mounted, type 5, 28,000 lumen LED, 17.5' pole	0.891
SM1	11	Canopy surface mounted, 7,600 lumen LED	0.750
WM4	4	Wall mounted, type 2, 2,500 lumen LED	0.874
WM7	5	Wall mounted, type 4, 8,800 lumen LED	0.874
WM8	3	Wall mounted, type 3, 8,500 lumen LED	0.874
WM9	1	Wall mounted, type 4, 6,100 lumen LED	0.874

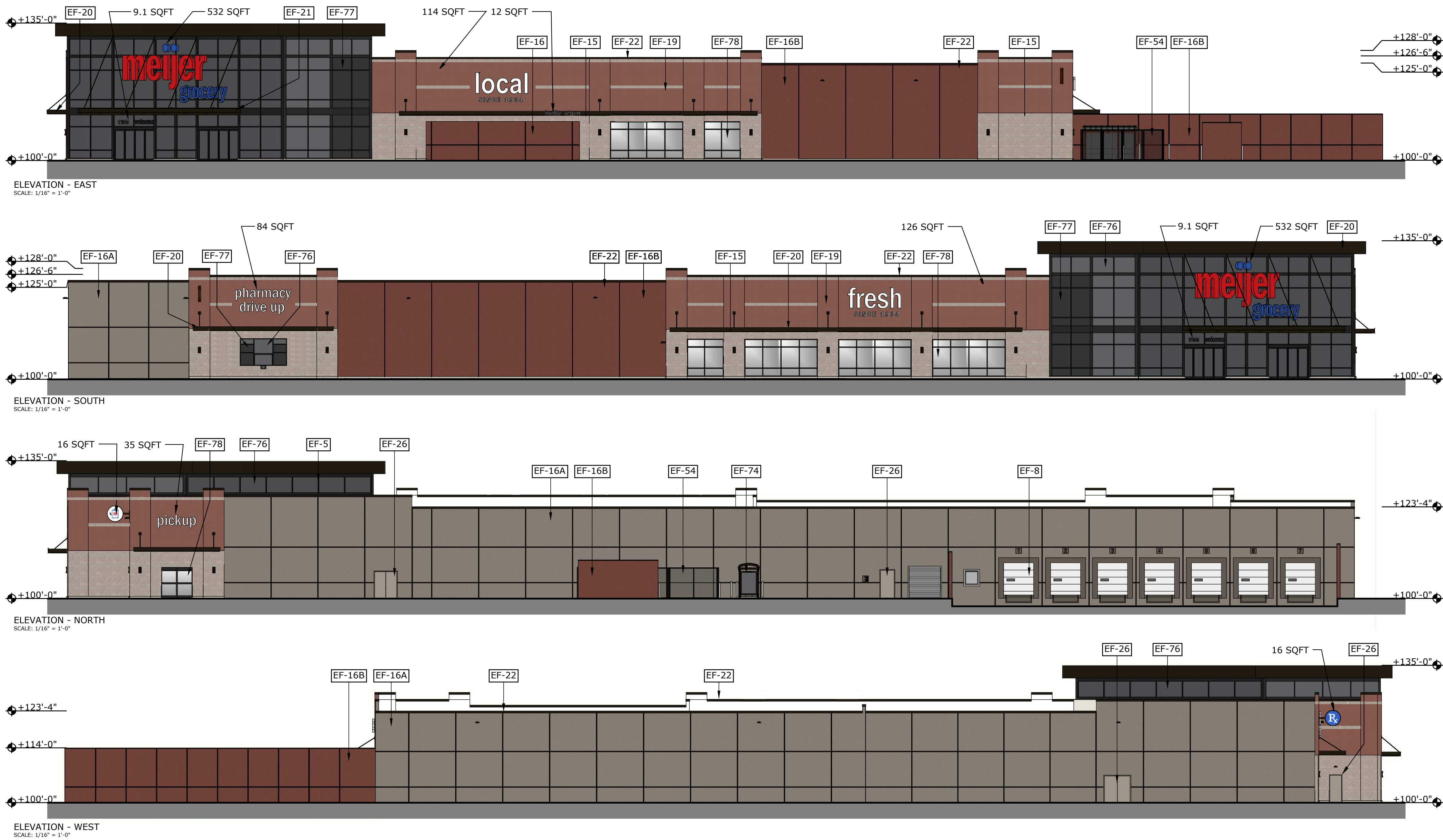
C4 LUMINAIRE SCHEDULE

NTS



A4 RAISED CONCRETE LIGHTING BASE DETAIL

NTS



RENDERING FINISH LEGEND			
CODE	FINISH	PRODUCT	COLOR
EF-5	ENTRANCE AND STOREFRONT FRAMES	TUBELITE STOREFRONT	DARK BRONZE
EF-8	SECTIONAL OVERHEAD DOORS	--	WHITE
EF-15	INSULATED PRECAST CONCRETE WALL - MASONRY SPLITFACE PATTERN PAINTED	AP FORMLINER	SW 7024 FUNCTIONAL GRAY
EF-16A	INSULATED PRECAST CONCRETE WALL - MASONRY STUCCO/EIFS PATTERN, PAINTED	AP FORMLINER EIFS #410	SW 7026 GRIFFIN
EF-16B	INSULATED PRECAST CONCRETE WALL - MASONRY STUCCO/EIFS PATTERN, PAINTED	AP FORMLINER EIFS #410	SW 6055 FIERY BROWN
EF-19	INSULATED PRECAST CONCRETE WALL - MASONRY MODULAR BRICK PATTERN, PAINTED	AP FORMLINER MODULAR BRICK VELOUR #101A	SW 6054 CANYON CLAY
EF-20	CANOPY FASCIA PANEL AND SOFFIT	PAC-CLAD	DARK BRONZE
EF-21	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT CANOPY	PAC-CLAD	DARK BRONZE
EF-22	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT PARAPET	PAC-CLAD	DARK BRONZE
EF-23	FIELD PAINTED STEEL - STEEL FRAMING AND COLUMNS, HANGER ASSEMBLIES, AND METAL DECK	SHERWIN WILLIAMS PRO INDUSTRIAL MULTI SURFACE ACRYLIC	MEIJER BRONZE
EF-26	FIELD PAINTED STEEL - HOLLOW METAL DOORS & FRAMES	SHERWIN WILLIAMS	SW 7026 GRIFFIN
EF-54	CHAIN LINK FENCE	VINYL	BLACK
EF-74	PREMANUFACTURED EMPLOYEE SHELTER	GLASS PANELS	--
EF-75	STUCCO WALL FINISH TO MATCH EF-16	--	SW 7026 GRIFFIN
EF-76	INSULATED GLAZING VISION GLASS, LIGHT GRAY TINT	GUARDIAN GLASS	SN68 CRYSTAL GRAY
EF-77	INSULATED SPANDREL GLASS, LIGHT GRAY TINT, MEDIUM GRAY OPAQUE COATING	GUARDIAN GLASS	SN68 CRYSTAL GLASS W/ MED GRAY CERAMIC, #4
EF-78	FROSTED FILM	3M	--



MEIJER LVA (75K) - GROCERY FORMAT - FORMLINER

Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIAMTIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING AND TO THEN REFER TO FINISH LEGEND.

DATE:4/12/2024



MEIJER GROCERY FORMAT (75K SQFT) 74,500 SF
BUILDING FOOTPRINT:

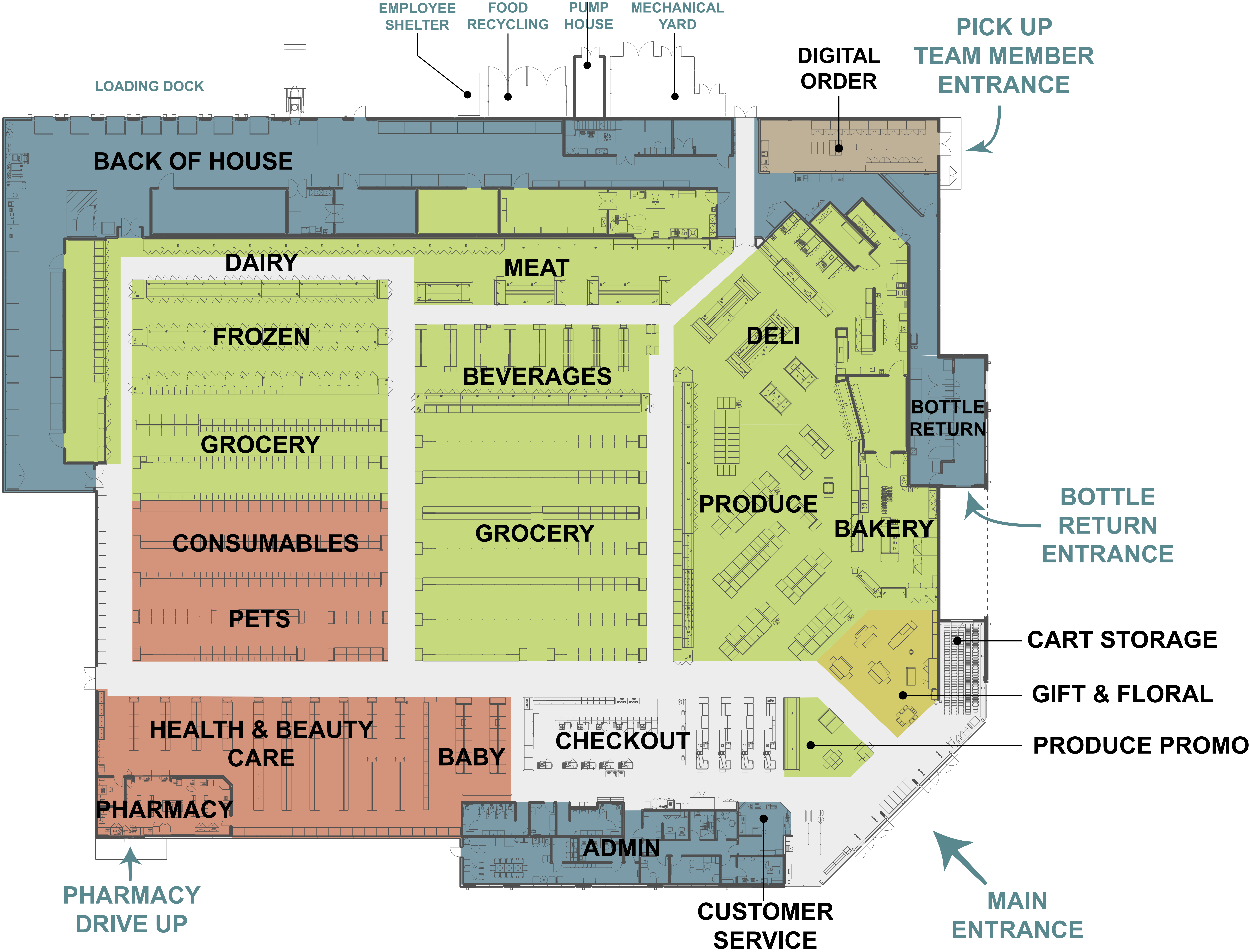
FOOD TOTAL: 32,700 SF
GROCERY
PRODUCE
FROZEN
BEVERAGES
DELI
MEAT
DAIRY
BAKERY
SEAFOOD

DRUGSTORE: 12,050 SF
PHARMACY OTC
PRESCRIPTIONS
HEALTH & BEAUTY CARE
BABY
GREETING CARDS
PETS
CONSUMABLES

MERCHANDISE 5,000 SF
DISPLAY AISLE
FLORAL/GARDEN
HOME
SCHOOL/OFFICE
BOOKS/MAGS

DIGITAL PICK UP 1,200 SF

SERVICE / BACKROOM TOTAL: 23,550 SF
BOTTLE RETURN
ADMIN/SERVICE
LOAD/BACKROOM



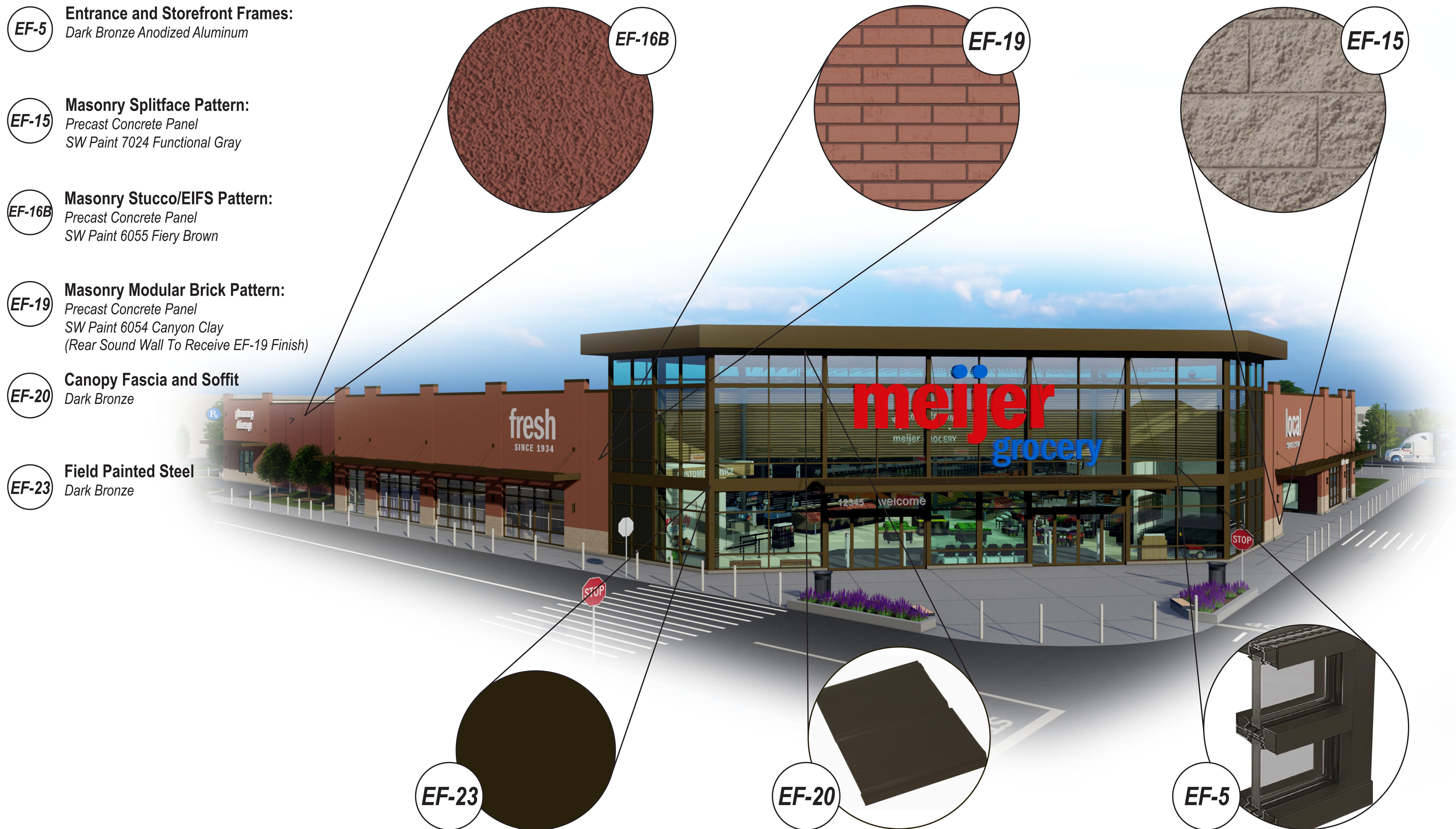
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

DATE: 4/12/2024



THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIATIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING AND TO THEN REFER TO FINISH LEGEND.

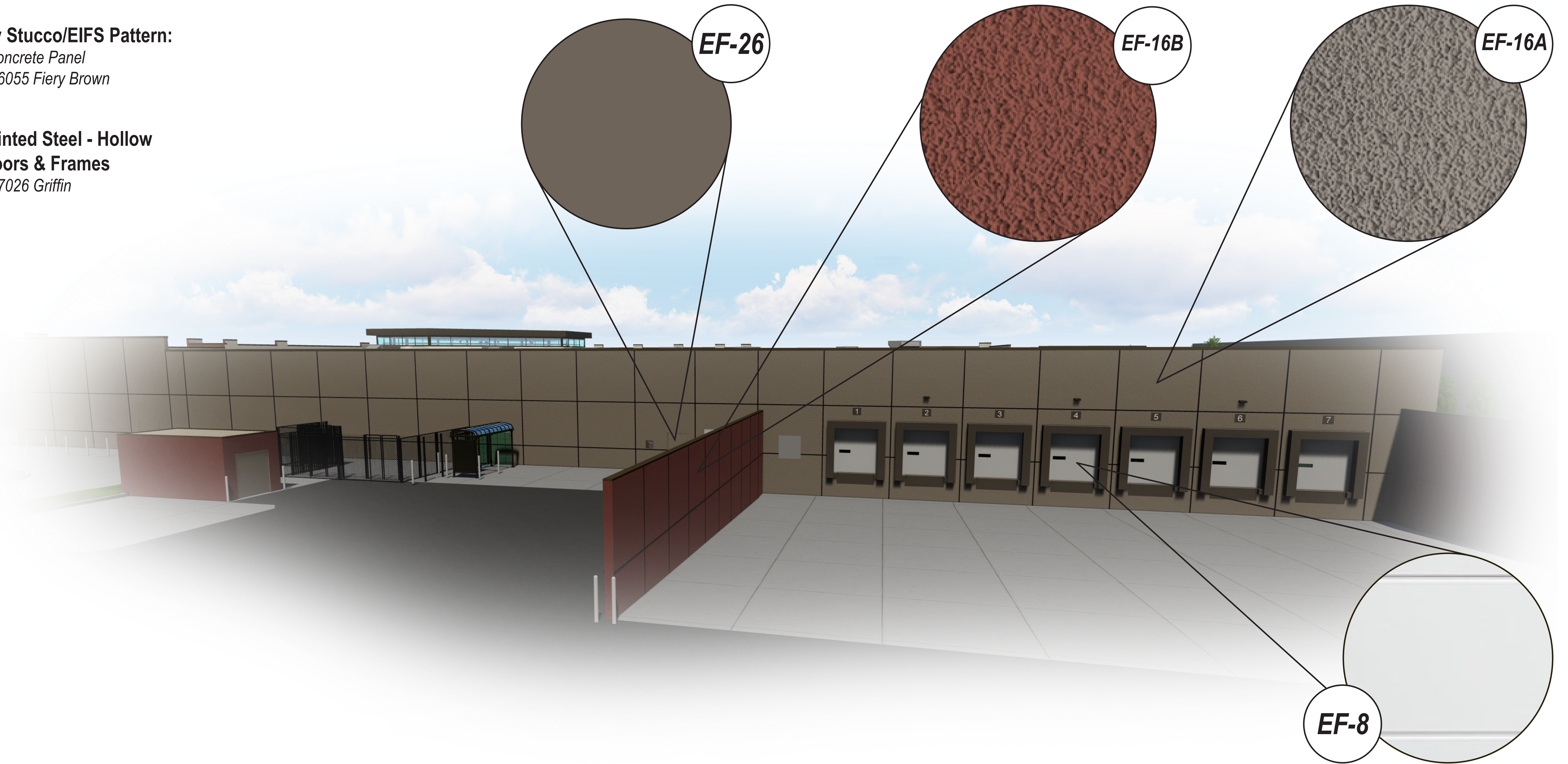


EF-8 Sectional Overhead Doors

EF-16A Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 7026 Griffin

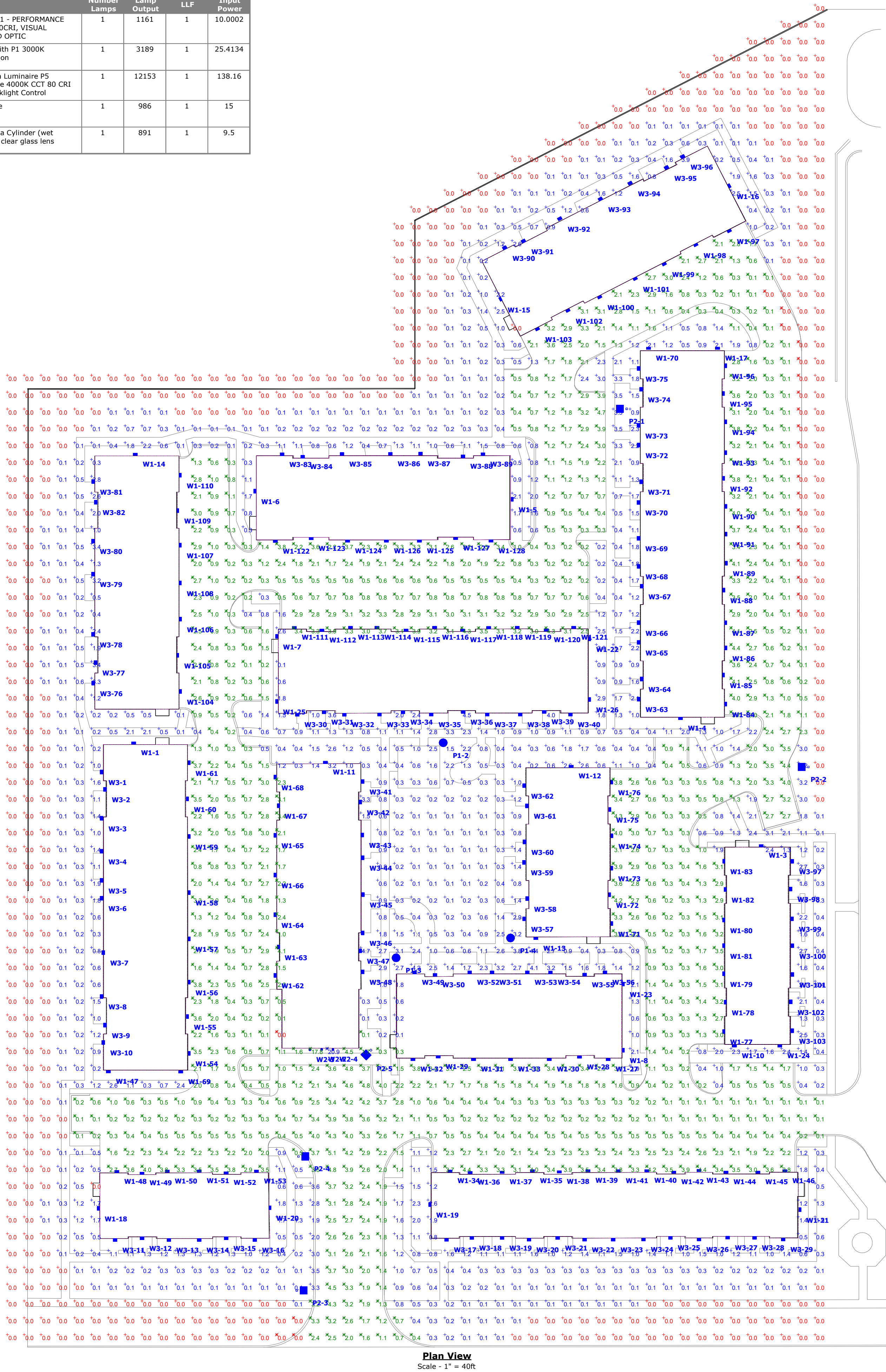
EF-16B Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 6055 Fiery Brown

EF-26 Field Painted Steel - Hollow
Metal Doors & Frames
SW Paint 7026 Griffin



Schedule								
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	Input Power
	W1	126	Lithonia Lighting	WDGE1 LED P1 30K 80CRI VF	WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	1	1161	10.0002
	P1	3	Lithonia Lighting	RADPT P1 30K SYM	RADEAN Post-Top with P1 3000K Symmetric distribution	1	3189	25.4134
	P2	5	Lithonia Lighting	DSX1 LED P5 40K 80CRI BLC4	D-Series Size 1 Area Luminaire P5 Performance Package 4000K CCT 80 CRI Type 4 Extreme Backlight Control	1	12153	138.16
	W3	103	ASL Lighting		CKM Outdoor Sconce	1	986	15
	W2	3	Spectrum Lighting	CW04XXPC 15L 35K WD XX CL XX	Nom 4" diam Gamma Cylinder (wet location), WD optic, clear glass lens	1	891	9.5

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall Site	+	1.0 fc	20.9 fc	0.0 fc	N/A	N/A
Roads	X	1.5 fc	20.9 fc	0.0 fc	N/A	N/A
Courtyard Paths & Porches	+	1.2 fc	4.7 fc	0.1 fc	47.0:1	12.0:1



Plan View
Scale - 1" = 40'

MODEL #
CKM
TECHNICAL SPECIFICATION

3 YEAR WARRANTY

MODEL #:

WATTAGE:

VOLTAGE:

KELVIN:

SIZE:

TECHNOLOGY:

ACCESSORIES:

PROJECT:

NOTES:

TYPE:

W-3

AREA:

FEATURES

PRODUCT IMAGE

APPLICATION

Indoor
Outdoor
Sconce

LOCATION

Wet



LIGHT PROPERTIES

Available Kelvin Options:

2700K Warm White	3000K Soft White	3500K Neutral	4000K Cool White	5000K Daylight
---------------------	---------------------	------------------	---------------------	-------------------

WATTAGE	SOURCE LUMENS @40K	DELIVERED LUMENS	VOLTAGE
9	1259	1007	Standard ND - 120V/277V NON DIMMABLE DV - 120V/277V NON DIMMABLE TD - 120V TRIAC/ELV DIMMABLE DVD - 120V/277V 0-10V DIMMABLE
12	1520	1216	
15	1820	1400	
20	2494	1995	
24	2793	2234	
31	4000	3200	

ASL LIGHTING

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Specifications and dimensions are subject to change without notice / Consult your ASL lighten representative.
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ASL

Approved upon request

cylinders

4" ROUND DIRECT
WET LOCATION
GAMMA SERIES

PROJECT:

QUANTITY:

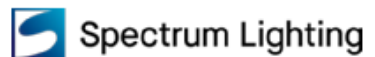
TYPE:

W-2



SERIES	LUMENS ¹	CCT	OPTICS	DRIVER / DIMMING ²	LENS	MOUNTING ³	FINISH ⁴
CW4000P 4" x 4"	15L 100 Lm 15L 100 Lm 20L 150 Lm	80 CRI 2700K 3000K 3500K 4000K 5000K	ND 27° ND 27° ND 40° ND 40° ND 40° ND 40°	EL Electronic Driver, 120V/277V ELC ELV, 0-10V, 120V/277V ELC ELV, 0-10V, 120V	SL Clear Glass Lens SL Micro Prism Scatter™ Lens	WM Wall Mount	WW Matte White MB Matte Black PT Platinum Silver DC Custom Color
CW4000P 4" x 4"	15L 100 Lm 15L 100 Lm 20L 150 Lm	80 CRI 2700K 3000K 3500K 4000K 5000K	ND 27° ND 27° ND 40° ND 40° ND 40° ND 40°	EL Electronic Driver, 120V/277V ELC ELV, 0-10V, 120V/277V ELC ELV, 0-10V, 120V	SL Clear Glass Lens SL Micro Prism Scatter™ Lens	WM Wall Mount EMER, BAC OPTIONS EMER / Two Remotes (for EMER / Two Remotes (for EMER / Two Remotes (for EMER / Two Remotes (for	WW Matte White MB Matte Black PT Platinum Silver DC Custom Color

NOTES: CW4000P/SL35K/ND/CL/WM/WW
1. Based on Unidirectional Lumens at 3000K. 2. Consult Factory for Additional Options. 3. See Mounting Page for Details on Components and Features.
4. See Color Page for More Options/Consult Factory for Special Finishes. 5. Standard Finishes.



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ILLUMINATING WHAT'S POSSIBLE.

Dimensions and sizes shown are nominal. Spectrum Lighting continually works to improve products and reserves the right to make changes which may alter the performance or appearance of products.

83-00183_RA

WEDGE1 LED
Architectural Wall Sconce

DLC Efficacy

DLC Efficacy

UL Efficacy

20 Year Warranty

BAA

Catalog Number

Notes

Type

W-1

For the full list of notes visit the page to view all interactive elements.

Introduction

The WEDGE1 LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean, rectangular design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.
WEDGE1 delivers up to 2,000 lumens with a soft, non-pivoted light source, creating a visually comfortable environment. The compact size of WEDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: 9 lbs
(without options)

WEDGE LED Family Overview									
Luminaire	Optics	Standard EM, P.T.	Cold EM, 30°C	Sensor	P1	P2	P3	P4	P5
WEDGE1 LED	Visual Comfort	4W	10W	Stand-alone / Night	750	1,200	2,000	3,000	4,500
WEDGE2 LED	Visual Comfort	10W	10W	Stand-alone / Night	700	1,200	2,000	3,200	4,200
WEDGE3 LED	Precision Reflective	15W	10W	Stand-alone / Night	6,000	7,500	8,500	10,000	12,000
WEDGE4 LED	Precision Reflective	15W	10W	Stand-alone / Night	12,000	16,000	18,000	20,000	25,000

Ordering Information						EXAMPLE: WEDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD	
Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting	
WEDGE1 LED	P1 P2	27K 30K 35K 40K 500K	80CRI 90CRI	VF VW	Visual comfort forward throw Visual comfort wide	MVOLT 347	Shipped included SRM Surface mounting bracket LW Indirect Lamp/Entry/Water/Water bracket (dry/damp locations only) Shipped separately AWS 3/8" Architectural wall space* PSBW Surface-mount back box (top, left, right, and entry) (see when there is no junction box available)

Options	Finish
EMER Emergency battery backup, Certified in CA Title 20 MAEDS (WV, 0°C, max) PE Photocell, Button Type DS Dual switching (wires with 2 drivers and 2 light engines; see page 1 for details) DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) BCE Bottom conduit entry for back box (P880). Total of 4 entry points. DSLE Dual Switching (1 Driver, 2 Light Engines) CE Central Construction	Dark bronze Black Natural aluminum White Sandstone Dark bronze Textured black Textured natural aluminum Textured white Textured sandstone

LITHONIA LIGHTING

COMMERCIAL OUTDOOR

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WEDGE1 LED
Rev. 04/25/24

D-Series Size 1
LED Area Luminaire

DLC Efficacy

DLC Efficacy

UL Efficacy

20 Year Warranty

BAA

Catalog Number

Notes

Type

P-2

For the full list of notes visit the page to view all interactive elements.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Specifications

EPA: 0.69 ft² (0.105 m²)
Length: 32.21" (81.1 cm)
Width: 14.26" (36.2 cm)
Height H1: 7.88" (20.0 cm)
Height H2: 2.73" (6.9 cm)
Weight: 34 lbs (15.4 kg)

Ordering Information				EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAR2 PIRHN DDBXD									
DSX1 LED													
Series	LEDs	Color temperature ¹	Color Rendering Index ²	Distribution		Voltage	Mounting						
DSX1 LED													
Forward optics		(this section 70CRI only)		ATS	Automotive front row	TSM	Type I medium	MVOLT	(120V-277V) ¹⁰	Shipped included			
P1	P6	30K	3000K	70CRI	TTS	Type I short	TSLG	Type I low glare	MVOLT	(347V-480V) ¹⁰	SPA	Square pole mounting (18 drilling)	
P2	P7	40K	4000K	70CRI	T3M	Type II medium	T3M	Type II wide	XVOLT	(277V-480V) ¹⁰	BPA	Round pole mounting (18 drilling)	
P3	P8	50K	5000K	70CRI	T3M	Type II medium	BLC3	Type II backlight control	208 v		SPNS	Square pole mounting (18 drilling)	
P4	P9	(this section 80CRI only, extended lead times apply)		T3LG	Type II low glare ³	T4M	Type II medium	BLC4	Type II backlight control	240 v		RPNS	Round pole mounting (18 drilling)
Retard optics		(this section 80CRI only)		T4LG	Type II low glare ³	T7TM	Forward throw medium	LECO	Left corner cast	277 v		SPANN	Square frame pole mounting (18 drilling)
P10 ⁴	P12 ⁴	27K	2700K	80CRI				RCCO	Right corner cast	347 v		WISA	Wall bracket ⁵
P11	P13 ⁴	30K	3000K	80CRI						480 v		MA	Mast arm adapter (mounts on 2 3/8" OD horizontal mast)
		35K	3500K	80CRI									
		40K	4000K	80CRI									
		50K	5000K	80CRI									

Control options	Other options	Finish (optional)
Shipped installed NLTAR2 PIRHN PIR PER PERS	PER7 Seven-pin receptacle only (controls ordered separately) ¹⁰ FAD Field-adjustable output ¹⁰ BL30 Bi-level switched dimming, 30% v BL50 Bi-level switched dimming, 50% v PIR 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁰ PERS Five-pin receptacle only (controls ordered separately) ¹⁰ DS Dual switching ¹⁰ SP720V 200V surge protection HS Houseshield shield (black finish standard) ¹⁰ LBO Left round optics ¹⁰ RBO Right round optics ¹⁰ CCE Central Construction ¹⁰ HA 50°C ambient operation ¹⁰ BAA Bay Area (A) Act Compliance SF Single face (120, 277, 347V) ¹⁰ DF Double face (120, 240, 480V) ¹⁰ EGOR External Glass Shield (removable, field install required, matches housing finish) ROR Right round optics (field install required)	DDBXD Dark Bronze DDBXD Black DDBXD Natural Aluminum DDBXD White DDBXD Textured dark bronze DDBXD Textured black DDBXD Textured natural aluminum DDBXD Textured white

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DSX1 LED
Rev. 09/03/23
Page 1 of 10

Radean Post Top
LED Area Luminaire

DLC Efficacy

DLC Efficacy

UL Efficacy

20 Year Warranty

BAA

Catalog Number

Notes

Type

P-1

For the full list of notes visit the page to view all interactive elements.

Introduction

The architecturally-inspired shape of the RADEAN™ post top area luminaire embodies the grace and strength of the RADEAN family. The twin copper-core cast aluminum arms support the slender superstructure, creating a beautiful sculpture by day transforming into a beacon of comfort by night. Triangular arms redirect reflection maintaining its visually quiet appearance. With sleek lines and simple silhouettes, these LED luminaires use specialized lighting and visual comfort to transform common areas like courtyards, outdoor retail locations, universities and corporate campuses into pedestrian-friendly nighttime environments.

Specifications

EPA: 1.02 ft² (0.105 m²)
Length: 24" (61 cm)
Width: 24" (61 cm)
H1 Luminaire Height: 4" (10.16 cm)
H2 Luminaire Height: 26" (66.04 cm)
Weight: 38lbs (17.24kg)

Ordering Information						EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PE DNAXD	
RADPTLED							
Series	Performance package	Color temperature	Distribution	Voltage	Mounting (required)		
RADPTLED	P1 3,000 Lumens	27K 2700K	SYM Symmetric type IV	MVOLT ¹	277 ¹	PT4 ¹ Slips inside a 4" ID round metal pole	
	P2 5,000 Lumens	30K 3000K	ASY Asymmetric type IV	120 ¹	347	RADPT20 Slips over a 2 3/8" diameter tension (4" full tension required)	
	P3 10,000 Lumens	35K 3500K	PATH Pathway type II	208 ¹	480	RADPT25 Slips over a 2 3/8" diameter tension (4" full tension required)	
	P4 10,000 Lumens	40K 4000K		240 ¹			
	P5 15,000 Lumens	50K 5000K					

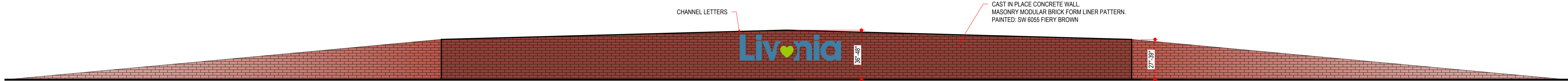
Control options	Other options	Shipped installed	Finish (optional)
Shipped installed NLTAR2 PE FAD DMG	SF Single face ¹ DF Double face ¹ RBO Round optics ¹ HS Houseshield shield ¹	HS Houseshield shield (black finish standard) ¹⁰ LBO Left round optics ¹⁰ RBO Right round optics ¹⁰ CCE Central Construction ¹⁰ HA 50°C ambient operation ¹⁰ BAA Bay Area (A) Act Compliance SF Single face (120, 277, 347V) ¹⁰ DF Double face (120, 240, 480V) ¹⁰ EGOR External Glass Shield (removable, field install required, matches housing finish) ROR Right round optics (field install required)	DDBXD Dark bronze DDBXD Black DDBXD Natural aluminum DDBXD White DDBXD Textured dark bronze DDBXD Textured black DDBXD Textured natural aluminum DDBXD Textured white

LITHONIA LIGHTING

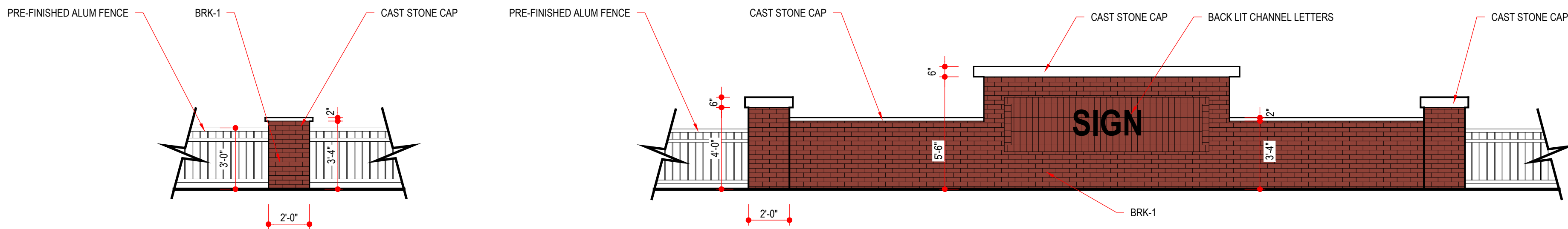
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RADPT LED
Rev. 03/27/24

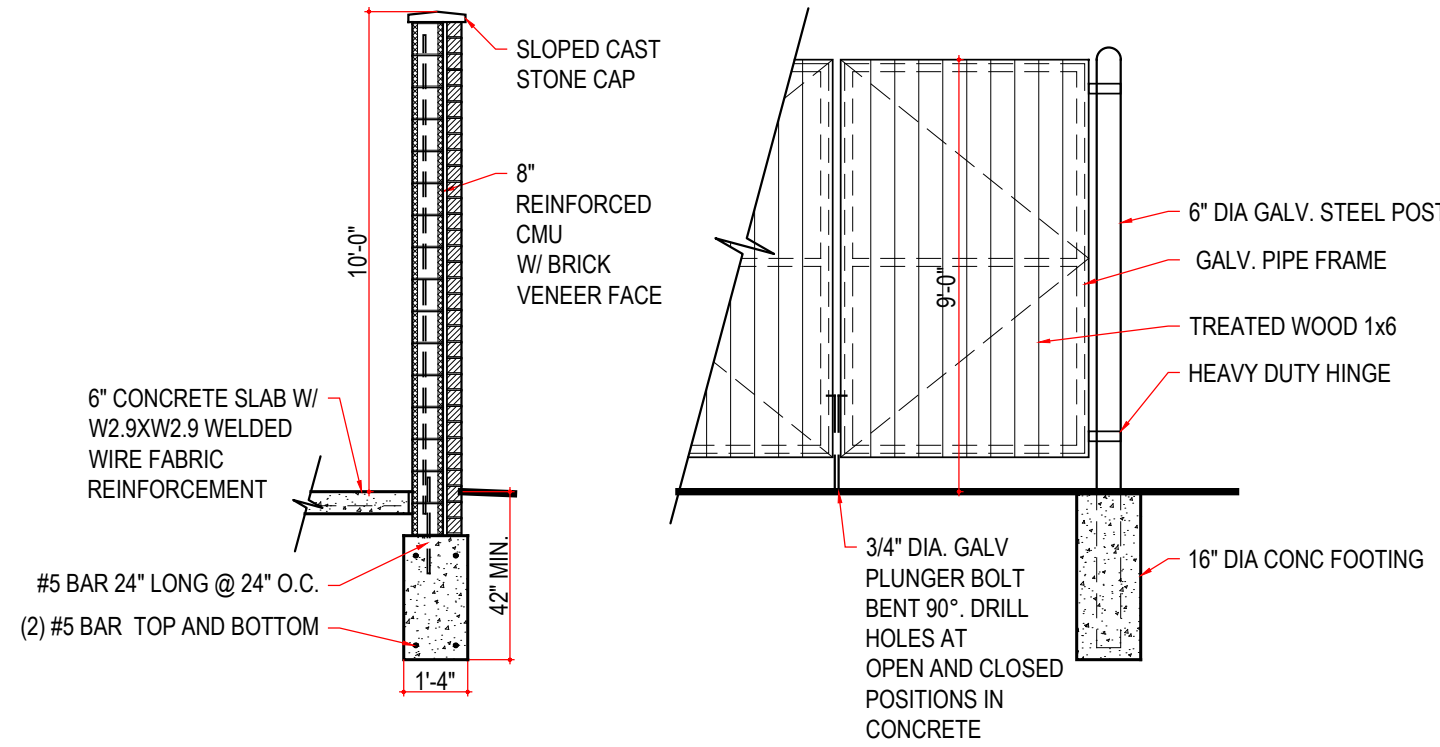


1 Corner Monument Sign
1/4" = 1'-0"

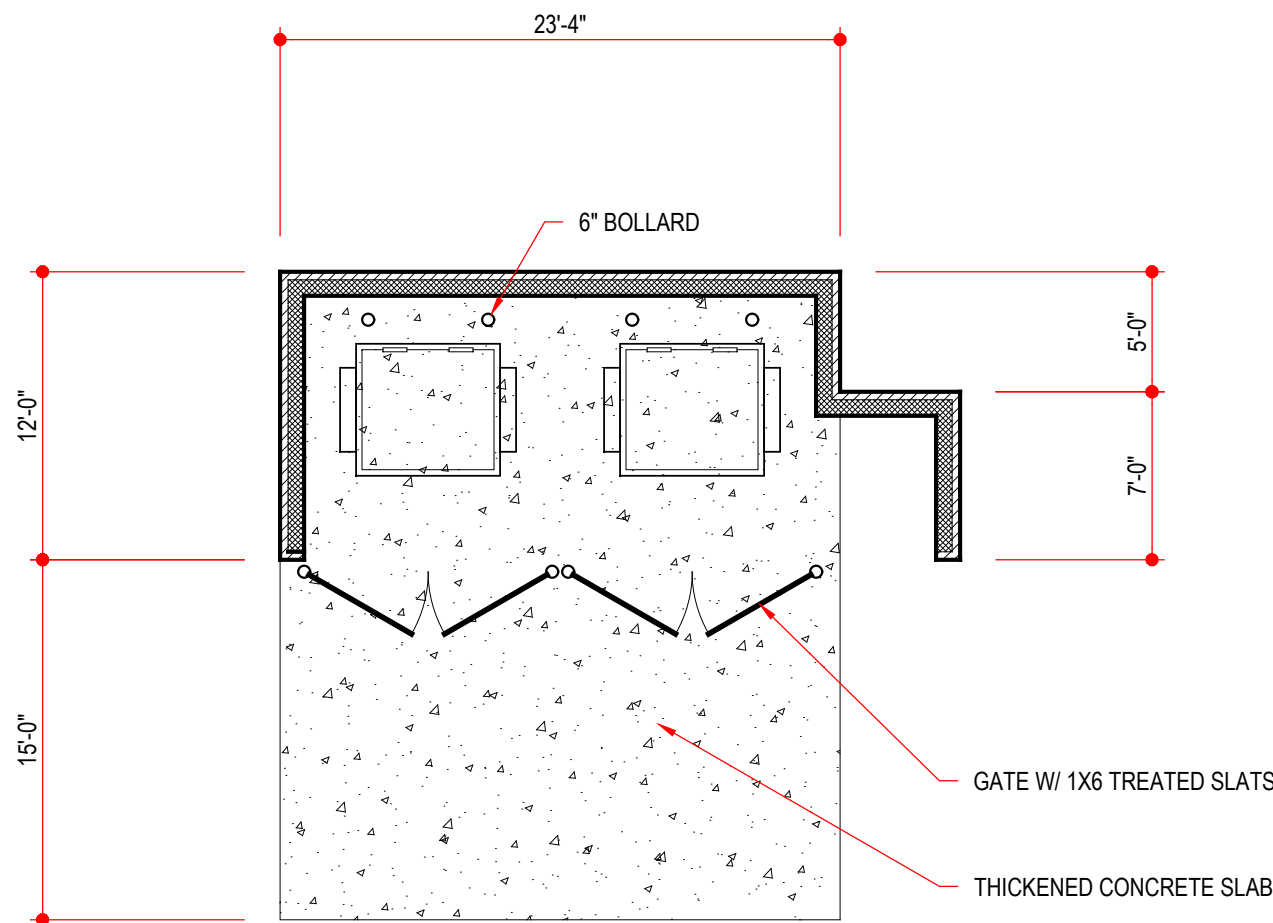


3 Townhome Monument Sign
1/4" = 1'-0"

4 Fence Detail
1/4" = 1'-0"



2 Townhome Typ. Dumpster Detail
1/4" = 1'-0"



1 Townhome Typ. Dumpster Enclosure
1/8" = 1'-0"



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PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI
Site Details

S100

21003

BUILDING UNIT MATRIX

	BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	BLDG F	BLDG G	BLDG H	BLDG I	BLDG J	BLDG K	BLDG L	TOTAL	
3-STORY, 2-BED ENLARGED	7	4	-	-	-	-	-	-	-	-	5	-	16	102
3-STORY, 2-BED	6	2	-	-	-	-	-	-	-	-	2	-	10	
2-STORY, 2-BED ENLARGED	-	-	-	6	-	-	7	9	-	4	-	6	32	
2-STORY, 2-BED	-	-	-	2	-	-	4	4	-	2	-	2	14	
2-STORY, 3-BED ENLARGED	-	-	7	-	5	5	-	-	5	-	-	-	22	
2-STORY, 3-BED	-	-	2	-	2	2	-	-	2	-	-	-	8	30

UNIT SQUARE FOOTAGES

	LIVABLE SQ. FT.	GARAGE SQ. FT.	TOTAL SQ. FT.
3-STORY, 2-BED ENLARGED	1,425	365	1,790
3-STORY, 2-BED	1,302	362	1,664
2-STORY, 2-BED ENLARGED	1,136	331	1,467
2-STORY, 2-BED	1,052	320	1,372
2-STORY, 3-BED ENLARGED	1,481	428	1,909
2-STORY, 3-BED	1,355	428	1,783

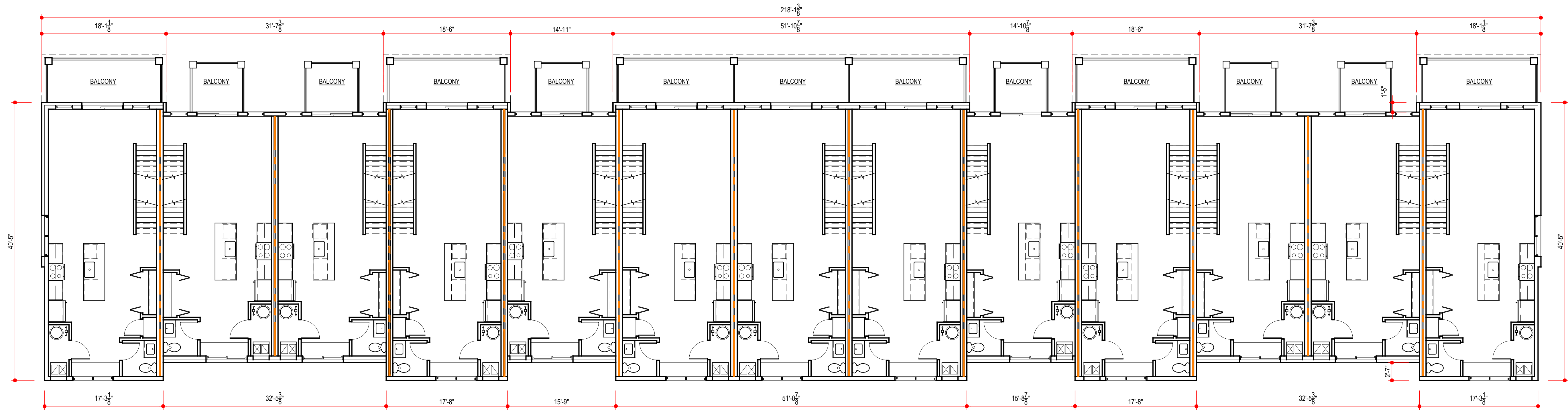


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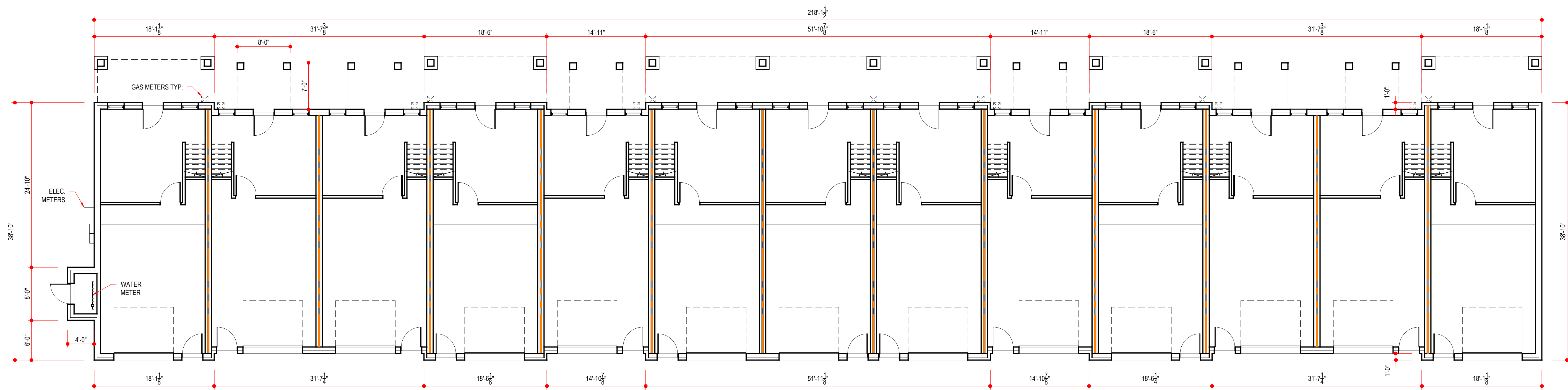
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington 7 Mile Livonia, MI	3-Story Typ Floor Plan
--	------------------------

A100
21003

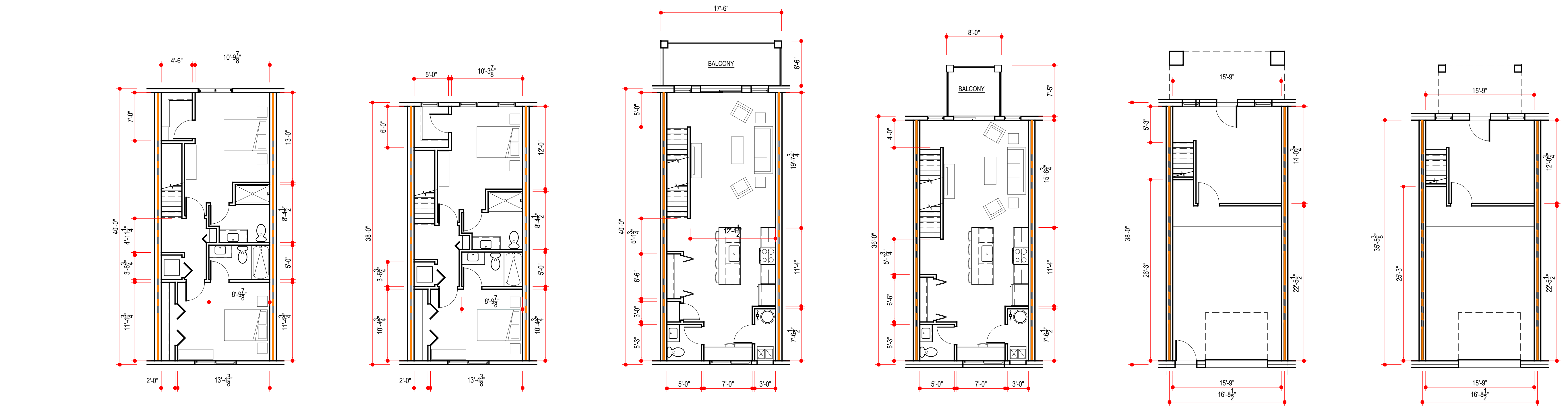


2 3-Story Second Floor Plan
1/8" = 1'-0"

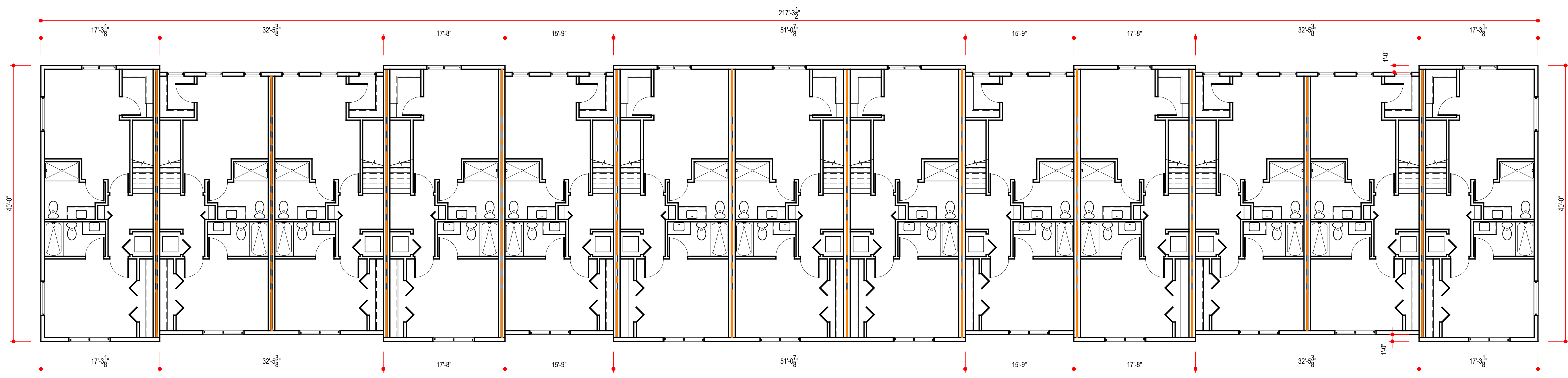


NOTE: THIS BUILDING LAYOUT IS REPRESENTATIVE TO BUILDING A.
LAYOUT FOR BUILDINGS B & K TO BE ADJUSTED FOR UNIT COUNT.

1 3-Story First Floor Plan
1/8" = 1'-0"



7 Enlarged 3-Story Unit Third Floor 1/8" = 1'-0"
6 3-Story Unit Third Floor 1/8" = 1'-0"
5 Enlarged 3-Story Unit Second Floor 1/8" = 1'-0"
4 3-Story Unit Second Floor 1/8" = 1'-0"
3 Enlarged 3-Story Unit First Floor 1/8" = 1'-0"
2 3-Story Unit First Floor 1/8" = 1'-0"



1 3-Story Third Floor Plan 1/8" = 1'-0"



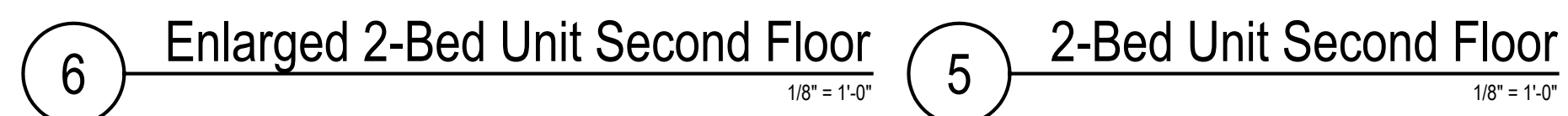
PGD	5.17.24
SUBMITTAL	
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI

3-Story Typ Floor Plan

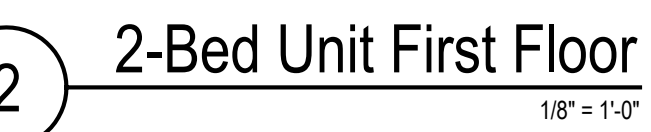
A101

21003



	BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	BLDG F	BLDG G	BLDG H	BLDG I	BLDG J	BLDG K	BLDG L	TOTAL		
3-STORY, 2-BED ENLARGED	7	4	-	-	-	-	-	-	-	-	5	-	16	26	102
3-STORY, 2-BED	6	2	-	-	-	-	-	-	-	-	2	-	10		
2-STORY, 2-BED ENLARGED	-	-	-	6	-	-	7	9	-	4	-	6	32	46	
2-STORY, 2-BED	-	-	-	2	-	-	4	4	-	2	-	2	14		
2-STORY, 3-BED ENLARGED	-	-	7	-	5	5	-	-	5	-	-	-	22	30	
2-STORY, 3-BED	-	-	2	-	2	2	-	-	2	-	-	-	8		

	LIVABLE SQ FT	GARAGE SQ FT	TOTAL SQ FT
3-STORY, 2-BED ENLARGED	1,425	365	1,790
3-STORY, 2-BED	1,302	362	1,664
2-STORY, 2-BED ENLARGED	1,136	331	1,467
2-STORY, 2-BED	1,052	320	1,372
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2-STORY, 3-BED	1,355	428	1,783

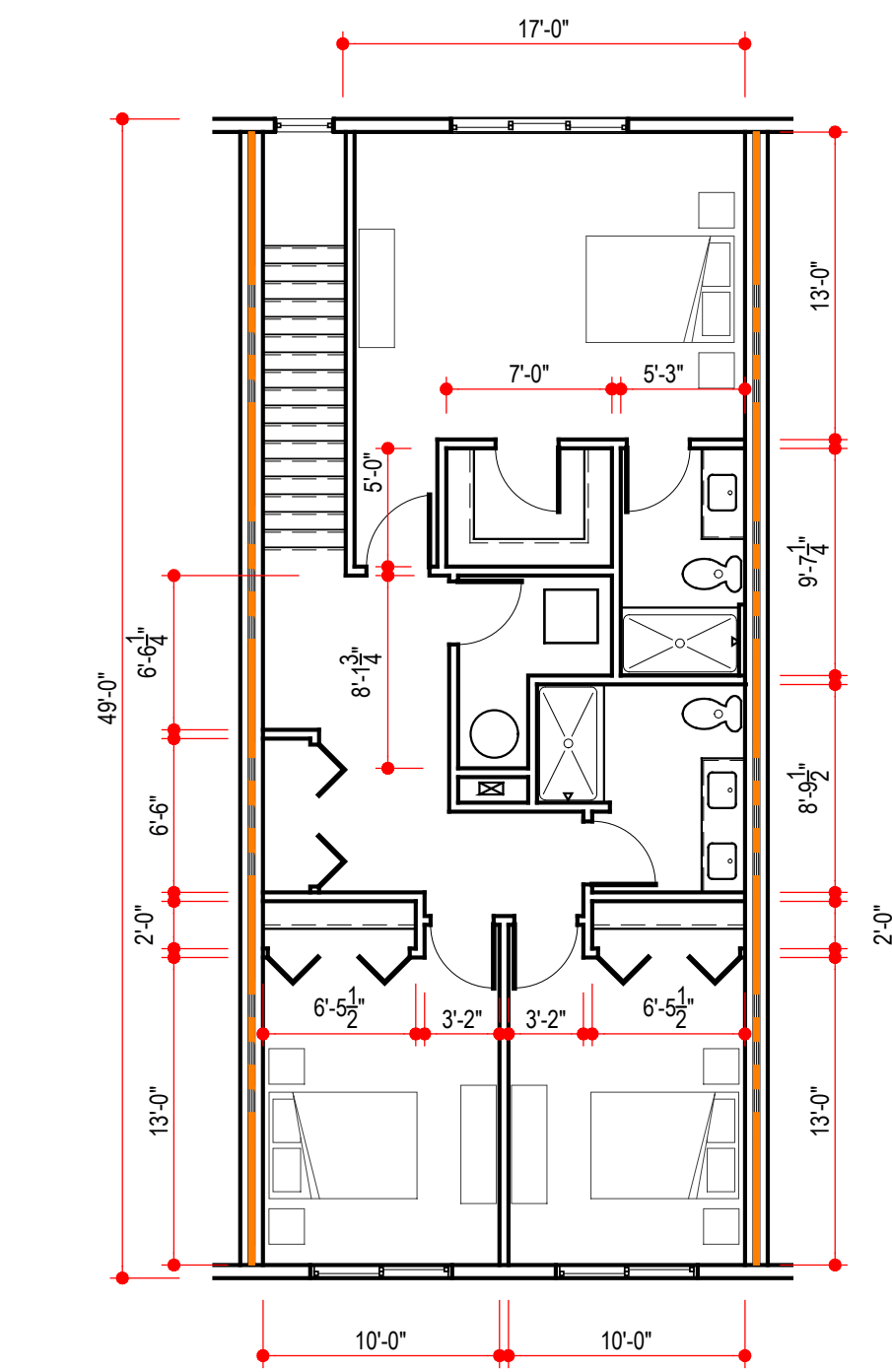
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PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

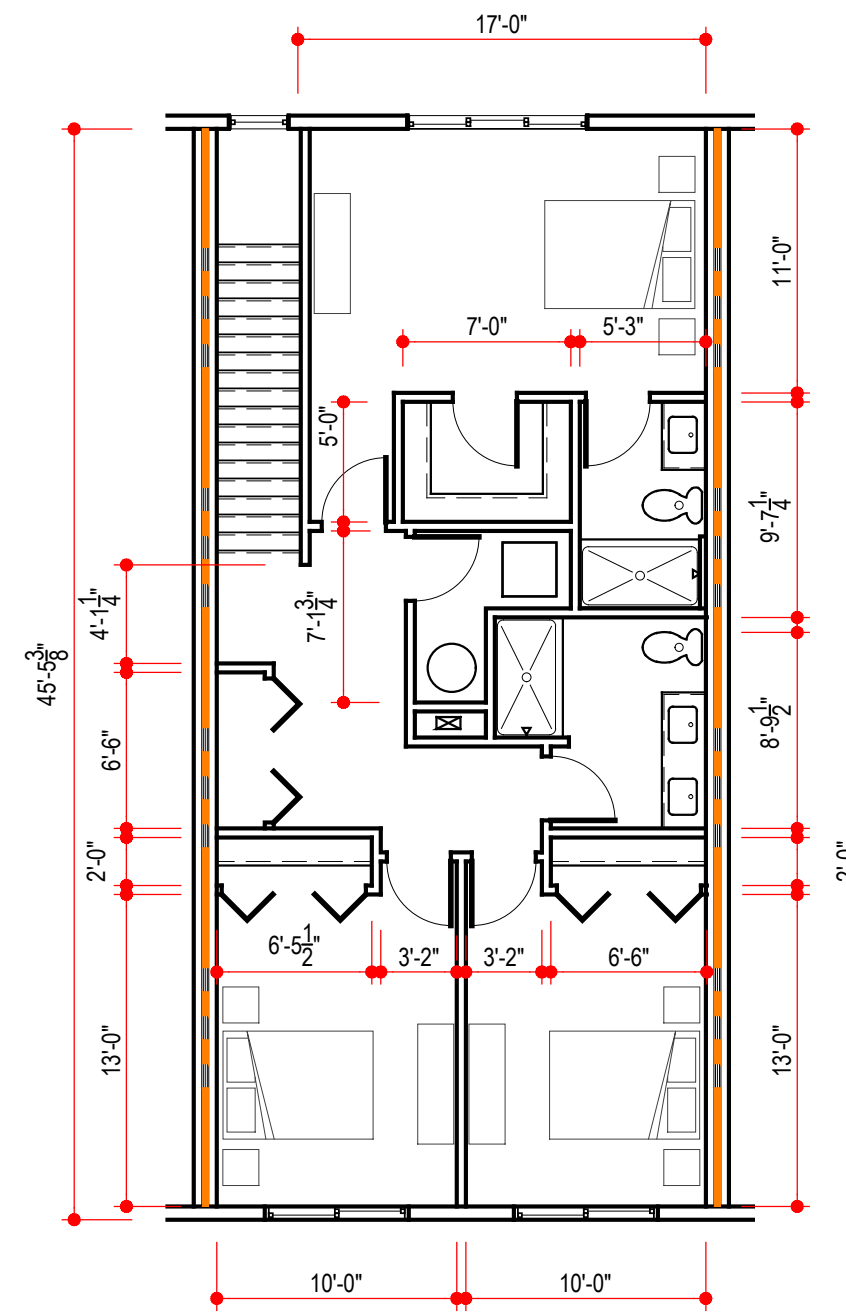
7 Mile & Farmington
7 Mile
Livonia, MI
2-Bed Typ Floor Plan

A102

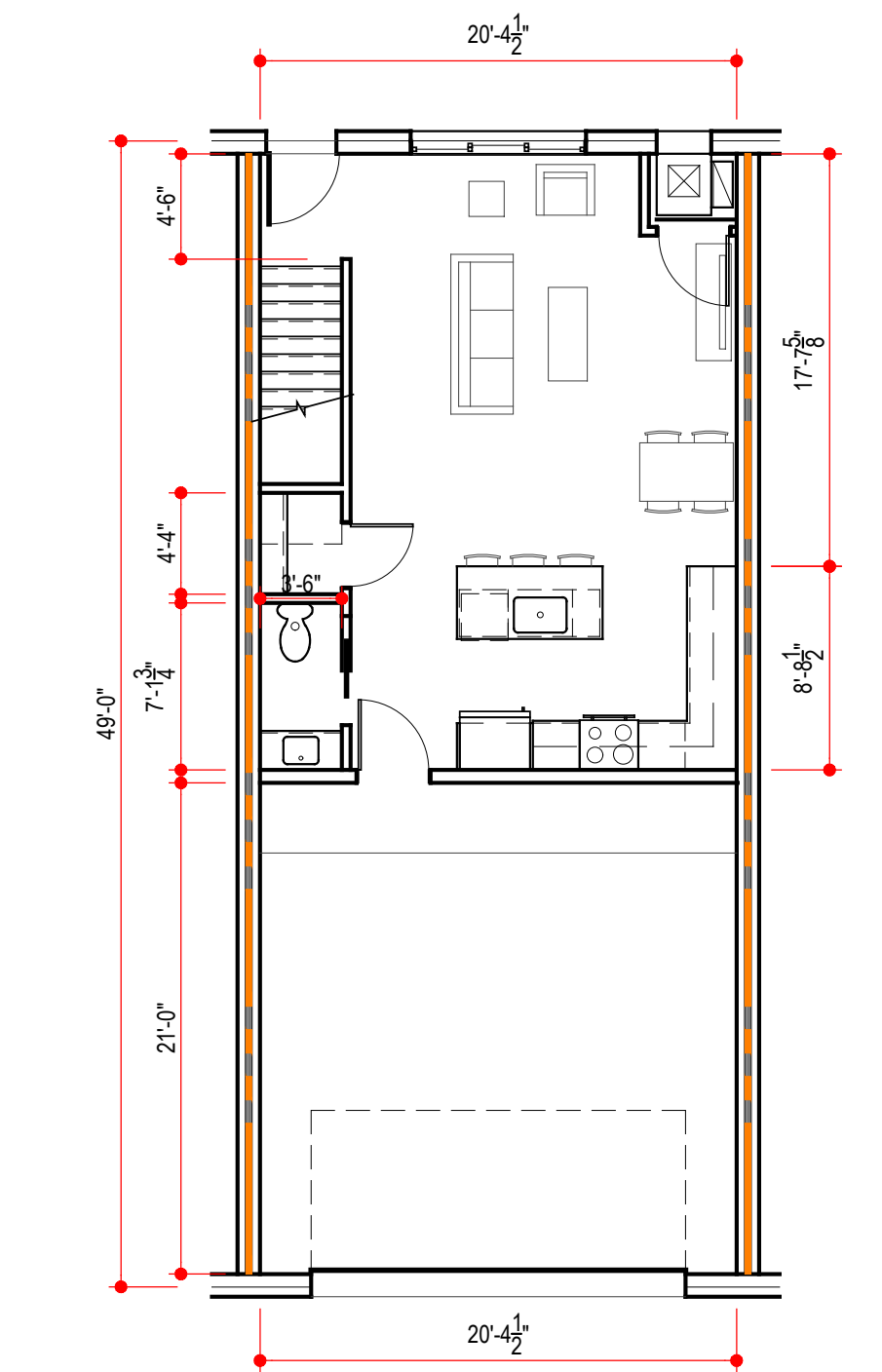
21003



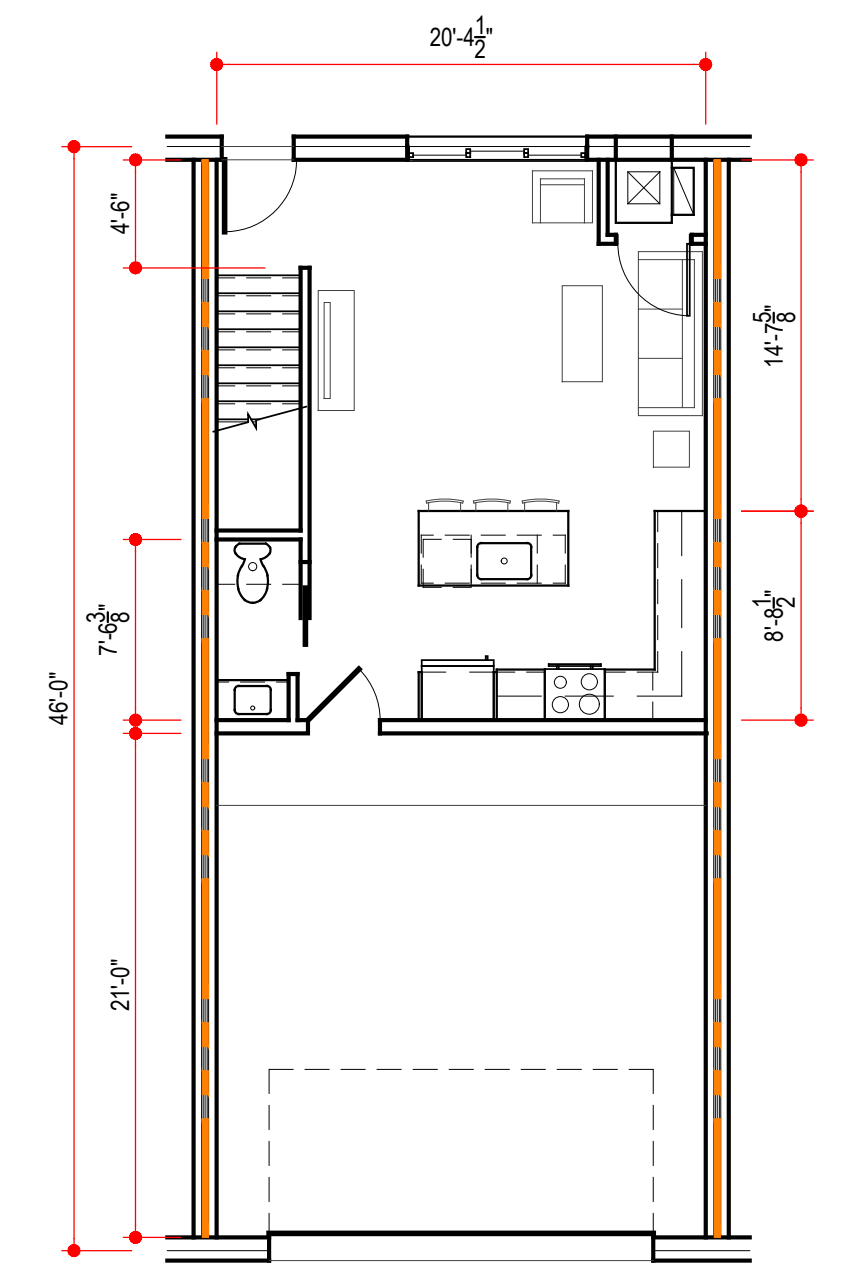
6 Enlarged 3-Bed Unit Second Floor
1/8" = 1'-0"



5 3-Bed Unit Second Floor
1/8" = 1'-0"



3 Enlarged 3-Bed Unit First Floor
1/8" = 1'-0"



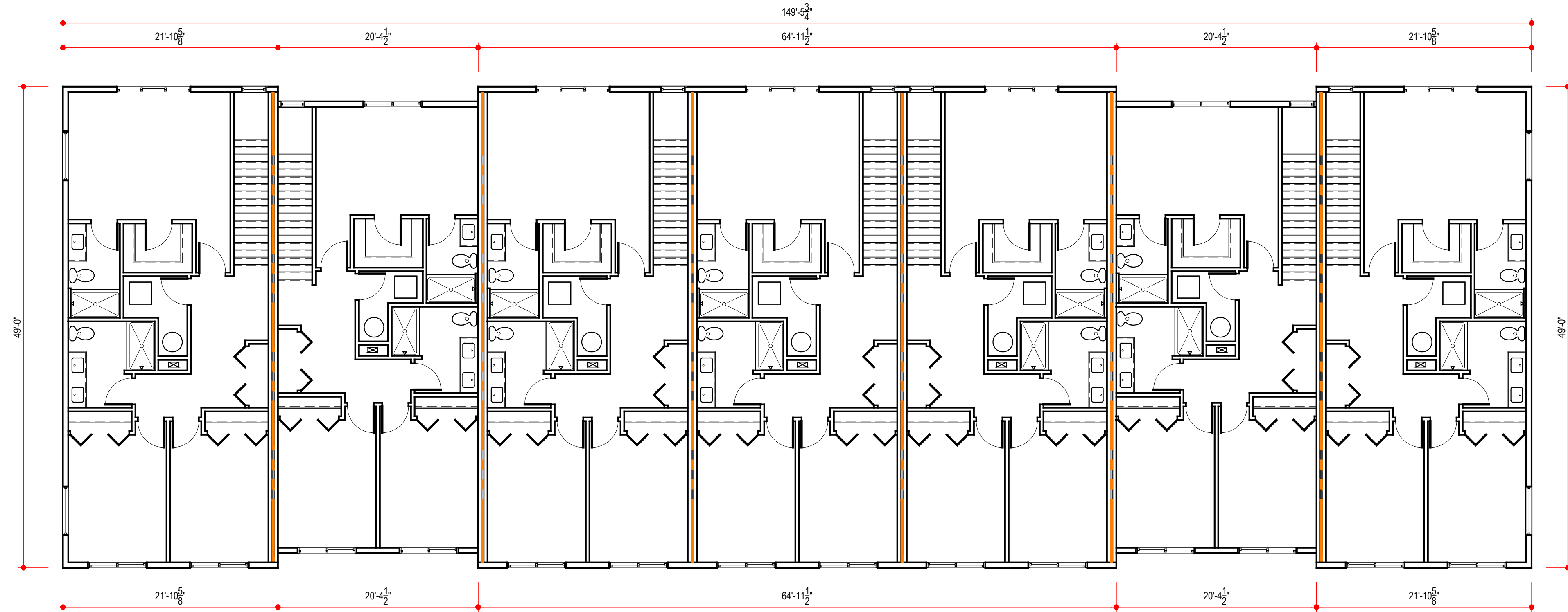
2 3-Bed Unit First Floor
1/8" = 1'-0"

BUILDING UNIT MATRIX

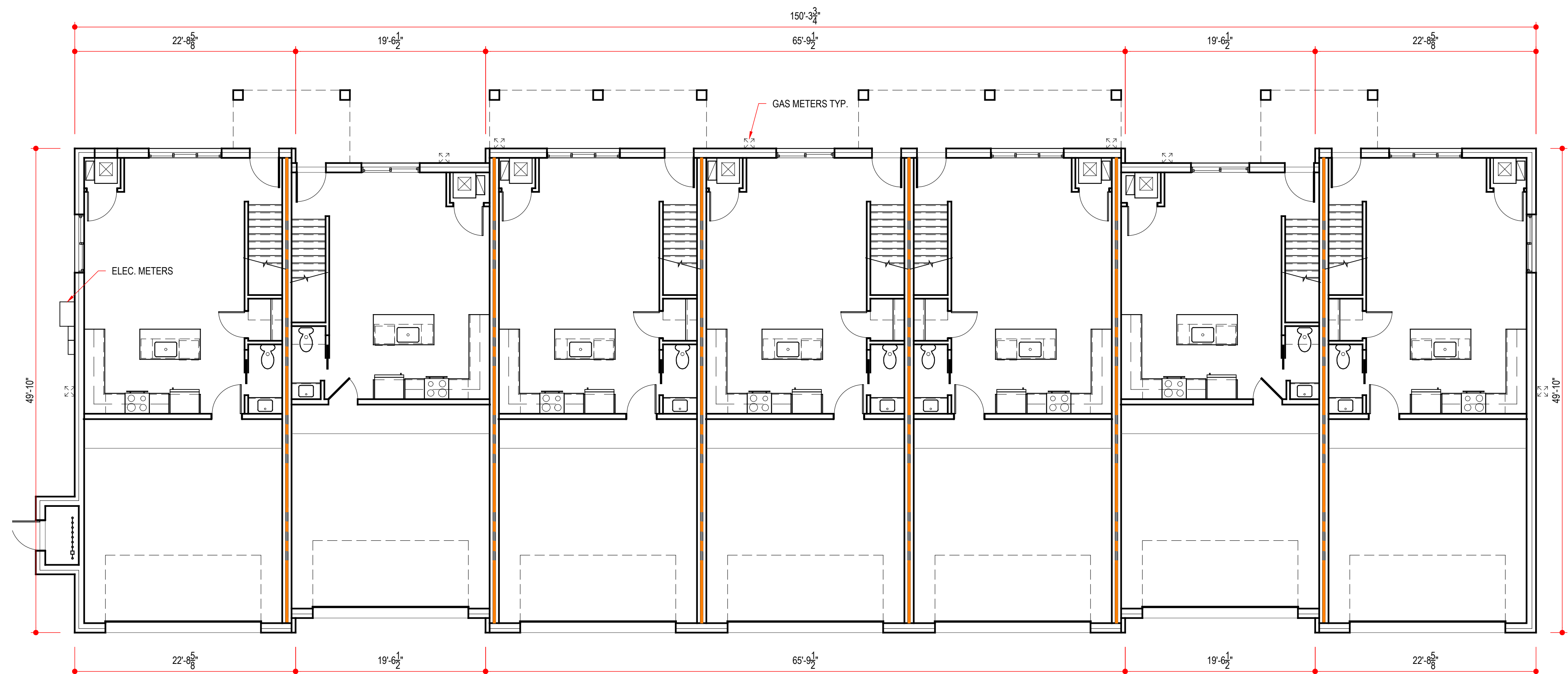
	BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	BLDG F	BLDG G	BLDG H	BLDG I	BLDG J	BLDG K	BLDG L	TOTAL	
3-STORY, 2-BED ENLARGED	7	4	-	-	-	-	-	-	-	-	5	-	16	102
3-STORY, 2-BED	6	2	-	-	-	-	-	-	-	-	2	-	10	
2-STORY, 2-BED ENLARGED	-	-	-	6	-	-	7	9	-	4	-	6	32	
2-STORY, 2-BED	-	-	-	2	-	-	4	4	-	2	-	2	14	
2-STORY, 3-BED ENLARGED	-	-	7	-	5	5	-	-	5	-	-	-	22	
2-STORY, 3-BED	-	-	2	-	2	2	-	-	2	-	-	-	8	30

UNIT SQUARE FOOTAGES

	LIVABLE SQ. FT.	GARAGE SQ. FT.	TOTAL SQ. FT.
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2-STORY, 3-BED	1,355	428	1,783

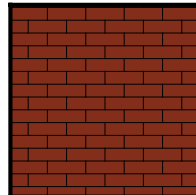
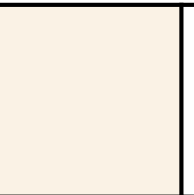
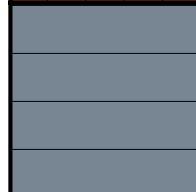
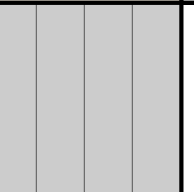
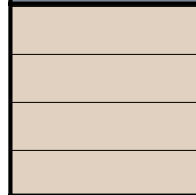


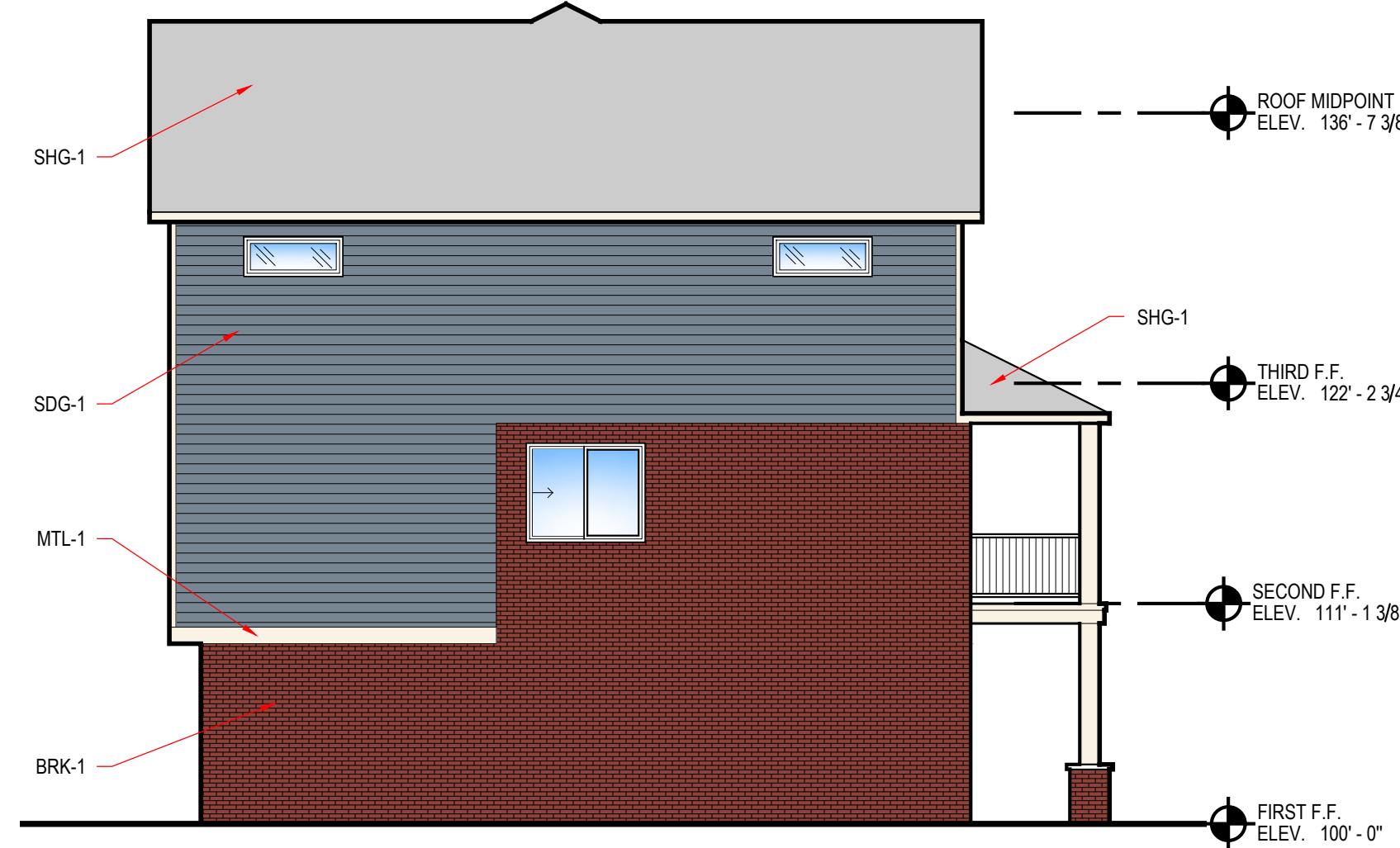
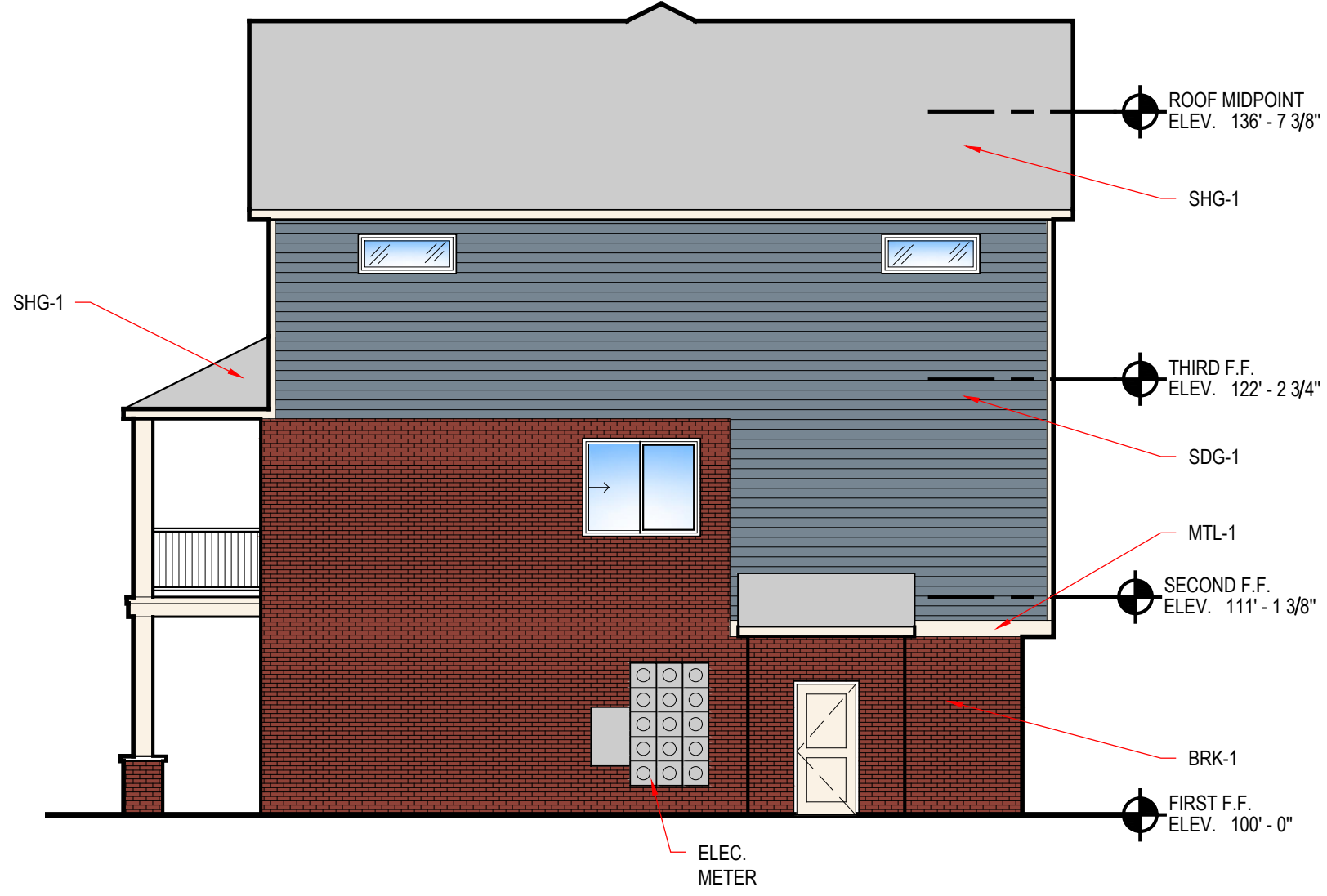
4 3-Bed Second Floor Plan
1/8" = 1'-0"



1 3-Bed First Floor Plan
1/8" = 1'-0"

NOTE: THIS BUILDING LAYOUT IS REPRESENTATIVE TO BUILDING E, F AND I. LAYOUT FOR BUILDING C TO BE ADJUSTED FOR UNIT COUNT.

	BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD		MTL-1 METAL COLOR: ALMOND
	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



4 3-Story Right Elevation
1/8" = 1'-0"

3 3-Story Left Elevation
1/8" = 1'-0"



2 3-Story Back Elevation
1/8" = 1'-0"



1 3-Story Front Elevation
1/8" = 1'-0"

OWNER:
**SEVEN MILE/FARMINGTON
VENTURE LP**
1700 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152

SPIRE
DESIGN
GROUP
WWW.SPIREDDG.COM | MARK@SPIREDDG.COM | 248.921.0794

STATE OF MICHIGAN
MARK A. SCHOVERS
ARCHITECT
NO. 67907
LICENSED ARCHITECT

PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

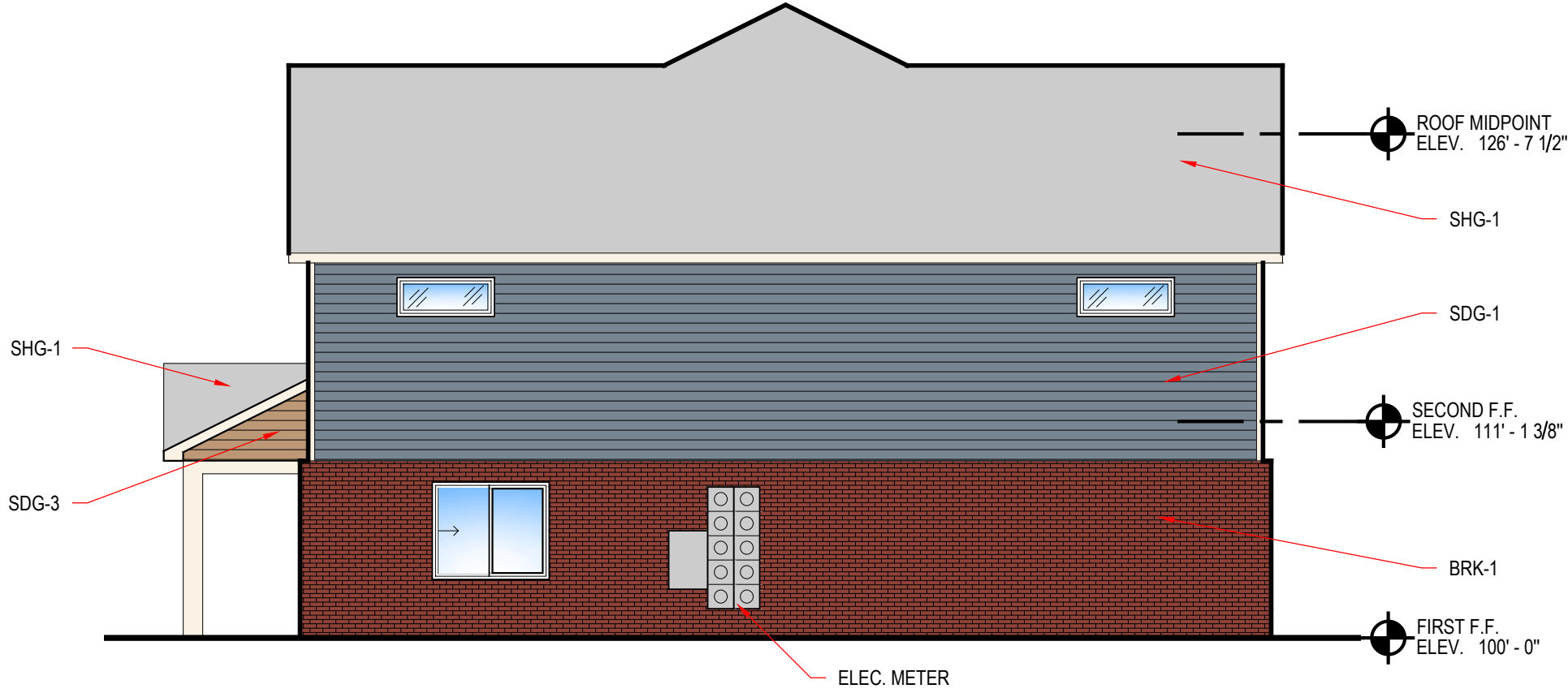
7 Mile & Farmington
7 Mile
Livonia, MI

A201

21003

3-Story Elevations

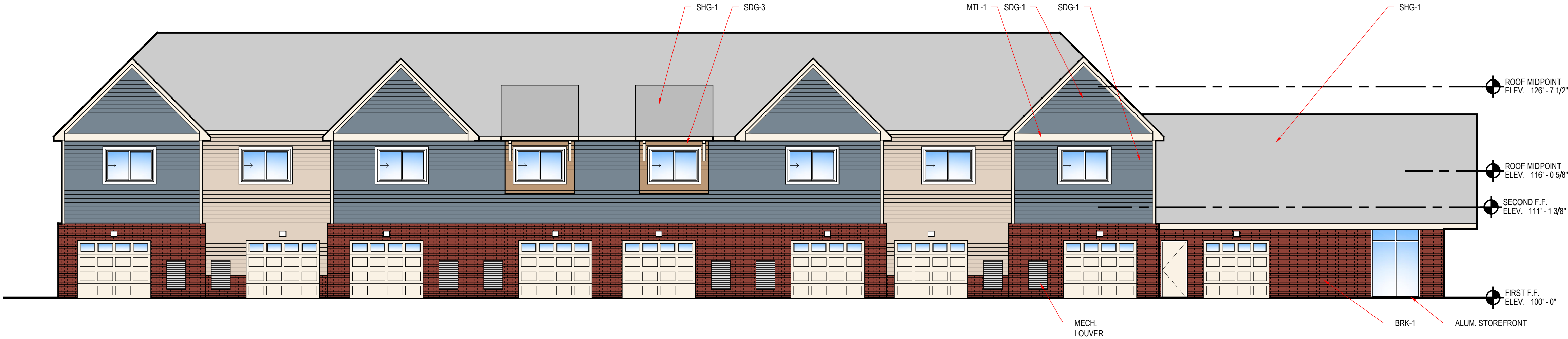
BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD	MTL-1 METAL COLOR: ALMOND
SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTEED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



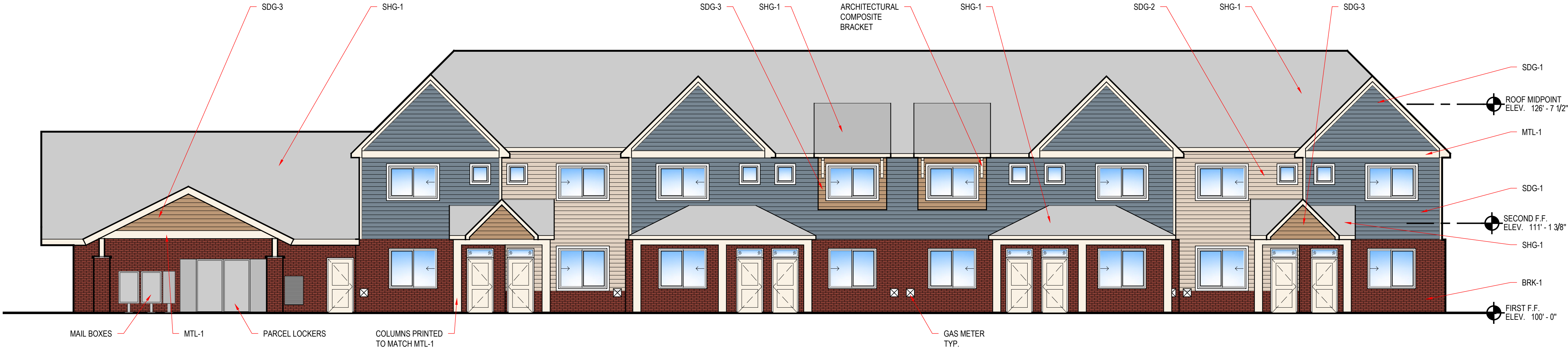
4 2-Bed Right Elevation
1/8" = 1'-0"



3 2-Bed Left Elevation
1/8" = 1'-0"



2 2-Bed Back Elevation
1/8" = 1'-0"



1 2-Bed Front Elevation
1/8" = 1'-0"



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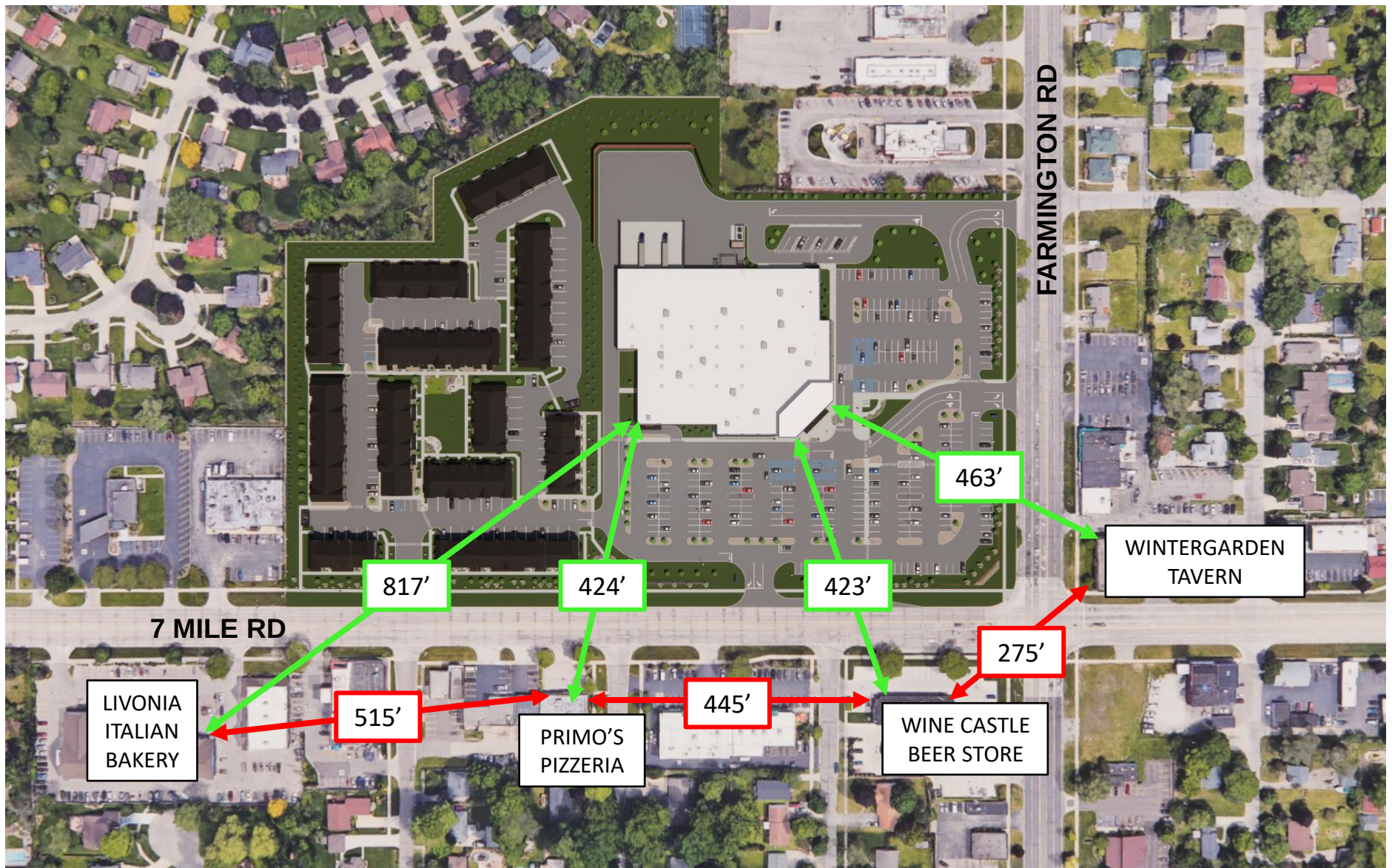
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington 7 Mile Livonia, MI	2-Bed Elevations
A202	21003



MEIJER LIVONIA, MI

**SPECIALLY DESIGNATED MERCHANT
MAY 17, 2024**







7 MILE & FARMINGTON LIVONIA, MI

**PLANNED GENERAL DEVELOPMENT
MAY 17, 2024**

DEVELOPER:



DEVELOPMENT
PARTNER:



ARCHITECT:



CIVIL ENGINEER &
LANDSCAPE ARCHITECT:

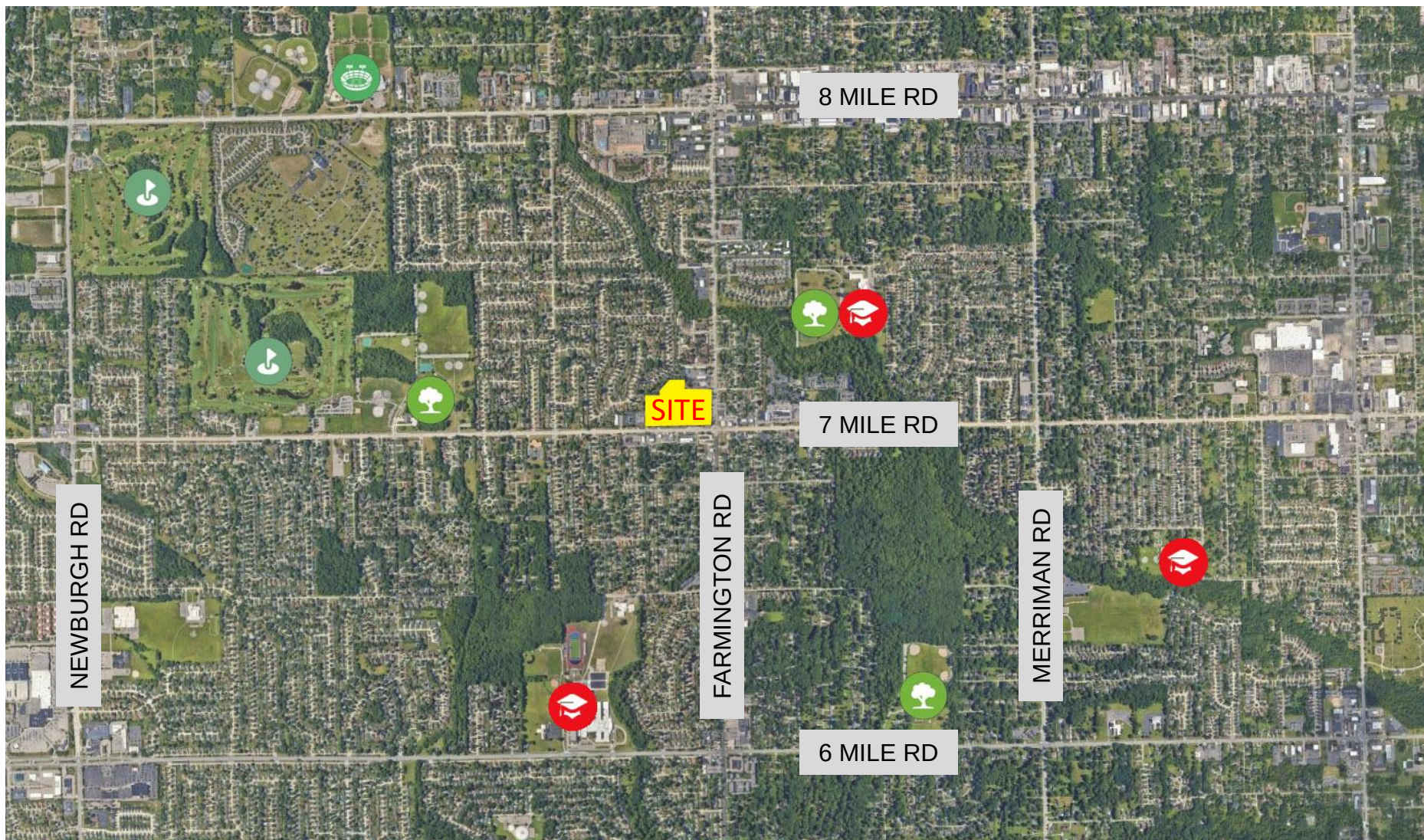


On behalf of Schostak Brothers and Meijer, we are pleased to introduce a Planned General Development (PGD) and Site Plan Approval (SPA) application package to the City of Livonia. This proposed project is an exciting redevelopment that will offer both a Meijer Grocery and a 102-unit multi-family residential townhome complex on the former 7 Farmington Center property where Kmart had operated for nearly 45 years. Once completed, this redevelopment will provide residents an option for today's grocery needs, modern townhome living opportunities and enhance the Livonia community.

Meijer has identified this site within the City as a strong market to construct its' newest grocery-only store format. Meijer's new grocery store design, proposed at 75,466 sf is considerably smaller than the 215,000 sf Meijer supercenters. These larger supercenters are what the City is familiar with such as their existing Livonia Meijer's at Middlebelt and I-96 expressway, and within surrounding communities such as Northville, Westland, Canton, and others. The new Grocery-only format will focus on food offerings including fresh meats, seafood, high quality produce, fresh bakery items, and deli along with a full range of beverages. This new Grocery format will also have an internal pharmacy with drive-through window and an on-line order pickup area for those shoppers wishing to pre-order groceries and pick them up without physically entering the store. It will also have a separate bottle return area accessible from the store's exterior. The building exterior will feature a contemporary building façade with a single front corner entry surrounded by an attractive glass tower and convenient parking to the entry.

The proposed multi-family residential townhome complex will appeal to users that desire an active lifestyle in a growing community and will offer a variety of residential unit designs and styles to meet the needs of a range of users. Units are to be furnished with high end finishes including stainless steel appliances, modern cabinets, and quartz countertops. Outdoor recreation areas will include a dog park and a landscaped courtyard seating area / open area.

Based on the feedback we received during the Planning Commission meeting held last July, our team has worked diligently to revise this application in compliance with the City Zoning Ordinance. We have prepared a well-planned site layout that we feel achieves everything the ordinance is intended to do: Provide neat and orderly development for the community within the masterplan, protect the neighbor's interests, and facilitate the Livonia residents' ability to live and do business in the community. We are excited to present this project to the City of Livonia and appreciate the opportunity to have discussions to work together on this exciting redevelopment.



GOLF COURSE



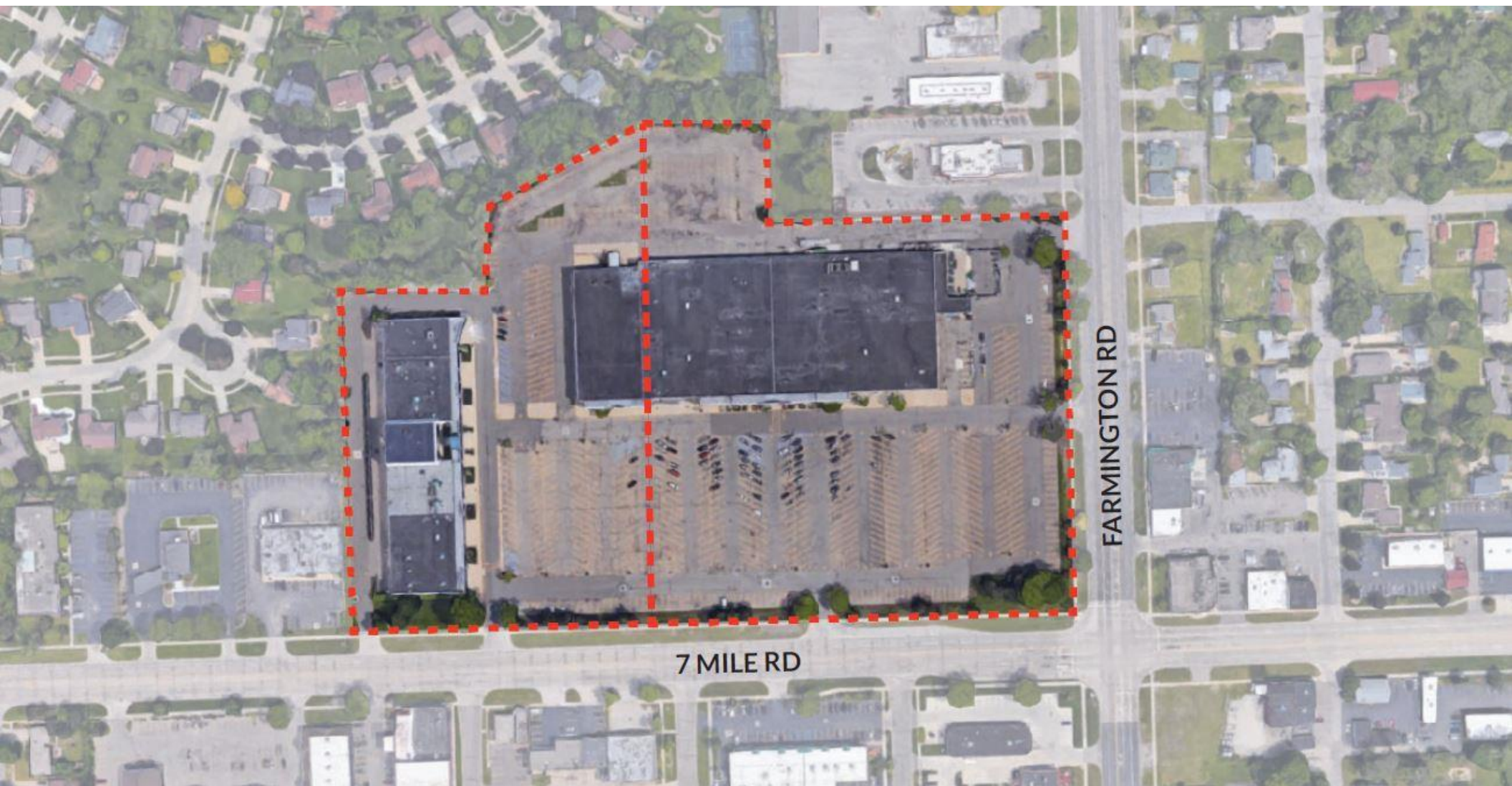
SPORTS FACILITY



PARK



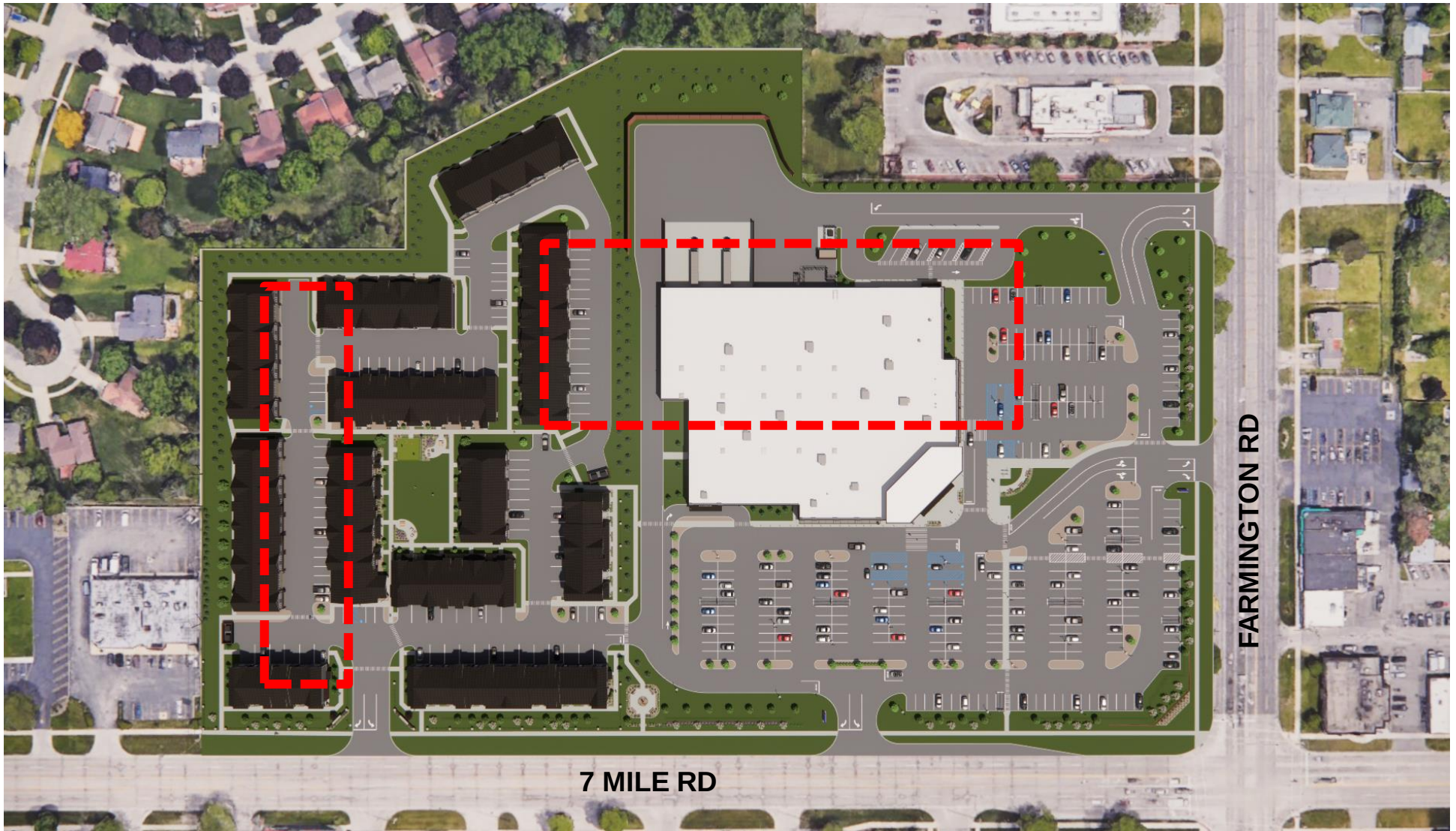
SCHOOL

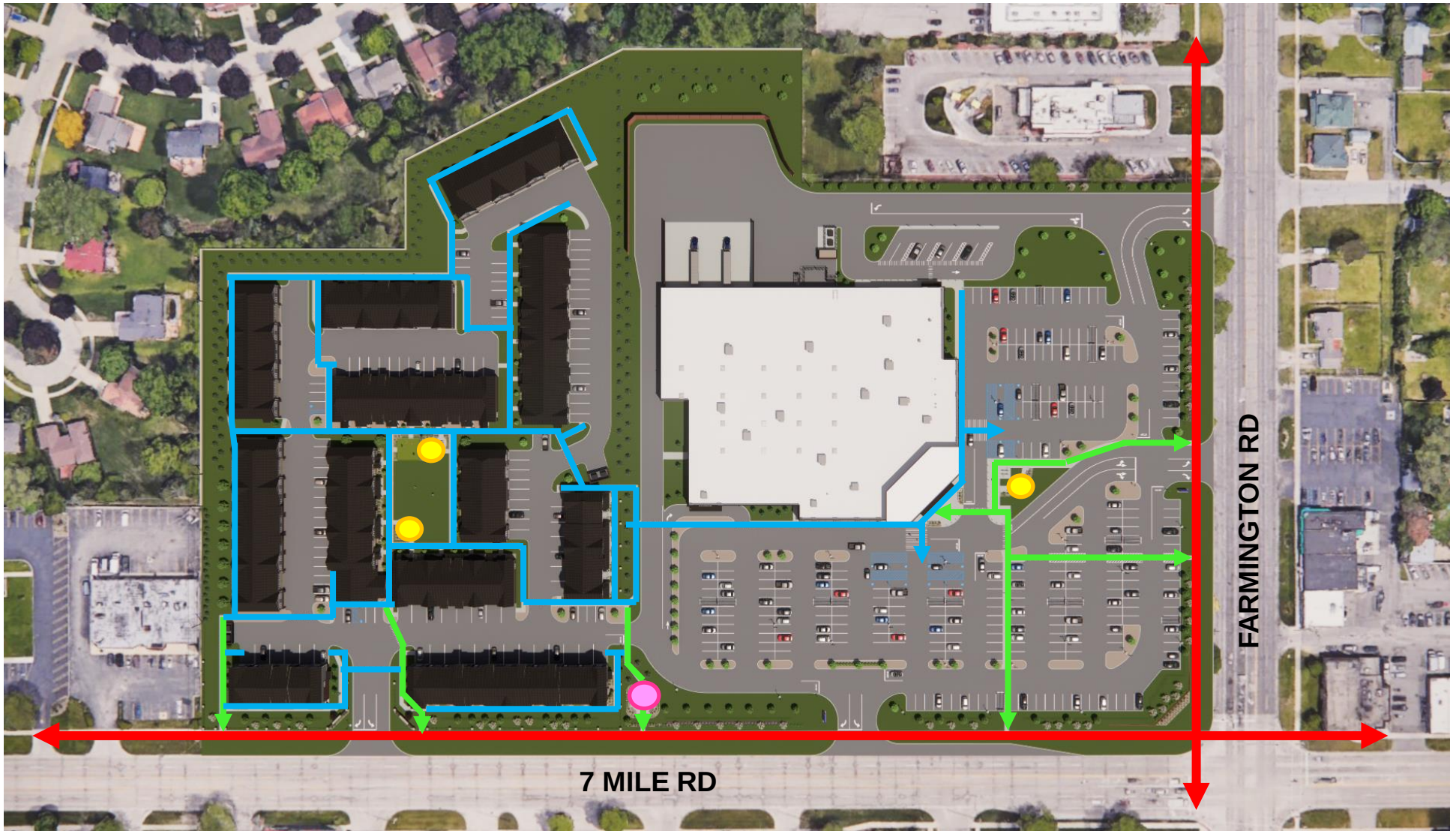












← PUBLIC SIDEWALKS

← CIRCULATION TO PUBLIC SIDEWALKS

← SITE CIRCULATION

● SITTING AREA

● COMMUNITY PLAZA











EF-5

Entrance and Storefront Frames:
Dark Bronze Anodized Aluminum

EF-15

Masonry Splitface Pattern:
Precast Concrete Panel
SW Paint 7024 Functional Gray

EF-16B

Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 6055 Fiery Brown

EF-19

Masonry Modular Brick Pattern:
Precast Concrete Panel
SW Paint 6054 Canyon Clay
(Rear Sound Wall To Receive EF-19 Finish)

EF-20

Canopy Fascia and Soffit
Dark Bronze

EF-23

Field Painted Steel
Dark Bronze

EF-16B

EF-19

EF-15

EF-23

EF-20

EF-5



Grocery Format Livonia: Facade Materials

4/12/2024

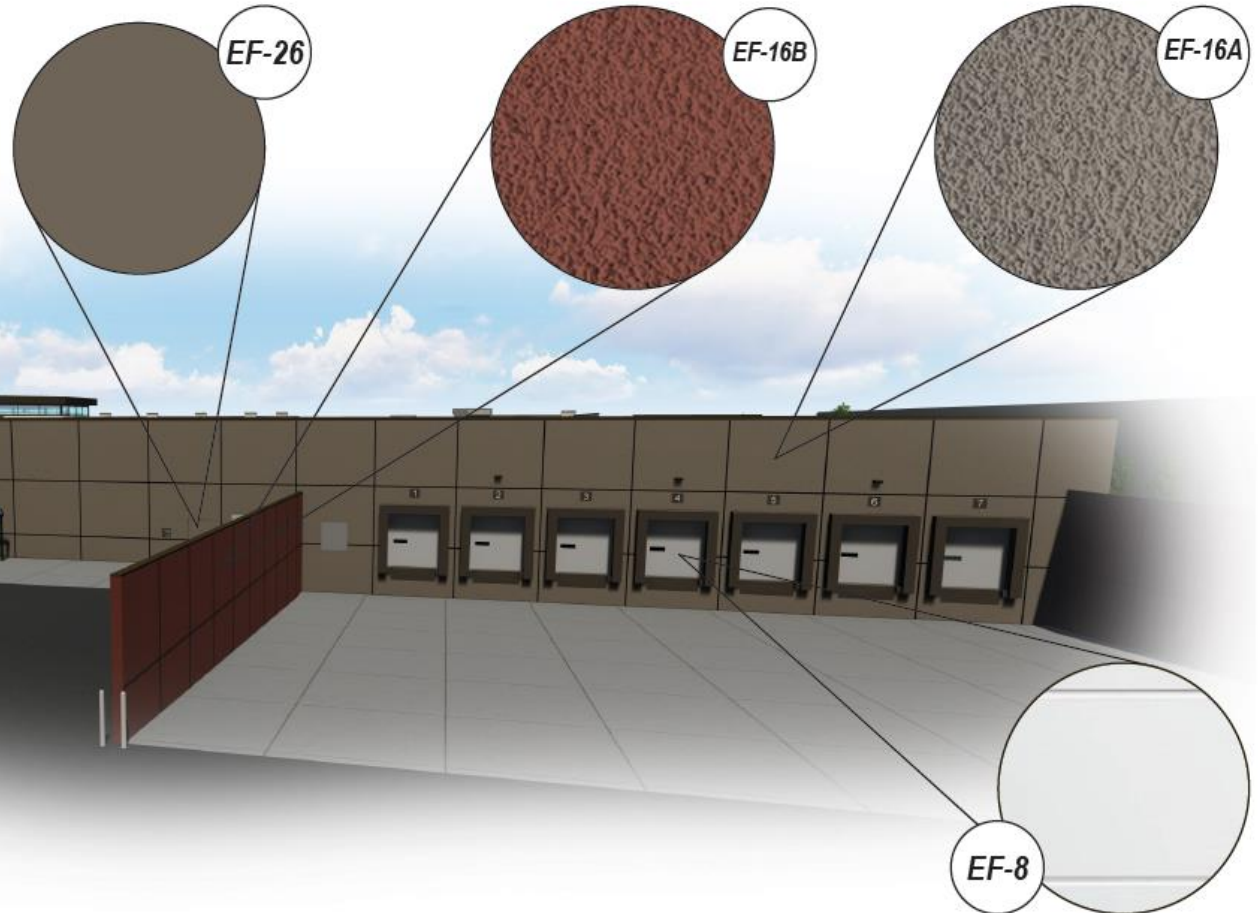


EF-8 Sectional Overhead Doors

EF-16A **Masonry Stucco/EIFS Pattern:**
Precast Concrete Panel
SW Paint 7026 Griffin

EF-16B **Masonry Stucco/EIFS Pattern:**
Precast Concrete Panel
SW Paint 6055 Fiery Brown

EF-26 **Field Painted Steel - Hollow
Metal Doors & Frames**
SW Paint 7026 Griffin



Grocery Format Livonia: Facade Materials

4/12/2024





UPDATED PROPOSAL – MAY 2024



ORIGINAL PROPOSAL – JUNE 2023



**ARCHITECTURAL STEEL
CABLE SUPPORTED CANOPY**

**MASONRY STUCCO/EFIS
PATTERN SECONDARY FACADE**
PRECAST CONCRETE PANEL
COLOR: SW 6055
FIERY BROWN

**MASONRY SPLITFACE
PATTERN BASE**
PRECAST CONCRETE PANEL
COLOR: SW 7024
FUNCTIONAL GRAY

**CASTLE TOP
PARAPET DETAIL**

**MASONRY MODULAR BRICK
PATTERN PILASTERS AND
MAIN FACADE**
PRECAST CONCRETE PANEL
COLOR: SW 6054
CANYON CLAY

**INTERNALLY ILLUMINATED,
BUILDING MOUNTED SIGNAGE**

**ARTICULATED
PRECAST BUILDING
PILASTERS WITH
REVEAL (TYP.)**















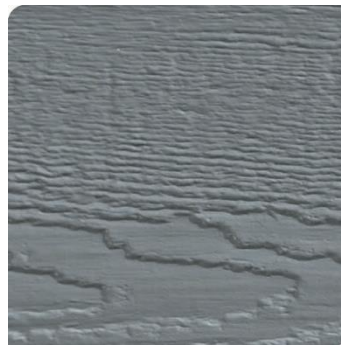








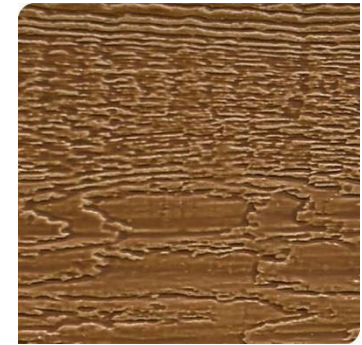
BRK-1
BRICK VENEER
COLOR: TBD



SDG-1
DIAMOND KOTE
COMPOSITE SIDING
COLOR: MOUNTAIN LAKE



SDG-2
DIAMOND KOTE
COMPOSITE SIDING
COLOR: OYSTER SHELL



SDG-3
DIAMOND KOTE
COMPOSITE SIDING
COLOR: CHESTNUT

NOTE: PRODUCT MAUNFACTURER AND COLORS SUBJECT TO CHANGE DUE TO AVAILABILITY AT TIME OF CONSTRUCTION









7 Mile Road Planned General Development for Proposed Meijer Grocery Store and 7 & Farmington Townhomes Traffic Impact Study

NWC 7 Mile and Farmington Roads
33500 West 7 Mile Road
Livonia, Wayne County, MI

Developer: 7 Mile/Farmington Venture, LP
Owner's Agent: Schostak Brothers & Company Inc.

Project No. 221815
May 17, 2024

7 Mile Road Planned General Development for Proposed Meijer Grocery Store and 7 & Farmington Townhomes Traffic Impact Study

Prepared For:

Developer: 7 Mile/Farmington Venture, LP

Owner's Agent: Schostak Brothers & Company, Inc.

May 17, 2024

Project No. 221815

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Appendix 5 – Turn Lane Warrants
Appendix 6 – Future LOS Output Reports
Appendix 7 – Signal Warrants
Appendix 8 – Future Improvement LOS Output Reports

List of Abbreviations/Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
City	City of Livonia
DDOT	Detroit Department of Transportation
DU	dwelling units
EB	eastbound
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
LUC	Land Use Code
MDOT	Michigan Department of Transportation
mph	miles per hour
NB	northbound
SB	southbound
SEMCOG	Southeast Michigan Council of Governments
SMART	Suburban Mobility Authority for Regional Transportation
sq ft	square foot
TIS	Traffic Impact Study
TMC	Turning Movement Count
TWLTL	two-way left turn lane
WB	westbound
WCDPS	Wayne County Department of Public Services
vpd	vehicles per day

References

Institute of Transportation Engineers, 2017, *Trip Generation Handbook*, 3rd Edition.

Institute of Transportation Engineers, 2021, *Trip Generation Manual*, 11th Edition.

Michigan Department of Transportation, 2021, *Electronic Traffic Control Device Guidelines*.

Michigan Department of Transportation, 2017, *Geometric Design Guidance*.

Michigan Department of Transportation, 2013, *Michigan Manual on Uniform Traffic Control Devices*.

Transportation Research Board, 2022, *Highway Capacity Manual*, 7th Edition.

Transportation Research Board, 2016, *Highway Capacity Manual*, 6th Edition.

Executive Summary

Fishbeck has completed a traffic impact study (TIS) related to a proposed mixed-use development located in the northwest quadrant of the Farmington Road and 7 Mile Road intersection in the City of Livonia (City), Wayne County, Michigan. The proposed redevelopment would include a 75,239 square foot (sq ft) Meijer Store and 105 dwelling units (DU) of single-family attached homes (townhomes). The proposed Meijer store is a new prototype store concept that will provide primarily grocery and pharmacy offerings, with limited hard goods. The Meijer store will have a significantly smaller footprint (approximately half) than that of a Meijer superstore, which typically ranges from 160,000 to 210,000 sq ft. Additionally, the proposed Meijer store will have a dedicated queuing and parking area for the pick-up of online orders and a pharmacy drive-through and queueing area.

The property currently contains two vacant retail buildings that will be demolished. The development will be open and fully operational in 2026.

The site currently has five driveways – two on Farmington Road and three on 7 Mile Road. The two driveways on Farmington Road will remain in the same locations. The easternmost driveway on 7 Mile Road (between Irving and Filmore Streets) will remain in the same location. The other two driveways on 7 Mile Road will be closed, and a new driveway will be constructed. The new driveway will be aligned with Myron Street. Additionally, there will be one cross-access driveway between the Meijer Store and the single-family attached housing (townhomes) development.

This study was conducted according to the methodologies and guidance published by Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), Michigan Department of Transportation (MDOT), Wayne County Department of Public Services (WCDPS), and the City. MDOT standards and guidelines were referenced where local standards/guidelines are not defined.

Vehicular Turning Movement Counts (TMCs) were collected at the study intersections on Wednesday, February 28, 2024, during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak hours for the roadway network. No background developments were identified for inclusion in this study.

Site-generated traffic was forecast using the information and methodologies specified in the ITE *Trip Generation Manual*. Existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that would be generated by the single-family attached housing (townhomes) portion of the proposed development. Meijer provided anticipated traffic distribution data for their proposed store.

This development has the potential for internal capture within the site, meaning a vehicle may visit several components of the development in a single trip. No internal capture reductions were applied in this study to provide a conservative analysis. A portion of the site-generated trips are anticipated to be “pass-by” in nature, meaning they already exist on the adjacent road network and are interrupted to visit the site.

Operational analyses were conducted for existing, background, and total future conditions based on the *Highway Capacity Manual* (HCM) 6th Edition and HCM 2000 methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses and site traffic generation, Table 1 provides the recommended future improvements to the study intersections to mitigate impacts to traffic operations.

Table 1 – Proposed Improvements

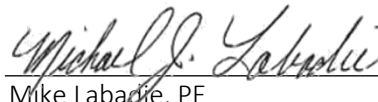
Intersection	Future
Farmington Road and 7 Mile Road	• Increase the cycle length during the p.m. peak hour from 100 seconds to 120 seconds. • Optimize timing splits in the p.m. peak hour. • Update offsets during both peak hours to provide improved traffic progression.
7 Mile Road and Gill Road	• Increase the cycle length during the a.m. peak hour from 80 seconds to 100 seconds to coordinate with the signal at Farmington Road. • Increase the cycle length during the p.m. peak hour from 80 seconds to 120 seconds to coordinate with the signal at Farmington Road. • Update offsets during both peak hours to provide improved traffic progression.
Farmington Road and Gable Street/North Driveway and McDonald's Exit	• Install a three-phase actuated-coordinated traffic signal that controls NB and SB Farmington Road, EB North Driveway, WB Gable Street, and EB McDonald's Exit. • The signal will run on a 100 second cycle length during the a.m. peak hour and on a 120 second cycle length during the p.m. peak hour to coordinate with the signal at 7 Mile Road. • Prohibit the SB left turn movement onto Gable Street.
Farmington Road and Commercial Driveway/South Driveway	• Install pavement markings and signage to alert motorists that the rightmost lane should be treated as a right turn only lane for both the South Driveway and 7 Mile Road intersections.

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, the 7 Mile/Farmington Venture, LP, and Schostak Brothers & Company, Inc., Meijer, MDOT, WCDPS, or the City.

Prepared By:



Alyssa Wambold, PE, PTOE – Fishbeck



Mike Labadie, PE

Project Manager – Fishbeck

1.0 Introduction

1.1 Project Overview

On behalf of the 7 Mile/Farmington Venture, LP and Schostak Brothers & Company, Inc., Fishbeck has completed a TIS related to a proposed mixed-use development located in the northwest quadrant of the Farmington Road and 7 Mile Road intersection in the City of Livonia, Wayne County, Michigan. The proposed redevelopment would include a 75,239 sq ft Meijer Store and 105 DU of single-family attached homes (townhomes). The proposed Meijer store is a new prototype store concept that will provide primarily grocery and pharmacy offerings, with limited hard goods. The Meijer store will have a significantly smaller footprint (approximately half) than that of a Meijer superstore, which typically ranges from 160,000 to 210,000 sq ft. Additionally, the proposed Meijer store will have a dedicated queuing and parking area for the pick-up of online orders and a pharmacy drive-through and queuing area.

The property currently contains two vacant retail buildings that will be demolished. The development will be open and fully operational in 2026.

The site currently has five driveways – two on Farmington Road and three on 7 Mile Road. The two driveways on Farmington Road will remain in the same locations. The easternmost driveway on 7 Mile Road (between Irving Street and Filmore Street) will remain in the same location. The other two driveways on 7 Mile Road will be closed, and a new driveway will be constructed. The new driveway will be aligned with Myron Street. Additionally, there will be one cross-access driveway between the Meijer Store and the single-family attached housing (townhomes) development.

The project location and study intersections are displayed in Figure 1.

Figure 1 – Project Location and Study Network

- A. Farmington Road and 7 Mile Road
- B. 7 Mile Road and Gill Road
- C. 7 Mile Road and Myron Street
- D. 7 Mile Road and Irving Street
- E. 7 Mile Road and Filmore Street
- F. Farmington Road and Gable Street
- G. Farmington Road and McDonald's



1.2 Study Methodology

The objectives of this TIS were to determine what impacts the proposed project would have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak hours.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCDPS, and the City. MDOT standards and guidelines were referenced where local standards/guidelines are not defined.

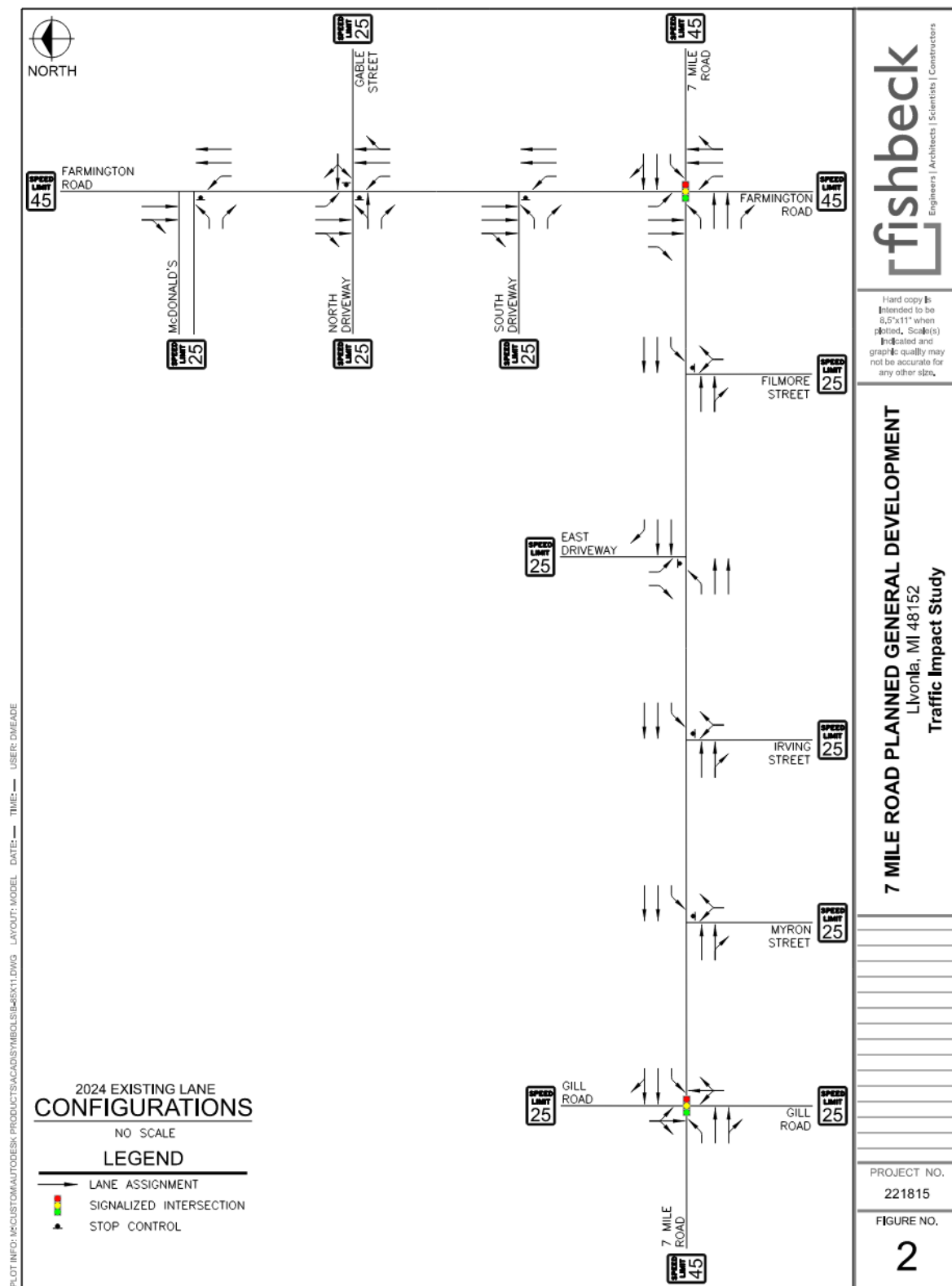
1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

- Farmington Road and 7 Mile Road (signalized).
- 7 Mile Road and Gill Road (signalized).
- 7 Mile Road and Myron Street/West Driveway (NB Stop-Controlled).
- 7 Mile Road and Irving Street (NB Stop-Controlled).
- 7 Mile Road and Filmore Street (NB Stop-Controlled).
- Farmington Road and Gable Street/North Driveway (EB/WB Stop-Controlled).
- Farmington Road and McDonald's (EB Stop-Controlled).
- Farmington Road and South Driveway (EB Stop-Controlled).
- 7 Mile Road and East Driveway (SB Stop-Controlled).

The existing intersection lane configurations, traffic controls, and posted speed limits are displayed in Figure 2.

Figure 2 – 2024 Existing Lane Configurations



1.4 Roadway Characteristics

The characteristics of the study area roadways and signalized intersections are described in Tables 2 and 3. The data points referenced were from the MDOT Transportation Data Management System and the Southeast Michigan Council of Governments (SEMCOG) Traffic Count Database System and online maps.

Table 2 – Roadway Characteristics

Roadway	Jurisdiction	Speed Limit (mph)	No. of Lanes	Roadway Classification	Direction	AADT	
						Volume (vpd)	Year
Farmington Road	WCDPS	45	5-6	Principal Arterial	NB	12,567	2022
					SB	14,465	2022
7 Mile Road	WCDPS	45	5-6	Principal Arterial	EB	9,720	2015
					WB	10,960	2015

AADT Average Annual Daily Traffic

EB Eastbound

mph miles per hour

NB Northbound

SB Southbound

vpd vehicles per day

WB Westbound

Table 3 – Signal Characteristics

Intersection	Jurisdiction	Left Turn Phasing			
		NB	SB	EB	WB
Farmington Road and 7 Mile Road	WCDPS	Permitted and Lagging Protected			
7 Mile Road and Hill Road	WCDPS	Permitted			

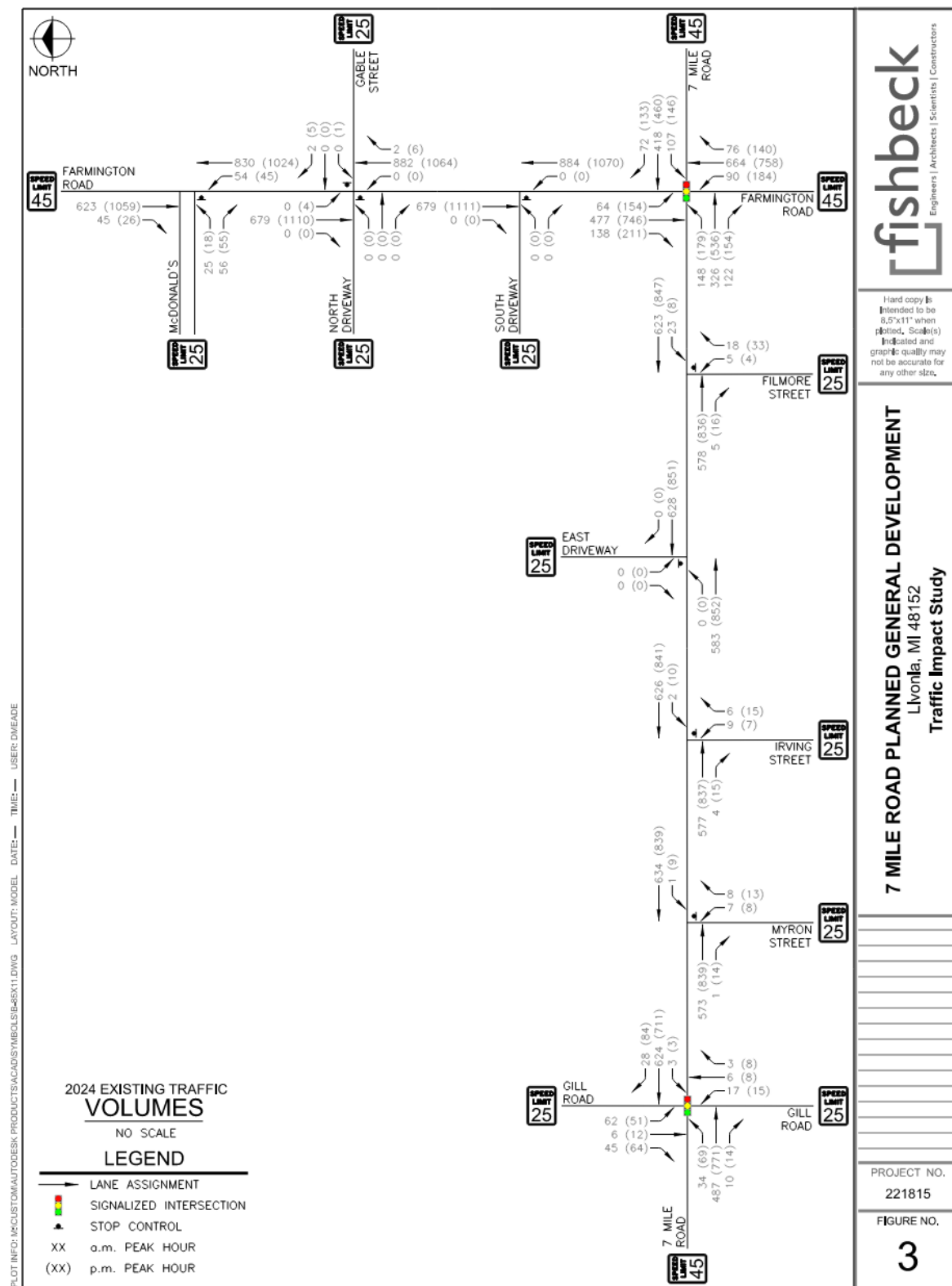
1.5 Existing Traffic Volumes

Vehicular TMCs were collected at the following study intersections during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak hours of the road network on Wednesday, February 28, 2024:

- Farmington Road and 7 Mile Road.
- 7 Mile Road and Gill Road.
- 7 Mile Road and Myron Street.
- 7 Mile Road and Irving Street.
- 7 Mile Road and Filmore Street.
- Farmington Road and Gable Street/North Driveway.
- Farmington Road and McDonald's.

Traffic volume information can be found in Appendix 1, which includes heavy vehicle data. The existing traffic volumes used in this study are provided in Figure 3.

Figure 3 – 2024 Existing Traffic Volumes



1.6 Multimodal Characteristics

The primary transportation system user in the study area is vehicular traffic. Accordingly, this study focuses on the potential impacts to the vehicle transportation network. Conservatively in this respect, all users of the site are assumed to travel to/from the site by passenger vehicle; however, there are limited multimodal facilities in the vicinity of the project.

Livonia Community Transit is the area transit agency. They provide two services: to-work service and as-needed service to seniors (60 years old and older) and disabled residents (18 years old and older). The to-work service serves commuters with cross connection to the Suburban Mobility Authority for Regional Transportation (SMART) and Detroit Department of Transportation (DDOT) systems and operates during the weekday morning peak hour (6 a.m. to 8 a.m.) and on an as-needed basis during the weekday afternoon peak hour (4 to 6 p.m.). There are no scheduled to-work routes that currently service this area. The as-needed service provides rides to locations within the City on a requested basis. The Livonia Community Transit indicated that if bus service were to be provided to this site, they would drop-off and pick-up passengers within the site.

There is currently sidewalk adjacent to the site. There is sidewalk on both sides of Farmington and 7 Mile Roads in the vicinity of the site. No additional sidewalk is required to service this development.

At the intersection of Farmington and 7 Mile Roads, there are pedestrian signals with push buttons and sidewalk ramps in all four quadrants of the intersection. At the intersection of 7 Mile and Gill Roads, there are pedestrian signals without push buttons and sidewalk ramps in all four quadrants of the intersection. No additional pedestrian facilities are required to service this development.

2.0 2024 Existing Conditions Analysis

2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all intersections within this study. According to the most recent editions of the HCM, Level of Service (LOS) is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is considered acceptable for most areas. Table 4 presents the HCM criteria for various LOSs for unsignalized and signalized intersections. The color coding in the table is used in the operational analysis summary tables later in this report.

Table 4 – LOS Criteria

LOS	Average Stopped Vehicle Delay (seconds)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

2.2 2024 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls, as observed in the field and from available aerial and street level imagery. The traffic signal timing permits for the signalized intersections were provided by WCDPS for use in the models.

The resulting LOS and delay for the existing conditions are provided in Table 5.

Table 5 – LOS Analysis for 2024 Existing Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
Farmington Road and 7 Mile Road (Signalized)				
EB 7 Mile Road	C	29.0	C	31.6
WB 7 Mile Road	C	30.0	C	33.4
NB Farmington Road	D	35.9	D	43.2
SB Farmington Road	C	28.1	C	34.0
Overall	C	31.3	D	36.0
7 Mile Road and Gill Road (Signalized)				
EB 7 Mile Road	A	9.2	B	10.5
WB 7 Mile Road	A	9.7	B	10.3
NB Gill Road	C	21.9	C	22.1
SB Gill Road	C	24.6	C	25.0
Overall	B	11.2	B	11.9
7 Mile Road and Myron Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Myron Street	B	12.7	C	15.1
Overall	A	0.2	A	0.3
7 Mile Road and Irving Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Irving Street	B	13.6	B	14.7
Overall	A	0.2	A	0.3
7 Mile Road and Filmore Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.3	A	0.1
NB Filmore Street	B	11.7	B	13.0
Overall	A	0.5	A	0.4
Farmington Road and Gable Street/North Driveway (EB/WB Stop-Controlled)				
EB North Driveway	A	0.0	A	0.0
WB Gable Street	B	12.0	D	27.4
NB Farmington Road	A	0.0	A	0.0
SB Farmington Road	A	0.0	A	0.0
Overall	A	0.0	A	0.1
Farmington Road and McDonald's (EB Stop-Controlled)				
EB McDonald's	B	13.8	C	20.6
NB Farmington Road	A	0.6	A	0.5
SB Farmington Road	Free		Free	
Overall	A	1.1	A	1.1

Further analysis of the LOS results for existing conditions revealed that most movements, approaches, and intersections are expected to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

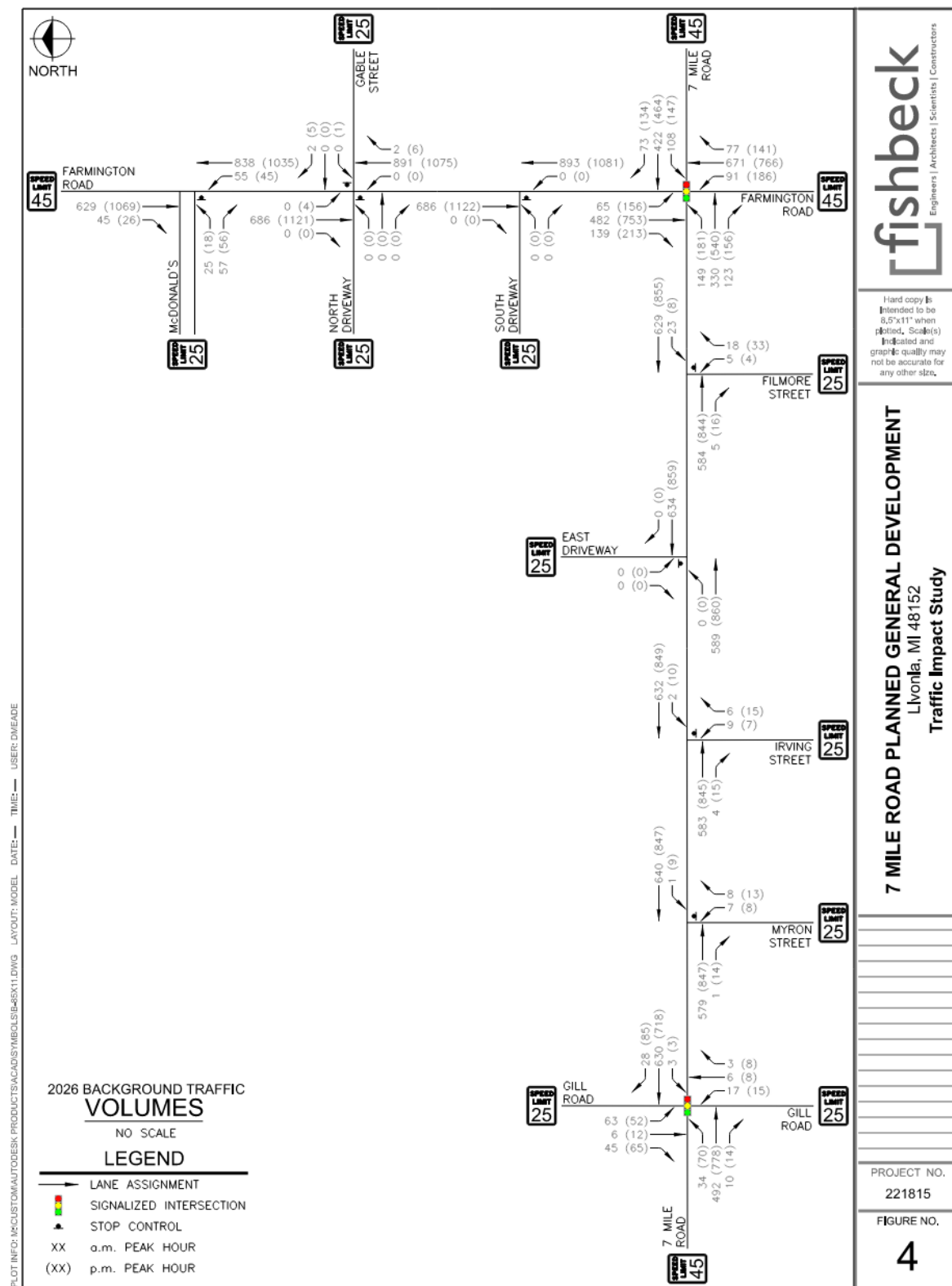
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 300 feet (12 vehicles) and an average queue length of 170 feet (7 vehicles). All queues are contained within the two-way left turn lane (TWLTL).
 - The SB left movement has a 95th percentile queue length of 202 feet (8 vehicles) and an average queue length of 125 feet (5 vehicles). All queues are contained within the TWLTL.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are acceptable, with no significant vehicle queues or spill-back from available storage lanes. No 95th percentile queue lengths for the turning movements exceed the provided storage length. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

3.0 2026 Background Conditions Analysis

Historical population data from the SEMCOG Community Profiles was referenced to determine the applicable growth rate for the existing traffic volumes to the project build-out year in 2026. Based on this review, a background growth rate of 0.5% per year was utilized. No background developments were identified for inclusion in this study. The total background traffic volumes are presented in Figure 4.

Figure 4 – 2026 Background Traffic Volumes



3.1 2026 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are provided in Table 6.

Table 6 – LOS Analysis for 2026 Background Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
Farmington Road and 7 Mile Road (Signalized)				
EB 7 Mile Road	C	29.1	C	31.8
WB 7 Mile Road	C	30.1	C	33.7
NB Farmington Road	D	36.2	D	43.9
SB Farmington Road	C	28.2	C	34.4
Overall	C	31.4	D	36.4
7 Mile Road and Gill Road (Signalized)				
EB 7 Mile Road	A	9.2	B	10.5
WB 7 Mile Road	A	9.7	B	10.3
NB Gill Road	C	21.9	C	22.1
SB Gill Road	C	24.7	C	25.1
Overall	B	11.3	B	11.9
7 Mile Road and Myron Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Myron Street	B	12.7	C	15.2
Overall	A	0.2	A	0.3
7 Mile Road and Irving Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Irving Street	B	13.7	B	14.8
Overall	A	0.2	A	0.3
7 Mile Road and Filmore Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.3	A	0.1
NB Filmore Street	B	11.7	B	13.1
Overall	A	0.5	A	0.4
Farmington Road and Gable Street/North Driveway (EB/WB Stop-Controlled)				
EB North Driveway	A	0.0	A	0.0
WB Gable Street	B	12.0	D	27.8
NB Farmington Road	A	0.0	A	0.0
SB Farmington Road	A	0.0	A	0.0
Overall	A	0.0	A	0.1
Farmington Road and McDonald's (EB Stop-Controlled)				
EB McDonald's	B	13.9	C	20.8
NB Farmington Road	A	0.6	A	0.5
SB Farmington Road	Free		Free	
Overall	A	1.1	A	1.1

Further analysis of the LOS results for background conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

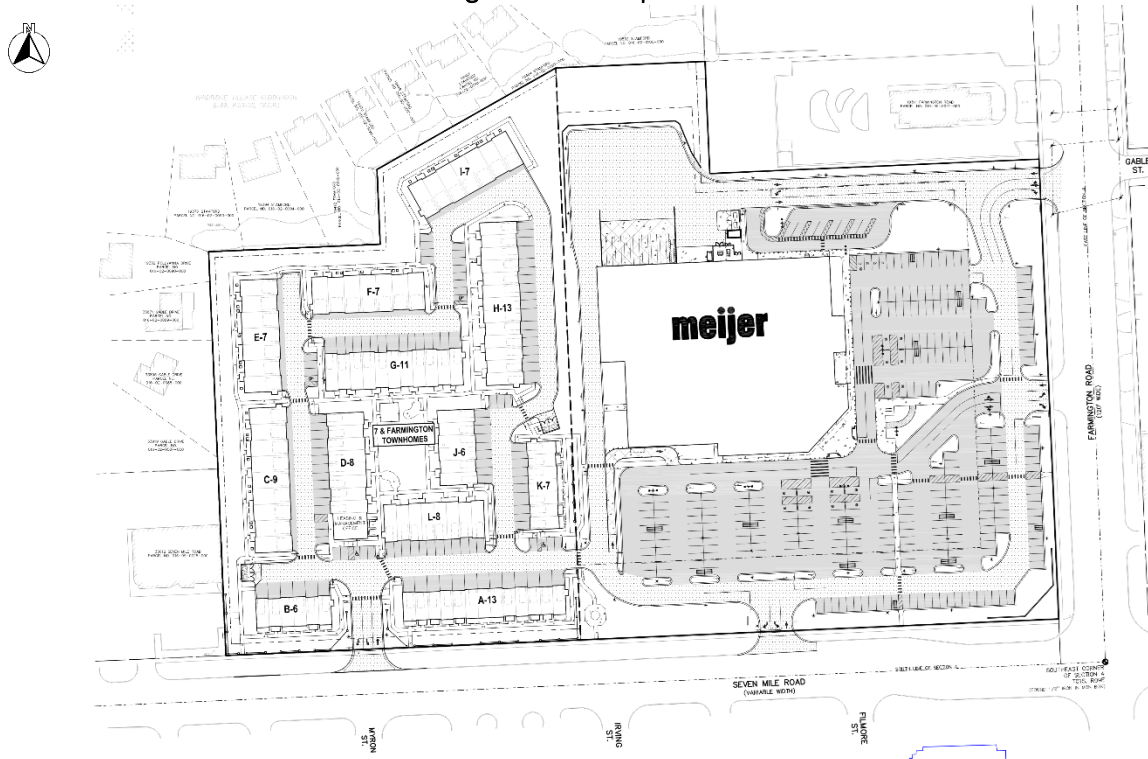
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements would continue to operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 264 feet (11 vehicles) and an average queue length of 160 feet (6 vehicles). All queues are contained within the TWLTL.
 - The SB left movement has a 95th percentile queue length of 203 feet (8 vehicles) and an average queue length of 130 feet (5 vehicles). All queues are contained within the TWLTL.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations are acceptable, with no significant vehicle queues or spill-back from available storage lanes. No 95th percentile queue lengths for the turning movements exceed the provided storage length. See Appendix 3 for the background conditions LOS reports and queueing analysis reports.

4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5.

Figure 5 – Conceptual Site Plan



4.1 Trip Generation

Using the information and methodologies specified in the most recent ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development.

The proposed Meijer store is a new prototype store concept that will provide primarily grocery and pharmacy offerings, with limited hard goods. Typically, a Meijer superstore has been forecast using land use code (LUC) 813 – Free-Standing Discount Superstore, which ranges in size between 120,000 and 250,000 sq ft. This

proposed Meijer store will be more characteristic of a traditional grocery store, having a significantly smaller footprint (approximately half) that of a Meijer superstore. LUC 850 – Supermarket was used for this study as it describes a facility that focuses on grocery and pharmacy offerings and has less than 80,000 sq ft.

In multi-use developments, not all the trips generated are from sources outside the boundaries of the development but are trips that are “internally captured” within the site, meaning that a vehicle may visit several components of a mixed-use development in a single trip. This methodology is presented in the ITE Trip Generation Handbook. While this development has the potential for internal capture with a proposed cross-access point between the Meijer Store and the single-family attached housing (townhomes), it is not anticipated to have a significant impact on the results of the analysis. Therefore, no internal capture reductions were applied in this study to provide a conservative analysis.

A portion of the site-generated trips are anticipated to be “pass-by” in nature, meaning that they already exist on the adjacent road network and are interrupted to visit the site. According to ITE methodology, new trips are assumed to return to their direction of origin whereas pass-by trips continue in their original direction of travel. The ITE Trip Generation Manual was used to calculate what percentage of the trips would be pass-by trips, meaning that they are vehicles already on the network that would access the development and are not additional trips added to the network.

Table 7 presents the resulting trip generation for the development. Refer to Appendix 4 for additional information.

Table 7 – Trip Generation for Proposed Development

ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Attached Housing	215	105 DU	12	37	49	35	24	59	750
Supermarket	850	75,239 sq ft	127	88	215	307	307	614	6,814
Total			139	125	264	342	331	673	7,564
Pass-By Rates, LUC 850: 24% PM			-	-	-	74	74	148	-
Total New Trips			139	125	264	268	257	525	7,564

4.2 Trip Distribution

A trip distribution model for the single-family attached housing (townhomes) portion of the development was developed based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Meijer provided their anticipated traffic distribution data for their proposed store. Tables 8 and 9 provide the probable distributions.

Table 8 – Trip Distribution – New Trips

Direction	Via	Single-Family Attached Housing				Meijer
		a.m. Peak Hour		p.m. Peak Hour		a.m. and p.m. Peak Hour
		To	From	To	From	To/From
North	Farmington Road	32%	25%	28%	29%	20%
South	Farmington Road	26%	32%	28%	29%	35%
East	7 Mile Road	17%	23%	23%	19%	25%
West	7 Mile Road	25%	20%	21%	23%	20%

Table 9 – Trip Distribution – Pass-By Trips

Direction	Via	p.m. Peak Hour
NB	Farmington Road	27%
SB	Farmington Road	29%
EB	7 Mile Road	22%
WB	7 Mile Road	22%

The trip distribution for the site is indicated in Figure 6. The pass-by volumes are indicated in Figure 7. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 8.

Figure 6 – New Trip Generation Volumes

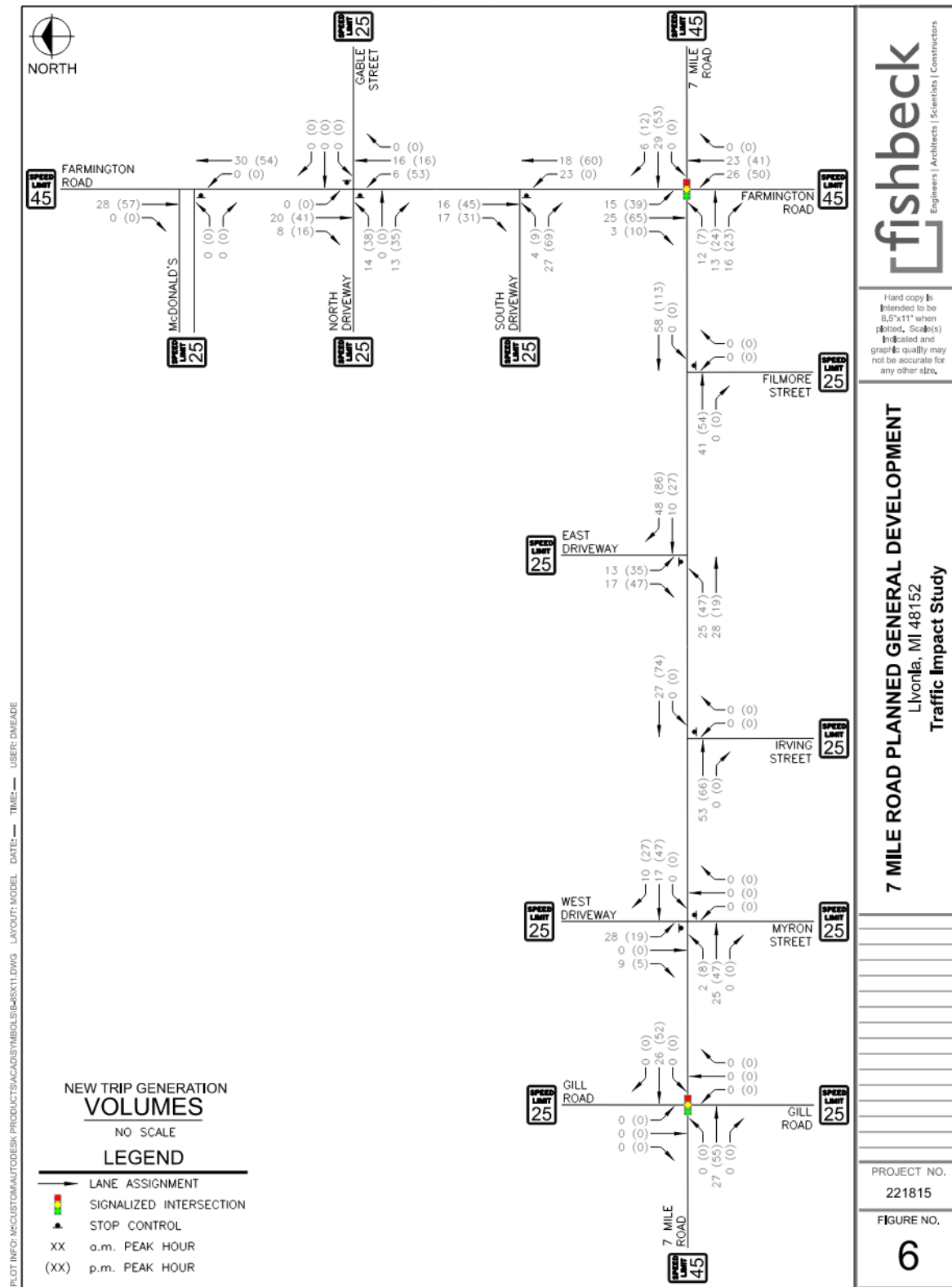


Figure 7 – Pass-By Volumes

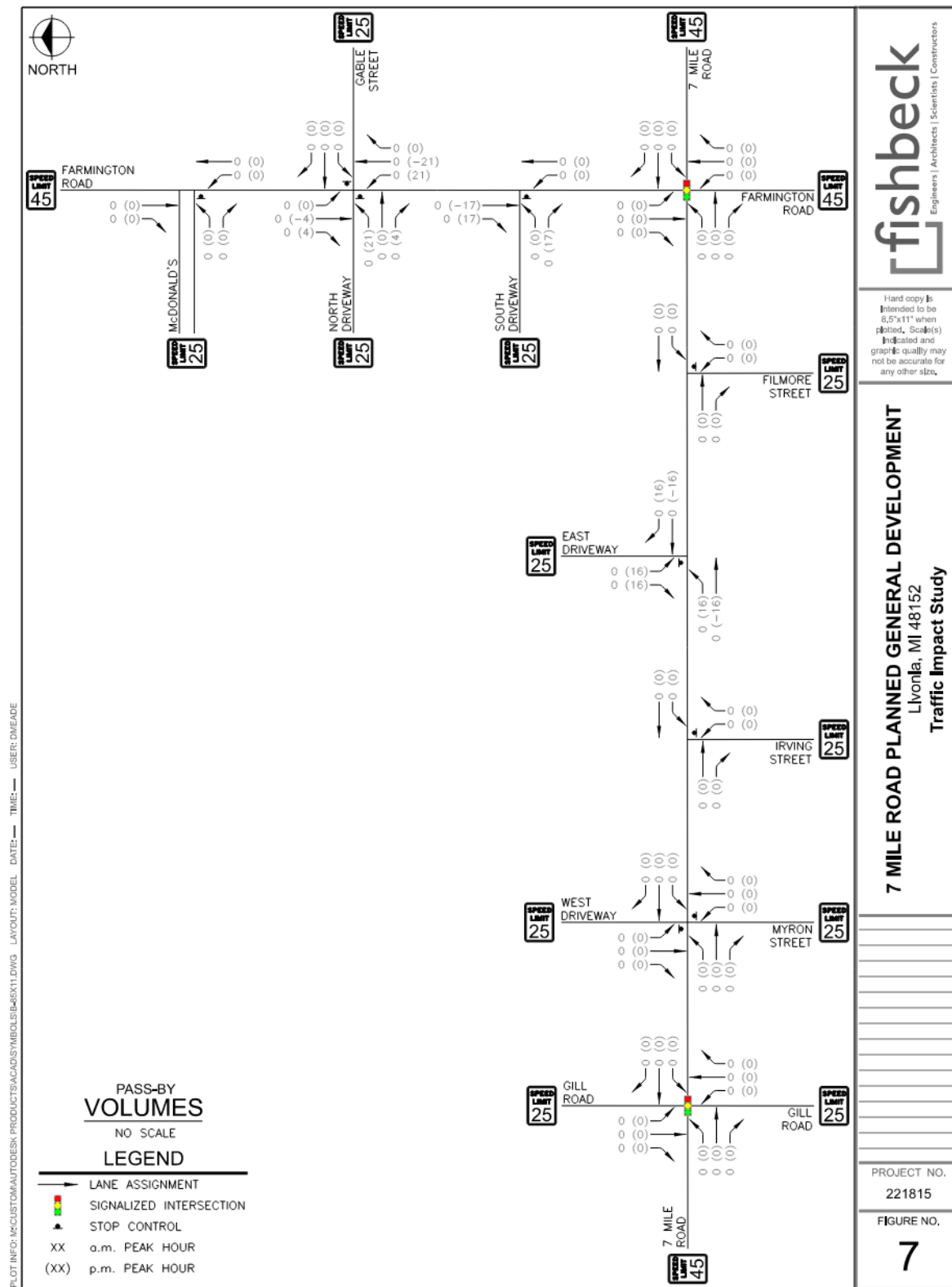
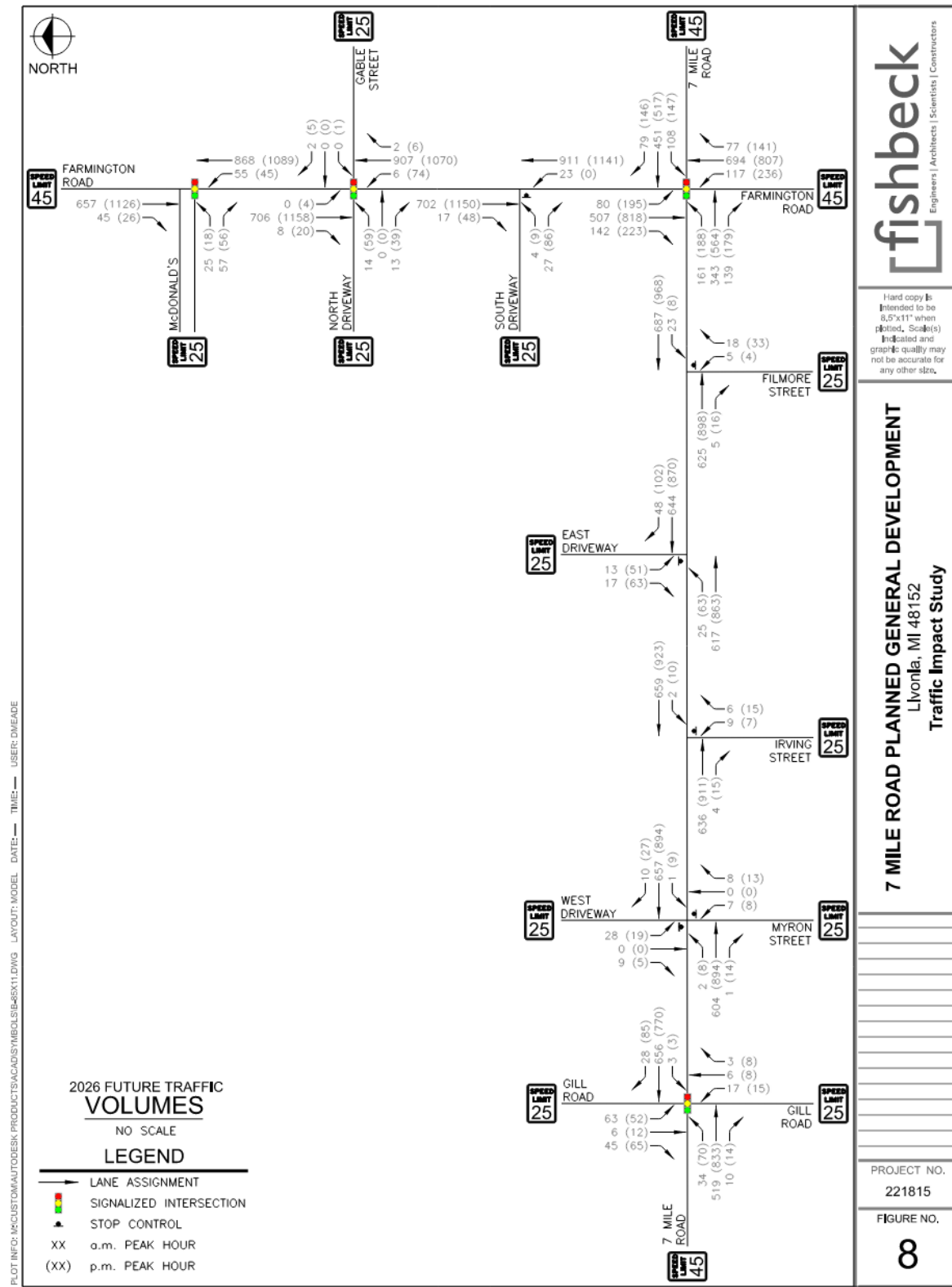


Figure 8 – 2026 Future Traffic Volumes



5.0 2026 Future Conditions Analysis

5.1 Turn Lane Warrants

An evaluation was performed in accordance with WCDPS requirements to determine if right turn deceleration lanes are required at the site driveways. Farmington and 7 Mile Roads have TWLTLs along the site frontage. No left turn lane warrant analysis was completed.

The results of the analysis indicated a full width right turn lane is warranted at the East Driveway on 7 Mile Road, which already exists. Additionally, a right turn lane is warranted at the South Driveway on Farmington Road. While a SB right turn lane is warranted at the South Driveway, the existing SB right turn lane for the intersection of Farmington and 7 Mile Roads extends through the South Driveway intersection and can be used by site generated traffic as a right turn lane into the site. Pavement markings and signage should be installed to alert motorists the rightmost lane should be treated as a right turn only lane for both the South Driveway and 7 Mile Road intersections. No additional right turn lane treatment is required at any of the other site driveways.

All turn lane warrant charts are provided in Appendix 5. The results of the analysis are presented in Table 10.

Table 10– Turn Lane Warrants

Intersection	Movement	Existing Treatment	Result
7 Mile Road and Myron Street/West Driveway	EB Left	TWLTL	-
	WB Right	None	Not Warranted
Farmington Road and Gable Street/North Driveway	NB Left	TWLTL	-
	SB Right	None	Not Warranted
Farmington Road and South Driveway	NB Left	TWLTL	-
	SB Right	None	Turn Lane Required
7 Mile Road and East Driveway	EB Left	TWLTL	-
	WB Right	Full-Width Turn Lane	Turn Lane Required

5.2 2026 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are presented in Table 11.

Table 11 – LOS Analysis for 2026 Future Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
Farmington Road and 7 Mile Road (Signalized)				
EB 7 Mile Road	C	29.9	C	33.3
WB 7 Mile Road	C	30.8	D	35.4
NB Farmington Road	D	37.3	E	57.4
SB Farmington Road	C	28.9	D	40.6
Overall	C	32.3	D	42.8
7 Mile Road and Gill Road (Signalized)				
EB 7 Mile Road	A	9.3	B	10.8
WB 7 Mile Road	A	9.8	B	10.6
NB Gill Road	C	21.9	C	22.1
SB Gill Road	C	24.7	C	25.1
Overall	B	11.3	B	12.1

Table 11 – LOS Analysis for 2026 Future Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
7 Mile Road and Myron Street/West Driveway (NB/SB Stop-Controlled)				
EB 7 Mile Road	A	0.0	A	0.1
WB 7 Mile Road	A	0.0	A	0.1
NB Myron Street	C	17.8	D	29.9
SB West Driveway	D	25.2	F	54.6
Overall	A	1.0	A	1.3
7 Mile Road and Irving Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Irving Street	B	14.3	B	15.7
Overall	A	0.2	A	0.3
7 Mile Road and Filmore Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.3	A	0.1
NB Filmore Street	B	12.0	B	13.6
Overall	A	0.5	A	0.4
Farmington Road and Gable Street/North Driveway (EB/WB Stop-Controlled)				
EB North Driveway	D	26.0	F	747.9
WB Gable Street	B	12.1	E	42.1
NB Farmington Road	A	0.1	A	0.9
SB Farmington Road	A	0.0	A	0.0
Overall	A	0.5	D	28.6
Farmington Road and McDonald's (EB Stop-Controlled)				
EB McDonald's	B	14.2	C	22.3
NB Farmington Road	A	0.6	A	0.5
SB Farmington Road	Free		Free	
Overall	A	1.1	A	1.1
Farmington Road and South Driveway (EB Stop-Controlled)				
EB South Driveway	B	13.2	C	20.7
NB Farmington Road	A	0.3	A	0.0
SB Farmington Road	A	0.0	A	0.0
Overall	A	0.4	A	0.8
7 Mile Road and East Driveway (SB Stop-Controlled)				
EB 7 Mile Road	A	0.4	A	0.8
WB 7 Mile Road	A	0.0	A	0.0
SB East Driveway	B	13.2	C	19.5
Overall	A	0.5	A	1.5

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Farmington Road and 7 Mile Road:
 - The NB approach would operate at LOS E in the p.m. peak hour.
 - The NB and SB left movements would operate at LOS F in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 609 feet (24 vehicles) and an average queue length of 423 feet (17 vehicles). All queues are contained within the TWLTL.
 - The SB left movement has a 95th percentile queue length of 298 feet (12 vehicles) and an average queue length of 213 feet (9 vehicles). All queues are contained within the TWLTL.
- 7 Mile Road and Myron Street/West Driveway:
 - The SB approach would operate at LOS F in the p.m. peak hour.
 - The SB approach has a 95th percentile queue length of 49 feet (2 vehicles) and an average queue length of 19 feet (1 vehicle).
- Farmington Road and Gable Street/North Driveway:
 - The EB left/thru movement would operate at LOS E in the a.m. peak hour.
 - The EB left/thru movement has a 95th percentile queue length of 26 feet (1 vehicle) and an average queue length of 7 feet (less than 1 vehicle).
 - The WB approach would operate at LOS E in the p.m. peak hour.
 - The WB approach has a 95th percentile queue length of 39 feet (2 vehicles) and an average queue length of 10 feet (less than 1 vehicle).
 - The EB left/thru movement and the EB approach would operate at LOS F in the p.m. peak hour.
 - The EB left/thru movement has a 95th percentile queue length of 353 feet (14 vehicles) and an average queue length of 149 feet (6 vehicle).
- Farmington Road and McDonald's:
 - The EB left movement would operate at LOS E in the p.m. peak hour.
 - The EB left movement has a 95th percentile queue length of 63 feet (3 vehicles) and an average queue length of 23 feet (1 vehicle).

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are acceptable, except for the NB approach at the intersection of Farmington and 7 Mile Roads and the EB approach at the intersection of Farmington Road and Gable Street/North Driveway. No 95th percentile queue lengths for the turning movements exceed the provided storage length.

At the intersection of Farmington Road and Gable Street/North Driveway, vehicles exiting the proposed site on the EB approach experience significant delays and queue lengths during the p.m. peak hour. The 95th percentile queue lengths exiting the site at this driveway in the p.m. peak hour are 353 feet (14 vehicles) for left turning traffic and 261 feet (10 vehicles) for right turning traffic. To reduce queueing and delays for vehicles exiting the site, a traffic signal would be required. Given the proximity of Gable Street, the East Driveway, and the McDonald's Exit Driveway, it is proposed to install a traffic signal that controls all three of these side streets.

See Appendix 6 for the future conditions LOS reports and queueing analysis reports.

5.3 Signal Warrant Analysis

Signal warrants were completed at the intersection of Farmington Road and Gable Street/North Driveway in accordance with *Michigan Manual on Uniform Traffic Control Devices* requirements. The results of this analysis revealed several warrants are met at the intersection. The results of this analysis are presented in Table 12; all signal warrant charts are provided in Appendix 7.

Table 12 – Signal Warrants – Intersection of Farmington Road and Gable Street/North Driveway

Warrant		Is Warrant Met?	Comments
Eight Hour Vehicular Volume	Overall	Yes	
	Condition A	No	Hours Met: 0
	Condition B	Yes	Hours Met: 8
	Conditions A and B	No	Hours Met: 0
Four Hour Vehicular Volume (70%)		Yes	Hours Met: 6
Peak Hour Vehicular Volume (70%)	Overall	No	
	Condition A	No	Hours Met: 0
	Condition B	No	Hours Met: 0

5.4 2026 Future Improvement Conditions Traffic Analysis

Observations of 2026 future traffic conditions were made, and improvements are recommended, at the following intersections:

- Farmington Road and 7 Mile Road:
 - Increase the cycle length during the p.m. peak hour from 100 seconds to 120 seconds.
 - Optimize timing splits in the p.m. peak hour.
 - Update offsets during both peak hours to provide improved traffic progression.
- 7 Mile Road and Gill Road:
 - Increase the cycle length during the a.m. peak hour from 80 seconds to 100 seconds to coordinate with the signal at Farmington Road.
 - Increase the cycle length during the p.m. peak hour from 80 seconds to 120 seconds to coordinate with the signal at Farmington Road.
 - Update offsets during both peak hours to provide improved traffic progression.
- Farmington Road and Gable Street/North Driveway and McDonald's Exit:
 - Install a three-phase actuated-coordinated traffic signal that controls NB and SB Farmington Road, EB North Driveway, WB Gable Street, and EB McDonald's Exit.
 - The signal will run on a 100 second cycle length during the a.m. peak hour and on a 120 second cycle length during the p.m. peak hour to coordinate with the signal at 7 Mile Road.
 - Restrict the SB left turn movement onto Gable Street.

HCM 2000 methodologies were utilized at the intersection of Farmington Road and Gable Street/North Driveway and McDonald's Exit because HCM 6th Edition cannot evaluate a signalized intersection with five legs.

The resulting LOS and delay for the future improvement conditions are presented in Table 13.

Table 13 – LOS Analysis for 2026 Future Improvement Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
Farmington Road and 7 Mile Road (Signalized)				
EB 7 Mile Road	C	33.3	D	49.8
WB 7 Mile Road	C	30.9	D	46.2
NB Farmington Road	D	36.8	E	56.6
SB Farmington Road	C	16.7	D	42.2
Overall	C	29.9	D	48.8

Table 13 – LOS Analysis for 2026 Future Improvement Conditions

Approach	LOS/Delay(s)			
	a.m. Peak Hour		p.m. Peak Hour	
7 Mile Road and Gill Road (Signalized)				
EB 7 Mile Road	B	11.4	B	14.7
WB 7 Mile Road	A	0.9	C	22.0
NB Gill Road	C	24.8	C	30.0
SB Gill Road	C	27.6	C	33.5
Overall	A	8.2	B	19.7
7 Mile Road and Myron Street/West Driveway (NB/SB Stop-Controlled)				
EB 7 Mile Road	A	0.0	A	0.1
WB 7 Mile Road	A	0.0	A	0.1
NB Myron Street	C	17.8	D	29.9
SB West Driveway	D	25.2	F	54.6
Overall	A	1.0	A	1.3
7 Mile Road and Irving Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.0	A	0.1
NB Irving Street	B	14.3	B	15.7
Overall	A	0.2	A	0.3
7 Mile Road and Filmore Street (NB Stop-Controlled)				
EB 7 Mile Road	Free		Free	
WB 7 Mile Road	A	0.3	A	0.1
NB Filmore Street	B	12.0	B	13.6
Overall	A	0.5	A	0.4
Farmington Road and Gable Street/North Driveway and McDonald's Exit (Signalized)				
EB McDonald's Exit	D	46.7	D	54.2
EB North Driveway	D	46.5	E	55.0
WB Gable Street	D	45.7	D	52.0
NB Farmington Road	A	4.0	A	7.9
SB Farmington Road	A	6.6	B	10.4
Overall	A	7.9	B	12.6
Farmington Road and South Driveway (EB Stop-Controlled)				
EB South Driveway	B	13.2	C	20.7
NB Farmington Road	A	0.3	A	0.0
SB Farmington Road	A	0.0	A	0.0
Overall	A	0.4	A	0.8
7 Mile Road and East Driveway (SB Stop-Controlled)				
EB 7 Mile Road	A	0.4	A	0.8
WB 7 Mile Road	A	0.0	A	0.0
SB East Driveway	B	13.2	C	19.5
Overall	A	0.5	A	1.5

Further analysis of the LOS results for future improvement conditions revealed that most movements, approaches, and intersections are expected to continue to operate at an acceptable LOS D or better during both the a.m. and p.m. peak hours, with the following exceptions:

- Farmington Road and 7 Mile Road:
 - The NB and SB left movements and the NB approach would operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 260 feet (10 vehicles) and an average queue length of 159 feet (6 vehicles). All queues are contained within the TWLTL.
 - The SB left movement has a 95th percentile queue length of 280 feet (11 vehicles) and an average queue length of 172 feet (7 vehicles). All queues are contained within the TWLTL.
- 7 Mile Road and Myron Street/West Driveway:
 - The SB approach would operate at LOS F in the p.m. peak hour.
 - The SB approach has a 95th percentile queue length of 49 feet (2 vehicles) and an average queue length of 19 feet (1 vehicle).
- Farmington Road and Gable Street/North Driveway:
 - The EB left/thru movement and the EB approach would operate at LOS E in the p.m. peak hour.
 - The EB left/thru movement has a 95th percentile queue length of 97 feet (4 vehicles) and an average queue length of 46 feet (2 vehicles).

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future improvement conditions, study network operations are acceptable, with no significant vehicle queues or spill-back from available storage lanes. No 95th percentile queue lengths for the turning movements exceed the provided storage length. See Appendix 8 for the future improvement conditions LOS reports and queueing analysis reports.

6.0 Findings and Recommendations

The analyses conducted for this TIS indicate the proposed development will not result in any significant operational/safety impacts to the adjacent road network with improvements. The proposed site access configuration is appropriate and will facilitate site ingress and egress. These conclusions are supported by the following key findings:

- Existing storage lengths are adequate for all movements in existing and future conditions with the proposed improvements.
- Lane configurations and physical capacity are appropriate within the study area.
- Neither existing nor planned transit or non-motorized facilities in the site vicinity would be impacted by the project.

Based on the findings of the HCM operational analyses and site traffic generation, Table 14 includes the recommended future improvements to the study intersections to mitigate traffic impacts.

Table 14 – Proposed Improvements

Intersection	Future
Farmington Road and 7 Mile Road	• Increase the cycle length during the p.m. peak hour from 100 seconds to 120 seconds. • Optimize timing splits in the p.m. peak hour. • Update offsets during both peak hours to provide improved traffic progression.
7 Mile Road and Gill Road	• Increase the cycle length during the a.m. peak hour from 80 seconds to 100 seconds to coordinate with the signal at Farmington Road. • Increase the cycle length during the p.m. peak hour from 80 seconds to 120 seconds to coordinate with the signal at Farmington Road. • Update offsets during both peak hours to provide improved traffic progression.
Farmington Road and Gable Street/North Driveway and McDonald's Exit	• Install a three-phase actuated-coordinated traffic signal that controls NB and SB Farmington Road, EB North Driveway, WB Gable Street, and EB McDonald's Exit. • The signal will run on a 100 second cycle length during the a.m. peak hour and on a 120 second cycle length during the p.m. peak hour to coordinate with the signal at 7 Mile Road. • Prohibit the SB left turn movement onto Gable Street.
Farmington Road and Commercial Driveway/South Driveway	• Install pavement markings and signage to alert motorists that the rightmost lane should be treated as a right turn only lane for both the South Driveway and 7 Mile Road intersections.

Appendix 1

Traffic Volume Data

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#10 - 7 Mile Road and Farmington Road	a.m. Peak Hour 02/28/24 7:45 - 8:45 a.m.		PHF	0.91			0.95			0.85			0.94		
			% Heavy	2%			2%			3%			2%		
		2024	Existing	148	326	122	107	411	72	90	664	76	64	477	138
		2024	Existing Adj.	148	326	122	107	418	72	90	664	76	64	477	138
		2026	Background	149	330	123	108	422	73	91	671	77	65	482	139
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	149	330	123	108	422	73	91	671	77	65	482	139
			Site Gen. Housing	12	6	10		3		4					3
			Site Gen. Meijer		7	6		26	6	22	23		15	25	
			Pass By												
			Total Site Gen	12	13	16	0	29	6	26	23	0	15	25	3
			Total Future	161	343	139	108	451	79	117	694	77	80	507	142

Count Date:	2/28/2024
Count Year:	2024
Existing Adj. Year:	2024

Existing Adjustment Rate:	1.00
Growth Rate:	0.5%
Buildout Year:	2026
Scenario:	a.m. Peak Hour

Bckgrd. Dev. A:	
Bckgrd. Dev. B:	
Bckgrd. Dev. C:	

Volume Balance:	
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Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#20 - 7 Mile Road and Gill Road	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF	0.91			0.92			0.65			0.79		
			% Heavy	2%			2%			0%			2%		
		2024	Existing	34	487	10	3	624	28	17	6	3	62	6	45
		2024	Existing Adj.	34	487	10	3	624	28	17	6	3	62	6	45
		2026	Background	34	492	10	3	630	28	17	6	3	63	6	45
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	34	492	10	3	630	28	17	6	3	63	6	45
			Site Gen. Housing		2			9							
			Site Gen. Meijer		25			17							
			Pass By												
			Total Site Gen	0	27	0	0	26	0	0	0	0	0	0	0
			Total Future	34	519	10	3	656	28	17	6	3	63	6	45

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#30 - 7 Mile Road and Myron Street/West Driveway	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF	0.91			0.94			0.60					
			% Heavy	2%			2%			0%					
		2024	Existing		571	1	1	631		7		8			
		2024	Existing Adj.		573	1	1	634		7		8			
		2026	Background		579	1	1	640		7		8			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background		579	1	1	640		7		8			
			Site Gen. Housing	2					10				28		9
			Site Gen. Meijer		25			17							
			Pass By												
			Total Site Gen	2	25	0	0	17	10	0	0	0	28	0	9
			Total Future	2	604	1	1	657	10	7	0	8	28	0	9

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#40 - 7 Mile Road and Irving Street	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF	0.91			0.94			0.75					
			% Heavy	2%			2%			7%					
		2024	Existing		576	4	2	624		9		6			
		2024	Existing Adj.		577	4	2	626		9		6			
		2026	Background		583	4	2	632		9		6			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background		583	4	2	632		9		6			
			Site Gen. Housing		28			10							
			Site Gen. Meijer		25			17							
			Pass By												
			Total Site Gen		53	0	0	27		0		0			
			Total Future		636	4	2	659		9		6			

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#50 - 7 Mile Road and Filmore Street	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF	0.90			0.94			0.60					
			% Heavy	2%			2%			0%					
		2024	Existing		572	5	23	623		5		18			
		2024	Existing Adj.		578	5	23	623		5		18			
		2026	Background		584	5	23	629		5		18			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background		584	5	23	629		5		18			
			Site Gen. Housing		28			10							
			Site Gen. Meijer		13			48							
			Pass By												
			Total Site Gen		41	0	0	58		0		0			
			Total Future		625	5	23	687		5		18			

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#60 -Farmington Road and Gable Street/North Driveway	a.m. Peak Hour 02/28/24 7:45 - 8:45 a.m.		PHF				0.60			0.88			0.93		
			% Heavy				0%			3%			2%		
		2024	Existing				0		2		870	2	0	674	
		2024	Existing Adj.				0		2		882	2	0	679	
		2026	Background				0		2		891	2	0	686	
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background				0		2		891	2	0	686	
			Site Gen. Housing								12			3	
			Site Gen. Meijer	14		13				6	4			17	8
			Pass By												
			Total Site Gen	14	0	13	0	0	0	6	16	0	0	20	8
			Total Future	14	0	13	0	0	2	6	907	2	0	706	8

SBT
0.93
2%
674
679
686
686
3
17
20
649

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#61 - Farmington Road and McDonald's	a.m. Peak Hour 02/28/24 7:45 - 8:45 a.m.		PHF	0.81						0.88			0.95		
			% Heavy	3%						3%			2%		
		2024	Existing	25		56				54	818		613	45	
		2024	Existing Adj.	25		56				54	830		623	45	
		2026	Background	25		57				55	838		629	45	
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	25		57				55	838		629	45	
			Site Gen. Housing								12			3	
			Site Gen. Meijer								18			25	
			Pass By												
			Total Site Gen	0		0				0	30			28	0
			Total Future	25		57				55	868			657	45

NBT
0.88
3%
818
830
838
838
12
18
30
893

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#70 - Farmington Road and South Driveway	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF							0.87			0.94		
			% Heavy							3%			2%		
		2024	Existing								872			674	
		2024	Existing Adj.								884			679	
		2026	Background								893			686	
			Bckgrd. Dev. A								0			0	
			Bckgrd. Dev. B								0			0	
			Bckgrd. Dev. C								0			0	
			Total Background								893			686	
			Site Gen. Housing								12			3	
			Site Gen. Meijer	4		27				23	6			13	17
			Pass By												
			Total Site Gen	4	0	27				23	18			16	17
			Total Future	4	0	27				23	911			702	17

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#80 - 7 Mile Road and East Driveway	a.m. Peak Hour 02/28/24 7:30 - 8:30 a.m.		PHF	0.91			0.94								
			% Heavy	2%			2%								
		2024	Existing		577			628							
		2024	Existing Adj.		583			628							
		2026	Background		589			634							
			Bckgrd. Dev. A		0			0							
			Bckgrd. Dev. B		0			0							
			Bckgrd. Dev. C		0			0							
			Total Background		589			634							
			Site Gen. Housing		28			10							
			Site Gen. Meijer	25					48				13		17
			Pass By												
			Total Site Gen	25	28			10	48				13	0	17
			Total Future	25	617			644	48				13	0	17

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#10 - 7 Mile Road and Farmington Road	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF	0.95			0.93			0.92			0.94		
			% Heavy	0%			0%			0%			1%		
		2024	Existing	179	526	154	146	460	133	184	758	140	154	742	211
		2024	Existing Adj.	179	536	154	146	460	133	184	758	140	154	746	211
		2026	Background	181	540	156	147	464	134	186	766	141	156	753	213
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	181	540	156	147	464	134	186	766	141	156	753	213
			Site Gen. Housing	7	5	7		7		10					10
			Site Gen. Meijer		19	16		46	12	40	41		39	65	
			Pass By												
			Total Site Gen	7	24	23	0	53	12	50	41	0	39	65	10
			Total Future	188	564	179	147	517	146	236	807	141	195	818	223

Count Date:	2/28/2024
Count Year:	2024
Existing Adj. Year:	2024
Existing Adjustment Rate:	1.00
Growth Rate:	0.5%
Buildout Year:	2026
Scenario:	p.m. Peak Hour
Bckgrd. Dev. A:	
Bckgrd. Dev. B:	
Bckgrd. Dev. C:	
Volume Balance:	

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#20 - 7 Mile Road and Gill Road	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF	0.95			0.94			0.65			0.79		
			% Heavy	0%			0%			0%			2%		
		2024	Existing	69	771	14	3	711	84	15	8	8	51	12	64
		2024	Existing Adj.	69	771	14	3	711	84	15	8	8	51	12	64
		2026	Background	70	778	14	3	718	85	15	8	8	52	12	65
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	70	778	14	3	718	85	15	8	8	52	12	65
			Site Gen. Housing		8			5							
			Site Gen. Meijer		47			47							
			Pass By												
			Total Site Gen	0	55	0	0	52	0	0	0	0	0	0	0
			Total Future	70	833	14	3	770	85	15	8	8	52	12	65

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#30 - 7 Mile Road and Myron Street/West Driveway	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF	0.94			0.93			0.60					
			% Heavy	0%			0%			0%					
		2024	Existing	834	14	9	824			8		13			
		2024	Existing Adj.	839	14	9	839			8		13			
		2026	Background	847	14	9	847			8		13			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	847	14	9	847			8		13			
			Site Gen. Housing	8				27					19		5
			Site Gen. Meijer		47			47							
			Pass By												
			Total Site Gen	8	47	0	0	47	27	0	0	0	19	0	5
			Total Future	8	894	14	9	894	27	8	0	13	19	0	5

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#40 - 7 Mile Road and Irving Street	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF	0.93			0.90			0.61					
			% Heavy	0%			0%			0%					
		2024	Existing	837	15	10	834			7		15			
		2024	Existing Adj.	837	15	10	841			7		15			
		2026	Background	845	15	10	849			7		15			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	845	15	10	849			7		15			
			Site Gen. Housing		19			27							
			Site Gen. Meijer		47			47							
			Pass By												
			Total Site Gen		66	0	0	74		0		0			
			Total Future		911	15	10	923		7		15			

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#50 - 7 Mile Road and Filmore Street	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF	0.94			0.91			0.66					
			% Heavy	0%			0%			0%					
		2024	Existing	831	16	8	846			4		33			
		2024	Existing Adj.	836	16	8	847			4		33			
		2026	Background	844	16	8	855			4		33			
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	844	16	8	855			4		33			
			Site Gen. Housing		19			27							
			Site Gen. Meijer		35			86							
			Pass By												
			Total Site Gen		54	0	0	113		0		0			
			Total Future		898	16	8	968		4		33			

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#60 - Farmington Road and Gable Street/North Driveway	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF					0.75			0.85			0.86	
			% Heavy					0%			1%			1%	
		2024	Existing				1		5		1102	6	4	1110	
		2024	Existing Adj.				1		5		1064	6	4	1110	
		2026	Background				1		5		1075	6	4	1121	
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background				1		5		1075	6	4	1121	
			Site Gen. Housing								7			10	
			Rem. SB Left												
			Site Gen. Meijer	38		35				53	9			31	16
			Pass By	21		4				21	-21			-4	4
			Total Site Gen	59	0	39	0	0	0	74	-5	0	0	37	20
			Total Future	59	0	39	1	0	5	74	1070	6	4	1158	20

SBL	SBT	SBR
	0.86	
	1%	
4	1110	
4	1110	
4	1121	
4	1121	
	10	
-4		
	31	16
	-4	4
-4	37	20
0	1102	20

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#61 - Farmington Road and McDonald's	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF								0.90			0.82	
			% Heavy								1%			1%	
		2024	Existing	18		55				45	1014			1033	26
		2024	Existing Adj.	18		55				45	1024			1059	26
		2026	Background	18		56				45	1035			1069	26
			Bckgrd. Dev. A												
			Bckgrd. Dev. B												
			Bckgrd. Dev. C												
			Total Background	18		56				45	1035			1069	26
			Site Gen. Housing								7			10	
			Rem. SB Left												
			Site Gen. Meijer								47			47	
			Pass By												
			Total Site Gen	0		0				0	54			57	0
			Total Future	18		56				45	1089			1126	26

NBT
0.90
1%
1014
1024
1035
1035
7
47
54
1107

SBL	SBT	SBR
	0.82	
	1%	
	1033	26
	1059	26
	1069	26
	1069	26
	10	
	-4	
	47	
	53	0
	1122	26

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#70 - Farmington Road and South Driveway	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF								0.89			0.90	
			% Heavy								1%			1%	
		2024	Existing								1108			1111	
		2024	Existing Adj.								1070				
		2026	Background								1081			1122	
			Bckgrd. Dev. A								0			0	
			Bckgrd. Dev. B								0			0	
			Bckgrd. Dev. C								0			0	
			Total Background								1081			1122	
			Site Gen. Housing								7			10	
			Site Gen. Meijer	9		69					53			35	31
			Pass By			17								-17	17
			Total Site Gen	9	0	86				0	60			28	48
			Total Future	9	0	86				0	1141			1150	48

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#80 - 7 Mile Road and East Driveway	p.m. Peak Hour 02/28/24 4:30 - 5:30 p.m.		PHF								0.91				
			% Heavy								0%				
		2024	Existing			847			850						
		2024	Existing Adj.			852			851						
		2026	Background			860			859						
			Bckgrd. Dev. A			0			0						
			Bckgrd. Dev. B			0			0						
			Bckgrd. Dev. C			0			0						
			Total Background			860			859						
			Site Gen. Housing			19			27						
			Site Gen. Meijer	47					86				35		47
			Pass By	16	-16			-16	16				16		16
			Total Site Gen	63	3			11	102				51	0	63
			Total Future	63	863			870	102				51	0	63

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Farmington Northbound					Farmington Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:00AM	23	45	26	0	94	43	55	10	0	108	19	92	16	0	127	10	76	26	0	112	441
7:15AM	33	42	29	0	104	42	69	14	0	125	13	126	25	0	164	10	116	18	0	144	537
7:30AM	35	67	41	0	143	30	132	15	0	177	14	140	15	0	169	17	138	24	0	179	668
7:45AM	45	76	42	0	163	32	97	17	0	146	31	188	24	0	243	8	129	44	0	181	733
Hourly Total	136	230	138	0	504	147	353	56	0	556	77	546	80	0	703	45	459	112	0	616	2379
8:00AM	25	81	20	0	126	26	94	14	0	134	21	174	26	0	221	17	106	31	0	154	635
8:15AM	39	94	27	0	160	24	110	22	0	156	18	134	18	0	170	17	119	35	0	171	657
8:30AM	39	75	33	0	147	25	110	19	0	154	20	168	8	0	196	22	123	28	0	173	670
8:45AM	33	68	27	0	128	32	119	25	0	176	23	162	24	0	209	25	109	32	0	166	679
Hourly Total	136	318	107	0	561	107	433	80	0	620	82	638	76	0	796	81	457	126	0	664	2641
4:00PM	30	122	28	0	180	36	125	50	0	211	49	180	38	0	267	33	165	34	0	232	890
4:15PM	30	111	42	0	183	39	127	28	0	194	46	168	27	0	241	34	184	46	0	264	882
4:30PM	43	138	39	0	220	38	127	33	0	198	41	191	23	0	255	33	187	52	0	272	945
4:45PM	46	133	31	0	210	29	99	34	0	162	45	178	40	0	263	37	176	43	0	256	891
Hourly Total	149	504	140	0	793	142	478	145	0	765	181	717	128	0	1026	137	712	175	0	1024	3608
5:00PM	39	132	42	0	213	38	125	29	0	192	51	182	36	0	269	40	192	62	0	294	968
5:15PM	51	123	42	0	216	41	109	37	0	187	47	207	41	0	295	44	187	54	0	285	983
5:30PM	34	111	38	0	183	39	134	36	0	209	39	165	30	0	234	42	142	47	0	231	857
5:45PM	37	118	40	0	195	32	107	46	0	185	35	134	34	0	203	36	165	36	0	237	820
Hourly Total	161	484	162	0	807	150	475	148	0	773	172	688	141	0	1001	162	686	199	0	1047	3628
Total	582	1536	547	0	2665	546	1739	429	0	2714	512	2589	425	0	3526	425	2314	612	0	3351	12256
% Approach	21.8%	57.6%	20.5%	0%	-	20.1%	64.1%	15.8%	0%	-	14.5%	73.4%	12.1%	0%	-	12.7%	69.1%	18.3%	0%	-	-
% Total	4.7%	12.5%	4.5%	0%	21.7%	4.5%	14.2%	3.5%	0%	22.1%	4.2%	21.1%	3.5%	0%	28.8%	3.5%	18.9%	5.0%	0%	27.3%	-
Lights	575	1517	537	0	2629	541	1721	420	0	2682	505	2546	421	0	3472	419	2287	602	0	3308	12091
% Lights	98.8%	98.8%	98.2%	0%	98.6%	99.1%	99.0%	97.9%	0%	98.8%	98.6%	98.3%	99.1%	0%	98.5%	98.6%	98.8%	98.4%	0%	98.7%	98.7%
Articulated Trucks	1	2	0	0	3	0	2	0	0	2	0	3	0	0	3	1	2	1	0	4	12
% Articulated Trucks	0.2%	0.1%	0%	0%	0.1%	0%	0.1%	0%	0%	0.1%	0%	0.1%	0%	0%	0.1%	0.2%	0.1%	0.2%	0%	0.1%	0.1%
Buses and Single-Unit Trucks	6	17	10	0	33	5	16	9	0	30	7	40	4	0	51	5	25	9	0	39	153
% Buses and Single-Unit Trucks	1.0%	1.1%	1.8%	0%	1.2%	0.9%	0.9%	2.1%	0%	1.1%	1.4%	1.5%	0.9%	0%	1.4%	1.2%	1.1%	1.5%	0%	1.2%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

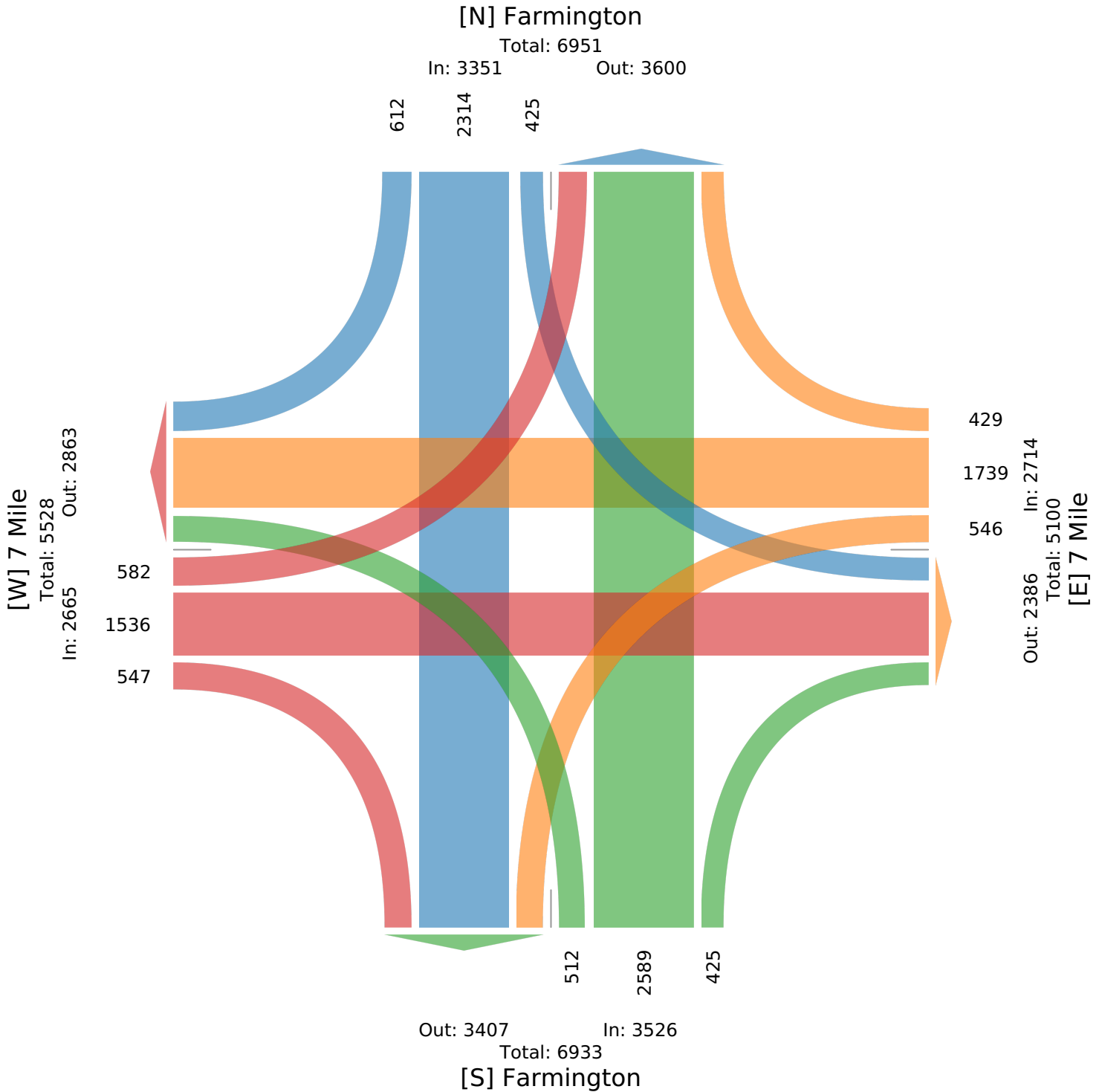
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Farmington Northbound					Farmington Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:45AM	45	76	42	0	163	32	97	17	0	146	31	188	24	0	243	8	129	44	0	181	733
8:00AM	25	81	20	0	126	26	94	14	0	134	21	174	26	0	221	17	106	31	0	154	635
8:15AM	39	94	27	0	160	24	110	22	0	156	18	134	18	0	170	17	119	35	0	171	657
8:30AM	39	75	33	0	147	25	110	19	0	154	20	168	8	0	196	22	123	28	0	173	670
Total	148	326	122	0	596	107	411	72	0	590	90	664	76	0	830	64	477	138	0	679	2695
% Approach	24.8%	54.7%	20.5%	0%	-	18.1%	69.7%	12.2%	0%	-	10.8%	80.0%	9.2%	0%	-	9.4%	70.3%	20.3%	0%	-	-
% Total	5.5%	12.1%	4.5%	0%	22.1%	4.0%	15.3%	2.7%	0%	21.9%	3.3%	24.6%	2.8%	0%	30.8%	2.4%	17.7%	5.1%	0%	25.2%	-
PHF	0.822	0.867	0.726	-	0.914	0.836	0.934	0.818	-	0.946	0.726	0.883	0.731	-	0.854	0.727	0.924	0.784	-	0.938	0.919
Lights	145	318	120	0	583	106	406	69	0	581	87	645	74	0	806	64	469	135	0	668	2638
% Lights	98.0%	97.5%	98.4%	0%	97.8%	99.1%	98.8%	95.8%	0%	98.5%	96.7%	97.1%	97.4%	0%	97.1%	100%	98.3%	97.8%	0%	98.4%	97.9%
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	5
% Articulated Trucks	0.7%	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	0%	0.2%	0%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	2	6	2	0	10	1	5	3	0	9	3	18	2	0	23	0	7	3	0	10	52
% Buses and Single-Unit Trucks	1.4%	1.8%	1.6%	0%	1.7%	0.9%	1.2%	4.2%	0%	1.5%	3.3%	2.7%	2.6%	0%	2.8%	0%	1.5%	2.2%	0%	1.5%	1.9%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Farmington

Total: 1563

In: 679

Out: 884

138

477

64

[W] 7 Mile

Total: 1235

Out: 639

In: 596

148

326

122

72

411

107

Out: 466

In: 590

Total: 1056

[E] 7 Mile

Out: 706

In: 830

Total: 1536

[S] Farmington

90

664

76

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Farmington Northbound					Farmington Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 4:30PM	43	138	39	0	220	38	127	33	0	198	41	191	23	0	255	33	187	52	0	272	945
4:45PM	46	133	31	0	210	29	99	34	0	162	45	178	40	0	263	37	176	43	0	256	891
5:00PM	39	132	42	0	213	38	125	29	0	192	51	182	36	0	269	40	192	62	0	294	968
5:15PM	51	123	42	0	216	41	109	37	0	187	47	207	41	0	295	44	187	54	0	285	983
Total	179	526	154	0	859	146	460	133	0	739	184	758	140	0	1082	154	742	211	0	1107	3787
% Approach	20.8%	61.2%	17.9%	0%	-	19.8%	62.2%	18.0%	0%	-	17.0%	70.1%	12.9%	0%	-	13.9%	67.0%	19.1%	0%	-	-
% Total	4.7%	13.9%	4.1%	0%	22.7%	3.9%	12.1%	3.5%	0%	19.5%	4.9%	20.0%	3.7%	0%	28.6%	4.1%	19.6%	5.6%	0%	29.2%	-
PHF	0.877	0.953	0.917	-	0.976	0.890	0.906	0.899	-	0.933	0.902	0.915	0.854	-	0.917	0.875	0.966	0.851	-	0.941	0.963
Lights	178	525	153	0	856	145	459	132	0	736	183	755	140	0	1078	153	737	211	0	1101	3771
% Lights	99.4%	99.8%	99.4%	0%	99.7%	99.3%	99.8%	99.2%	0%	99.6%	99.5%	99.6%	100%	0%	99.6%	99.4%	99.3%	100%	0%	99.5%	99.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	1	1	0	3	1	1	1	0	3	1	3	0	0	4	1	5	0	0	6	16
% Buses and Single-Unit Trucks	0.6%	0.2%	0.6%	0%	0.3%	0.7%	0.2%	0.8%	0%	0.4%	0.5%	0.4%	0%	0%	0.4%	0.6%	0.7%	0%	0%	0.5%	0.4%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Farmington

Total: 2177

In: 1107

Out: 1070

211

742

154

[W] 7 Mile

Total: 1714

Out: 855

In: 859

179
526
154

133
460
146

Out: 820 In: 739

Total: 1559

[E] 7 Mile

Out: 1042

In: 1082

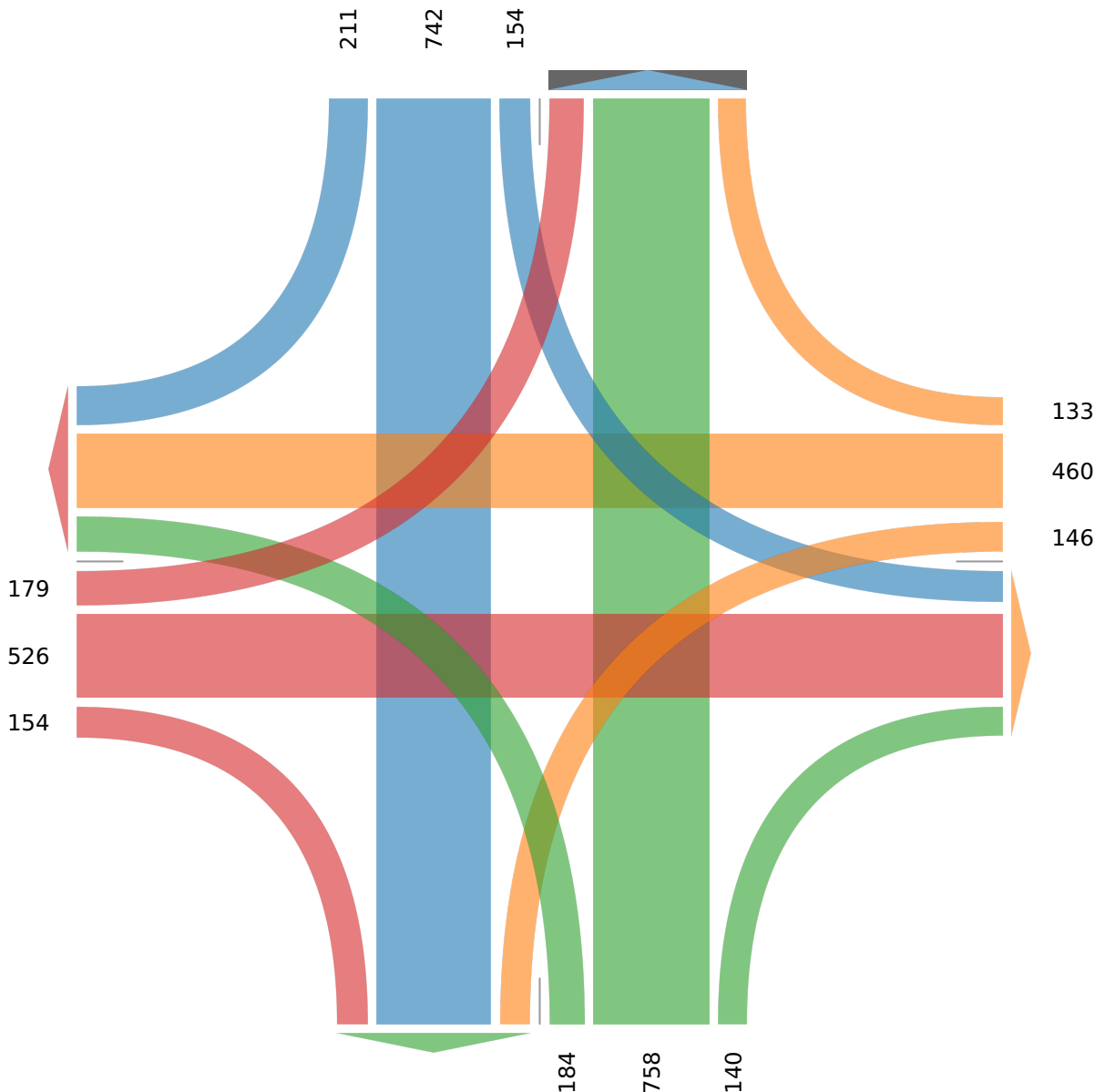
Total: 2124

[S] Farmington

184

758

140



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Gill Northbound					Gill Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:00AM	4	75	24	0	103	0	100	2	0	102	3	1	3	0	7	13	9	14	0	36	248
7:15AM	8	90	10	0	108	0	115	5	0	120	5	2	2	0	9	12	6	21	0	39	276
7:30AM	8	117	5	0	130	0	170	5	0	175	2	2	0	0	4	24	1	11	0	36	345
7:45AM	10	134	2	0	146	0	170	8	0	178	4	1	0	0	5	14	1	6	0	21	350
Hourly Total	30	416	41	0	487	0	555	20	0	575	14	6	5	0	25	63	17	52	0	132	1219
8:00AM	7	101	2	0	110	1	133	6	0	140	7	1	2	0	10	12	3	13	0	28	288
8:15AM	9	135	1	0	145	2	151	9	0	162	4	2	1	0	7	12	1	15	0	28	342
8:30AM	9	97	1	0	107	0	153	2	0	155	5	1	2	0	8	23	0	19	0	42	312
8:45AM	9	104	1	0	114	0	156	6	0	162	3	1	0	0	4	10	0	10	0	20	300
Hourly Total	34	437	5	0	476	3	593	23	0	619	19	5	5	0	29	57	4	57	0	118	1242
4:00PM	17	162	6	0	185	1	162	23	0	186	3	3	1	0	7	11	2	11	0	24	402
4:15PM	13	168	5	0	186	5	185	23	0	213	3	0	2	0	5	10	0	24	0	34	438
4:30PM	19	196	4	0	219	0	194	19	0	213	2	1	0	0	3	14	1	13	0	28	463
4:45PM	14	186	4	0	204	1	141	31	0	173	1	2	3	0	6	16	4	20	0	40	423
Hourly Total	63	712	19	0	794	7	682	96	0	785	9	6	6	0	21	51	7	68	0	126	1726
5:00PM	13	190	3	0	206	2	184	17	0	203	5	2	3	0	10	15	2	15	0	32	451
5:15PM	23	199	3	0	225	0	192	17	0	209	7	3	2	0	12	6	5	16	0	27	473
5:30PM	9	143	2	0	154	3	181	10	0	194	7	2	0	0	9	15	0	22	0	37	394
5:45PM	17	165	3	0	185	3	147	10	0	160	0	1	1	0	2	10	2	10	0	22	369
Hourly Total	62	697	11	0	770	8	704	54	0	766	19	8	6	0	33	46	9	63	0	118	1687
Total	189	2262	76	0	2527	18	2534	193	0	2745	61	25	22	0	108	217	37	240	0	494	5874
% Approach	7.5%	89.5%	3.0%	0%	-	0.7%	92.3%	7.0%	0%	-	56.5%	23.1%	20.4%	0%	-	43.9%	7.5%	48.6%	0%	-	-
% Total	3.2%	38.5%	1.3%	0%	43.0%	0.3%	43.1%	3.3%	0%	46.7%	1.0%	0.4%	0.4%	0%	1.8%	3.7%	0.6%	4.1%	0%	8.4%	-
Lights	185	2232	75	0	2492	18	2506	188	0	2712	61	25	22	0	108	213	36	235	0	484	5796
% Lights	97.9%	98.7%	98.7%	0%	98.6%	100%	98.9%	97.4%	0%	98.8%	100%	100%	100%	0%	100%	98.2%	97.3%	97.9%	0%	98.0%	98.7%
Articulated Trucks	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	4	27	1	0	32	0	25	5	0	30	0	0	0	0	0	4	1	5	0	10	72
% Buses and Single-Unit Trucks	2.1%	1.2%	1.3%	0%	1.3%	0%	1.0%	2.6%	0%	1.1%	0%	0%	0%	0%	0%	1.8%	2.7%	2.1%	0%	2.0%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

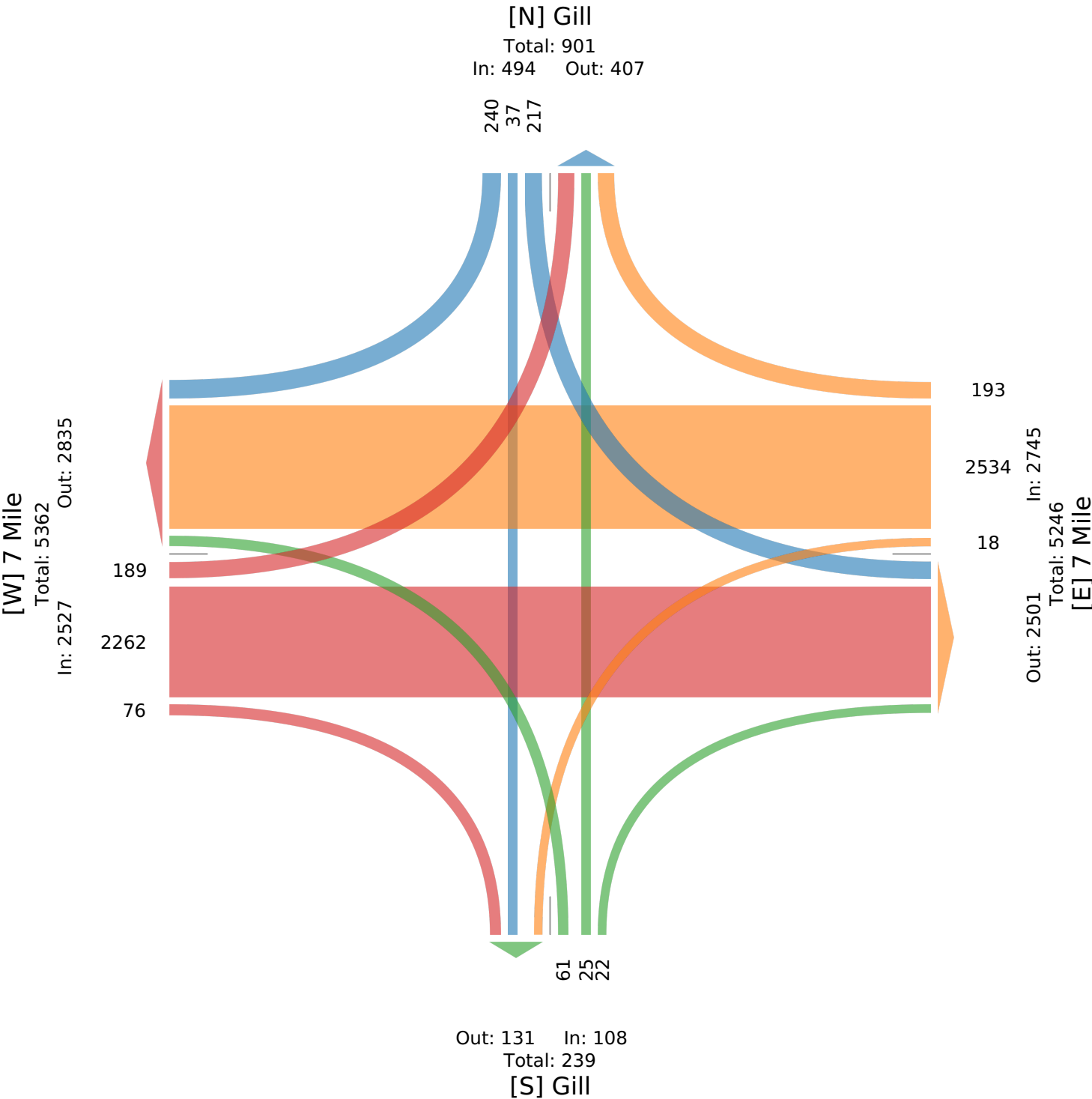
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Gill Northbound					Gill Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:30AM	8	117	5	0	130	0	170	5	0	175	2	2	0	0	4	24	1	11	0	36	345
7:45AM	10	134	2	0	146	0	170	8	0	178	4	1	0	0	5	14	1	6	0	21	350
8:00AM	7	101	2	0	110	1	133	6	0	140	7	1	2	0	10	12	3	13	0	28	288
8:15AM	9	135	1	0	145	2	151	9	0	162	4	2	1	0	7	12	1	15	0	28	342
Total	34	487	10	0	531	3	624	28	0	655	17	6	3	0	26	62	6	45	0	113	1325
% Approach	6.4%	91.7%	1.9%	0%	-	0.5%	95.3%	4.3%	0%	-	65.4%	23.1%	11.5%	0%	-	54.9%	5.3%	39.8%	0%	-	-
% Total	2.6%	36.8%	0.8%	0%	40.1%	0.2%	47.1%	2.1%	0%	49.4%	1.3%	0.5%	0.2%	0%	2.0%	4.7%	0.5%	3.4%	0%	8.5%	-
PHF	0.850	0.902	0.500	-	0.909	0.375	0.918	0.778	-	0.920	0.607	0.750	0.375	-	0.650	0.646	0.500	0.750	-	0.785	0.946
Lights	34	474	10	0	518	3	611	28	0	642	17	6	3	0	26	61	6	44	0	111	1297
% Lights	100%	97.3%	100%	0%	97.6%	100%	97.9%	100%	0%	98.0%	100%	100%	100%	0%	100%	98.4%	100%	97.8%	0%	98.2%	97.9%
Articulated Trucks	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%
Buses and Single-Unit Trucks	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	1	0	1	0	2	24
% Buses and Single-Unit Trucks	0%	2.3%	0%	0%	2.1%	0%	1.8%	0%	0%	1.7%	0%	0%	0%	0%	0%	1.6%	0%	2.2%	0%	1.8%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

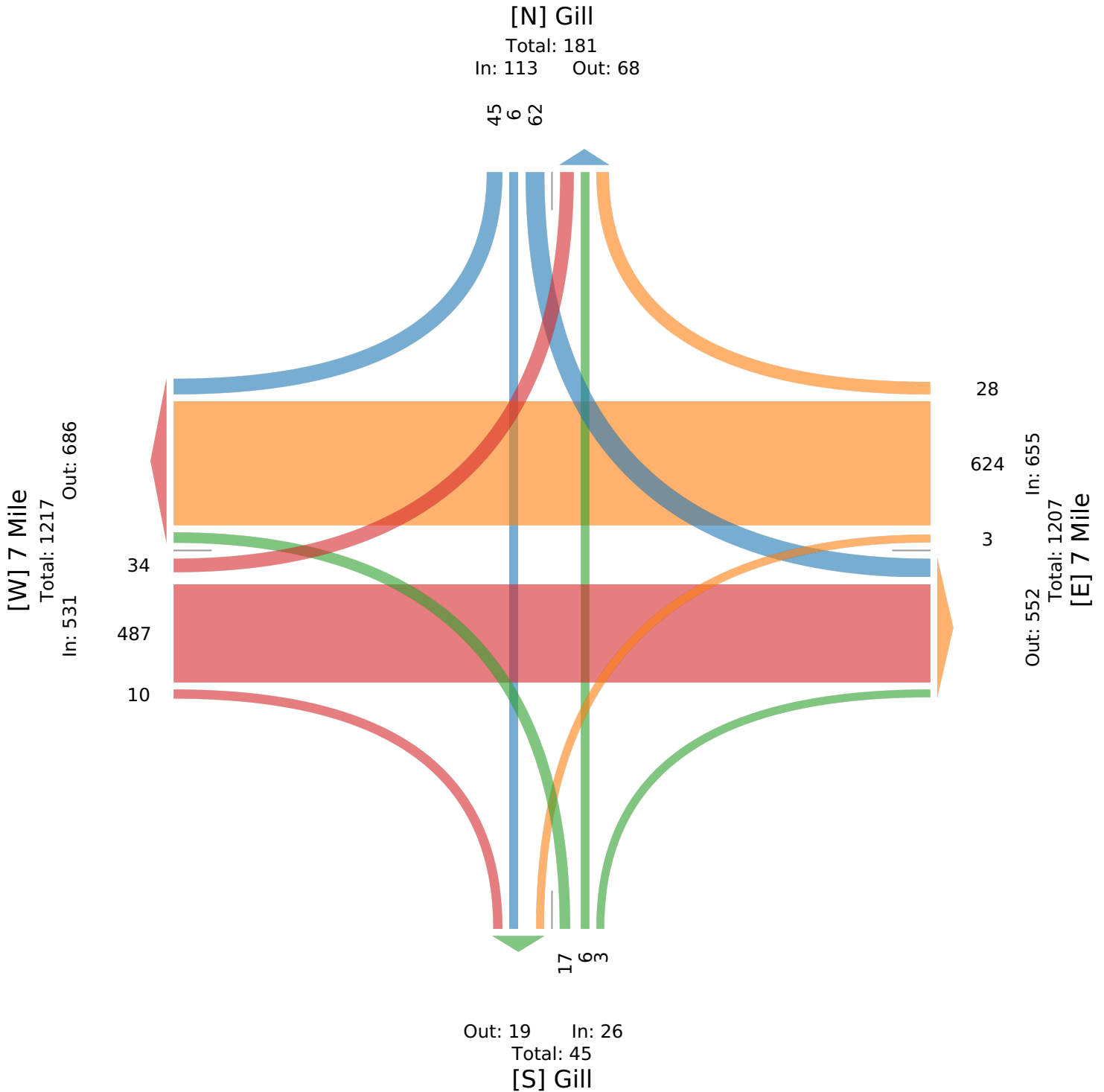
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Gill Northbound					Gill Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 4:30PM	19	196	4	0	219	0	194	19	0	213	2	1	0	0	3	14	1	13	0	28	463
4:45PM	14	186	4	0	204	1	141	31	0	173	1	2	3	0	6	16	4	20	0	40	423
5:00PM	13	190	3	0	206	2	184	17	0	203	5	2	3	0	10	15	2	15	0	32	451
5:15PM	23	199	3	0	225	0	192	17	0	209	7	3	2	0	12	6	5	16	0	27	473
Total	69	771	14	0	854	3	711	84	0	798	15	8	8	0	31	51	12	64	0	127	1810
% Approach	8.1%	90.3%	1.6%	0%	-	0.4%	89.1%	10.5%	0%	-	48.4%	25.8%	25.8%	0%	-	40.2%	9.4%	50.4%	0%	-	-
% Total	3.8%	42.6%	0.8%	0%	47.2%	0.2%	39.3%	4.6%	0%	44.1%	0.8%	0.4%	0.4%	0%	1.7%	2.8%	0.7%	3.5%	0%	7.0%	-
PHF	0.750	0.969	0.875	-	0.949	0.375	0.916	0.677	-	0.937	0.536	0.667	0.667	-	0.646	0.797	0.600	0.800	-	0.794	0.957
Lights	69	770	14	0	853	3	709	83	0	795	15	8	8	0	31	51	11	63	0	125	1804
% Lights	100%	99.9%	100%	0%	99.9%	100%	99.7%	98.8%	0%	99.6%	100%	100%	100%	0%	100%	100%	91.7%	98.4%	0%	98.4%	99.7%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	6
% Buses and Single-Unit Trucks	0%	0.1%	0%	0%	0.1%	0%	0.3%	1.2%	0%	0.4%	0%	0%	0%	0%	0%	0%	8.3%	1.6%	0%	1.6%	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

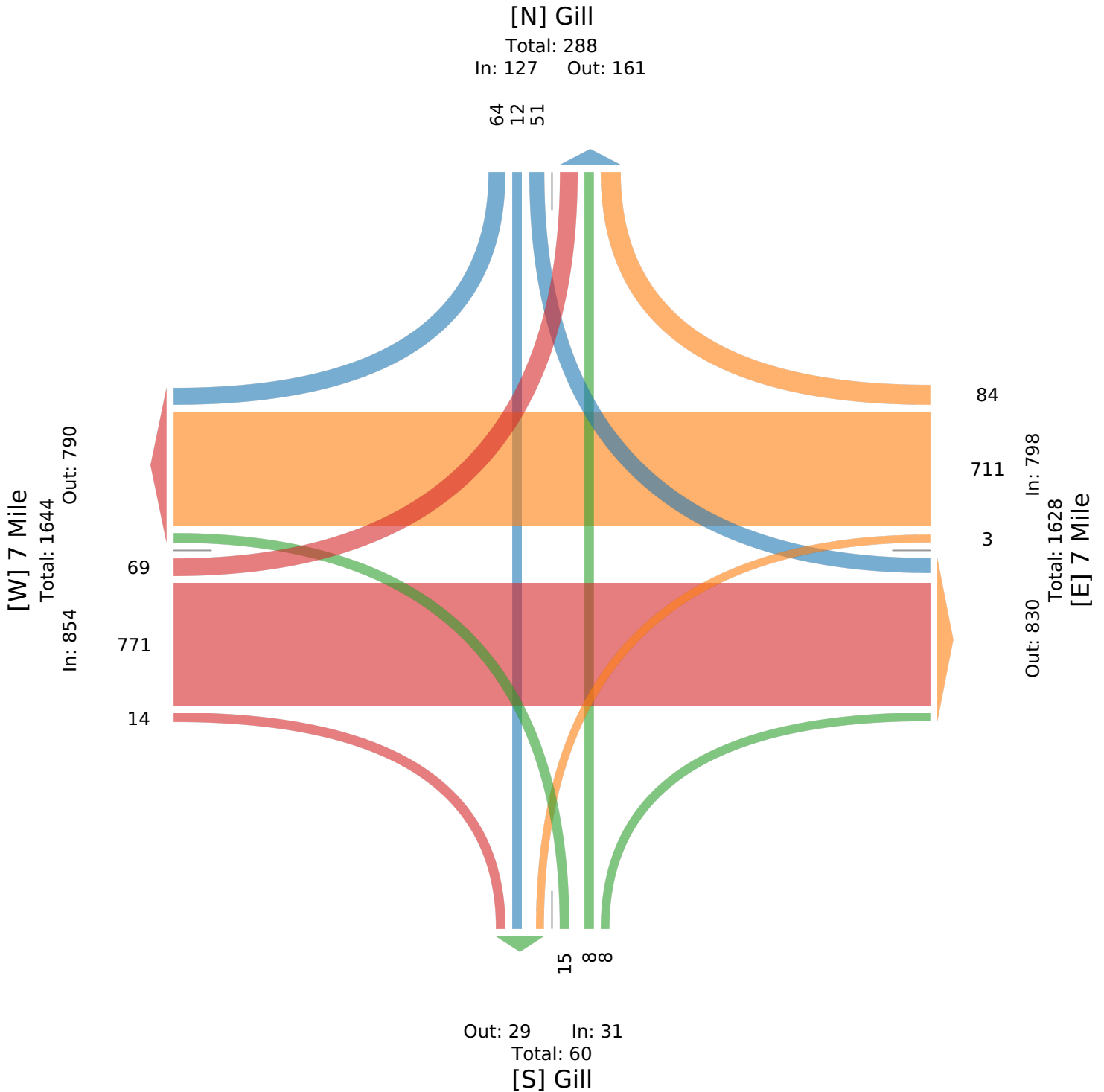
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Myron Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:00AM	96	1	0	97	2	97	0	99	2	2	0	4	200
7:15AM	101	1	0	102	0	105	0	105	3	3	0	6	213
7:30AM	149	0	0	149	0	168	0	168	1	0	0	1	318
7:45AM	157	1	0	158	1	163	0	164	5	2	0	7	329
Hourly Total	503	3	0	506	3	533	0	536	11	7	0	18	1060
8:00AM	113	0	0	113	0	141	0	141	0	4	0	4	258
8:15AM	152	0	0	152	0	159	0	159	1	2	0	3	314
8:30AM	146	1	0	147	1	151	0	152	2	4	0	6	305
8:45AM	123	0	0	123	2	170	0	172	1	1	0	2	297
Hourly Total	534	1	0	535	3	621	0	624	4	11	0	15	1174
4:00PM	167	4	0	171	0	197	0	197	4	2	0	6	374
4:15PM	176	8	0	184	2	227	0	229	3	3	0	6	419
4:30PM	221	4	0	225	1	219	0	220	0	2	0	2	447
4:45PM	203	5	0	208	3	177	0	180	6	3	0	9	397
Hourly Total	767	21	0	788	6	820	0	826	13	10	0	23	1637
5:00PM	200	2	0	202	3	220	0	223	0	3	0	3	428
5:15PM	210	3	0	213	2	208	0	210	2	5	0	7	430
5:30PM	182	2	0	184	0	213	0	213	5	0	0	5	402
5:45PM	176	3	0	179	0	176	0	176	1	3	0	4	359
Hourly Total	768	10	0	778	5	817	0	822	8	11	0	19	1619
Total	2572	35	0	2607	17	2791	0	2808	36	39	0	75	5490
% Approach	98.7%	1.3%	0%	-	0.6%	99.4%	0%	-	48.0%	52.0%	0%	-	-
% Total	46.8%	0.6%	0%	47.5%	0.3%	50.8%	0%	51.1%	0.7%	0.7%	0%	1.4%	-
Lights	2541	34	0	2575	17	2757	0	2774	36	39	0	75	5424
% Lights	98.8%	97.1%	0%	98.8%	100%	98.8%	0%	98.8%	100%	100%	0%	100%	98.8%
Articulated Trucks	2	0	0	2	0	8	0	8	0	0	0	0	10
% Articulated Trucks	0.1%	0%	0%	0.1%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	29	1	0	30	0	26	0	26	0	0	0	0	56
% Buses and Single-Unit Trucks	1.1%	2.9%	0%	1.2%	0%	0.9%	0%	0.9%	0%	0%	0%	0%	1.0%

*L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

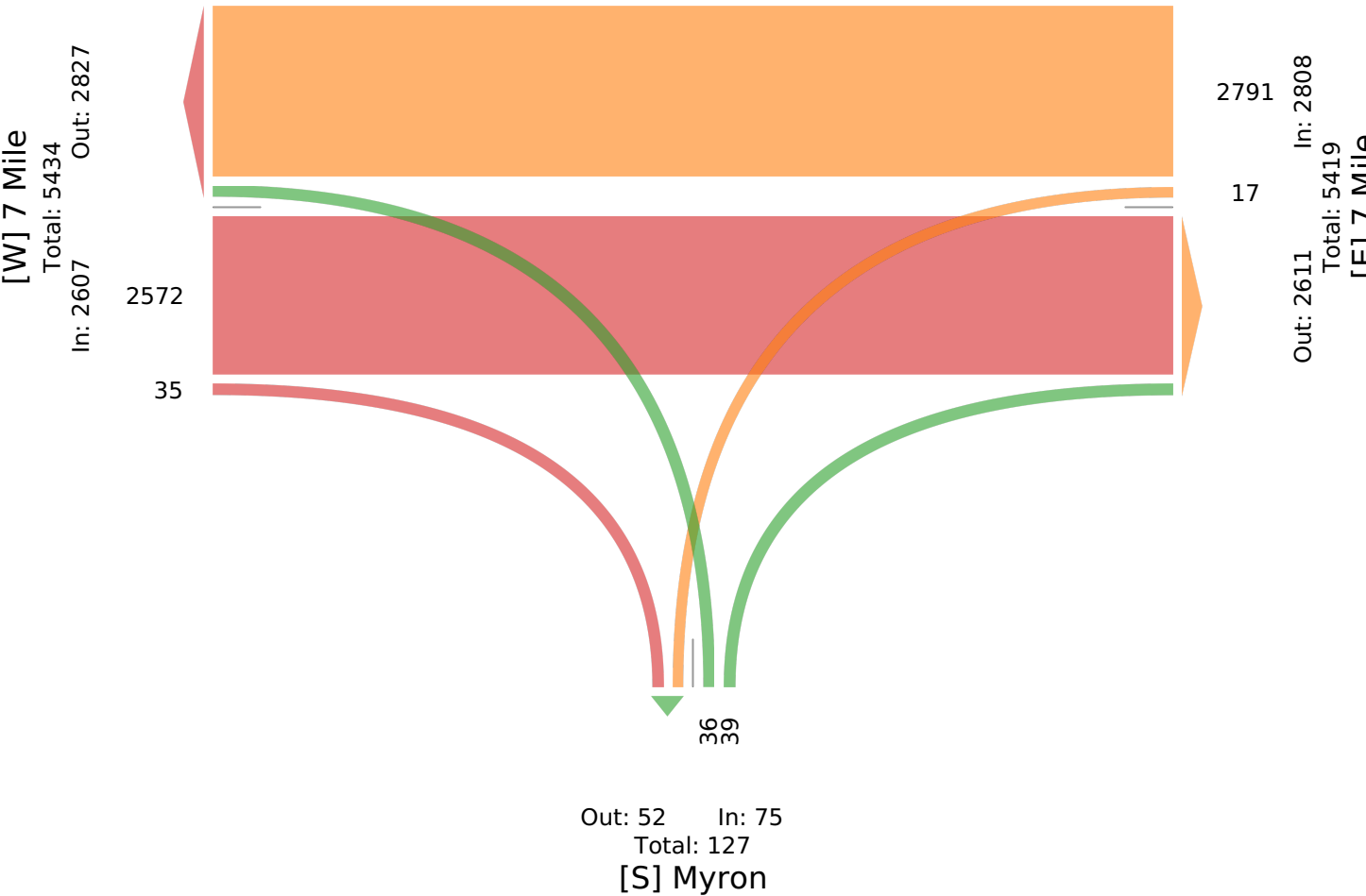
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594

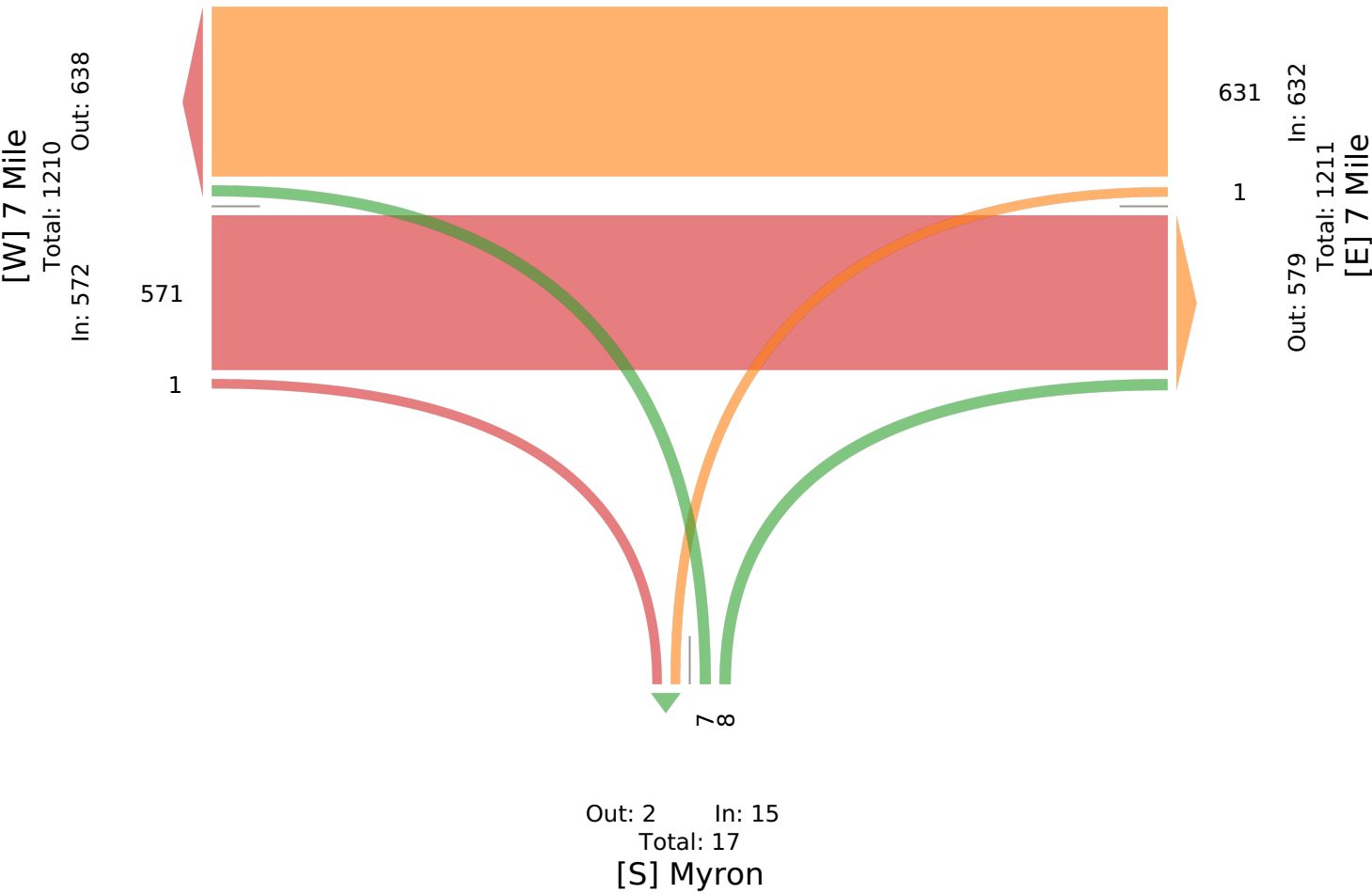


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Myron Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:30AM	149	0	0	149	0	168	0	168	1	0	0	1	318
7:45AM	157	1	0	158	1	163	0	164	5	2	0	7	329
8:00AM	113	0	0	113	0	141	0	141	0	4	0	4	258
8:15AM	152	0	0	152	0	159	0	159	1	2	0	3	314
Total	571	1	0	572	1	631	0	632	7	8	0	15	1219
% Approach	99.8%	0.2%	0%	-	0.2%	99.8%	0%	-	46.7%	53.3%	0%	-	-
% Total	46.8%	0.1%	0%	46.9%	0.1%	51.8%	0%	51.8%	0.6%	0.7%	0%	1.2%	-
PHF	0.909	0.250	-	0.905	0.250	0.939	-	0.940	0.350	0.500	-	0.536	0.926
Lights	560	1	0	561	1	618	0	619	7	8	0	15	1195
% Lights	98.1%	100%	0%	98.1%	100%	97.9%	0%	97.9%	100%	100%	0%	100%	98.0%
Articulated Trucks	1	0	0	1	0	2	0	2	0	0	0	0	3
% Articulated Trucks	0.2%	0%	0%	0.2%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	10	0	0	10	0	11	0	11	0	0	0	0	21
% Buses and Single-Unit Trucks	1.8%	0%	0%	1.7%	0%	1.7%	0%	1.7%	0%	0%	0%	0%	1.7%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Myron Street - TMC
Wed Feb 28, 2024
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160434, Location: 42.426051, -83.378594



West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Myron Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 4:30PM	221	4	0	225	1	219	0	220	0	2	0	2	447
4:45PM	203	5	0	208	3	177	0	180	6	3	0	9	397
5:00PM	200	2	0	202	3	220	0	223	0	3	0	3	428
5:15PM	210	3	0	213	2	208	0	210	2	5	0	7	430
Total	834	14	0	848	9	824	0	833	8	13	0	21	1702
% Approach	98.3%	1.7%	0%	-	1.1%	98.9%	0%	-	38.1%	61.9%	0%	-	-
% Total	49.0%	0.8%	0%	49.8%	0.5%	48.4%	0%	48.9%	0.5%	0.8%	0%	1.2%	-
PHF	0.943	0.700	-	0.942	0.750	0.936	-	0.934	0.333	0.650	-	0.583	0.952
Lights	832	14	0	846	9	822	0	831	8	13	0	21	1698
% Lights	99.8%	100%	0%	99.8%	100%	99.8%	0%	99.8%	100%	100%	0%	100%	99.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	2	0	0	2	0	2	0	2	0	0	0	0	4
% Buses and Single-Unit Trucks	0.2%	0%	0%	0.2%	0%	0.2%	0%	0.2%	0%	0%	0%	0%	0.2%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

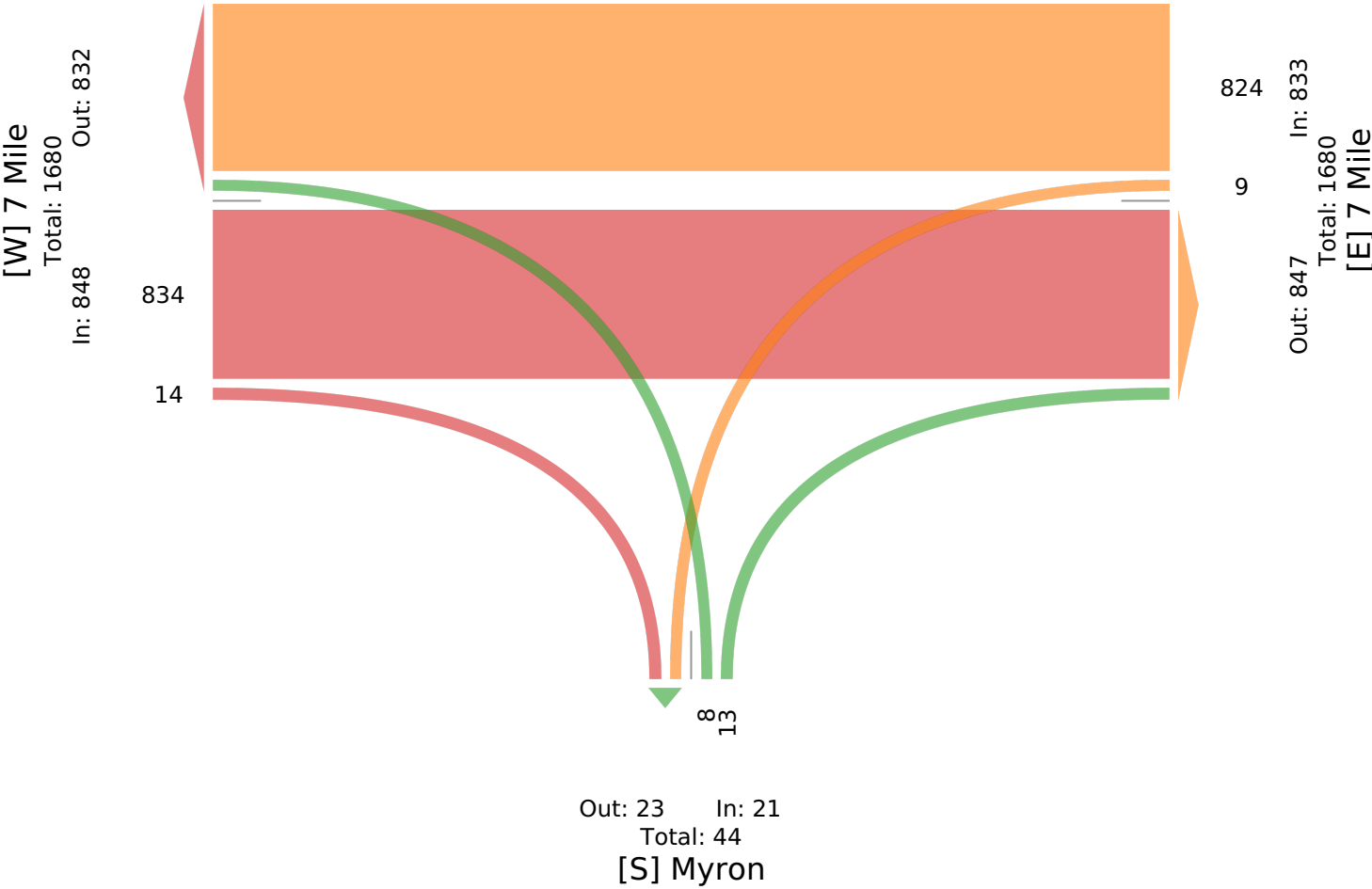
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Irving Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:00AM	95	0	0	95	0	96	0	96	1	0	0	1	192
7:15AM	105	0	0	105	1	99	0	100	4	0	0	4	209
7:30AM	148	1	0	149	0	165	0	165	1	1	0	2	316
7:45AM	157	2	0	159	2	164	0	166	4	1	0	5	330
Hourly Total	505	3	0	508	3	524	0	527	10	2	0	12	1047
8:00AM	118	1	0	119	0	138	0	138	2	2	0	4	261
8:15AM	153	0	0	153	0	157	0	157	2	2	0	4	314
8:30AM	148	0	0	148	1	156	0	157	4	1	0	5	310
8:45AM	124	1	0	125	1	172	0	173	1	0	0	1	299
Hourly Total	543	2	0	545	2	623	0	625	9	5	0	14	1184
4:00PM	162	5	0	167	5	199	0	204	4	0	0	4	375
4:15PM	172	2	0	174	1	220	0	221	5	4	0	9	404
4:30PM	227	3	0	230	0	219	0	219	0	1	0	1	450
4:45PM	197	4	0	201	0	180	0	180	2	2	0	4	385
Hourly Total	758	14	0	772	6	818	0	824	11	7	0	18	1614
5:00PM	199	6	0	205	4	231	0	235	1	7	0	8	448
5:15PM	214	2	0	216	6	204	0	210	4	5	0	9	435
5:30PM	179	4	0	183	1	215	0	216	3	3	0	6	405
5:45PM	180	1	0	181	2	175	0	177	2	1	0	3	361
Hourly Total	772	13	0	785	13	825	0	838	10	16	0	26	1649
Total	2578	32	0	2610	24	2790	0	2814	40	30	0	70	5494
% Approach	98.8%	1.2%	0%	-	0.9%	99.1%	0%	-	57.1%	42.9%	0%	-	-
% Total	46.9%	0.6%	0%	47.5%	0.4%	50.8%	0%	51.2%	0.7%	0.5%	0%	1.3%	-
Lights	2549	31	0	2580	23	2755	0	2778	39	29	0	68	5426
% Lights	98.9%	96.9%	0%	98.9%	95.8%	98.7%	0%	98.7%	97.5%	96.7%	0%	97.1%	98.8%
Articulated Trucks	1	0	0	1	0	3	0	3	0	0	0	0	4
% Articulated Trucks	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	28	1	0	29	1	32	0	33	1	1	0	2	64
% Buses and Single-Unit Trucks	1.1%	3.1%	0%	1.1%	4.2%	1.1%	0%	1.2%	2.5%	3.3%	0%	2.9%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

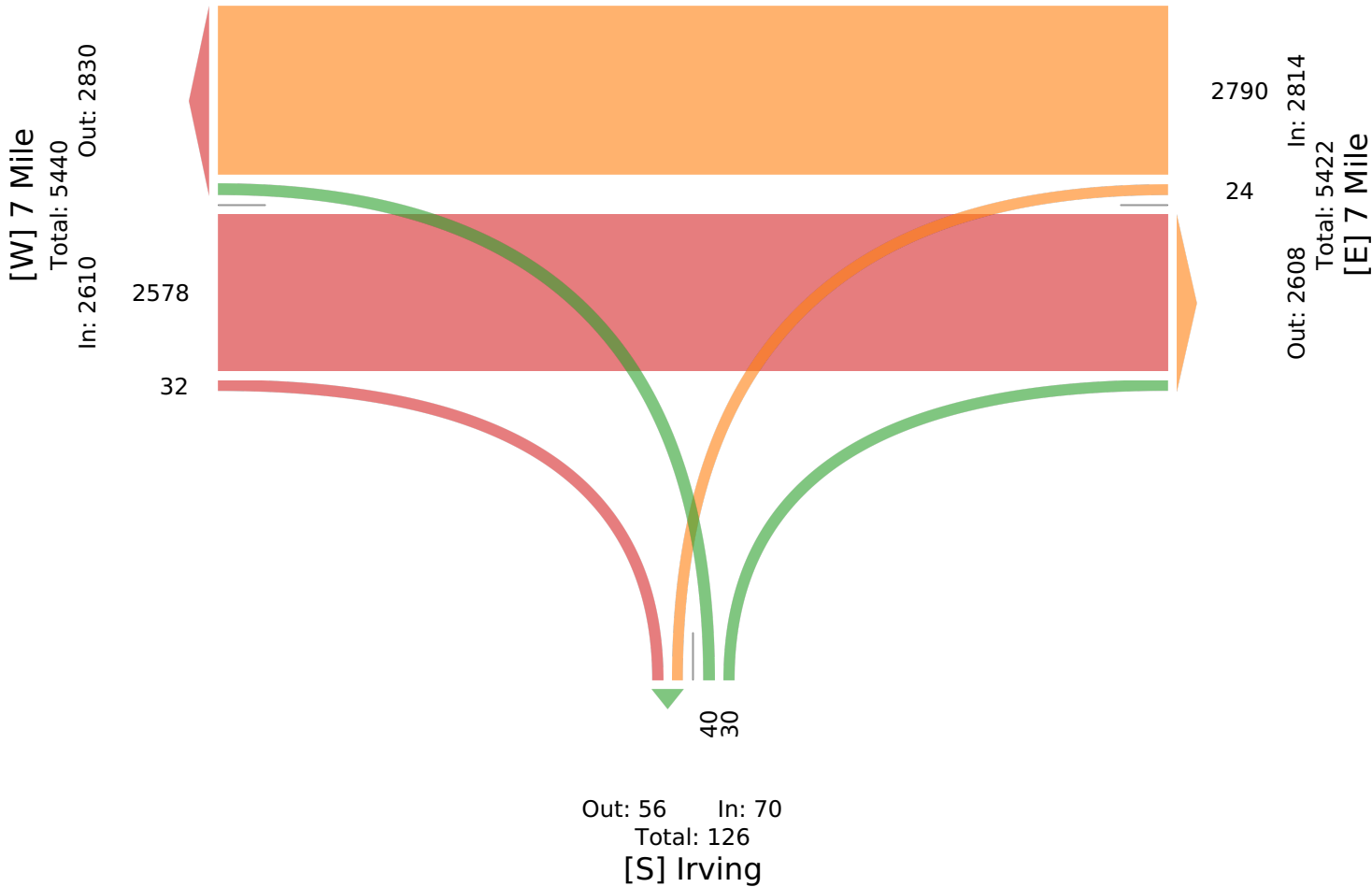
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Irving Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:30AM	148	1	0	149	0	165	0	165	1	1	0	2	316
7:45AM	157	2	0	159	2	164	0	166	4	1	0	5	330
8:00AM	118	1	0	119	0	138	0	138	2	2	0	4	261
8:15AM	153	0	0	153	0	157	0	157	2	2	0	4	314
Total	576	4	0	580	2	624	0	626	9	6	0	15	1221
% Approach	99.3%	0.7%	0%	-	0.3%	99.7%	0%	-	60.0%	40.0%	0%	-	-
% Total	47.2%	0.3%	0%	47.5%	0.2%	51.1%	0%	51.3%	0.7%	0.5%	0%	1.2%	-
PHF	0.917	0.500	-	0.912	0.250	0.945	-	0.943	0.563	0.750	-	0.750	0.925
Lights	565	4	0	569	2	609	0	611	8	6	0	14	1194
% Lights	98.1%	100%	0%	98.1%	100%	97.6%	0%	97.6%	88.9%	100%	0%	93.3%	97.8%
Articulated Trucks	1	0	0	1	0	2	0	2	0	0	0	0	3
% Articulated Trucks	0.2%	0%	0%	0.2%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	10	0	0	10	0	13	0	13	1	0	0	1	24
% Buses and Single-Unit Trucks	1.7%	0%	0%	1.7%	0%	2.1%	0%	2.1%	11.1%	0%	0%	6.7%	2.0%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

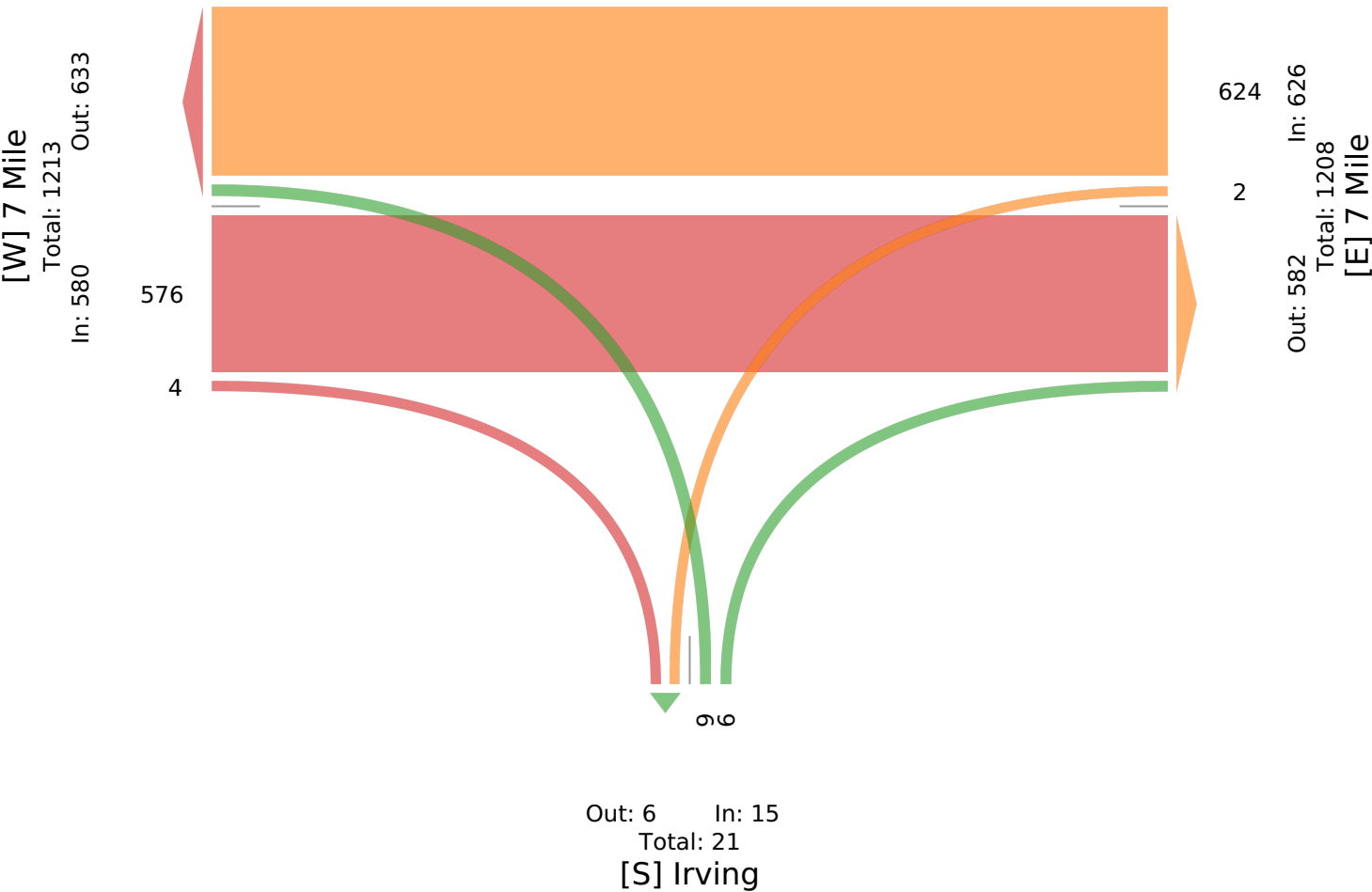
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Irving Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 4:30PM	227	3	0	230	0	219	0	219	0	1	0	1	450
4:45PM	197	4	0	201	0	180	0	180	2	2	0	4	385
5:00PM	199	6	0	205	4	231	0	235	1	7	0	8	448
5:15PM	214	2	0	216	6	204	0	210	4	5	0	9	435
Total	837	15	0	852	10	834	0	844	7	15	0	22	1718
% Approach	98.2%	1.8%	0%	-	1.2%	98.8%	0%	-	31.8%	68.2%	0%	-	-
% Total	48.7%	0.9%	0%	49.6%	0.6%	48.5%	0%	49.1%	0.4%	0.9%	0%	1.3%	-
PHF	0.922	0.625	-	0.926	0.417	0.903	-	0.898	0.438	0.536	-	0.611	0.954
Lights	835	15	0	850	10	832	0	842	7	15	0	22	1714
% Lights	99.8%	100%	0%	99.8%	100%	99.8%	0%	99.8%	100%	100%	0%	100%	99.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	2	0	0	2	0	2	0	2	0	0	0	0	4
% Buses and Single-Unit Trucks	0.2%	0%	0%	0.2%	0%	0.2%	0%	0.2%	0%	0%	0%	0%	0.2%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Irving Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

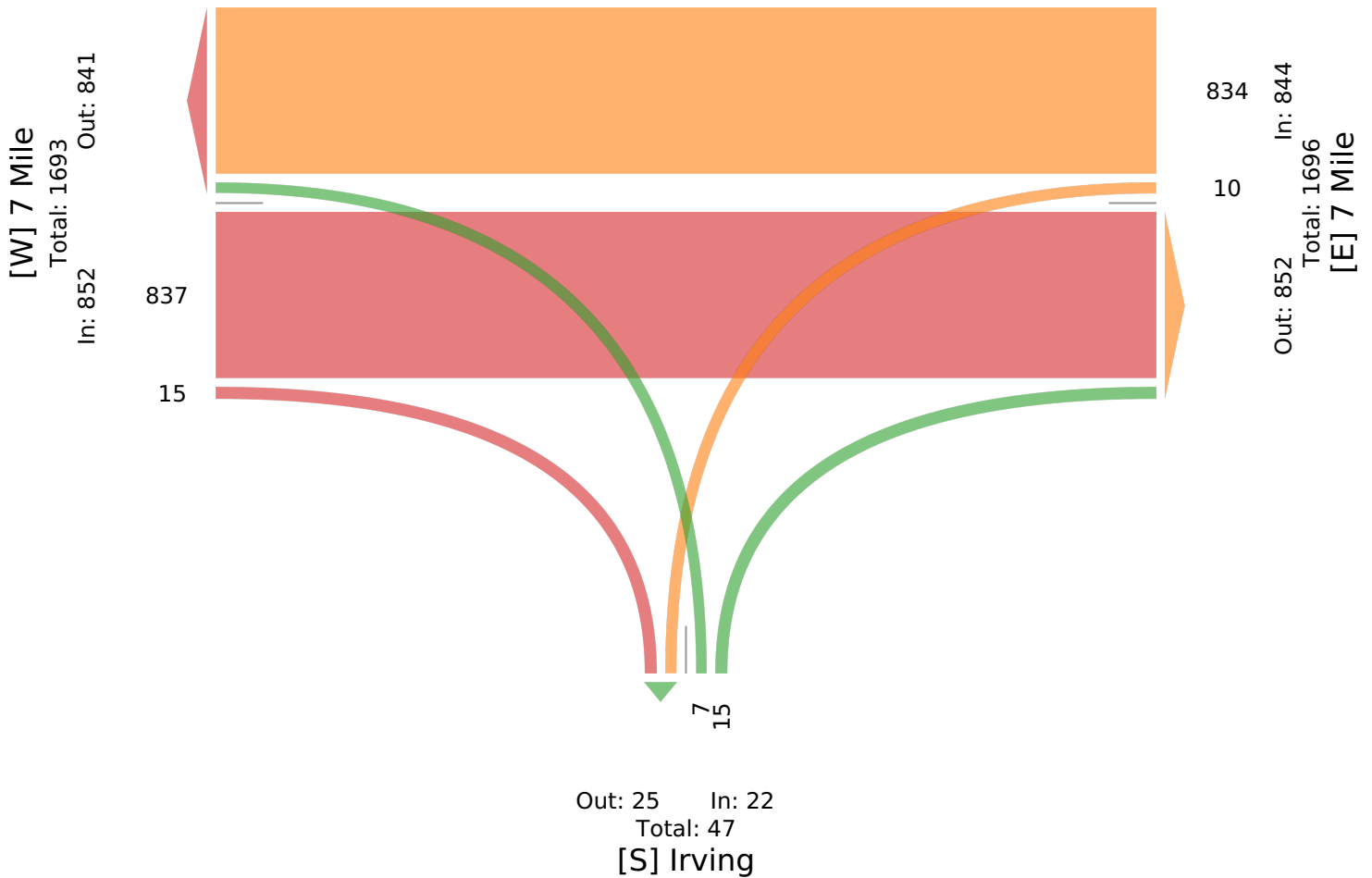
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160435, Location: 42.426078, -83.377387



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Filmore Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Filmore Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:00AM	0	91	2	0	93	5	97	0	0	102	0	0	1	0	1	0	0	0	0	0	196
7:15AM	0	104	0	0	104	1	98	0	0	99	1	0	2	0	3	0	0	0	0	0	206
7:30AM	0	142	2	0	144	5	164	0	0	169	2	0	3	0	5	0	0	0	0	0	318
7:45AM	0	160	1	0	161	4	166	0	1	171	1	0	3	0	4	0	0	0	0	0	336
Hourly Total	0	497	5	0	502	15	525	0	1	541	4	0	9	0	13	0	0	0	0	0	1056
8:00AM	0	117	1	0	118	5	138	0	0	143	0	0	3	0	3	0	0	0	0	0	264
8:15AM	0	153	1	0	154	8	155	0	0	163	2	0	9	0	11	0	0	0	0	0	328
8:30AM	0	143	2	0	145	7	151	0	0	158	1	0	8	0	9	0	0	0	0	0	312
8:45AM	0	123	3	0	126	1	172	0	0	173	0	0	5	0	5	0	0	1	0	1	305
Hourly Total	0	536	7	0	543	21	616	0	0	637	3	0	25	0	28	0	0	1	0	1	1209
4:00PM	0	160	3	0	163	3	205	0	0	208	0	0	12	0	12	0	0	0	0	0	383
4:15PM	0	171	2	0	173	4	215	0	0	219	1	0	8	0	9	0	0	0	0	0	401
4:30PM	0	219	6	0	225	0	219	0	0	219	1	0	9	0	10	0	0	0	0	0	454
4:45PM	0	199	1	0	200	2	186	0	1	189	1	0	7	0	8	0	0	0	0	0	397
Hourly Total	0	749	12	0	761	9	825	0	1	835	3	0	36	0	39	0	0	0	0	0	1635
5:00PM	0	201	3	0	204	3	232	0	0	235	2	0	12	0	14	0	0	0	0	0	453
5:15PM	0	212	6	0	218	2	209	0	0	211	0	0	5	0	5	0	0	0	0	0	434
5:30PM	0	183	2	0	185	1	217	0	0	218	4	0	7	0	11	0	0	0	0	0	414
5:45PM	0	182	1	0	183	1	176	0	0	177	1	0	8	0	9	0	0	0	0	0	369
Hourly Total	0	778	12	0	790	7	834	0	0	841	7	0	32	0	39	0	0	0	0	0	1670
Total	0	2560	36	0	2596	52	2800	0	2	2854	17	0	102	0	119	0	0	1	0	1	5570
% Approach	0%	98.6%	1.4%	0%	-	1.8%	98.1%	0%	0.1%	-	14.3%	0%	85.7%	0%	-	0%	0%	100%	0%	-	-
% Total	0%	46.0%	0.6%	0%	46.6%	0.9%	50.3%	0%	0%	51.2%	0.3%	0%	1.8%	0%	2.1%	0%	0%	0%	0%	0%	-
Lights	0	2525	36	0	2561	51	2765	0	2	2818	17	0	101	0	118	0	0	1	0	1	5498
% Lights	0%	98.6%	100%	0%	98.7%	98.1%	98.8%	0%	100%	98.7%	100%	0%	99.0%	0%	99.2%	0%	0%	100%	0%	100%	98.7%
Articulated Trucks	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	0	34	0	0	34	1	32	0	0	33	0	0	1	0	1	0	0	0	0	0	68
% Buses and Single-Unit Trucks	0%	1.3%	0%	0%	1.3%	1.9%	1.1%	0%	0%	1.2%	0%	0%	1.0%	0%	0.8%	0%	0%	0%	0%	0%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Filmore Street - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Filmore Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 7:30AM	0	142	2	0	144	5	164	0	0	169	2	0	3	0	5	0	0	0	0	0	318
7:45AM	0	160	1	0	161	4	166	0	1	171	1	0	3	0	4	0	0	0	0	0	336
8:00AM	0	117	1	0	118	5	138	0	0	143	0	0	3	0	3	0	0	0	0	0	264
8:15AM	0	153	1	0	154	8	155	0	0	163	2	0	9	0	11	0	0	0	0	0	328
Total	0	572	5	0	577	22	623	0	1	646	5	0	18	0	23	0	0	0	0	0	1246
% Approach	0%	99.1%	0.9%	0%	-	3.4%	96.4%	0%	0.2%	-	21.7%	0%	78.3%	0%	-	0%	0%	0%	0%	-	-
% Total	0%	45.9%	0.4%	0%	46.3%	1.8%	50.0%	0%	0.1%	51.8%	0.4%	0%	1.4%	0%	1.8%	0%	0%	0%	0%	0%	-
PHF	-	0.894	0.625	-	0.896	0.688	0.938	-	0.250	0.944	0.625	-	0.500	-	0.523	-	-	-	-	-	0.927
Lights	0	559	5	0	564	21	610	0	1	632	5	0	18	0	23	0	0	0	0	0	1219
% Lights	0%	97.7%	100%	0%	97.7%	95.5%	97.9%	0%	100%	97.8%	100%	0%	100%	0%	100%	0%	0%	0%	0%	-	97.8%
Articulated Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	12	0	0	12	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	24
% Buses and Single-Unit Trucks	0%	2.1%	0%	0%	2.1%	4.5%	1.8%	0%	0%	1.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	1.9%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Filmore Street - TMC

Wed Feb 28, 2024

AM Peak (7:30 AM - 8:30 AM)

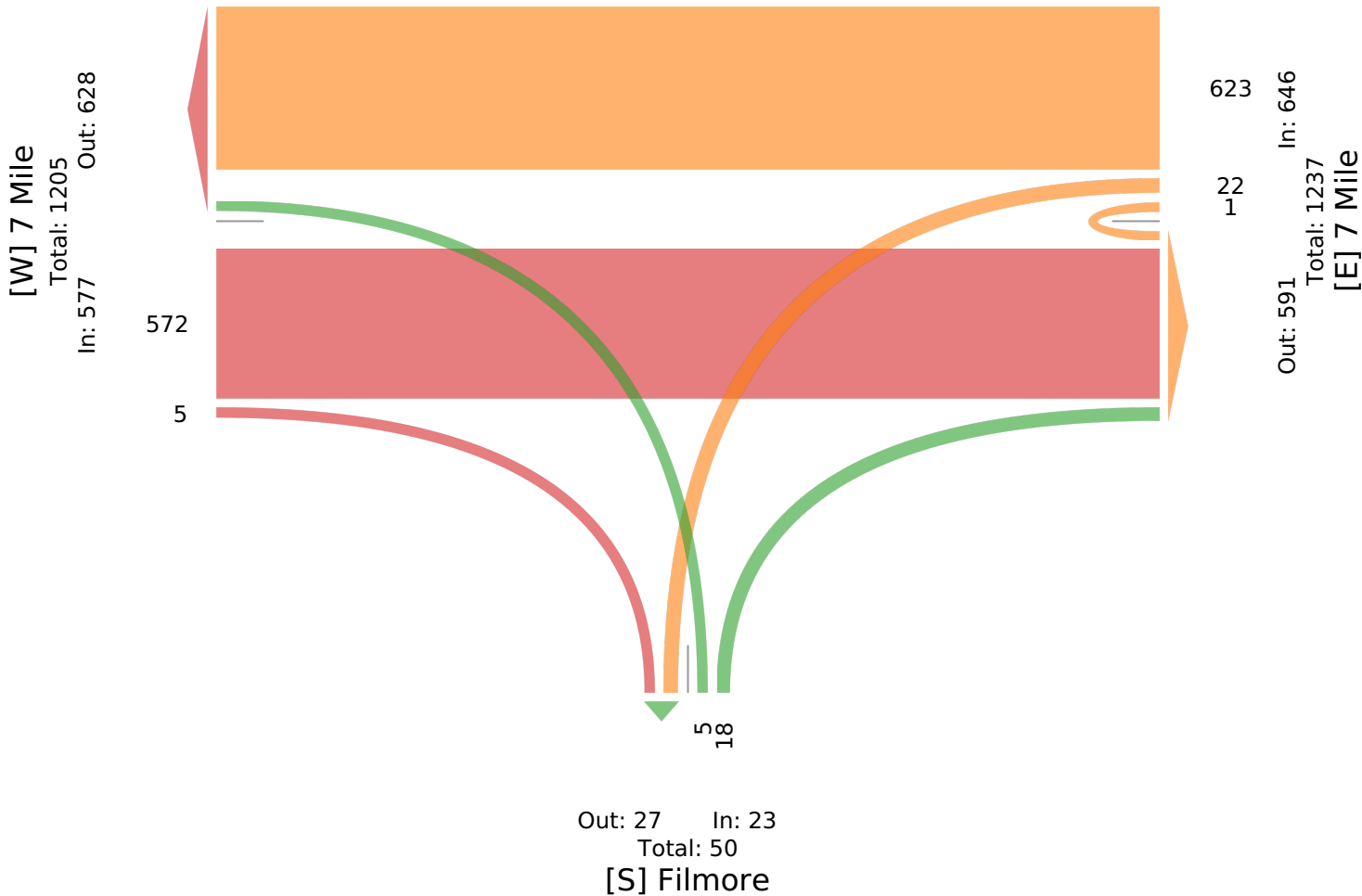
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



West Seven Mile Road & Filmore Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Filmore Northbound					Access Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 4:30PM	0	219	6	0	225	0	219	0	0	219	1	0	9	0	10	0	0	0	0	0	454
4:45PM	0	199	1	0	200	2	186	0	1	189	1	0	7	0	8	0	0	0	0	0	397
5:00PM	0	201	3	0	204	3	232	0	0	235	2	0	12	0	14	0	0	0	0	0	453
5:15PM	0	212	6	0	218	2	209	0	0	211	0	0	5	0	5	0	0	0	0	0	434
Total	0	831	16	0	847	7	846	0	1	854	4	0	33	0	37	0	0	0	0	0	1738
% Approach	0%	98.1%	1.9%	0%	-	0.8%	99.1%	0%	0.1%	-	10.8%	0%	89.2%	0%	-	0%	0%	0%	0%	-	-
% Total	0%	47.8%	0.9%	0%	48.7%	0.4%	48.7%	0%	0.1%	49.1%	0.2%	0%	1.9%	0%	2.1%	0%	0%	0%	0%	0%	-
PHF	-	0.949	0.667	-	0.941	0.583	0.912	-	0.250	0.909	0.500	-	0.688	-	0.661	-	-	-	-	-	0.957
Lights	0	828	16	0	844	7	844	0	1	852	4	0	33	0	37	0	0	0	0	0	1733
% Lights	0%	99.6%	100%	0%	99.6%	100%	99.8%	0%	100%	99.8%	100%	0%	100%	0%	100%	0%	0%	0%	0%	-	99.7%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
% Buses and Single-Unit Trucks	0%	0.4%	0%	0%	0.4%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0.3%

* L: Left, R: Right, T: Thru, U: U-Turn

West Seven Mile Road & Filmore Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

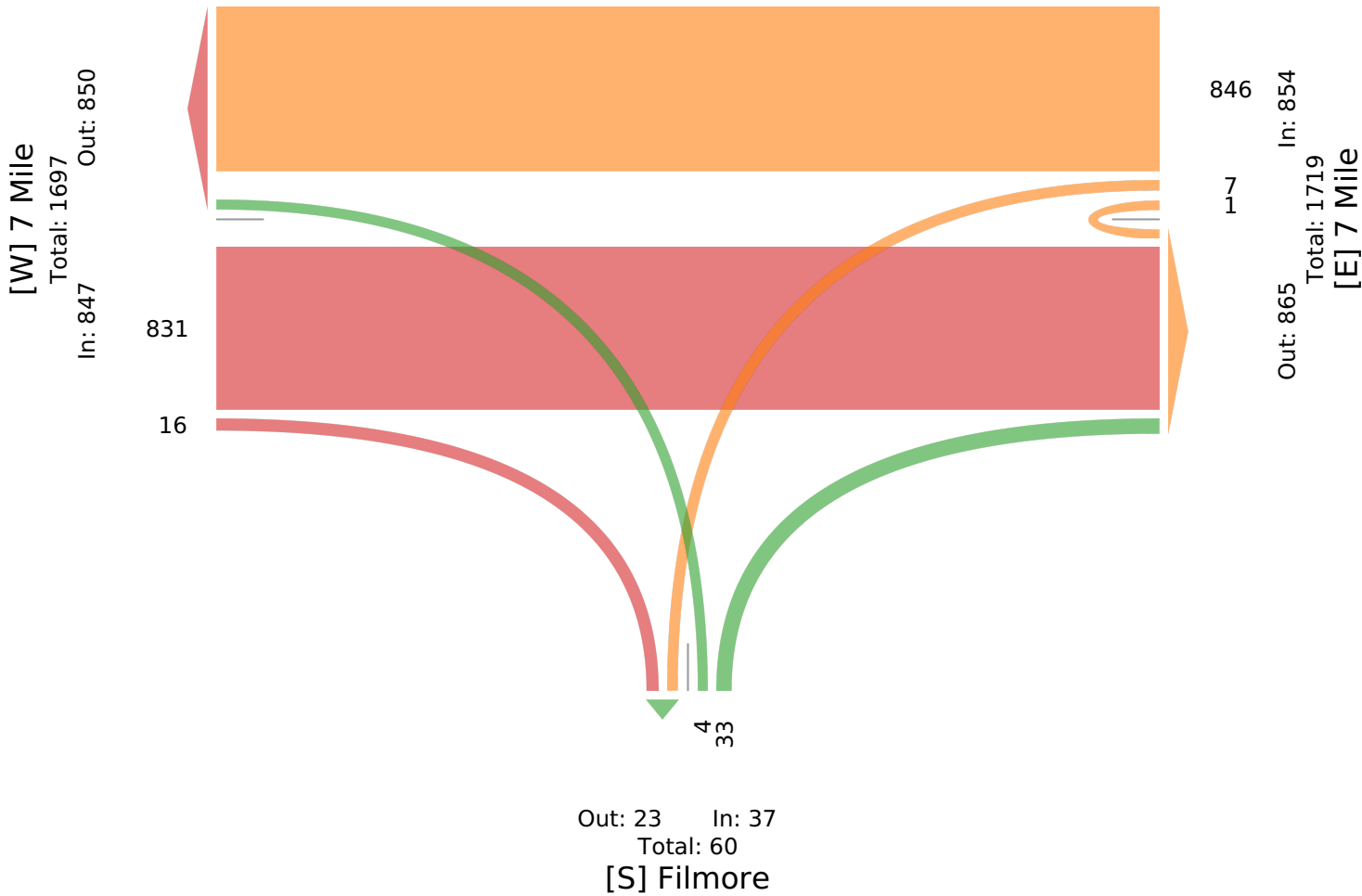
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Farmington Road & Gable Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160439, Location: 42.427936, -83.374988



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 7:00AM	0	1	0	1	125	1	0	126	0	115	0	115	242
7:15AM	0	1	0	1	171	1	0	172	0	137	0	137	310
7:30AM	1	1	0	2	190	0	0	190	0	179	0	179	371
7:45AM	0	0	0	0	248	0	0	248	0	182	0	182	430
Hourly Total	1	3	0	4	734	2	0	736	0	613	0	613	1353
8:00AM	0	1	0	1	211	0	1	212	0	157	0	157	370
8:15AM	0	0	0	0	192	0	0	192	0	165	0	165	357
8:30AM	0	1	0	1	219	1	0	220	0	170	0	170	391
8:45AM	0	0	0	0	209	0	0	209	0	158	0	158	367
Hourly Total	0	2	0	2	831	1	1	833	0	650	0	650	1485
9:00AM	0	0	0	0	158	2	0	160	0	152	0	152	312
9:15AM	0	1	0	1	173	1	0	174	1	138	0	139	314
9:30AM	1	0	0	1	126	0	0	126	1	121	0	122	249
9:45AM	0	0	0	0	128	1	0	129	4	142	0	146	275
Hourly Total	1	1	0	2	585	4	0	589	6	553	0	559	1150
10:00AM	0	0	0	0	117	0	0	117	1	118	0	119	236
10:15AM	0	0	0	0	135	0	0	135	1	136	0	137	272
10:30AM	0	2	0	2	128	0	0	128	2	128	0	130	260
10:45AM	0	2	0	2	130	1	0	131	2	126	0	128	261
Hourly Total	0	4	0	4	510	1	0	511	6	508	0	514	1029
11:00AM	1	1	0	2	121	1	0	122	0	122	0	122	246
11:15AM	0	1	0	1	159	1	0	160	0	142	0	142	303
11:30AM	0	1	0	1	134	0	0	134	1	133	0	134	269
11:45AM	0	1	0	1	140	2	0	142	0	145	0	145	288
Hourly Total	1	4	0	5	554	4	0	558	1	542	0	543	1106
12:00PM	0	3	0	3	147	1	0	148	4	190	0	194	345
12:15PM	0	0	0	0	166	1	0	167	1	152	0	153	320
12:30PM	0	0	0	0	169	2	0	171	1	150	0	151	322
12:45PM	0	1	0	1	163	0	0	163	2	165	0	167	331
Hourly Total	0	4	0	4	645	4	0	649	8	657	0	665	1318
1:00PM	0	3	0	3	160	0	0	160	1	170	0	171	334
1:15PM	0	3	0	3	166	0	0	166	0	144	0	144	313
1:30PM	0	1	0	1	148	0	0	148	2	169	0	171	320
1:45PM	0	2	0	2	151	1	0	152	1	157	0	158	312
Hourly Total	0	9	0	9	625	1	0	626	4	640	0	644	1279
2:00PM	0	0	0	0	168	1	0	169	5	176	0	181	350
2:15PM	0	1	0	1	159	2	0	161	2	150	0	152	314
2:30PM	0	0	0	0	177	2	0	179	2	200	0	202	381
2:45PM	0	1	0	1	222	0	0	222	1	175	0	176	399
Hourly Total	0	2	0	2	726	5	0	731	10	701	0	711	1444
3:00PM	0	1	0	1	216	3	0	219	0	210	0	210	430
3:15PM	0	1	0	1	218	1	0	219	1	206	0	207	427
3:30PM	0	2	0	2	240	1	0	241	0	237	0	237	480
3:45PM	0	2	0	2	257	0	0	257	1	225	0	226	485
Hourly Total	0	6	0	6	931	5	0	936	2	878	0	880	1822
4:00PM	0	1	0	1	252	2	0	254	2	228	0	230	485
4:15PM	0	0	0	0	216	1	0	217	0	263	0	263	480
4:30PM	0	1	0	1	261	3	0	264	2	280	0	282	547
4:45PM	0	1	0	1	244	0	0	244	1	234	0	235	480
Hourly Total	0	3	0	3	973	6	0	979	5	1005	0	1010	1992
5:00PM	0	2	0	2	273	0	0	273	0	323	0	323	598
5:15PM	1	1	0	2	324	3	0	327	1	273	0	274	603
5:30PM	0	0	0	0	244	1	0	245	1	237	0	238	483
5:45PM	0	2	0	2	222	0	0	222	1	233	0	234	458

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
Hourly Total	1	5	0	6	1063	4	0	1067	3	1066	0	1069	2142
6:00PM	0	0	0	0	185	1	0	186	1	220	0	221	407
6:15PM	1	0	0	1	150	1	0	151	0	185	0	185	337
6:30PM	0	0	0	0	134	3	0	137	2	174	0	176	313
6:45PM	0	0	0	0	126	0	0	126	0	174	0	174	300
Hourly Total	1	0	0	1	595	5	0	600	3	753	0	756	1357
Total	5	43	0	48	8772	42	1	8815	48	8566	0	8614	17477
% Approach	10.4%	89.6%	0%	-	99.5%	0.5%	0%	-	0.6%	99.4%	0%	-	-
% Total	0%	0.2%	0%	0.3%	50.2%	0.2%	0%	50.4%	0.3%	49.0%	0%	49.3%	-
Lights	5	43	0	48	8637	42	1	8680	48	8447	0	8495	17223
% Lights	100%	100%	0%	100%	98.5%	100%	100%	98.5%	100%	98.6%	0%	98.6%	98.5%
Articulated Trucks	0	0	0	0	12	0	0	12	0	13	0	13	25
% Articulated Trucks	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0.2%	0%	0.2%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	123	0	0	123	0	106	0	106	229
% Buses and Single-Unit Trucks	0%	0%	0%	0%	1.4%	0%	0%	1.4%	0%	1.2%	0%	1.2%	1.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Farmington Road & Gable Street - TMC

Wed Feb 28, 2024

Full Length (7 AM-7 PM)

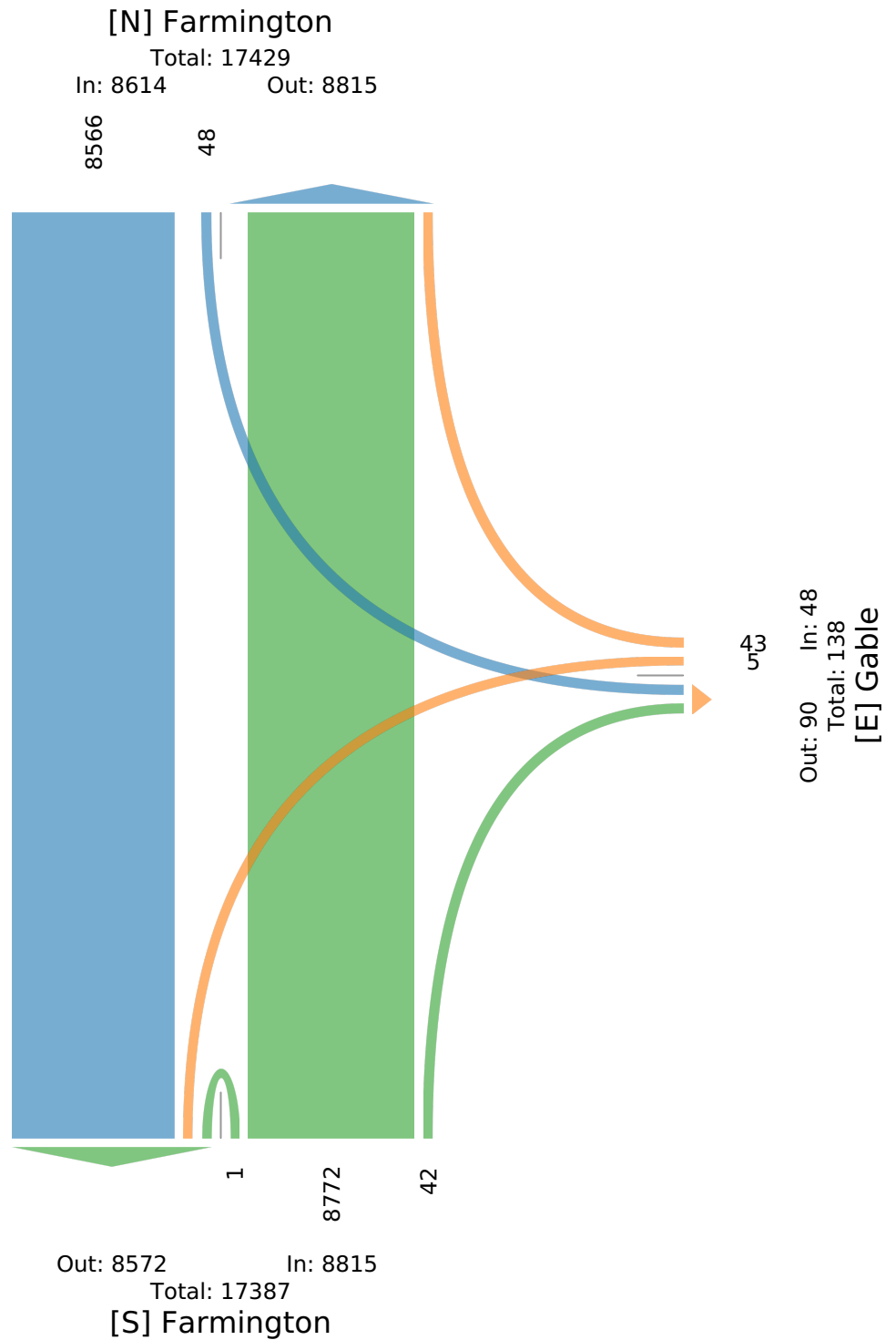
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160439, Location: 42.427936, -83.374988



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Farmington Road & Gable Street - TMC

Wed Feb 28, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160439, Location: 42.427936, -83.374988

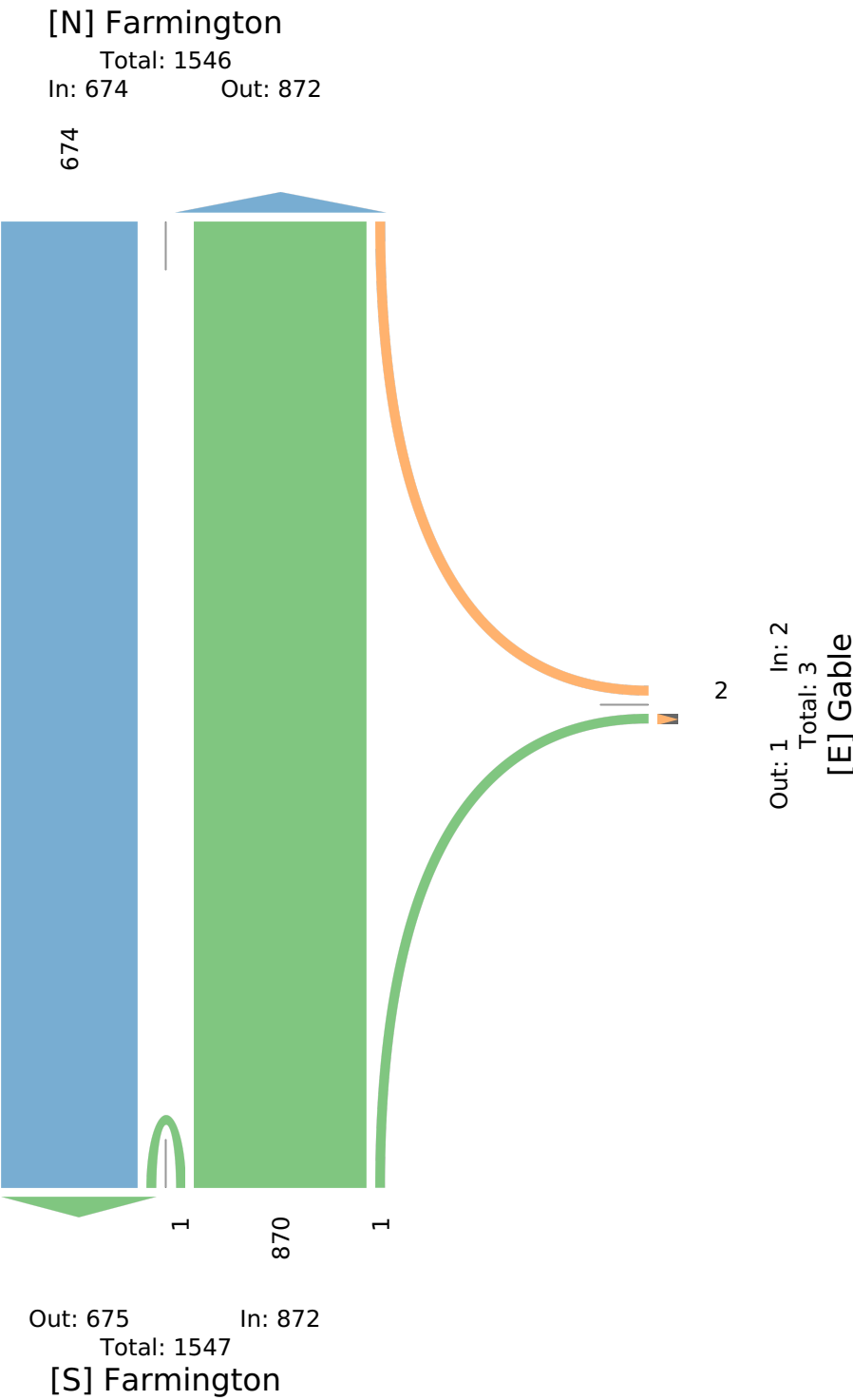


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 7:45AM	0	0	0	0	248	0	0	248	0	182	0	182	430
8:00AM	0	1	0	1	211	0	1	212	0	157	0	157	370
8:15AM	0	0	0	0	192	0	0	192	0	165	0	165	357
8:30AM	0	1	0	1	219	1	0	220	0	170	0	170	391
Total	0	2	0	2	870	1	1	872	0	674	0	674	1548
% Approach	0%	100%	0%	-	99.8%	0.1%	0.1%	-	0%	100%	0%	-	-
% Total	0%	0.1%	0%	0.1%	56.2%	0.1%	0.1%	56.3%	0%	43.5%	0%	43.5%	-
PHF	-	0.500	-	0.500	0.877	0.250	0.250	0.879	-	0.926	-	0.926	0.900
Lights	0	2	0	2	844	1	1	846	0	661	0	661	1509
% Lights	0%	100%	0%	100%	97.0%	100%	100%	97.0%	0%	98.1%	0%	98.1%	97.5%
Articulated Trucks	0	0	0	0	2	0	0	2	0	1	0	1	3
% Articulated Trucks	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0.1%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	24	0	0	24	0	12	0	12	36
% Buses and Single-Unit Trucks	0%	0%	0%	0%	2.8%	0%	0%	2.8%	0%	1.8%	0%	1.8%	2.3%

* L: Left, R: Right, T: Thru, U: U-Turn

Farmington Road & Gable Street - TMC
Wed Feb 28, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160439, Location: 42.427936, -83.374988



Farmington Road & Gable Street - TMC
 Wed Feb 28, 2024
 Midday Peak (12 PM - 1 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160439, Location: 42.427936, -83.374988



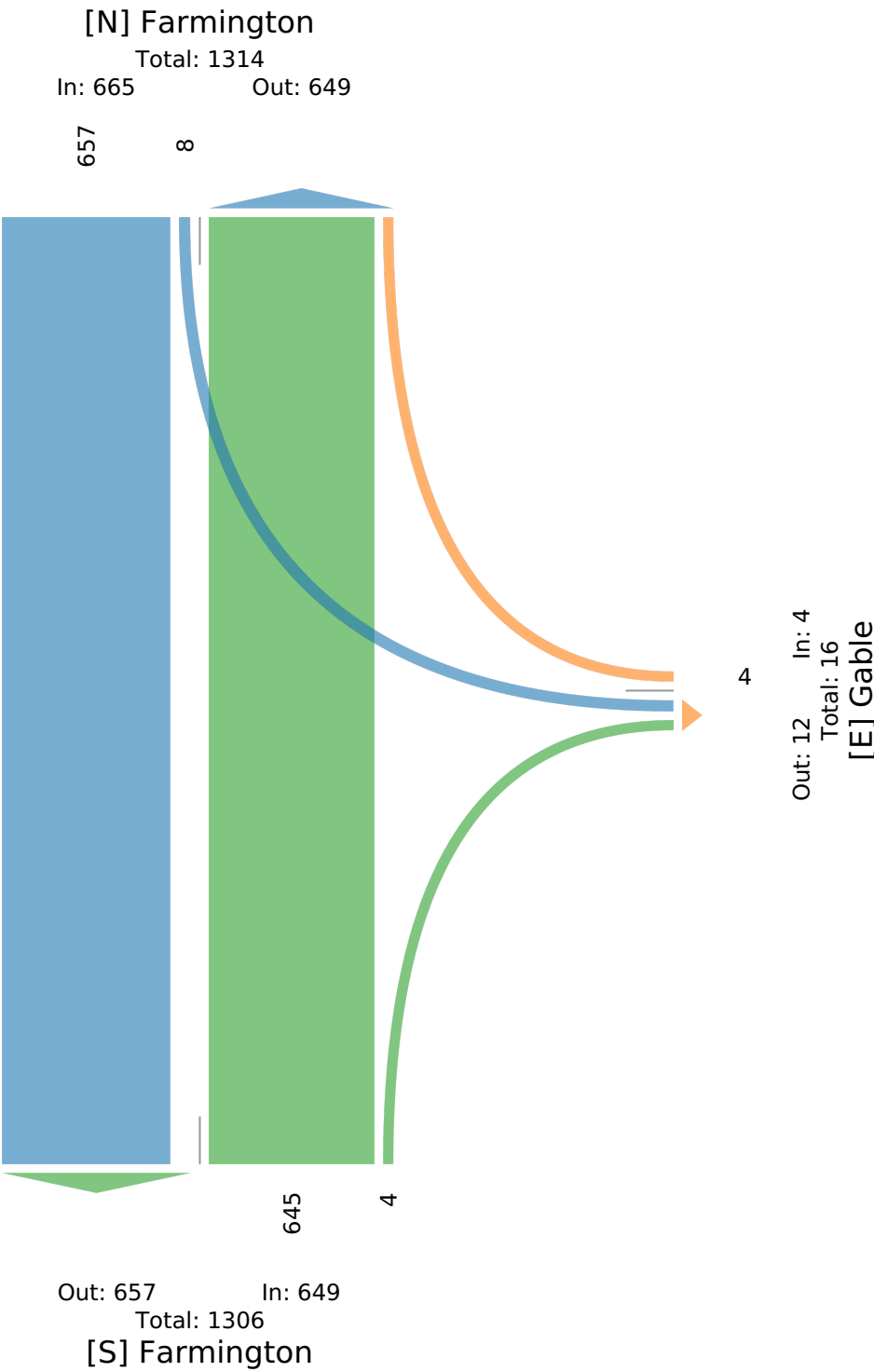
GEWALT HAMILTON
ASSOCIATES, INC.

Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 12:00PM	0	3	0	3	147	1	0	148	4	190	0	194	345
12:15PM	0	0	0	0	166	1	0	167	1	152	0	153	320
12:30PM	0	0	0	0	169	2	0	171	1	150	0	151	322
12:45PM	0	1	0	1	163	0	0	163	2	165	0	167	331
Total	0	4	0	4	645	4	0	649	8	657	0	665	1318
% Approach	0%	100%	0%	-	99.4%	0.6%	0%	-	1.2%	98.8%	0%	-	-
% Total	0%	0.3%	0%	0.3%	48.9%	0.3%	0%	49.2%	0.6%	49.8%	0%	50.5%	-
PHF	-	0.333	-	0.333	0.954	0.500	-	0.949	0.500	0.864	-	0.857	0.955
Lights	0	4	0	4	637	4	0	641	8	647	0	655	1300
% Lights	0%	100%	0%	100%	98.8%	100%	0%	98.8%	100%	98.5%	0%	98.5%	98.6%
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
% Articulated Trucks	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	6	0	0	6	0	10	0	10	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0%	1.5%	0%	1.5%	1.2%

* L: Left, R: Right, T: Thru, U: U-Turn

Farmington Road & Gable Street - TMC
Wed Feb 28, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160439, Location: 42.427936, -83.374988



Farmington Road & Gable Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160439, Location: 42.427936, -83.374988



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 4:30PM	0	1	0	1	261	3	0	264	2	280	0	282	547
4:45PM	0	1	0	1	244	0	0	244	1	234	0	235	480
5:00PM	0	2	0	2	273	0	0	273	0	323	0	323	598
5:15PM	1	1	0	2	324	3	0	327	1	273	0	274	603
Total	1	5	0	6	1102	6	0	1108	4	1110	0	1114	2228
% Approach	16.7%	83.3%	0%	-	99.5%	0.5%	0%	-	0.4%	99.6%	0%	-	-
% Total	0%	0.2%	0%	0.3%	49.5%	0.3%	0%	49.7%	0.2%	49.8%	0%	50.0%	-
PHF	0.250	0.625	-	0.750	0.850	0.500	-	0.847	0.500	0.859	-	0.862	0.924
Lights	1	5	0	6	1096	6	0	1102	4	1104	0	1108	2216
% Lights	100%	100%	0%	100%	99.5%	100%	0%	99.5%	100%	99.5%	0%	99.5%	99.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	6	0	0	6	0	6	0	6	12
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0.5%	0%	0%	0.5%	0%	0.5%	0%	0.5%	0.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Farmington Road & Gable Street - TMC

Wed Feb 28, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

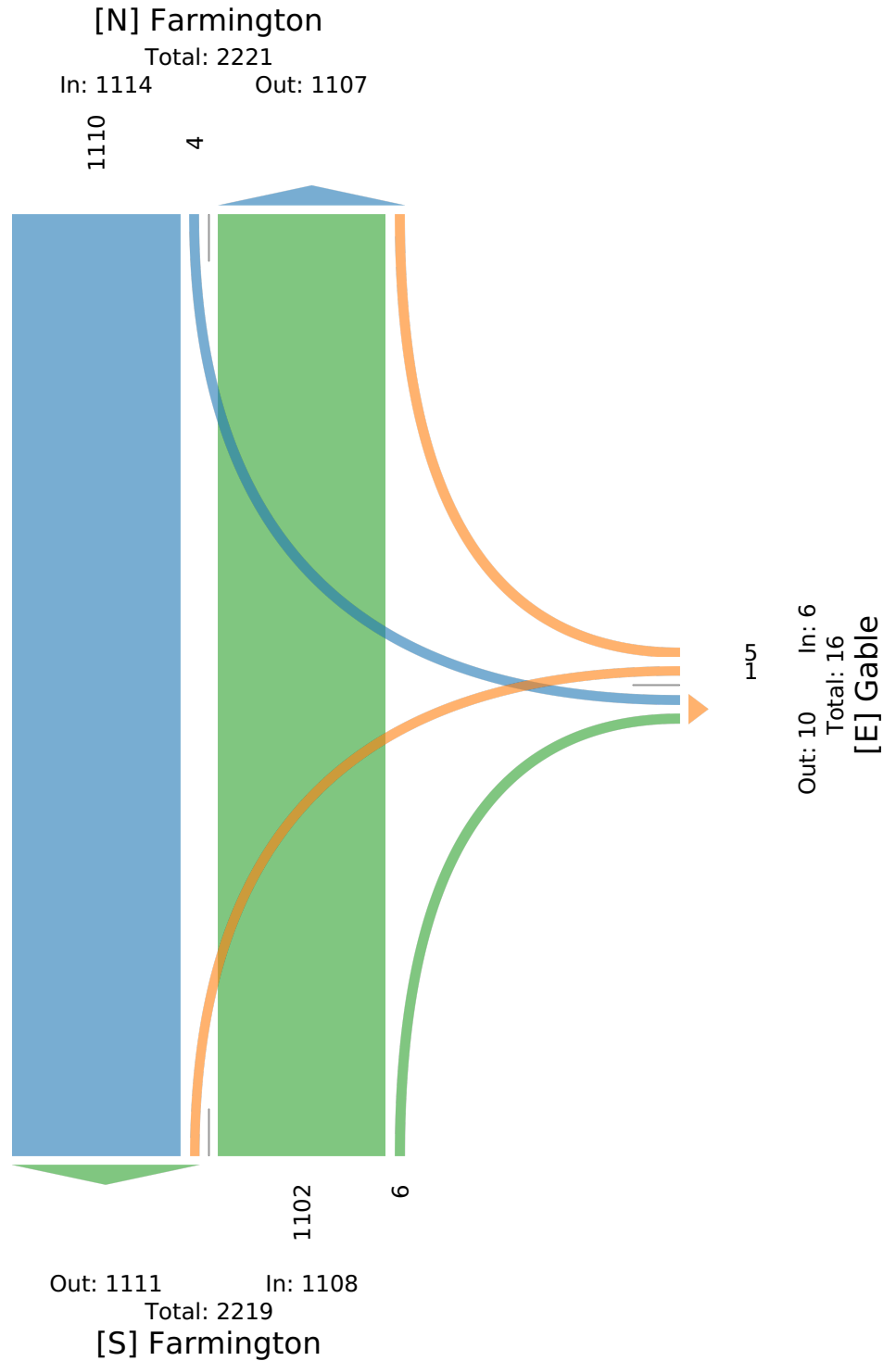
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160439, Location: 42.427936, -83.374988



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

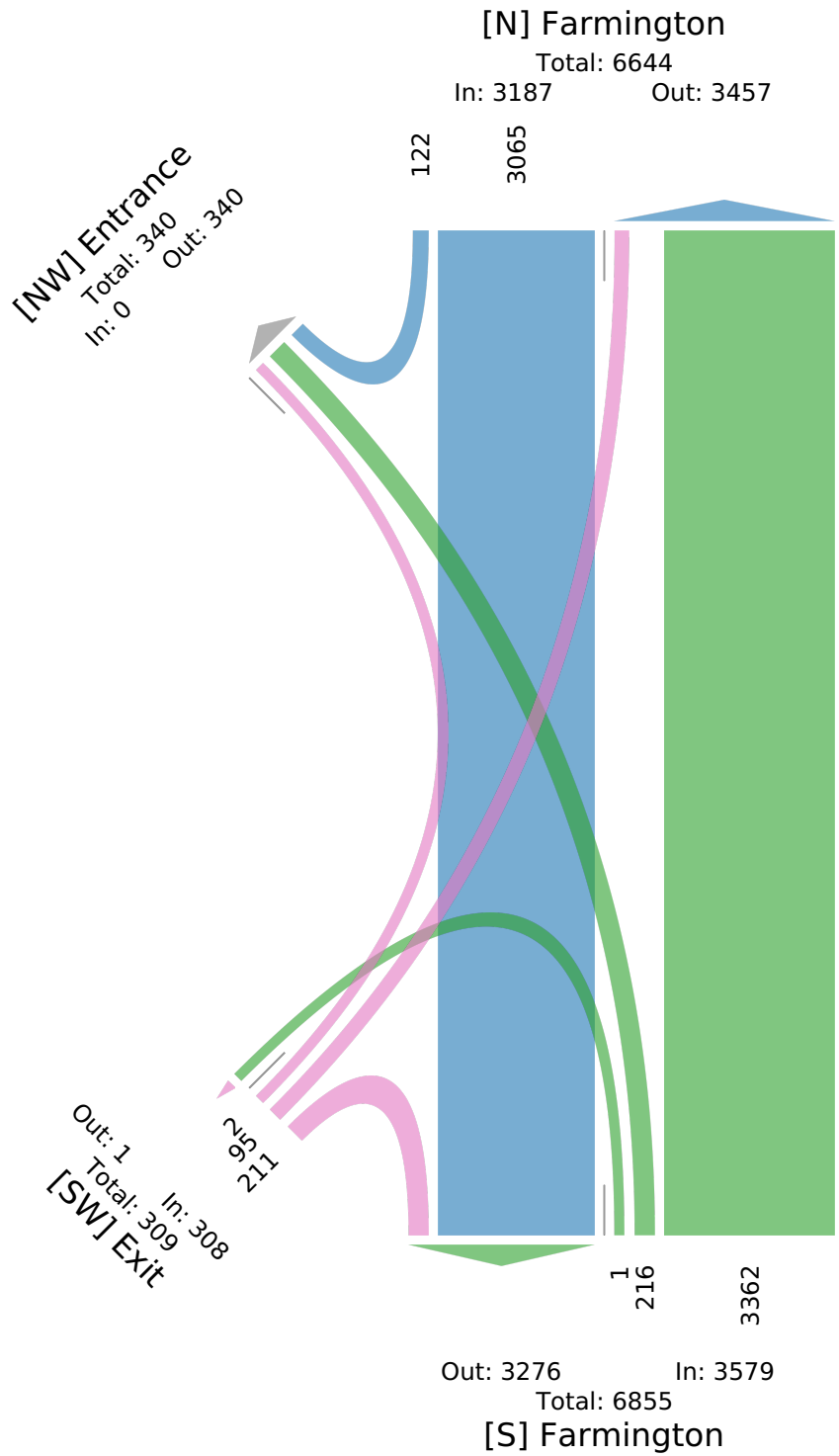


Farmington and McDonalds entrance and exit j... - TMC
 Wed Feb 28, 2024
 Full Length (7 AM-9 AM, 4 PM-6 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160438, Location: 42.428187, -83.375039

Leg Direction	Farmington Northbound					Farmington Southbound					Entrance Southeastbound					Exit Northeastbound						
Time	HL	BL	T	U	App	T	BR	HR	U	App	HL	BR	R	U	App	L	BL	HR	U	App	Int	
2024-02-28 7:00AM	0	13	113	0	126	103	0	4	0	107	0	0	0	0	0	0	7	12	0	19	252	
7:15AM	0	11	165	0	176	128	0	4	0	132	0	0	0	0	0	0	7	8	0	15	323	
7:30AM	0	14	177	0	191	170	0	6	0	176	0	0	0	0	0	0	7	11	0	18	385	
7:45AM	0	16	233	0	249	164	0	10	0	174	0	0	0	0	0	0	6	19	0	25	448	
Hourly Total	0	54	688	0	742	565	0	24	0	589	0	0	0	0	0	0	27	50	0	77	1408	
8:00AM	0	9	202	0	211	143	0	10	0	153	0	0	0	0	0	0	9	10	0	19	383	
8:15AM	0	17	174	0	191	154	0	13	0	167	0	0	0	0	0	0	5	10	0	15	373	
8:30AM	0	12	209	0	221	152	0	12	0	164	0	0	0	0	0	0	5	17	0	22	407	
8:45AM	0	20	193	0	213	140	0	7	0	147	0	0	0	0	0	0	12	19	0	31	391	
Hourly Total	0	58	778	0	836	589	0	42	0	631	0	0	0	0	0	0	31	56	0	87	1554	
4:00PM	0	23	237	0	260	201	0	8	0	209	0	0	0	0	0	0	4	12	0	16	485	
4:15PM	0	17	208	0	225	223	0	7	0	230	0	0	0	0	0	0	8	14	0	22	477	
4:30PM	0	6	262	0	268	252	0	4	0	256	0	0	0	0	0	0	6	13	0	19	543	
4:45PM	0	12	236	0	248	213	0	6	0	219	0	0	0	0	0	0	2	10	0	12	479	
Hourly Total	0	58	943	0	1001	889	0	25	0	914	0	0	0	0	0	0	20	49	0	69	1984	
5:00PM	0	8	240	0	248	312	0	11	0	323	0	0	0	0	0	0	4	11	0	15	586	
5:15PM	0	19	276	0	295	256	0	5	0	261	0	0	0	0	0	0	2	4	21	27	583	
5:30PM	1	12	221	0	234	229	0	9	0	238	0	0	0	0	0	0	3	13	0	16	488	
5:45PM	0	7	216	0	223	225	0	6	0	231	0	0	0	0	0	0	6	11	0	17	471	
Hourly Total	1	46	953	0	1000	1022	0	31	0	1053	0	0	0	0	0	0	2	17	56	0	75	2128
Total	1	216	3362	0	3579	3065	0	122	0	3187	0	0	0	0	0	0	2	95	211	0	308	7074
% Approach	0%	6.0%	93.9%	0%	-	96.2%	0%	3.8%	0%	-	0%	0%	0%	0%	-	0.6%	30.8%	68.5%	0%	-	-	
% Total	0%	3.1%	47.5%	0%	50.6%	43.3%	0%	1.7%	0%	45.1%	0%	0%	0%	0%	0%	0%	1.3%	3.0%	0%	4.4%	-	
Lights	1	211	3303	0	3515	3023	0	122	0	3145	0	0	0	0	0	0	2	95	208	0	305	6965
% Lights	100%	97.7%	98.2%	0%	98.2%	98.6%	0%	100%	0%	98.7%	0%	0%	0%	0%	-	100%	100%	98.6%	0%	99.0%	98.5%	
Articulated Trucks	0	0	3	0	3	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
% Articulated Trucks	0%	0%	0.1%	0%	0.1%	0.1%	0%	0%	0%	0.1%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.1%	
Buses and Single-Unit Trucks	0	5	56	0	61	38	0	0	0	38	0	0	0	0	0	0	0	3	0	3	102	
% Buses and Single-Unit Trucks	0%	2.3%	1.7%	0%	1.7%	1.2%	0%	0%	0%	1.2%	0%	0%	0%	0%	-	0%	0%	1.4%	0%	1.0%	1.4%	

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Farmington and McDonalds entrance and exit j... - TMC
Wed Feb 28, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160438, Location: 42.428187, -83.375039



Farmington and McDonalds entrance and exit j... - TMC

Wed Feb 28, 2024

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160438, Location: 42.428187, -83.375039

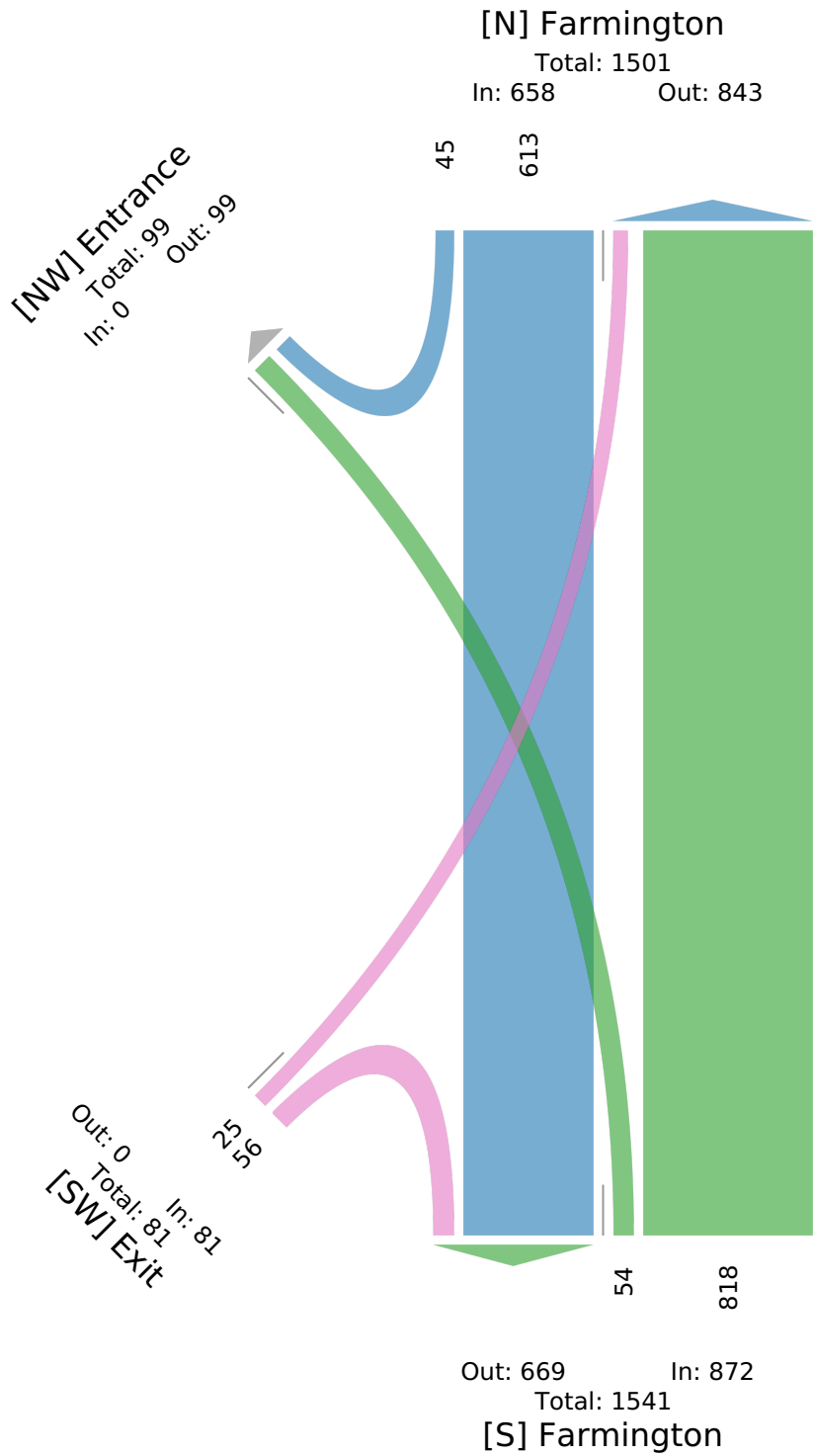


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Farmington Northbound					Farmington Southbound					Entrance Southeastbound					Exit Northeastbound					
Time	HL	BL	T	U	App	T	BR	HR	U	App	HL	BR	R	U	App	L	BL	HR	U	App	Int
2024-02-28 7:45AM	0	16	233	0	249	164	0	10	0	174	0	0	0	0	0	0	6	19	0	25	448
8:00AM	0	9	202	0	211	143	0	10	0	153	0	0	0	0	0	0	9	10	0	19	383
8:15AM	0	17	174	0	191	154	0	13	0	167	0	0	0	0	0	0	5	10	0	15	373
8:30AM	0	12	209	0	221	152	0	12	0	164	0	0	0	0	0	0	5	17	0	22	407
Total	0	54	818	0	872	613	0	45	0	658	0	0	0	0	0	0	25	56	0	81	1611
% Approach	0%	6.2%	93.8%	0%	-	93.2%	0%	6.8%	0%	-	0%	0%	0%	0%	-	0%	30.9%	69.1%	0%	-	-
% Total	0%	3.4%	50.8%	0%	54.1%	38.1%	0%	2.8%	0%	40.8%	0%	0%	0%	0%	0%	0%	1.6%	3.5%	0%	5.0%	-
PHF	-	0.794	0.878	-	0.876	0.934	-	0.865	-	0.945	-	-	-	-	-	-	0.694	0.737	-	0.810	0.899
Lights	0	52	793	0	845	602	0	45	0	647	0	0	0	0	0	0	25	54	0	79	1571
% Lights	0%	96.3%	96.9%	0%	96.9%	98.2%	0%	100%	0%	98.3%	0%	0%	0%	0%	-	0%	100%	96.4%	0%	97.5%	97.5%
Articulated Trucks	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Articulated Trucks	0%	0%	0.2%	0%	0.2%	0.2%	0%	0%	0%	0.2%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	2	23	0	25	10	0	0	0	10	0	0	0	0	0	0	0	2	0	2	37
% Buses and Single-Unit Trucks	0%	3.7%	2.8%	0%	2.9%	1.6%	0%	0%	0%	1.5%	0%	0%	0%	0%	-	0%	0%	3.6%	0%	2.5%	2.3%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Farmington and McDonalds entrance and exit j... - TMC
Wed Feb 28, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160438, Location: 42.428187, -83.375039

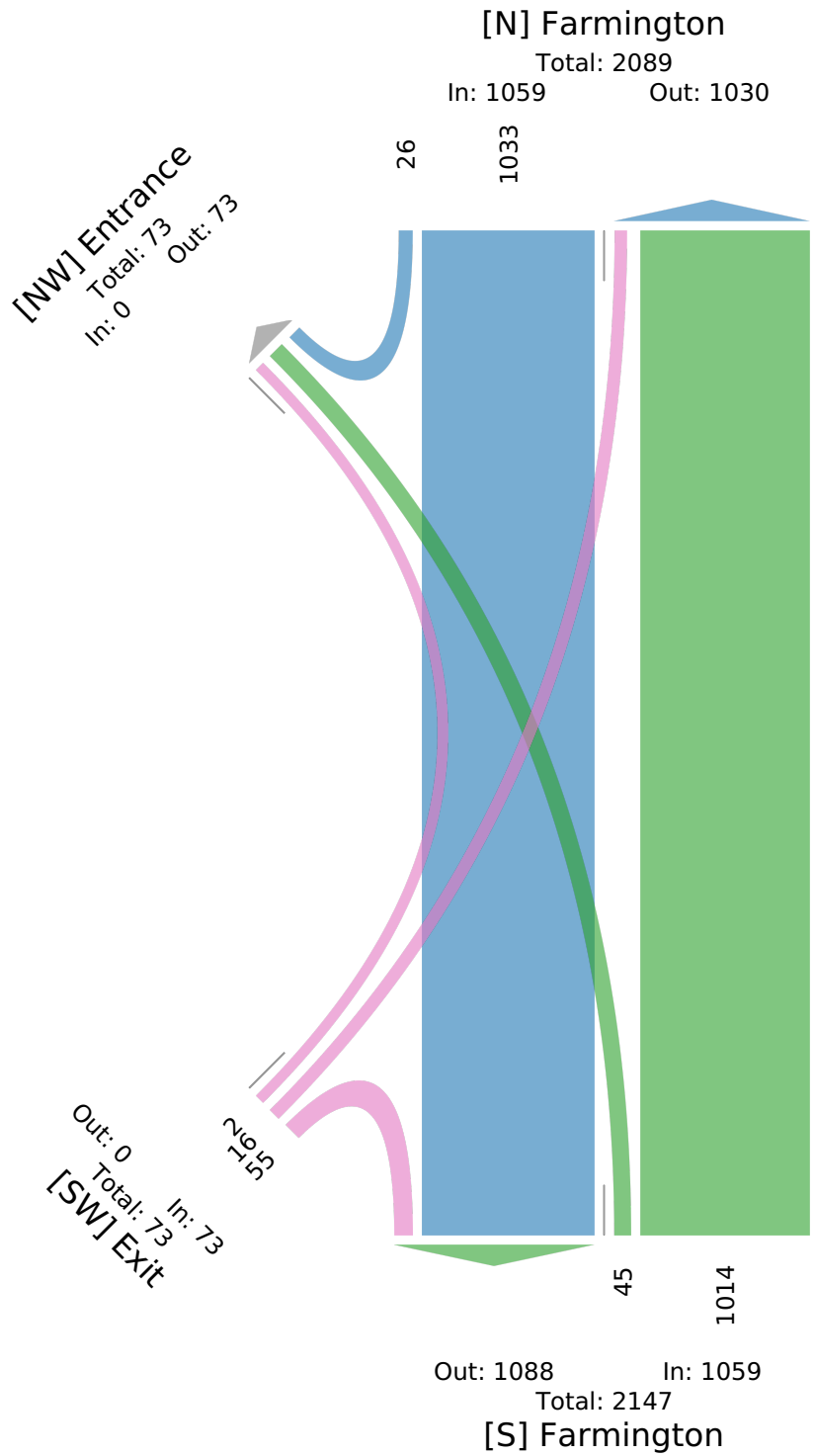


Farmington and McDonalds entrance and exit j... - TMC
 Wed Feb 28, 2024
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160438, Location: 42.428187, -83.375039

Leg Direction	Farmington Northbound					Farmington Southbound					Entrance Southeastbound					Exit Northeastbound						
Time	HL	BL	T	U	App	T	BR	HR	U	App	HL	BR	R	U	App	L	BL	HR	U	App	Int	
2024-02-28 4:30PM	0	6	262	0	268	252	0	4	0	256	0	0	0	0	0	0	6	13	0	19	543	
4:45PM	0	12	236	0	248	213	0	6	0	219	0	0	0	0	0	0	2	10	0	12	479	
5:00PM	0	8	240	0	248	312	0	11	0	323	0	0	0	0	0	0	4	11	0	15	586	
5:15PM	0	19	276	0	295	256	0	5	0	261	0	0	0	0	0	0	2	4	21	0	27	583
Total	0	45	1014	0	1059	1033	0	26	0	1059	0	0	0	0	0	0	2	16	55	0	73	2191
% Approach	0%	4.2%	95.8%	0%	-	97.5%	0%	2.5%	0%	-	0%	0%	0%	0%	-	-	2.7%	21.9%	75.3%	0%	-	-
% Total	0%	2.1%	46.3%	0%	48.3%	47.1%	0%	1.2%	0%	48.3%	0%	0%	0%	0%	0%	0%	0.1%	0.7%	2.5%	0%	3.3%	-
PHF	-	0.592	0.918	-	0.897	0.828	-	0.591	-	0.820	-	-	-	-	-	-	0.250	0.667	0.655	-	0.676	0.935
Lights	0	45	1008	0	1053	1027	0	26	0	1053	0	0	0	0	0	0	2	16	55	0	73	2179
% Lights	0%	100%	99.4%	0%	99.4%	99.4%	0%	100%	0%	99.4%	0%	0%	0%	0%	-	-	100%	100%	100%	0%	100%	99.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	6	0	6	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	12
% Buses and Single-Unit Trucks	0%	0%	0.6%	0%	0.6%	0.6%	0%	0%	0%	0.6%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0.5%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Farmington and McDonalds entrance and exit j... - TMC
Wed Feb 28, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160438, Location: 42.428187, -83.375039



Appendix 2

Existing LOS Output Reports

HCM 6th Signalized Intersection Summary

10: Farmington Road & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	326	122	107	418	72	90	664	76	64	477	138
Future Volume (veh/h)	148	326	122	107	418	72	90	664	76	64	477	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	163	358	134	113	440	76	106	781	89	68	507	147
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	370	1148	512	408	980	168	331	1098	125	239	1223	546
Arrive On Green	0.07	0.31	0.31	0.07	0.31	0.31	0.05	0.33	0.33	0.05	0.33	0.33
Sat Flow, veh/h	1875	3741	1668	1875	3193	548	1860	3357	383	1875	3741	1668
Grp Volume(v), veh/h	163	358	134	113	257	259	106	432	438	68	507	147
Grp Sat Flow(s),veh/h/ln	1875	1870	1668	1875	1870	1870	1860	1856	1884	1875	1870	1668
Q Serve(g_s), s	0.0	7.3	6.1	0.0	11.0	11.2	0.0	20.4	20.4	0.0	10.6	6.5
Cycle Q Clear(g_c), s	0.0	7.3	6.1	0.0	11.0	11.2	0.0	20.4	20.4	0.0	10.6	6.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	370	1148	512	408	574	574	331	607	616	239	1223	546
V/C Ratio(X)	0.44	0.31	0.26	0.28	0.45	0.45	0.32	0.71	0.71	0.28	0.41	0.27
Avail Cap(c_a), veh/h	370	1148	512	408	574	574	349	607	616	257	1223	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	26.6	26.1	28.0	27.8	27.9	31.0	29.5	29.5	38.5	26.2	24.8
Incr Delay (d2), s/veh	0.8	0.7	1.2	0.4	2.5	2.6	0.6	6.9	6.8	0.6	1.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.2	2.5	2.1	5.1	5.1	2.1	9.7	9.8	1.5	4.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	27.3	27.3	28.3	30.3	30.4	31.5	36.4	36.4	39.2	27.2	26.0
LnGrp LOS	C	C	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h	655			629			976			722		
Approach Delay, s/veh	29.0			30.0			35.9			28.1		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	37.0	11.0	39.0	13.0	37.0	11.0	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	13.2	2.0	12.6	2.0	9.3	2.0	22.4				
Green Ext Time (p_c), s	0.1	0.4	0.1	0.5	0.1	0.3	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	31.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	487	10	3	624	28	17	6	3	62	6	45
Future Volume (veh/h)	34	487	10	3	624	28	17	6	3	62	6	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	37	535	11	3	678	30	26	9	5	78	8	57
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	444	2155	44	524	2098	93	339	115	54	278	44	168
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	741	3748	77	861	3649	161	971	421	199	767	163	616
Grp Volume(v), veh/h	37	267	279	3	347	361	40	0	0	143	0	0
Grp Sat Flow(s),veh/h/ln	741	1870	1955	861	1870	1940	1591	0	0	1546	0	0
Q Serve(g_s), s	2.2	5.7	5.7	0.1	7.8	7.8	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	5.7	5.7	5.8	7.8	7.8	1.2	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.65		0.12	0.55		0.40
Lane Grp Cap(c), veh/h	444	1075	1124	524	1075	1115	508	0	0	491	0	0
V/C Ratio(X)	0.08	0.25	0.25	0.01	0.32	0.32	0.08	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	444	1075	1124	524	1075	1115	508	0	0	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	8.4	8.4	9.9	8.9	8.9	21.6	0.0	0.0	23.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.5	0.0	0.8	0.8	0.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.0	2.7	2.8	0.6	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	9.0	9.0	9.9	9.7	9.6	21.9	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	583			711			40			143		
Approach Delay, s/veh	9.2			9.7			21.9			24.6		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	9.8			7.7			12.0			3.2		
Green Ext Time (p_c), s	4.3			0.6			3.4			0.1		

Intersection Summary

HCM 6th Ctrl Delay 11.2
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	573	1	1	634	7	8
Future Vol, veh/h	573	1	1	634	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	630	1	1	674	12	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	631	0	970
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	339
Critical Hdwy	-	-	4.14	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.22	-	3.5
Pot Cap-1 Maneuver	-	-	947	-	254
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	699
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	947	-	254
Mov Cap-2 Maneuver	-	-	-	-	376
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	698

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	-	-	947	-
HCM Lane V/C Ratio	0.051	-	-	0.001	-
HCM Control Delay (s)	12.7	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	577	4	2	626	9	6
Future Vol, veh/h	577	4	2	626	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	634	4	2	666	12	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	638
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	942
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	942
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	942	-
HCM Lane V/C Ratio	0.045	-	-	0.002	-
HCM Control Delay (s)	13.6	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	578	5	23	623	5	18
Future Vol, veh/h	578	5	23	623	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	642	6	24	663	8	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	648	0	958
Stage 1	-	-	-	-	645
Stage 2	-	-	-	-	313
Critical Hdwy	-	-	4.14	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.22	-	3.65
Pot Cap-1 Maneuver	-	-	934	-	292
Stage 1	-	-	-	-	475
Stage 2	-	-	-	-	683
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	934	-	284
Mov Cap-2 Maneuver	-	-	-	-	375
Stage 1	-	-	-	-	475
Stage 2	-	-	-	-	665

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	-	-	934	-
HCM Lane V/C Ratio	0.066	-	-	0.026	-
HCM Control Delay (s)	11.7	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2024 Existing Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	2	0	882	2	0	679	0
Future Vol, veh/h	0	0	0	0	0	2	0	882	2	0	679	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	88	88	88	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	3	3	3	2	2	2
Mvmt Flow	0	0	0	0	0	3	0	1002	2	0	730	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1231	1734	365	1368	1733	502	730	0	0	1004	0	0
Stage 1	730	730	-	1003	1003	-	-	-	-	-	-	-
Stage 2	501	1004	-	365	730	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	134	87	632	108	89	520	863	-	-	686	-	0
Stage 1	380	426	-	263	322	-	-	-	-	-	-	0
Stage 2	521	318	-	632	431	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	133	87	632	108	89	520	863	-	-	686	-	-
Mov Cap-2 Maneuver	133	87	-	108	89	-	-	-	-	-	-	-
Stage 1	380	426	-	263	322	-	-	-	-	-	-	-
Stage 2	518	318	-	632	431	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		12		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	863	-	-	-	-	520	686	-
HCM Lane V/C Ratio	-	-	-	-	-	0.006	-	-
HCM Control Delay (s)	0	-	-	0	0	12	0	-
HCM Lane LOS	A	-	-	A	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-

HCM 6th TWSC
61: Farmington Road & McDonald's

2024 Existing Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	56	54	830	623	45
Future Vol, veh/h	25	56	54	830	623	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	88	88	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	31	69	61	943	656	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1274	352	703	0	-	0
Stage 1	680	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	158	641	884	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	641	884	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.8	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	884	-	280	641	-	-
HCM Lane V/C Ratio	0.069	-	0.11	0.108	-	-
HCM Control Delay (s)	9.4	-	19.4	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	148	171	161	115	143	192	176	127	280	241	135	187
Average Queue (ft)	87	60	65	29	66	114	93	54	160	124	51	111
95th Queue (ft)	144	122	123	62	123	173	157	105	256	220	104	169
Link Distance (ft)		226	226			1263	1263		820	820		276
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	4	0	0								0	1
Queuing Penalty (veh)	7	1	0								0	1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	172	78
Average Queue (ft)	88	36
95th Queue (ft)	152	64
Link Distance (ft)	276	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	65	140	112	28	167	191	66	133
Average Queue (ft)	21	73	41	2	65	80	17	55
95th Queue (ft)	53	122	88	15	132	157	50	102
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		0			2			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	5	41
Average Queue (ft)	0	13
95th Queue (ft)	3	39
Link Distance (ft)	1062	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	6	42
Average Queue (ft)	0	11
95th Queue (ft)	4	37
Link Distance (ft)	1094	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	39
Average Queue (ft)	11	14
95th Queue (ft)	36	40
Link Distance (ft)	1116	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	WB	NB
Directions Served	LTR	TR
Maximum Queue (ft)	18	7
Average Queue (ft)	1	0
95th Queue (ft)	11	5
Link Distance (ft)	244	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB
Directions Served	L	R	L	T
Maximum Queue (ft)	57	59	57	60
Average Queue (ft)	20	28	21	6
95th Queue (ft)	51	56	50	33
Link Distance (ft)	462	462		73
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)			25	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			13	0

Zone Summary

Zone wide Queuing Penalty: 22

HCM 6th Signalized Intersection Summary

10: Farmington Road & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	179	536	154	146	460	133	184	758	140	154	746	211
Future Volume (veh/h)	179	536	154	146	460	133	184	758	140	154	746	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1984	1984	1984
Adj Flow Rate, veh/h	188	564	162	157	495	143	200	824	152	164	794	224
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	326	1167	520	332	894	257	250	1047	193	221	1233	550
Arrive On Green	0.06	0.31	0.31	0.06	0.31	0.31	0.05	0.33	0.33	0.05	0.33	0.33
Sat Flow, veh/h	1905	3800	1695	1905	2913	837	1905	3203	591	1890	3770	1682
Grp Volume(v), veh/h	188	564	162	157	322	316	200	489	487	164	794	224
Grp Sat Flow(s),veh/h/ln	1905	1900	1695	1905	1900	1849	1905	1900	1894	1890	1885	1682
Q Serve(g_s), s	0.0	12.1	7.3	0.0	14.1	14.3	2.1	23.3	23.3	1.7	18.0	10.3
Cycle Q Clear(g_c), s	0.0	12.1	7.3	0.0	14.1	14.3	2.1	23.3	23.3	1.7	18.0	10.3
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	326	1167	520	332	583	568	250	621	619	221	1233	550
V/C Ratio(X)	0.58	0.48	0.31	0.47	0.55	0.56	0.80	0.79	0.79	0.74	0.64	0.41
Avail Cap(c_a), veh/h	326	1167	520	332	583	568	264	621	619	234	1233	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	28.2	26.6	35.6	28.9	29.0	42.3	30.5	30.5	43.7	28.7	26.1
Incr Delay (d2), s/veh	2.5	1.4	1.6	1.0	3.7	3.9	15.4	9.7	9.7	11.4	2.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.4	3.0	3.5	6.7	6.6	5.7	11.6	11.6	4.5	8.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	29.6	28.1	36.7	32.6	32.9	57.6	40.2	40.2	55.1	31.3	28.4
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	C	C
Approach Vol, veh/h		914			795			1176			1182	
Approach Delay, s/veh		31.6			33.5			43.2			34.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	37.0	11.3	39.0	12.7	37.0	11.3	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	16.3	4.1	20.0	2.0	14.1	3.7	25.3				
Green Ext Time (p_c), s	0.2	0.5	0.1	0.7	0.1	0.5	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	771	14	3	711	84	15	8	8	51	12	64
Future Volume (veh/h)	69	771	14	3	711	84	15	8	8	51	12	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	73	812	15	3	756	89	23	12	12	65	15	81
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	391	2195	41	400	1969	232	262	139	114	212	67	219
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	662	3817	71	673	3424	403	715	510	420	546	247	803
Grp Volume(v), veh/h	73	404	423	3	419	426	47	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	662	1900	1987	673	1900	1927	1645	0	0	1595	0	0
Q Serve(g_s), s	5.4	9.2	9.2	0.2	9.6	9.6	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	15.0	9.2	9.2	9.4	9.6	9.6	1.5	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	391	1093	1143	400	1093	1108	515	0	0	498	0	0
V/C Ratio(X)	0.19	0.37	0.37	0.01	0.38	0.38	0.09	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	391	1093	1143	400	1093	1108	515	0	0	498	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	9.2	9.2	11.7	9.3	9.3	21.7	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.9	0.0	1.0	1.0	0.4	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.4	0.0	3.5	3.5	0.7	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	10.1	10.1	11.7	10.3	10.3	22.1	0.0	0.0	25.0	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C	A	A	C	A	A
Approach Vol, veh/h	900			848			47			161		
Approach Delay, s/veh	10.5			10.3			22.1			25.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	11.6			8.2			17.0			3.5		
Green Ext Time (p_c), s	5.4			0.7			5.8			0.2		

Intersection Summary

HCM 6th Ctrl Delay 11.9
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	839	14	9	839	8	13
Future Vol, veh/h	839	14	9	839	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	93	93	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	893	15	10	902	13	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	908	0	1372	454
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	758	-	140	559
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	758	-	138	559
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	592	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	391	-	-	758	-	
HCM Lane V/C Ratio	0.09	-	-	0.013	-	
HCM Control Delay (s)	15.1	-	-	9.8	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	837	15	10	841	7	15
Future Vol, veh/h	837	15	10	841	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	900	16	11	934	11	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	916
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	753
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	753
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	406	-	-	753	-
HCM Lane V/C Ratio	0.089	-	-	0.015	-
HCM Control Delay (s)	14.7	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	836	16	8	847	4	33
Future Vol, veh/h	836	16	8	847	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	889	17	9	931	6	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	906	0	1288
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	390
Critical Hdwy	-	-	4.1	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.2	-	3.65
Pot Cap-1 Maneuver	-	-	759	-	189
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	623
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	759	-	187
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	616

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	759	-
HCM Lane V/C Ratio	0.111	-	-	0.012	-
HCM Control Delay (s)	13	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2024 Existing Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	5	0	1064	6	4	1110	0
Future Vol, veh/h	0	0	0	1	0	5	0	1064	6	4	1110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	7	0	1252	7	5	1291	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1927	2560	646	1912	2557	630	1291	0	0	1259	0	0
Stage 1	1301	1301	-	1256	1256	-	-	-	-	-	-	-
Stage 2	626	1259	-	656	1301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	40	26	414	42	27	429	538	-	-	554	-	0
Stage 1	170	229	-	184	245	-	-	-	-	-	-	0
Stage 2	439	240	-	426	233	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	39	26	414	42	27	429	538	-	-	554	-	-
Mov Cap-2 Maneuver	39	26	-	42	27	-	-	-	-	-	-	-
Stage 1	170	227	-	184	245	-	-	-	-	-	-	-
Stage 2	432	240	-	422	231	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		27.4		0		0					
HCM LOS	A		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT				
Capacity (veh/h)	538	-	-	-	-	169	554	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.047	0.008	-				
HCM Control Delay (s)	0	-	-	0	0	27.4	11.6	-				
HCM Lane LOS	A	-	-	A	A	D	B	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-				

HCM 6th TWSC
61: Farmington Road & McDonald's

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	55	45	1024	1059	26
Future Vol, veh/h	18	55	45	1024	1059	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	81	50	1138	1291	32

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1976	662	1323	0	-	0
Stage 1	1307	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	55	409	523	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	409	523	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	523	-	147	409	-	-
HCM Lane V/C Ratio	0.096	-	0.18	0.198	-	-
HCM Control Delay (s)	12.6	-	34.8	16	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.7	-	-

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	150	253	231	141	192	208	209	324	325	320	174	325
Average Queue (ft)	112	132	126	41	95	123	123	170	188	177	125	205
95th Queue (ft)	169	239	210	91	167	186	195	300	284	278	202	307
Link Distance (ft)		226	226			1263	1263		820	820		276
Upstream Blk Time (%)		3	0	0								3
Queuing Penalty (veh)		15	2	0								12
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	14	6	2								12	14
Queuing Penalty (veh)	37	11	3								43	22

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	280	139
Average Queue (ft)	174	53
95th Queue (ft)	263	99
Link Distance (ft)	276	276
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	87	162	163	24	172	201	66	142
Average Queue (ft)	41	96	67	2	80	98	19	58
95th Queue (ft)	81	146	127	15	157	176	50	105
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		0			4			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	45
Average Queue (ft)	5	16
95th Queue (ft)	24	43
Link Distance (ft)	1062	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	44
Average Queue (ft)	4	15
95th Queue (ft)	20	42
Link Distance (ft)	1094	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	3	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	30	36	70
Average Queue (ft)	3	6	24
95th Queue (ft)	28	25	57
Link Distance (ft)	54	1116	
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	WB	NB	SB	SB	SB
Directions Served	LTR	TR	L	T	T
Maximum Queue (ft)	31	7	18	4	4
Average Queue (ft)	6	0	2	0	0
95th Queue (ft)	27	2	13	3	3
Link Distance (ft)	244	217		73	73
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			10		
Storage Blk Time (%)			1	0	
Queuing Penalty (veh)			6	0	

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	69	58	46	52	5
Average Queue (ft)	19	29	21	4	0
95th Queue (ft)	52	54	47	29	4
Link Distance (ft)	462	462		73	585
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)			25		
Storage Blk Time (%)			6	0	
Queuing Penalty (veh)			29	0	

Zone Summary

Zone wide Queuing Penalty: 192

Appendix 3

Background LOS Output Reports

HCM 6th Signalized Intersection Summary

10: Farmington Road & 7 Mile Road

2026 Background Conditions

a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	330	123	108	422	73	91	671	77	65	482	139
Future Volume (veh/h)	149	330	123	108	422	73	91	671	77	65	482	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	164	363	135	114	444	77	107	789	91	69	513	148
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	368	1148	512	406	979	169	329	1096	126	237	1223	546
Arrive On Green	0.07	0.31	0.31	0.07	0.31	0.31	0.05	0.33	0.33	0.05	0.33	0.33
Sat Flow, veh/h	1875	3741	1668	1875	3190	550	1860	3353	387	1875	3741	1668
Grp Volume(v), veh/h	164	363	135	114	259	262	107	437	443	69	513	148
Grp Sat Flow(s),veh/h/ln	1875	1870	1668	1875	1870	1870	1860	1856	1884	1875	1870	1668
Q Serve(g_s), s	0.0	7.4	6.1	0.0	11.1	11.3	0.0	20.7	20.7	0.0	10.7	6.6
Cycle Q Clear(g_c), s	0.0	7.4	6.1	0.0	11.1	11.3	0.0	20.7	20.7	0.0	10.7	6.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	368	1148	512	406	574	574	329	607	616	237	1223	546
V/C Ratio(X)	0.45	0.32	0.26	0.28	0.45	0.46	0.33	0.72	0.72	0.29	0.42	0.27
Avail Cap(c_a), veh/h	368	1148	512	406	574	574	347	607	616	254	1223	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	26.6	26.1	28.1	27.9	27.9	31.2	29.6	29.6	38.9	26.2	24.9
Incr Delay (d2), s/veh	0.8	0.7	1.3	0.4	2.6	2.6	0.6	7.2	7.1	0.7	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.3	2.5	2.1	5.1	5.2	2.1	9.8	10.0	1.6	4.7	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	27.3	27.4	28.5	30.4	30.5	31.7	36.8	36.7	39.6	27.3	26.1
LnGrp LOS	C	C	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h	662			635			987			730		
Approach Delay, s/veh	29.1			30.1			36.2			28.2		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	37.0	11.0	39.0	13.0	37.0	11.0	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	13.3	2.0	12.7	2.0	9.4	2.0	22.7				
Green Ext Time (p_c), s	0.1	0.4	0.1	0.5	0.1	0.3	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	31.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Background Conditions

a.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	492	10	3	630	28	17	6	3	63	6	45
Future Volume (veh/h)	34	492	10	3	630	28	17	6	3	63	6	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	37	541	11	3	685	30	26	9	5	80	8	57
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	441	2156	44	521	2099	92	339	115	54	281	44	165
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	736	3749	76	856	3651	160	970	420	199	776	161	607
Grp Volume(v), veh/h	37	270	282	3	351	364	40	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	736	1870	1955	856	1870	1940	1589	0	0	1544	0	0
Q Serve(g_s), s	2.2	5.7	5.7	0.1	7.8	7.9	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	10.1	5.7	5.7	5.9	7.8	7.9	1.2	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.65		0.12	0.55		0.39
Lane Grp Cap(c), veh/h	441	1075	1124	521	1075	1116	507	0	0	491	0	0
V/C Ratio(X)	0.08	0.25	0.25	0.01	0.33	0.33	0.08	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	441	1075	1124	521	1075	1116	507	0	0	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	8.4	8.4	9.9	8.9	8.9	21.6	0.0	0.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.5	0.0	0.8	0.8	0.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	2.1	0.0	2.8	2.9	0.6	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	9.0	9.0	9.9	9.7	9.7	21.9	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	589			718			40			145		
Approach Delay, s/veh	9.2			9.7			21.9			24.7		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	9.9			7.8			12.1			3.2		
Green Ext Time (p_c), s	4.4			0.6			3.5			0.1		

Intersection Summary

HCM 6th Ctrl Delay 11.3

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street & 7 Mile Road

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	579	1	1	640	7	8
Future Vol, veh/h	579	1	1	640	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	636	1	1	681	12	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	637	0	980
Stage 1	-	-	-	-	637
Stage 2	-	-	-	-	343
Critical Hdwy	-	-	4.14	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.22	-	3.5
Pot Cap-1 Maneuver	-	-	943	-	251
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	696
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	943	-	251
Mov Cap-2 Maneuver	-	-	-	-	372
Stage 1	-	-	-	-	494
Stage 2	-	-	-	-	695

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	943	-
HCM Lane V/C Ratio	0.051	-	-	0.001	-
HCM Control Delay (s)	12.7	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	583	4	2	632	9	6
Future Vol, veh/h	583	4	2	632	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	641	4	2	672	12	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	645	0	983	323
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.14	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.22	-	3.57	3.37
Pot Cap-1 Maneuver	-	-	936	-	237	658
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	936	-	237	658
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	677	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	936	-
HCM Lane V/C Ratio	0.046	-	-	0.002	-
HCM Control Delay (s)	13.7	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↱	↑↑↑	↱	
Traffic Vol, veh/h	584	5	23	629	5	18
Future Vol, veh/h	584	5	23	629	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	649	6	24	669	8	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	655	0	968	328
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.14	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	928	-	288	674
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	928	-	281	674
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	663	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	573	-	-	928	-	
HCM Lane V/C Ratio	0.067	-	-	0.026	-	
HCM Control Delay (s)	11.7	-	-	9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2026 Background Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	2	0	891	2	0	686	0
Future Vol, veh/h	0	0	0	0	0	2	0	891	2	0	686	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	88	88	88	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	3	3	3	2	2	2
Mvmt Flow	0	0	0	0	0	3	0	1013	2	0	738	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1245	1753	369	1383	1752	508	738	0	0	1015	0	0
Stage 1	738	738	-	1014	1014	-	-	-	-	-	-	-
Stage 2	507	1015	-	369	738	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	130	84	628	105	86	515	857	-	-	679	-	0
Stage 1	376	422	-	259	319	-	-	-	-	-	-	0
Stage 2	516	314	-	629	427	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	129	84	628	105	86	515	857	-	-	679	-	-
Mov Cap-2 Maneuver	129	84	-	105	86	-	-	-	-	-	-	-
Stage 1	376	422	-	259	319	-	-	-	-	-	-	-
Stage 2	513	314	-	629	427	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		12		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	857	-	-	-	-	515	679	-
HCM Lane V/C Ratio	-	-	-	-	-	0.006	-	-
HCM Control Delay (s)	0	-	-	0	0	12	0	-
HCM Lane LOS	A	-	-	A	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-

HCM 6th TWSC
61: Farmington Road & McDonald's

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	57	55	838	629	45
Future Vol, veh/h	25	57	55	838	629	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	88	88	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	31	70	63	952	662	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1288	355	709	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	154	638	879	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	638	879	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.9	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	879	-	276	638	-	-
HCM Lane V/C Ratio	0.071	-	0.112	0.11	-	-
HCM Control Delay (s)	9.4	-	19.7	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	145	170	141	93	150	190	193	143	270	238	129	193
Average Queue (ft)	84	61	61	31	70	116	95	53	164	129	48	110
95th Queue (ft)	144	120	113	71	132	179	166	108	247	225	100	173
Link Distance (ft)		226	226			1263	1263		820	820		276
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	5	0	0									1
Queuing Penalty (veh)	9	0	0									1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	163	84
Average Queue (ft)	87	39
95th Queue (ft)	149	72
Link Distance (ft)	276	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	64	162	106	12	174	203	53	131
Average Queue (ft)	22	75	42	1	73	91	16	49
95th Queue (ft)	52	135	85	8	149	174	45	96
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		0			3			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street & 7 Mile Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	14
95th Queue (ft)	41
Link Distance (ft)	1062
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	58
Average Queue (ft)	1	13
95th Queue (ft)	8	43
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	35	61
Average Queue (ft)	8	15
95th Queue (ft)	31	43
Link Distance (ft)		1116
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	25
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	244
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB
Directions Served	L	R	L	T
Maximum Queue (ft)	58	66	45	47
Average Queue (ft)	21	31	20	6
95th Queue (ft)	50	57	48	33
Link Distance (ft)	462	462		73
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)			25	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			12	0

Zone Summary

Zone wide Queuing Penalty: 22

HCM 6th Signalized Intersection Summary 10: Farmington Road & 7 Mile Road

2026 Background Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	181	540	156	147	464	134	186	766	141	156	753	213
Future Volume (veh/h)	181	540	156	147	464	134	186	766	141	156	753	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1984	1984	1984
Adj Flow Rate, veh/h	191	568	164	158	499	144	202	833	153	166	801	227
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	324	1167	520	331	894	257	248	1048	193	218	1233	550
Arrive On Green	0.06	0.31	0.31	0.06	0.31	0.31	0.05	0.33	0.33	0.05	0.33	0.33
Sat Flow, veh/h	1905	3800	1695	1905	2913	836	1905	3205	589	1890	3770	1682
Grp Volume(v), veh/h	191	568	164	158	324	319	202	494	492	166	801	227
Grp Sat Flow(s),veh/h/ln	1905	1900	1695	1905	1900	1850	1905	1900	1894	1890	1885	1682
Q Serve(g_s), s	0.0	12.2	7.4	0.0	14.3	14.4	2.3	23.6	23.6	1.9	18.2	10.5
Cycle Q Clear(g_c), s	0.0	12.2	7.4	0.0	14.3	14.4	2.3	23.6	23.6	1.9	18.2	10.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	324	1167	520	331	583	568	248	621	619	218	1233	550
V/C Ratio(X)	0.59	0.49	0.32	0.48	0.56	0.56	0.81	0.79	0.79	0.76	0.65	0.41
Avail Cap(c_a), veh/h	324	1167	520	331	583	568	262	621	619	232	1233	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	28.2	26.6	35.8	29.0	29.0	42.4	30.6	30.6	43.9	28.8	26.2
Incr Delay (d2), s/veh	2.8	1.5	1.6	1.1	3.8	4.0	17.0	10.1	10.1	12.9	2.7	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.5	3.1	3.6	6.8	6.7	5.8	11.8	11.8	4.6	8.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	29.7	28.2	36.9	32.8	33.0	59.5	40.7	40.7	56.9	31.4	28.5
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	C	C
Approach Vol, veh/h		923			801			1188			1194	
Approach Delay, s/veh		31.8			33.7			43.9			34.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	37.0	11.3	39.0	12.7	37.0	11.3	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	16.4	4.3	20.2	2.0	14.2	3.9	25.6				
Green Ext Time (p_c), s	0.2	0.5	0.1	0.8	0.1	0.5	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			36.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Background Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	778	14	3	718	85	15	8	8	52	12	65
Future Volume (veh/h)	70	778	14	3	718	85	15	8	8	52	12	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	74	819	15	3	764	90	23	12	12	66	15	82
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	387	2195	40	397	1969	232	262	139	114	212	67	219
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	656	3818	70	669	3424	403	714	509	419	548	245	802
Grp Volume(v), veh/h	74	408	426	3	424	430	47	0	0	163	0	0
Grp Sat Flow(s), veh/h/ln	656	1900	1987	669	1900	1927	1643	0	0	1595	0	0
Q Serve(g_s), s	5.6	9.3	9.3	0.2	9.8	9.8	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	15.3	9.3	9.3	9.5	9.8	9.8	1.5	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	387	1093	1143	397	1093	1108	515	0	0	498	0	0
V/C Ratio(X)	0.19	0.37	0.37	0.01	0.39	0.39	0.09	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	387	1093	1143	397	1093	1108	515	0	0	498	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	9.2	9.2	11.8	9.3	9.3	21.7	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.9	0.0	1.0	1.0	0.4	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.5	0.0	3.5	3.6	0.7	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	10.2	10.1	11.8	10.3	10.3	22.1	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C	A	A	C	A	A
Approach Vol, veh/h	908			857			47			163		
Approach Delay, s/veh	10.5			10.3			22.1			25.1		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	11.8			8.3			17.3			3.5		
Green Ext Time (p_c), s	5.5			0.7			5.9			0.2		

Intersection Summary

HCM 6th Ctrl Delay 11.9
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street & 7 Mile Road

2026 Background Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	847	14	9	847	8	13
Future Vol, veh/h	847	14	9	847	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	93	93	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	901	15	10	911	13	22

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	916	0	1385	458
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	753	-	137	555
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	753	-	135	555
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	753	-
HCM Lane V/C Ratio	0.09	-	-	0.013	-
HCM Control Delay (s)	15.2	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Background Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	845	15	10	849	7	15
Future Vol, veh/h	845	15	10	849	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	909	16	11	943	11	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	925
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	747
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	747
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	747	-
HCM Lane V/C Ratio	0.09	-	-	0.015	-
HCM Control Delay (s)	14.8	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	844	16	8	855	4	33
Future Vol, veh/h	844	16	8	855	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	898	17	9	940	6	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	915	0	1301
Stage 1	-	-	-	-	907
Stage 2	-	-	-	-	394
Critical Hdwy	-	-	4.1	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.2	-	3.65
Pot Cap-1 Maneuver	-	-	754	-	186
Stage 1	-	-	-	-	350
Stage 2	-	-	-	-	620
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	754	-	184
Mov Cap-2 Maneuver	-	-	-	-	277
Stage 1	-	-	-	-	350
Stage 2	-	-	-	-	613

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	754	-
HCM Lane V/C Ratio	0.112	-	-	0.012	-
HCM Control Delay (s)	13.1	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2026 Background Conditions

p.m. Peak Hour

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	0	0	0	1	0	5	0	1075	6	4	1121	0
Future Vol, veh/h	0	0	0	1	0	5	0	1075	6	4	1121	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	7	0	1265	7	5	1303	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1946	2585	652	1931	2582	636	1303	0	0	1272	0	0
Stage 1	1313	1313	-	1269	1269	-	-	-	-	-	-	-
Stage 2	633	1272	-	662	1313	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	39	25	411	41	26	425	533	-	-	547	-	0
Stage 1	167	226	-	181	242	-	-	-	-	-	-	0
Stage 2	434	237	-	422	230	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	38	25	411	41	26	425	533	-	-	547	-	-
Mov Cap-2 Maneuver	38	25	-	41	26	-	-	-	-	-	-	-
Stage 1	167	224	-	181	242	-	-	-	-	-	-	-
Stage 2	427	237	-	418	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	27.8	0	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	533	-	-	-	-	166	547	-
HCM Lane V/C Ratio	-	-	-	-	-	0.048	0.009	-
HCM Control Delay (s)	0	-	-	0	0	27.8	11.6	-
HCM Lane LOS	A	-	-	A	A	D	B	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	56	45	1035	1069	26
Future Vol, veh/h	18	56	45	1035	1069	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	82	50	1150	1304	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1995	668	1336	0	-	0
Stage 1	1320	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	54	405	517	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	405	517	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	517	-	145	405	-	-
HCM Lane V/C Ratio	0.097	-	0.183	0.203	-	-
HCM Control Delay (s)	12.7	-	35.3	16.1	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.8	-	-

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	150	244	217	115	216	213	225	279	292	309	174	335
Average Queue (ft)	114	126	118	43	103	127	124	160	194	185	130	209
95th Queue (ft)	171	218	200	87	186	194	200	264	281	278	203	316
Link Distance (ft)		226	226			1263	1263		820	820		276
Upstream Blk Time (%)		1	0									4
Queuing Penalty (veh)		4	1									14
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	16	5	1								10	16
Queuing Penalty (veh)	42	9	1								39	25

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	280	119
Average Queue (ft)	176	51
95th Queue (ft)	269	94
Link Distance (ft)	276	276
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	102	175	153	30	184	212	74	142
Average Queue (ft)	41	103	74	3	89	107	20	57
95th Queue (ft)	81	159	130	18	170	192	56	106
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		1			5			
Queuing Penalty (veh)		1			0			

Intersection: 30: Myron Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	49
Average Queue (ft)	3	16
95th Queue (ft)	18	44
Link Distance (ft)	1062	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Irving Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	31	40
Average Queue (ft)	0	6	14
95th Queue (ft)	3	25	40
Link Distance (ft)	272		1094
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		2	
Queuing Penalty (veh)		6	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	35	75
Average Queue (ft)	0	5	25
95th Queue (ft)	5	23	56
Link Distance (ft)	54		1116
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	31	23
Average Queue (ft)	6	2
95th Queue (ft)	25	11
Link Distance (ft)	244	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		10
Storage Blk Time (%)		1
Queuing Penalty (veh)		4

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	66	64	49	53	4
Average Queue (ft)	19	28	23	5	0
95th Queue (ft)	52	54	48	30	0
Link Distance (ft)	462	462		73	585
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			25		
Storage Blk Time (%)			6	0	
Queuing Penalty (veh)			30	0	

Zone Summary

Zone wide Queuing Penalty: 178

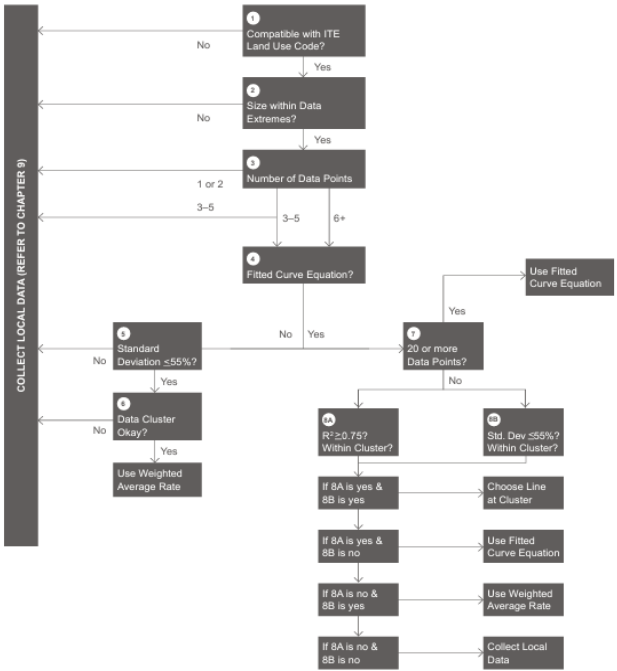
Appendix 4

Trip Generation Calculations

ITE Land Use	Land Use Code	Units	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Attached Housing	215	105 DU	12	37	49	35	24	59	750
Supermarket	850	75,239 sq ft	127	88	215	307	307	614	6,814
Total			139	125	264	342	331	673	7,564
Pass-By Rates, LUC 850: 24% PM			-	-	-	74	74	148	-
Total New Trips			139	125	264	268	257	525	7,564
Total Pass-By Trips			0	0	0	74	74	148	7,564
ITE Land Use	Land Use Code	Units	Time Period	Equation	R2	Rate	Pass-By	Studies	Notes
Single-Family Attached Housing	215	105 DU	AM	$T=0.52(X)-5.70$	0.92	0.48	-	46	# Studies >20, Use Fitted Curve.
			PM	$T=0.60(X)-3.93$	0.91	0.57	-	51	# Studies >20, Use Fitted Curve.
			Weekday	$T=7.62(X)-50.48$	0.94	7.2	-	22	# Studies >20, Use Fitted Curve.
Supermarket	850	75,239 sq ft	AM	-	-	2.86	-	61	No fitted curve. Use average rate.
			PM	$\ln(T)=0.81\ln(X)+2.92$	0.67	8.95	24%	104	# Studies >20, Use Fitted Curve.
			Weekday	$T=83.39(X)+539.33$	0.8	93.84	-	22	# Studies >20, Use Fitted Curve.

Land Use Code	Pass-By Rates			
	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
850	0%	0%	24%	24%

Figure 4.2 Process for Selecting Average Rate or Equation
in *Trip Generation Manual Data*



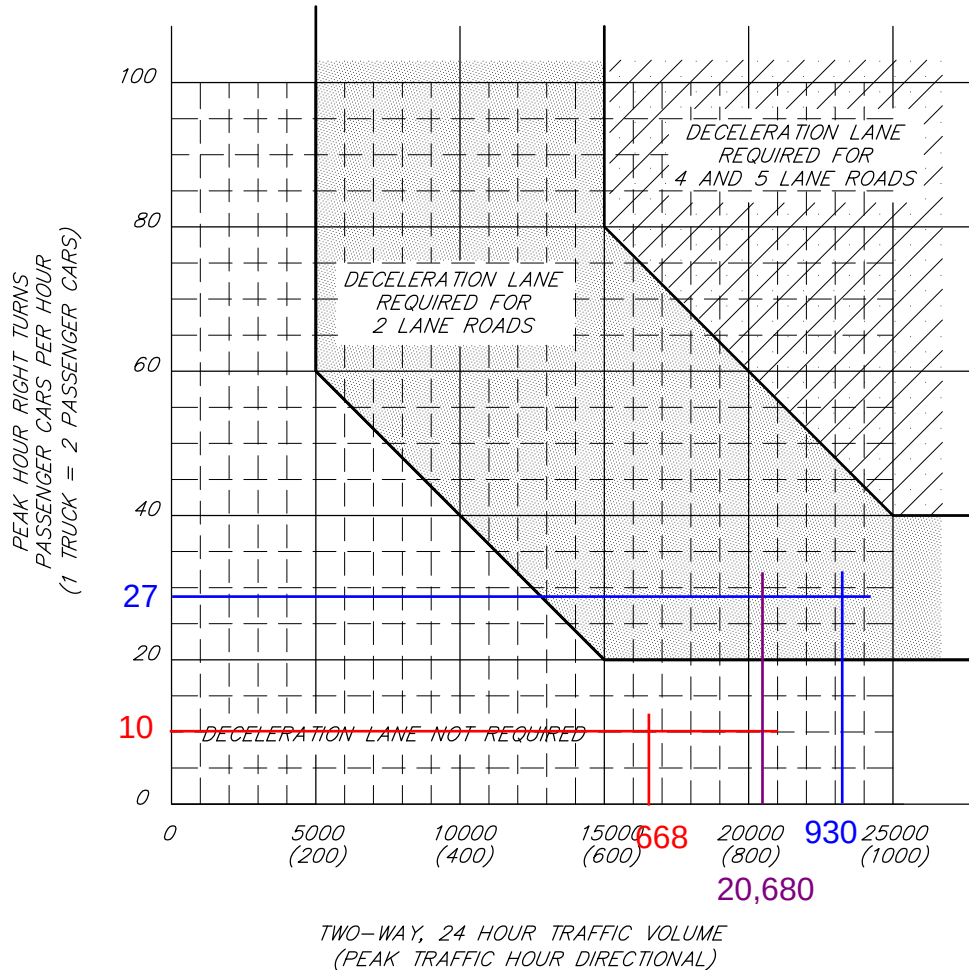
Appendix 5

Turn Lane Warrants

a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



REVISION DATE:

DIRECTOR OF ENGINEERING

DIVISION PERMIT ENGINEER

WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES
ENGINEERING DIVISION/PERMIT OFFICE
PERMIT STANDARDS

WARRANT FOR RIGHT TURN DECELERATION LANE

SCALE
NOT TO SCALE

AL-4

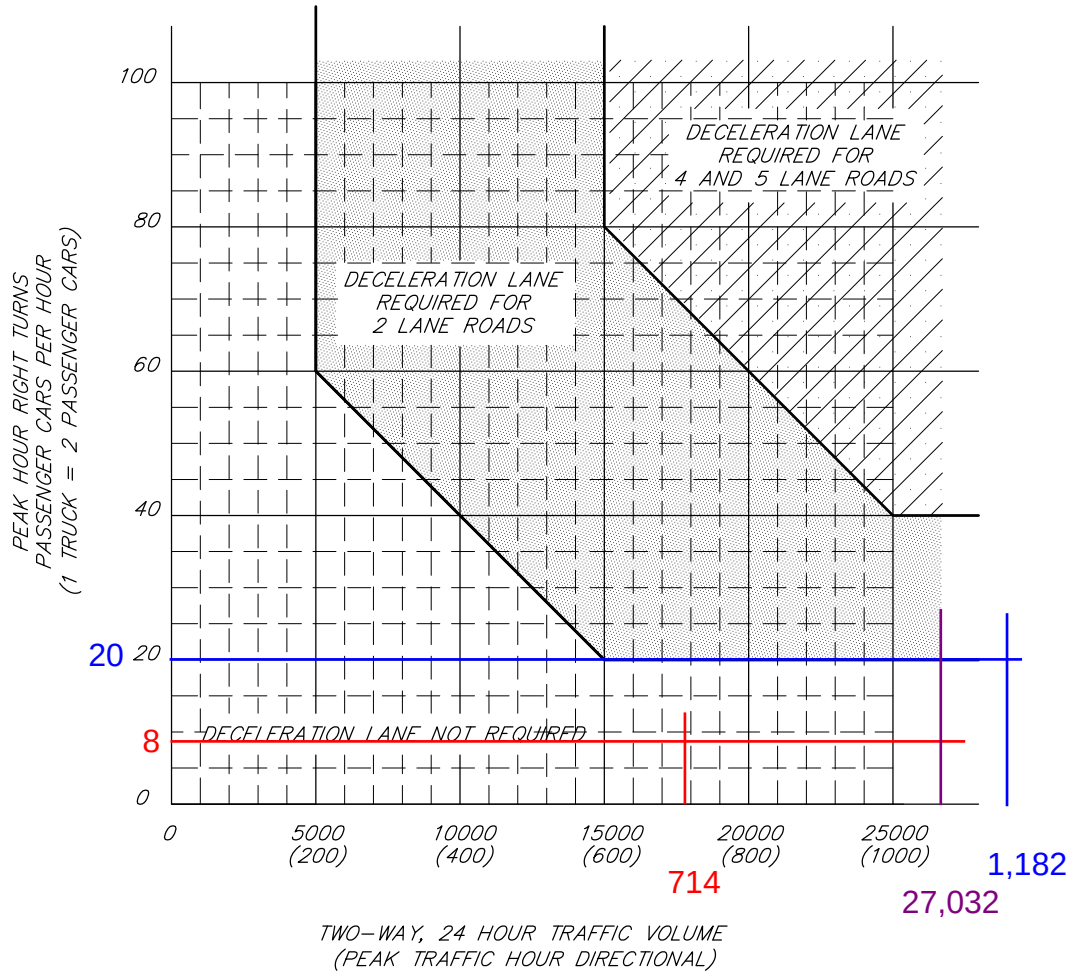
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



REVISION DATE:

DIRECTOR OF ENGINEERING

DIVISION PERMIT ENGINEER

WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES
ENGINEERING DIVISION/PERMIT OFFICE
PERMIT STANDARDS

WARRANT FOR RIGHT TURN DECELERATION LANE

SCALE
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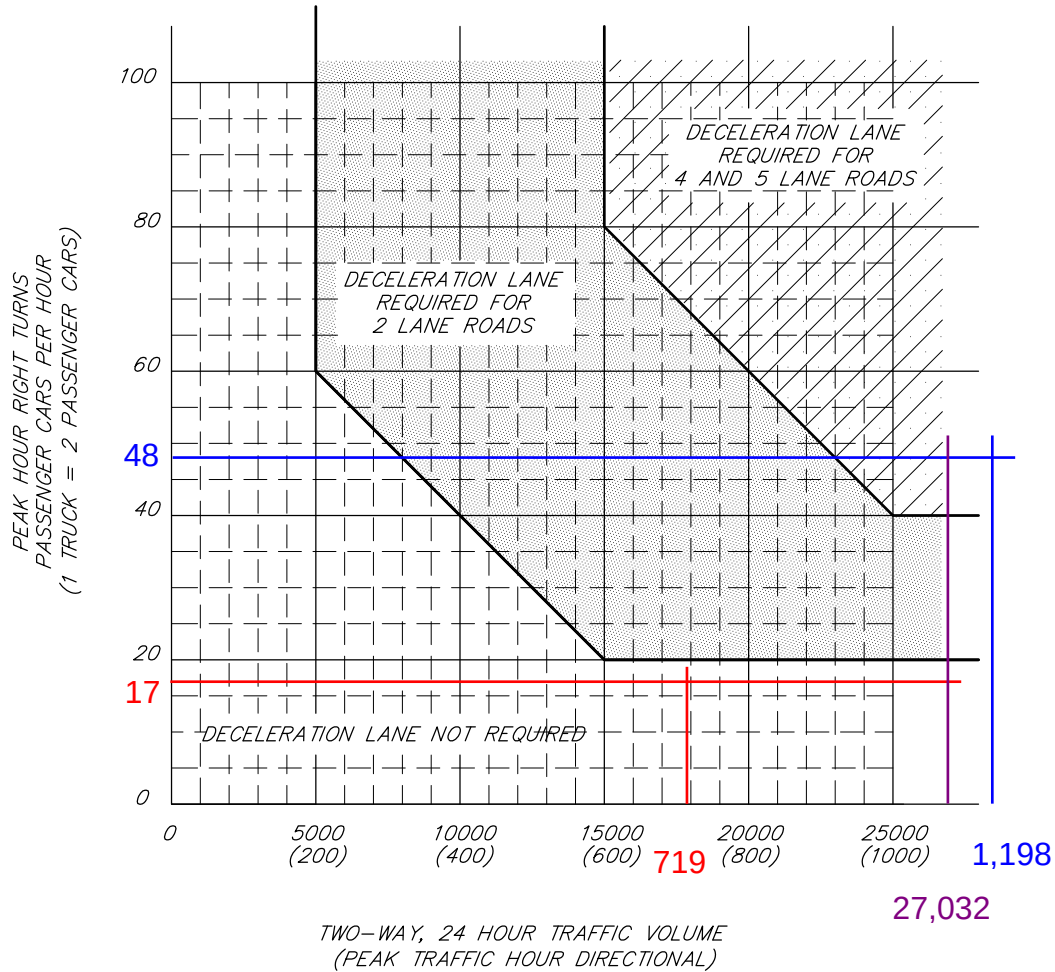
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



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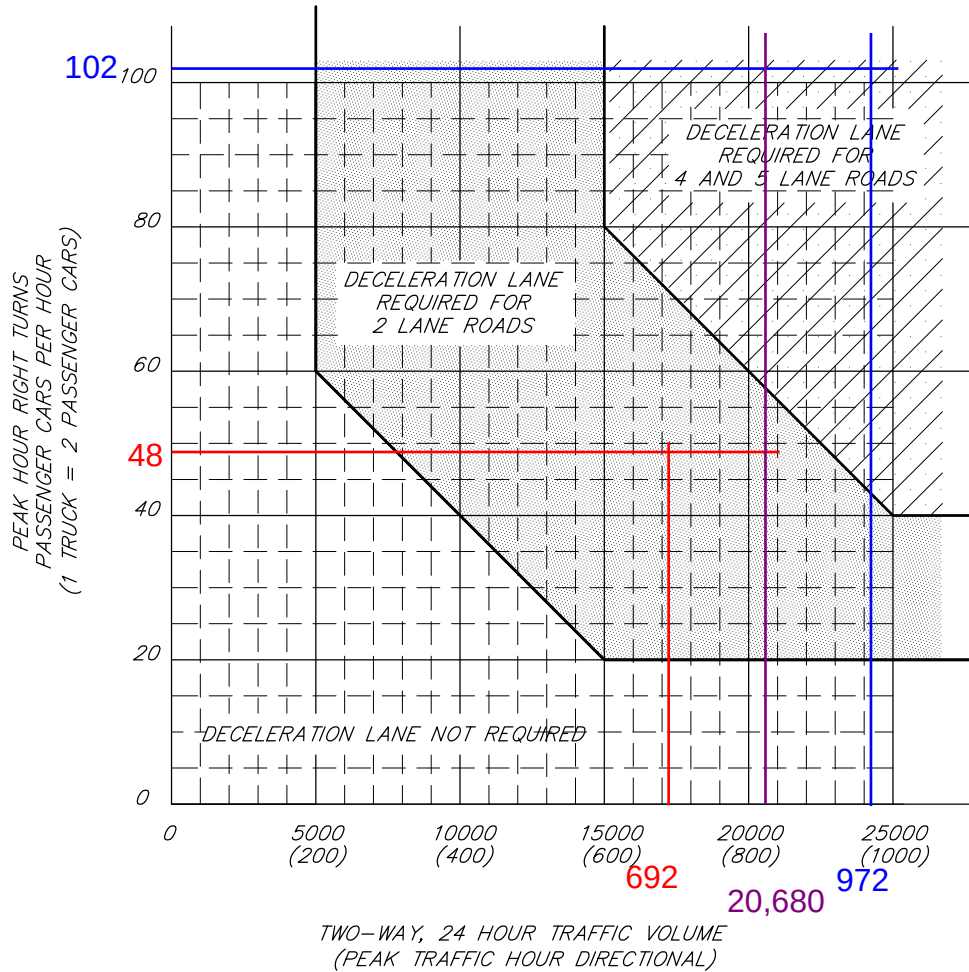
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



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Appendix 6

Future LOS Output Reports

HCM 6th Signalized Intersection Summary

10: Farmington Road & 7 Mile Road

2026 Future Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Future Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	177	377	153	114	475	83	138	816	91	85	539	151
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	351	1148	512	394	978	170	323	1101	123	232	1223	546
Arrive On Green	0.07	0.31	0.31	0.07	0.31	0.31	0.05	0.33	0.33	0.05	0.33	0.33
Sat Flow, veh/h	1875	3741	1668	1875	3186	554	1860	3366	375	1875	3741	1668
Grp Volume(v), veh/h	177	377	153	114	278	280	138	450	457	85	539	151
Grp Sat Flow(s),veh/h/ln	1875	1870	1668	1875	1870	1869	1860	1856	1886	1875	1870	1668
Q Serve(g_s), s	0.0	7.8	7.0	0.0	12.1	12.2	0.0	21.5	21.5	0.0	11.3	6.7
Cycle Q Clear(g_c), s	0.0	7.8	7.0	0.0	12.1	12.2	0.0	21.5	21.5	0.0	11.3	6.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	351	1148	512	394	574	574	323	607	617	232	1223	546
V/C Ratio(X)	0.50	0.33	0.30	0.29	0.48	0.49	0.43	0.74	0.74	0.37	0.44	0.28
Avail Cap(c_a), veh/h	351	1148	512	394	574	574	338	607	617	247	1223	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	26.7	26.4	28.6	28.2	28.2	33.3	29.9	29.9	40.7	26.5	24.9
Incr Delay (d2), s/veh	1.1	0.8	1.5	0.4	2.9	3.0	0.9	8.0	7.8	1.0	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.4	2.9	2.1	5.6	5.6	2.9	10.3	10.5	2.0	5.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	27.5	27.9	29.0	31.1	31.2	34.2	37.9	37.7	41.7	27.6	26.2
LnGrp LOS	D	C	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h		707			672			1045			775	
Approach Delay, s/veh		29.9			30.8			37.3			28.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.0	11.2	39.0	12.8	37.0	11.2	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	14.2	2.0	13.3	2.0	9.8	2.0	23.5				
Green Ext Time (p_c), s	0.1	0.4	0.1	0.5	0.1	0.3	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			32.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Future Conditions
a.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Future Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	37	570	11	3	713	30	26	9	5	80	8	57
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	428	2158	42	506	2103	88	339	115	54	281	44	165
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	717	3754	72	833	3658	154	970	420	199	776	161	607
Grp Volume(v), veh/h	37	284	297	3	364	379	40	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	717	1870	1956	833	1870	1941	1589	0	0	1544	0	0
Q Serve(g_s), s	2.3	6.1	6.1	0.1	8.2	8.2	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	10.5	6.1	6.1	6.2	8.2	8.2	1.2	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.65		0.12	0.55		0.39
Lane Grp Cap(c), veh/h	428	1075	1125	506	1075	1116	507	0	0	491	0	0
V/C Ratio(X)	0.09	0.26	0.26	0.01	0.34	0.34	0.08	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	428	1075	1125	506	1075	1116	507	0	0	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.8	8.5	8.5	10.1	9.0	9.0	21.6	0.0	0.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.0	0.9	0.8	0.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	2.2	0.0	2.9	3.0	0.6	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	9.1	9.1	10.1	9.8	9.8	21.9	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h	618			746			40			145		
Approach Delay, s/veh	9.3			9.8			21.9			24.7		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	10.2			7.8			12.5			3.2		
Green Ext Time (p_c), s	4.6			0.6			3.7			0.1		

Intersection Summary

HCM 6th Ctrl Delay 11.3
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Future Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	91	91	94	94	92	60	92	60	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	0	2	0	2	2	2
Mvmt Flow	2	664	1	1	699	11	12	0	13	30	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	665	0	0	1021	1381	333	1043	1376	355
Stage 1	-	-	-	-	-	-	669	669	-	707	707	-
Stage 2	-	-	-	-	-	-	352	712	-	336	669	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	885	-	-	920	-	-	193	143	669	184	144	641
Stage 1	-	-	-	-	-	-	418	454	-	392	436	-
Stage 2	-	-	-	-	-	-	643	434	-	652	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	885	-	-	920	-	-	190	143	669	180	144	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	143	-	180	144	-
Stage 1	-	-	-	-	-	-	417	453	-	391	436	-
Stage 2	-	-	-	-	-	-	632	434	-	638	453	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.8			25.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	307	885	-	-	920	-	-	218
HCM Lane V/C Ratio	0.081	0.002	-	-	0.001	-	-	0.184
HCM Control Delay (s)	17.8	9.1	-	-	8.9	-	-	25.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.7

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	636	4	2	659	9	6
Future Vol, veh/h	636	4	2	659	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	699	4	2	701	12	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	703	0	1056	352
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.14	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.22	-	3.57	3.37
Pot Cap-1 Maneuver	-	-	890	-	212	630
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	890	-	212	630
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	409	-	-	890	-
HCM Lane V/C Ratio	0.049	-	-	0.002	-
HCM Control Delay (s)	14.3	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	625	5	23	687	5	18
Future Vol, veh/h	625	5	23	687	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	694	6	24	731	8	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	700	0	1037
Stage 1	-	-	-	-	697
Stage 2	-	-	-	-	340
Critical Hdwy	-	-	4.14	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.22	-	3.65
Pot Cap-1 Maneuver	-	-	893	-	263
Stage 1	-	-	-	-	447
Stage 2	-	-	-	-	662
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	893	-	256
Mov Cap-2 Maneuver	-	-	-	-	351
Stage 1	-	-	-	-	447
Stage 2	-	-	-	-	644

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	893	-
HCM Lane V/C Ratio	0.07	-	-	0.027	-
HCM Control Delay (s)	12	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2026 Future Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	
Traffic Vol, veh/h	14	0	13	0	0	2	6	907	2	0	706	8
Future Vol, veh/h	14	0	13	0	0	2	6	907	2	0	706	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	60	60	60	88	88	88	93	93	93
Heavy Vehicles, %	2	2	2	0	0	0	3	3	3	2	2	2
Mvmt Flow	15	0	14	0	0	3	7	1031	2	0	759	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1294	1811	384	1426	1814	517	768	0	0	1033	0	0
Stage 1	764	764	-	1046	1046	-	-	-	-	-	-	-
Stage 2	530	1047	-	380	768	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	120	78	614	97	79	509	835	-	-	668	-	-
Stage 1	362	411	-	248	308	-	-	-	-	-	-	-
Stage 2	500	303	-	619	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	118	77	614	94	78	509	835	-	-	668	-	-
Mov Cap-2 Maneuver	118	77	-	94	78	-	-	-	-	-	-	-
Stage 1	359	411	-	246	306	-	-	-	-	-	-	-
Stage 2	493	301	-	605	414	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26		12.1		0.1		0	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	835	-	-	118	614	509	668	-	-
HCM Lane V/C Ratio	0.008	-	-	0.129	0.023	0.007	-	-	-
HCM Control Delay (s)	9.3	-	-	40	11	12.1	0	-	-
HCM Lane LOS	A	-	-	E	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	0	-	-

HCM 6th TWSC
61: Farmington Road & McDonald's

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	57	55	868	657	45
Future Vol, veh/h	25	57	55	868	657	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	88	88	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	31	70	63	986	692	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1335	370	739	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	144	624	857	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	624	857	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.2	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	857	-	265	624	-	-
HCM Lane V/C Ratio	0.073	-	0.116	0.113	-	-
HCM Control Delay (s)	9.5	-	20.4	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↑↑	↑↑↑	↱
Traffic Vol, veh/h	4	27	23	911	702	17
Future Vol, veh/h	4	27	23	911	702	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	94	94
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	29	26	1047	747	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1332	383	765	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.36	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.13	-	-	-
Pot Cap-1 Maneuver	175	525	504	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	525	504	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	504	-	253	525	-	-
HCM Lane V/C Ratio	0.052	-	0.017	0.056	-	-
HCM Control Delay (s)	12.5	-	19.5	12.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	617	644	48	13	17
Future Vol, veh/h	25	617	644	48	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	94	94	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	678	685	51	14	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	736	0	0	1078	343
Stage 1	-	-	-	685	-
Stage 2	-	-	-	393	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	865	-	-	213	653
Stage 1	-	-	-	462	-
Stage 2	-	-	-	651	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	865	-	-	206	653
Mov Cap-2 Maneuver	-	-	-	331	-
Stage 1	-	-	-	448	-
Stage 2	-	-	-	651	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	865	-	-	-	331	653
HCM Lane V/C Ratio	0.032	-	-	-	0.043	0.028
HCM Control Delay (s)	9.3	-	-	-	16.4	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	149	218	188	100	140	207	218	151	277	277	173	219
Average Queue (ft)	91	77	74	30	66	127	115	74	164	134	64	118
95th Queue (ft)	151	156	142	67	120	194	190	131	250	239	129	177
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		0	0									0
Queuing Penalty (veh)		1	0									0
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	6	1	0								0	2
Queuing Penalty (veh)	11	1	0								1	2

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	195	100
Average Queue (ft)	96	40
95th Queue (ft)	166	76
Link Distance (ft)	264	264
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	68	153	114	18	167	183	61	129
Average Queue (ft)	24	76	43	1	70	85	16	51
95th Queue (ft)	55	131	89	11	138	161	48	97
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		0			2			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	8	10	49	77
Average Queue (ft)	0	0	15	29
95th Queue (ft)	4	5	44	59
Link Distance (ft)			1062	466
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	18	57
Average Queue (ft)	1	12
95th Queue (ft)	9	40
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	WB	NB
Directions Served	T	L	T	LR
Maximum Queue (ft)	24	46	16	52
Average Queue (ft)	1	13	1	18
95th Queue (ft)	14	39	11	46
Link Distance (ft)	54		226	1116
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		1		

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	EB	EB	WB	NB	NB
Directions Served	LT	R	LTR	L	TR
Maximum Queue (ft)	33	29	30	14	6
Average Queue (ft)	7	10	2	2	0
95th Queue (ft)	26	33	16	9	3
Link Distance (ft)	339	339	244		217
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB
Directions Served	L	R	L	T
Maximum Queue (ft)	64	67	46	63
Average Queue (ft)	22	32	18	5
95th Queue (ft)	53	57	46	32
Link Distance (ft)	462	462		73
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)			25	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			13	0

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	31	57	43
Average Queue (ft)	4	20	13
95th Queue (ft)	20	49	39
Link Distance (ft)	300	300	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			1

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	43	9	38	31
Average Queue (ft)	10	0	10	10
95th Queue (ft)	35	5	32	29
Link Distance (ft)		54	413	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 31

HCM 6th Signalized Intersection Summary 10: Farmington Road & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Future Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1984	1984	1984
Adj Flow Rate, veh/h	198	594	188	158	556	157	257	877	153	207	870	237
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	288	1167	520	306	899	253	245	1058	184	222	1233	550
Arrive On Green	0.06	0.31	0.31	0.06	0.31	0.31	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1905	3800	1695	1905	2928	824	1905	3234	564	1890	3770	1682
Grp Volume(v), veh/h	198	594	188	158	360	353	257	515	515	207	870	237
Grp Sat Flow(s),veh/h/ln	1905	1900	1695	1905	1900	1852	1905	1900	1898	1890	1885	1682
Q Serve(g_s), s	0.4	12.8	8.6	0.0	16.2	16.3	5.7	25.0	25.0	4.8	20.2	11.0
Cycle Q Clear(g_c), s	0.4	12.8	8.6	0.0	16.2	16.3	5.7	25.0	25.0	4.8	20.2	11.0
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	288	1167	520	306	583	568	245	621	621	222	1233	550
V/C Ratio(X)	0.69	0.51	0.36	0.52	0.62	0.62	1.05	0.83	0.83	0.93	0.71	0.43
Avail Cap(c_a), veh/h	288	1167	520	306	583	568	245	621	621	222	1233	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	28.5	27.0	37.4	29.6	29.7	43.9	31.1	31.1	44.6	29.4	26.4
Incr Delay (d2), s/veh	6.7	1.6	1.9	1.5	4.8	5.0	70.5	12.1	12.2	42.0	3.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.8	3.6	3.7	7.8	7.6	10.4	12.8	12.8	7.3	9.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	30.1	29.0	38.9	34.5	34.7	114.4	43.2	43.2	86.6	32.9	28.8
LnGrp LOS	D	C	C	D	C	C	F	D	D	F	C	C
Approach Vol, veh/h	980				871		1287				1314	
Approach Delay, s/veh	33.3				35.4		57.4				40.6	
Approach LOS	C				D		E				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	12.0	39.0	12.0	37.0	12.0	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.4	18.3	7.7	22.2	2.0	14.8	6.8	27.0				
Green Ext Time (p_c), s	0.2	0.5	0.0	0.8	0.1	0.5	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	42.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary 20: Gill Road & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Future Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	74	877	15	3	819	90	23	12	12	66	15	82
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	366	2198	38	374	1985	218	262	139	114	212	67	219
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	623	3823	65	633	3452	379	714	509	419	548	245	802
Grp Volume(v), veh/h	74	436	456	3	451	458	47	0	0	163	0	0
Grp Sat Flow(s), veh/h/ln	623	1900	1988	633	1900	1932	1643	0	0	1595	0	0
Q Serve(g_s), s	6.0	10.1	10.1	0.2	10.6	10.6	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	16.6	10.1	10.1	10.3	10.6	10.6	1.5	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.20	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	366	1093	1143	374	1093	1111	515	0	0	498	0	0
V/C Ratio(X)	0.20	0.40	0.40	0.01	0.41	0.41	0.09	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	366	1093	1143	374	1093	1111	515	0	0	498	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	9.4	9.4	12.2	9.5	9.5	21.7	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.1	1.0	0.0	1.2	1.1	0.4	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.7	3.8	0.0	3.8	3.9	0.7	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	10.5	10.4	12.3	10.6	10.6	22.1	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C	A	A	C	A	A
Approach Vol, veh/h	966			912			47			163		
Approach Delay, s/veh	10.8			10.6			22.1			25.1		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	12.6			8.3			18.6			3.5		
Green Ext Time (p_c), s	5.9			0.7			6.3			0.2		

Intersection Summary

HCM 6th Ctrl Delay 12.1
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Future Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	94	93	93	92	60	92	60	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	9	951	15	10	961	29	13	0	22	21	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	966	0	0	1478	1987	483	1490	1980	495
Stage 1	-	-	-	-	-	-	977	977	-	996	996	-
Stage 2	-	-	-	-	-	-	501	1010	-	494	984	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	694	-	-	721	-	-	89	60	535	86	61	520
Stage 1	-	-	-	-	-	-	273	327	-	262	320	-
Stage 2	-	-	-	-	-	-	526	316	-	526	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	694	-	-	721	-	-	86	58	535	81	59	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	58	-	81	59	-
Stage 1	-	-	-	-	-	-	269	323	-	259	316	-
Stage 2	-	-	-	-	-	-	513	312	-	498	321	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			29.9			54.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	694	-	-	721	-	-	98
HCM Lane V/C Ratio	0.196	0.013	-	-	0.013	-	-	0.266
HCM Control Delay (s)	29.9	10.3	-	-	10.1	-	-	54.6
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	1

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	911	15	10	923	7	15
Future Vol, veh/h	911	15	10	923	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	980	16	11	1026	11	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	996	0	1523
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	535
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	703	-	111
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	703	-	109
Mov Cap-2 Maneuver	-	-	-	-	232
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	548

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	703	-
HCM Lane V/C Ratio	0.096	-	-	0.016	-
HCM Control Delay (s)	15.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	898	16	8	968	4	33
Future Vol, veh/h	898	16	8	968	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	955	17	9	1064	6	50
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	972	0	1408	486
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.1	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	717	-	161	533
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	717	-	159	533
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	576	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	476	-	-	717	-	
HCM Lane V/C Ratio	0.118	-	-	0.012	-	
HCM Control Delay (s)	13.6	-	-	10.1	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2026 Future Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	28.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	59	0	39	1	0	5	74	1070	6	4	1158	20
Future Vol, veh/h	59	0	39	1	0	5	74	1070	6	4	1158	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	64	0	42	1	0	7	87	1259	7	5	1347	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2173	2809	685	2121	2817	633	1370	0	0	1266	0	0
Stage 1	1369	1369	-	1437	1437	-	-	-	-	-	-	-
Stage 2	804	1440	-	684	1380	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	~ 26	18	391	29	18	427	502	-	-	550	-	-
Stage 1	154	213	-	143	201	-	-	-	-	-	-	-
Stage 2	343	196	-	410	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 22	15	391	22	15	427	502	-	-	550	-	-
Mov Cap-2 Maneuver	~ 22	15	-	22	15	-	-	-	-	-	-	-
Stage 1	127	211	-	118	166	-	-	-	-	-	-	-
Stage 2	279	162	-	362	212	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	747.9	42.1	0.9	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	502	-	-	22	391	105	550	-	-
HCM Lane V/C Ratio	0.173	-	-	2.915	0.108	0.076	0.008	-	-
HCM Control Delay (s)	13.7	-	-	\$ 1232.2	15.3	42.1	11.6	-	-
HCM Lane LOS	B	-	-	F	C	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	8.2	0.4	0.2	0	-	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	56	45	1089	1126	26
Future Vol, veh/h	18	56	45	1089	1126	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	82	50	1210	1373	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2094	703	1405	0	-	0
Stage 1	1389	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	46	385	487	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	385	487	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.3	0.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	487	-	132	385	-	-
HCM Lane V/C Ratio	0.103	-	0.201	0.214	-	-
HCM Control Delay (s)	13.2	-	39	16.9	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	0.8	-	-

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	86	0	1141	1150	48
Future Vol, veh/h	9	86	0	1141	1150	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	10	93	0	1282	1278	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1946	666	-	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	-	-
Pot Cap-1 Maneuver	75	345	0	-	-	-
Stage 1	160	-	0	-	-	-
Stage 2	472	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	345	-	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	132	345	-	-
HCM Lane V/C Ratio	-	0.074	0.271	-	-
HCM Control Delay (s)	-	34.4	19.3	-	-
HCM Lane LOS	-	D	C	-	-
HCM 95th %tile Q(veh)	-	0.2	1.1	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	863	870	102	51	63
Future Vol, veh/h	63	863	870	102	51	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	67	918	956	112	55	68
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1068	0	-	0	1549	478
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	4.1	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	660	-	-	-	105	534
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	94	534
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	515	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	660	-	-	-	212	534
HCM Lane V/C Ratio	0.102	-	-	-	0.261	0.128
HCM Control Delay (s)	11.1	-	-	-	27.9	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	0.4

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	150	270	245	152	173	232	264	508	764	716	250	342
Average Queue (ft)	120	150	142	49	88	144	159	423	466	399	213	275
95th Queue (ft)	175	259	231	113	153	220	240	609	895	816	298	379
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		7	0	0					12	0	2	36
Queuing Penalty (veh)		32	2	0					0	0	0	149
Storage Bay Dist (ft)	125			175	500			500			225	
Storage Blk Time (%)	22	7	2					32	2		45	9
Queuing Penalty (veh)	61	13	4					129	5		181	17

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	312	126
Average Queue (ft)	223	55
95th Queue (ft)	315	101
Link Distance (ft)	264	264
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	14	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	105	178	152	25	184	199	64	129
Average Queue (ft)	41	103	76	2	87	107	18	62
95th Queue (ft)	84	162	128	15	157	180	48	110
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)	0	1			4			
Queuing Penalty (veh)	1	1			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	29	29	18	52	54
Average Queue (ft)	5	4	1	16	19
95th Queue (ft)	21	21	9	43	49
Link Distance (ft)			266	1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	44
Average Queue (ft)	3	17
95th Queue (ft)	19	44
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	3	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	63	31	62
Average Queue (ft)	7	5	26
95th Queue (ft)	44	24	56
Link Distance (ft)	54		1116
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	14		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	296	186	40	97	113	90	28	90	60
Average Queue (ft)	149	74	10	36	24	9	1	25	14
95th Queue (ft)	353	261	39	97	146	81	11	103	62
Link Distance (ft)	339	339	244		217	217		73	73
Upstream Blk Time (%)	17	13			6	0		7	0
Queuing Penalty (veh)	0	0			33	1		40	2
Storage Bay Dist (ft)				100			10		
Storage Blk Time (%)				10			0	9	
Queuing Penalty (veh)				52			1	0	

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	73	128	45	75	110	73
Average Queue (ft)	23	42	22	10	20	9
95th Queue (ft)	63	122	49	54	115	80
Link Distance (ft)	462	462		73	585	585
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (ft)			25			
Storage Blk Time (%)			11	0		
Queuing Penalty (veh)			60	0		

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	T	T	TR
Maximum Queue (ft)	213	239	64	60	227	182	12
Average Queue (ft)	80	138	13	14	108	76	0
95th Queue (ft)	281	332	98	106	309	241	6
Link Distance (ft)	300	300	264	264	217	217	217
Upstream Blk Time (%)	20	29	0	0	16	2	
Queuing Penalty (veh)	0	0	0	1	62	6	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	81	54	28	94	54
Average Queue (ft)	27	3	2	36	24
95th Queue (ft)	62	29	14	72	43
Link Distance (ft)		150	54	413	413
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	5	0			

Zone Summary

Zone wide Queuing Penalty: 892

Appendix 7

Signal Warrants

TRAFFIC SIGNAL WARRANT ANALYSIS DATA ENTRY
ONLY ENTER DATA IN YELLOW CELLS

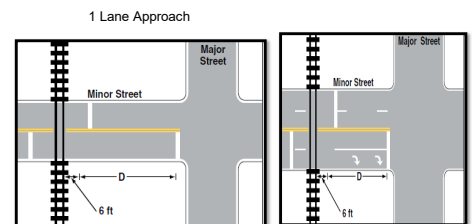
Spot Number

	MAJOR STREET		MINOR STREET				
Intersection of	Farmington Road	at	North Driveway/Gable Street	Analysis Date	3/12/2024	by	Fishbeck
DIRECTION	N-S		E-W	Data Collection Date	2/28/2024		
City/Twp	Livonia						

Is the intersection within an Isolated community? Yes or No	NO
DO NOT ENTER ANY VALUE IN THIS BOX	
Discount for Right Turn Volume (or Lefts at Crossovers)?	NO
Percent Reduction in NB Right Turn Volumes	
Percent Reduction in SB Right Turn Volumes	
Percent Reduction in EB Right Turn Volumes	
Percent Reduction in WB Right Turn Volumes	
Have Other Remedial Measures Been Tried (Warrant 1 A&B)?	NO
Have Other Remedial Measures Been Tried AND Have Crashes Been Entered on the CRASH INPUT tab (Warrant 7)?	NO
Are there 5 or more Crashes Susceptible to Correction by Signalization in a 12 Month Period?	Try Remedial Measures
Review Peak Hour Warrant?	YES
Peak Hour Stop Delay (Vehicle Hours)	20.4
Number of Intersection Approaches	4
Peak Hour	17:00 - 18:00
Has a Study been Conducted that Demonstrates a Need for Signalization Based on a Lack of Signal Coordination (Warrant 6)?	
Has a Study been Conducted that Demonstrates a Need for Signalization Based on a the Need to Encourage Concentration and Organization of Traffic Flow (Warrant 8)?	

Pedestrian Warrant Information	
Distance to nearest Signal or Stop Sign on Major Road (ft)	
Is the 15th Percentile Speed of Pedestrians Less than 3.5ft/sec?	
DO NOT ENTER ANY VALUE IN THIS BOX	
Number of Gaps for School Crossings	
Duration of Gap Study (minutes)	
Width of Street (feet)	
Number of School Children per Group	
Number of School Children	
Crosswalk Length	
Is Pedestrian Sight Distance Sufficient?	

Grade Crossing Information	
Clear Storage Distance (Enter Greater than 140 if no Railroad Present)	
Number of Approach Lanes Crossing Tracks	
Peak Hour for Train Crossings (If not known, use Peak Vehicle Hour)	
Trains Crossings per Day? (Use 3-5 if Unknown)	
Percentage of High Occupancy Buses(Use 0% if Unknown)?	
Percentage of Tractor Trailers? (Use 7.6% to 12.5% if Unknown)	



Issue to Be Addressed by Signalization:
Minor Street Delays

	Farmington Road					North Driveway/Gable Street										
	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND					
Number of lanes	3				2			2			1					
SPEED LIMIT OR 85th Percentile MPH	45				45			25			25					
	Direction = NB			Direction = SB			Direction = EB			Direction = WB						
	Machine #			Machine #			Machine #			Machine #						
Traffic Counts	Machine Major Vol #1		Manual Counts (TMCs)	PED COUNT S-LEG	Machine Major Vol # 2		Manual Counts (TMCs)	PED COUNT N-LEG	Machine Minor Vol # 3		Manual Counts (TMCs)	PED COUNT W-LEG	Machine Minor Vol # 4		Manual Counts (TMCs)	PED COUNT E-LEG
00:01 - 01:00																
01:00 - 02:00																
02:00 - 03:00																
03:00 - 04:00																
04:00 - 05:00																
05:00 - 06:00																
06:00 - 07:00																
07:00 - 08:00	736		736		613		613		14		14		4		4	
08:00 - 09:00	833		833		650		650		32		32		2		2	
09:00 - 10:00	589		589		559		559		43		43		2		2	
10:00 - 11:00	511		511		514		514		52		52		4		4	
11:00 - 12:00	558		558		543		543		71		71		5		5	
12:00 - 13:00	649		649		665		665		95		95		4		4	
13:00 - 14:00	626		626		644		644		72		72		9		9	
14:00 - 15:00	731		731		711		711		88		88		2		2	
15:00 - 16:00	936		936		880		880		82		82		6		6	
16:00 - 17:00	979		979		1010		1010		93		93		3		3	
17:00 - 18:00	1067		1067		1069		1069		91		91		6		6	
18:00 - 19:00	600		600		756		756		89		89		1		1	
19:00 - 20:00																
20:00 - 21:00																
21:00 - 22:00																
22:00 - 23:00																
23:00 - 00:00																

Were the machine and manual counts taken on the same day? ☐

Ratio	MANUAL#1 / machine NB 1.00	MANUAL#2 / Machine SB 1.00	MANUAL#1 / Machine EB 1.00	MANUAL#4 / Machine WB 1.00
Input Check:	Check Machine Counts	Check Machine Counts	Check Machine Counts	Check Machine Counts
Is data Correct?				

HELP
Check Machine Counts - A ZERO has been input during at least one of the hours. If volumes are correct, ignore this error. Ratio may need to be hand calculate
Check Manual Counts - A ZERO has been input for at least one hour. If volumes are correct, ignore this error. Ratio may need to be hand calculate
Confirm Volumes - The ratio between the manual counts and machine counts is out of normal range. Please check volumes, if volumes are correct, ignore this error

Michigan Manual of Uniform Traffic Control Devices
Volume Summary
Prepared by MDOT for the 2011 Edition of the MMUTCD

Spot Number:	0			
Major Street:	Farmington Road		Minor Street:	North Driveway/Gable Street
Intersection:	Farmington Road @ North Driveway/Gable Street			
City/Twp:	Livonia			
Date Performed:	3/12/2024	Performed By:	Fishbeck	
Date Volumes Collected:	2/28/2024			

	Major	Major	Minor	Minor	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	0	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0	0
07:00 - 08:00	736	613	14	4	1349	14	1367
08:00 - 09:00	833	650	32	2	1483	32	1517
09:00 - 10:00	589	559	43	2	1148	43	1193
10:00 - 11:00	511	514	52	4	1025	52	1081
11:00 - 12:00	558	543	71	5	1101	71	1177
12:00 - 13:00	649	665	95	4	1314	95	1413
13:00 - 14:00	626	644	72	9	1270	72	1351
14:00 - 15:00	731	711	88	2	1442	88	1532
15:00 - 16:00	936	880	82	6	1816	82	1904
16:00 - 17:00	979	1010	93	3	1989	93	2085
17:00 - 18:00	1067	1069	91	6	2136	91	2233
18:00 - 19:00	600	756	89	1	1356	89	1446
19:00 - 20:00	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0
23:00 - 00:00	0	0	0	0	0	0	0
Total	8815	8614	822	48	17429	822	18299

Where manual counts were taken on the same day as the machine counts, the spreadsheet will look at the difference between manual and machine counts and adjust the hours without manual counts. This spreadsheet places a higher level of credibility on the manual counts.

In order of Preference the following volumes will be used (Each hour is reviewed independently).

- 1: Manual Turning Movement Count
- 2: Machine Counts Adjusted by the Count Ratio for that Approach if Manual Counts are taken on the same Day
- 3: Machine Counts Unadjusted if there are no manual counts or if the manual counts are taken on a different Day

Summary of Warrants

Spot Number:	0		
Major Street:	Farmington Road	Minor Street:	North Driveway/Gable Street
Intersection:	Farmington Road at North Driveway/Gable Street		
City/Twp:	Livonia		
Date Performed:	3/12/2024	Performed By:	Fishbeck
Date Volumes Collected:	2/28/2024		
Warrant		Condition	Is Warrant Met
Data Validation Error			NO
WARRANT 1: Eight-Hour Vehicular Volume			YES
		Condition A	NO
		Condition B	YES
		Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume		(70%)	YES
WARRANT 3: Peak-Hour Vehicular Volume		(70%)	NO
		Condition A	NO
		Condition B	NO
WARRANT 4: Pedestrian Volume		(70%)	NO
		Four Hour	NO
		Peak Hour	NO
		(Threshold) HAWK	NO
		(Threshold) RRFB	NO
WARRANT 5: School Crossing			NO
WARRANT 6: Coordinated Signal System			0
WARRANT 7: Crash Experience			NO
		Condition A	NO
		Condition B	NO
WARRANT 8: Roadway Network			0
WARRANT 9: Intersection Near a Grade Crossing			#N/A
Issue to Be Addressed by Signalization:			
Minor Street Delays			

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Farmington Road @ North Driveway/Gable Street		
Date	3/12/2024	by	Fishbeck

3	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: if answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

Time	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
00:01 - 01:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	1349	14	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	1483	32	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	1148	43	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	1025	52	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	1101	71	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	1314	95	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	1270	72	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	1442	88	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	1816	82	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	1989	93	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	2136	91	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	1356	89	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A = 0

Number of Hours that met the warrant 1B = 8

Number of Hours that met the warrant 1 A & B = 0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)

NO

B. Is the Interruption of Continuous Traffic Met? (Condition B)

YES

C. Combination of Warrants A and B Criteria Met?

N/A

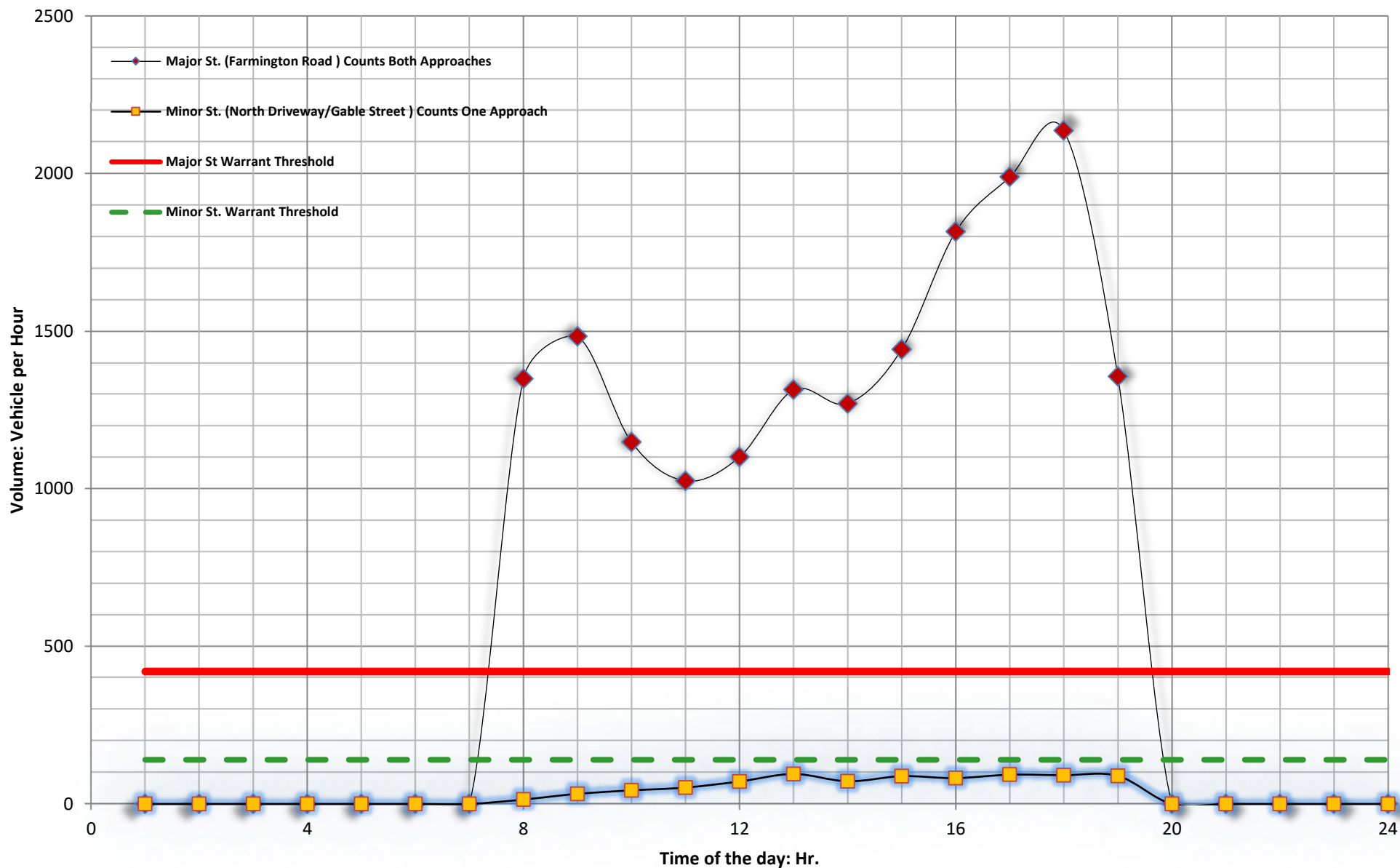


FIGURE 1: WARRANT 1A

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date:

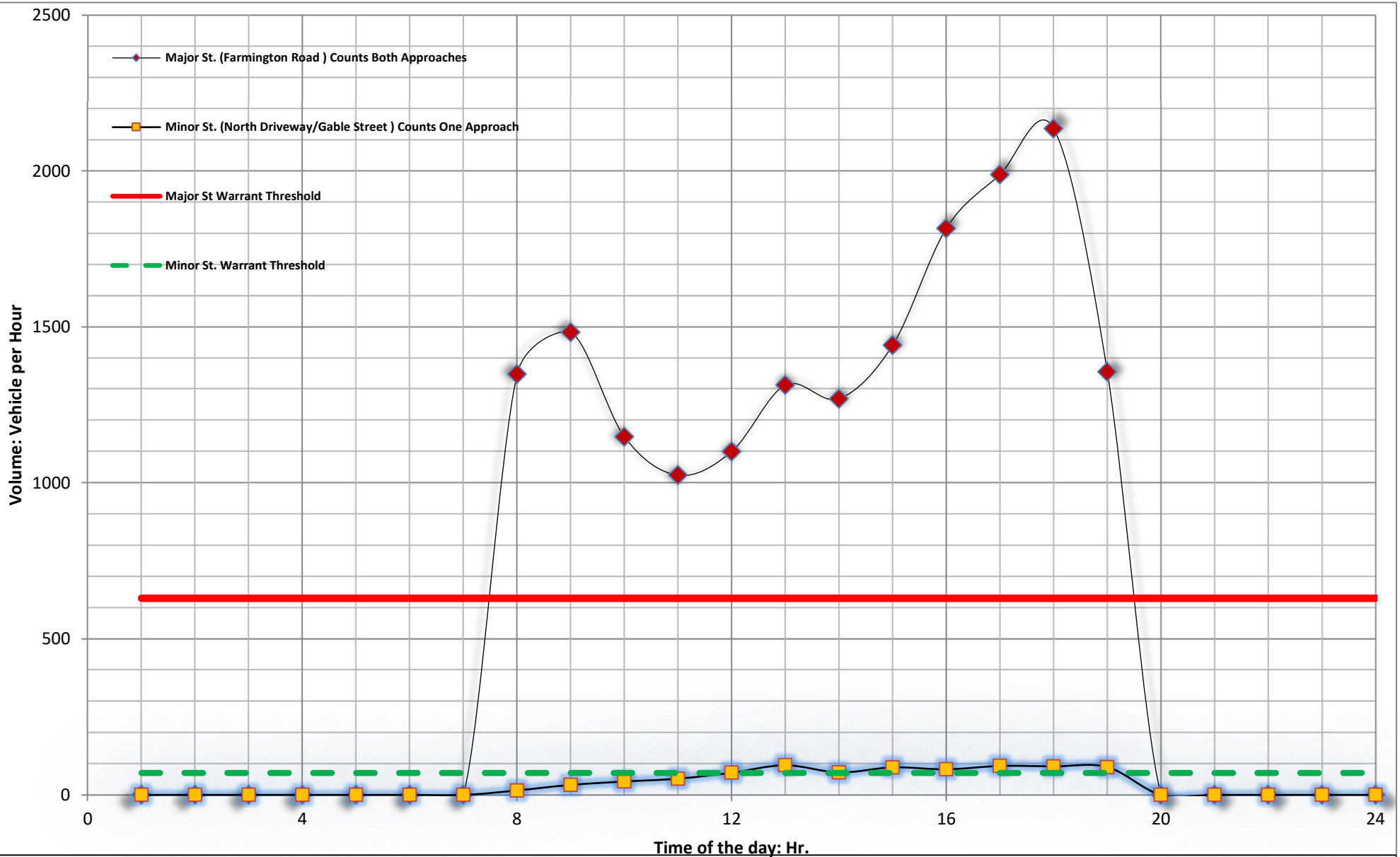


FIGURE 1: WARRANT 1B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 8

Does this intersection meet Warrant 1B for signal installation? YES

Data Collection Date: 2/28/2024

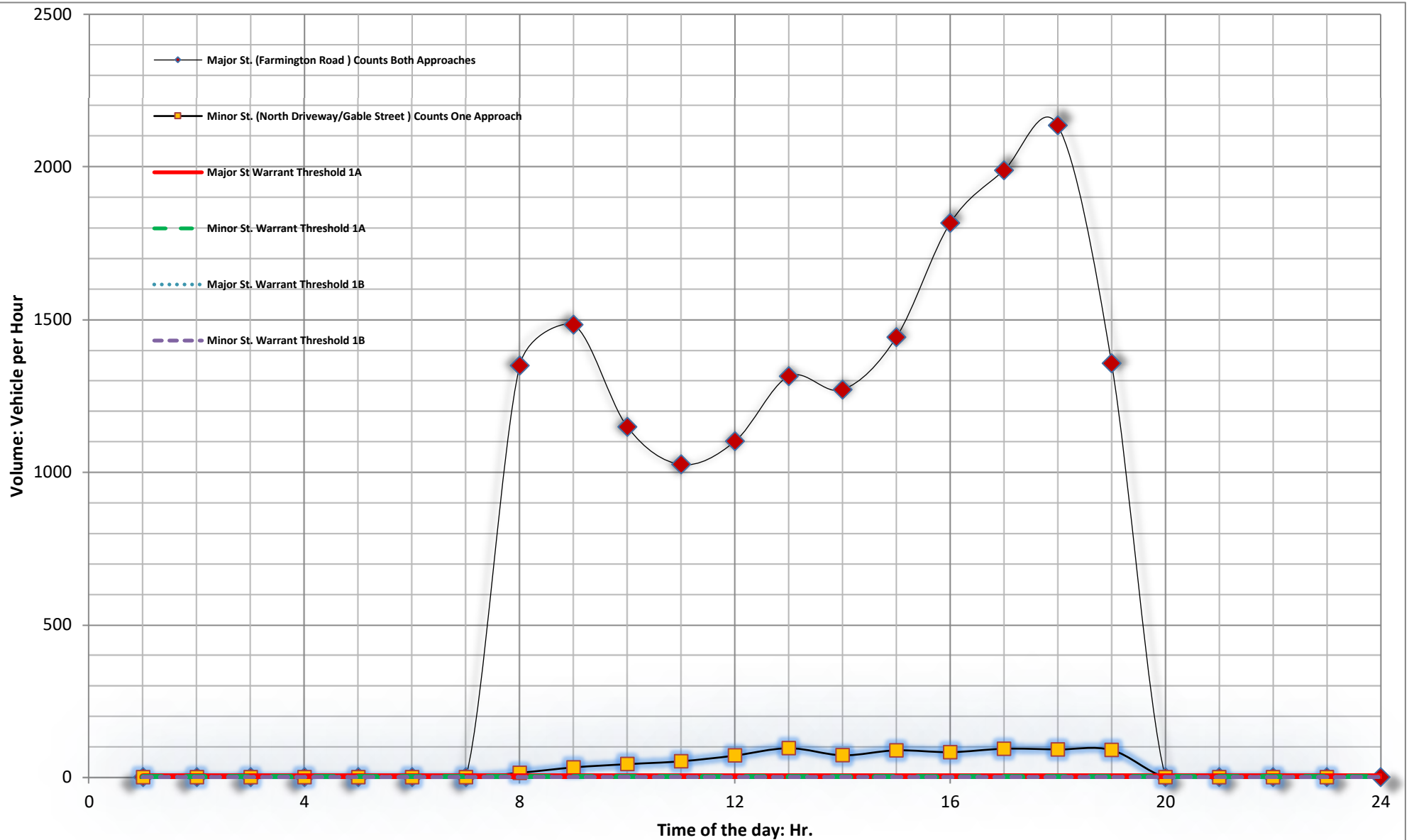


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

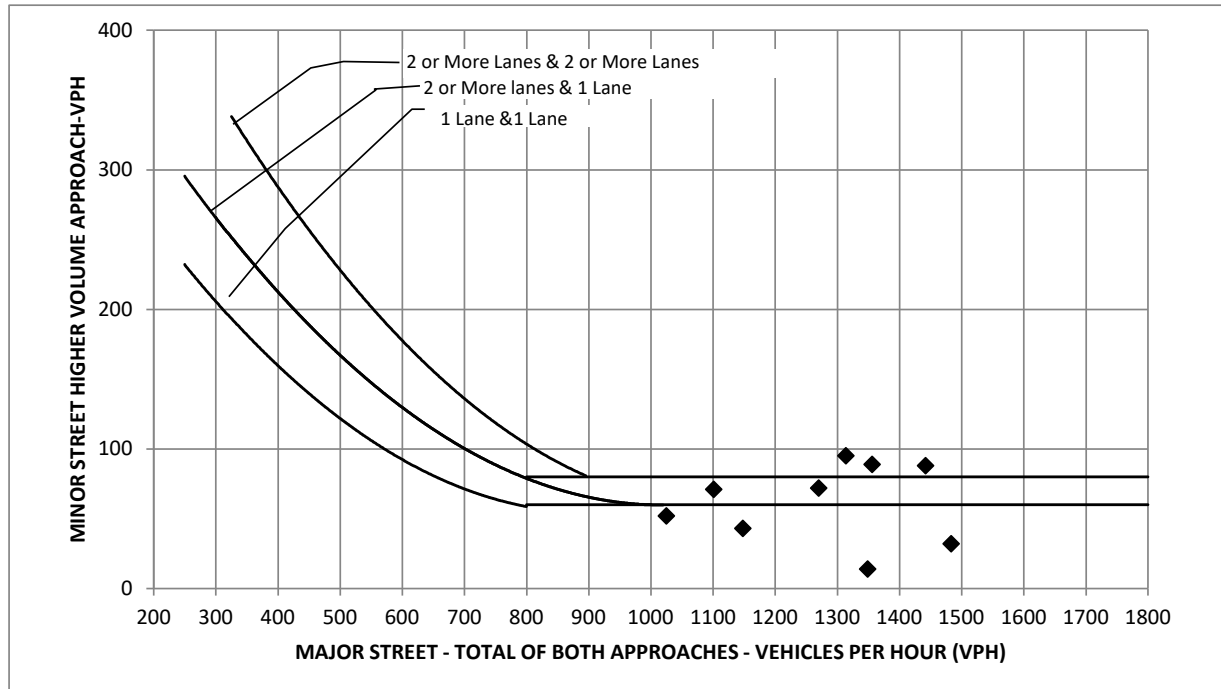
Does this intersection meet Warrant 1A&B for signal installation? N/A

Data Collection Date: 2/28/2024

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0
Intersection:	Farmington Road @ North Driveway/Gable Street
Date	3/12/2024 by Fishbeck

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

6

Is Warrant (70%) Met?

YES

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 3 A: Peak-Hour Vehicular Volume															
Spot Number:	0														
Intersection:	Farmington Road @ North Driveway/Gable Street														
Date	3/12/2024	by	Fishbeck												
NOT MET	<table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 15%; text-align: center;">20.4</td> <td style="padding: 2px 5px;">: Total Stop Time Delay (hrs)</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="padding: 2px 5px;">: Minor Street Approach Lanes</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="padding: 2px 5px;">: Total Approaches</td> </tr> <tr> <td style="text-align: center;">91</td> <td style="padding: 2px 5px;">: Minor Approach Volume</td> </tr> <tr> <td style="text-align: center;">2233</td> <td style="padding: 2px 5px;">: Total Entering Volume</td> </tr> <tr> <td style="text-align: center;">17:00 - 18:00</td> <td style="padding: 2px 5px;">: Peak Hour</td> </tr> </tbody> </table>			20.4	: Total Stop Time Delay (hrs)	2	: Minor Street Approach Lanes	4	: Total Approaches	91	: Minor Approach Volume	2233	: Total Entering Volume	17:00 - 18:00	: Peak Hour
20.4	: Total Stop Time Delay (hrs)														
2	: Minor Street Approach Lanes														
4	: Total Approaches														
91	: Minor Approach Volume														
2233	: Total Entering Volume														
17:00 - 18:00	: Peak Hour														
Is Warrant 3 A Met?			NO												

Michigan Manual of Uniform Traffic Control Devices

Worksheet for Signal Warrants (Section 4C)

WARRANT 3 B(70%): Peak-Hour Vehicular Volume

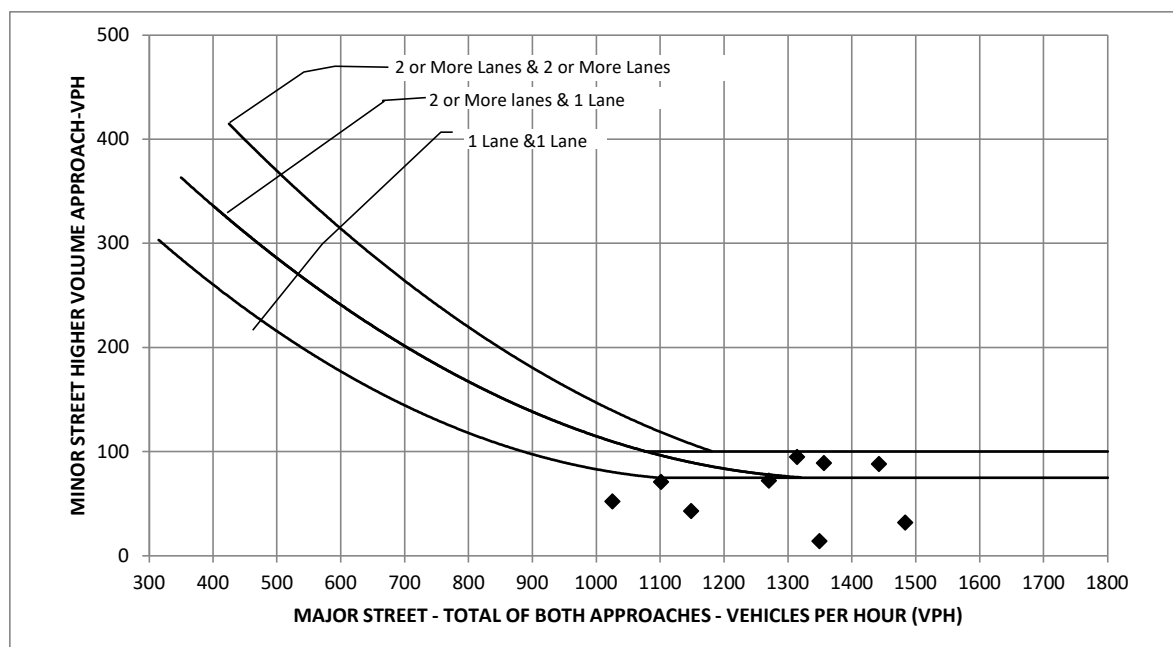
Spot Number: 0

Intersection: Farmington Road @ North Driveway/Gable Street

Date: 3/12/2024

by: Fishbeck

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant (70%) Met?

NO

Appendix 8

Future Improvement LOS Output Reports

HCM 6th Signalized Intersection Summary 10: Farmington Road & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Future Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	177	377	153	114	475	83	138	816	91	85	539	151
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	351	1148	512	387	978	170	355	1101	123	232	1223	546
Arrive On Green	0.04	0.21	0.21	0.07	0.31	0.31	0.05	0.33	0.33	0.10	0.65	0.65
Sat Flow, veh/h	1875	3741	1668	1875	3186	554	1860	3366	375	1875	3741	1668
Grp Volume(v), veh/h	177	377	153	114	278	280	138	450	457	85	539	151
Grp Sat Flow(s),veh/h/ln	1875	1870	1668	1875	1870	1869	1860	1856	1886	1875	1870	1668
Q Serve(g_s), s	0.0	8.6	7.8	0.0	12.1	12.2	0.0	21.5	21.5	0.0	7.0	3.8
Cycle Q Clear(g_c), s	0.0	8.6	7.8	0.0	12.1	12.2	0.0	21.5	21.5	0.0	7.0	3.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	351	1148	512	387	574	574	355	607	617	232	1223	546
V/C Ratio(X)	0.50	0.33	0.30	0.29	0.48	0.49	0.39	0.74	0.74	0.37	0.44	0.28
Avail Cap(c_a), veh/h	351	1148	512	387	574	574	370	607	617	247	1223	546
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	30.9	30.6	29.3	28.2	28.2	29.5	29.9	29.9	38.4	12.9	12.3
Incr Delay (d2), s/veh	1.1	0.8	1.5	0.4	2.9	3.0	0.7	8.0	7.8	1.0	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.9	3.3	2.2	5.6	5.6	2.7	10.3	10.5	1.9	2.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	31.7	32.1	29.7	31.1	31.2	30.2	37.9	37.7	39.4	14.0	13.6
LnGrp LOS	D	C	C	C	C	C	C	D	D	D	B	B
Approach Vol, veh/h		707			672			1045			775	
Approach Delay, s/veh		33.3			30.9			36.8			16.7	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.0	11.2	39.0	12.8	37.0	11.2	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	14.2	2.0	9.0	2.0	10.6	2.0	23.5				
Green Ext Time (p_c), s	0.1	0.4	0.1	0.5	0.1	0.3	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			29.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Future Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	37	570	11	3	713	30	26	9	5	80	8	57
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	481	2143	41	484	2089	88	355	121	59	300	43	185
Arrive On Green	0.57	0.57	0.57	1.00	1.00	1.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	717	3754	72	833	3658	154	962	393	194	794	139	604
Grp Volume(v), veh/h	37	284	297	3	364	379	40	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	717	1870	1956	833	1870	1941	1549	0	0	1537	0	0
Q Serve(g_s), s	2.3	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	2.3	7.7	7.7	7.7	0.0	0.0	1.5	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.65		0.12	0.55		0.39
Lane Grp Cap(c), veh/h	481	1068	1117	484	1068	1108	535	0	0	528	0	0
V/C Ratio(X)	0.08	0.27	0.27	0.01	0.34	0.34	0.07	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	481	1068	1117	484	1068	1108	535	0	0	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	10.8	10.9	0.5	0.0	0.0	24.5	0.0	0.0	26.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.9	0.8	0.3	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	3.1	0.0	0.3	0.3	0.7	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	11.5	11.4	0.5	0.9	0.8	24.8	0.0	0.0	27.6	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	618			746			40			145		
Approach Delay, s/veh	11.4			0.9			24.8			27.6		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.0			37.0			63.0			37.0		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 57			* 31			* 57			* 31		
Max Q Clear Time (g_c+I1), s	9.7			8.9			9.7			3.5		
Green Ext Time (p_c), s	4.7			0.8			3.7			0.2		

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Future Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	91	91	94	94	92	60	92	60	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	0	2	0	2	2	2
Mvmt Flow	2	664	1	1	699	11	12	0	13	30	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	665	0	0	1021	1381	333	1043	1376	355
Stage 1	-	-	-	-	-	-	669	669	-	707	707	-
Stage 2	-	-	-	-	-	-	352	712	-	336	669	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	885	-	-	920	-	-	193	143	669	184	144	641
Stage 1	-	-	-	-	-	-	418	454	-	392	436	-
Stage 2	-	-	-	-	-	-	643	434	-	652	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	885	-	-	920	-	-	190	143	669	180	144	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	143	-	180	144	-
Stage 1	-	-	-	-	-	-	417	453	-	391	436	-
Stage 2	-	-	-	-	-	-	632	434	-	638	453	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.8			25.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	307	885	-	-	920	-	-	218
HCM Lane V/C Ratio	0.081	0.002	-	-	0.001	-	-	0.184
HCM Control Delay (s)	17.8	9.1	-	-	8.9	-	-	25.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.7

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	636	4	2	659	9	6
Future Vol, veh/h	636	4	2	659	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	699	4	2	701	12	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1056	352
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.14	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.22	-	3.57	3.37
Pot Cap-1 Maneuver	-	-	890	-	212	630
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	212	630
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	665	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	409	-	-	890	-	
HCM Lane V/C Ratio	0.049	-	-	0.002	-	
HCM Control Delay (s)	14.3	-	-	9.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	625	5	23	687	5	18
Future Vol, veh/h	625	5	23	687	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	694	6	24	731	8	30
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	700	0	1037	350
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.14	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	893	-	263	652
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	256	652
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	644	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.3	12			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	550	-	-	893	-	
HCM Lane V/C Ratio	0.07	-	-	0.027	-	
HCM Control Delay (s)	12	-	-	9.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM Signalized Intersection Capacity Analysis

2026 Future Improvement Conditions

60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBR2	NBL2	NBT	NBR	SBT	SBR	SEL2	SER
Lane Configurations												
Traffic Volume (vph)	14	0	13	0	2	6	907	2	649	8	25	57
Future Volume (vph)	14	0	13	0	2	6	907	2	649	8	25	57
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Total Lost time (s)		6.3	6.3		6.3	6.5	6.5		6.5		6.3	6.3
Lane Util. Factor		1.00	1.00		1.00	1.00	0.95		0.95		1.00	1.00
Frt		1.00	0.85		0.85	1.00	1.00		1.00		1.00	0.85
Flt Protected		0.95	1.00		1.00	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)		1863	1667		1700	1845	3688		3718		1845	1650
Flt Permitted		0.95	1.00		1.00	0.37	1.00		1.00		0.95	1.00
Satd. Flow (perm)		1863	1667		1700	724	3688		3718		1845	1650
Peak-hour factor, PHF	0.92	0.92	0.92	0.60	0.60	0.88	0.88	0.88	0.93	0.93	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	15	0	14	0	3	7	1031	2	698	9	31	70
RTOR Reduction (vph)	0	0	13	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	15	1	0	0	7	1033	0	707	0	31	70
Heavy Vehicles (%)	2%	2%	2%	0%	0%	3%	3%	3%	2%	2%	3%	3%
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	NA		NA		Prot	Perm
Protected Phases		4					2		6		10	
Permitted Phases	4		4	8	8	2						10
Actuated Green, G (s)		4.4	4.4		4.4	68.1	68.1		68.1		8.4	8.4
Effective Green, g (s)		4.4	4.4		4.4	68.1	68.1		68.1		8.4	8.4
Actuated g/C Ratio		0.04	0.04		0.04	0.68	0.68		0.68		0.08	0.08
Clearance Time (s)		6.3	6.3		6.3	6.5	6.5		6.5		6.3	6.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)		81	73		74	493	2511		2531		154	138
v/s Ratio Prot							c0.28		0.19		0.02	
v/s Ratio Perm		0.01	0.00		0.00	0.01						c0.04
v/c Ratio		0.19	0.01		0.00	0.01	0.41		0.28		0.20	0.51
Uniform Delay, d1		46.1	45.7		45.7	5.1	7.1		6.3		42.7	43.8
Progression Factor		1.00	1.00		1.00	0.60	0.52		1.00		1.00	1.00
Incremental Delay, d2		1.1	0.0		0.0	0.0	0.4		0.3		0.6	2.9
Delay (s)		47.2	45.8		45.7	3.1	4.0		6.6		43.3	46.7
Level of Service		D	D		D	A	A		A		D	D
Approach Delay (s)		46.5					4.0		6.6			
Approach LOS		D					A		A			
Intersection Summary												
HCM 2000 Control Delay			7.9				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)				19.1	
Intersection Capacity Utilization			51.5%				ICU Level of Service				A	
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	27	23	911	702	17
Future Vol, veh/h	4	27	23	911	702	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	94	94
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	29	26	1047	747	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1332	383	765	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.36	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.13	-	-	-
Pot Cap-1 Maneuver	175	525	504	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	525	504	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	504	-	253	525	-	-
HCM Lane V/C Ratio	0.052	-	0.017	0.056	-	-
HCM Control Delay (s)	12.5	-	19.5	12.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

HCM 6th TWSC
80: 7 Mile Road & East Driveway

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	617	644	48	13	17
Future Vol, veh/h	25	617	644	48	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	94	94	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	678	685	51	14	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	736	0	-	0	1078	343
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	865	-	-	-	213	653
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	865	-	-	-	206	653
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	651	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	865	-	-	-	331	653
HCM Lane V/C Ratio	0.032	-	-	-	0.043	0.028
HCM Control Delay (s)	9.3	-	-	-	16.4	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	147	174	136	62	152	206	202	157	291	251	150	201
Average Queue (ft)	86	51	43	21	70	125	112	72	177	140	58	93
95th Queue (ft)	146	130	94	49	129	187	185	132	271	236	115	162
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		0	0									0
Queuing Penalty (veh)		1	0									0
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	5	0	0								0	1
Queuing Penalty (veh)	8	0	0								0	1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	162	75
Average Queue (ft)	79	32
95th Queue (ft)	142	65
Link Distance (ft)	264	264
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	68	182	144	51	150	171	52	137
Average Queue (ft)	19	87	53	3	80	92	15	56
95th Queue (ft)	50	152	113	24	130	151	44	111
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		1			2			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	17	11	7	35	65
Average Queue (ft)	1	0	0	10	25
95th Queue (ft)	9	6	5	34	55
Link Distance (ft)			266	1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	53
Average Queue (ft)	0	14
95th Queue (ft)	6	45
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	42	58
Average Queue (ft)	10	17
95th Queue (ft)	35	48
Link Distance (ft)		1116
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SE	SE
Directions Served	LT	R	>	<	T	TR	T	TR	<	R
Maximum Queue (ft)	52	35	30	22	46	62	92	88	74	133
Average Queue (ft)	16	14	4	3	7	14	43	26	23	55
95th Queue (ft)	47	40	22	14	28	44	92	68	58	103
Link Distance (ft)	348	348			232	232	41	41	273	273
Upstream Blk Time (%)							8	3		
Queuing Penalty (veh)							25	11		
Storage Bay Dist (ft)			25	150						
Storage Blk Time (%)			1							
Queuing Penalty (veh)			0							

Intersection: 61: Farmington Road & McDonald's Entrance

Movement	NB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	61	65	48
Average Queue (ft)	21	5	2
95th Queue (ft)	50	29	17
Link Distance (ft)	41	590	590
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	36	61	47	19	6	4	11
Average Queue (ft)	4	22	13	1	0	0	0
95th Queue (ft)	22	51	40	14	4	3	6
Link Distance (ft)	300	300		264	264	232	232
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			1	0			

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	59	9	25	30
Average Queue (ft)	12	0	9	10
95th Queue (ft)	41	4	28	28
Link Distance (ft)		54	413	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Zone Summary

Zone wide Queuing Penalty: 53

HCM 6th Signalized Intersection Summary 10: Farmington Road & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Future Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1984	1984	1984
Adj Flow Rate, veh/h	198	594	188	158	556	157	257	877	153	207	870	237
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	369	1036	462	379	798	225	296	1016	177	237	1122	500
Arrive On Green	0.04	0.09	0.09	0.12	0.27	0.27	0.10	0.31	0.31	0.11	0.40	0.40
Sat Flow, veh/h	1905	3800	1695	1905	2928	824	1905	3234	564	1890	3770	1682
Grp Volume(v), veh/h	198	594	188	158	360	353	257	515	515	207	870	237
Grp Sat Flow(s),veh/h/ln	1905	1900	1695	1905	1900	1852	1905	1900	1898	1890	1885	1682
Q Serve(g_s), s	3.5	18.0	12.6	0.0	20.4	20.6	8.9	30.6	30.6	7.5	24.1	12.6
Cycle Q Clear(g_c), s	3.5	18.0	12.6	0.0	20.4	20.6	8.9	30.6	30.6	7.5	24.1	12.6
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	369	1036	462	379	518	505	296	597	596	237	1122	500
V/C Ratio(X)	0.54	0.57	0.41	0.42	0.70	0.70	0.87	0.86	0.86	0.88	0.78	0.47
Avail Cap(c_a), veh/h	369	1036	462	379	518	505	359	597	596	299	1122	500
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	47.9	45.4	42.2	39.2	39.2	49.8	38.7	38.7	50.8	32.8	29.3
Incr Delay (d2), s/veh	1.5	2.3	2.6	0.7	7.5	7.8	17.2	15.2	15.3	20.3	5.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.5	6.0	4.1	10.3	10.1	8.7	16.1	16.2	7.1	10.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	50.2	48.1	43.0	46.7	47.1	67.1	54.0	54.0	71.0	38.0	32.5
LnGrp LOS	D	D	D	D	D	D	E	D	D	E	D	C
Approach Vol, veh/h		980			871			1287			1314	
Approach Delay, s/veh		49.8			46.2			56.6			42.2	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	39.0	18.0	42.0	21.0	39.0	16.0	44.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	10.7	32.7	15.7	35.7	10.7	32.7	13.7	37.7				
Max Q Clear Time (g_c+I1), s	5.5	22.6	10.9	26.1	2.0	20.0	9.5	32.6				
Green Ext Time (p_c), s	0.2	0.5	0.3	0.8	0.2	0.5	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Future Improvement Conditions

p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Future Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	74	877	15	3	819	90	23	12	12	66	15	82
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	323	2265	39	358	2046	225	263	138	122	220	62	243
Arrive On Green	0.59	0.59	0.59	0.40	0.40	0.40	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	623	3823	65	633	3452	379	712	453	399	582	204	796
Grp Volume(v), veh/h	74	436	456	3	451	458	47	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	623	1900	1988	633	1900	1932	1564	0	0	1582	0	0
Q Serve(g_s), s	9.3	14.6	14.6	0.4	20.4	20.4	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	29.7	14.6	14.6	14.9	20.4	20.4	2.1	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.20	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	323	1126	1178	358	1126	1145	523	0	0	526	0	0
V/C Ratio(X)	0.23	0.39	0.39	0.01	0.40	0.40	0.09	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	323	1126	1178	358	1126	1145	523	0	0	526	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	12.9	12.9	24.2	20.9	20.9	29.6	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.0	1.0	0.0	1.1	1.0	0.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.0	6.2	0.1	9.8	10.0	1.0	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	13.9	13.9	24.3	22.0	21.9	30.0	0.0	0.0	33.5	0.0	0.0
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	A
Approach Vol, veh/h	966			912			47			163		
Approach Delay, s/veh	14.7			22.0			30.0			33.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	77.0			43.0			77.0			43.0		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 71			* 37			* 71			* 37		
Max Q Clear Time (g_c+I1), s	22.4			11.2			31.7			4.1		
Green Ext Time (p_c), s	6.2			1.0			6.8			0.2		

Intersection Summary

HCM 6th Ctrl Delay 19.7

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Future Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	94	93	93	92	60	92	60	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	9	951	15	10	961	29	13	0	22	21	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	966	0	0	1478	1987	483	1490	1980	495
Stage 1	-	-	-	-	-	-	977	977	-	996	996	-
Stage 2	-	-	-	-	-	-	501	1010	-	494	984	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	694	-	-	721	-	-	89	60	535	86	61	520
Stage 1	-	-	-	-	-	-	273	327	-	262	320	-
Stage 2	-	-	-	-	-	-	526	316	-	526	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	694	-	-	721	-	-	86	58	535	81	59	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	58	-	81	59	-
Stage 1	-	-	-	-	-	-	269	323	-	259	316	-
Stage 2	-	-	-	-	-	-	513	312	-	498	321	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			29.9			54.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	694	-	-	721	-	-	98
HCM Lane V/C Ratio	0.196	0.013	-	-	0.013	-	-	0.266
HCM Control Delay (s)	29.9	10.3	-	-	10.1	-	-	54.6
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	911	15	10	923	7	15
Future Vol, veh/h	911	15	10	923	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	980	16	11	1026	11	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	996	0	1523
Stage 1	-	-	-	-	988
Stage 2	-	-	-	-	535
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	703	-	111
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	557
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	703	-	109
Mov Cap-2 Maneuver	-	-	-	-	232
Stage 1	-	-	-	-	326
Stage 2	-	-	-	-	548

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	703	-
HCM Lane V/C Ratio	0.096	-	-	0.016	-
HCM Control Delay (s)	15.7	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	898	16	8	968	4	33
Future Vol, veh/h	898	16	8	968	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	955	17	9	1064	6	50
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	972	0	1408	486
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.1	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	717	-	161	533
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	717	-	159	533
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	576	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	476	-	-	717	-	
HCM Lane V/C Ratio	0.118	-	-	0.012	-	
HCM Control Delay (s)	13.6	-	-	10.1	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

HCM Signalized Intersection Capacity Analysis

2026 Future Improvement Conditions

60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBR2	NBL2	NBT	NBR	SBT	SBR	SEL2	SER
Lane Configurations												
Traffic Volume (vph)	59	0	39	1	5	74	1070	6	1102	20	18	56
Future Volume (vph)	59	0	39	1	5	74	1070	6	1102	20	18	56
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Total Lost time (s)		6.3	6.3	6.3	6.3	6.5	6.5		6.5		6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	0.95		0.95		1.00	1.00
Frt		1.00	0.85	1.00	0.85	1.00	1.00		1.00		1.00	0.85
Flt Protected		0.95	1.00	0.95	1.00	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)		1863	1667	1900	1700	1881	3759		3752		1900	1700
Flt Permitted		0.95	1.00	0.72	1.00	0.17	1.00		1.00		0.95	1.00
Satd. Flow (perm)		1863	1667	1431	1700	329	3759		3752		1900	1700
Peak-hour factor, PHF	0.92	0.92	0.92	0.75	0.75	0.85	0.85	0.85	0.86	0.86	0.68	0.68
Adj. Flow (vph)	64	0	42	1	7	87	1259	7	1281	23	26	82
RTOR Reduction (vph)	0	0	39	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	64	3	1	0	87	1266	0	1304	0	26	82
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	1%	1%	1%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	NA		NA		Prot	Perm
Protected Phases		4					2		6		10	
Permitted Phases	4		4	8	8	2						10
Actuated Green, G (s)		8.3	8.3	8.3	8.3	81.2	81.2		81.2		11.4	11.4
Effective Green, g (s)		8.3	8.3	8.3	8.3	81.2	81.2		81.2		11.4	11.4
Actuated g/C Ratio		0.07	0.07	0.07	0.07	0.68	0.68		0.68		0.10	0.10
Clearance Time (s)		6.3	6.3	6.3	6.3	6.5	6.5		6.5		6.3	6.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)		128	115	98	117	222	2543		2538		180	161
v/s Ratio Prot							0.34		c0.35		0.01	
v/s Ratio Perm		0.03	0.00	0.00	0.00	0.26						c0.05
v/c Ratio		0.50	0.03	0.01	0.00	0.39	0.50		0.51		0.14	0.51
Uniform Delay, d1		53.8	52.1	52.0	52.0	8.5	9.5		9.6		49.8	51.6
Progression Factor		1.00	1.00	1.00	1.00	0.85	0.77		1.00		1.00	1.00
Incremental Delay, d2		3.1	0.1	0.0	0.0	3.5	0.5		0.7		0.4	2.5
Delay (s)		56.9	52.2	52.1	52.0	10.7	7.7		10.4		50.2	54.2
Level of Service		E	D	D	D	B	A		B		D	D
Approach Delay (s)		55.0					7.9		10.4			
Approach LOS		E					A		B			
Intersection Summary												
HCM 2000 Control Delay			12.6			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			74.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	86	0	1141	1150	48
Future Vol, veh/h	9	86	0	1141	1150	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	10	93	0	1282	1278	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1946	666	-	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	-	-
Pot Cap-1 Maneuver	75	345	0	-	-	-
Stage 1	160	-	0	-	-	-
Stage 2	472	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	345	-	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	132	345	-	-
HCM Lane V/C Ratio	-	0.074	0.271	-	-
HCM Control Delay (s)	-	34.4	19.3	-	-
HCM Lane LOS	-	D	C	-	-
HCM 95th %tile Q(veh)	-	0.2	1.1	-	-

HCM 6th TWSC
80: 7 Mile Road & East Driveway

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	863	870	102	51	63
Future Vol, veh/h	63	863	870	102	51	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	67	918	956	112	55	68
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1068	0	-	0	1549	478
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	4.1	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	660	-	-	-	105	534
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	94	534
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	515	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	660	-	-	-	212	534
HCM Lane V/C Ratio	0.102	-	-	-	0.261	0.128
HCM Control Delay (s)	11.1	-	-	-	27.9	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	0.4

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	149	269	242	172	246	250	317	292	403	370	250	340
Average Queue (ft)	127	143	129	41	111	158	183	159	261	250	172	235
95th Queue (ft)	175	251	212	96	198	246	278	260	377	360	280	340
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		2	0	0							0	12
Queuing Penalty (veh)		10	1	0							0	49
Storage Bay Dist (ft)	125			175	500			500			225	
Storage Blk Time (%)	16	3	1								5	17
Queuing Penalty (veh)	44	6	2								22	34

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	317	196
Average Queue (ft)	221	75
95th Queue (ft)	321	148
Link Distance (ft)	264	264
Upstream Blk Time (%)	8	0
Queuing Penalty (veh)	33	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	145	224	212	24	198	217	53	128
Average Queue (ft)	49	137	101	2	125	150	17	57
95th Queue (ft)	102	211	184	14	187	211	48	110
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		4			9			
Queuing Penalty (veh)		3			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	28	6	29	53	57
Average Queue (ft)	4	0	4	15	19
95th Queue (ft)	19	4	19	43	49
Link Distance (ft)		835		1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	34	57
Average Queue (ft)	6	18
95th Queue (ft)	27	48
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	2	
Queuing Penalty (veh)	8	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	EB	WB	NB
Directions Served	T	TR	L	LR
Maximum Queue (ft)	15	6	42	53
Average Queue (ft)	1	0	6	26
95th Queue (ft)	17	0	26	54
Link Distance (ft)	54	54		1116
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)			50	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			1	

Intersection: 60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SE	SE
Directions Served	LT	R	L	>	<	T	TR	T	TR	<	R
Maximum Queue (ft)	121	57	16	38	118	137	143	95	94	66	138
Average Queue (ft)	46	22	1	6	39	45	58	75	63	17	54
95th Queue (ft)	97	51	11	27	86	104	119	115	110	50	106
Link Distance (ft)	340	340	244			232	232	41	41	273	273
Upstream Blk Time (%)								16	12		
Queuing Penalty (veh)								91	69		
Storage Bay Dist (ft)				25	150						
Storage Blk Time (%)			0	2	0	0					
Queuing Penalty (veh)			0	0	0	0					

Intersection: 61: Farmington Road & McDonald's Entrance

Movement	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR
Maximum Queue (ft)	83	14	5	219	189
Average Queue (ft)	29	0	0	53	27
95th Queue (ft)	68	10	3	149	106
Link Distance (ft)	41	41	41	590	590
Upstream Blk Time (%)	5	0			
Queuing Penalty (veh)	21	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	SB	SB	SB
Directions Served	L	R	T	T	TR
Maximum Queue (ft)	48	159	137	128	4
Average Queue (ft)	12	54	24	11	0
95th Queue (ft)	39	126	109	75	3
Link Distance (ft)	300	300	232	232	232
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	78	32	25	22	85	64
Average Queue (ft)	35	1	0	2	35	26
95th Queue (ft)	68	20	0	12	70	49
Link Distance (ft)		150	150	54	413	413
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)	75					
Storage Blk Time (%)	2					
Queuing Penalty (veh)	10					

Zone Summary

Zone wide Queuing Penalty: 406

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSINAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 10, 2024

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2023-06-02-07 & 2023 06-02-08 – #33500 Seven Mile Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver uses at this time. The subject parcel is assigned the address range of #33400 to #33500 Seven Mile Road with the address of **#33500 Seven Mile Road** being assigned to the overall parcel. 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 include information on revisions to the services, or projected usage, so we cannot comment on any impacts to the existing systems at this time. The proposed development will be required to meet the Wayne County Stormwater Ordinance, and per the submitted drawings stormwater detention is indicated, but we will need to do a thorough review of the plans once they are submitted for permitting.

It should be noted that the developer will need to obtain permits from the Wayne County Department of Public Services for any work within the Farmington Road or Seven Mile Road right-of-way's.

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: June 6, 2024

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: REVISED Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Rd.

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

We have no objections to this proposal 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 7th 2024

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

Re: Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Road

Mr. Miller,

I have reviewed the plans in connection with the revised petition. I have concerns about the proposed new traffic signal to be installed at the northeast corner of the proposal at Farmington and Gable. The previous business complex when at its peak usage never had a traffic signal at this location. During our previous contract with the Transportation Improvement Association, they examined the proposed development as presented at that time and the traffic study completed by Fishbeck Engineers for the proposal. Below is an excerpt of their response.

With regard to the proposed traffic signal on Farmington Road at the Gable Street/Proposed Development North Driveway, the volumes used for the signal warrant study do not directly correspond with the volumes for peak hour traffic as reported on the 2025 Future Improvement Traffic Volumes. Further explanation on the volumes used in the warrant study should be justified.

Furthermore, installation of a traffic signal at this location will have an effect on the egress driveway of the McDonalds restaurant development directly to the north of the proposed development. This is not mentioned or discussed in the TIS. Left turns from the McDonalds restaurant driveway will be in conflict with southbound Farmington Road traffic stopped at the signal. Egress traffic attempting to find a gap in queued traffic will be in a heightened potential crash situation. The installation of an additional Stop Bar and traffic control signs could potentially improve these conditions. The final decision on a traffic signal installation is the

responsibility of the road agency having jurisdiction, in this case, Wayne County Department of Public Services should review the warrant study and determine the need.

In the request from the City of Livonia for TIA to review this TIS it was mentioned that the Farmington Road and Proposed Development South Driveway would have no left turns onto northbound Farmington Road. This condition was not mentioned in the TIS and the site plan shows full ingress and egress access. If the traffic signal is approved for the Farmington Road and Gable Street/Proposed Development North Driveway location, consideration should be given to making the Proposed Development South Driveway a Right Turn-In/Right Turn Out condition only. This would force egress left turning traffic, and ingress left turning traffic to the traffic signal location.

I agree with their findings and believe further analysis of the proposed traffic signal at Farmington and Gable is warranted. Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

A handwritten signature in black ink, appearing to read 'Paul Walters', written over the typed name.

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 18, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Planning Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Road

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

1. The barrier-free parking spaces and access aisles shall be sized and marked in accordance with the current Michigan Building Code and ICC A117.1.
2. An accessible route shall be provided from the public sidewalk to the entrance of the building in accordance with the current Michigan Building Code.
3. All parking spaces shall be 10' x 20' and double-striped.
4. There are no construction details on the proposed 20' high sound wall.
5. A variance from the Zoning Board of Appeals would be required for any excess number and size of signs.

This Department has no further objections to this Petition.

I trust this provides the requested information.

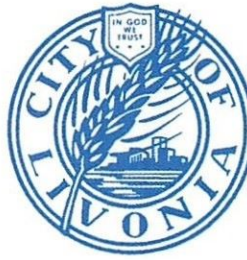
Jerome Hanna

Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Debra Peck Lichtenberg, CPA
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 7, 2024

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

Petitions 2023-06-02-07 & 2023-06-02-08 - 33500 Seven 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

SUSAN M. NASH
CITY TREASURER



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

June 17, 2024

RE: 33500 Seven Mile Rd

Attention Planning Commissioners,

All taxes and water payments are current with this property

Thank You

Susan Nash

From: [Amy C](#)
To: [Planning](#)
Subject: Request to reject both petitions 2023-06-02-07
Date: Tuesday, June 18, 2024 5:29:00 PM

Planning Commision,

I hope you are staying cool today. I am writing to request you deny the rezoning petition as related to the Seven Mile/Farmington development.

In regards to rezoning for residential, I am against this petition for many reasons, while some are personal there are also several tangible items I believe need to be studied and I strongly believe that there must be much more information provided before considering rezoning approval and would most likely need to be from independent inspectors, so that there is no conflict of interest and that person(s) would not be swayed from what is best for the area and not just lean toward and/or align with the developers wants. To approve the idea of rezoning without these studies and further information I believe would be negligent on behalf of the city. The two most pressing from my point of view are a traffic study on 7 mile rd & infrastructure. When asked to the Shostack rep at the neighborhood "meeting" at The Wintergarden, the rep said if traffic on 7 mile was a concern it could be addressed afterwards with the city once the plan is in place, it is not relevant to them, they have done a study on Farmington Rd and would plan to add a light there. I was shocked at his response & dismissiveness, how do you add 102 dwellings and shopping both with egress points on 7 mile and not do a traffic study, my hunch is they did an analysis and realized it wasn't feasible without another light. It's one thing for a store, ex. Meijer, but a whole new neighborhood and no traffic study? That is irresponsible, I think a study would need to look at the egress from the new townhomes as well as other area businesses and may also need to look at increasing speed limits on Gill to 30-35 MPH to handle the increased traffic. How do we approve a plan with a significant amount of increased dwellings with no added light and wouldn't it be so strange to have so many lights in such a small area? On a side note, has there been consideration for schools & buses, where there is already bus driver shortages, can the area schools even handle this population increase in this particular area? Where would bus stops be? If rezoned for residential are there limits, max number of dwelling units, type of dwellings, what if they or another developer wants to redo the plan in a year due to demo surprises or meijer backs out what are the parameters? Rezoning here does not make sense.

Has there been a study on infrastructure? How would Meijer & the proposed dwellings affect either positively or negatively the electrical grid, which even in moderate weather is barely hanging on as it is and what about the water supply? We have old systems in Livonia, can they handle this increase? These items in particular MUST be considered and addressed before any approval is made about rezoning. Depending on these answers only then could one know if adding residences in this area would be something to consider, these need to be part of the plan, not hindsight.

While I understand that perhaps we are not able to prohibit the development of a Meijer at this location, there are questions I believe need to be answered before such approval can be made. What about sound & what about trash removal will these all be in line with city ordinances?

Also for the future, I think there should be consideration for an amendment for the amount of grocery stores in an area, similar to the recent discussion to limit the number of gas stations in

one intersection. I think there needs to be an amendment where there is only a certain number of grocery stores within a particular distance to another location, my fear is too much close competition would cause store closings and then we are left? We would be left with large vacant lots that once had the potential for a different development, like we do now. The 8 mile Kroger location was just recently redeveloped and if that were to go downhill or if Joe's produce were to go downhill, we would be right back where we are with a large area in decay. There are already plans & conversation for a Whole Foods at 6 mile and Haggerty where the Comerica Bank is and a Grocer (possibly Nino Salvaggios) on the Schoolcraft Campus. Nothing against Meijer, they have great produce at great prices, and I would probably shop there over Kroger and Joe's for produce, but to the point our city & the surrounding area can only handle so many grocery stores before one or more closes and then we have another big vacant area.

I thank you for your time and consideration.

Sincerely,

Amy Cowan
19414 Norwich Rd., Livonia, MI. 48152
248.622.6327

AGENDA
CITY PLANNING COMMISSION
CITY OF LIVONIA
TUESDAY, JUNE 18, 2024

PENDING ITEMS

2. Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting Special Waiver Use approval under Section 5.02 of the Livonia Zoning Ordinance, as amended, to develop a Planned General Development consisting of a 75,466 square-foot Meijer grocery store and a 102-unit multifamily residential townhome complex on the property at 33500 W. Seven Mile Road, located on the Southeast $\frac{1}{4}$ of Section 4.

Petition 2023-06-02-07

Bill Fetner <williamfetner308@gmail.com>

Mon 6/17/2024 4:15 PM

To:Planning <Planning@Livonia.gov>

I reside at 19466 Stamford and backup to the old Kmart. My wife and I attended the presentation Schostak had a couple of weeks ago. Although they changed the four story apartment complex to town house style apartments, along with some minor changes to the Meijer store, we still don't agree with another grocery store in the area.

We understand there needs to be something built and I am sure this will be approved. If this moves forward, we have some concerns with traffic at Norwich and 7 Mile. As it stands, it is very difficult to get out of our sub during the daytime hours. With the added apartments and the meijer, it will generate more traffic in both directions. We would like to see an additional traffic signal at Norwich and 7 Mile to minimize accidents. This signal can be a short cycle traffic light, timed with the Gill/7 Mile light, to not disrupt traffic along 7 Mile.

Additionally, when we were at the presentation I talked to Mr Schostak and explained we back up the Kmart with the brick wall in our back yard. It is my understanding that Schostak owns the wall and I suggested they put up an 8' privacy fence and remove the wall. I know they plan on putting up staggered trees between the townhouses and the residential homes, however, the fence will give a little more privacy and I think will make the residents that backup their property happy. With this privacy fence it will also limit anyone from the adjacent property, apartments/Meijer, to jump the brick wall and make the residential area safer.

Thank you

Bill & Alicia Fetner.



June 14, 2024

Planning Commission
City of Livonia
33000 Civic Center Dr.
Livonia, MI 48154

Re: Proposed Meijer Marketplace

Dear Planning Commissioners:

My family has owned and operated Joe's Produce Gourmet Market in Livonia for 79 years. My grandfather started the business as a roadside market in 1945. In 1968, the first version of Joe's Produce Gourmet Market was opened at its current location. As a third-generation owner, I have been fortunate to expand our market, bring additional businesses to Livonia in our adjacent center, and provide jobs for our 150 employees.

Over the years, Joe's Produce Gourmet Market has been heavily invested in the community supporting a variety of charities, youth sports and community events. Our customers have become our friends. We have been fortunate to share with them (in a supporting role) countless graduations, weddings, birthdays and special events. We worked hard to become part of the fabric of the Livonia community -- where we live and work every day.

We are extremely concerned about the proposed development at Seven Mile and Farmington Roads. Clearly, there would be a significant amount of increased vehicular traffic to and from the proposed development. This intersection is already a heavy traffic area and this new project will only make it worse. I hear complaints from our customers about the existing traffic every day.

From our perspective as the longest serving grocer in Livonia, there already exists a number of shopping options for Livonia residents. Below is a list of our competitors in the Livonia market:

1. Kroger, 33523 E. 8 Mile Road
2. Kroger, 39350 Six Mile Road

3. Meijer, 13000 Middlebelt Road
4. Wal-Mart Supercenter, 29555 Plymouth Road
5. Wal-Mart Supercenter, 29574 Seven Mile Road
6. ALDI, 29330 Schoolcraft Road
7. Costco, 13700 Middlebelt Road
8. Costco, 20000 Haggerty Road
9. Busch's, Newburgh Plaza, 37083 Six Mile Road
10. Cantoro Italian Market, 19710 Middlebelt Road
11. Westborn Market, 14925 Middlebelt Road

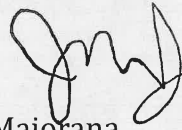
I am sure I might have missed a few smaller stores and markets, but there are at least, including Joe's Produce Gourmet Market, 12 significant choices for Livonia consumers. No one is clamoring for more grocery stores.

In addition, there is a request for a liquor license. The granting of such a license would be outside of the City's past scope of approvals for grocers and markets. Liquor products are readily available at many existing locations in Livonia.

Finally, I have always been supportive of business expansion and bringing jobs and economic vitality to our community. However, I need to stand up for our 150 full- and part-time employees whose livelihoods are tied to Joe's Produce Gourmet Market. Adding new jobs is one thing, but preserving the existing jobs should also be an important City goal. I ask that you please take this factor into consideration during your deliberations on the proposed development.

Making a few changes does not change the negative impact the project will have on the smaller businesses in the area, many of which have been here for a long time and benefitted the community. I trust that you will do the right thing for Livonia, its residents and existing businesses. Thank you for your thoughtful consideration of my comments.

JOE'S PRODUCE
GOURMET MARKET



Joe Maiorana
Owner and President

7 & Farmington Vacant Lot

Jessica Kandalaft <jkandalaft18@gmail.com>

Tue 6/18/2024 7:23 PM

To:Planning <Planning@Livonia.gov>

Hello WVCA,

I know there is a town hall meeting tomorrow night and they are taking community input on what to do with the vacant space at 7 mile & Farmington.

Personally- I would love to see larger single family homes built in this area. When we were looking for a home, we wanted to live in Livonia but could not find a newer larger single family home (2,500-3,000 sq ft). We ended up finding a home built in the 80s but we keep thinking about leaving Livonia to move to Northville or Novi. They have great newer subdivisions where the homes are larger and built within the past 20 years. I think this would attract more families and retain Livonia families, instead of having them wander to neighboring cities. A sub division with larger single family homes, where the houses are not packed together like sardines (seems to be the norm now), and a walkable subdivision would be a great attraction for Livonia and families!

With the online shopping and stores all around us, I really do not think we need a big box retailer.

Thank you, Jessica Kandalaft

7 Mile & Farmington

T O <tochab1@gmail.com>

Tue 6/18/2024 10:05 PM

To:Planning <Planning@Livonia.gov>

Dear City of Livonia Planning Committee,

Unable to attend meeting held on June 18, 2024. Currently live on Milburn St and extremely disappointed on your decision to tear down the woods on Sunset to build 11 homes when you have so many vacant lots and buildings where you could build numerous homes or neighborhoods including the vacant Kmart building at 7 mile and Farmington.

Livonia was once known as the city of trees and took great pride in that title but this committee is constantly tearing down our woods and trees to build homes.

Not sure if your department is aware about global warming and the need for trees but please leave our city's woods and trees alone. Hopefully you're all not going after our parks next.

Start going after the numerous vacant lots, commercial buildings and land and turn those into neighborhoods.

Besides the old Kmart building, now sits a vacant Sears building and vacant buildings across Middlebelt, on east side. Perfect locations to add numerous neighborhoods or homes.

Thank you for your time.

Therese Ochab

Meijer

Janice Shay <crex5@yahoo.com>

Wed 6/19/2024 11:01 AM

To:Planning <Planning@Livonia.gov>

My name is Janice Shay, I live at 19314 Westmore St, Livonia MI 48152. I would very much love to see a Meijer at the location of 7 mile and Farmington. I miss the farmer jack, rite aid, winkelmans, restaurant, card store, and Kmart. All of which would be replaced with the Meijer. It is a much better solution than letting the rats live in that huge building. Some folks say it would be competition for the small businesses in the area however they were there and developed when the Kmart was there. I think it would be a great addition to Livonia. Thank you

Sent from my iPhone

7 mile in Farmington

Carol Smiley <casmiley@sbcglobal.net>

Tue 6/18/2024 10:59 AM

To:Planning <Planning@Livonia.gov>

Dear Commissioners,

I would like to express my deep disappointment in the revised plan for this corner

I realize it is zoned Commercial and therefore this is acceptable

I was hopeful with a little imagination and the Schostak Brothers published core values :

TO ENHANCE AND PROMOTE THE COMMUNITY

TO STRIVE FOR PERFECTION AND FLAWLESS EXECUTION

BE CREATIVE AND INNOVATIVE

AND SEIZE OPPORTUNITY, They would've done exactly that.

This development falls way short of their values.

The rental has less floors, and they took a couple aisles off the Meijers

I see a big parking lot in front of some rental property and signage that makes it clear that this corner is about Meijers.

Is there a demand for a grocery store with the super Kroger, Italian bakery/market, Joe's Produce in walking distance of this corner and Walmart, Busch's and others within a short drive or two other Meijers stores in about 10 minutes if I really need a Meijers

Is there a demand for rentals? There are many apartments very close to this corner.

Do they have long wait list?

This past weekend, a three bedroom ranch in Windridge Village had an open house on Sunday and 35 families went through it. You can check with the realtor but it's my understanding that the seller got \$25,000 above asking with no inspection that evening.

There's a real need for single family homes or condos.

There's a real need to attract young families.

This is a real opportunity for something much better that could do that

Is the Meijers/ apartments consistent with the master plan?

Has the developer seen the investment in the children's park, or bicentennial park or the golf course?

The Gargaro office and the Greek bakery strips just did beautiful renovations on their buildings. It has a real neighborhood feel.

Is this development consistent with the developer's core values that they publish?

Kmart was there before we moved in and 1972 and Gill was dirt, but things change, and hopefully improve!

Now we know better, we have a new vision and we can do better.

Livonia will have this long after I'm gone this is an opportunity to measure twice cut once and make it right!

Carol Smiley

19862 Stamford Dr.

Livonia, MI 48152

248-388-0189

PLEASE READ THIS INTO THE OFFICIAL MINUTES

spam>7 mile and Farmington

Lisa Sznyr <kiwiblst@hotmail.com>

Wed 6/19/2024 10:31 AM

To:Planning <Planning@Livonia.gov>

Hi Livonia! I would like to suggest, even if a Meijer goes in at the 7 Mile Road and Farmington intersection, I would like to propose other businesses where the townhouses are supposed to go. Places for people to sit outside like downtown Farmington. A Once Upon a Child would be awesome for many, maybe a cool park for the kids with ice cream or coffee shop. It would have more utility than just putting in high priced townhomes. An idea instead of the Meijer was to make a big play place for the kids with food, almost like a CJ Barrymores, or a hotel with a nice pool and conference center.

I would be interested in opening a coffee shop with a play place for the kids. There are several kids in Livonia and parents wonder what to do with their kids, having somewhere there they could take the kids to play would be awesome for many. I would also be interested in opening a Once Upon a Child where the townhouses are supposed to go. Having multiple shops down that strip would be a lot better than townhomes. Just my opinion, but the opinion of many others as well.

Lisa Sznyr

Proposals 2023-06-02-07 / 08 June 18, 2024 Meeting

John Urbonas <jurbonasmi@gmail.com>

Wed 6/19/2024 10:14 AM

To:Planning <Planning@Livonia.gov>

Dear Planning Committee,

I attended the public hearing on Tuesday June 18, 2024.

With respect to Petitions 2023-06-02-07, 2023-06-02-08 the property at 33500 W. Seven Mile has been vacant too long & I would like to see something come into that space. Last year I wrote that I generally accepted a Meijer grocery store but was uncomfortable with the proposal for a 4 story apartment complex. However, after seeing the new proposals and listening to the concerns I hadn't considered from other residents I believe the proposals continue to go in the wrong direction instead of having improved.

My thoughts on the proposals are:

- 1 - The proposals would negatively impact local businesses like Joe's Produce, Livonia Italian Bakery, Wine Castle, etc. especially as ample alternatives such as Meijer Northville & Livonia, Kroger 8 & 6 mile, Walmart, Fresh Thyme, Atko's Market, Cantoro's, Westborn, Busches, etc. are conveniently located nearby
- 2 - The Proposals would negatively impact traffic especially outside the McDonalds where incoming /outgoing /east neighborhood residents already experience bottlenecks and high potential for collisions.
- 3 - The design still does not elevate Livonia to a Northville or Birmingham type environment which would attract high income, well educated influencers to continue long term progress.
- 4 - Fuel stations are already converting to a convenience format as EVs replace fossil fuel demands countering the long-term vision for the Meijer convenience format.
- 5 - Increased crime, pollution and noise are all concerns I'm still not clear how on they will be addressed or responded to when issues are raised.
- 6 - Not clear on long term maintenance and upkeep of the properties so they don't turn into another abandoned area like the current properties.

A few years ago there was talk of the city unable to afford the fireworks celebration or perhaps it was display holiday lighting, i forget, so I understand how powerful a 60 million proposal is. Ideally a walkable area with outdoor cafes, etc. would be more community oriented, something like what Plymouth, Farmington Hills, Northville & Birmingham have which would also generate additional tax income albeit likely not as massive.

With all that said, I no longer support either of the 2 proposals as presented. I think Livonia can do better.

Thank you for your time.

Regards,

John M. Urbonas
19197 Norwich Rd
Livonia

as a resident of Windridge Village regarding proposed Meijer at 7 and Farmington

nancy vogrin <nancy.vogrin@outlook.com>

Tue 6/18/2024 3:09 PM

To:Planning <Planning@Livonia.gov>

Hello,

I am a resident of Windridge Village and have great concern regarding the potential for increased traffic and noise with the addition of a Meijer AND 102 townhomes. That's a lot of new traffic and permanent people to the area. I REALLY don't want to see any further increase in traffic on Gill road, which is already heavily travelled.

I'm not as opposed to a 'smaller' Meijer, it would be good to have some competition for Kroger. I do have concern with all the additional housing on top of it. Do there have to be 102 units? can't you do less? do we have to have every bit of space covered in that area?

Speaking of Gill Rd, between 7 and 8 Mile roads, people race through there like its a speedway. I greatly appreciate the police who show up now and again and pass out tickets but its not enough. Could we look at adding a couple of speed bumps to slow down the speeders?

Thanks,
Nancy Vogrin

From: [nmwade60](#)
To: [Planning](#)
Subject: Proposed Development at Old Kmart Site at 7 & Farmington Rd
Date: Sunday, June 16, 2024 9:16:51 PM

Planning Commission,

In regards to the development at 7 Mile and Farmington, I have some concerns. I would like to see the residential complex developed as condos and not rentals. Condos would attract people that are invested in the community. Rentals attract transients that are not as concerned about being part of the community. I hope that brick is the predominant material used in the residential buildings and are as attractive as those on Farmington and 6 mile.

I remain unconvinced that there is a need for a Meijer store in the area. In the event that Meijer does build there, I would like to see the truck docks located away from the residential area, either on the side facing Farmington or up against McDonald's. I also have concerns about 24-hour lighting in the lot.

I am hopeful that the Planning Commission takes my concerns into consideration and takes into account how this development affects the residents in the Windridge subdivision. Thank you.

Nancy & Denny Wade
33961 Fonville Dr
Livonia 48152

Sent from my Galaxy

OTHER ITEMS RELATED TO THE PETITION

PRELIMINARY SITE PLANS

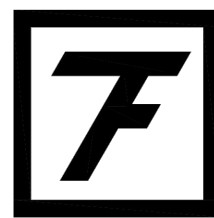
7 MILE PLANNED GENERAL DEVELOPMENT

33500 W. SEVEN MILE ROAD

LIVONIA, MICHIGAN, WAYNE COUNTY

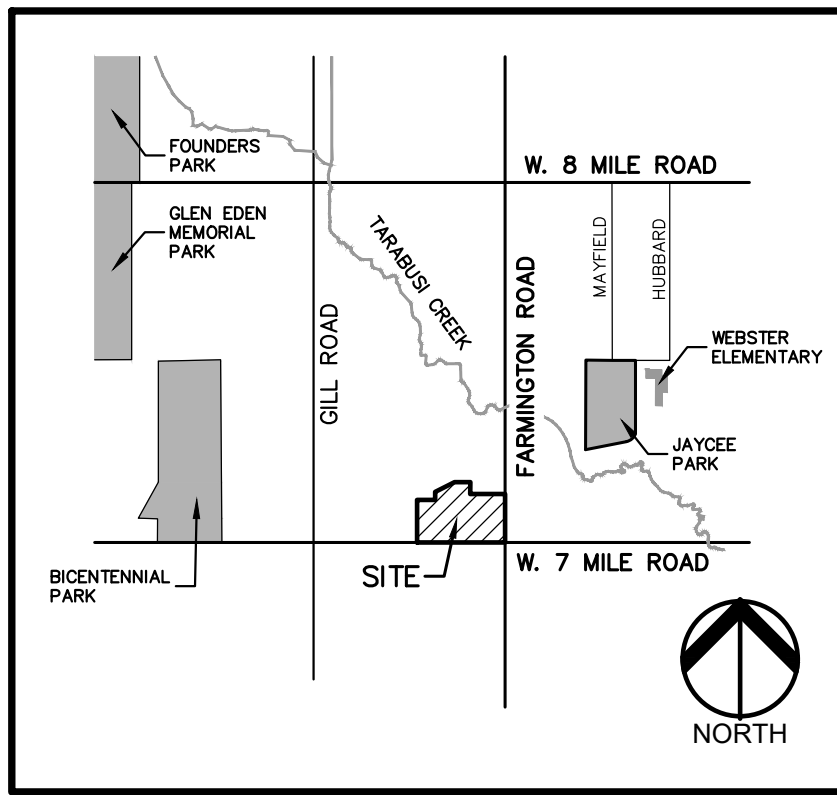


STORE NO.: LVA



The *POINTE*

APARTMENT HOMES



LOCATION MAP
NO SCALE

PERMIT / APPROVAL SUMMARY		
DATE SUBMITTED	DATE APPROVED	PERMIT / APPROVAL
6/9/2023		PLANNED GENERAL DEVELOPMENT SITE PLAN-CITY OF LIVONIA

INDEX OF DRAWINGS	
NUMBER	TITLE
C-0.0	COVER SHEET
C-1.0	TOPOGRAPHIC SURVEY I
C-1.1	TOPOGRAPHIC SURVEY II
C-2.0	PRELIMINARY SITE PLAN
C-3.0	PRELIMINARY GRADING PLAN
C-4.0	PRELIMINARY UTILITY PLAN
C-5.0	NOTES & DETAILS I
C-5.1	NOTES & DETAILS II
C-5.2	NOTES & DETAILS III
L-1.0	PRELIMINARY OVERALL LANDSCAPE PLAN
L-1.1	PRELIMINARY LANDSCAPE PLAN - RETAIL BUILDING
L-1.2	PRELIMINARY LANDSCAPE PLAN - MULTI-FAMILY BUILDING
L-1.3	LANDSCAPE DETAILS

PLANS (BY OTHERS)

MEIJER - RETAIL	
C800	LIGHTING PLAN
C801	LIGHTING DETAILS
	BUILDING ELEVATIONS
	FLOOR PLAN
	FACADE MATERIALS
	FACADE MATERIALS
THE POINTE - MULTI-FAMILY RESIDENTIAL	
	LIGHTING PLAN
	LIGHTING DETAILS
A101	FIRST FLOOR PLAN
A102	SECOND FLOOR PLAN
A103	THIRD FLOOR PLAN
A104	FOURTH FLOOR PLAN
A105	ROOF PLAN
A201	BUILDING ELEVATIONS
A202	BUILDING ELEVATIONS
A401	ACCESSORY BUILDINGS
A402	UNIT PLANS
A403	AMENITY SPACES
A404	AMENITY SPACES

DESIGN TEAM

OWNER/DEVELOPER	CIVIL ENGINEER	LANDSCAPE ARCHITECT
SEVEN MILE/FARMINGTON VENTURE LP 17800 LAUREL PARK DRIVE NORTH SUITE 200C LIVONIA, MICHIGAN 48152 CONTACT: DAVID JOHNS PHONE: 248.262.1000 EMAIL: JOHNS@SCHOSTAK.COM	PEA GROUP 7927 NEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: JONATHAN E. CURRY, PE PHONE: 844.813.2949 EMAIL: JCURRY@PEAGROUP.COM	PEA GROUP 7927 NEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: JANET EVANS, PLA PHONE: 844.813.2949 EMAIL: JEVANS@PEAGROUP.COM
OWNER'S AGENT	ARCHITECT - RETAIL	ARCHITECT - MULTI- FAMILY
SCHOSTAK BROS. & COMPANY, INC. 17800 LAUREL PARK DRIVE NORTH SUITE 200C LIVONIA, MICHIGAN 48152 CONTACT: DAVID JOHNS PHONE: 248.262.1000 EMAIL: JOHNS@SCHOSTAK.COM	FISHBECK 1515 ARBORETUM DRIVE SE GRAND RAPIDS, MI 49546 CONTACT: ANTHONY AMATO PHONE: 616-256-2519 EMAIL: ANTHONY.AMATO@MEIJER.COM	SPIRE DESIGN GROUP 115 E. 4TH ST. ROCHESTER, MI 48307 CONTACT: MARK SCHOVERS PHONE: 248.921.0794 EMAIL: MARK@SPIREDG.COM
MEIJER 2350 THREE MILE ROAD NW GRAND RAPIDS, MICHIGAN 49544 CONTACT: CRISMAN JONES PHONE: 616.735.7992 EMAIL: CRIS.JONESJR@MEIJER.COM		



REVISIONS	
DESCRIPTION	DATE
PLANNED GENERAL DEVELOPMENT SITE PLAN SUBMITTAL	6/9/2023

PARCEL ID 016-99-0016-003
Land in the City of Livonia, Wayne County, Michigan, described as follows:

PT OF SE 1/4 SEC 4 T1S R9E BEG S89DEG 57M 10S W 60FT AND NODE
00M 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1116.20FT
TH NODE 00M 50S W 540FT TH N89DEG 57M 10S E 230FT TH NODE 00
50S W 100FT TH N62DEG 55M 45S E 275.11FT TH N89DEG 57M 10S E
200FT TH SODEG 00M 50S E 150FT TH N89DEG 57M 10S E 441.20FT TH
SODEG 00M 50S E 615FT POB 16.54 AC

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
2. "NO PARKING-FIRE LANE" SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
3. REFER TO NOTES & DETAILS SHEET FOR ON-SITE PAVING DETAILS.
4. REFER TO NOTES & DETAILS SHEET FOR ON-SITE SIDEWALK RAMP DETAILS

1. EXISTING PUBLIC UTILITY EASEMENTS TO BE VACATED IN AREAS WHERE EXISTING SANITARY SEWER AND WATERMAIN WILL BE REMOVED AS PART OF THE PROPOSED PROJECT.
2. NEW ADDRESSES TO BE ISSUED FOR RETAIL AND RESIDENTIAL SITES.

SIDEWALK RAMP 'TYPE R'	(R)
SIDEWALK RAMP 'TYPE F'	(F)
SIDEWALK RAMP 'TYPE P'	(P)
SIDEWALK RAMP 'TYPE C'	(C)
SIDEWALK RAMP 'TYPE D'	(D)
CURB DROP ONLY	(X)

REFER TO LATEST MDOT R-28 STANDARD RAMP AND DETECTABLE WARNING DETAILS

'NO PARKING FIRE LANE' SIGN	1
'STOP' SIGN	2
'BARRIER FREE PARKING' SIGN	3
'VAN ACCESSIBLE' SIGN	4
'CROSSWALK' SIGN	5
'WRONG WAY' SIGN	6
PARKING FLAGS (C5)	7
'NO TRUCK TRAFFIC' SIGN	8
'NO THRU TRAFFIC' SIGN	9
WAYFINDING SIGN (C3)	10
'DO NOT BLOCK INTERSECTION' SIGN	11
'NO LEFT TURN' (M-F 4 PM TO 7 PM)	12
EV CHARGING SIGNS (C9)	13
'PICK UP' WAYFINDING SIGN (C4)	14
REFER TO DETAIL SHEETS C-5.0 AND C-5.2 FOR SIGN DETAILS	

'PHARMACY DRIVE UP' SIGN (D6)	
'FRESH' SIGN (D2)	
'WEIJER GROCERY' SIGN (D1)	
'WELCOME' SIGN (D8)	
'LOCAL' SIGN (D3)	
'BOTTLE RETURN' SIGN (D9)	
'PICK UP' SIGN (D4)	
PICK UP WAYFINDING SIGN (D5)	
RX WAYFINDING SIGN (D5)	
REFER TO DETAIL SHEETS C-5-2 FOR SIGN DETAILS	

IRON FUSED IRON SET NAIL FUSED NAIL & CAP SET	BLASS PLUG SET MONUMENT FUND SEC. CORNER FOUND R RECORDED M MEASURED C CALCULATED
EXISTING	PROPOSED
ELEC - ELEC W-O UG - CATV UG - PHONE UG - ELEC GAS MAIN WATER MAIN SANITARY SEWER STORM SEWER COMBINED SEWER SQUARE, ROUND & BECHIVE CATCH BASIN YARD DRAIN POST INDICATOR VALVE WATER VALVE BOX SERVICE SHUT-OFF MAIL BOX TRANSFORMER IRRIGATION CONTROL VALVE UNDERTINTED STRUCTURE SPOT ELEVATION CONTOUR LINE FENCE GUARD RAIL STREET LIGHT SIGN CONC. ASPH. GRAVEL WETLAND	ELEC. - PHONE OR CATV UNDERGROUND CATV, TV, CABLE, PEDESTAL TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE ELECTRIC U.G. CABLE, MANHOLE, METER & MANHOLE GAS MAIN, VALVE & GAS LINE MARKER WATERMAIN, HYD. GATE VALVE, TAPPING SLEEVE & VALVE SANITARY SEWER, CLEANOUT & MANHOLE STORM SEWER, CLEANOUT & MANHOLE COMBINED SEWER & MANHOLE SQUARE, ROUND & BECHIVE CATCH BASIN YARD DRAIN POST INDICATOR VALVE WATER VALVE BOX SERVICE SHUT-OFF MAIL BOX TRANSFORMER IRRIGATION CONTROL VALVE UNDERTINTED STRUCTURE SPOT ELEVATION CONTOUR LINE FENCE GUARD RAIL STREET LIGHT SIGN CONC. ASPHALT GRAVEL SHOULDER WETLAND

SITE DATA TABLE:

PARCEL ID# 016-99-0016-003

OVERALL SITE AREA: 16.54 ACRES

ZONING: C-2 GENERAL BUSINESS

PROPOSED USE:
MULTI-FAMILY RESIDENTIAL
RETAIL

6.81 ACRES
9.74 ACRES

MULTI-FAMILY RESIDENTIAL:

PROPOSED BUILDING HEIGHT = 4 STORIES 50'-6"

TOTAL BUILDING AREA = 226,276 SF SE ENTRY PARAPET 58'-0"

GROUND FLOOR BUILDING AREA = 56,569 SQ.FT.

BUILDING LOT COVERAGE = 19.07%

BUILDING SETBACKS: C-2 ZONING PROPOSED

FRONT	15'	90' MIN.
SIDE	8'	91.1' MIN.
REAR	8'	103.2' MIN.

COMMON SPACE RECREATION AREA:
PROVIDED IN POOL AREA COURTYARD: 29,621 SF

RETAIL (GREATER THAN 30,000 SF):

PROPOSED BUILDING HEIGHT = 1 STORY, 35.0'

GROUND FLOOR BUILDING AREA = 75,239 SQ.FT.

BUILDING LOT COVERAGE = 17.7%

BUILDING SETBACKS: C-2 ZONING PROPOSED

FRONT	100'	267.3' MIN.
SIDE	20'	N.A.
REAR	25'	90' MIN.

60' (ADJ. TO RES) 239.6' MIN.

PARKING CALCULATIONS:

MULTI-FAMILY RESIDENTIAL:

UNIT COUNT:

1 BEDROOM:	91
2 BEDROOM:	107
3 BEDROOM:	1

TOTAL UNIT COUNT: 199

PARKING REQUIRED:

2 PER UNIT (1 & 2 BED) + 2.5/UNIT (3 BED)	
198 UNITS x 2	= 396 SPACES
1 UNIT x 2.5	= 2.5 SPACES
TOTAL REQUIRED PARKING	= 399 SPACES

PARKING PROVIDED: 348 SPACES
(INCLUDING 78 CARPORTS)

BARRIER FREE SPACES REQUIRED: 8 (301-400 SPACES)

BARRIER FREE SPACES PROVIDED: 10

RETAIL:

PARKING REQUIRED

ALTERNATIVE #1 CALCULATION:
(BASED ON CUSTOMER USE AREA)

= 1 SPACE PER 250 S.F.	
= 50,970/250	= 204 SPACES

ALTERNATIVE #2 CALCULATION:
(BASED ON GROSS SF)

= 1 SPACE PER 250 S.F.	
= 75,239/250	= 301 SPACES

PARKING PROVIDED: 306 SPACES

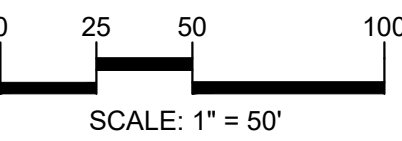
BARRIER FREE SPACES REQ.: 8 (301-400 SPACES)

BARRIER FREE SPACES PROVIDED: 12

LOADING SPACES REQUIRED = 3 (PER 1ST 50,000 SF)
+ 1 (EA. ADD. 50,000 SF) = 4 SPACES

LOADING SPACES PROVIDED: 7 SPACES

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CLIENT
**SEVEN
MILE/FARMINGTON
VENTURE, LP**
17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MICHIGAN 48152

PROJECT TITLE
**7 MILE PLANNED
GENERAL
DEVELOPMENT**
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

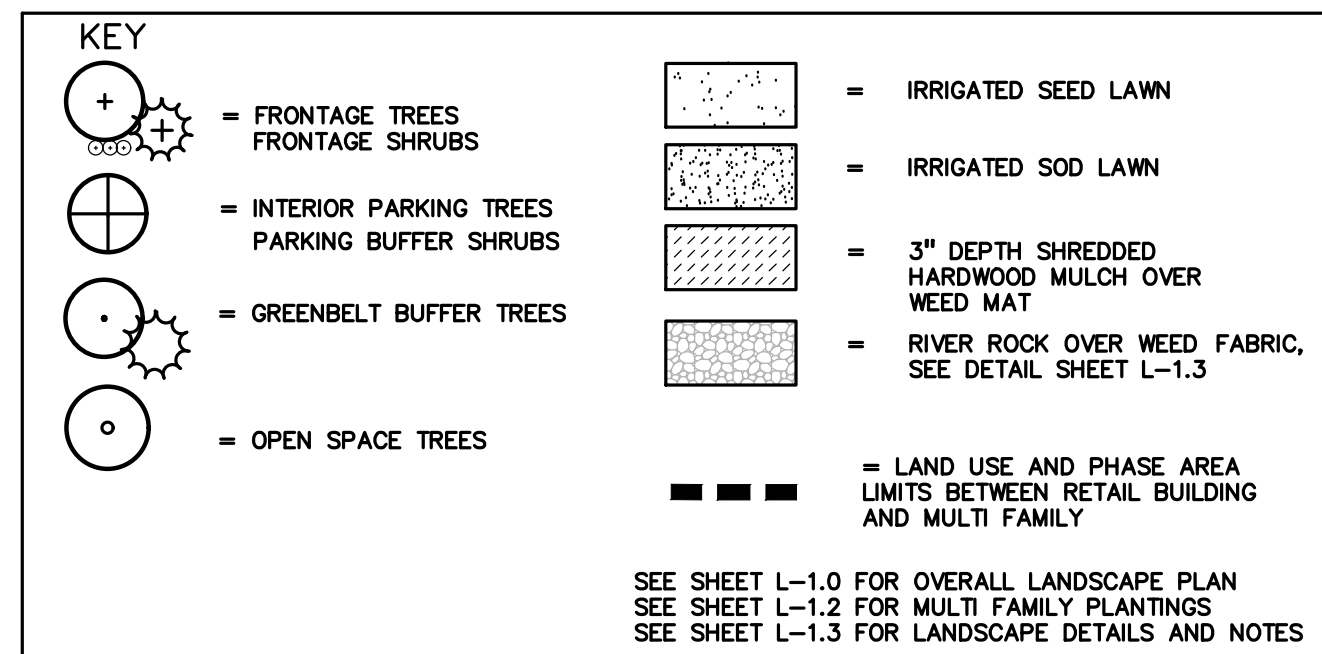
DRAWING TITLE

**PRELIMINARY
SITE PLAN**

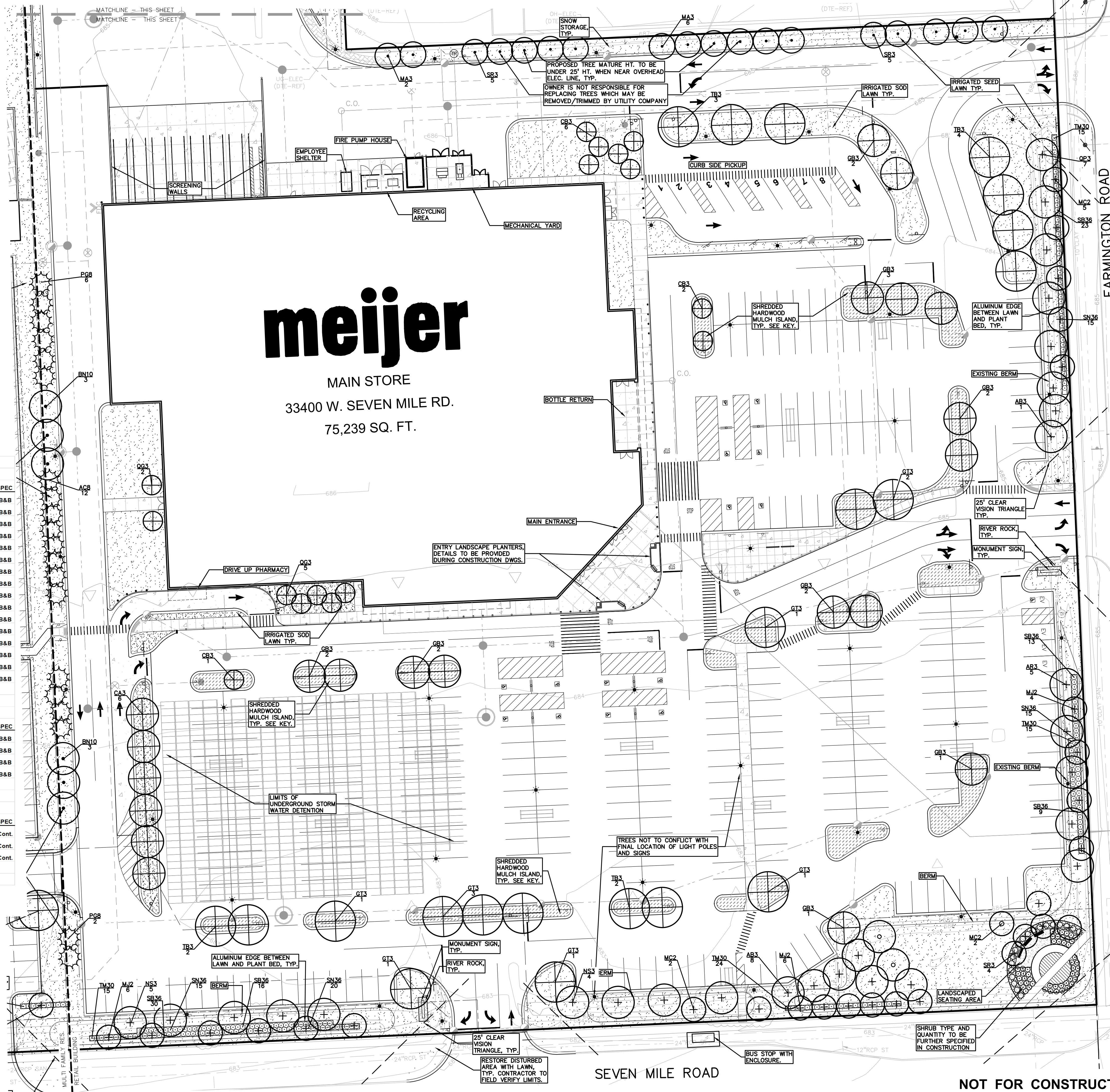
PEA JOB NO.	2021-0582
P.M.	JO
DN.	WR
DES.	SAP
DRAWING NUMBER:	

NOT FOR CONSTRUCTION

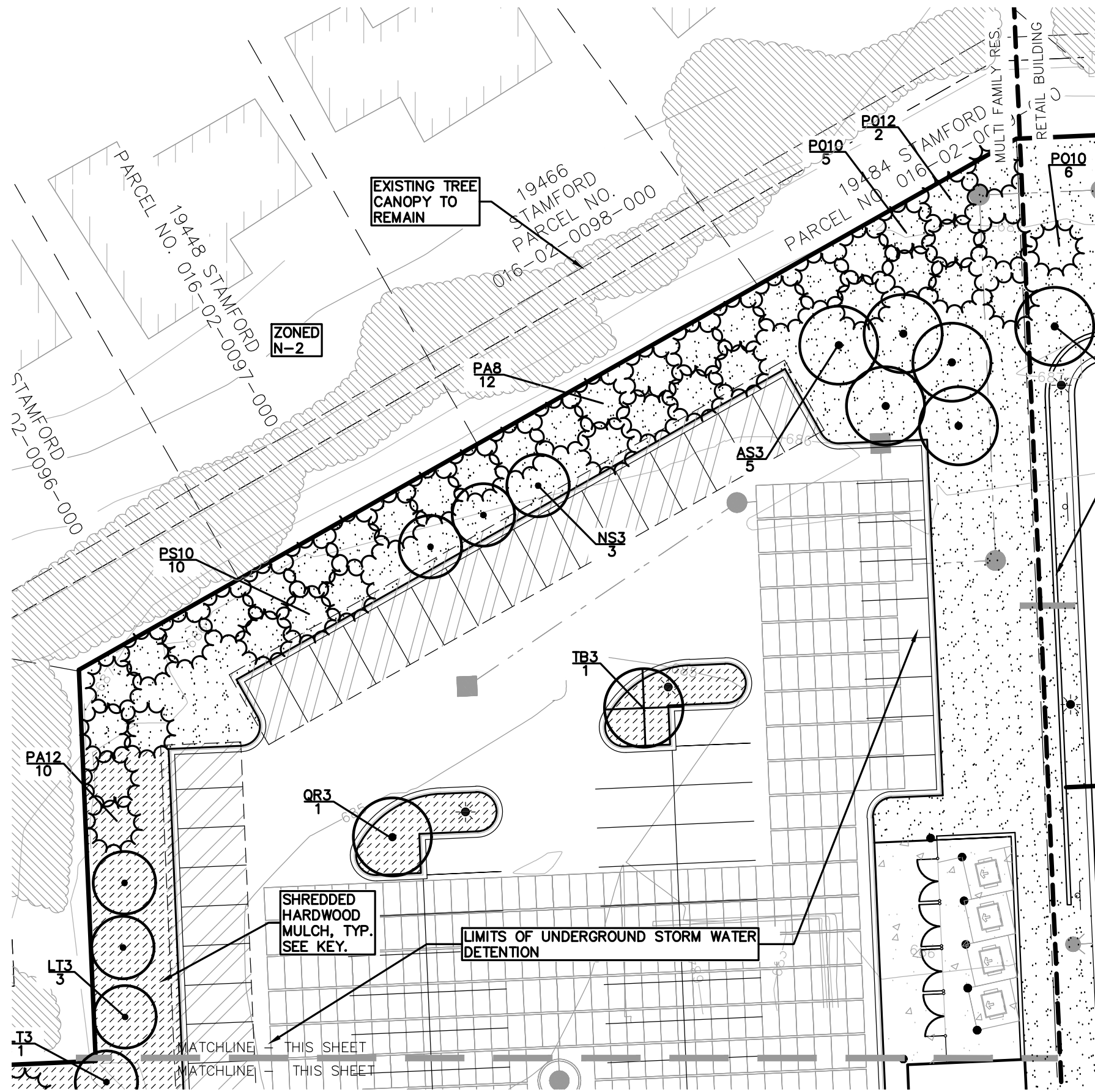
C-2.0



RETAIL BUILDING PLANT LIST SHEET L-1.1					
DECIDUOUS TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
9	AB3	Bowhall Maple	<i>Acer rubrum</i> 'Bowhall' (columnnar)	3" Cal.	B&B
5	AR3	Scarlet Sentinel Maple	<i>Acer rubrum</i> 'Scarsen'	3" Cal.	B&B
5	AS3	Legacy Sugar Maple	<i>Acer saccharum</i> 'Legacy'	3" Cal.	B&B
6	BN10	Heritage River Birch	<i>Betula nigra</i> 'Cully'	10-12' Ht.	B&B
6	CA3	American Hornbeam	<i>Carpinus caroliniana</i>	3" Cal.	B&B
9	CB3	Upright European Hornbeam	<i>Carpinus betulus</i> 'Fastigiate'	3" Cal.	B&B
15	GB3	Magyar Ginkgo	<i>Ginkgo biloba</i> 'Magyar' (20" wide x 40' ht.)	3" Cal.	B&B
10	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos</i> f. <i>Inermis</i> 'Skycole'	3" Cal.	B&B
12	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
8	MA3	Adams Crab	<i>Malus</i> 'Adams' (15'x 15' ht. pink, utility tree)	3" Cal.	B&B
18	MJ2	Marilee Crab	<i>Malus</i> 'Jarmin' PP14337 (white, upright, fruitless)	2-2.5" Cal.	B&B
9	MC2	Red Jewel Crab	<i>Malus</i> 'Red Jewel' (white, pyramidal upright)	2-2.5" Cal.	B&B
7	QG3	Skinny Genes Oak	<i>Quercus alba</i> 'JFS-KW2QX' P.A.F. (col./fastigiate 10'w)	3" Cal.	B&B
7	QP3	Regal Prince Oak	<i>Quercus robur</i> x <i>bicolor</i> 'Long'	3" Cal.	B&B
14	SR3	Japanese Tree Lilac	<i>Syringa reticulata</i> 'Ivory Silk'	3" Cal.	B&B
11	TB3	Boulevard Linden	<i>Tilia americana</i> 'Boulevard'	3" Cal.	B&B
151	TOTAL DECIDUOUS TREES				
EVERGREEN TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
12	AC8	Concolor Fir	<i>Abies concolor</i>	8' Ht.	B&B
8	PG8	White Spruce	<i>Picea glauca</i>	8' Ht.	B&B
6	PO10	Serbian Spruce	<i>Picea omorika</i>	10' Ht.	B&B
6	PS10	Eastern White Pine	<i>Pinus strobus</i>	10' Ht.	B&B
32	TOTAL EVERGREEN TREES				
SHRUB PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
91	SB36	Bloomingar Lilac	<i>Syringa</i> x <i>penda</i> 'Bloomingar'	36" Ht.	Cont.
65	SN36	Neon Flash Spirea	<i>Spiraea japonica</i> 'Neon Flash'	36" Ht.	Cont.
69	TMS0	Dense Yew	<i>Taxus</i> x <i>media</i> 'Densiformis'	30" Ht.	Cont.
225	TOTAL SHRUBS				



L-1.1



KEY			
	= FRONTAGE TREES		= IRRIGATED SEED LAWN
	= INTERIOR PARKING TREES		= IRRIGATED SOD LAWN
	= GREENBELT BUFFER TREES		= 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
	= RIVER ROCK OVER WEED FABRIC. SEE DETAIL SHEET L-1.3		= LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL BUILDING PLANTINGS
SEE SHEET L-1.3 FOR LANDSCAPE DETAILS AND NOTES

MULTI FAMILY PLANT LIST SHEET L-1.2

DECIDUOUS TREE PLANT LIST:

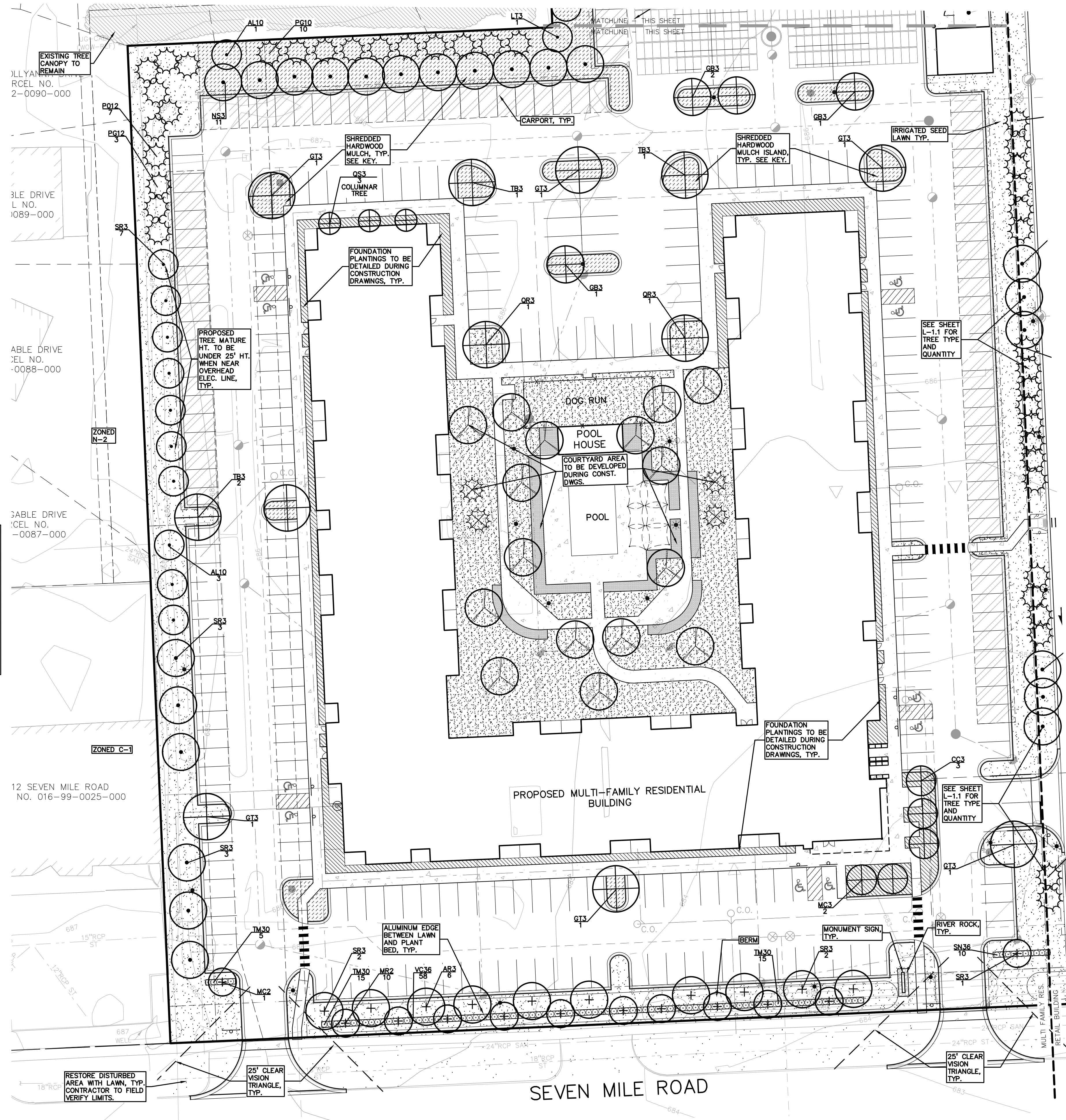
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
4	AL10	Allegheny Serviceberry	<i>Amelanchier laevis</i>	10" Ht.	B&B
6	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal.	B&B
5	AS3	Legacy Sugar Maple	<i>Acer saccharum 'Legacy'</i>	3" Cal.	B&B
3	CC3	Eastern Redbud	<i>Cercis canadensis</i>	3" Cal.	B&B
4	GB3	Magyar Ginkgo	<i>Ginkgo biloba 'Magyar'</i>	3" Cal.	B&B
6	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos f. inermis 'Skycole'</i>	3" Cal.	B&B
4	LT3	Tulip Tree	<i>Liriodendron tulipifera</i>	3" Cal.	B&B
14	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
3	MC2	Red Jewel Crab	<i>Malus 'Red Jewel' (white, pyramidal upright)</i>	2-2.5" Cal.	B&B
10	MR2	Royal Raindrops Crab	<i>Malus 'JFS-KW5 PP 14375' (bright pink, upright)</i>	2-2.5" Cal.	B&B
3	QS3	Streetspire Oak	<i>Quercus alba 'JFS-KW1QX' (columnar)</i>	3" Cal.	B&B
3	QR3	Red Oak	<i>Quercus rubra</i>	3" Cal.	B&B
18	SR3	Japanese Tree Lilac	<i>Syringa reticulata 'Ivory Silk'</i>	3" Cal.	B&B
5	TB3	Boulevard Linden	<i>Tilia americana 'Boulevard'</i>	3" Cal.	B&B
88		TOTAL DECIDUOUS TREES			

EVERGREEN TREE PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
12	PA8	Norway Spruce	<i>Picea abies</i>	8' Ht.	B&B
10	PA12	Norway Spruce	<i>Picea abies</i>	12' Ht.	B&B
10	PG10	White Spruce	<i>Picea glauca</i>	10' Ht.	B&B
3	PG12	White Spruce	<i>Picea glauca</i>	12' Ht.	B&B
5	PO10	Serbian Spruce	<i>Picea omorika</i>	10' Ht.	B&B
9	PO12	Serbian Spruce	<i>Picea omorika</i>	12' Ht.	B&B
10	PS10	Eastern White Pine	<i>Pinus strobus</i>	10' Ht.	B&B
59		TOTAL EVERGREEN TREES			

SHRUB PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
10	SN36	Neon Flash Spirea	<i>Spiraea japonica 'Neon Flash'</i>	36" Ht.	Cont.
35	TM30	Dense Yew	<i>Taxus x media 'Densiformis'</i>	30" Ht.	Cont.
58	VC36	Korean Spice Viburnum	<i>Viburnum carlesii 'Compacta'</i>	36" Ht.	Cont.
103		TOTAL SHRUBS			



PEA GROUP

t: 844.813.2949
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0 15 30 60
SCALE: 1" = 30'



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17800 LAUREL PARK DRIVE NORTH
SUITE 200C
LYONIA, MICHIGAN 48152

PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LYONIA, MICHIGAN WAYNE COUNTY

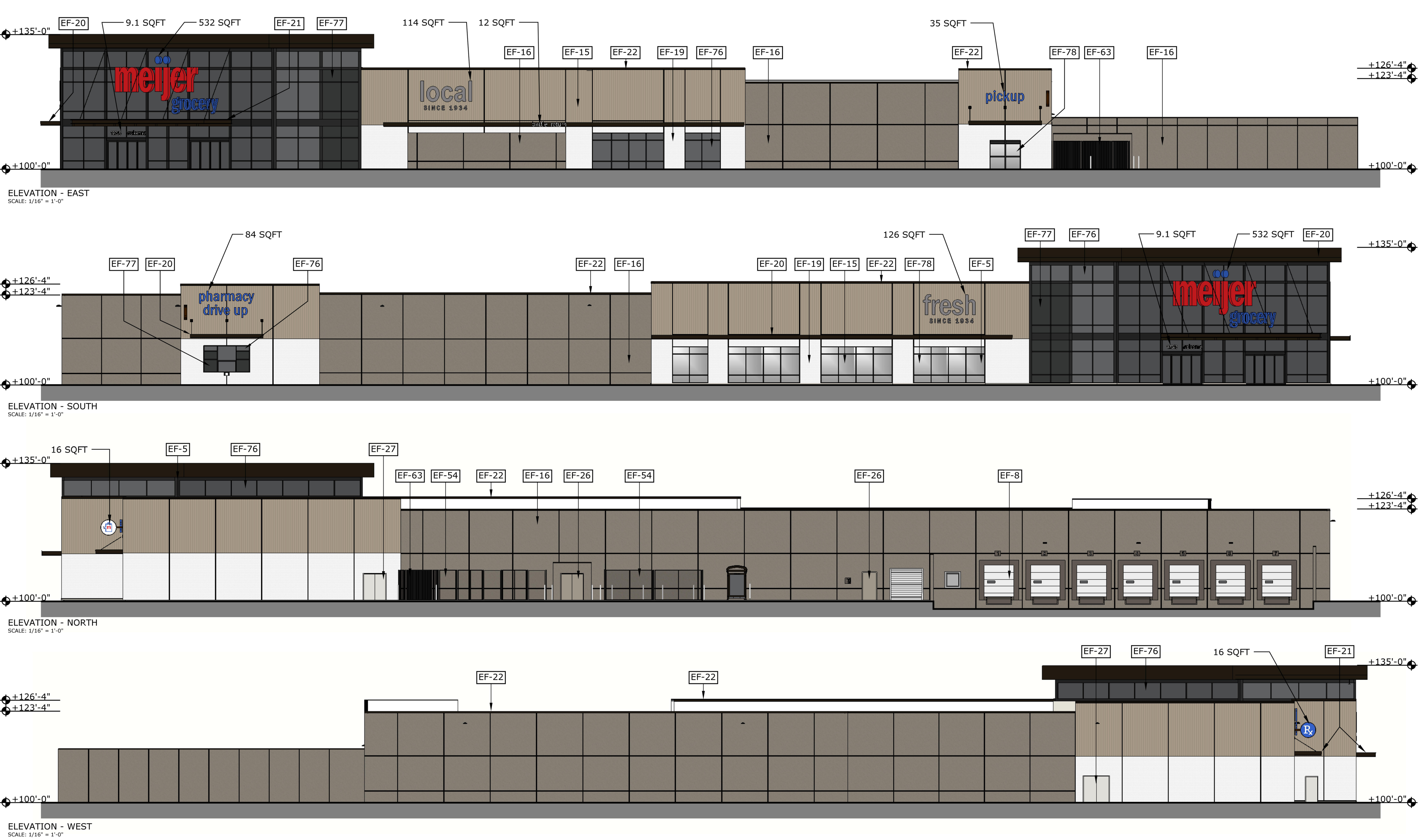
REVISIONS

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - MULTI FAMILY BLDG.

PEA JOB NO. 2021-0582
P.M. JC
DN. AH
DES. JE
DRAWING NUMBER:

NOT FOR CONSTRUCTION L-1.2



RENDERING FINISH LEGEND			
CODE	FINISH	PRODUCT	COLOR
EF-5	ENTRANCE AND STOREFRONT FRAMES	TUBELITE STOREFRONT	DARK BRONZE
EF-8	SECTIONAL OVERHEAD DOORS	--	WHITE
EF-15	INSULATED PRECAST CONCRETE WALL - MASONRY VERTICAL REVEAL PATTERN, PAINTED	RECKLI FORMLINER 2/75 KOCHER	SW 7038 TONY TAUPE
EF-16	INSULATED PRECAST CONCRETE WALL - MASONRY STUCCO/EIFS PATTERN, PAINTED	AP FORMLINER EIFS #410	SW 7026 GRIFFIN
EF-19	INSULATED PRECAST CONCRETE WALL - MASONRY MODULAR BRICK PATTERN, PAINTED	AP FORMLINER MODULAR BRICK VELOUR #101A	SW 7042 SHOJI WHITE
EF-20	CANOPY FASCIA PANEL AND SOFFIT	PAC-CLAD	DARK BRONZE
EF-21	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT CANOPY	PAC-CLAD	DARK BRONZE
EF-22	SHEET METAL FLASHING AND TRIM - EDGE FLASHING AT PARAPET	PAC-CLAD	DARK BRONZE
EF-23	FIELD PAINTED STEEL - STEEL FRAMING AND COLUMNS, HANGER ASSEMBLIES, AND METAL DECK	SHERWIN WILLIAMS PRO INDUSTRIAL MULTI SURFACE ACRYLIC	MEIJER BRONZE
EF-26	FIELD PAINTED STEEL - HOLLOW METAL DOORS & FRAMES	SHERWIN WILLIAMS	SW 7026 GRIFFIN
EF-27	FIELD PAINTED STEEL - HOLLOW METAL DOORS & FRAMES	SHERWIN WILLIAMS	SW 7042 SHOJI WHITE
EF-54	CHAIN LINK FENCE	VINYL	BLACK
EF-63	TUBULAR PRIVACY SLATS	HDPE	BLACK
EF-74	PREMANUFACTURED EMPLOYEE SHELTER	GLASS PANELS	--
EF-75	STUCCO WALL FINISH TO MATCH EF-16	--	SW 7026 GRIFFIN
EF-76	INSULATED GLAZING VISION GLASS, LIGHT GRAY TINT	GUARDIAN GLASS	SN68 CRYSTAL GRAY
EF-77	INSULATED SPANDREL GLASS, LIGHT GRAY TINT, MEDIUM GRAY OPAQUE COATING	GUARDIAN GLASS	SN68 CRYSTAL GLASS W/ MED GRAY CERAMIC, #4
EF-78	FROSTED FILM	3M	--



MEIJER LVA (75K) - GROCERY FORMAT

Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIAMTIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING AND TO THEN REFER TO FINISH LEGEND.

DATE:6/8/2023



MEIJER GROCERY FORMAT (75K SQFT) 74,500 SF
BUILDING FOOTPRINT:

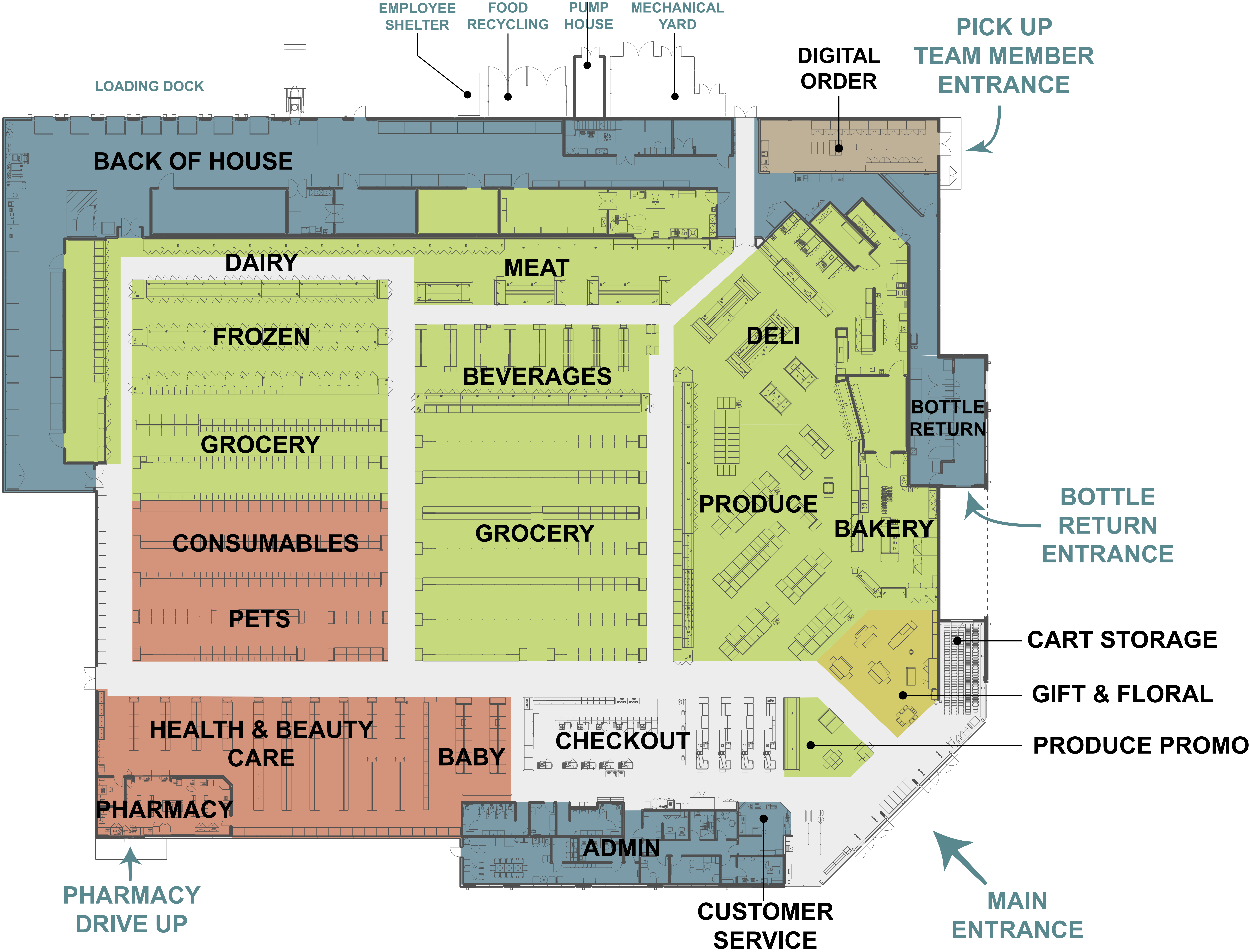
FOOD TOTAL: 32,700 SF
GROCERY
PRODUCE
FROZEN
BEVERAGES
DELI
MEAT
DAIRY
BAKERY
SEAFOOD

DRUGSTORE: 12,050 SF
PHARMACY OTC
PRESCRIPTIONS
HEALTH & BEAUTY CARE
BABY
GREETING CARDS
PETS
CONSUMABLES

MERCHANDISE 5,000 SF
DISPLAY AISLE
FLORAL/GARDEN
HOME
SCHOOL/OFFICE
BOOKS/MAGS

DIGITAL PICK UP 1,200 SF

SERVICE / BACKROOM TOTAL: 23,550 SF
BOTTLE RETURN
ADMIN/SERVICE
LOAD/BACKROOM



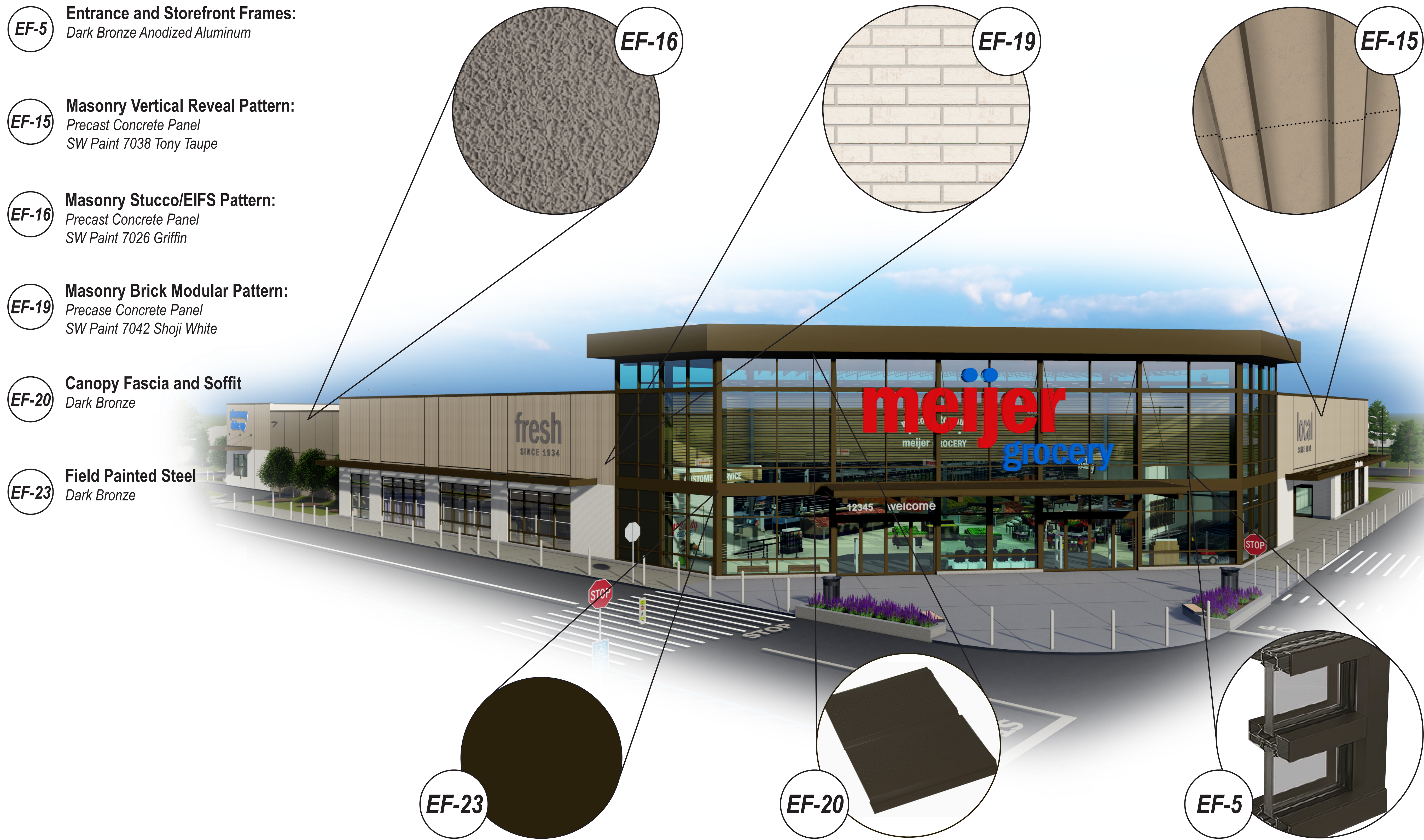
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

DATE: 6/7/2023



THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIATIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. THE VIEWER IS ADVISED TO USE THE RENDERING AS A GUIDE FOR THE ARRANGEMENT OF COLORS ON THE BUILDING AND TO THEN REFER TO FINISH LEGEND.



EF-8 Sectional Overhead Doors

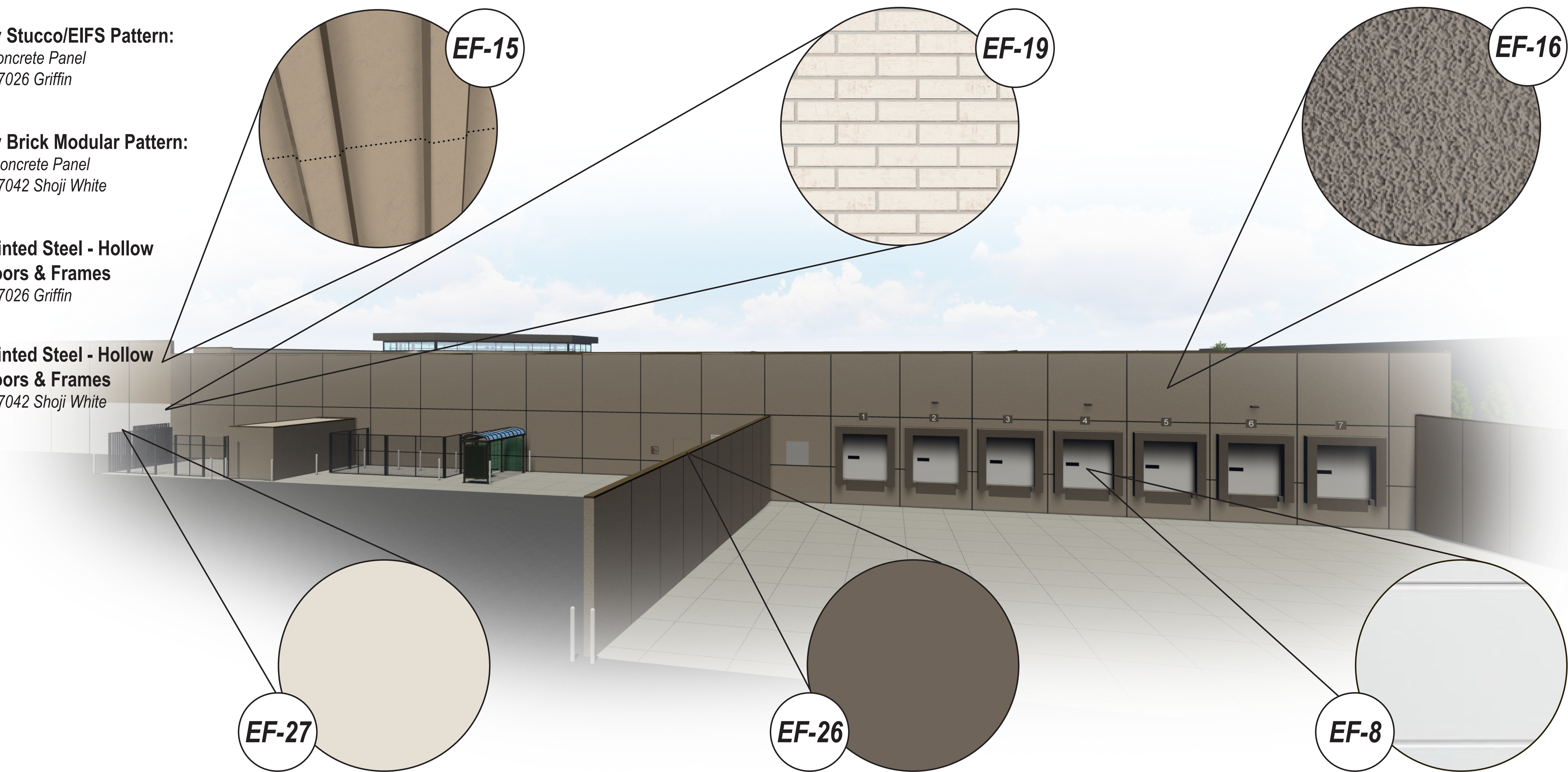
EF-15 Masonry Vertical Reveal Pattern:
Precast Concrete Panel
SW Paint 7038 Tony Taupe

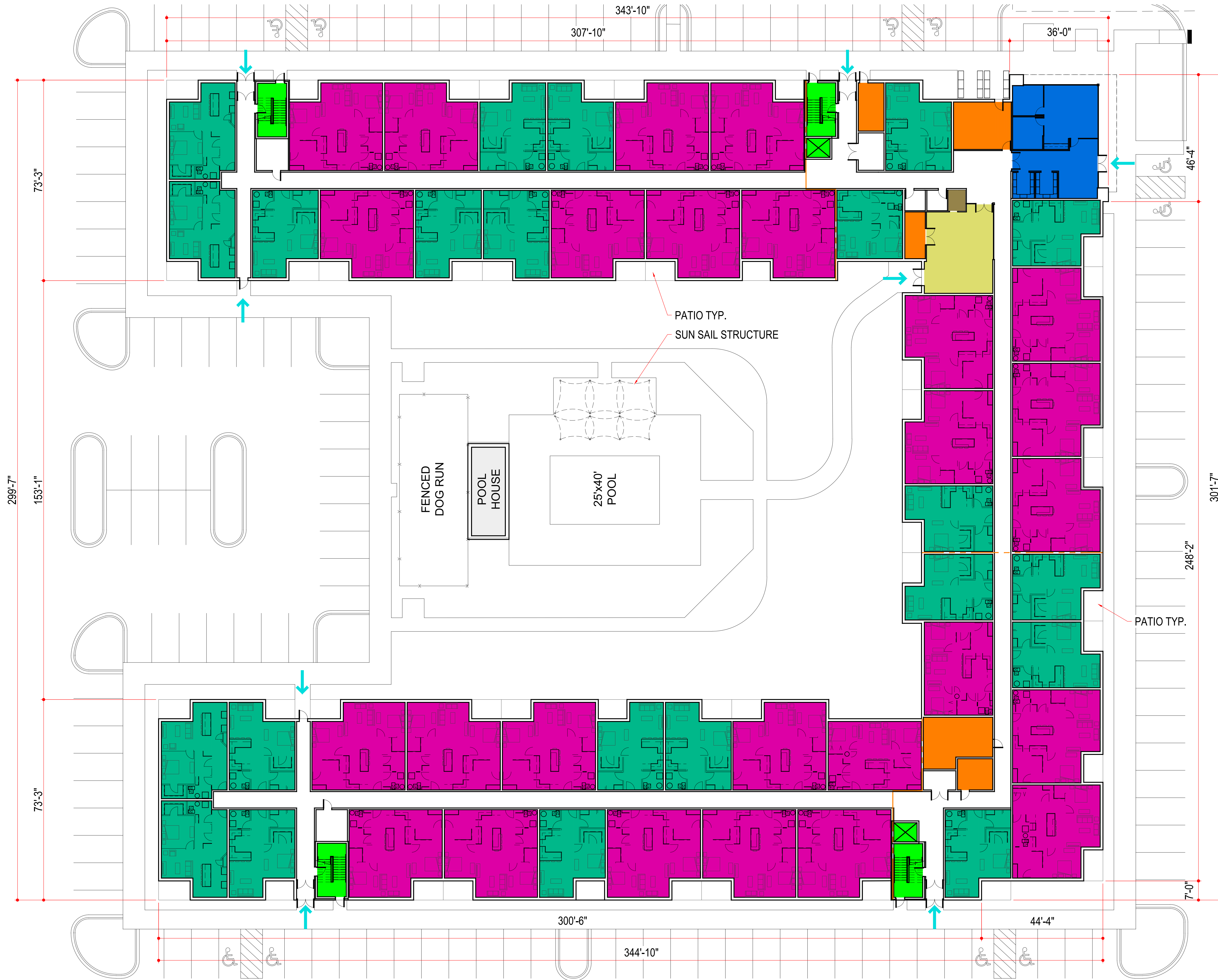
EF-16 Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 7026 Griffin

EF-19 Masonry Brick Modular Pattern:
Precast Concrete Panel
SW Paint 7042 Shoji White

EF-26 Field Painted Steel - Hollow
Metal Doors & Frames
SW Paint 7026 Griffin

EF-27 Field Painted Steel - Hollow
Metal Doors & Frames
SW Paint 7042 Shoji White





BUILDING AREAS:

FIRST FLOOR: 56,569 SQ FT
SECOND FLOOR: 56,569 SQ FT
THIRD FLOOR: 56,569 SQ FT
FORTH FLOOR: 56,569 SQ FT
TOTAL: 226,276 SQ FT

UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

- ENTRANCE
- LEASING OFFICE
- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1 First Floor Plan
SCALE: 1/16" = 1'



OWNER:
SEVEN MILE/FARMINGTON
VENTURE LP
17000 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152



PGD Site Plan
Submittal
REVISION/ISSUE
DATE

7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152

A101

21003

First Floor Plan



UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1 Second Floor Plan
SCALE: 1/16" = 1'



PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

7 Mile & Farmington

33500 7 Mile

Livonia, MI 48152

Second Floor Plan

A102

21003



UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199



- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1 Third Floor Plan
SCALE: 1/16" = 1'





UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

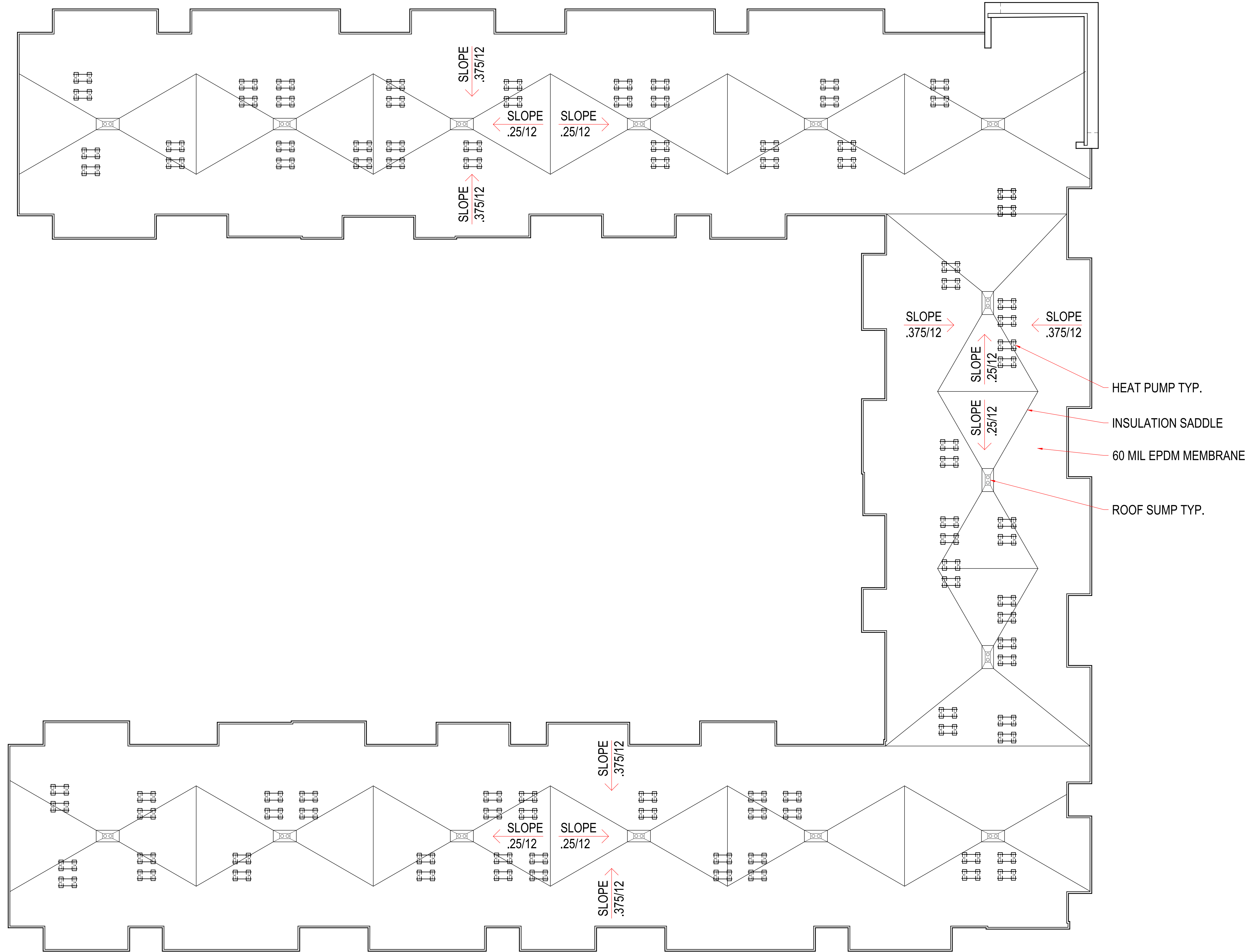
199

- ONE BED
- TWO BED
- THREE BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

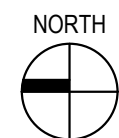
1 Fourth Floor Plan
SCALE: 1/16" = 1'



PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE



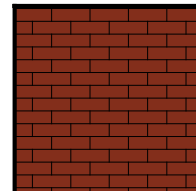
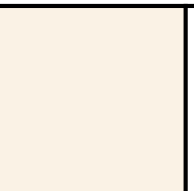
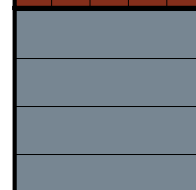
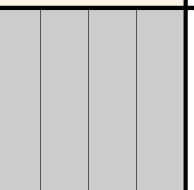
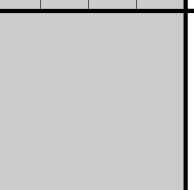
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SCALE: 1/16" = 1'

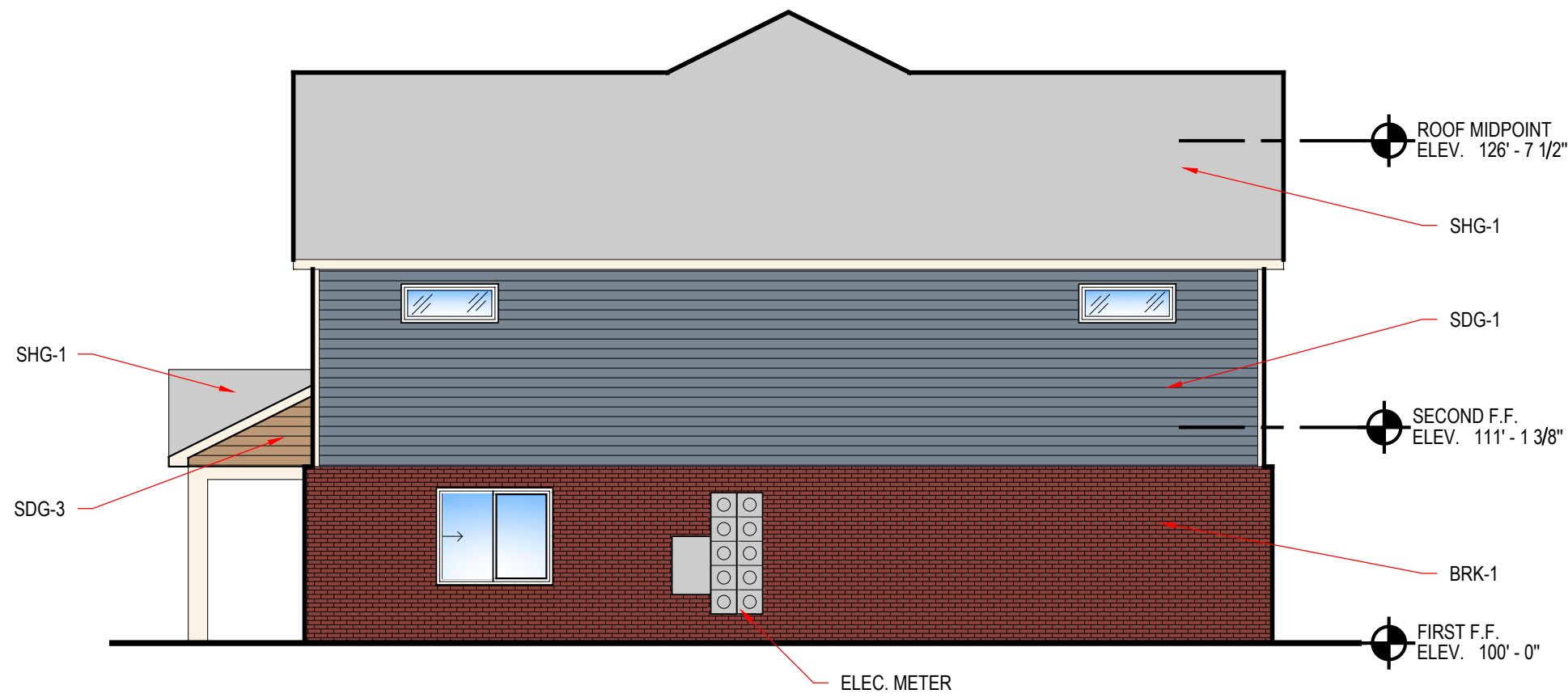


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PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

7 Mile & Farmington 33500 7 Mile Livonia, MI 48152	Roof Plan
A105	
21003	

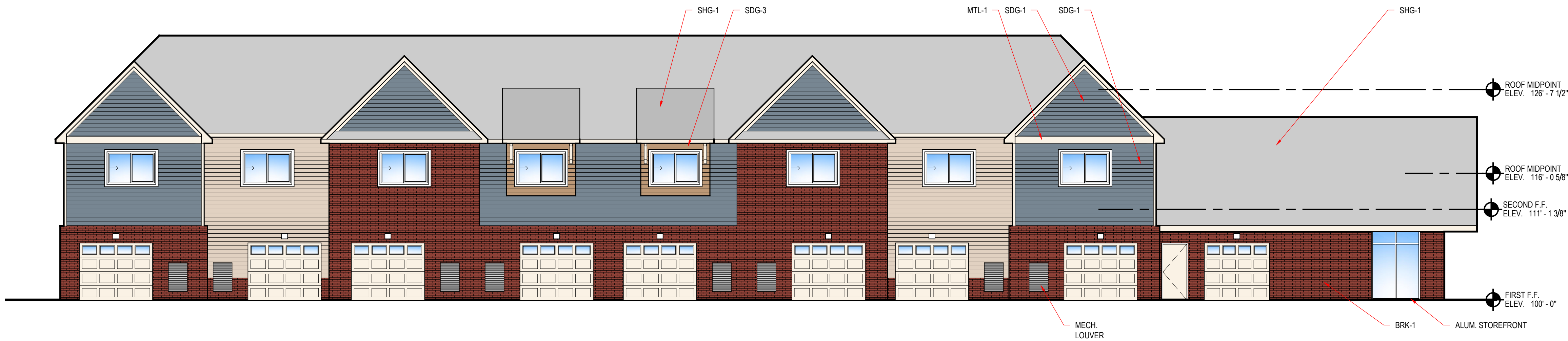
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 SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	 MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
 SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	 SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
 SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



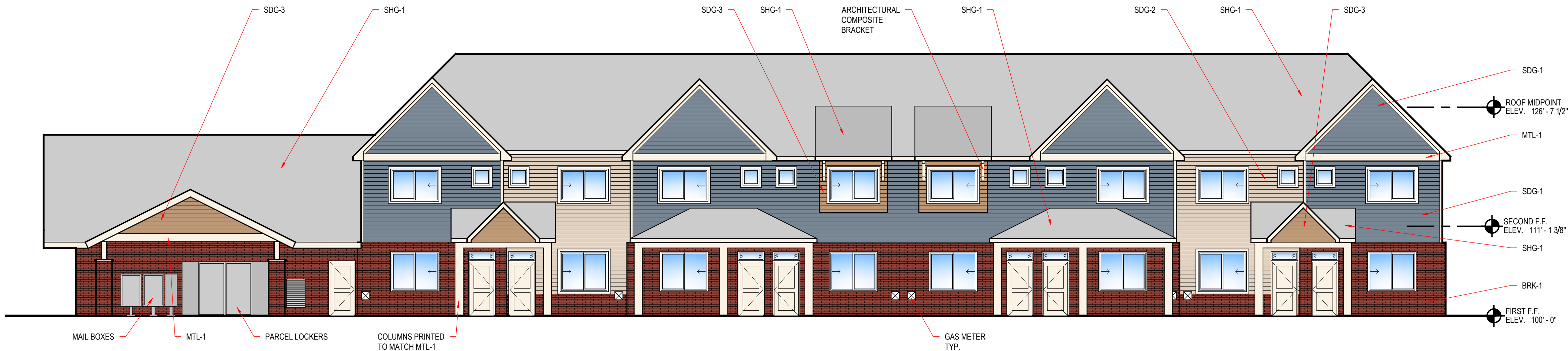
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1/8" = 1'-0"



3 2-Bed Left Elevation
1/8" = 1'-0"



2 2-Bed Back Elevation
1/8" = 1'-0"



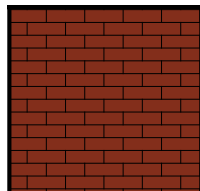
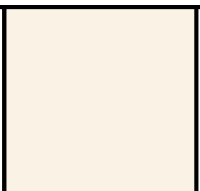
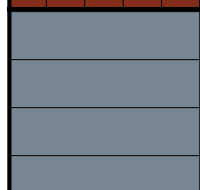
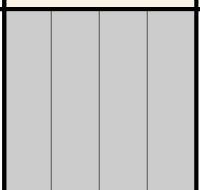
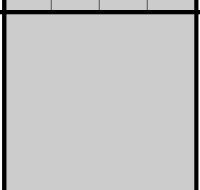
1 2-Bed Front Elevation
1/8" = 1'-0"

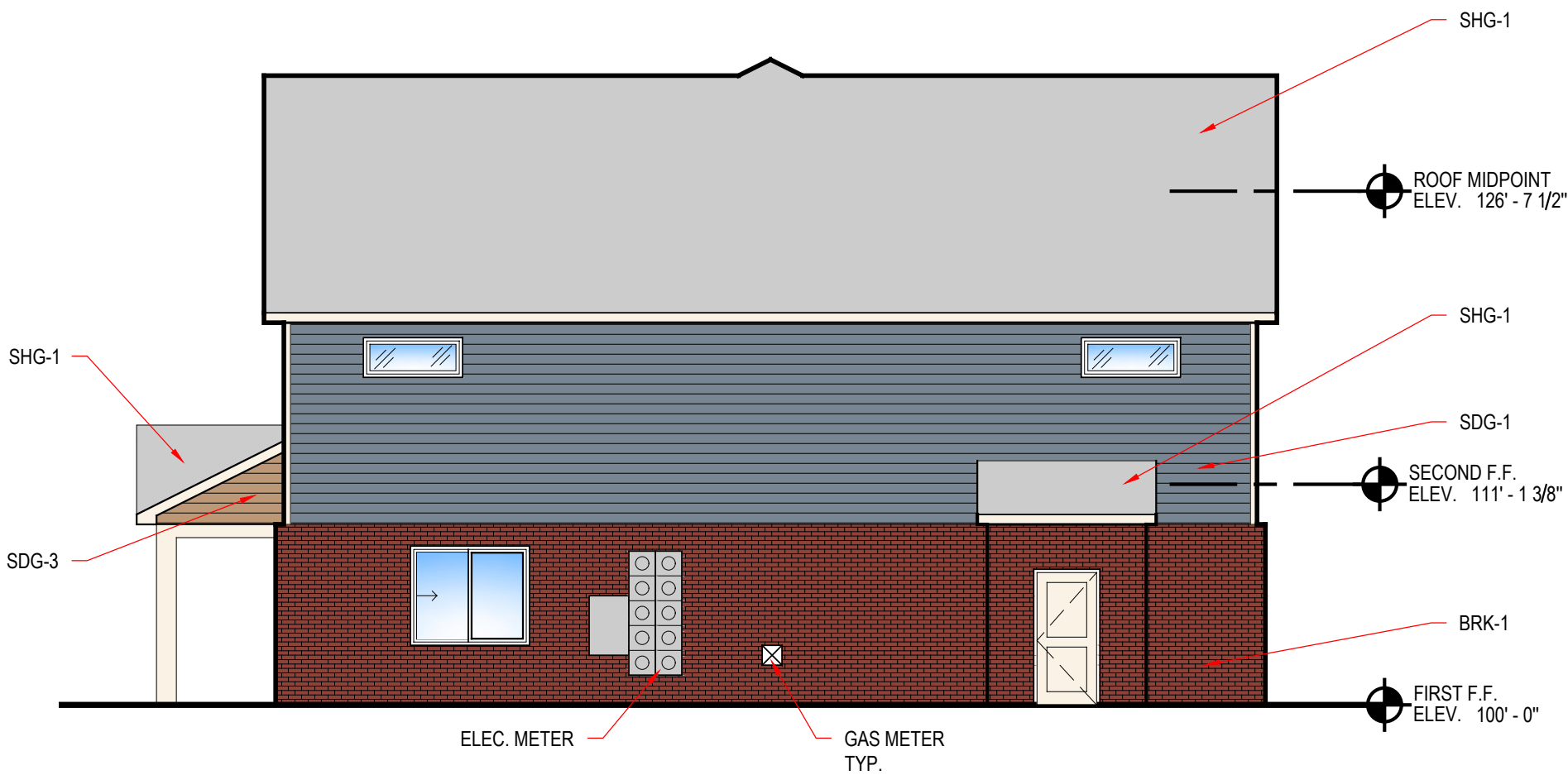


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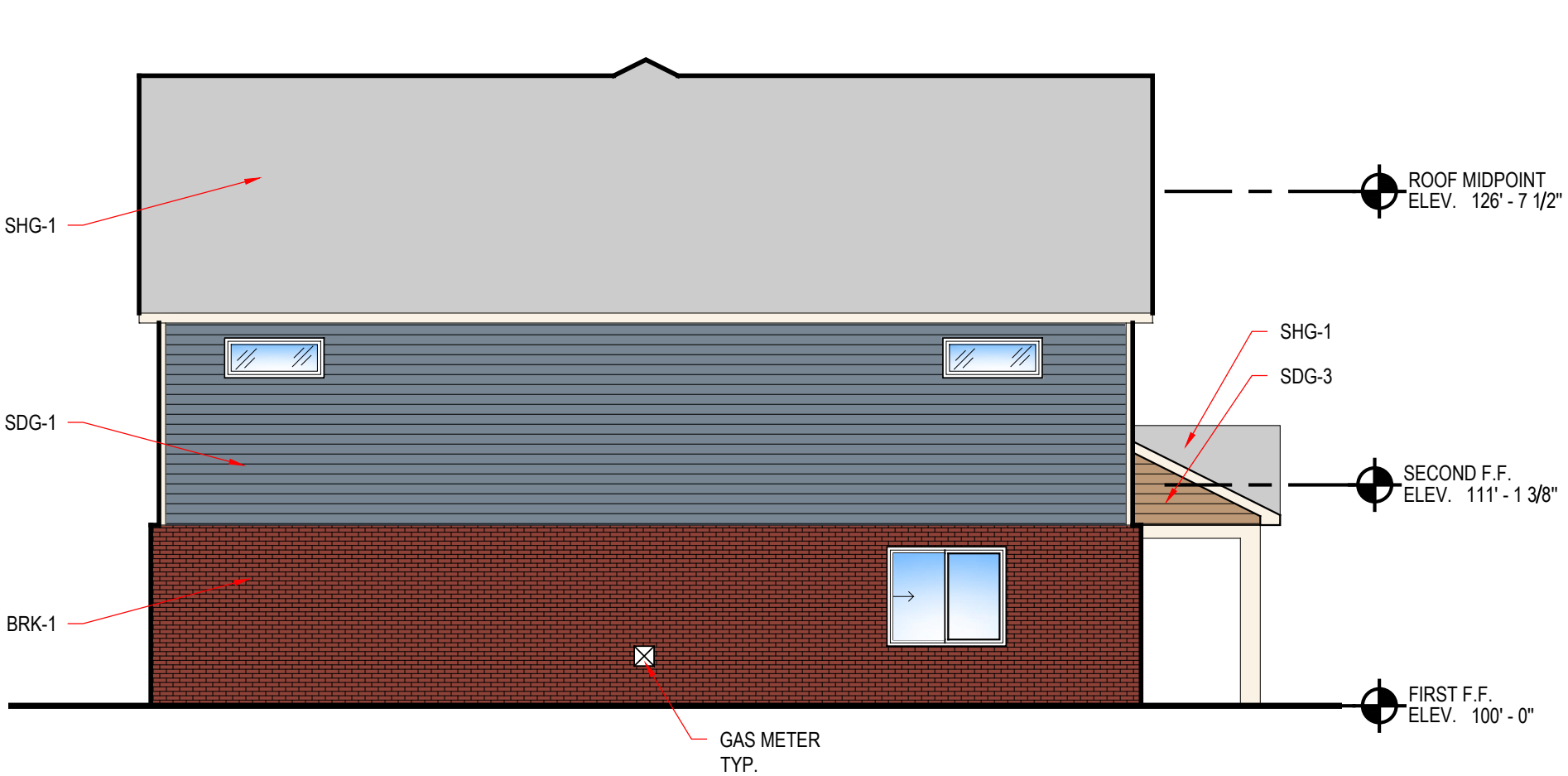
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington	2-Bed Elevations
7 Mile Livonia, MI	
A202	
21003	

	BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD		MTL-1 METAL COLOR: ALMOND
	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



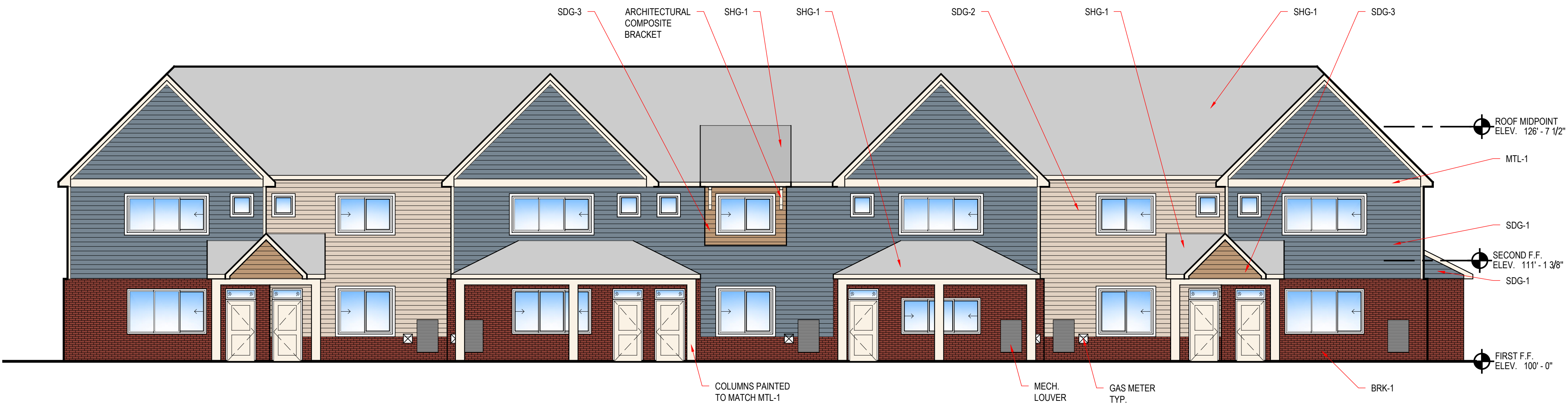
4 3-Bed Right Elevation
1/8" = 1'-0"



3 3-Bed Left Elevation
1/8" = 1'-0"



2 3-Bed Back Elevation
1/8" = 1'-0"



1 3-Bed Front Elevation
1/8" = 1'-0"



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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington	3-Bed Elevations
7 Mile Livonia, MI	
A203	
21003	

**MINUTES OF THE 1,202nd PUBLIC HEARINGS AND REGULAR MEETING
HELD BY THE CITY PLANNING COMMISSION
OF THE CITY OF LIVONIA**

On Tuesday, July 25, 2023, the City Planning Commission of the City of Livonia held its 1,202nd 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 #3 PETITION 2023-06-02-07 7 Mile Farmington Venture

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting special waiver use approval to develop a Planned General Development pursuant to Section 5.02 of the Livonia Zoning Ordinance, as amended, consisting of constructing a 75,239 SF Meijer Building and 226,276 SF multifamily residential building on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4.

Mr. Taormina: Thank you, Mr. Chairman. This is a request for Special Waiver Use approval to redevelop the former Kmart site at Seven Mile and

Farmington Roads. The proposed Planned General Development would involve two primary land uses: retail commercial, which is referred to on the plans as the Meijer Phase, and the multifamily phase, which is referred to as The Pointe. The property is about 16-½ acres in total and fronts both Seven Mile and Farmington Roads. The zoning, as you can see from the map, is C-2 (General Business), which allows for Planned Developments as a Special Waiver Use under Article V of the City's zoning regulations. Originally developed in the early 1970's, the site included a 94,500 square foot Kmart store, a 20,000 square foot Kmart food store, which later became a Tristar furniture store, a 4,800 square foot garden center, and a separate 48,500 square foot multi-tenant retail building, which was referred to as the 7-Farmington Center. Bordering the site to the north is a McDonald's, zoned C-2, and single-family homes that are a part of the Windridge Village Subdivision, zoned N2, Neighborhood. The Future Land Use map shows this site and the commercial properties surrounding it as a Mixed Development Center. Generally stated, Mixed Development Centers provide higher density mixed use cores of activity. The intent is to create walkable neighborhoods and provide gathering spaces. The Future Land Use plan contains guidelines for parking, connectivity, density, building design, height, setbacks, location and land uses. These guidelines are all supported by and codified in the Zoning Ordinance under Article V. I'll first discuss the Meijer phase. The Meijer grocery store would provide mostly food items. The single building would also include a pharmacy with drive-up window service, health and beauty care products, a section devoted to floral products, and a bottle return area that would have a separate exterior entrance. The gross building area would be 75,239 square feet. The building is positioned in the northwest corner of the property with parking along Seven Mile and Farmington roads. The operations at the rear of the store would include seven (7) truck wells, a trash compactor, a mechanical enclosure, a fire pump house, a recycling area and an employee shelter. Access to the back would be from the east along a 39-foot-wide drive aisle with direct access to Farmington Road. Trucks would enter and exit using this drive, which is where a new traffic signal would be installed as recommended by a Traffic Impact Study that was prepared by the developer. Behind the docks, the plans show an approximate 120 foot by 150-foot paved area that would allow trucks to maneuver safely and efficiently. This truck turning area would be partially surrounded by a 20-foot-high sound wall that would be about 50 feet from the adjoining residential district. No details have been provided regarding the wall in terms of its construction, materials or appearance. In addition to the sound wall, 12 foot to 14 foot high walls would be erected at the east and west ends of the truck wells, as well as the trash compactor. Access to the rear would also be available along the west side of the building with the plan showing a 27- to 33-foot-wide drive aisle. Allow me to familiarize everyone with the layout. We're

looking at a little more than half of the site for the Meijer phase. This is the easterly side of the property, with the footprint of the Meijer's shown here. Farmington Road is located on the right hand side of the drawing. Seven Mile is located on the south end. What I just spoke about was the activities that would occur at the rear of the store. Unfortunately, this plan doesn't show the full picture. If I go back to this map, you can get a better understanding. Again, here's the site. The area of the Meijer store with the truck turning area located here directly behind the truck wells and the sound wall, which would wrap around the turning area. The 39-foot wide drive aisle that I mentioned where ingress and egress would be provided to the rear of the store, is located here along the north side of the property bordering the McDonald's. This currently exists as a way to get to the rear of the Kmart store and is the intersection directly across from Gable street where the proposed light would be installed. In terms of parking, between the storefront and Seven Mile Road the plan shows 240 parking spaces, and between the storefront and Farmington Road there would be 64 stalls, including eight (8) for Meijer's pickup service. The site plan provides a total of 306 parking spaces, which is five (5) more than what the Zoning Ordinance recommends for a grocery store of this size. According to the Institute of Traffic Engineers, peak parking for supermarkets occurs on Saturdays between noon and 5pm at an average rate of 3.64 parking spaces for 1,000 square feet of gross building area. For this site, applying the ITE standards would suggest the need for no fewer than 273 parking spaces. Thus, the site is adequately parked according to the ordinance, as well as to the ITE standards. The building would be setback from both Farmington and Seven Mile Roads approximately 270 feet. In the master plan, it is recommended that buildings within Mixed Development Centers have a maximum setback of 30 feet. Other features that are shown on the east and the south sides of the building facing Farmington and Seven Mile Roads include a bottle return area, exterior propane sales, two (2) outdoor sales display areas, and a drive-up pharmacy. The drive-up pharmacy is in the southwest corner of the building and would be served by a separate driveway that runs parallel to the main drive aisle on the west side of the property. Stacking would be provided for eight (8) vehicles. On the site plan, the drive-up pharmacy is located here at the southwest corner of the building with vehicle stacking for the drive-up pharmacy depicted here along a drive aisle that would be separate from the main drive aisle that runs along the west side of the building. Stormwater detention would be provided underground in the southwest corner of the parking lot, so there would be no obvious visible features. In terms of the appearance of the building, the main customer entrance would be in the southeast corner where the plans show tinted insulated glazing and spandrel glass panels that would be set in a dark bronze aluminum frame. The entry feature would measure roughly 35 feet in height. The other parts of the building facade would consist mostly of

precast concrete walls with a stucco or an E.I.F.S. finish and would extend over 200 feet along the building's two (2) main road frontages. The predominant colors, as you can see, are neutral, mostly tans and grays and some white. Besides the main entry feature, the building's height would range between 23 to 26 feet. Looking at the landscape plan, at the north end of the Meijer phase, the plan shows a 50-foot-wide greenbelt between the proposed sound wall and an existing five foot high masonry screen wall. Here, the landscape plan proposes a mix of deciduous and evergreen trees, including Maple, Black Gum, Spruce and Pine. There would also be a variety of full size and ornamental trees and shrubs throughout the parking lot and along the road frontages. A landscaped seating area is shown in the southeast corner of the property. Lastly, looking at the wall signs, the Meijer would have a total of five (5) signs, including the main identification sign that would be located above the corner entrance. There would also be two painted signs, one facing Farmington and the other facing Seven Mile, as well as two other illuminated signs, one for the grocery pickup area on the east side of the building and then another above the pharmacy. Now I'd like to talk about the apartments. The Pointe apartments would consist of a single four (4) story building located on the westerly part of the site. The land area devoted to the apartment phase is 6.8 acres with 475 feet of frontage on Seven Mile Road. Each floor of the building would total about 56,569 feet. The gross floor area altogether would be 226,276 square feet. There would be 91 one (1) bedroom units, 107 two (2) bedroom units, and one three (3) bedroom unit for a total of 199 apartments. This is approximately 62 units more than what the Master Plan recommends, which is 20 dwelling units per acre. A typical one-bedroom unit would be about 686 square feet and a two-bedroom unit would total 1,008 square feet. The units would include patios and balconies that would measure about 8' x 12'. Other common amenities within the building include a lounge, a gym, and an event space. The C-shaped building would create a central courtyard. Within the outdoor common area the plan shows a pool, a pool house, and a fenced dog run area. From Seven Mile Road, the setback of the building would be 90 feet. The apartment building would border single family lots along the west and north sides and at its closest points would be 91 feet and 103 feet from these property lines, respectively. Most of the building would reach a height of 50'-6". The front entry feature located in the southeast corner would be slightly taller at 58 feet. For vehicle access, there would be two entry points along Seven Mile Road, plus a third internal connection to the Meijer phase. Both drive approaches along Seven Mile Road would be 25 feet wide, which is sufficient for two lanes of traffic: one for vehicles entering and one for exiting. Vehicles would have the ability to circulate 365 degrees around the building. Under Section 9.05, the minimum required amount of parking for this apartment complex is 399 parking spaces. Looking at the ITE standards, the average peak

parking rate for multifamily housing is about 1.2 spaces per unit, which translates to the need for 243 spaces. The site plan shows 348 spaces, which equates to roughly 1.7 spaces for each unit. Parking is shown on all four sides of the building. There would be carports provided for about 78 vehicles, and those are provided along the exterior rows of the parking lot on the west, north and east sides of the apartment building. Looking at the design of the building the exterior would consist of three (3) colors of prefinished metal panels, two (2) colors of brick veneer, two (2) colors of composite siding, and two (2) colors of cement board panels. The brick covers most of the first floor and extends to the top of the building along the offsetting parts of the façade. Where the building has insets, the facade would be finished with horizontal composite siding. These insets are where balconies would be provided. The main entry feature in the southeast corner facing Seven Mile has an angular parapet and that would extend above the other parts of the building. The landscape plan shows three main categories of plantings: frontage trees and shrubs, interior parking lot trees, and greenbelt buffer trees. Where the site borders residential to the north and west. The width of the greenbelt varies between 19.9 feet and 28.7 feet. The existing masonry screen wall that runs along the property lines would remain. Here, evergreen deciduous trees are shown in single and double rows. The species include Spruce, Pine, Black Gum, Japanese Lilac, Sugar Maple and Tulip trees. A berm would be built between the parking lot and the sidewalk along Seven Mile Road and the plantings here include a mix of Lilac, Crab and Maple trees. Similar to the Meijer phase, stormwater would be managed underground within the parking lot area. One dumpster is shown in a closure in northeast part of the site next to a maintenance garage. Lastly, I'd just like to talk briefly to the traffic impact study. As I mentioned, the developers provided one. On average, the total number of new weekday trips generated by the development would be approximately 7,700, which would be distributed relatively evenly between Farmington and Seven Mile Roads. As a result, the level of service at several locations would degrade. To mitigate the impacts, the Traffic Impact Study recommends several offsite improvements, including signal upgrades at the intersection of Farmington and Seven Mile Roads, signal upgrades at the intersection of Seven Mile and Gill Roads, the installation of a new traffic signal at Farmington and Gable Street, and pavement markings and signage to better delineate right hand turns on Farmington and Seven Mile Roads. With that, Mr. Chairman, I'd like to read out the correspondence. I will not read all of the correspondence. As you know, we received multiple letters from residents on this. The Planning Commission has copies of all of those letters.

Mr. Wilshaw: Yes, please. I do appreciate that. We'll just read off the departmental correspondence and then I'll address the other letters received after, thank you.

Mr. Taormina: The first item is from the Engineering Division, dated June 21, 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 uses at this time. The subject parcel is assigned the address range of #33400 to #33500 Seven Mile Road with the address of #33500 Seven Mile Road being assigned to the overall parcel. 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 include information on revisions to the services, or projected usage, so we cannot comment on any impacts to the existing systems at this time. The proposed development will be required to meet the Wayne County Stormwater Ordinance, and per the submitted drawings stormwater detention is indicated, but we will need to do a thorough review of the plans once they are submitted for permitting. It should be noted that the developer will need to obtain permits from the Wayne County Department of Public Services for any work within the Farmington Road or Seven Mile Road right-of-way's."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated June 27, 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 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 July 17, 2023, which reads as follows: *"I have reviewed the plans in connection with the petition and the traffic study completed for the location by fishbeck. I concur with the findings of the traffic study that a signal will be needed on Farmington at Gable. I also agree with the site plan I was provided that the exit south of Gable on Farmington should have a no left turns permitted onto N/B Farmington. However, after reviewing the traffic study I have noticed the study did not obtain any*

data on how traffic would be affected from the Windridge Village subdivision, particularly traffic leaving the neighborhood on Norwich attempting to turn left onto E/B Seven Mile. A recommend a new study be completed to assess the affect this development would have on the residents living west of the development along Norwich and Whitby. This information may show the need for a second traffic signal along Seven Mile or allow for proper timing of the existing light at Seven Mile and Gill to allow the best ingress and egress for those residents affected." The letter is signed by Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated July 18, 2023, which reads as follows: *" Pursuant to your request, the above-referenced Petition has been reviewed. 1. The barrier-free parking spaces and access aisles shall be sized and marked in accordance with the current Michigan Building Code and ICC A117.1. 2. An accessible route shall be provided from the public sidewalk to the entrance of the building in accordance with the current Michigan Building Code. 3. All parking spaces shall be 10' x 20' and double-striped. 4. There are no construction details on the proposed 20' high sound wall. 5. A variance from the Zoning Board of Appeals would be required for any excess number and size of signs. This Department has no further objections to this Petition."* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated July 14, 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 July 5, 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 departmental correspondence.

Mr. Wilshaw: Thank you, Mr. Taormina, and as Mr. Taormina noted, we have received considerable amount of emails from residents and people interested in this petition. We thank everyone for sending the emails to us. We have received them and they will be part of our official record, which will live with this petition and also go on to City Council as this petition moves through the process. So, thank you to those who have sent correspondence to us. We can't read them all out because of the sheer volume of them. But needless to say, we have all received them and we have read them. So, thank you again. Is there any questions for our planning staff, from any of our commissioners? Mr. Bongero.

Mr. Bongero: Mr. Taormina, where do they stand on the lot splits? Or is it pending tonight's outcome?

- Mr. Taormina: It would be pending approval and they would go to the assessment department for those legal descriptions.
- Mr. Bongero: Okay, I have one more question. Where the commercial is separate from the residential, obviously we have to have a screen wall, right? Six feet, either masonry, some type of fence or greenbelt. Where the apartment is separated from residential, is that the same? Does that hold true six feet on the fence as well?
- Mr. Taormina: It could be a fence, landscaping, or a berm and landscaping. They're showing landscaping between the proposed multifamily phase and the commercial phase, so no wall that I'm aware of is between the two uses—only landscaping
- Mr. Bongero: Okay. But where that new apartment is proposed there is residential there. So, I see they're leaving the masonry wall there.
- Mr. Taormina: I'm sorry, I thought you were talking about the relationship between the two phases of this project. Where this site adjoins single family residential, there is a requirement for a six-foot-high masonry wall and there's an existing wall that would remain. Adjacent to the wall, the plan shows additional landscaping.
- Mr. Bongero: Okay. Well, the wall is short, it's like...I measured it, and it's like 4' 10", pretty much the majority of it. So, is that enforceable to increase that height to six feet? Or can they put a different fence in front of it? Or get rid of it altogether and go up...If they can maintain a 20 foot greenbelt then they could go over it that right?
- Mr. Taormina: The ordinance requires a height of between five (5) and seven (7) feet. That is something that the Planning Commission could advise Council on what their preference is and whether it should be anywhere from five to seven feet. Would we recommend a fence go adjacent to that wall? No, not immediately adjacent to it. That creates maintenance problems. A would the wall have to be removed and replaced entirely in order to get the full height of seven (7) feet? If that's what the Commission recommends, I don't know the answer to that. It would have to be studied, both by the petitioner and the Inspection Department, whether or not adding to the existing wall would be an option or whether it would have to be replaced altogether.
- Mr. Bongero: Okay, but five feet is acceptable.
- Mr. Taormina: Five (5) feet is acceptable, and it can be up to seven (7) feet based on your recommendation.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions for our planning staff? Ms. Dinaro.

Ms. Dinaro: Mark, can you give me some clarity on the Master Pan? Is that for the entire region? For the entire...when we're talking about mixed use, walkability, no more than 30 feet from...is that for both? Will it be both parcels?

Mr. Taormina: The Mixed Development Center designation on the Master Plan encompasses the entire site. So, we would have to view this as a single Mixed Development Center within the context of the master plan. That is correct.

Mr. Wilshaw: All right. Any other questions for our planning staff? Mr. Ventura?

Mr. Ventura: Just to be clear, Mark, so does the plan as presented conform with the provisions of the Vision 21 Master Plan, and specifically, the planned development.

Mr. Taormina: As I mentioned in my presentation, there are many aspects of the plan that do not conform with the Master Plan. One, the placement of the buildings on the property exceeds the maximum setback recommended, as does the density for the multi-family residential. Those are just two items. Whether it achieves the other objectives of the Master Plan, I know some of those are somewhat discretionary, but I think they're spelled out in terms of what the vision is for this area and for other Mixed Development Centers within the City. That's a more compact form of development, putting those buildings much closer to the street, hiding the parking, and not having it visible to the major thoroughfares. I think I provided the commission with copies of the text of the Master Plan as applies to Mixed Development Centers.

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

Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for our planning staff? I don't see any other questions. Our petitioner is in the audience. Feel free to come forward. Again, folks, please, please. Everyone, please quiet down. No, ma'am. Not quite yet. It's the petitioner's chance. We'll get you up here. Again, I'm going to ask that everyone, please stay quiet as this moves forward. There will be an opportunity for each person to speak. And we will let you know when that time is. But for now, it's the petitioners opportunity to speak to us and explain his petition. And we want to give him the respect of that. We'll give each of you a respect to

hear what your thoughts are as well. So again, please avoid the jeering and other comments from the audience because that just slows the meeting down. Mr. Schostak, Good evening.

Jeff Schstak, 17800 Laurel Park Place Drive, Livonia, Michigan. I'm just gonna give kind of like a little high level background here and we have a full team staff is going to kind of walk through that then obviously, there's going to be lots of comments which we're looking forward to hearing from the residents. As Mark pointed out, our family has been involved in this property for 50 years. We developed it the early 1970's and we've seen a lot of positive growth in this area since we developed the property. Unfortunately, Kmart is no longer the retail giant they once were, and they eventually closed the doors in April of 2017. Since that time period, we've been coming up with different plans and brainstorming and doing market studies of what we think is best, the highest and best use for this property. As you will see, this is a scaled down Meijer store, which we'll walk through later. Much smaller than the traditional Meijer stores, which allowed us to put residential on the property for that mixed use component. We went with the high density residential. Clearly there's going to be some commentary on that tonight and we're looking forward to hearing that and making some potential changes, if necessary, but we wanted to do that per the general development zoning that required the mixed use component. Just a little more information on the apartments. These are high end market rate. They'll be the nicest apartments in Livonia, we're talking rents, you know, easily up into the \$2,400 - \$2,500 a month. I know there were some letters that this is low-income housing and things of that nature. You might not want apartments and I can respect that, but they are not low income housing. These are nice high end apartments. This is a \$60 million plus development of economic development in the City of Livonia. That's a real number. That's a lot of development happening here. It's a huge add to the Livonia tax base, it is completely privately funded. We're not asking for any tax abatements, no incentives. This is completely privately funded via the Schostak family and Meijer, and the people who live in these apartments, these I mean, these are not inexpensive places to live, these will be good people with good jobs. These are not, you know, whatever you might think would live in apartments. So, with that, I'm going to hand it off to Dave Johns for my team to kind of walk through the presentation, and obviously we're looking forward to hearing all the feedback from the commissioners, as well as the residents. Thank you.

Mr. Wilshaw: Good evening, Mr. Johns.

Dave Johns, Schostak Brothers, 17800 Laurel Park Place Drive, Livonia, MI.

Mr. Wilshaw: Lift it up there. There you go. better, much better.

Mr. Johns: Got it. Thank you. So, I'm gonna run through a number of slides tonight, which hopefully will give everybody understanding of the project and...

Mr. Wilshaw: Folks, we can hear what the petitioners is saying. It's unfortunate, if you can't hear, but we can only turn the volume up in this room so loud, so go ahead, sir.

Mr. Johns: Yep. So I'm gonna go through a number of slides tonight, which hopefully will give everybody understanding what the project is in detail. Appreciate all the input that's been given tonight. So certainly, I think Mr. Taormina has covered the project in a lot of detail. So certainly, that may shorten some of my things as well as I may be a little bit repetitive. So please allow that. I have with me this evening...I have a large team. I have from Meijer's, Chris Jones, the senior real estate manager. I have Spire Design Group, Mark Shovers. He was the multifamily architect on the project. I have Justin Dunkel, who's part of our Schostak, multifamily operations group. He can speak to the operations of that. Also, I have with me a number of members from our engineering team from PEA, John Curry Fishback, which is both a Meijer consultant, as well as the traffic consultant of Jason Vander Kotti and Mike Labadie. So those consultants will be available, should we need to go into that detail with things this evening. So, with that I'd like to get started with the slides and walk us through it, so thank you. So, the first slide that's up there is and I have to use my presentation as well because that's a little far. The first slide that's up there is just a facente map. It identifies the local parks in the area. Bicentennial Park is to the west, which we believe is walkable from the site, just straight down Seven Mile Road, as well as other parks in the area. There is four schools in the area. The schools that are shown on this exhibit here are Webster and Coolidge Elementary School, Riley and Holmes, Middle Schools while Stevenson High School, so we believe those would all be bussed students from the multifamily. So just give you a general indication. Next slide. This is the aerial from 1976 as this center was developed in 1973. I just kind of want to give a quick historical perspective. In 1973, when Kmart Corporation came forward and Schostak came forward to develop the overall property, there was a lot of vacant land behind it, currently occupied by homes and we understand that but at least this gives an understanding of what the aerial looked like in 1976. McDonald's was not there to the north yet, they didn't come till between 1984 to 1987. I don't have the exact year but in all the timeframe based upon aerial photo research, so next slide. This is an aerial from today, current times. It shows the existing Kmart building, which is, as Mark indicated, roughly 120,000 square feet, which included 100,000 square foot Kmart, a 20,000 square foot, which originally started as a grocery store, it became a furniture store. And then what we refer to as the West retail building, which is another 48,000

square feet, which was mixed use at the time. Had a lot of local ownership and operators there. There was men's and women's apparel. There was Hallmark stores. There was Save On drugs. There was even a Bonanza steak restaurant there, as well as some local doctor's office. So certainly, times have changed since 1973, but just to give a little perspective. The red line that's shown on that plan, if we could jump back to that, there you go, the red line that's shown on the plan is basically the bisecting line between the Meijer phase to the east towards Farmington Road and the multifamily phase to the west. So, next slide, just gives a perspective of the two overall buildings as they would look in relationship to the site if viewed from a bird's eye view from Seven Mile and Farmington Road. You can see the Meijer is setback off the corner quite a bit with the parking in front, but still reasonable walking distances, and we can talk about that a little bit more later. So, and then the multifamily closer to the Seven Mile frontage with just a single aisle of parking around and parking on both sides adjacent to Seven Mile. So, it just gives a perspective of the two buildings in bird's eye. So, next slide, site aerial rendering from the rear of the site. So basically, if you were above the Windward subdivision with a bird's eye view, it gives it the shape of the building the back of the Meijer operation, which you can see in there, the loading dock. I appreciate you pointing those out for us Mark. So the loading dock area, the sound wall that's adjacent to it, as well as the 50 foot Greenbelt that's behind that sound wall and additional plantings that will be put in there. And then as you go to the multifamily site, along the bordering property, you would see the carports in the rendering, as well as double rows of plantings. We doubled up all the plantings along the buffer with the residential all the way through, doubled the counts, looked at the size tried to get a variety of plants to improve the screening as well as the position that all trees that are currently shown in this area, and you can see its extensive coverage by those trees. Those are within the residential property, some of them overhang the walls, we're not planning on trimming those down and making changes to those trees, but we certainly have to be able to if we do move forward with this project to plant between them. So, this is more of a supplemental additional planning to, you know, improve the screening behind there and Mark noted that the greenbelt had varied in size, I think from 19 to 27 feet or so. This also gives a good understanding of the distance and the separation of the courtyard and the back of the apartment building. Explaining that ...I appreciate that so, so that is set behind some parking spaces which are further inset into the depth of the building. It is a C shaped or U-shaped building whatever you want to refer to it as. I call it U shape because of how it sets up from Seven Mile Road, and then this just gives it just a little bit of additional perspective of the overall site and the parking that's out in front. So, next slide, if we would. Just overall straight down aerial rendering of the two sites and their combination. You can see again,

there's more carports that bisect between the multifamily and the Meijer building itself, as well as the ones on the perimeter of the site. One thing I should mention about those carports that we put on the perimeter, they do have a complete back wall screen drop pretty much to the ground, so there should be no headlights that would show through there and there is that plus the existing screen. While I recognize that there may be some height discussion related to that wall that needs to take place, but that plus the trees, and the existing walls that are there, I feel would do an adequate job of buffering any sort of light pollution that may occur. We also set all our lighting for that area within the carports. This plan gives just a little bit more indication of the site and how it's developed. There's a lot of detail that was given the overall site so I'll just try and go through these renderings quick here, but if we jump to the next one, yep, right there, the red boxes are to indicate the building placements proposed as compared to the existing buildings of the Kmart and the West retail. So, you'll notice that if we look at the Meijer building, it is a little bit forward to the south and goes a little bit further back from Farmington Road but moves closer to Seven Mile, as well as the overall length of the building. It is much less. The existing Kmart building was over 500 feet in length. So, this building is recessed inside there. The multifamily building, the West Wing of the multifamily building, is pretty close to where the West retail was. It did shift east a little bit, shifted south a little bit, but those distances are probably I'd say they're 15 feet. So, and that's just our approximation, but this is accurate and kind of gives you the view of where the buildings are placed. So, next slide. So, we did a slide here on just overall walkability site circulation. We recognize that walkability is a concern with any sort of mixed-use project. We certainly feel that putting these two uses defines the project as mixed use. So, we looked at the walkability, there are sidewalks all the way along Seven Mile and Farmington Road currently. Some of those need some repair and we would be doing that as part of this project. Plus we'd have walkability with sidewalk circulation all the way around the multifamily building, and then two connection points out to Seven Mile Road. We'd also have a connection point that cuts across to the Meijer front sidewalk and along the sides and then continues on with a connection out to Farmington Road, as well as to Seven Mile Road. This plan also shows that we just have three seating areas that are proposed on the overall project. There's one in front of the Meijer entry doors. There's one next to the multifamily main entry, and we'll see that here as we go through some more renderings and then the corner of Seven Mile and Farmington Road. There is some area there where we came up with a community seating area. Certainly, there's plantings there now. I don't want to say that there's not. We've maintained the original greenbelts that are along there, but we updated all the plants so that we've certainly made some improvements with the community seating area I think you'll see that appear in some of the renderings. So next slide. So, the top

elevation is taken from Seven Mile and Farmington from the corner it gives you a perspective of both the Meijer's building and its main entry. Everything is focused towards Seven Mile and Farmington towards the main intersection. You can see the seating area in front right there at the corner right behind the sidewalks and kind of like a crescent shaped sidewalk that wraps the two sidewalks together, and obviously, you know, we think that'd be an attractive feature for the end project here. Then you can see the multifamily project in the distance. What you see on there, you kind of see a point on the on the corner of the building. That's the main entry for the multifamily, and we'll see that as we get further into the floor plans. So that's where the leasing office will be based out of. That's where all the community rooms would be based out of, is off of that corner. So, all the activity is off of that southeast corner of the multifamily building itself. So and then the rendering below is a pretty much a straight on view a little bit angled northeast, looking into the site from Seven Mile, so it gives you a perspective kind of if you're looking at the west wall of the building at the corner and looking down the facade length. We'll talk about architecture in a few minutes here. So next slide is overall site plan. I have that so that we could get into some of the details. Look at my list because I know that a lot of detail was covered related to that site plan. So just to speak a little bit about Meijer's first. Meijer's has significant community involvement in the history in Livonia, as you know. They've operated a 200,000 square foot plus supercenter at Middle Belt and I-96 for many years, so they're familiar with Livonia. The store that they're proposing here is grocery only. The groceries focus on a family's daily needs, and that's what's its geared towards, the size of the grocery is the daily needs. It would include fresh meats, prepared food options, seafood, high quality produce bakery items, deli and beverages. They are pursuing a SDM license for beer and wine. So that will be later on this evening. And then health and beauty, floral and then digital ordering grocery pickup. So, on this site plan, if we kind of look at the east side of the building here, just a little bit related to the site, there is an area where there's basically 58 parking spaces orientated towards Farmington Road and then directly north of that there is a grocery pickup area for eight vehicles to pull in, that have preordered their groceries and have separate ease access from the north driveway on Farmington. Both of these driveways that are in Farmington are basically in existing locations right now they are as Kmart used the driveways, so you're familiar with those. We do propose the signal as was indicated at the north driveway, so we did complete a traffic study for the project. Wayne County has reviewed the study and they're in support of the traffic signal. So, we would look to follow their recommendations as we get more further on in the process with them, but they have reviewed the study. They support the signal as well is they've viewed all the driveway connections on both seven mile in Farmington. So a little bit more related to the plan. There is a cross

connection driveway that occurs, thank you, between the multifamily project and the parking are wrapped that wraps around it at the Meijer site and the parking that's directly adjacent. So you can make the cross connection directly from the multifamily into the Meijer site, and we think that benefits...certainly benefits the residential portion of the project. So other things there is, as noted earlier, there's 240 parking spaces in the parking field south of the flat facade that faces Seven Mile Road. So, the truck docks that are in the rear, which is encompassed by some sound walls that basically were studied by a acoustical consultant to meet ordinances to be very restrictive. Just to give a little background, certainly we recognize that we want to comply with those sound ordinances even under...with food deliveries that may have to occur to operate a grocery there. So, we did do a study for that, and what we have proposed on this plan by both Schostak and Meijer does comply with all the city ordinances related to sound. So that pertains to both daytime deliveries, as well as any early morning deliveries that potentially could occur. So and those sound levels, you know, like we said, they are restrictive, plus they're certainly just the position that there's a distance from the residential, single family residential as well. So, the placement of that was very sensitive to maintain some landscaping buffer around that, and to try and green that up as much as possible on the north side of that wall. So as it relates to the multifamily project, just since the site plans up there, there's 348 parking spaces that circulate the site. And they're basically balanced all the way around the building with a small area that goes to the north, and basically the northeast corner of that site. So, let's go on to the next slide. So, our landscape plan related to the Myers, I believe, Mr. Taormina has covered that very well. Certainly we're in compliance with what we believe is the entire landscape position of the ordinance for the site so you can see a lot of extensive plantings and existing berm. There's a short berm that basically buffers this site from Seven Mile and Farmington Road. We've maintained that berm and just replanted the trees. Then you can see there's a number of trees distributed throughout the site. So any of the landscape, I would say the majority of the islands are landscaped, there's a couple that maybe don't have trees in there, but they're still... they're still green. So next slide. That's just a perspective of the site to distinguish just the green space as compared to the pavement areas. So, you'll also note and I think that it was covered as well, that there is a drive thru pharmacy on this site. That is on the southwest corner of the building there and the drive lane that stacks back for a couple of cars, if needed, if they happen to be there. So that they can circulate and pick up their prescriptions. So on the east side of the building, there is a bottle return and a car entry as well. So you'll see those in the elevations as we go further into this next slide. So this is a rendering of the site from Farmington Road from the southerly driveway as you would drive directly into the site. So you can kind of see you're

lined up towards the building. You have a great visual and the building is very attractive. So which we'll look at some elevations a little closer here. So, an enlargement of the front entry, the front entry is all glass. All of it is open to the grocery floor space so it's a very inviting entry. The total height is 35 feet as the main identification sign of my our grocery. The 35 feet does comply with your ordinance, and then you can kind of see the two sides of the building. As it works away from the corner entry. The entry is clipped at a 45-degree angle as well. So, next slide. perspective of the site from the back entry, which is the North driveway on Farmington Road kind of gives the perspective of what customers would see as they would drive in towards grocery pickup, which is the main reason we did this rendering. So you could see how that circulates. You can see that there is a sign above the doors that say pickup. That's on the east side, far north corner there. So and then the next slide if we could a perspective from Seven Mile.

Mr. Wilshaw: No, folks, folks, please. Folks, do not yell out. That's not going to help you at all. If you need to have a conversation. Please take it outside. Let this gentleman speak. He's giving a presentation. There is no limit on the petitioners opportunity to speak.

Mr. Johns: Thank you. So, another perspective from Seven Mile which you can see their monument sign in the rendering, we have two monument signs that are proposed for Meijer. They're both under eight feet in height. One at each entry drive. You can see one shows up well in the rendering here. And then because this is the south facade it gives a perspective of the pharmacy drive up window position to the site and you can see there's the signage above that as well. So this also just gives a perspective, quick perspective of some of the site lighting. All site lighting on the Meijer's site is fully compliant with your ordinance, under 20 feet in height including the base. So next, next slide there. This is just a detailed view of the four elevations of the building and combination. I think that was covered quite well, but just to recap a little bit, there are three basic colors to the building in the earth tones. They're actually called Solji White, which is the lower base shown on all those walls next to the main entry and that is with one pattern pretty much in a modular brick pattern so it looks like brick once it's painted. Above that is a standing seam or a vertical reveal, which is color called Tony taupe, which is the beige tone. And then to the right of that if you look at the top elevation there between the customer pickup area and what shows is the bottle drop off area. The solid wall in there is an E.I.F.S. pattern and the color of Griffin, so it's kind of a deep brown. So all of the window framing is dark bronze, the glass is tinted. There are architectural canopies above the main entry, as well as to the east side of the building and the south side of the building running the distance along anywhere where you see the drive thru pickup, as well as above the bottle return, as well as above the three

windows that see into the store. They're actually covered with film to the left side of the main entry there. So and then this gives the perspective of just the colors as they apply to the rest of the building. So they carry around the back sides and the west side in the building as well. So next slide is just the departmental floorplan, which I think was covered in pretty good detail. Just to focus the main entry is shown on there. The customer service is where the windows are, and they're covered with film that I just mentioned on the south elevation. The pharmacy drive thru, that's on the south elevation also on the west corner. And then on the east side of the building, the bottle return and the cart storage area and then the pickup area and team member entrance to take groceries to the car. So there is also some outdoor sales area that's shown on the site plan related within the sidewalk area directly against the south face and east face in the building. So, this is just an enlargement of the materials so you can see those in a little bit closer detail. You can see the three different patterns and the precast between the E.I.F.S., the brick and blast and the vertical reveal. So and then you can see the dark bronze and the window framing as well as the canopies on the two sides of the building. Both the east and the south face of the building, they do have articulation. I'm not sure if people pick that up from looking at the rendering, but the wall does offset probably about 12 feet... 10 to 12 feet back midway down those distances. So it shows up when you look at the site plan pretty well. So the rear of the building... rear of the building... it shows the seven truck docks, the two sound walls that are directly adjacent to the truck docks, as well as the other back of house operations that are there that were mentioned. So there's a couple interior slides of the store. The top left slide just kind of shows the perspective of the interior entry and how it's completely open to the overall store, as well as the one to the top right. So when they enter, they'll see all the produce, they'll see the whole store offerings just by coming in. It's pretty impressive when you walk right in and you see the whole store so and then they have their other components of their bakery and their deli that are rendered here as well. And then next slide just gives the produce, the meat counter and the pharmacy.

Mr. Wilshaw: Folks, please quiet down. Thank you

Chrisman Jones, senior real estate manager for Meijer, and it's good to be here and it's good to see a large crowd and we look forward to their comments and listening to their comments. I would like to just remind the chair that, as you can see, we have a large team here of professionals. We've spent a number of years on this project, and as Jeffrey mentioned, it's, you know, a \$60 million project, and I think that it deserves your... not just your attention, but the audience members attention and if we could just get their attention for a few minutes and we'll let them speak and we'll take copious notes of their all their comments, and we'll be respectful of

their comments. Thank you, sir. As many of you know, as Michiganders Meijer has been in business since 1934. We probably employ about 40,000 Michiganders. The store would employ between 150 to 200 employees. As you know, the...as you may know, the Meijer family is a classic American story, immigrating to this country in 1907, and founding the grocery store in 1934, in Greenville, for \$334 and now it's a six state enterprise, you know, over 50 million square feet. The Meijer family is tremendously philanthropic throughout the state. I think we've supported over 50 organizations, charitable organizations and this very community. We also have a, you know, I'm sure some of the audience members are concerned about not just our investment, but crime and traffic and noise. We do our part for crime. Obviously, we have very sophisticated equipment and cameras throughout the store, we have the ability to turn on and off outside lights to keep our customers and our team members safe. We donate 6% of our net income to charity, which ends up being 10's of millions of dollars every year, as long as we are have positive results. We support over 200 Little League teams in this in this state. We give...I think we've given over \$80 million to food pantries in our footprint. We believe supporting food security in organizations that support food security, reduce crime. Our employees throughout the store, regardless if their part time or full time, are eligible for all full benefits. We have educational scholarships available to our teammates and it's a wonderful platform to work from. Our president of Meijer was a pharmacy technician when he graduated from college. I think there's a couple of site plan items that David didn't pick up on. We have electric vehicle charging stations on our site for people that choose to use EV cars.

Mr. Wilshaw: Electric vehicle charging?

Mr. Jones: Correct.

Mr. Wilshaw: Okay.

Mr. Jones: We also have organics bins. I know we work with farmers in this state. And we have worked with the same farmers for decades, and multiple generations of farmers in this State of Michigan. You name it, we help them manage their crops, grow what's needed, and what sells in our store to keep them family farms. There are hundreds of Michigander stories of somebody that started a tortilla chip business, and now is in 260 stores. So, I hope the audience members will appreciate, you know, Meijer as a corporate citizen, and give us the respect this project really deserves because it's the future of Meijer. This will be the only 75,000 square foot store in our fleet of stores. This is the future because people are time starved, and people need more convenient grocery every day

needs geared towards the family and their pets. So, thank you very much. I'm happy to answer questions. Appreciate your time.

Mr. Wilshaw: Thank you, Mr. Jones. We'll get you when we need you. Thank you. Is there any other presentation the petitioner is looking to...folks, please.

Mr. Johns: Yeah, just multifamily. I have the architect here with us that I think I can cover some of the exterior of the building a little bit to give a better understanding. So, if we can go to those slides.

Mr. Wilshaw: All right, go ahead with the multifamily portion.

Mark Shovers, Fire Design Group, 115, East Fourth Street, Rochester, Michigan. So, this view that we're looking at here is the eastern entrance to the multifamily. So that's our entrance element that we have that lets visitors know where to go. The first floor has a leasing office. Second floor is event space that the tenants can rent for birthday parties or anniversaries or stuff like that. There's a full-length balcony that goes across there that creates an interactive facade with Seven Mile. The third floor is a fully equipped gym, and then there's a unit above on the fourth floor. As you can see on the rest of the building, it undulates in and out with varying brick colors, and siding materials. Every unit does have a balcony as Mark mentioned earlier. The areas that are bumped out, are slightly higher than the stained wood, the composite siding areas, creating a little bit of vertical movement as well. So, this is a view from the west entrance of the multifamily. Next slide. So, here's a close up view of the leasing office entrance. There's a sitting area, there's bike racks, also in this area is an automated Package Center. It allows UPS DHL, FedEx, Amazon, whoever is delivering...they'll have access to this, they put the package in the container it locks, it texts the resident you have a package to pick up, they go down there, they punch in the code that given to them in the text and they get their package. So this is how we can securely get people packages without them being stolen, and also after hours when the leasing office is locked. You can see the balcony a little bit better there as people are in the events space looking out towards Seven Mile.

Mr. Wilshaw: Folks, please.

Mr. Shovers: Next slide please. Here's a view of the courtyard. As you can see, there's a pool, there's canopy areas for people to read or have their lunch in the shade. Just to the left of this view would be where the pool house is and the fenced dog run. There's open grass area for kids to play. There's a couple of sitting areas throughout this pathway. And it's also as you can see heavily landscaped and screened. Next slide. Here's a view looking from one of those sitting picnic areas towards a pool house and the dog run. First floor plan showing the unit layouts access points, access to the

pool, leasing office, maintenance areas. Next slide. This is the second floor again showing the unit layouts and event space in the upper right corner. This is third floor showing the unit layouts with the gym in the upper right corner towards Seven Mile. Then fourth floor with the unit in the upper right corner. Excellent. So these are the public perspective elevations on the three sides, the south, east and the west. So for looking at the material percentages on these faces, masonry covers 73% of it. The rest of it is made up of cement board siding or composite siding. So, this whole exterior is maintenance free. There's no painting and it's heavily durable materials. The entire first floor is masonry. So, we don't have to worry about damage from snow shovels or water issues. These are elevations from the courtyard and the rear of the building. Again, the building as a whole is 63%, even though there's less brick in the courtyard, the building as a whole is 63% masonry. The whole first floor is masonry along with the cement board siding and the composite siding. There is the pool. There is a pool house and then by the dumpsters there is a maintenance storage area that would house lawn furniture for the pool and stuff like that, like seasonal storage. Maintenance does have a space inside the building for their daily operations. So, this is more like a seasonal storage area. The pool house does have restrooms and it has showers. These are typical one and two bedroom units. Every unit again has a balcony or patio depending on what floor they are on. This is first floor showing leasing office and lounge. The US Mail is internal. There's also a sitting area up front. So, the purpose for that is for kids are getting picked up by the school bus, they have an indoor space where they can sit and wait for the bus and the leasing agent can monitor them to make sure that they are safe and secure, and again, they can when they get dropped out, they can go in there and wait for their parents to come down and get them. This is the event space, the drawing on the right, full kitchen. There's moveable tables and furniture so it can be arranged for different events or parties with a restroom. And then the gym is a fully equipped gym on the third floor. Next slide. Just material swatches of the materials proposed so you had the two different bricks, the composite, wood grain siding, and then there is the red metal accent at the entrance tower, along with some gray accents at that tower and then the black metal accents have balconies and copings. A nightview of what Meijer will look like, and we made a night view, looking at the multifamily main entrance, and then a night view from the corner.

Mr. Wilshaw: Thank you, Mr. Shovers. I appreciate that. Is there any other aspects of your presentation? Are we all set?

Mr. Jones: We're all set. Thank you.

Mr. Wilshaw: Thank you, sir. Appreciate your presentation. Is there any questions for the petitioner from any of our commissioners? Mr. Bongero.

Mr. Bongero: I guess just for the Schostak team. Did anybody from your team ever engage the neighbors about this project to maybe get some feedback?

Mr. Schostak; Mr. Bongero, oh, no, we have not done that as of yet. Obviously, we expect to hear a lot of feedback tonight, and take that and obviously we'll have some time to respond after that and discuss. Thank you.

Mr. Bongero: I have one more question.

Mr. Wilshaw: Sure.

Mr. Bongero: The other question I would have is with regard to Vision 21 and the density of apartments per acre being 20, and how did you come up...when you came up to 29, did you guys consider Vision 21 In this or...what's your reasoning for that?

Mr. Jones: Yeah, so we did consider Vision 21. We consider this project and the product offering in the multifamily similar to the LIV apartments that were built. That project has 201 units. We were proposed at 199. Similar number of parking and parking ratio positions. Similar size units. Similar split among the distribution of one to two bedrooms. We're 45% one bedroom, and 54% two bedrooms and just under 1% on the three bedroom. We only have one unit. So, we did consider it as a whole but we looked at it as a modern apartment facility, and, you know, we felt that the four stories could be supported, Would balance the site. Look good overall to the orientation of Seven Mile and Farmington and complement the overall property and really transform the overall site.

Mr. Bongero: Okay, and then just one last thing and I'm done. What would be your response to Mr. Taormina's answer from Mr. Ventura that this doesn't appear to fit with the Vision 21 image for that corner. Did you guys consider Vision 21 designing this area?

Mr. Jones: I'm gonna make a comment on the Meijer side of it and then let David speak to the multifamily side. And I wanted to revert back to your question about the neighbors. I believe we have 11 property owners that adjoin the common boundary line. What we looked at very carefully was your ordinances. You have very rigorous ordinances. From a sound we had to look at...we had to study the background sound and determine the decibel level of the background sound. I think what's that, 63 decibels. We could only increase the sound three decibels and I think I'm probably speaking louder than three decibels. So, we had to take that into consideration. We took and we looked at...the sound study is

the reason for the wall and to meet the decibel levels of your ordinance. So, and then the landscaping in the buffering areas are per ordinance. The setbacks exceed your ordinance. We've also studied the 75,000 square foot footprint for our building. We've gone to Florida and looked at what Publix does. We've gone to Texas and looked at AGB does. Some of the regional family-owned grocery stores that Meijer has had a decade's old relationship with and also are in some buying consortiums with. So, we looked at, you know, what is the size? What's the appropriate size for a Meijer, the essential type of store that people can get in and out of on a daily basis? And what is the size of the parking lot? And how does it need to be configured? Where does the orientation of the entrance need to be? All those things were studied extensively for years and years and years. You'll notice, we opened two stores in January in Michigan, in Lake Orion, and in Macomb, and they were both 90,000 square feet. So, once you put something on paper, then you build it, you learn from it, and that's why we've reduced the size of the store.

Mr. Bongero: I understand. My concern is this petition is including the apartment building and together, and it just doesn't look like anything the city envisioned for that corner. All due respect.

Mr. Jones: I understand.

Mr. Wilshaw: I know you appreciate the comments. But again, it's going to slow the meeting down if we get applause for everything. Folks, please. Let's be adults,

Mr. Jones: I think Jeffrey can probably speak to the Vision plan because it's a local ordinance, and it impacts his property and his family's property that they've owned for, you know, 53 years I think now. You know, we've certainly looked at other centers. We have some Fresh Tymes that are more built along your vision plan, and they only work in very, very unique circumstances. Parcel size has an impact. Traffic has impact. Walkability of the surrounding area has impact. This is a car centric, suburban location. Just to be frank, it is. It won't change for 100 more years. So, you have to, I think your challenge with the underlying land use permits...what we've proposed, your vision plan is just that, kind of an overlay district. I think it's incumbent upon the city to...is the vision plan achievable given this location of property? Thank you.

Mr. Wilshaw: Thank you, Mr. Jones. Mr. Bongero. Are you all set?

Mr. Bongero: Yeah.

It Okay. Thank you. Any other questions from any of our commissioners? Mr. Long.

Mr. Long: Most Meijer's are 24 hours. Is it intended for this one to be a 24-hour store?

Mr. Jones: Thank you for that question. Since COVID, we've been operating 6am to midnight. We do have people in the store after midnight to clean, to stock, to get ready for the next day. I think that was a Fred Meyer initiative. He was always concerned about the third shift worker and the parents that needed to run to the store to get poster board for a project that was due by one of their children the next morning. I think that if we decide to go back to 24 hours, it'll be extremely selective. It wasn't about whether we made money during the night, you guys can laugh and chuckle, but it's the truth.

Mr. Wilshaw: Folks, Mr. Jones, you can talk to us.

Mr. Jones: I would, again, the citizens, we're going to be respectful to listen to every one of them. So, I wish they would show the same respect.

Mr. Long: The you said this location would probably hire 150 to 200 employees?

Mr. Jones: Yes, sir.

Mr. Long: Do you have...How much do you hire from the community? You know, I mean...

Mr. Jones: If we could hire every single person from the community we would.

Mr. Long: I'm sure you would.

Mr. Jones: It depends on the local labor market, and that also goes for how many are part time? How many full time? It depends on the local labor availability. We've got some stores that are 90%, full time, some stores that are total opposite.

Mr. Long: Would you happen to know from the other Livonia store what the, you know, what the numbers...

Mr. Jones: No, but I could get back with you on that.

Mr. Long: I'm curious to know.

Mr. Jones: I think Livonia, the nice thing about Livonia is there's housing for all ranges of socio-economic status. So, I think we could, I mean, I feel like we pull, where would we...where else would we pull from? It's a big city.

Mr. Long: Thank you. The last question that I have, or the thing that I want to get an understanding of is, I understand the need for the sound wall, okay. It makes perfect sense why you have to have that. The thing that bothers me about the design is, it creates this dead area behind it, and it's landscaped nicely on the drawings, but, you know, how is that going to be secured?

Mr. Jones: It's a great question. I mean, we have to put an open area so we can maintain that kind of, you're calling it a dead zone, and we have to have a gap and another area to get to it to put equipment in there, and I would say to you that we don't like the wall either. It's necessitated by the ordinance, but if we could substitute a berm, substitute a smaller wall with berming and plants on top of a wall. We're all ears as to what could be substituted to help address and meet the ordinances for sound.

Mr. Long: Thank you.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions for our petitioner? Mr. Caramagno.

Mr. Caramagno: I've got a couple more questions for Meijer. Your truck parking, I'm assuming they're refrigerated type trucks that run all night?

Mr. Jones: No, no, they do not run all night.

Mr. Caramagno: What kind of hours do they run?

Mr. Jones: They run the five minutes. They're parked there to be unloaded and we have what's called whisper units, where you can shut the diesel engine off while the truck is parked and there's an electric outlet that you can plug in the refrigerated unit and run it off electricity.

Mr. Caramagno: It's good to know. Let's get into the wall a little bit more. So, the wall, I know you don't like it, 20 feet is obtrusive, and probably not very welcoming. What does that do for the sound? Is it echo sound? Does it throw sound in the air? What does it do with the sound?

Mr. Jones: It contains the sound and disperses the sound, and I think that's...when you see the walls right beside our truck dock, you'll see it on our site plan. It is up in the top left corner. Those walls are capturing the majority of the sound. It's when it the sound dissipates out further that the trees and the walls have to capture it. We can certainly have a sound study and we can summarize the study and provide it to the city.

Mr. Caramagno: Okay, it's probably welcome. Do you have any outdoor displays at Meijer?

Mr. Jones: Occasionally there's some I think we've designated a couple smaller areas on the front near the entrance where we'll put out pumpkins and Halloween and Thanksgiving, you know, those kinds of things and we might put out flowers when the springtime rolls around. But these centers is mainly focused on grocery, so it does not have a garden center. So they're more displays, inviting someone in rather than buy it. You know this is a grocery store without a garden center.

Mr. Caramagno: Okay, thank you that answers that question. What is the smallest Meijer store that you have, square footage?

Mr. Jones: We've opened for very urban stores that I think the smallest one is about 37,000 square feet, but they're very urban. We have one in Grand Rapids, one in Lansing. They have things on top of us. Motel in one case, apartments on another we've opened to in Detroit and Royal Oak and we call Midtown.

Mr. Caramagno: So, what does a 37,000 square foot store not have that a...what did you say this is gonna be?

Mr. Jones: 75,000

Mr. Caramagno: What do you do without when you put up 37,000 square foot store?

Mr. Jones: We do without a pharmacy. We do without health beauty. We do without pets, pharmacy? What else? Health, Beauty cosmetics, beauty.

Mr. Caramagno: Okay.

Mr. Jones: We do without infant. We do without pets department. So those things get sliced off. For it's more focused on pure grocery needs. We look at this store as more family needs.

Mr. Caramagno: My next question is and I think this more pertains to the Meijer than it does the multifamily. The traffic light on Farmington Road? How does that impact the McDonald's right next door? It seems like it's a terrible idea for them, McDonald's, for in and out there. Explain that to me.

Mr. Jones: We have a traffic engineer with us tonight. It is probably a better question for him because I'll flub it up.

Mr. Wilshaw: That's fine. You have the expert here. Good evening, sir.

Mike Labadie, Fischbeck, 39500 McKenzie, Novi, MI. Okay, so what is it you'd like to know?

Mr. Caramagno: My question is the traffic light proposed on Farmington Road between your property and McDonald's seems like that's a...well maybe well needed, creates a substantial problem for McDonald's in and out.

Mr. Labadie: Now the intent is to have it control McDonald's driveway as well, the outbound driveway so it'll be a...they'll get their own signal head. So, it'll control both driveways

Mr. Caramagno: Probably I'd like you to say more about that, because if you're heading north on Farmington Road, and you want to make a left to McDonald's, your light is going to be there to make a left in the Meijer truck route.

Mr. Labadie: The inbound driveway and McDonald's is past their driveway. That is on the north side. So it'll be I will have to show it to you if you want to see this. The simulations and all the stuff that we went through where you can see it, we'll be happy to show it to you. The one thing that is left with Wayne County, though, is to show them that. They want to see how that's going to work and we haven't gotten that far with them yet.

Mr. Caramagno: It just looks inconvenient for that purpose.

Mr. Labadie: It should be good, actually.

Mr. Caramagno: Yeah, I can't see it. Okay. Thank you.

Mr. Wilshaw: Anything else, Mr. Caramagno?

Mr. Caramagno: No, other than I share some of the comments or all the comments I've heard earlier. So, that's just some of the questions that I have.

Mr. Wilshaw: Okay. Any other questions for petitioner from the commission? We covered all questions for now. We may have some more later. All right. If there's no other questions for the petitioner, this will be the opportunity now for folks in the audience to speak. For or against this petition. We're going to ask that you come to both of these podiums and line up and we're going to alternate between them as long as we have folks waiting. Again, we're going to have a little bit of rules here to say everybody understands the forum. I'm going to ask that people please remain quiet so that we can hear the person speaking. There is a two minute time limit. You will the counter over there. We're going to ask that you address your questions or your comments to us, not to the petitioner. We want to hear what you want to what you think either for or against it. Because it is only limited to a couple minutes per person because of how many people are here and wish to speak. I do ask at least based on my experience of doing this for many, many years to try to make your points

quickly so that you can get them done in the in that amount of time. If you have a long presentation that you wish to make You're welcome to email those comments to us as we've received several emails already. Many are lengthy, some are short, but they all express their opinions which we do appreciate. So, we want to hear what you have to say. We're gonna start with this young lady on the on my left side.

Susan Rutkowski, 18401 Van Road, Livonia, MI. Thank you. I may be repeating myself because I couldn't hear a thing that was said. Nobody speaks into their microphone. And this far away I just can't hear. So let me say this. And what I wanted to say is when I first saw this item, online, it was sent to me. It occurred to me that we have a brand new Kroger superstore. We have a Kroger at Five Mile and Haggerty and we went to find Five and Merriman. We've got a Bush's at Six and Newburgh. We've got a Walmart Supercenter on Seven Mile and Middle Belt. We've got another Walmart Supercenter on Plymouth Road. We've got a Meijer at Haggerty and eight. We've got one at Newburgh and Warren and also Middle Belt and I-96. Along with some Fresh Thymes, Joe's Produce Westborn Market, Aldi. We have got supermarket heaven, what would we need another one for? And I would like to say instead of putting this project in there, why not do some creative thinking? If you've got an apartment where somebody can pay \$2,500 for an apartment that they don't own? Why not make some homes with creative landscaping? Why not? If you've got \$2,500 for an apartment, you got \$2,500 for a condo, and then you've got an investment in the community.

Mr. Wilshaw: Appreciate that. Good evening, ma'am.. Again, folks, I will just say that again, please. I'm not trying to be disrespectful in any way. But applauding does take away from time from the person speaking and makes it harder for everyone to hear what they're saying. So please, I understand the emotion but it's not in your favor to keep doing that. It's only slowing things down.

Resident (no name), Good evening. I want to thank them for their presentation. That was very good. And thank you for the history of the coroner. I always thought there was a Farmer Jack there, but I guess there wasn't. Oh, there was. Thank you. Yes. A lot of my points were covered in the presentation and I will try to be very brief. I will start with Meijer. Is this considered a PUD? And what is the benefit to the neighborhood? The particulars of the design impact on the adjacent neighborhood. He mentioned having several signs. You got the big sign on Meijer and then you've got one in Farmington, you got one on Seven Mile and then there's another one. We are only allowed to have one sign for our garage sale with that big sign. You don't need more signs that say come into Meijer. One thing they did not discuss was remediation of vermin. We are going to have more raccoons because we're going to have dumpsters. We are going

to have more rats and rats are a problem in the City of Livonia. They did mention the noise study that was very good. Now I would get to...in the parking lot, how many lights are you going to have? Are they going to run 24/7? Is the lighting going to be diffused? And have you driven at Seven Mile and Farmington at nine o'clock in the evening after the sidewalks have been rolled up? You do not need to be open until midnight. About the apartments...a major issue that has not been mentioned...you talk about a six foot wall, the wall that is there already is falling apart. The apartment building is going to be 50 feet tall. And you're putting up a six foot wall. What about eroding on the privacy of all of those residents on Whitby? You say there's only 11 houses? Well, it doesn't matter if there's one or 100 their privacy is going to be eroded by the people on the third and fourth floor. And also...

Mr. Wilshaw: Ma'am, can you summarize your two minutes is up?

Ms. Resident: Oh I think that's about it, but I think they look like shipping containers and belong in a big city and not Livonia.

Mr. Wilshaw: Hi, Good evening, ma'am.

Heidi Miller 18951 Irving Street, Livonia, MI, which would be zoned N2 on your map. We're right across the street. You've said that you're about communities, so I wanted to share our community. We have about 14 houses from Seven Miles to Clarita. Six of those houses have kids, which is about 15 kids altogether. They play. It's such a great street to live on. They are little kids from like four or five all the way up to 17. We ride our bikes. We walk up to ACE. We go to Big Burger and get a hot chocolate in the in the winter. We go to Wine Castle and get a drink in the evening. We don't need a Meijer there. I worry about traffic. The commute to Seven Mile...like I work at Schoolcraft, so I just go straight down Seven mile. I'm sure a lot of people go to the highway. That with 7000 extra cars or traffic or whatever it was, that's going to be horrendous. I worry about sex trafficking. I mean, a big problem in Michigan with my kids right there. That's a concern having a big store there. I know a lot of predators, target stores like that. What else? You say it's for daily needs. But I think we have our daily needs covered. We have pharmacies, CVS, all the grocery stores. The other lady mentioned we get to walk to Ace. I just don't see the need for it and I don't see what we gain by having it there. Besides all the negative things, the sound, the light traffic safety, like I said. I think that's about it.

Mr. Wilshaw: Well, thank you very much for your comments. Good evening, sir.

Denny Behrendsen, 20012 Wayne Road, Livonia, MI in a Deer Creek subdivision, which I am representing as their HOA president, and as a spokesman

regarding the proposal before you tonight. Thank you. Deer Creek is approximately one-half mile from the Kmart site. Deer Creek will be impacted by whatever happens at the Kmart site. We emailed a description of the proposed project to 185 residents. For comparison, we included a summary of the Livonia Vision 2021. Some residents responded to us some mailed their suggestions to you. No one responded that they liked the proposal in the petition you have before you out of the 185. To be clear, we look forward to the redevelopment of the Kmart site. We'd like you to know, however, that we would like you to approve a development that looks like Livonia Vision 2021. I'm going to share with you some quotes from responses we received from our residents. Residences should be above retail and business properties, like our neighbors in Northville and Plymouth. Livable walkable, attractive areas make the whole area desirable. And with a new build Schostak has the opportunity to build a creative in contemporary urban suburban showpiece. We would love to see something like lofts or apartments, above retail, something to put Livonia on the map as a progressive community. And going on. This is an opportunity to take that space and create something unique that will distinguish Livonia from other communities. Livonia is competing with downtown communities like Plymouth and Northville. We frequent those communities more than Livonia because Livonia has nothing unique to offer. I think the structure should be limited to two stories. Please fight to keep the housing area to 20 per acre maximum. Thank you for the opportunity to share these thoughts with you.

Mr. Wilshaw: Thank you Mr. Behrendsen.

Michelle Dalton, 18561 Myron, Livonia, MI. I live directly across from what would probably one of the entrances and the concern that I have is on Myron, we are the only straight shot street through. The other streets either turn or curve into Myron. There is no other in that area straight shot out of Seven Mile and over to Farmington. It creates a perfect little "L" that if you're trying to avoid a busy intersection makes the perfect little detour and we don't have sidewalks in any of that area other than little snippets here and there. It stops and starts the whole way. We are also, because of our straight shot, one of the main routes for busing to the schools. So we have bus stops along there were kindergarteners and first graders are standing at the bus stops and walking along the street trying to get there, especially in winter, when the grass is snowy, they are in the middle of the road walking to their bus stops and if there's 199 apartments, trying to get where they're going and cutting through to avoid that intersection, somebody's gonna get hurt. And I'm really concerned about that. If there is a way as we keep talking about increasing walkability, can we put a sidewalk on that street then make it more walkable? I mean, I understand the need to develop that property,

but then we need to compensate and not allow our children to have to walk in that area then on the road. Thank you.

Mr. Wilshaw: Thank you, Miss Dalton. I do want to say that everyone's doing very well. I know it's sometimes nervous when you haven't presented to a city group before. So everyone's doing great. And I really appreciate the comments so far. Go ahead, ma'am.

Patti. Riggio, 37204 Bretton Drive, Livonia, MI. So, we are over by the Seven Mile and Newburgh area. I wanted to say that I think the petitioners did a fantastic job presenting. It's very thorough, thoughtful. It seemed like a nice design. However, it does not fit this community or that area. So, I would request for you guys to, you know, really keep that property private and develop it in a much more thoughtful way. Thank you.

Mr. Wilshaw: Thank you. Miss Riggio, Appreciate that. Good evening, sir.

Jay Vanatter, 19722. Fitzgerald Street, Livonia, MI. So I, I had a few concerns about this project. First a question that if you could ask, is there a possibility of this either immediately being sectioned off partially for Section Eight housing down the road? Is it a possibility to turn into that? And then another concern that I have is I don't know if you guys have driven down Seven Mile there. I live right down Seven Mile and Newburgh. I drive to work that way. The roads there are horrible and having those trucks go on there is going to be a disaster and we're at the will of Wayne County to fix them. We had four years ago, potholes there and I call them they didn't do anything about it. There was absolutely no help on that front. So, is anything going to be done about that? And do we have any say in that? Or is it just if Wayne County decides to do it? Then they'll do it? If not, then we're stuck.

Mr. Wilshaw: Thank you. sir. Appreciate your comments. Thank you. Good evening, sir.

Roderick Gill 37204 Bretton, Livonia, MI. Between Seven and Eight off Newburgh, and the City of Livonia...the residents already help out Meijer's because you have two of them in the City of Livonia. We don't need another one, and as far as the apartment building goes the the \$2,500 a month income. Let's say nobody can afford that. Let's say people move out quickly. Then what? Then we got a two story building that nobody wanted in the first place. Or four-story building that nobody wanted in the first place. So, I'm saying no to this whole project.

Mr. Wilshaw: Thank you, sir. Good evening, ma'am.

Rola Makey. Bristol Street, Livonia, MI. I just want to say I agree with all the comments before me. I don't want to keep reiterating the same things over and over again. I do want to make it known that this is...this Meijer is the Meijer that was denied at Plymouth because the Plymouth County Planning Commission's listen to the people of Plymouth, so I hope that all of you are taking into consideration what everyone here is seeing today. I have a question about the petition if we will be able to obtain a copy of it and where and how. And I would like to know about the traffic survey and how much the traffic light would cost the city and as far as the Meijer goes, is there any plans for restaurants such as Subway or Cinnabon or Auntie Anne's? Is there anything like that there? And then to quote, the petitioner, they said they have a sophisticated equipment for crime, do they have their own police department or something? And they said that they also are going to plan on hiring 150 to 200 employees, and how many of those will be replaced by self checkout kiosks and other technology? And as far as the apartments go, a simple Google search will tell you that apartments increase crime, they lower home values, and they have large volume of 911 calls. Does the city plan on hiring more police officers, EMTs, firefighters, etc.? Thank you for listening to me.

Mr. Wilshaw: Thank you, ma'am. Good evening, ma'am.

Marsha McLean, 20075 Edgewood Avenue, Livonia, MI, and I too, am representing the residents of the Deer Creek subdivision who have seen the plan and do not support what is set before you today, but I have a different request. I'm here to request the financial aspects per the pro forma that was submitted with this proposal. What we are...would like to look at in particular are the projected costs and expenses, the projected revenue, the projected real estate taxes, and how and the financial feasibility and sustainability of this project, but more importantly, we would like to know what this development will do for the City of Livonia and for the neighbor than the neighboring subdivisions. I was going to get into the...Mark, did you, Mark, did you say that in your presentation that Schostak was going to put in I guess some safety planning improvements for the area. What was that? Did you say that?

Mr. Wilshaw: Let me see. Mr. Taormina, I believe you referred to the traffic improvements that were being made, correct?

Ms. McLean: The offsite improvements.

Mr. Wilshaw: Okay. The reference was to traffic improvements being made in the area.

Ms. McLean: Okay. I was concerned about the, like vehicle safety and pedestrian safety. I don't know if those were in planning.

Mr. Wilshaw: Yeah, that that is part of the traffic assessment.

Ms. McLean: Okay. I didn't know if I heard him correctly. That's why I'm clarifying that. My time's up? Well, I, we, would respectfully request a copy of Schostak's pro forma for this proposal, so that the residents in our area and anywhere else can assess the financial feasibility and sustainability of this project.

Mr. Wilshaw: Okay. Thank you, ma'am. Good evening..

Sue Williams, 14939 Farmington Road, Livonia, MI, in the new senior apartments across the street, and I just want to tell you the story. I am 91 years old and I have lived in Livonia a very long time, and in 2014 I had to sell my house because it was really too much for me to keep up, so I moved to the Woodbridge apartments at Six and a half mile and Middle Belt. Well, for a couple of years, it was fine. I mean, I had no problems, but in the last I would say three to maybe four years, the police department is there as much as the mailman and I would like to tell you that I don't care how much you charge per apartment. It doesn't account for their behavior. I mean, you just don't know and I don't know what you can do about that. But anyway, that's all I have to say and I'm really against this whole project. Thank you.

Mr. Wilshaw: Thank you. I'm gonna have to ask you to leave if you keep belting out comments, please be respectful.

Russell Wolfram, 17410 Loveland, Livonia, MI. The thing is that I've come here to hear a lot of candidates night and everything else. One of the main things that's always brought up is when are we going to do something with Seven Mile and Farmington? It's constant. You know, when are we going to do it? Well, to be perfectly honest, and I agree. It's a Schostak property, so they have to submit plans that they believe will work and, you know, it's not that I don't like looking at that vacant Kmart and all that because I love it, but not really. I mean, something has to go there. They've done a pretty good presentation. They've said that they're willing to adjust some things if they have to. I don't really see much wrong with it. I just don't. I see some sort of development there. It's got to be better than what is there now. Because there's nothing there. You know, there's the places going to hell. So that's my opinion.

Mr. Wilshaw: Sure. We appreciate your opinion. Thank you. All right. Good evening, sir.

Joe Maiorana, 1214 Copperwood, Bloomfield, MI. My family has owned and operated Joe's Produce Gourmet Market in Livonia for 78 years. My grandfather

started the business as a roadside market in 1945. In 1968, the first version of Joe's Produce Gourmet Market was opened in the current location by my father, Joe Maiorana. As a third-generation owner, I had been fortunate to expand our market, bring in additional business to Livonia and to the adjacent strip center next to me and provide jobs for 150 employees. Over the years Joe's Produce Gourmet Market has been heavily invested in the community supporting a variety of charities, youth sports, community events. Our customers have become our friends. We have been fortunate to share with them in a supporting role in countless graduations, weddings, birthdays, and special events. We worked hard to become part of the fabric of the Livonia community where we live and work every day. We are extremely concerned about the proposed development at Seven Mile and Farmington Roads. Clearly there will be a significant increase in vehicular traffic to and from the proposed development. This intersection is already a heavily traffic area. And this new project will only make it worse. I hear complaints from our customers about the existing traffic every day. From our perspective as the longest serving grocer in Livonia there are already existing a number of shopping operations for Livonia residents. Let me list some of them. The Kroger at Eight mile Road, the Kroger at Six Mile Road, Meijer Middle Belt Road. There is a Meijer at Haggerty Road between Seven and Eight Mile. Which is four miles away from their proposed project. Walmart Supercenter on Plymouth Road, Walmart Supercenter on Seven Mile Road, Aldi on Schoolcraft, Costco on Middle Belt, Costco on Haggerty...

Mr. Wilshaw: Mr. Maiorana, can you please summarize.

Mr. Maiorana: Okay, thank you. There's a Bush's, Cantoro's Market, Westborn Market. I'm sure I might have missed a few of the smaller stores and markets, but they're at least including Joe's Produce Gourmet Market. Twelve significant choices for Livonia consumers. No one is clamoring for more grocery stores. In addition, there is a request for a liquor license. The granting of such a license would be outside the city's past scope of approvals for groceries and markets. Liquor products are readily available at many existing locations in Livonia. Finally, for me, finally, I have always been supportive of business expansion and bringing jobs and economic vitality to our community. However, I need to stand up for 150 full time and part time employee's jobs. Jobs that we chose by preserving the existing jobs should also be important to the city.

Ms. Dinaro: So, you're at time. We want to keep...

Mr. Maiorana: Please take it into consideration during the deliberation of the pros development. I trust that you will do the right thing for Livonia, its

residents and existing businesses. Thank you for your thoughtful consideration to my comments. Joe Maiorana, Thank you

Mr. Wilshaw: Good evening, sir.

Derek Fisher, 19514 Norwich, Livonia, MI. Proud Livonia resident of 40 years, I'm speaking in opposition to the petitioner. Primary concerns relate to the traffic. We know we'll see generated traffic. Appreciate the traffic study. I will remind the Commission as you will know, all four corners of the Seven Mile and Farmington quadrate include a substantial resident population, and the area also includes a significant amount of bus stops for LPS transportation. We know it will most likely need a light at Seven Mile and Norwich and a light at Gable and Seven Mile. Commuting is hard enough as it is and we know the commute is going to be compromised by the residential traffic from the apartment complex because clearly, all those gonna be well to do people are not taking public transportation. Stormwater management is going to be an issue. You have a major tributary to the Rouge River just north of the development. We know that that site is out of formula because it has underwater detention. Possibly we may need retention ponds. You need to consider the environmental aspects associated with that. Current infrastructure related to the DTE power grid. We know when we get a mild wind and the north in the Livonia we lose power for two days and we're throwing our groceries out. I will also point out there are two Meijer superstores in the area of Eight and Haggerty and Middle Belt and Schoolcraft. We know where these are at. Do we need a third Meijer in the immediate area? If this development moves forward, that would be three Meijer stores within 23 square miles. Google Map it, it's a fact. I am very hopeful that as a commission you consider the financial impact, and our longtime local merchants that have faithfully served this Livonia community for decades. Mainly Joe's produce Livonia, Italian bakery, wine castle, and yes, multiple Kroger's. They all bring the same wares to the consumer. And while it may seem prudent to jump at this opportunity, we do not want to come with revenue and financial loss for our dedicated merchants and business partners who have been loyal to our community and who have been great partners for the city. Thank you.

Mr. Wilshaw: Thank you, sir. Good evening, sir.

Bill Nosseck, 35453 Brookview, Livonia, MI. I'm here to talk about three topics. The first one that comes to mind, which is very important to me, is the traffic study. I use Seven Mile every day and I try to avoid the intersection of Seven Mile and Farmington because it's very dangerous, and there's accidents, and in addition to that, I travel up and down Gill Road. That

road, almost on a daily basis is patrolled by Livonia's finest, and there's a lot of tickets being issued there and there's accidents if you take and go down to the fire station at Seven Mile right across the street from the Fire Department. There's a baseball stadium. Well, Livonia's finest are there because people are blowing through the red lights and giving traffic's. So if you look at that Seven Mile corridor, I would petition that the petitioner opens up that traffic study and looks back at what's going on because I questioned it was a desktop study or actual study because if it's an actual study, you have to wonder what's going on in all the other streets and why are the Livonia police frequent visitors of Seven Mile. Is that taken into consideration because for me, I lived here a long time and I avoid an intersection. One of the things that could possibly solve the issue is they put a traffic light across there in the vicinity of the ACE Hardware. Going on to my next subject is there's a lot of talk about the greenways Well, if you look at this intersection at Seven Mile and Farmington today, it's ugly. Is there going to be irrigation in those greenways to make sure that they are kept green and we've looked at the property that Schostak Brothers had at Six and Newburgh. They didn't have any irrigation at their greenway. So, I would want to make sure that we beautify our city. And lastly, is that staffing. I frequent Meijer's as well as other places in the state, and one of the biggest issues is customer service. And then customer service is dependent upon employees. That would be good to hear what Meijer's is going to talk about this. How are they going to staff another store when you take and hear people chronically talking about shortage of staff at Eight and Haggerty. Schoolcraft and Middlebelt. They talked about they're going to hire 150 to 200 people, It would be good to understand how they're going to do that. And then lastly, is...

Mr. Wilshaw: Your two minutes is kind of up.

Mr. Nosseck: Oh, I'm sorry. Okay, lastly is how are those Meijer's employees going to afford a \$2,500 rent so, but more importantly, my whole purpose to come here is opening up that, having that traffic study so that I can travel safely down Seven Mile.

Mr. Wilshaw: Got it. Thank you, sir. Appreciate your comments. Good evening, sir.

Joe Gilligan, 19560 Fitzgerald Street, Livonia, MI. When I first heard that there was going to be the development possible development on Seven and Farmington, I was like, oh, good, we can have something that is not as much of an eyesore like the other corner on this on Seven and Farmington, but I digress on that. But anyway, I appreciate the presentation that was brought forward and, and I'd love to see all the details, but I just personally don't see how this would fit in Livonia. It just...\$2,500 a month for an apartment. I mean, I can't afford that. None of my friends in my

generation could afford something like that, and I just, I just feel like something more creative, something new and exciting should be in that space. I made something similar to like Rust Belt market in Ferndale or shared kitchen space for entrepreneurs. Something like that. I just I just don't see how this would fit Livonia, and just hearing the comments from everyone else. earlier. I just...I wholeheartedly agree with most of everyone that's sharing their experiences and information that they're presenting here. And quite frankly, I think this is not the direction that Livonia should be going in. Thank you.

Mr. Wilshaw: Thank you, sir. Appreciate those comments. Welcome back, sir. You are in the right place.

Mr. Parr: I'd like to thank the Joe's Market representative and one of the points I'd like to make there is the presenters talked a lot about foot traffic they expect. I visit Joe's very regularly, and I do so to pick up those last-minute items that we don't have, milk, ice cream, cookies, whatever, and I don't see much foot traffic. So, all those houses that live...people live within just a half mile or a mile. I do not. I've been there 1,000 times. I don't see any of them carrying bags home. The one thing I do worry about is departments. I'm in the real estate business and I kind of specialize in residential. I have seen the residential development of new projects scattered around the city go just like that. Lombardo and several different ones and they sell fast, they sell for good money. They get good people in their most jurisdictions, and I've done some development work on my own real estate investments in Redford, and they want to slim down the number of tenants that live in the city. I think Livonia should have a little bit of that same thoughts. I happen to live next door to the senior center on Purlingbrook at Hunter Brook condos, and I don't mind it I got I got a cheap condo because the location isn't the best. But I have to sit and listen to cars revving up people working on their cars blasting radios out back, and I don't think a six-foot wall is going to block all that out. So, I think that the development is due. I've looked at that site and I've wondered why the hell isn't somebody doing something with it? But I think somebody could develop a lesser density residential development to make it work and make it good for the city and the people around Livonia.

Mr. Wilshaw: Thank you very much Mr. Parr.

Mike Gretch 15136 Arden Street, Livonia, MI. I live in a house but before I lived in a house, I lived in an apartment. I'm a software engineer at General Motors. I'm educated. I'm moving up in my career and in an apartment I met plenty of smart great people.

Mr. Wilshaw: Mr. Gretch, you talk to us.

Mr. Gretch: Great people live in apartments. There's a lot of assumptions being spread that it's going to lead to crime. It's going to bring in those people. I'm not sure who those people are, but when I hear that kind of language, it is concerning. Livonia, we can welcome people from all different walks of life. Not everyone has a family. Some people are older, some people are younger, there's room for everyone. There's room to support everyone in the language. Those people, them people, they people, that's concerning and everyone who wants to live in Livonia should be able to live in Livonia. Equal Opportunity, equal housing. Those are the things this country was founded on, and again...Yes., one more. In regard...Long and Bongero, I hear talk about Vision 21. looked over Vision 21 It's great. If you want vision 21 to happen, why don't we have codes and ordinances that are going to bring us there?

Mr. Wilshaw: Thank you very much, Mr. Gretch. Good evening, sir.

Khris Beers, 19448 Stamford Drive, Livonia, Michigan 48152. I'm a homeowner and board member in Windridge Village subdivision. My house actually backs right up to the property where the walls will be going in and the apartment complexes are. First off, Schostak hasn't had a very good reputation of maintaining that property at all. I understand that there's nobody in there, there's not a paying tenant, but if I move out of my house, and I leave the grass to grow as high as the car, park a Buick in the front lawn, let my animals run crazy. That's happening there. There are animals in the back. I've chased away illegal dumpers back there. I got threatened to be run over by a box truck who was throwing garbage in the well. They're the gang graffiti that's been sprayed on the back of the building. I stare right at it. Every night I can hear when kids are in the back there. Twenty-foot walls are not going to change it for me. 100% of my constituents in my subdivision and even from Deer Creek are adamantly against this, we'll find a couple of them, but most everybody is absolutely against this. Like everybody's been saying about traffic, we're all pulling out of my subdivision on to Seven Mile. I mean, that's a good way to give your life right there. There's been many bad accidents, and now you're gonna put another stoplight in there. And then Gill road and then he was talking earlier about a bus stop. You know, all of our kids had to go to the Seven Mile to get on the bus. Is the bus gonna pull into that apartment complex to accommodate everybody who's coming in there? It's going to slow traffic down. It's going to wreck the roads that we already have, and real quick because I only have 10 seconds, the one thing I saw today, when I came home from work was a thing on my door, vote for Jim Baringhaus, I keep mispronouncing his name, but he has everything on here that we're for, you know, protecting our property values of our houses. This won't do that. This site. A sensible development is what we need at that site. Because this this town has been built by the Joe Maiorana's, the

Mick Hunts, Nick over at the Wine Castle. Those are the people that we've always supported, and by bringing this complex in, we'll probably eliminate some of them and will throw them to the curb. Thank you.

Keith Coulter, 19332 Pollyanna, Livonia, MI. I literally back up to what would be the apartment complex. Last couple of years, we've put a nice pool and I'm going to be looking at a 50-foot building at the corner of my house right behind my house. I understand that and I understand things change and things have to be built and development has to happen. My issue is more so not... it's... I hate the idea, obviously, but I also work for Kroger so I'm not really big on Meijer's. I'm sorry, but, my issue is light pollution. That's a huge issue for me. Light pollution is, you know, or the apartment is going to be, you know, are these carports going to be lit 24/7? Is the building going to be 24/7? You're gonna have light radiating off the building. And any other privacy aspect, you know, it's just massive monstrosity looking right in my backyard. We have a nice pool. Privacy is really violated at that point, which I think at that point property values become violated because you don't have privacy. So, for that I'm strongly opposed to it. Although I do agree that the area needs to be built. It has to be built, but with sensible, you know, this is just the kind of shine right now. They could come up and go alright, we're gonna go huge, and I know it costs a lot of money and I get them. I mean, I'm involved in that stuff. I know what it costs, but this is an opportunity for them to come to the table with something massive, something really cool, really neighborhood friendly, and community friendly. And, you know, for that reason, just because of the way it is proposed. I'm strongly against it. Thank you.

Mr. Wilshaw: Thank you, sir. Appreciate your comments. Hi, good evening, sir.

Nicolas Lomako, 20154 Edgewood, Livonia, MI and Deer Creek subdivision. Prior to my retirement, I was a city planning consultant for nearly 40 years. I recommend that you deny the waiver-use approval as proposed. I believe Livonia deserves better than what's being presented this evening. My objection is centered on the four story 199 unit multiple family development as part of this and only six 21 acres, the density of 29.22 units is excessive in my judgment for that property. It's not representative context sensitive design. The multiple family project would negatively impact the single family homeowners who live immediately to its north and west. The scale of the project would impact privacy. The building height 50 feet, with setbacks of only 91 feet and 103 feet are appropriate. The project's highly stylized urban character is better suited to the city's traveled commercial corridors. We currently have an example of this along Haggerty, it might even be appropriate for the former Livonia Mall property, it's not a good option as a transitional land use to buffer homes from a neighborhood grocery store.

Additionally, I object to the certain characteristics of the project design. The density is too severe for the site's acreage and configuration. There's too much impervious surface area. It's excessive. Over half the parking spaces on the north end of the property at design are too distant from the units themselves, and I believe they won't be very well utilized. Lastly, some comments related to the master plan. It's a state of development objective the city's master plan for housing and neighborhoods to "support a system of organized land use to provide greater choices where new and redevelopment areas respect existing neighborhoods". This proposal does not meet that objective. The project area is classified as a mixed development center and tended to be an integrated higher density mixed use core of activity, addressing walkability of neighborhoods and great gathering places. That's not what this project is. This project really is separate two independent projects connected by one five-foot pedestrian sidewalk and one cross access easement.

Mr. Wilshaw: Can you summarize?

Mr. Lomako: In conclusion, support your master plan.

Mr. Wilshaw: Thank you, sir. Appreciate that. Good evening, sir.

Kenneth Moore, 20185 Ellen Drive, Livonia, MI. Luckily, many of the aspects or notes on my sheet have been crossed off by earlier speakers. So, I'll get down to the last three. One is LIV apartments was brought up as an example of what they were trying to do here. When I had looked up LIV apartments earlier today, what I saw was a three story complex that was totally surrounded by commercial property. What they're presenting is a four story that is not surrounded by commercial property. It's hovering over the top of a residential neighborhood. This does not seem appropriate. And I believe limiting them to two stories would be more in line. In regard to Meijer's, I had noticed they had one main entry and exit defined while there were several smaller exits that most people would probably not be aware of. I wondered in today's environment of mass shootings of having just one known area to get out of a store is really a wise thing. And the last thing brought up was several traffic lights being added. And I'm wondering, have traffic circles been considered.

Mr. Wilshaw: I think you know the popularity of that. For some reason Michigan really does not like those. Alright folks, settle down a little bit. Thank you. Good evening, sir.

Ed Suer, 19001 Westmore, Livonia, MI. The first time I've ever seen the Livonia Master Plan this project 21, I was pretty excited about it. When I seen the presentation today, is the plan still relevant because it doesn't match that

plan at all. I agree with everybody that spoke before me. In fact, I don't think I heard one person support the plan yet. So, I think you should...Well, okay. I didn't listen to Okay. So I agree with everybody what they had said earlier. I guess one thing that I would like to comment on is which everybody has comment on the traffic. When there are accidents, the streets that are near those...they don't...a lot of them don't have sidewalks. So, a lot of the cars zoom through the areas so...and there's a lot of children in there so it's definitely not safe. I think you should go back to the plan, support small business, housing. I liked the idea of housing but not what was proposed. Some social areas just like in a plan with a lot of bike use Another thing that I wanted to say, because we spoke about noise in studies. I think we have great police support. However, I wanted to ask, did they do a study on the current enforcement of noise because I live in the area, and there's noise all night long now, and I would expect that those trucks would probably be running late at night to stock. So, it's not going to get any better. Just trying to hit on some other things. And if they had a good design, I don't think we would have to worry about buffers.

Mr. Wilshaw: Thank you. Thank you for your comments, sir. Hi, good evening, ma'am.

Susan Ahn, 19343 Whitby, Livonia, MI. Hi, good evening, commissioners and thank you for this long meeting. We've heard a lot of voice tonight for the petition, and we've heard a lot of concerned residents speaking up for many points, which we hope you take into consideration. One point I needed clarification on relative to the traffic improvements study. Did I hear that this study was conducted without consideration for Windridge traffic and the residents going into and out of Windridge village?

Mr. Wilshaw: I can't get into the specifics of I want to let you I want to give you the time to make your points but so I don't want to get back and forth with questions and answers.

Ms. Ahn: Okay. So what I'm concerned about is that is taken in consideration as there are 1200 homes in our community and that is a key entrance point for...there are only two into Windridge., and that's one of them. So please take that into consideration. Secondly, I want to roll this back up to the 40,000 foot level and really say I'm a believer in Vision 2021 and I'm very excited when I read 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. I took a little offense to the Meijer gentleman's reference, and he did say he felt that that vision was unachievable. We have a family's first community and there are families surrounding that property. I really believe we need and owe it to our community to really work toward that vision and to have this petition show where it shows compliance to it.

Finally, a four story apartment building will tower over anything within miles of our community. I'd like to know are there any other developments , three stories high in Livonia that are parked right in the middle of residential areas. Please consider it. Thank you.

Mr. Wilshaw: Thank you. Good evening, sir.

Mike Poulos, 19658 Norwich, Livonia, MI. Most of the things I wanted to talk about have certainly been repeated again and again, and even now, the one that I want to talk about, it would be horrendous to approve a four story building close to that Windridge village subdivision. There was some talk of loss of privacy. It will be extraordinary. Uncomfortable for every home there and other homes. There as was just said, there is no other building, four stories high or even three stories high in the area, so I do not understand how this could be approved in the location that it is. Thank you.

Mr. Wilshaw: Thank you, Mr. Poulos. Good evening, sir.

Tom Erle, 31545 Pembroke Street, Livonia, MI. I have been here for 50 years or so. I like the city. I want it to be successful. I looked at the property today. I measured it. I know that the two buildings take up 167 square feet of retail at that one point, and I understand that they want to do this high rise. First of all, I'm against a high rise in a neighborhood of basically two floor homes. I think it's would be far better if the living space in this area was two stories high. However, another point. My uncle on my wife's side used to go to Walgreens. Why did he go to Walgreens to buy his food, because he had a hard time walking. And at one time they had frozen food. They had a variety of things that older gentlemen who lived by themselves could buy, heat up in the microwave, and take care of it. Now, I'm not suggesting that we put a Walgreens on every corner and ask them to have food again. However, I see some value in Meijer's when they started talking about 25,000 or 30,000 square foot home, he could walk a small store, and that would be good for him. And there's a lot of seniors that have issues with walking. A smaller store with the key items would be a great thing for them. And I would support that with smaller homes.

Mr. Wilshaw: Okay, thank you, Mr. Erle. I appreciate that.

Eric Young, 19356 Pollyanna, Livonia, MI Good evening. .I am at the southeast corner of Pollyanna and Stamford, which looks directly in the rear view of this development as well Thank you for the time, and I'll be a little choppy probably because me cherry picking from my thoughts, so a lots been covered and I just want to make sure I cover content. I'd like to start off

with a few corrections just for the record. There's actually 14 homes not 11 that are adjacent to that, that neighborhood. So the gist of that's recorded properly. A couple other points, I'd like the panel to revisit...we're talking about sound deadening wall. I'm curious if it's masonry. If there's some kind of metal honeycomb to dampen the noise. So, I'm interested to know the details about that as an engineer about what it would be built or comprised of. I'm also a little disappointed. I'm glad it was asked by the panel here about Schostak that there was no investment in our community even with a small peer review to actually discuss this because a lot of this could have probably been tabled, particularly from the Windridge subdivision, but because like my home, even though I'm not adjacently coupled property wise, but my children's rooms, my master bathroom, my main powder room, my kitchen window, all look to that property, everything I see. And also there's somebody from the Schostack's, I believe it was David, pointed out with his illustration, all the beautiful deciduous trees and the canopy it creates. But you know what, that six months at best out of the year. I'm also deeply concerned about the 500 or 600 lineal feet of that pony wall or that screen wall that we're talking about where there's beautification there that decade's long residence equally since the early 80's some of these folks have lived there. My home is a generational home. My grandparents are the original owners. My family purchased it in 2014, so it's dear to me, just as it is all the residents in our community, but particularly the ones that are adjacent to that wall. I'm worried about the solvency of those trees, all the disruption of the, you know, ripping out pavement, tearing it out roots, and things like that. What's going to preserve those?. My neighbor behind me has beautiful Arbor Vitae's they've been growing for almost 40 years since I was a young boy. Are those going to be sustainable? So, those are things I'd like you to talk about with the development team. So anyway, I guess I also would like to thank the panel for offering you know, the development. It's not easy to be here. It's difficult, you know, I get it. We're all passionate, just as you're passionate about you're proud of your project. We just want what's right for our community.

Ms. Dinaro: Time.

Mr. Young: Oh, sorry. I went too far. Thank you.

Mr. Wilshaw: All right. Thank you very much. Thank you, Mr. Young.

Teresa Cicala, 33864 Fairfax Drive, Livonia, MI. I live in Windridge village. It's kind of emotional for me. I had two homes in Livonia, one on the south side when my family was smaller, then we moved to Windridge village because it's a beautiful subdivision. It was adequate for our family. I don't want to move out of my subdivision because you're going to put a four

or even considering a four-story apartment complex that to me looks like a hotel. I can't look at that without thinking it looks like something I see over and over on Novi Road where there's not homes there. I don't want to move, but if this gets put in, my house will be listed. I don't want to move. I love my city. I worked for my city. I just don't want this. I don't see anything that could come of this. I don't think it's going to make our city better to raise your children and I just don't see the benefits of it. I didn't have less of a problem with the Meijer's than the Schostak build. Every time I drive at Seven and Farmington, which is every day, I see overgrown, grass grown all over like unkept, now all of a sudden you want to put a four-story complex and then you're going to tell me how well you're going to take care of that particular area. I just don't see it, but I think it's a terrible idea. I think there's other things we can put in here that that all these people would approve of, or at least a majority. My home is in that subdivision. I have a vested interest in that and for the market value of my home and is going to decline if you put that apartment complex in their data.

Mr. Wilshaw: Thank you, Miss Cicala. Good evening, ma'am.

Nancy Savageau, 19066 Norwich, Livonia, Mil. I've lived in Livonia for 60 years. I remember the Kmart grand opening. I remember the field that was there before that. So, there was a horse ranch and basically just the fire station. So, it was all fields and nothing there. So, people oppose the Kmart development, but Kmart came to pass, and we all enjoyed it as a teenager, rode my bikes up there with friends, and, you know, it just became part of the community in this Kmart. It's so sad every time I drive by it, I live about a quarter mile from the site, and to see the condition of that property. I think we do need to look forward. Maybe the developers could reconsider moving the apartment complex to the south east corner, and maybe angling the Meijer in that northwest corner so that it's not quite that close to the fencing or wall that they put in and then people wouldn't be concerned about people overlooking them. But I think you've got to look to the future. You know, 50 years ago when they were considering the Kmart and nobody wanted it. It came. Everybody went, everybody enjoyed it. I think if you can build a Meijer and somehow situate the housing so that existing homeowners are happier with it, then I think that's a good compromise for everybody and a good use for the community, and a relief from that eyesore because if I were driving by there hoping to purchase a home from some of the people who want to sell their homes. I drive by that and keep going. Thank you.

Mr. Wilshaw: Thank you, Miss Savageau. Good evening, sir.

Ron Strong, 19533 Norwich, Livonia, MI You know, I've listened to all my neighbors speak and I'm very hard of hearing. But you know, I could hear them. I heard very little of what you folks up there said, because you don't speak into the microphone. You look elsewhere and you talk there and the microphones are there. Try to remember to speak in here. Definitely. Thank you. And I'm against both of these proposals. Thank you.

Mr. Wilshaw: Thank you, sir, for your comments. Good evening, sir.

Bob Christenson, 19376 Stamford, Livonia, MI. I'm one of the guys and I'm where the wall goes from north, south, east, west and the first one with the big backyard right up to that, whatever it's going to be and I can tell you that if you get above about 15 or 20 feet, I don't care how many trees they put there they're gonna be right over those trees right into my backyard. What's more, I've got a daughter who lives three houses away from me also on the wall and I was discussing this with my neighbors the other day out in the front and one of the bike riders that comes through the neighborhood often stopped the show us a thing on his phone. There just been a rollover accident at Seven and Farmington, and I thought oh, my goodness. Are we going to have less traffic, less rollover accidents, less vehicles driving at high speed down Seven Mile Road so they can make the light at Gill. Let's think about this and do the right thing. Thank you very much.

Mr. Wilshaw: Thank you, sir. Nobody over there. Good evening, sir.

Sandy Mytys, 34008 Fairfax, Livonia, MI. It's in Windridge village. I've looked at the review of the Livonia 21 Master Plan. I've looked at the map for redevelopment there. You basically have four sites. You've got the Plymouth Middle Belt site, You've got the Civic Center site. You've got the Seven and Middle Belt site, and you've got the Seven and Farmington site. Those are four sites and you have limited opportunities given the size of those sites to I guess get your future land use plan created. Your future plan helps build a unique characteristic for the City of Livonia. Again, your opportunities are limited and I see those goals and objectives that you're looking for mixed development with engaging streetscapes varied storefronts and activities and meeting spaces. mixed use buildings encouraged to develop first floor retail spaces or professional offices with living space on top. I look at the Schostakr vision and it's like it's a great example of maximizing your return on investment. There's no consideration for really the, the community that I live in. They have, you know, this four story, 50 foot apartment block. and it not only impacts those 12-14 houses, whatever the number is, it's more than the 11 that they say, but it also affects the houses that are directly across the street from those because they're looking and you can see all those lights you can see all the activity. You know, the master plan says focus on

improving the aesthetics of the area with landscaping and timeless design that does not look like a hotel. Those apartments...it looks like my parking garage downtown Detroit, it's crazy. The building should have residential scale and characteristics four stories is not residential scale, not for the area. If you look at what's already there, two stories, I urge you to walk that street behind that Kmart area. Take a look at the wall that those people are dealing with. Take a look at the light pollution that's there. Also, please go to Six Mile and Farmington where they have those row houses. Beautiful. That's what we need. We need row houses that are attractive. We need ground floor restaurants offices, perhaps above that living, but not what they're proposing. In its current format. It is just for profit, profit profit. There's not even condos they're all rent. Thank

Mr. Wilshaw: Good evening, sir. Feel free to go ahead, sir.

Deepak Sepurich, I've been living in Livonia since 1981. I move into the Windridge Villa subdivision because even though that time it was like one quarter maybe 25-person field with the new homes, but ever since '81 you know I love Livonia community. The proposals are not that palatable to me. I'm give you a few examples. I'm like I'm a senior retired from Ford Motor Company. Lots of times you know I'm trying to make a left turn from the Windridge Village subdivision like say (inaudible) street to the Seven Mile Road I cannot make a turn even right coming right now to your meeting. There it was so hard. Luckily, I did manage to make a left turn so many times and I swear we have made a U turn. And from Norwich, we went to Gill Road because there is a traffic light there. Lots of people are afraid to make left turns, so I request humbly your permission and your all your the members that please reject this proposal. Another thing that I like to suggest that this four-story apartment building with let's say 199, let's say 200 apartments, each one of the young these families might have one or two vehicles. Can you imagine the traffic that will be subjected to the...especially Deer Creek Windridge Village and all the surrounding communities? I humbly request you sir or that and I'm not against Meijer's. I love Meijer's. If they like to put their money and put in Meijer's grocery store, I welcome them. Just this is my personal opinion, but I think that as a Planning Commission, please reject this four-story building. I think we should just go ahead with the grocery store. It can be Meijer's; it can be anyone both Joe produce anything. And I don't think we need more grocery stores. But we don't want to see the empty lot there too. We are lucky that is Meijer's have come forward to put some kind of a grocery store like that, but no, no for the four-story building. Thank you so much for your time.

Mr. Wilshaw: Thank you, Mr. Sepurich. Good evening, sir.

Paul Nolta, 19405 Stamford, Livonia, MI. A lot of the people whose property back up to this to the proposed development. I live across the street from them. So when I walk out my front door I can imagine seeing the 50 foot building over the tops of the trees. I want to thank the petition team for your presentation. I'm against this proposal for a lot of reasons that have already been mentioned, particularly the apartments. If Meijer wants to open a store in an area that's going to be highly competitive, that's their prerogative. Quite honestly, I don't know anybody that will, shop at that location that doesn't already shop somewhere else. So, but again, that's your prerogative. Regarding the apartments, that it was mentioned during the presentation. \$2,400 hours would be the rent. Quite honestly, I don't know anybody that's going to pay 2400 hours to live by a Meijer and a McDonald's. The walkability determination, I'm wondering about what data was used, because some of the locations were kind of far. And again, in the presentation, there was a nice, like a seating area like at the corner of Farmington and Seven Mile. I quite honestly...I don't know anybody that's just going to stop and sit there. As a stakeholder in the neighborhood, it was mentioned that um, you know, that we weren't considered in this this proposal, and it backs up to our neighborhood. There's 14 adjacent properties. There were no photos in your presentation taken from the perspective of the neighborhood, nothing generated that would show what it would look like from our perspective. So, we do feel kind of overlooked, and I see the traffic and the additional people as a major issue. If Meijer is going to build a store there also, as far as noise considerations, maybe consider, they should consider rotating it 45 degrees, so the more infrastructure structures are facing more towards the McDonald's and less away from the residents. Thank you.

Mr. Wilshaw: Thank you, Mr. Nolta. Good evening, sir.

Mark Bebko, 19036 Fillmore Street, Livonia, MI I am the resident who lives absolutely the closest to the intersection of Farmington and Seven. As such, I am subject to looking at the backside of Big Burger. That was my choice I accepted. When my Arbor Vitae's get tall enough, that vision will go away. However, I don't think my Arbor Vitae's are ever going to get tall enough to not see the sign that's going to be lit up across the street. As I look over the top of Wine Castle now, I will tell you, given that I sit outside in the early hours of the morning, there is plenty of traffic already traveling up and down Seven Miles and Farmington. We don't need another 7,700 odd number of cars driving up and down the area. There's a lovely Pizza Hut that just got put next door to me. Those drivers will be driving up down our streets right here in our neighborhood and sacrificing our children here shortly. If you've never been a pizza driver, you should know better. That's what's going to happen. What's going to happen is a lot of those cars and what I hear is a real poor traffic study

are going to be cutting over the street coming up Fillmore just like they do right now today, except for the fact that I expect it to be two and three times as bad. I expect the light pollution to be significantly worse. And lastly, as we've heard from both representatives from Joe's produce and other residents, we have a plenty of options. Kroger, just up at Eight mile is just redeveloped. That new plaza and where the development needs to happen is at Eight mile and Farmington where the Kroger Plaza is that plazas disaster and we all know that the Sears at Seven mile and Middle Belt in that area. That should be where, if you're going to consider putting an apartment complex or something of that nature that's like this, and I realize Meijer's gonna move next door to Walmart. That's where it goes. There's plenty of other buildings in that area of height and size and so forth. That's where those belong. Thank you. I appreciate you.

Mr. Wilshaw: Thank you, Mr. Bebko. Good evening, sir.

Roger Stacey, 19474 Pollyanna Drive, Livonia, MI. Resident for 37 years in Livonia. Fifty years in construction. At one time, I was the first project manager for the Plymouth Road Redevelopment project back in the 90s, so I'm very familiar with Livonia. Anyhow, I'm not going to try to go over previous comments very eloquently and thoroughly by the prior speakers, but I did bring with me a prompt today. A simple little pebble. There's a saying. There's a saying that if you drop a pebble into a stream, you forever change the character of that stream. We're asking don't let this project be that pebble. Thank you.

Mr. Wilshaw: Thank you Mr. Stacey. Hi, good evening, sir.

Brian Conner, 33895 Gable, Livonia, MI. I unlike the others whose wall back up to the proposed development, I actually also backup to the already occupied businesses on Seven Mile, the Chinese restaurant, the spa, everything right there. The 5am noise from those four businesses with garbage trucks deliveries is right into our master bathroom and 5am three days a week. You've got the noise if you add in the grocery store. A four story 199 unit apartment complex is going to bring an immense amount of garbage that's going to require early morning and late night garbage removal. The noise alone is going to be very, very challenging to those who border the you know, this development. I agree with many things said tonight the property value is very important to me. It's a concern of mine. I have nothing to backup other than the fact that it's just a concern. But the noise, the light pollution to traffic. We had a pretty bad accident in or subdivision about a year ago with a young driver two houses in right off of the entrance to our sub. When you rush people, when you create that volume around their homes and you know they're running late to school in the morning or they're trying to get a kid from school to hockey practice, child to cheerleading or whatever it is, people are gonna try and

move a little bit quicker. I worry about how that impacts our inner neighborhood. Seven Mile and Farmington things are gonna happen. But if you have people rushing through our streets in our neighborhood, because they were delayed five minutes at seven in Farmington, you're going to create more issues inside of our neighborhood as well. Just a couple of things that I didn't hear get put up yet, but I think are very important. So thank you.

Mr. Wilshaw: Thank you, Mr. Conner. Good evening.

Tim Kilroy, 20148 Stamford Drive, Livonia, MI. I'd like to lend my voice in opposition to this plan. I cannot imagine the sleepless nights or having worried about a four story apartment building looking down into their bedrooms or bathrooms, their powder rooms and so forth, walking out on the deck. Having someone sitting up there looking down at him, Then you want to put a Meijer next door that is going to sell alcohol. I mean, come on. So I want to lend my voice to that. Also, if I want to go to Meijer's I can go to the one and Eight Mile and Haggerty, but I don't. And the reason why I don't is because that intersection is a disaster. And now a disaster has moved to Seven Mile and Haggerty. We now have eight traffic lights between Newburgh and Haggerty. So, now you want to put two more traffic lights at Seven Mile and Farmington to handle this traffic. Most of the time you're sitting there idling, and blowing off the gas fumes from your car, your ICE engine and that's going to be more pollution in the air for the residents who live there and want to go out on their deck and enjoy an evening. And I don't think the gentleman truly understood Mr. Car or Sam's question about the traffic light, and how that's gonna affect the traffic in and out of the McDonald's because it is going to have an adverse effect upon that if you just sit down and think about it. So, I suspect the traffic study was a desktop study as someone suggested earlier, and not coming out to the community and actually driving and see what's going on. So, I just want lend my voice to the citizens here and say no to this project. It's the wrong project for the wrong place. Thank you.

Mr. Wilshaw: Thank you, Mr. Kilroy. Good evening, sir.

Jeff Monteith, 19498 Pollyanna, Livonia, MI. Lived there for 43 years. We were there when Farmer Jack was there, which they did have traffic and noise delivering and also picking up. Here's the question I have. There are six of you on the commission, three staff members \$2,500 for an apartment complex. Who of the nine is going to put money down to live there? Thank you.

Mr. Wilshaw: Thank you, sir. Good evening, sir.

Leslie Campbell, 19369 Pollyanna, Livonia, MI Good evening and appears as though the only thing standing between you nice folks in the cold beer is me.

Mr. Wilshaw: You may be the last one indeed.

Mr. Campbell: A couple of my neighbors had mentioned a couple of incidents, one in particular was exiting the Windridge Village subdivision on to Seven Mile taking a left turn to head east. Because right now, everybody who lives there, you understand the fact that you have to time the traffic coming westbound off of Farmington or eastbound from Gill. You actually have to time it in order to get out safely. It's a tragedy right now, and from what I heard, we've got another expected 7,700 cars per 24 hours in the increased traffic which comes out to another 300 cars per hour. It was just... it's a challenge today. It's death defying. Now one of the other comments I'd like to make as I think, it came over from this side of the room that the number of units that are proposed in this apartment complex is I think was 62 or 64 units above the master plan. I don't understand why that would be allowed, because there's obviously a huge concern over the property values. And one of my other neighbors had mentioned something in the actually quoted what came out of Livonia Vision 21. I just wanted to clarify this, that it's out of the high density residential units, the building design. This is our own charter. Buildings should have residential scale and character. This doesn't fit. This doesn't fit the community. So, I appreciate your time, have a cold beer.

Mr. Wilshaw: Thank you, Mr. Campbell.

Mr. Wilshaw: With Mr. Campbell's final comment there, I'm going to give Mr. Schostak an opportunity to come forward as part of his team to make any additional comments that he would like. I do appreciate everyone's comments. The folks that are still here in our audience, I know some have had to leave because of the either the hour or they're getting hot. Who knows what's going on? I understand. But I do appreciate everyone's comments. I do appreciate the respect that people have been given through this time, and I just asked you again, one more time that you share that same respect to our petitioner as he makes his response. And any additional comments you'd like to make. Mr. Shostak.

Mr. Schostak: Thank you, and thank you, everyone for your comments, which I really do appreciate hearing your concerns. We do believe that we did fit into the mixed-use master or the master plan. mixed use. We thought density was something that was what the city was looking for in Livonia, 21 vision, and obviously the mixed use with retail and apartments multifamily. Clearly there's differing views and differing opinions from the

crowd, as well as some of the commissioners. So, what we would like to ask respectfully, if the Planning Commission would table the vote tonight, and that would give us time to work on our plan, evaluate everything we heard today from the commissioners, as well as the residents, and meet with the residents and then come back in when we're ready with a updated plan based on some of the concerns from the residents. Thank you.

Mr. Wilshaw: Alright, with that, is there any questions or comments from any of our commissioners, or the petitioner or anyone else on the commission with any comments? All right, if there's no other questions or comments from any of the commissioners, then the motion is in order.

On a motion by Dinero, seconded by Ventura, and adopted, it was

#07-52-2023 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on October 25, 2023, on Petition 2023-06-02-07 submitted by Seven Mile/Farmington Venture, LP requesting special waiver use approval to develop a Planned General Development pursuant to Section 5.02 of the Livonia Zoning Ordinance, as amended, consisting of constructing a 75,239 SF Meijer Building and 226,276 SF multifamily residential building on the property at 33500 W. Seven Mile Road, located on the Southeast ¼ of Section 4., and on Petition 2023-06-02-08 submitted by Meijer Inc., requesting waiver use approval pursuant to Section 6.03 of the Livonia Zoning Ordinance, as amended, to utilize an SDM liquor license (sale of packaged beer and wine products for consumption off the premises) in connection with the operation of a new Meijer store at 33500 Seven Mile Road, located on the northwest corner of Seven Mile and Farmington Roads in the Southeast ¼ of Section 4, the Planning Commission does hereby table these items to a date uncertain.

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.

Mr. Wilshaw: Is there any discussion?

A roll call vote on the foregoing resolution resulted in the following:

AYES:	Dinero, Bongero, Ventura, Caramagno
NAYS:	Long, Wilshaw
ABSENT:	None
ABSTAIN:	None

Mr. Wilshaw, Chairman, declared the motion is carried and the foregoing resolution adopted.

Mr. Wilshaw: The item has been tabled to a date uncertain for the folks in our audience who are interested in following this item, this will come up to a future meeting. If you want to, I believe you can contact the city to find out when that's going to be because we don't know the date yet. And also, just for everyone's information, the Planning Commission does make recommendations to the City Council. So, you understand the whole process, that once this item is eventually...a motion is made on this item, either for or against, or whatever comes out of this, that will then go on to City Council to go through another public hearing process, perhaps and again, another vote where they will finally decide. So this is the beginning of a fairly lengthy process, but we do appreciate everyone coming out tonight and giving your comments. Those are all now on our record, and if you're interested in following this, come on back next time. Thank you, everyone.

Mr. Wilshaw: Thank you, everyone. The request was to table both items three and four. So, I think we're all set on both items. Both the waiver-use and the liquor license will be tabled.

Mr. Jones: I just hope...I'm sure the board knows, and I hope the audience members that can hear me, know that this is just beer and wine, not hard or high proof liquor.

Mr. Wilshaw: Right. Thank you. Thank you appreciate that. It will give you a chance to make a full presentation on that when it comes back. Thank you. One item left on our agenda approval of minutes.

**Additional Contact Information,
Project Statement on Intended Phases, and
Building Reuse Attractive Features Statement
for
Application for Waiver Use Approval - City of Livonia, Michigan**

Petition - Planned General Development, 33500 W. Seven Mile Rd

Applicant – Seven Mile/Farmington Venture, LP

Contact – David Johns, Schostak Brothers & Company, Inc. (see application for complete info)

Date Filed June 9, 2023

Additional Contact Information –

Meijer, Inc.

Cris Jones, Jr.

Sr. Real Estate Manager | Real Estate

2350 Three Mile NW

Grand Rapids, MI 49544

Tel (616) 735-7992

Cris.JonesJr@Meijer.com

Project Statement on Intended Phases (required by Livonia's Zoning Ordinance, Section 5.02) –

The Proposed Meijer Grocery Store & Site Area and the Proposed "The Pointe" Multi-family Residential Apartment Community & Site Area will be constructed through separate phasing after required demolition enables new construction. Further detail to be provided as part of project review process.

Building Reuse Attractive Features Statement (required by Livonia's Zoning Ordinance, Section 6.52) –

The 75,239 SF building as proposed for Meijer occupancy will be attractive to other commercial tenants in the event that Meijer ceases its occupancy of the building. The features of this building which will make it attractive to prospective replacement tenants include:

- Building's location within Livonia and placement to the 7 Mile and Farmington Intersection
- Building's location within an updated development featuring a connected site to "The Pointe" Multi-family Residential Apartment Community
- Site features including driveway access to both 7 Mile and Farmington Roads, pedestrian walkway connectivity, attractive landscaping, modern site lighting, and updated site utilities including stormwater management system for proper drainage of the site
- Contemporary building exterior façade featuring front corner customer entry surrounded by an attractive glass tower and 300+ convenient parking spaces located on two sides of the building
- Durable pre-cast concrete and steel structure building construction minimizing long-term maintenance requirements
- Building Interior Design featuring larger bay structural grid, high open ceiling capabilities, exposed concrete floors, natural daylighting from glass tower and skylights, and code compliant MEP systems (at time of initial construction)
- Drive thru window opening and vehicle stack lane
- Doors for delivery capability to Order Ahead Waiting Area (dedicated parking area)
- Building's rear service area with Recessed Truck Docks and a Grade Level Overhead Door