

OFFICE OF THE COUNCIL

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

OFFICE OF THE COUNCIL

**ELECTRONIC AGENDA PACKET FOR
THE REGULAR MEETING OF
MONDAY, AUGUST 26, 2024
7:00 P.M.**

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(734) 466-2250

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

1999th Regular Meeting Agenda of the Council of the City of Livonia
Monday, August 26, 2024

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

CALL TO ORDER

INVOCATION/PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATION OF MINUTES – Regular Meeting Minutes of August 7, 2024

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

- a. [Communication from the Department of Finance, dated July 19, 2024, re: forwarding various financial statements of the City of Livonia for the month ending May 31, 2024.](#)

CONSENT AGENDA

1. [REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Nick Cornell, General Manager, Supernatural Spirits and Brewing LLC, re: to host the Wildwood Sourfest event on Saturday, August 31, 2024, from 3:00 p.m. to 11:00 p.m. with live music on the property located at 36685 Plymouth Road.](#)
2. [BLOCK PARTY: Karen Werden, re: to be held Saturday, September 7, 2024, from 3:00 p.m. to 10:00 p.m., on Flamingo Blvd. between St. Martins and Bretton Streets, with a rain date of Sunday, September 8, 2024.](#)
3. [BLOCK PARTY: Deborah Lindlbauer, re: to be held Saturday, September 14, 2024, from 12:00 p.m. to 10:00 p.m., on Sussex Street between Sherwood and Fitzgerald Streets, with a rain date of Sunday, September 15, 2024.](#)
4. [BLOCK PARTY: Rebecca Drzewicki, re: to be held Saturday, September 28, 2024, from 12:00 p.m. to 5:00 p.m. on Parklane Street, between Clarita and Margareta Streets, with a rain date of Saturday, October 5, 2024.](#)
5. [WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval to demolish the existing commercial buildings and use five \(5\) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership \(Bill Brown Ford\) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27.](#)
6. [WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval to utilize a Class C liquor license \(sale of beer, wine and spirits for consumption on the premises\) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.](#)
7. [SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three \(3\) new buildings including a five-story hotel \(Home 2 Suites by Hilton\), and two \(2\) freestanding full-service restaurants \(Cooper's Hawk and Capital Grille\), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7.](#)

8. SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32
9. REQUEST TO AMEND CONTRACT WITH HYDRO-CORP: Department of Public Works, re: for the Cross-Connection Inspection Program, to include the testing of the City of Livonia owned backflow devices, from budgeted funds. (CR-139-24)
10. REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Livonia Land Partnership, LLC, in conjunction with the construction of Haggerty Square Phase II, located at 19750 Haggerty Road in the Southwest 1/4 of Section 6.
11. REQUEST TO RELEASE DEVELOPMENT BONDS: Engineering Division, re: for Heritage Square Site Condominium, located east of Newburgh Road, south of Six Mile Road in the N.W. 1/4 of Section 17. (CR 403-18)

UNFINISHED BUSINESS – MEETINGS OF THE COMMITTEE

12. FINANCE AND BUDGET COMMITTEE OF AUGUST 12, 2024
 - a. The subject matter of Advance Budget Reviews Fiscal Year 2024-2025 Pre-Budget Meeting. (CR 161-12)
13. CAPTIAL OUTLAY & INFRASTRUCTURE COMMITTEE MEETING OF AUGUST 12, 2024
 - a. The subject matter of the solid waste/recycling contract. (CR 57-15 and 932-98)
14. COMMITTEE OF THE WHOLE MEETING OF AUGUST 19, 2024
 - a. 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)

UNFINISHED BUSINESS

15. PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES, AS AMENDED: Housing Commission and Planning Department, re: to amend Chapter 3.12, Senior Citizens Housing Tax Exemption.

NEW BUSINESS

16. AWARD OF BID: Division of Police, re: for the construction of a Scenario Training Structure to enhance training at the Livonia Glendale Training Center, from budgeted funds.
17. REQUEST TO SCHEDULE A FINANCE AND BUDGET COMMITTEE MEETING AND TO ESTABLISH A PUBLIC HEARING DATE: Department of Finance, re: for the Annual Budget for the fiscal year ending November 30, 2025.
18. REQUEST TO SCHEDULE A CLOSED COMMITTEE OF THE WHOLE MEETING: Department of Law, re: for the purpose of discussing pending litigation and attorney/client privileged communications with respect to Gail E. Sullivan v City of Livonia; Wayne County Circuit Court Case No. 23-009613-NO.

AUDIENCE COMMUNICATION

NOTICE(S)

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the City Clerk's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with 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 Your Government, City Council, Agendas & Minutes.

LORI L. MILLER, CITY CLERK



LETTER TO THE LIVONIA CITY COUNCIL

Finance
July 19, 2024

MEETING DATE

R082624

PRESENTED BY

AGENDA ITEM

a. Communication from the Department of Finance, dated July 19, 2024, re: forwarding various financial statements of the City of Livonia for the month ending May 31, 2024.

BACKGROUND DETAILS

Attached hereto are the various financial statements of the City of Livonia for the month ending May 31, 2024. These statements are summarized so that you may make a quick financial overview of the various funds. Detailed statements, in support of the summarized statements, have been forwarded electronically to the Council Office.

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

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

ATTACHMENTS

1. BUDGET TO ACTUAL - COUNCIL SUMMARY - MAY 2024

APPROVED BY

Debra Peck Lichtenberg, CPA, Finance Director

Date: August 02, 2024

Maureen Miller Brosnan, Mayor

Date: August 06, 2024



BUDGET TO ACTUAL - COUNCIL SUMMARY -

05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 101 - GENERAL FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	71,521,472.00	.00	71,521,472.00	2,325,923.57	.00	53,391,260.16	18,130,211.84	75	51,140,324.63
REVENUE TOTALS	\$71,521,472.00	\$0.00	\$71,521,472.00	\$2,325,923.57	\$0.00	\$53,391,260.16	\$18,130,211.84	75%	\$51,140,324.63
EXPENSE									
Department 101 - CITY COUNCIL	334,005.00	.00	334,005.00	23,527.50	.00	142,788.68	191,216.32	43	127,743.47
Department 173 - MAYOR'S OFFICE	584,792.00	.00	584,792.00	47,226.10	.00	290,766.86	294,025.14	50	249,909.61
Department 174 - COMMUNICATIONS	429,649.00	.00	429,649.00	29,394.45	.00	194,058.67	235,590.33	45	159,874.89
Department 175 - GOVERNMENT AFFAIRS	13,801.00	94,000.00	107,801.00	13,029.20	.00	31,528.78	76,272.22	29	14,260.64
Department 191 - ACCOUNTING	326,094.00	.00	326,094.00	8,332.01	.00	128,897.04	197,196.96	40	100,293.48
Department 192 - FINANCE DEPARTMENT	534,554.00	(13,000.00)	521,554.00	37,308.17	.00	222,207.44	299,346.56	43	210,321.61
Department 215 - CITY CLERK	633,636.00	.00	633,636.00	44,328.29	.00	291,553.22	342,082.78	46	276,835.45
Department 223 - INDEPENDENT AUDIT	54,512.00	.00	54,512.00	33,256.84	.00	76,387.57	(21,875.57)	140	37,625.09
Department 228 - INFORMATION SYSTEMS	1,605,679.00	.00	1,605,679.00	135,652.01	39,345.00	859,327.58	707,006.42	56	690,469.72
Department 236 - ETHICS BOARD	550.00	.00	550.00	.00	.00	.00	550.00	0	97.00
Department 247 - BOARD OF REVIEW	3,545.00	.00	3,545.00	.00	.00	2,755.84	789.16	78	2,755.84
Department 253 - TREASURER	679,921.00	.00	679,921.00	59,815.78	8,350.00	305,372.73	366,198.27	46	287,443.14
Department 257 - ASSESSING	756,439.00	.00	756,439.00	54,153.67	.00	352,275.61	404,163.39	47	317,016.25
Department 261 - UTILITIES AND SUPPLIES	546,613.00	.00	546,613.00	55,549.20	.00	211,660.08	334,952.92	39	154,644.07
Department 262 - ELECTION COMMISSION	679,174.00	.00	679,174.00	18,338.66	2,680.97	328,831.47	347,661.56	49	118,281.35
Department 263 - INSURANCE-GENERAL	102,452.00	.00	102,452.00	(4,378.00)	.00	531,982.15	(429,530.15)	519	324,921.67
Department 264 - INSURANCE-WORKERS COMP	435,194.00	.00	435,194.00	15,102.14	.00	408,750.90	26,443.10	94	428,665.30
Department 265 - NON DEPARTMENTAL	4,000.00	7,500.00	11,500.00	.00	.00	.00	11,500.00	0	2,500.00
Department 266 - LAW DEPARTMENT	980,880.00	.00	980,880.00	83,683.71	1,684.29	467,941.42	511,254.29	48	417,123.09
Department 267 - EMPLOYEE BENEFITS CONTROL	42,000.00	.00	42,000.00	116,786.29	.00	(569,797.43)	611,797.43	-1357	(257,246.07)
Department 268 - NON-DEPT CAPITAL PROJECTS	5,000.00	.00	5,000.00	512.47	.00	2,846.75	2,153.25	57	.00
Department 269 - CIVIL SERVICE	959,897.00	.00	959,897.00	48,781.00	.00	388,800.63	571,096.37	41	303,983.94
Department 270 - TERMINATION PAY	2,395,000.00	(7,500.00)	2,387,500.00	76,939.04	.00	521,263.84	1,866,236.16	22	701,591.21
Department 271 - LABOR RELATIONS	92,500.00	.00	92,500.00	1,928.00	.00	14,641.00	77,859.00	16	16,990.00
Department 272 - DUES AND SUBSCRIPTIONS	58,000.00	.00	58,000.00	18,466.00	.00	19,106.00	38,894.00	33	23,496.00
Department 286 - 16TH DISTRICT COURT	3,502,513.00	.00	3,502,513.00	266,862.83	.00	1,581,418.92	1,921,094.08	45	1,382,357.44
Department 302 - TRAFFIC BUREAU	1,262,039.00	.00	1,262,039.00	93,097.43	27,332.86	578,277.37	656,428.77	48	539,208.74
Department 304 - POLICE ADMINISTRATION	3,010,074.00	.00	3,010,074.00	272,996.11	22,709.89	1,299,264.85	1,688,099.26	44	1,178,069.51
Department 306 - POLICE DATA PROCESSING	999,901.00	.00	999,901.00	49,226.65	4,277.21	463,433.17	532,190.62	47	299,596.83
Department 307 - DETECTIVE BUREAU	3,357,544.00	.00	3,357,544.00	257,975.63	.00	1,415,337.94	1,942,206.06	42	1,479,936.92
Department 309 - AUTOMOTIVE SERVICE	586,150.00	.00	586,150.00	21,090.08	7,000.00	126,068.90	453,081.10	23	233,177.63
Department 310 - POLICE COMMUNICATIONS	1,014,332.00	.00	1,014,332.00	71,527.47	.00	442,109.76	572,222.24	44	402,191.06
Department 313 - CROSSING GUARDS	81,488.00	.00	81,488.00	8,509.78	.00	43,507.84	37,980.16	53	39,180.35
Department 316 - SCHOOL LIAISON	578,567.00	.00	578,567.00	54,066.51	.00	281,651.60	296,915.40	49	239,675.56
Department 318 - OFFICE OF EMERG PREP	184,118.00	.00	184,118.00	13,306.19	.00	89,830.23	94,287.77	49	80,348.58
Department 319 - RESERVE POL/SPECIAL EVENT	407,969.00	.00	407,969.00	27,369.57	.00	162,662.90	245,306.10	40	140,728.63



BUDGET TO ACTUAL - COUNCIL SUMMARY -

05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 101 - GENERAL FUND									
EXPENSE									
Department 325 - POLICE PATROL BUREAU	14,764,790.00	.00	14,764,790.00	1,028,865.15	188,891.00	6,139,480.38	8,436,418.62	43	5,394,919.83
Department 329 - INTELLIGENCE BUREAU	2,582,175.00	.00	2,582,175.00	210,322.78	148,866.00	1,141,467.88	1,291,841.12	50	998,534.61
Department 336 - FIRE ADMINISTRATION	1,440,863.00	(11,606.00)	1,429,257.00	105,300.49	2,776.29	649,308.82	777,171.89	46	664,733.05
Department 338 - FIRE FIGHTING	14,759,162.00	.00	14,759,162.00	1,043,029.59	56,256.97	6,111,487.43	8,591,417.60	42	6,195,952.69
Department 341 - FIRE PREVENTION	865,073.00	11,606.00	876,679.00	63,386.43	11,841.00	400,087.48	464,750.52	47	403,602.72
Department 371 - INSPECTION	2,007,116.00	.00	2,007,116.00	122,865.46	.00	764,865.33	1,242,250.67	38	719,348.49
Department 381 - BLDG CODE BD OF APPEALS	1,361.00	.00	1,361.00	.00	.00	60.00	1,301.00	4	20.00
Department 435 - TRAFFIC COMMISSION	2,353.00	.00	2,353.00	145.32	.00	898.87	1,454.13	38	898.89
Department 441 - PUBLIC SERV ADMIN	85,450.00	5,000.00	90,450.00	(17,047.62)	.00	(49,274.52)	139,724.52	-54	(35,764.94)
Department 443 - PUBLIC SERV-EQUIP MAINT	108,602.00	(5,000.00)	103,602.00	(27,534.16)	.00	(203,014.68)	306,616.68	-196	(163,227.21)
Department 447 - ENGINEERING	43,534.00	.00	43,534.00	(11,152.93)	.00	(88,443.16)	131,977.16	-203	(63,654.58)
Department 448 - STREET LIGHTING	266,328.00	.00	266,328.00	19,550.06	.00	134,249.60	132,078.40	50	143,346.10
Department 463 - MAINTENANCE-STREET	600,843.00	.00	600,843.00	(28,825.10)	.00	29,878.90	570,964.10	5	283,069.33
Department 523 - PUBLIC SERV-BLDG MAINT	2,026,738.00	.00	2,026,738.00	171,605.56	49,018.68	862,234.55	1,115,484.77	45	733,967.40
Department 524 - PARKS	1,726,526.00	.00	1,726,526.00	138,312.44	4,833.57	563,779.06	1,157,913.37	33	619,710.42
Department 701 - PLANNING	726,556.00	(49,500.00)	677,056.00	50,920.69	.00	300,991.98	376,064.02	44	303,459.43
Department 702 - ZONING BOARD OF APPEALS	53,825.00	(31,500.00)	22,325.00	2,129.60	.00	15,996.83	6,328.17	72	9,068.32
Department 752 - RECREATION ADMINISTRATION	352,803.00	.00	352,803.00	13,955.51	.00	116,610.53	236,192.47	33	55,463.69
Department 758 - RECREATION FACILITIES	54,189.00	.00	54,189.00	3,104.25	.00	7,903.62	46,285.38	15	10,033.84
Department 759 - RECREATION ATHLETICS	144,447.00	.00	144,447.00	11,273.31	3,152.00	43,481.69	97,813.31	32	42,102.75
Department 820 - PARKS & REC - SENIOR SERVICES	564,761.00	.00	564,761.00	44,823.03	.00	280,129.13	284,631.87	50	286,540.92
Department 821 - P&R - GREENMEAD AND CULTURAL	1,099,726.00	.00	1,099,726.00	103,529.06	55,960.28	445,479.66	598,286.06	46	427,841.16
EXPENSE TOTALS	\$71,519,803.00	\$0.00	\$71,519,803.00	\$5,102,319.70	\$634,976.01	\$29,375,169.69	\$41,509,657.30	42%	\$27,754,034.91
Fund 101 - GENERAL FUND Totals									
REVENUE TOTALS	71,521,472.00	.00	71,521,472.00	2,325,923.57	.00	53,391,260.16	18,130,211.84	75%	51,140,324.63
EXPENSE TOTALS	71,519,803.00	.00	71,519,803.00	5,102,319.70	634,976.01	29,375,169.69	41,509,657.30	42%	27,754,034.91
Fund 101 - GENERAL FUND Totals	\$1,669.00	\$0.00	\$1,669.00	(\$2,776,396.13)	(\$634,976.01)	\$24,016,090.47	(\$23,379,445.46)		\$23,386,289.72



BUDGET TO ACTUAL - COUNCIL SUMMARY - 05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 202 - MAJOR STREET FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	9,344,198.00	.00	9,344,198.00	752,502.47	.00	3,321,765.25	6,022,432.75	36	3,247,508.21
REVENUE TOTALS	\$9,344,198.00	\$0.00	\$9,344,198.00	\$752,502.47	\$0.00	\$3,321,765.25	\$6,022,432.75	36%	\$3,247,508.21
EXPENSE									
Department 448 - STREET LIGHTING	668,359.00	.00	668,359.00	44,500.00	.00	267,000.00	401,359.00	40	238,002.00
Department 451 - CONST-STREET AND BRIDGES	60,000.00	.00	60,000.00	.00	.00	.00	60,000.00	0	.00
Department 463 - MAINTENANCE-STREET	1,133,076.00	255,226.00	1,388,302.00	38,101.59	.00	328,582.41	1,059,719.59	24	420,901.16
Department 475 - MAINTENANCE-TRAFFIC SERV	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department 478 - MAINT-FREEWAY LIGHTING	20,000.00	.00	20,000.00	1,579.63	.00	9,482.63	10,517.37	47	8,948.13
Department 479 - SNOW AND ICE REMOVAL	327,061.00	.00	327,061.00	27,255.00	.00	163,530.00	163,531.00	50	160,614.00
Department 483 - ADMIN, ENGIN RECORD KEEPI	138,700.00	.00	138,700.00	11,558.00	.00	69,348.00	69,352.00	50	73,602.00
Department 484 - FUND TRANSFERS	7,600,000.00	.00	7,600,000.00	633,333.00	.00	3,799,998.00	3,800,002.00	50	3,349,999.98
EXPENSE TOTALS	\$9,947,196.00	\$255,226.00	\$10,202,422.00	\$756,327.22	\$0.00	\$4,637,941.04	\$5,564,480.96	45%	\$4,252,067.27
Fund 202 - MAJOR STREET FUND Totals									
REVENUE TOTALS	9,344,198.00	.00	9,344,198.00	752,502.47	.00	3,321,765.25	6,022,432.75	36%	3,247,508.21
EXPENSE TOTALS	9,947,196.00	255,226.00	10,202,422.00	756,327.22	.00	4,637,941.04	5,564,480.96	45%	4,252,067.27
Fund 202 - MAJOR STREET FUND Totals	(\$602,998.00)	(\$255,226.00)	(\$858,224.00)	(\$3,824.75)	\$0.00	(\$1,316,175.79)	\$457,951.79		(\$1,004,559.06)



BUDGET TO ACTUAL - COUNCIL SUMMARY - 05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 203 - LOCAL STREET FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	11,149,971.00	.00	11,149,971.00	920,102.36	.00	5,065,041.68	6,084,929.32	45	4,586,365.66
REVENUE TOTALS	\$11,149,971.00	\$0.00	\$11,149,971.00	\$920,102.36	\$0.00	\$5,065,041.68	\$6,084,929.32	45%	\$4,586,365.66
EXPENSE									
Department 448 - STREET LIGHTING	137,000.00	.00	137,000.00	11,416.00	.00	68,496.00	68,504.00	50	64,998.00
Department 451 - CONST-STREET AND BRIDGES	125,000.00	.00	125,000.00	.00	.00	.00	125,000.00	0	.00
Department 463 - MAINTENANCE-STREET	1,959,694.00	.00	1,959,694.00	146,119.00	.00	876,714.00	1,082,980.00	45	974,179.50
Department 475 - MAINTENANCE-TRAFFIC SERV	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department 479 - SNOW AND ICE REMOVAL	450,169.00	.00	450,169.00	37,514.00	.00	225,084.00	225,085.00	50	224,580.00
Department 483 - ADMIN, ENGIN RECORD KEEPI	769,870.00	.00	769,870.00	64,154.00	.00	384,924.00	384,946.00	50	354,816.00
Department 484 - FUND TRANSFERS	7,800,000.00	.00	7,800,000.00	650,000.00	.00	3,900,000.00	3,900,000.00	50	3,574,998.00
EXPENSE TOTALS	\$11,241,733.00	\$0.00	\$11,241,733.00	\$909,203.00	\$0.00	\$5,455,218.00	\$5,786,515.00	49%	\$5,193,571.50
Fund 203 - LOCAL STREET FUND Totals									
REVENUE TOTALS	11,149,971.00	.00	11,149,971.00	920,102.36	.00	5,065,041.68	6,084,929.32	45%	4,586,365.66
EXPENSE TOTALS	11,241,733.00	.00	11,241,733.00	909,203.00	.00	5,455,218.00	5,786,515.00	49%	5,193,571.50
Fund 203 - LOCAL STREET FUND Totals	(\$91,762.00)	\$0.00	(\$91,762.00)	\$10,899.36	\$0.00	(\$390,176.32)	\$298,414.32		(\$607,205.84)



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Fund 204 - ROAD - SIDEWALK & TREE									
REVENUE									
Department 000 - ACCOUNT BALANCES	13,033,702.00	.00	13,033,702.00	1,024,935.76	.00	8,983,526.57	4,050,175.43	69	8,701,042.57
REVENUE TOTALS	\$13,033,702.00	\$0.00	\$13,033,702.00	\$1,024,935.76	\$0.00	\$8,983,526.57	\$4,050,175.43	69%	\$8,701,042.57
EXPENSE									
Department 441 - PUBLIC SERV ADMIN	33,338.00	.00	33,338.00	2,778.00	.00	16,668.00	16,670.00	50	15,480.00
Department 447 - ENGINEERING	2,700,196.00	410,366.00	3,110,562.00	251,520.41	.00	603,714.53	2,506,847.47	19	495,856.23
Department 463 - MAINTENANCE-STREET	10,880,000.00	78,480.00	10,958,480.00	2,144,797.39	.00	2,144,797.39	8,813,682.61	20	471,820.83
Department 530 - FORESTRY	150,000.00	9,855.00	159,855.00	.00	.00	10,581.12	149,273.88	7	.00
EXPENSE TOTALS	\$13,763,534.00	\$498,701.00	\$14,262,235.00	\$2,399,095.80	\$0.00	\$2,775,761.04	\$11,486,473.96	19%	\$983,157.06
Fund 204 - ROAD - SIDEWALK & TREE Totals									
REVENUE TOTALS	13,033,702.00	.00	13,033,702.00	1,024,935.76	.00	8,983,526.57	4,050,175.43	69%	8,701,042.57
EXPENSE TOTALS	13,763,534.00	498,701.00	14,262,235.00	2,399,095.80	.00	2,775,761.04	11,486,473.96	19%	983,157.06
Fund 204 - ROAD - SIDEWALK & TREE Totals	(\$729,832.00)	(\$498,701.00)	(\$1,228,533.00)	(\$1,374,160.04)	\$0.00	\$6,207,765.53	(\$7,436,298.53)		\$7,717,885.51



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Fund 208 - COMMUNITY RECREATION									
REVENUE									
Department 000 - ACCOUNT BALANCES	9,239,176.00	.00	9,239,176.00	848,400.10	.00	7,341,814.02	1,897,361.98	79	6,451,060.03
REVENUE TOTALS	\$9,239,176.00	\$0.00	\$9,239,176.00	\$848,400.10	\$0.00	\$7,341,814.02	\$1,897,361.98	79%	\$6,451,060.03
EXPENSE									
Department 755 - RECREATION CENTER	7,557,580.00	496,222.00	8,053,802.00	440,397.71	384,987.87	4,221,075.57	3,447,738.56	57	3,959,964.23
Department 756 - OTHER RECREATION	172,100.00	344,898.00	516,998.00	230,627.55	11,330.00	323,264.55	182,403.45	65	76,683.92
Department 757 - ICE RINK	390,446.00	.00	390,446.00	.00	.00	363,130.16	27,315.84	93	357,807.88
Department 776 - SPECIAL EVENTS	168,611.00	.00	168,611.00	4,150.86	.00	24,770.09	143,840.91	15	22,139.74
Department 795 - SWIMMING POOL - BOTSFORD	165,492.00	51,665.00	217,157.00	766.70	6,121.85	13,782.16	197,252.99	9	3,914.65
Department 796 - SWIMMING POOL - CLEMENT C	551,775.00	(163,560.00)	388,215.00	47,396.63	6,441.85	53,651.09	328,122.06	15	6,401.42
Department 797 - SWIMMING POOL - SHELDON	97,736.00	.00	97,736.00	167.40	6,074.90	2,520.95	89,140.15	9	2,146.35
EXPENSE TOTALS	\$9,103,740.00	\$729,225.00	\$9,832,965.00	\$723,506.85	\$414,956.47	\$5,002,194.57	\$4,415,813.96	55%	\$4,429,058.19
Fund 208 - COMMUNITY RECREATION Totals									
REVENUE TOTALS	9,239,176.00	.00	9,239,176.00	848,400.10	.00	7,341,814.02	1,897,361.98	79%	6,451,060.03
EXPENSE TOTALS	9,103,740.00	729,225.00	9,832,965.00	723,506.85	414,956.47	5,002,194.57	4,415,813.96	55%	4,429,058.19
Fund 208 - COMMUNITY RECREATION Totals	\$135,436.00	(\$729,225.00)	(\$593,789.00)	\$124,893.25	(\$414,956.47)	\$2,339,619.45	(\$2,518,451.98)		\$2,022,001.84



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Organization		Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 211 - DESIGNATED PURPOSE										
REVENUE										
Department 000 - ACCOUNT BALANCES		150,000.00	.00	150,000.00	7,537.50	.00	68,595.75	81,404.25	46	53,772.20
	REVENUE TOTALS	\$150,000.00	\$0.00	\$150,000.00	\$7,537.50	\$0.00	\$68,595.75	\$81,404.25	46%	\$53,772.20
EXPENSE										
Department 000 - ACCOUNT BALANCES		180,000.00	.00	180,000.00	4,530.75	.00	51,643.64	128,356.36	29	74,387.29
	EXPENSE TOTALS	\$180,000.00	\$0.00	\$180,000.00	\$4,530.75	\$0.00	\$51,643.64	\$128,356.36	29%	\$74,387.29
Fund 211 - DESIGNATED PURPOSE Totals										
	REVENUE TOTALS	150,000.00	.00	150,000.00	7,537.50	.00	68,595.75	81,404.25	46%	53,772.20
	EXPENSE TOTALS	180,000.00	.00	180,000.00	4,530.75	.00	51,643.64	128,356.36	29%	74,387.29
Fund 211 - DESIGNATED PURPOSE Totals		(\$30,000.00)	\$0.00	(\$30,000.00)	\$3,006.75	\$0.00	\$16,952.11	(\$46,952.11)		(\$20,615.09)



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Fund 219 - SP ASSESS-LIGHTING									
REVENUE									
Department 000 - ACCOUNT BALANCES	17,000.00	.00	17,000.00	1,778.16	.00	15,175.05	1,824.95	89	12,556.59
Department 457 - STREETLIGHTING	1,086,610.00	.00	1,086,610.00	.00	.00	1,086,651.52	(41.52)	100	1,154,117.51
REVENUE TOTALS	\$1,103,610.00	\$0.00	\$1,103,610.00	\$1,778.16	\$0.00	\$1,101,826.57	\$1,783.43	100%	\$1,166,674.10
EXPENSE									
Department 000 - ACCOUNT BALANCES	.00	.00	.00	.00	.00	.00	.00	+++	.00
Department 457 - STREETLIGHTING	1,158,452.00	.00	1,158,452.00	92,836.55	.00	569,532.57	588,919.43	49	487,151.08
EXPENSE TOTALS	\$1,158,452.00	\$0.00	\$1,158,452.00	\$92,836.55	\$0.00	\$569,532.57	\$588,919.43	49%	\$487,151.08
Fund 219 - SP ASSESS-LIGHTING Totals									
REVENUE TOTALS	1,103,610.00	.00	1,103,610.00	1,778.16	.00	1,101,826.57	1,783.43	100%	1,166,674.10
EXPENSE TOTALS	1,158,452.00	.00	1,158,452.00	92,836.55	.00	569,532.57	588,919.43	49%	487,151.08
Fund 219 - SP ASSESS-LIGHTING Totals	(\$54,842.00)	\$0.00	(\$54,842.00)	(\$91,058.39)	\$0.00	\$532,294.00	(\$587,136.00)		\$679,523.02



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Fund 226 - MUNICIPAL REFUSE FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	14,062,303.00	.00	14,062,303.00	996,214.15	.00	13,808,812.23	253,490.77	98	13,150,427.84
REVENUE TOTALS	\$14,062,303.00	\$0.00	\$14,062,303.00	\$996,214.15	\$0.00	\$13,808,812.23	\$253,490.77	98%	\$13,150,427.84
EXPENSE									
Department 521 - SANITATION	1,452,031.00	.00	1,452,031.00	105,438.94	.00	662,956.63	789,074.37	46	572,430.87
Department 528 - PUBLIC SERVICE	14,524,078.00	355,217.00	14,879,295.00	1,083,683.03	555,830.48	6,224,254.43	8,099,210.09	46	5,110,615.41
Department 529 - ANIMAL CONTROL	410,048.00	.00	410,048.00	34,897.09	.00	143,718.76	266,329.24	35	129,963.62
EXPENSE TOTALS	\$16,386,157.00	\$355,217.00	\$16,741,374.00	\$1,224,019.06	\$555,830.48	\$7,030,929.82	\$9,154,613.70	45%	\$5,813,009.90
Fund 226 - MUNICIPAL REFUSE FUND Totals									
REVENUE TOTALS	14,062,303.00	.00	14,062,303.00	996,214.15	.00	13,808,812.23	253,490.77	98%	13,150,427.84
EXPENSE TOTALS	16,386,157.00	355,217.00	16,741,374.00	1,224,019.06	555,830.48	7,030,929.82	9,154,613.70	45%	5,813,009.90
Fund 226 - MUNICIPAL REFUSE FUND Totals	(\$2,323,854.00)	(\$355,217.00)	(\$2,679,071.00)	(\$227,804.91)	(\$555,830.48)	\$6,777,882.41	(\$8,901,122.93)		\$7,337,417.94



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Fund 242 - LIVONIA BROWNFIELD - LSRRF									
REVENUE									
Department 000 - ACCOUNT BALANCES	180,000.00	.00	180,000.00	2,779.36	.00	95,906.00	84,094.00	53	73,080.54
REVENUE TOTALS	\$180,000.00	\$0.00	\$180,000.00	\$2,779.36	\$0.00	\$95,906.00	\$84,094.00	53%	\$73,080.54
EXPENSE									
Department 000 - ACCOUNT BALANCES	38,300.00	.00	38,300.00	5,955.00	.00	19,830.00	18,470.00	52	15,840.00
EXPENSE TOTALS	\$38,300.00	\$0.00	\$38,300.00	\$5,955.00	\$0.00	\$19,830.00	\$18,470.00	52%	\$15,840.00
Fund 242 - LIVONIA BROWNFIELD - LSRRF Totals									
REVENUE TOTALS	180,000.00	.00	180,000.00	2,779.36	.00	95,906.00	84,094.00	53%	73,080.54
EXPENSE TOTALS	38,300.00	.00	38,300.00	5,955.00	.00	19,830.00	18,470.00	52%	15,840.00
Fund 242 - LIVONIA BROWNFIELD - LSRRF Totals	\$141,700.00	\$0.00	\$141,700.00	(\$3,175.64)	\$0.00	\$76,076.00	\$65,624.00		\$57,240.54



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Fund 243 - LIVONIA BROWNFIELD REDEV AUTH									
REVENUE									
Department 000 - ACCOUNT BALANCES	1,170,000.00	.00	1,170,000.00	.00	.00	520,689.87	649,310.13	45	293,895.84
REVENUE TOTALS	\$1,170,000.00	\$0.00	\$1,170,000.00	\$0.00	\$0.00	\$520,689.87	\$649,310.13	45%	\$293,895.84
EXPENSE									
Department 000 - ACCOUNT BALANCES	1,170,000.00	.00	1,170,000.00	.00	.00	520,689.87	649,310.13	45	293,895.84
EXPENSE TOTALS	\$1,170,000.00	\$0.00	\$1,170,000.00	\$0.00	\$0.00	\$520,689.87	\$649,310.13	45%	\$293,895.84
Fund 243 - LIVONIA BROWNFIELD REDEV AUTH Totals									
REVENUE TOTALS	1,170,000.00	.00	1,170,000.00	.00	.00	520,689.87	649,310.13	45%	293,895.84
EXPENSE TOTALS	1,170,000.00	.00	1,170,000.00	.00	.00	520,689.87	649,310.13	45%	293,895.84
Fund 243 - LIVONIA BROWNFIELD REDEV AUTH Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00



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Fund 244 - ECONOMIC DEVEL CORP									
REVENUE									
Department 000 - ACCOUNT BALANCES	1,000.00	.00	1,000.00	126.17	.00	640.63	359.37	64	470.64
REVENUE TOTALS	\$1,000.00	\$0.00	\$1,000.00	\$126.17	\$0.00	\$640.63	\$359.37	64%	\$470.64
EXPENSE									
Department 000 - ACCOUNT BALANCES	107.00	.00	107.00	.00	.00	.00	107.00	0	.00
EXPENSE TOTALS	\$107.00	\$0.00	\$107.00	\$0.00	\$0.00	\$0.00	\$107.00	0%	\$0.00
Fund 244 - ECONOMIC DEVEL CORP Totals									
REVENUE TOTALS	1,000.00	.00	1,000.00	126.17	.00	640.63	359.37	64%	470.64
EXPENSE TOTALS	107.00	.00	107.00	.00	.00	.00	107.00	0%	.00
Fund 244 - ECONOMIC DEVEL CORP Totals	\$893.00	\$0.00	\$893.00	\$126.17	\$0.00	\$640.63	\$252.37		\$470.64



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Fund 248 - PLYMOUTH RD DEV AUTHORITY									
REVENUE									
Department 000 - ACCOUNT BALANCES	799,117.00	.00	799,117.00	434.76	.00	4,554.57	794,562.43	1	3,970.08
REVENUE TOTALS	\$799,117.00	\$0.00	\$799,117.00	\$434.76	\$0.00	\$4,554.57	\$794,562.43	1%	\$3,970.08
EXPENSE									
Department 000 - ACCOUNT BALANCES	842,524.00	.00	842,524.00	81,398.79	.00	204,016.88	638,507.12	24	168,590.06
EXPENSE TOTALS	\$842,524.00	\$0.00	\$842,524.00	\$81,398.79	\$0.00	\$204,016.88	\$638,507.12	24%	\$168,590.06
Fund 248 - PLYMOUTH RD DEV AUTHORITY Totals									
REVENUE TOTALS	799,117.00	.00	799,117.00	434.76	.00	4,554.57	794,562.43	1%	3,970.08
EXPENSE TOTALS	842,524.00	.00	842,524.00	81,398.79	.00	204,016.88	638,507.12	24%	168,590.06
Fund 248 - PLYMOUTH RD DEV AUTHORITY Totals	(\$43,407.00)	\$0.00	(\$43,407.00)	(\$80,964.03)	\$0.00	(\$199,462.31)	\$156,055.31		(\$164,619.98)



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Fund 260 - MIDC GRANT									
REVENUE									
Department 000 - ACCOUNT BALANCES	362,299.00	.00	362,299.00	.00	.00	277,623.06	84,675.94	77	418,643.64
REVENUE TOTALS	\$362,299.00	\$0.00	\$362,299.00	\$0.00	\$0.00	\$277,623.06	\$84,675.94	77%	\$418,643.64
EXPENSE									
Department 000 - ACCOUNT BALANCES	362,299.00	.00	362,299.00	32,692.00	.00	164,826.68	197,472.32	45	119,879.98
EXPENSE TOTALS	\$362,299.00	\$0.00	\$362,299.00	\$32,692.00	\$0.00	\$164,826.68	\$197,472.32	45%	\$119,879.98
Fund 260 - MIDC GRANT Totals									
REVENUE TOTALS	362,299.00	.00	362,299.00	.00	.00	277,623.06	84,675.94	77%	418,643.64
EXPENSE TOTALS	362,299.00	.00	362,299.00	32,692.00	.00	164,826.68	197,472.32	45%	119,879.98
Fund 260 - MIDC GRANT Totals	\$0.00	\$0.00	\$0.00	(\$32,692.00)	\$0.00	\$112,796.38	(\$112,796.38)		\$298,763.66



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Fund 261 - PUB. SAFETY COMMUNICATION									
REVENUE									
Department 000 - ACCOUNT BALANCES	623,000.00	.00	623,000.00	43,933.60	.00	352,349.20	270,650.80	57	326,999.17
REVENUE TOTALS	\$623,000.00	\$0.00	\$623,000.00	\$43,933.60	\$0.00	\$352,349.20	\$270,650.80	57%	\$326,999.17
EXPENSE									
Department 000 - ACCOUNT BALANCES	1,258,000.00	2,314,579.00	3,572,579.00	1,082.55	2,314,578.63	61,638.57	1,196,361.80	67	96,309.65
EXPENSE TOTALS	\$1,258,000.00	\$2,314,579.00	\$3,572,579.00	\$1,082.55	\$2,314,578.63	\$61,638.57	\$1,196,361.80	67%	\$96,309.65
Fund 261 - PUB. SAFETY COMMUNICATION Totals									
REVENUE TOTALS	623,000.00	.00	623,000.00	43,933.60	.00	352,349.20	270,650.80	57%	326,999.17
EXPENSE TOTALS	1,258,000.00	2,314,579.00	3,572,579.00	1,082.55	2,314,578.63	61,638.57	1,196,361.80	67%	96,309.65
Fund 261 - PUB. SAFETY COMMUNICATION Totals	(\$635,000.00)	(\$2,314,579.00)	(\$2,949,579.00)	\$42,851.05	(\$2,314,578.63)	\$290,710.63	(\$925,711.00)		\$230,689.52



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Fund 262 - ADJUDICATED FORFEITURES									
REVENUE									
Department 000 - ACCOUNT BALANCES	297,500.00	.00	297,500.00	13,591.99	.00	122,057.77	175,442.23	41	160,241.19
REVENUE TOTALS	\$297,500.00	\$0.00	\$297,500.00	\$13,591.99	\$0.00	\$122,057.77	\$175,442.23	41%	\$160,241.19
EXPENSE									
Department 333 - STATE/LOCAL FORFEITURE EX	1,199,527.00	.00	1,199,527.00	2,300.01	.00	273.70	1,199,253.30	0	13,342.45
Department 334 - FEDERAL FORFEITURE EXP	53,750.00	36,004.00	89,754.00	711.20	.00	36,912.86	52,841.14	41	.00
Department 335 - CONTINUING CRIMINAL ENTERPRISE	212,500.00	.00	212,500.00	.00	.00	.00	212,500.00	0	.00
EXPENSE TOTALS	\$1,465,777.00	\$36,004.00	\$1,501,781.00	\$3,011.21	\$0.00	\$37,186.56	\$1,464,594.44	2%	\$13,342.45
Fund 262 - ADJUDICATED FORFEITURES Totals									
REVENUE TOTALS	297,500.00	.00	297,500.00	13,591.99	.00	122,057.77	175,442.23	41%	160,241.19
EXPENSE TOTALS	1,465,777.00	36,004.00	1,501,781.00	3,011.21	.00	37,186.56	1,464,594.44	2%	13,342.45
Fund 262 - ADJUDICATED FORFEITURES Totals	(\$1,168,277.00)	(\$36,004.00)	(\$1,204,281.00)	\$10,580.78	\$0.00	\$84,871.21	(\$1,289,152.21)		\$146,898.74



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 270 - HISTORICAL COMMISSION									
REVENUE									
Department 000 - ACCOUNT BALANCES	107,700.00	.00	107,700.00	13,400.56	.00	123,240.17	(15,540.17)	114	53,812.54
REVENUE TOTALS	\$107,700.00	\$0.00	\$107,700.00	\$13,400.56	\$0.00	\$123,240.17	(\$15,540.17)	114%	\$53,812.54
EXPENSE									
Department 000 - ACCOUNT BALANCES	106,000.00	.00	106,000.00	1,362.05	.00	17,265.92	88,734.08	16	19,863.58
EXPENSE TOTALS	\$106,000.00	\$0.00	\$106,000.00	\$1,362.05	\$0.00	\$17,265.92	\$88,734.08	16%	\$19,863.58
Fund 270 - HISTORICAL COMMISSION Totals									
REVENUE TOTALS	107,700.00	.00	107,700.00	13,400.56	.00	123,240.17	(15,540.17)	114%	53,812.54
EXPENSE TOTALS	106,000.00	.00	106,000.00	1,362.05	.00	17,265.92	88,734.08	16%	19,863.58
Fund 270 - HISTORICAL COMMISSION Totals	\$1,700.00	\$0.00	\$1,700.00	\$12,038.51	\$0.00	\$105,974.25	(\$104,274.25)		\$33,948.96



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 271 - LIBRARY FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	5,028,550.00	.00	5,028,550.00	349,067.06	.00	4,803,755.47	224,794.53	96	4,580,688.26
REVENUE TOTALS	\$5,028,550.00	\$0.00	\$5,028,550.00	\$349,067.06	\$0.00	\$4,803,755.47	\$224,794.53	96%	\$4,580,688.26
EXPENSE									
Department 778 - CIVIC CENTER LIBRARY	4,427,071.00	1,380,836.00	5,807,907.00	339,984.32	84,642.00	1,669,423.73	4,053,841.27	30	1,530,927.39
Department 779 - NOBLE LIBRARY	15,000.00	(6,500.00)	8,500.00	442.23	.00	2,400.87	6,099.13	28	2,104.91
Department 780 - SANDBURG LIBRARY	1,055,083.00	33,091.00	1,088,174.00	56,522.90	.00	358,777.75	729,396.25	33	360,383.19
EXPENSE TOTALS	\$5,497,154.00	\$1,407,427.00	\$6,904,581.00	\$396,949.45	\$84,642.00	\$2,030,602.35	\$4,789,336.65	31%	\$1,893,415.49
Fund 271 - LIBRARY FUND Totals									
REVENUE TOTALS	5,028,550.00	.00	5,028,550.00	349,067.06	.00	4,803,755.47	224,794.53	96%	4,580,688.26
EXPENSE TOTALS	5,497,154.00	1,407,427.00	6,904,581.00	396,949.45	84,642.00	2,030,602.35	4,789,336.65	31%	1,893,415.49
Fund 271 - LIBRARY FUND Totals	(\$468,604.00)	(\$1,407,427.00)	(\$1,876,031.00)	(\$47,882.39)	(\$84,642.00)	\$2,773,153.12	(\$4,564,542.12)		\$2,687,272.77



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 272 - ARTS COMMISSION FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	6,000.00	.00	6,000.00	394.01	.00	2,028.96	3,971.04	34	1,735.47
REVENUE TOTALS	\$6,000.00	\$0.00	\$6,000.00	\$394.01	\$0.00	\$2,028.96	\$3,971.04	34%	\$1,735.47
EXPENSE									
Department 000 - ACCOUNT BALANCES	17,700.00	.00	17,700.00	.00	.00	.00	17,700.00	0	.00
EXPENSE TOTALS	\$17,700.00	\$0.00	\$17,700.00	\$0.00	\$0.00	\$0.00	\$17,700.00	0%	\$0.00
Fund 272 - ARTS COMMISSION FUND Totals									
REVENUE TOTALS	6,000.00	.00	6,000.00	394.01	.00	2,028.96	3,971.04	34%	1,735.47
EXPENSE TOTALS	17,700.00	.00	17,700.00	.00	.00	.00	17,700.00	0%	.00
Fund 272 - ARTS COMMISSION FUND Totals	(\$11,700.00)	\$0.00	(\$11,700.00)	\$394.01	\$0.00	\$2,028.96	(\$13,728.96)		\$1,735.47



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 284 - OPIOID SETTLEMENT FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	105,153.00	.00	105,153.00	295,883.52	.00	303,159.85	(198,006.85)	288	3,426.16
REVENUE TOTALS	\$105,153.00	\$0.00	\$105,153.00	\$295,883.52	\$0.00	\$303,159.85	(\$198,006.85)	288%	\$3,426.16
EXPENSE									
Department 000 - ACCOUNT BALANCES	100,765.00	.00	100,765.00	18,721.00	.00	53,677.80	47,087.20	53	.00
EXPENSE TOTALS	\$100,765.00	\$0.00	\$100,765.00	\$18,721.00	\$0.00	\$53,677.80	\$47,087.20	53%	\$0.00
Fund 284 - OPIOID SETTLEMENT FUND Totals									
REVENUE TOTALS	105,153.00	.00	105,153.00	295,883.52	.00	303,159.85	(198,006.85)	288%	3,426.16
EXPENSE TOTALS	100,765.00	.00	100,765.00	18,721.00	.00	53,677.80	47,087.20	53%	.00
Fund 284 - OPIOID SETTLEMENT FUND Totals	\$4,388.00	\$0.00	\$4,388.00	\$277,162.52	\$0.00	\$249,482.05	(\$245,094.05)		\$3,426.16



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 286 - TRANSIT & CAPITAL IMPR									
REVENUE									
Department 000 - ACCOUNT BALANCES	2,776,240.00	.00	2,776,240.00	186,187.27	.00	2,772,921.72	3,318.28	100	2,647,836.46
REVENUE TOTALS	\$2,776,240.00	\$0.00	\$2,776,240.00	\$186,187.27	\$0.00	\$2,772,921.72	\$3,318.28	100%	\$2,647,836.46
EXPENSE									
Department 000 - ACCOUNT BALANCES	2,776,240.00	.00	2,776,240.00	.00	.00	2,776,240.00	.00	100	2,608,950.00
EXPENSE TOTALS	\$2,776,240.00	\$0.00	\$2,776,240.00	\$0.00	\$0.00	\$2,776,240.00	\$0.00	100%	\$2,608,950.00
Fund 286 - TRANSIT & CAPITAL IMPR Totals									
REVENUE TOTALS	2,776,240.00	.00	2,776,240.00	186,187.27	.00	2,772,921.72	3,318.28	100%	2,647,836.46
EXPENSE TOTALS	2,776,240.00	.00	2,776,240.00	.00	.00	2,776,240.00	.00	100%	2,608,950.00
Fund 286 - TRANSIT & CAPITAL IMPR Totals	\$0.00	\$0.00	\$0.00	\$186,187.27	\$0.00	(\$3,318.28)	\$3,318.28		\$38,886.46



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 288 - COMMUNITY TRANSIT PROGRAM									
REVENUE									
Department 000 - ACCOUNT BALANCES	716,445.00	.00	716,445.00	10,053.68	.00	568,462.92	147,982.08	79	709,087.75
REVENUE TOTALS	\$716,445.00	\$0.00	\$716,445.00	\$10,053.68	\$0.00	\$568,462.92	\$147,982.08	79%	\$709,087.75
EXPENSE									
Department 606 - COMM TRANSIT DISPATCHERS	109,938.00	.00	109,938.00	7,770.86	.00	47,040.04	62,897.96	43	47,202.09
Department 607 - COMMUNITY TRANSIT ADMIN	166,398.00	55,801.00	222,199.00	20,171.92	.00	106,202.56	115,996.44	48	74,302.77
Department 608 - COMMUNITY TRANSIT	977,513.00	(5,401.00)	972,112.00	40,478.68	105,173.00	461,774.54	405,164.46	58	475,866.33
EXPENSE TOTALS	\$1,253,849.00	\$50,400.00	\$1,304,249.00	\$68,421.46	\$105,173.00	\$615,017.14	\$584,058.86	55%	\$597,371.19
Fund 288 - COMMUNITY TRANSIT PROGRAM Totals									
REVENUE TOTALS	716,445.00	.00	716,445.00	10,053.68	.00	568,462.92	147,982.08	79%	709,087.75
EXPENSE TOTALS	1,253,849.00	50,400.00	1,304,249.00	68,421.46	105,173.00	615,017.14	584,058.86	55%	597,371.19
Fund 288 - COMMUNITY TRANSIT PROGRAM Totals	(\$537,404.00)	(\$50,400.00)	(\$587,804.00)	(\$58,367.78)	(\$105,173.00)	(\$46,554.22)	(\$436,076.78)		\$111,716.56



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 297 - CABLE TELEVISION FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	378,200.00	.00	378,200.00	79,772.60	.00	169,078.58	209,121.42	45	190,669.47
REVENUE TOTALS	\$378,200.00	\$0.00	\$378,200.00	\$79,772.60	\$0.00	\$169,078.58	\$209,121.42	45%	\$190,669.47
EXPENSE									
Department 806 - CABLE TELEVISION	569,659.00	.00	569,659.00	44,724.12	.00	247,388.72	322,270.28	43	266,082.43
EXPENSE TOTALS	\$569,659.00	\$0.00	\$569,659.00	\$44,724.12	\$0.00	\$247,388.72	\$322,270.28	43%	\$266,082.43
Fund 297 - CABLE TELEVISION FUND Totals									
REVENUE TOTALS	378,200.00	.00	378,200.00	79,772.60	.00	169,078.58	209,121.42	45%	190,669.47
EXPENSE TOTALS	569,659.00	.00	569,659.00	44,724.12	.00	247,388.72	322,270.28	43%	266,082.43
Fund 297 - CABLE TELEVISION FUND Totals	(\$191,459.00)	\$0.00	(\$191,459.00)	\$35,048.48	\$0.00	(\$78,310.14)	(\$113,148.86)		(\$75,412.96)



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 372 - D/S 2015 MBA REFUNDING									
REVENUE									
Department 000 - ACCOUNT BALANCES	181,984.00	.00	181,984.00	.00	.00	179,322.50	2,661.50	99	176,422.00
REVENUE TOTALS	\$181,984.00	\$0.00	\$181,984.00	\$0.00	\$0.00	\$179,322.50	\$2,661.50	99%	\$176,422.00
EXPENSE									
Department 000 - ACCOUNT BALANCES	181,984.00	.00	181,984.00	.00	.00	179,322.50	2,661.50	99	176,422.00
EXPENSE TOTALS	\$181,984.00	\$0.00	\$181,984.00	\$0.00	\$0.00	\$179,322.50	\$2,661.50	99%	\$176,422.00
Fund 372 - D/S 2015 MBA REFUNDING Totals									
REVENUE TOTALS	181,984.00	.00	181,984.00	.00	.00	179,322.50	2,661.50	99%	176,422.00
EXPENSE TOTALS	181,984.00	.00	181,984.00	.00	.00	179,322.50	2,661.50	99%	176,422.00
Fund 372 - D/S 2015 MBA REFUNDING Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 373 - D/S 2016 MBA REFUNDING									
REVENUE									
Department 000 - ACCOUNT BALANCES	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85	458,000.00
REVENUE TOTALS	\$548,600.00	\$0.00	\$548,600.00	\$0.00	\$0.00	\$465,800.00	\$82,800.00	85%	\$458,000.00
EXPENSE									
Department 000 - ACCOUNT BALANCES	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85	458,000.00
EXPENSE TOTALS	\$548,600.00	\$0.00	\$548,600.00	\$0.00	\$0.00	\$465,800.00	\$82,800.00	85%	\$458,000.00
Fund 373 - D/S 2016 MBA REFUNDING Totals									
REVENUE TOTALS	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85%	458,000.00
EXPENSE TOTALS	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85%	458,000.00
Fund 373 - D/S 2016 MBA REFUNDING Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 374 - D/S 2017 MBA REFUNDING									
REVENUE									
Department 000 - ACCOUNT BALANCES	1,994,850.00	.00	1,994,850.00	.00	.00	1,758,925.00	235,925.00	88	1,735,750.00
REVENUE TOTALS	\$1,994,850.00	\$0.00	\$1,994,850.00	\$0.00	\$0.00	\$1,758,925.00	\$235,925.00	88%	\$1,735,750.00
EXPENSE									
Department 000 - ACCOUNT BALANCES	1,994,850.00	.00	1,994,850.00	.00	.00	1,758,925.00	235,925.00	88	1,735,750.00
EXPENSE TOTALS	\$1,994,850.00	\$0.00	\$1,994,850.00	\$0.00	\$0.00	\$1,758,925.00	\$235,925.00	88%	\$1,735,750.00
Fund 374 - D/S 2017 MBA REFUNDING Totals									
REVENUE TOTALS	1,994,850.00	.00	1,994,850.00	.00	.00	1,758,925.00	235,925.00	88%	1,735,750.00
EXPENSE TOTALS	1,994,850.00	.00	1,994,850.00	.00	.00	1,758,925.00	235,925.00	88%	1,735,750.00
Fund 374 - D/S 2017 MBA REFUNDING Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 401 - CAPITAL PROJECTS									
REVENUE									
Department 000 - ACCOUNT BALANCES	2,672,240.00	.00	2,672,240.00	49,234.07	.00	2,580,255.11	91,984.89	97	3,253,264.66
REVENUE TOTALS	\$2,672,240.00	\$0.00	\$2,672,240.00	\$49,234.07	\$0.00	\$2,580,255.11	\$91,984.89	97%	\$3,253,264.66
EXPENSE									
Department 000 - ACCOUNT BALANCES	3,755,000.00	6,497,959.00	10,252,959.00	178,137.00	584,178.69	2,214,616.66	7,454,163.65	27	2,741,642.07
EXPENSE TOTALS	\$3,755,000.00	\$6,497,959.00	\$10,252,959.00	\$178,137.00	\$584,178.69	\$2,214,616.66	\$7,454,163.65	27%	\$2,741,642.07
Fund 401 - CAPITAL PROJECTS Totals									
REVENUE TOTALS	2,672,240.00	.00	2,672,240.00	49,234.07	.00	2,580,255.11	91,984.89	97%	3,253,264.66
EXPENSE TOTALS	3,755,000.00	6,497,959.00	10,252,959.00	178,137.00	584,178.69	2,214,616.66	7,454,163.65	27%	2,741,642.07
Fund 401 - CAPITAL PROJECTS Totals	(\$1,082,760.00)	(\$6,497,959.00)	(\$7,580,719.00)	(\$128,902.93)	(\$584,178.69)	\$365,638.45	(\$7,362,178.76)		\$511,622.59



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 409 - GOLF COURSE CAPITAL IMPR									
REVENUE									
Department 000 - ACCOUNT BALANCES	461,000.00	.00	461,000.00	58,371.46	.00	276,602.25	184,397.75	60	18,901.76
REVENUE TOTALS	\$461,000.00	\$0.00	\$461,000.00	\$58,371.46	\$0.00	\$276,602.25	\$184,397.75	60%	\$18,901.76
EXPENSE									
Department 000 - ACCOUNT BALANCES	335,234.00	.00	335,234.00	2,800.00	118,929.00	21,656.00	194,649.00	42	32,766.00
EXPENSE TOTALS	\$335,234.00	\$0.00	\$335,234.00	\$2,800.00	\$118,929.00	\$21,656.00	\$194,649.00	42%	\$32,766.00
Fund 409 - GOLF COURSE CAPITAL IMPR Totals									
REVENUE TOTALS	461,000.00	.00	461,000.00	58,371.46	.00	276,602.25	184,397.75	60%	18,901.76
EXPENSE TOTALS	335,234.00	.00	335,234.00	2,800.00	118,929.00	21,656.00	194,649.00	42%	32,766.00
Fund 409 - GOLF COURSE CAPITAL IMPR Totals	\$125,766.00	\$0.00	\$125,766.00	\$55,571.46	(\$118,929.00)	\$254,946.25	(\$10,251.25)		(\$13,864.24)



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 418 - BUILDING IMPROVEMENT FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	330,000.00	.00	330,000.00	52,890.34	.00	269,291.59	60,708.41	82	177,236.13
REVENUE TOTALS	\$330,000.00	\$0.00	\$330,000.00	\$52,890.34	\$0.00	\$269,291.59	\$60,708.41	82%	\$177,236.13
EXPENSE									
Department 000 - ACCOUNT BALANCES	150,000.00	50,000.00	200,000.00	.00	.00	51,543.31	148,456.69	26	28,849.04
EXPENSE TOTALS	\$150,000.00	\$50,000.00	\$200,000.00	\$0.00	\$0.00	\$51,543.31	\$148,456.69	26%	\$28,849.04
Fund 418 - BUILDING IMPROVEMENT FUND Totals									
REVENUE TOTALS	330,000.00	.00	330,000.00	52,890.34	.00	269,291.59	60,708.41	82%	177,236.13
EXPENSE TOTALS	150,000.00	50,000.00	200,000.00	.00	.00	51,543.31	148,456.69	26%	28,849.04
Fund 418 - BUILDING IMPROVEMENT FUND Totals	\$180,000.00	(\$50,000.00)	\$130,000.00	\$52,890.34	\$0.00	\$217,748.28	(\$87,748.28)		\$148,387.09



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Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 419 - SENIOR CENTER CONSTRUCTION FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	140,000.00	.00	140,000.00	18,855.13	.00	99,216.31	40,783.69	71	75,438.36
REVENUE TOTALS	\$140,000.00	\$0.00	\$140,000.00	\$18,855.13	\$0.00	\$99,216.31	\$40,783.69	71%	\$75,438.36
EXPENSE									
Department 000 - ACCOUNT BALANCES	.00	1,393,659.00	1,393,659.00	.00	.00	226,800.42	1,166,858.58	16	27,820.71
EXPENSE TOTALS	\$0.00	\$1,393,659.00	\$1,393,659.00	\$0.00	\$0.00	\$226,800.42	\$1,166,858.58	16%	\$27,820.71
Fund 419 - SENIOR CENTER CONSTRUCTION FUND Totals									
REVENUE TOTALS	140,000.00	.00	140,000.00	18,855.13	.00	99,216.31	40,783.69	71%	75,438.36
EXPENSE TOTALS	.00	1,393,659.00	1,393,659.00	.00	.00	226,800.42	1,166,858.58	16%	27,820.71
Fund 419 - SENIOR CENTER CONSTRUCTION FUND Totals	\$140,000.00	(\$1,393,659.00)	(\$1,253,659.00)	\$18,855.13	\$0.00	(\$127,584.11)	(\$1,126,074.89)		\$47,617.65



BUDGET TO ACTUAL - COUNCIL SUMMARY - 05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 470 - COURT BUILDING IMPROVEMENTS									
REVENUE									
Department 000 - ACCOUNT BALANCES	600,000.00	.00	600,000.00	63,201.00	.00	378,260.32	221,739.68	63	209,273.58
REVENUE TOTALS	\$600,000.00	\$0.00	\$600,000.00	\$63,201.00	\$0.00	\$378,260.32	\$221,739.68	63%	\$209,273.58
EXPENSE									
Department 000 - ACCOUNT BALANCES	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85	458,000.00
EXPENSE TOTALS	\$548,600.00	\$0.00	\$548,600.00	\$0.00	\$0.00	\$465,800.00	\$82,800.00	85%	\$458,000.00
Fund 470 - COURT BUILDING IMPROVEMENTS Totals									
REVENUE TOTALS	600,000.00	.00	600,000.00	63,201.00	.00	378,260.32	221,739.68	63%	209,273.58
EXPENSE TOTALS	548,600.00	.00	548,600.00	.00	.00	465,800.00	82,800.00	85%	458,000.00
Fund 470 - COURT BUILDING IMPROVEMENTS Totals	\$51,400.00	\$0.00	\$51,400.00	\$63,201.00	\$0.00	(\$87,539.68)	\$138,939.68		(\$248,726.42)



BUDGET TO ACTUAL - COUNCIL SUMMARY - 05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 536 - NEWBURGH VILLAGE									
REVENUE									
Department 000 - ACCOUNT BALANCES	900,200.00	.00	900,200.00	75,976.18	.00	439,627.59	460,572.41	49	447,542.27
REVENUE TOTALS	\$900,200.00	\$0.00	\$900,200.00	\$75,976.18	\$0.00	\$439,627.59	\$460,572.41	49%	\$447,542.27
EXPENSE									
Department 677 - NEWBURGH VILLAGE	1,101,864.00	183,143.00	1,285,007.00	39,003.33	30,555.00	511,102.99	743,349.01	42	592,327.94
EXPENSE TOTALS	\$1,101,864.00	\$183,143.00	\$1,285,007.00	\$39,003.33	\$30,555.00	\$511,102.99	\$743,349.01	42%	\$592,327.94
Fund 536 - NEWBURGH VILLAGE Totals									
REVENUE TOTALS	900,200.00	.00	900,200.00	75,976.18	.00	439,627.59	460,572.41	49%	447,542.27
EXPENSE TOTALS	1,101,864.00	183,143.00	1,285,007.00	39,003.33	30,555.00	511,102.99	743,349.01	42%	592,327.94
Fund 536 - NEWBURGH VILLAGE Totals	(\$201,664.00)	(\$183,143.00)	(\$384,807.00)	\$36,972.85	(\$30,555.00)	(\$71,475.40)	(\$282,776.60)		(\$144,785.67)



BUDGET TO ACTUAL - COUNCIL SUMMARY -

05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 538 - SILVER VILLAGE FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	750,780.00	.00	750,780.00	66,118.71	.00	389,235.65	361,544.35	52	359,302.93
REVENUE TOTALS	\$750,780.00	\$0.00	\$750,780.00	\$66,118.71	\$0.00	\$389,235.65	\$361,544.35	52%	\$359,302.93
EXPENSE									
Department 676 - SILVER VILLAGE	724,020.00	104,516.00	828,536.00	58,718.54	.00	330,149.10	498,386.90	40	374,903.35
EXPENSE TOTALS	\$724,020.00	\$104,516.00	\$828,536.00	\$58,718.54	\$0.00	\$330,149.10	\$498,386.90	40%	\$374,903.35
Fund 538 - SILVER VILLAGE FUND Totals									
REVENUE TOTALS	750,780.00	.00	750,780.00	66,118.71	.00	389,235.65	361,544.35	52%	359,302.93
EXPENSE TOTALS	724,020.00	104,516.00	828,536.00	58,718.54	.00	330,149.10	498,386.90	40%	374,903.35
Fund 538 - SILVER VILLAGE FUND Totals	\$26,760.00	(\$104,516.00)	(\$77,756.00)	\$7,400.17	\$0.00	\$59,086.55	(\$136,842.55)		(\$15,600.42)



BUDGET TO ACTUAL - COUNCIL SUMMARY -

05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 584 - GOLF COURSE FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	2,289,051.00	.00	2,289,051.00	390,014.43	.00	694,922.90	1,594,128.10	30	587,091.34
REVENUE TOTALS	\$2,289,051.00	\$0.00	\$2,289,051.00	\$390,014.43	\$0.00	\$694,922.90	\$1,594,128.10	30%	\$587,091.34
EXPENSE									
Department 000 - ACCOUNT BALANCES	250,000.00	.00	250,000.00	.00	.00	250,000.00	.00	100	.00
Department 773 - WHISPERING WILLOWS	790,311.00	1,349.00	791,660.00	72,405.78	.00	374,413.99	417,246.01	47	284,980.32
Department 774 - IDYL WYLD	645,211.00	.00	645,211.00	56,081.18	.00	316,068.50	329,142.50	49	248,963.63
Department 775 - FOX CREEK	810,581.00	(1,349.00)	809,232.00	77,414.29	.00	364,018.06	445,213.94	45	592,752.16
EXPENSE TOTALS	\$2,496,103.00	\$0.00	\$2,496,103.00	\$205,901.25	\$0.00	\$1,304,500.55	\$1,191,602.45	52%	\$1,126,696.11
Fund 584 - GOLF COURSE FUND Totals									
REVENUE TOTALS	2,289,051.00	.00	2,289,051.00	390,014.43	.00	694,922.90	1,594,128.10	30%	587,091.34
EXPENSE TOTALS	2,496,103.00	.00	2,496,103.00	205,901.25	.00	1,304,500.55	1,191,602.45	52%	1,126,696.11
Fund 584 - GOLF COURSE FUND Totals	(\$207,052.00)	\$0.00	(\$207,052.00)	\$184,113.18	\$0.00	(\$609,577.65)	\$402,525.65		(\$539,604.77)



BUDGET TO ACTUAL - COUNCIL SUMMARY -

05/31/2024

Through 05/31/24

Prior Fiscal Year Activity Included

Organization	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 592 - WATER AND SEWER FUND									
REVENUE									
Department 000 - ACCOUNT BALANCES	45,909,967.00	.00	45,909,967.00	4,194,088.24	.00	20,804,216.36	25,105,750.64	45	19,255,851.07
Department 558 - W & S FINANCIAL ADMIN	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$45,909,967.00	\$0.00	\$45,909,967.00	\$4,194,088.24	\$0.00	\$20,804,216.36	\$25,105,750.64	45%	\$19,255,851.07
EXPENSE									
Department 558 - W & S FINANCIAL ADMIN	35,408,704.00	.00	35,408,704.00	2,936,579.49	1,000.00	17,669,094.01	17,738,609.99	50	16,927,874.95
Department 559 - W & S FIELD OPERATIONS	9,236,819.00	1,900,243.00	11,137,062.00	558,042.36	111,418.40	3,401,913.97	7,623,729.63	32	5,526,919.49
EXPENSE TOTALS	\$44,645,523.00	\$1,900,243.00	\$46,545,766.00	\$3,494,621.85	\$112,418.40	\$21,071,007.98	\$25,362,339.62	46%	\$22,454,794.44
Fund 592 - WATER AND SEWER FUND Totals									
REVENUE TOTALS	45,909,967.00	.00	45,909,967.00	4,194,088.24	.00	20,804,216.36	25,105,750.64	45%	19,255,851.07
EXPENSE TOTALS	44,645,523.00	1,900,243.00	46,545,766.00	3,494,621.85	112,418.40	21,071,007.98	25,362,339.62	46%	22,454,794.44
Fund 592 - WATER AND SEWER FUND Totals	\$1,264,444.00	(\$1,900,243.00)	(\$635,799.00)	\$699,466.39	(\$112,418.40)	(\$266,791.62)	(\$256,588.98)		(\$3,198,943.37)
Grand Totals									
REVENUE TOTALS	198,934,308.00	.00	198,934,308.00	12,841,768.21	.00	131,534,786.58	67,399,521.42	66%	124,715,806.55
EXPENSE TOTALS	205,240,767.00	15,776,299.00	221,017,066.00	15,845,338.53	4,956,237.68	90,247,995.37	125,812,832.95	43%	85,287,949.53
Grand Totals	(\$6,306,459.00)	(\$15,776,299.00)	(\$22,082,758.00)	(\$3,003,570.32)	(\$4,956,237.68)	\$41,286,791.21	(\$58,413,311.53)		\$39,427,857.02

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

1.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

1. REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Nick Cornell, General Manager, Supernatural Spirits and Brewing LLC, re: to host the Wildwood Sourfest event on Saturday, August 31, 2024, from 3:00 p.m. to 11:00 p.m. with live music on the property located at 36685 Plymouth Road.

Nick Cornell, General Manager, presented the request to Council.

Councilmember Jolly offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

1.

Clerk
July 18, 2024

MEETING DATE

S080724

PRESENTED BY

AGENDA ITEM

REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Nick Cornell, General Manager, Supernatural Spirits and Brewing LLC, re: to host the Wildwood Sourfest event on Saturday, August 31, 2024, from 3:00 p.m. to 11:00 p.m. with live music on the property located at 36685 Plymouth Road.

BACKGROUND DETAILS

Request to host an event with live bands performing in front of Supernatural Spirits and Brewing LLC, located at 36685 Plymouth Road, on Saturday, August 31, 2024, from 3:00 p.m. to 11:00 p.m.

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

Approve as submitted.

ATTACHMENTS

1. S080724 LTC Nick Cornell, Supernatural Noise Ord
2. S080724 Noise Waiver Nick Cornell Supernatural Brewing

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: July 18, 2024

From: Nick Cornell <nick@supernaturalbrewing.com>

Sent: Tuesday, July 16, 2024 12:46 AM

To: Kasproicz, Sara <skasproicz@livonia.gov>; Ernie@SuperNaturalBrewing
<ernie@supernaturalbrewing.com>

Subject: Supernatural Brewing Noise Ordinance Request for a party August 31st 2024

Hello Sara Kassproicz,

This is Nick Cornell over at Supernatural Brewing Company at 36685 Plymouth Rd, Livonia, MI 48150. I've CC'd Ernie Pacsai as well (one of the owners of Supernatural). We are trying to request permission from the City of Livonia once again to hold our Wildwood Sourfest party in the front of our building along Plymouth road on August 31st, Saturday. We plan to release 15 different sour beers that day as well as providing some fun food and music! We'd like to ask permission to have live bands performing outside from 3pm until 11pm. The event has been a great success every year so we'd love to do it again! Please let me know any steps we need to take and I do hope we're not too late to plan this with the city.

Thanks so much,

Nick Cornell
Supernatural Brewing
General Manager
734-589-9214 cell

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

2.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

2. BLOCK PARTY: Karen Werden, re: to be held Saturday, September 7, 2024, from 3:00 p.m. to 10:00 p.m., on Flamingo Blvd. between St. Martins and Bretton Streets, with a rain date of Sunday, September 8, 2024.

Karen Werden, 19651 Flamingo, presented the request to Council.

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

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

2.

Clerk
July 5, 2024

MEETING DATE

S080724/r082624

PRESENTED BY

AGENDA ITEM

BLOCK PARTY: Karen Werden, re: to be held Saturday, September 7, 2024, from 3:00 p.m. to 10:00 p.m., on Flamingo Blvd. between St. Martins and Bretton Streets, with a rain date of Sunday, September 8, 2024.

BACKGROUND DETAILS

Neighbors will be gathering for barbecue, live music, and games.

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

Approve as submitted

ATTACHMENTS

1. S080724 LTC Block Party Karen Werden
2. S080724 Block Party Karen Werden Flamingo St

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: July 15, 2024

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

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

PLEASE PRINT

Date of Application: July 3, 2024 Date to appear at a Council Meeting: Aug 7, 2024

Name of Neighborhood Representative: Karen Werden

Address (please include zip code): 19651 Flamingo

Telephone Number with area code: Home: 248-252-4256 Office: -

Email: wrenwyn@msn.com

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

Sept 7, 2024 Sept 8, 2024 3PM - 10PM
Date of Block Party Rain Date Start/end time of Block Party and/or Barricading
and/or Barricading End time is no later than 10:00 p.m.

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

St. Martin's and Flamingo to Bretton & Flamingo

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

Neighbors gathering for barbeque, live music & games

How many barricades are you requesting (max. 10)? 2 saw horses, 6 blinkers

Approximate Number Attending: ~25

Date of Council Approval/Denial: _____

Council Resolution Number: _____

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

3.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

3. BLOCK PARTY: Deborah Lindlbauer, re: to be held Saturday, September 14, 2024, from 12:00 p.m. to 10:00 p.m., on Sussex Street between Sherwood and Fitzgerald Streets, with a rain date of Sunday, September 15, 2024.

Deborah Lindlbauer, 15655 Sussex, presented the request to Council.

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

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

3.

Clerk
July 15, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

AGENDA ITEM

BLOCK PARTY: Deborah Lindlbauer, re: to be held Saturday, September 14, 2024, from 12:00 p.m. to 10:00 p.m., on Sussex Street between Sherwood and Fitzgerald Streets, with a rain date of Sunday, September 15, 2024.

BACKGROUND DETAILS

This block party will have a bike parade, games, dinner, a bounce house, and crafts.

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

Approve as submitted.

ATTACHMENTS

1. S080724 Block Party Deborah Lindlbauer Sussex St
2. S080724 LTC Block Party Deborah Lindlbauer

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: July 15, 2024

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

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

PLEASE PRINT

Date of Application: 7-14-2024 Date to appear at a Council Meeting: _____

Name of Neighborhood Representative: Deborah Lindlbauer

Address (please include zip code): 15655 Sussex ST. Livonia, MI 48154

Telephone Number with area code: ^{Cell} Home: 734 502 4891 Office: _____

Email: Chez1985d1@gmail.com

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

Sept. 14, 2024 Sept. 15, 2024 12pm / 10pm
Date of Block Party Rain Date Start/end time of Block Party and/or Barricading
and/or Barricading **End time is no later than 10:00 p.m.**

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

Sussex ST. Between Sherwood + Fitzgerald

Type of Event: Briefly (Describe activities planned. Music, barbecue, games, etc.) Bike parade, games,
dinner, bounce house, crafts.

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

Approximate Number Attending: 60

Date of Council Approval/Denial: _____

Council Resolution Number: _____

RECEIVED
JUL 15 AM 10:52
LIVONIA CITY CLERK

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

4.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

4. BLOCK PARTY: Rebecca Drzewicki, re: to be held Saturday, September 28, 2024, from 12:00 p.m. to 5:00 p.m. on Parklane Street, between Clarita and Margareta Streets, with a rain date of Saturday, October 5, 2024.

Rebecca Drzewicki, 18615 Parklane, presented the request to Council.

Councilmember Jolly offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

4.

Clerk
July 15, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

AGENDA ITEM

BLOCK PARTY: Rebecca Drzewicki, re: to be held Saturday, September 28, 2024, from 12:00 p.m. to 5:00 p.m. on Parklane Street, between Clarita and Margareta Streets, with a rain date of Saturday, October 5, 2024.

BACKGROUND DETAILS

This block party will have games and a potluck.

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

Approve as submitted.

ATTACHMENTS

1. S080724 LTC Block Party Rebecca Drzewicki
2. S080724 Block Party Rebecca Drzewicki Parklane St

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: July 15, 2024

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

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

PLEASE PRINT

Date of Application: 7/10/2024 Date to appear at a Council Meeting: _____

Name of Neighborhood Representative: Rebecca Drzewicki

Address (please include zip code): 18415 Parklane St, Livonia 48152

Telephone Number with area code: Home: 734-658-1422 Office: _____

Email: rebeccadrzewicki@gmail.com

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

9/28/2024 10/5/2024 12:00 - 5:00
Date of Block Party Rain Date Start/end time of Block Party and/or Barricading
and/or Barricading **End time is no later than 10:00 p.m.**

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

on Parklane St. - Barricades at both Clarita
+ Margareta so cars can turn around
without issue

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

Block party with potluck + games

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

Approximate Number Attending: 35-40

Date of Council Approval/Denial: _____

Council Resolution Number: _____

2024 JUL 11 PM 12:18
RECEIVED
CITY CLERK

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

5.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

5. WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27.

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

Councilmember Donovic spoke about improvements on lighting. He verified that there won't be any driveways on Plymouth Road, and they will be installing the traditional Plymouth Road Development Authority improvements.

Councilmember Budzinski asked if there would be a barrier along Plymouth Road such as fencing. Mr. Taormina said there are security bollards that will be placed in front of each parking spot, brick piers and fencing on the outer corner that would match the ones on the other corner. He also indicated there will be improved landscaping.

Councilmember Donovic asked for more clarification as to whether there will be more landscaping around the bollards.

Councilmember Jolly asked if Penske would continue to do business as Bill Brown Ford.

Jeff Anderson, Penske Automotive Group, indicated they will continue to carry on the name of Bill Brown Ford and will be investing heavily in the business. The bollards are typical and are there to avoid people driving cars off the lot. Their plan is to demolish the buildings on the property.

Councilmember Donovic asked when they will start the work.

Mr. Anderson said they received permits this week to cut off the sanitary line, are waiting for asbestos abatement, and hope to start demolition very soon. They would like it to be done before bad weather hits. He also indicated every current employee will stay with them.

Councilmember Toy offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

5.

Planning
July 18, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest $\frac{1}{4}$ of Section 27.

BACKGROUND DETAILS

July 18, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-06-02-11 - Penske Automotive

Dear Council Members:

At the 1,216th Public Hearing and Regular Meeting held by the City Planning Commission on July 16, 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)

#07-33-2024 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 18, 2024, on Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval under Section 6.05 of the Livonia Zoning Ordinance, as amended, to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest $\frac{1}{4}$ of Section 27, the Planning Commission does hereby recommend to the City Council that Petition 2024-06-02-11 be approved subject to the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated June 13, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to.

2. That the number of vehicles to be stored and displayed on this site shall be limited to 344, and unless waived by a two-thirds majority of City Council, no vehicles for sale shall be displayed closer than twenty feet (20') to the front and side lot lines adjacent to Plymouth and Hubbard roads.
3. Except for what may be authorized under the Zoning Ordinance as part of a temporary sales event, any type of exterior advertising related to the sale of the vehicles designed to attract the attention of passing motorists, such as promotional flags, streamers, or car lifts, shall be prohibited.
4. The Landscape Plan identified as Sheet No. L1, dated July 12, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to.
5. The Petitioner shall work with the Planning Department to install additional screening, either in the form of landscaping or fencing, along the site's north property line.
6. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
7. The Petitioner shall install additional brick piers and ornamental fencing along Plymouth Road.
8. The Petitioner shall secure all required stormwater management and soil erosion and sedimentation control permits from the Michigan Department of Transportation, Wayne County, and the City of Livonia.
9. Pole-mounted light fixtures shall not exceed twenty (20') feet above finish grade and shall be shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.
10. Site lighting shall be adjusted so that the average illumination levels are consistent with the adjacent dealership property to the west. All pole-mounted lights shall be turned off or dimmed after business hours
11. Only conforming signs are approved. Additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
12. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for, and
13. Under Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for one year only from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

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

ATTACHMENTS

1. S080724 LTC Petition 2024-06-02-11, Penske
2. 2024-06-02-11_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: July 18, 2024



Maureen Miller Brosnan, Mayor

Date: July 18, 2024

From: [Reece, Stephanie](#)
To: [Kasprowicz, Sara](#)
Cc: [Taormina, Mark](#)
Subject: FW: Bill Brown Ford
Date: Tuesday, July 23, 2024 12:51:13 PM
Attachments: [A241227\(R3\).pdf](#)
[NXOFM On-Fixture Module Specification Sheet.pdf](#)

Hi,

Attached is new data for Penske Automotive. We just received it.

Steph

Stephanie Reece
Program Supervisor
City of Livonia | Planning Department
(734) 466-2288
SReece@livonia.gov

From: Miller, Scott <smiller@livonia.gov>
Sent: Tuesday, July 23, 2024 12:49 PM
To: Reece, Stephanie <SReece@livonia.gov>
Subject: FW: Bill Brown Ford

Scott Miller
Planner IV
City of Livonia | Planning Department
(734) 466-2296
smiller@livonia.gov

From: Anderson, Jeff <JAnderson@penskeautomotive.com>
Sent: Tuesday, July 23, 2024 12:47 PM
To: Miller, Scott <smiller@livonia.gov>
Cc: Taormina, Mark <mtaormina@livonia.gov>; jlonghurst@nfe-engr.com;
sbrejcha@marousbrothers.com
Subject: Bill Brown Ford

Hello Scott,

Please see revised photometric for our site. We have reduced the pole height to 20', shielded the perimeter fixtures and reduced the fixture wattage to reduce the overall lighting. I have also attached the control system that indicated we can dim the lights down

after business hours.

Please let me know if you have any questions or comments.

Thanks,

Jeff Anderson

Penske Automotive Group

248.648.2574 (direct)

248.605.5702 (cell)

janderson@penskeautomotive.com

From: Koster, John <John.Koster@currentlighting.com>

Sent: Tuesday, July 23, 2024 9:21 AM

To: Anderson, Jeff <janderson@penskeautomotive.com>; wes.mendel@villalighting.com

Subject: RE: [EXTERNAL]FW: Bill Brown Ford

Hi Jeff – Please see the attached updated layout. We greatly reduced the wattages around the perimeter and added back shields to everything. Hopefully this will work for the city.

As for dimming/controlling the lights at night, I recommend the NX OFM wireless, Bluetooth programmable control node. It's a standalone node that can be programmed to dim the lights through a phone app. The spec sheet is attached.

Please let me know if you'd like to see any more changes.

Thanks,

John

216-577-9673 (mobile)

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NX DISTRIBUTED INTELLIGENCE™



Project Name _____

Catalog No. _____ Date _____

The Hubbell Control Solutions NXFM series On-Fixture Module enables a complete control solution for a single luminaire. The On-Fixture Module incorporates a single pole relay for On/Off control as well as industry standard 0 - 10 volt continuous dimming control. An auxiliary input and auxiliary 12 volt power output are available through the 7-pin interface. The input can be programmed to act as any of the NX input types including occupancy and various switch types. On-board power metering circuitry accurately measures current and voltage. The water tight twist lock package contains the control logic, NX HubbNET™ radio, Bluetooth® radio antennas, and 0 - 10 volt dimming driver. The twist lock form factor allows for easy installation and removal of the module on luminaires equipped with a compatible 7-pin twist lock receptacle. Setup and programming is performed using any Android™ or iOS® smart device with an available App that is free for download.

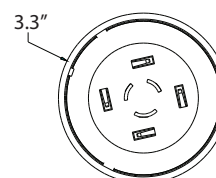
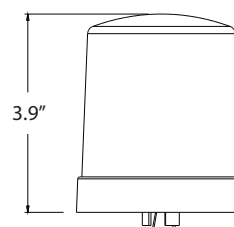
Product Features

- Designed for installation on the exterior of the luminaire housing
- NEMA standard male 7-pin twist lock connection
- Integral single pole relay for On/Off control
- Continuous dimming 0 - 10V control
- Wireless programming via NX Area Controller or NX Room Setup App for iOS or Android
- Auxiliary input for external control
- UL and cUL listed
- Five year warranty
- Built-in daylight sensor
- Scheduling with built-in Astro Time Clock

Compliance and Certification



Dimensional Data

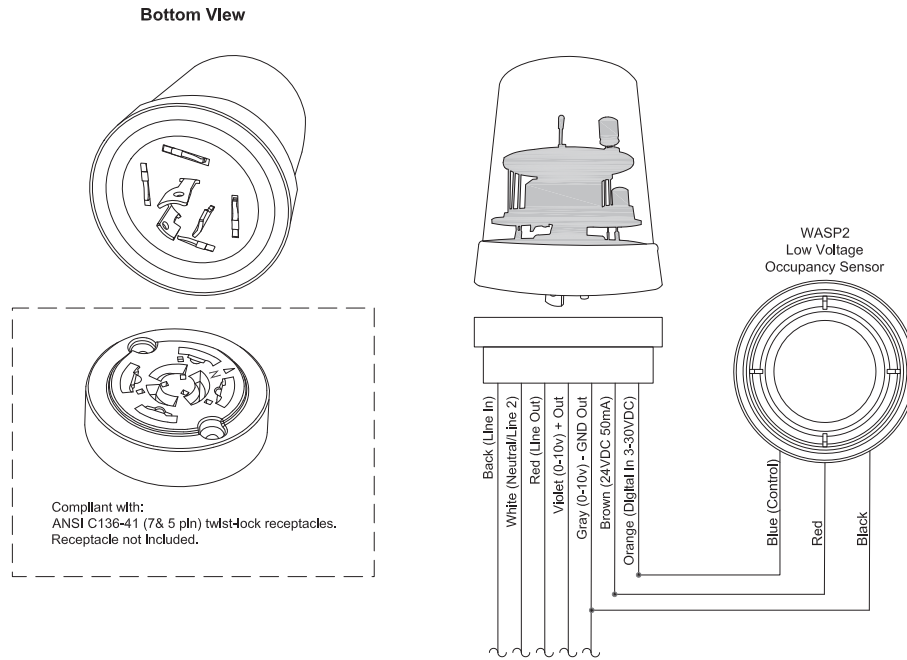


NEMA C136.41 Receptacle

Ordering Information

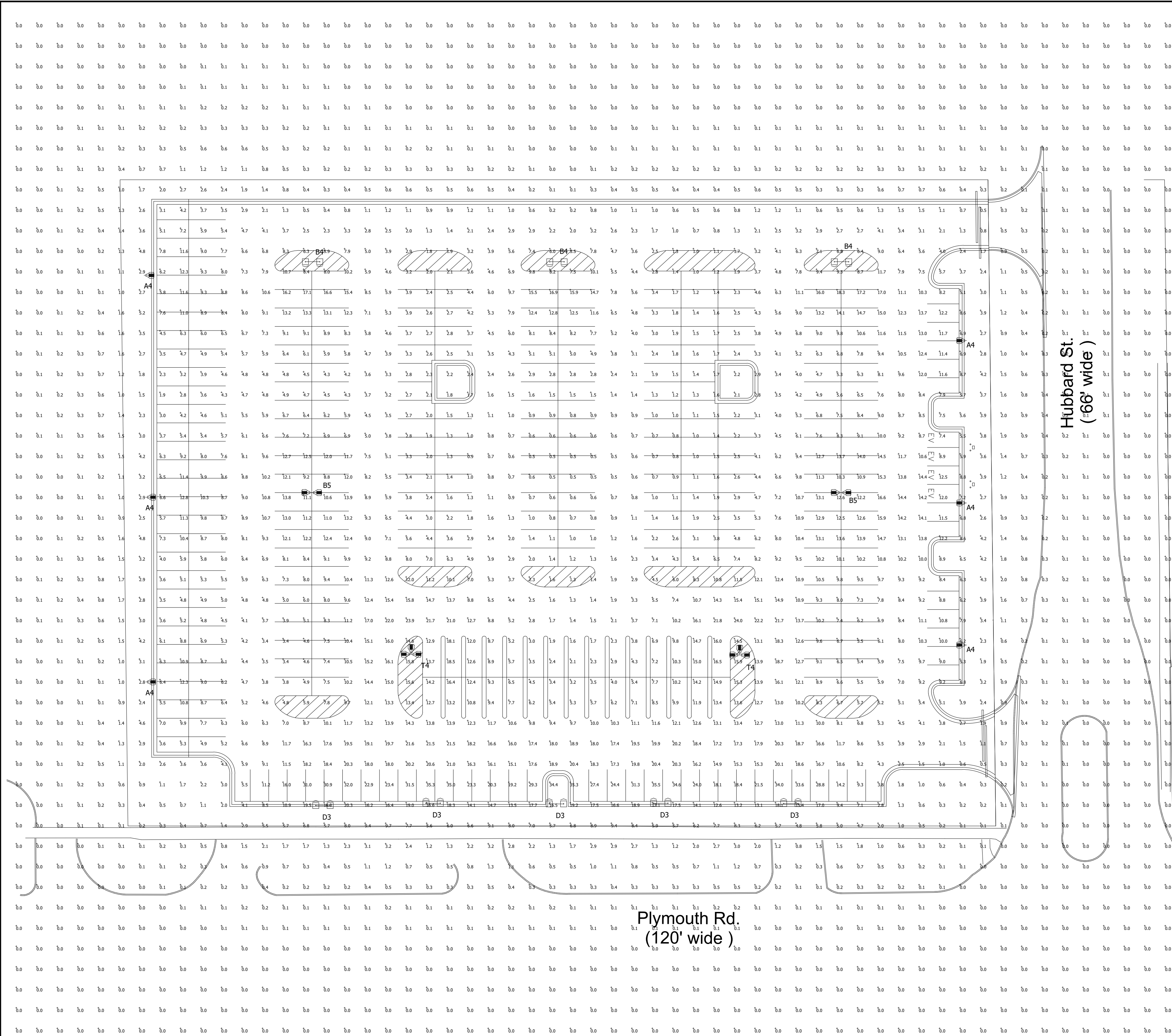
NXOFM	1R1D-UNV
SERIES	MODEL
NXOFM NX On-Fixture module	1R1D-UNV 1 Relay 1 Dimmer, Universal Voltage (120V-480V)

Wiring Information



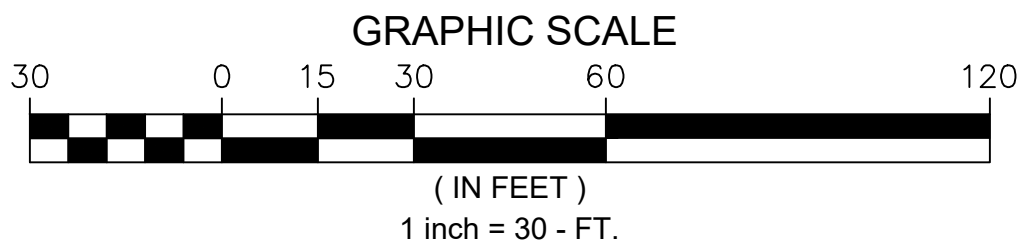
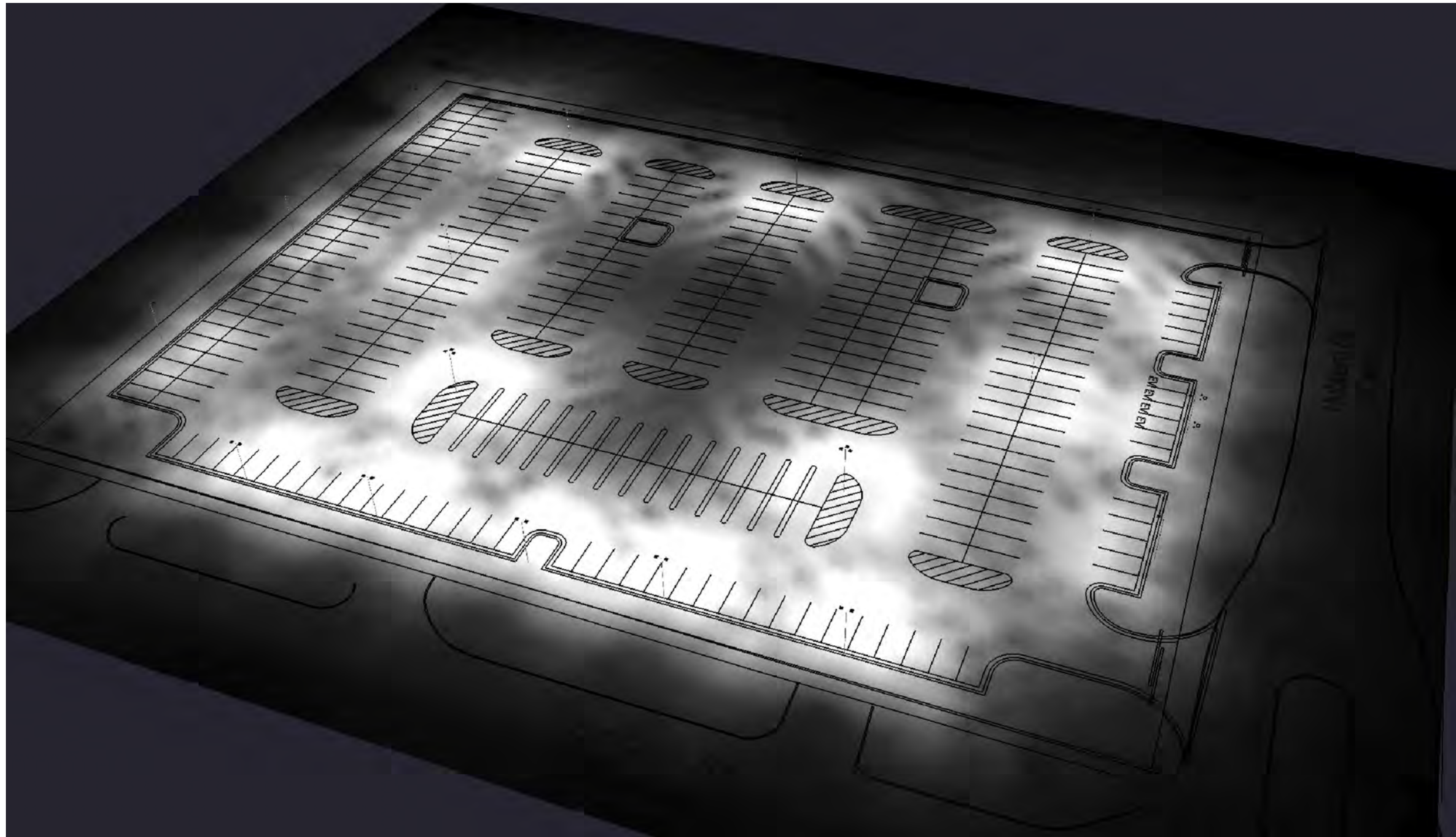
General Specifications

Electrical Ratings	Input: 120-480VAC, 16A Max, 50-60Hz Output: 5A@120-347V, 3A@480V Surge Withstand: 2000V Peak Inrush: 160A for 2 ms Max Standby Power (W): 120VAC: 1.2 277VAC: 1.5 347VAC: 1.5 480VAC: 1.3
Radio Performance	Radio Range: Outdoor: ~300 ft. (~100m) <i>Note: Range based on clear line of site.</i> Recommended deployment practices: Locate three radios within a 300 foot radius for most reliable performance
Dimming	0-10V, 60mA, current sink
Daylight Sensor	On level: 1FC to 5FC (Default: 5FC) Off level: 4FC to 15FC (Default: 8FC)
Operating Environment	Operating Temperature: -40°F to 185°F [-40°C to 85°C] Relative humidity (non-condensing): 0 to 95% IP65 Rated
Construction	Housing: GSM UL Rated 94 HB Plastic
Mounting	Standard NEMA C136-41 (2013) with 5 or 7 prongs twist lock connector also compatible with C136-10 sockets
Dimensions	3.125" D x 3.75" (79.4mm D x 95.3 H)
Weight	6 oz (170 g)
Color	Smoked plastic housing
Patents	Patent(s) pending
Certifications	Conforms with UL916 and Certified to CAN/CSA C22.2 No. 205-M1983 IC Approved FCC ID: YH9NXOFM1R1D IC: 9044A-NXOFM1R1D Contains FCC ID: U90-SM220 IC: 7084A-SM22
Warranty	5-year limited



Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	3	B4	20' - 0" AFG	0.900	29000	212	EALP03_K4AH750 (S1/S2)
	6	A4	20' - 0" AFG	0.900	35200	305	EALP03_M4AH750 WITH ELS-EAL-FBL-BLCK
	2	B5	20' - 0" AFG	0.900	38600	305	EALP03_M5SH750
	5	D3	20' - 0" AFG	0.900	32500	263	EALP03_L4AF750 WITH ELS-EAL-FBL-BLCK (S1/S2)
	2	T4	20' - 0" AFG	0.900	38600	305	EALP03_M4AH750

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Lot Area	Illuminance	Fc	7.80	31.2	0.3	26.00	104.00
Overall Area	Illuminance	Fc	3.12	35.5	0.0	N.A.	N.A.
Property Line	Illuminance	Fc	2.11	8.6	0.1	21.10	86.00



1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO CURRENT. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT. 2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS. 3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.					TITLE: PENSKE BILL BROWN FORD LIVONIA, MI PREOWNED SALES LOT LIGHTING PLAN		REVISED FROM DRAWING NUMBER(S): R1: 06/12/24 R2: 07/23/24		Current		DN BY: DHK	DATE: 06/11/24	CHK BY: N/A
											REV BY: DHK	DATE: 07/23/24	SCALE: AS NOTED
											QUOTE: N/A	DRAWING / DESIGN NO.: A241227R2	

Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval under Section 6.05 of the Livonia Zoning Ordinance, as amended, to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27.

UNAPPROVED MINUTES

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MINUTES OF THE 1,216th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 16, 2024, the City Planning Commission of the City of Livonia held its 1,216th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

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

Members absent: Wafa Dinaro

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

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

ITEM #2 PETITION 2024-06-02-11

Penske Automotive

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval under Section 6.05 of the Livonia Zoning Ordinance, as amended, to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the

northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27.

Mr. Taormina: Thank you. Penske Automotive is the new owner of Bill Brown Ford. They're seeking approval to redevelop five contiguous properties at the northwest corner of Plymouth and Hubbard Roads, across from the main dealership. As you can see from this map, the zoning is C-2 (General business). C-2 zoning is to the west and east of the site, industrial zoning is to the north, and the properties are zoned residential across Plymouth Road. The properties include the former Overseas Motors and four adjacent parcels to the west. Together, these five properties have 423 feet of frontage on Plymouth Road and 300 feet on Hubbard. The land area is 133,245 square feet, which equals about three acres. The site contains two buildings, both of which would be removed. These are the former Overseas Motors dealership in the site's southeast corner and a sales office in the southwest corner. Automotive sales are subject to the review and approval of the Planning Commission and the City Council, subject to special requirements of Section 6.05 of the ordinance, which among other things, prohibits the display of vehicles within 20 feet of the front or side lot line of any street right-of-way, and also requires access from a major thoroughfare having an existing or planned right-of-way width of 120 feet or more. Plymouth Road is classified as a major road with a right-of-way of 120 feet. Hubbard, however, has a right-of-way of 86 feet. Penske Automotive plans to use all three acres to store and display vehicles in connection with the operation of the Bill Brown Ford dealership. The inventory lot would accommodate a total of 344 vehicles. There are 30 spaces near the front lot line labeled as future customer parking. These spaces would measure 10 feet in width, the minimum for public parking spaces. The remaining 314 spaces would all be used for inventory. These smaller spaces measure nine (9) feet in width. Thirty-four spaces are shown along Plymouth Road and then 18 along Hubbard Road. These spaces are about eight feet from the front and side lot lines adjacent to the public roadways. Currently, there are three (3) driveways along Plymouth Road and three (3) on Hubbard. The plan shows the removal of all three (3) driveways on Plymouth Road, and only the north and south driveways on Hubbard would remain. The middle driveway on Hubbard would be removed. No access would be provided from a major thoroughfare. Thus, there are two items that will need a supermajority vote of the City Council. The first is the setback for the display vehicles from the roadways. Second is a waiver of the requirement that access be provided

from a road having a width of at least 120 feet. Along Plymouth Road the zoning ordinance requires 11 full size trees, four (4) ornamental trees, and 85 shrubs. The revised landscape plan, which you should have a copy of, shows 12 full-size trees, five (5) ornamental trees, and 60 shrubs. Along Hubbard, the requirement is seven (7) full-size trees, three (3) ornamental trees, and 57 shrubs. The revised plan shows 10 full size trees, three (3) ornamental trees, and 116 shrubs. In addition, 10 Gingko trees are shown along the front half of the west property line adjacent to the Feldman dealership parking lot. Also, along the north property line, the revised plan shows six (6) groupings of perennials and grasses. These include switch grass and catmint. The new plan does not show a fence or other barrier along the north side of the property, just low-lying vegetation. The plan shows washed stone mulch about 10 to 15 feet in width along the west and north sides of the property. Within the interior of the parking lot the ordinance requires landscaping equal to 5% of the paved area. In this case, it would have to be 5,700 square feet. The only change in this plan from the previous one is the addition of two (2) 18' x 18' landscape Islands, totaling about 650 square feet. These two (2) small islands would be planted with sumac shrubs. Currently, there are four (4) piers with ornamental fencing located in the southeast corner of the property. Additional piers and fencing should be added to the site's southwest corner. For security around the lot, the plans show concrete bollards and gates at the entrances. This photo is an example of the type of perimeter security that would be provided. You can see the concrete bollards. They are spaced three (3) to four (4) feet apart and are about 24 inches tall. The sliding gates would be provided at both driveways along Hubbard Road. The current plans do not show any identification signs. There is a note on the plan that indicates that the existing pylon "Ford" blue oval sign at 32460 Plymouth will be removed. The zoning ordinance allows two (2) monument signs no larger than 30 square feet and six feet tall. However, we do not have any plans for any replacement signage at this time. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: Mr. Taormina: The first item is from the Engineering Division, dated June 26, 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 parcels are*

assigned the addresses of #32400, #32450, #32460, #32510 & #32516 Plymouth Road. The legal descriptions contained within the submitted drawings 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. Per the submitted drawings, all existing utilities and pavement are to be removed and replaced with new pavement and utility service leads to a proposed future building. While we don't believe there will be any additional impacts to the existing utilities, the following items should be noted: The site will be required to meet the latest version of the Wayne County Storm Water Ordinance, including detention for all disturbed areas. The proposed sanitary sewer lead to the future building location can be installed and capped under the parking lot, but the water service will not be allowed to be installed until the building is constructed. The City does not allow dead end services off the public mains for water quality issues. Since detailed information on the proposed flows were not included with the submitted drawings, this department will do an in-depth review when drawings are submitted for permitting. The proposed landscaping plan that was submitted indicates Red Maples for planting along the Hubbard Road right-of-way. In an effort to create a more varied canopy within the City, we would like to ask the Developer to choose a different species off of the City's approved tree planting list, or contact the City Arborist to find a suitable alternative. Also, should any work be required within the Plymouth Road right-of-way, The owner may be required to obtains 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 July 3, 2024, which reads as follows: "This office has reviewed the site plan submitted in connection with a request to construct a parking area for EV and gas-powered vehicles on the property located at the above referenced address. We have no objections to this proposal with the following stipulations: 1. Separation (separate parking area) recommended between EV and gas-powered vehicles. 2. Nearby water source (hydrant) for potential of EV fire suppression. A further detailed plan review will take place when this division receives an official plan set." The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated June 25, 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 July 5, 2024, which reads as follows:

"Pursuant to your request, the above-referenced Petition has been reviewed. 1. The vehicles displayed shall have a minimum setback of 20' from both the front and side lot lines. This requirement may be waived by Council. This Department has no further objections to this Petition." The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated June 26, 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 Assessors Department, dated June 26, 2024, which reads as follows: *"Plans have been submitted by Penske Automotive requesting waiver use approval to use five (5) commercial properties with approximately 3.06 acres for storage and display of vehicles for Bill Brown Ford dealership. Existing buildings plan to be demolished. Because there are five (5) parcels involved : 107-99-0027-000, 107-99-0028-000 , 107- 99-0029-000, 107-99-0030-000 and 107-99-0031-001, it is recommended these parcels should be combined . Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process."* The letter is signed by Kathie Siterlet, Residential Appraiser. And then lastly we have a letter from Joe Stevens who gives his address as 2065 Franklin Road Bloomfield Hills, Michigan. The email reads *"I own the adjoining building to the north of the proposed site 11813 Hubbard, a fence exists between the two properties. The new plans show no fence at all. I have no objections to the proposed use for the property, but would like a privacy pet friend fence included in the proposed plan. This fence could be one of the plastic fences we frequently see or some type of landscape barrier. I do not believe my request as a large expensive would be and would provide privacy on my side and security for their side. My contact information is attached for any comments or questions. Please acknowledge receipt of this request as I am scheduled to be out of town on the date of this public hearing. Thanks for your consideration again from Joe Stevens, who provides his address as I indicated at 2065, Franklin Road, Bloomfield Hills, Michigan."* That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions for the Planning Director?

Mr. Bongero: A couple of questions for Mr. Taormina. So, they did decrease the light pole height to 20 feet?

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- Mr. Taormina: The light poles?
- Mr. Bongero: Originally, they were 25. I believe.
- Mr. Taormina: There's been no change. I'm unaware of any change to the height of the light poles.
- Mr. Bongero: Okay, I know I think you were going to check the dealership next door to compare the requirements.
- Mr. Taormina: The requirements there were 20 feet.
- Mr. Bongero: Okay. I saw a note here that looked like they changed it to 20 feet, but we can ask the petitioner.
- Mr. Taormina: Yes.
- Mr. Bongero: Okay, we can ask the petitioner. The second question I had is, has there been any word of the privacy fence from the petitioner?
- Mr. Taormina: No, there's only been a change to the landscape plan affecting the north lot line. As I indicated, they've added switchgrass and catmint—no fencing.
- Mr. Bongero: Okay. Thank you.
- Mr. Wilshaw: Thank you. Mr. Bongero. Is there any other questions for our planning staff? Seeing no other questions, is the petitioner in the audience? Good evening, sir.
- Jeff Anderson, Penske Automotive Group. I'm the Vice President of Corporate Construction. I manage all of our design and construction on a global basis. So, as you've heard, as of Monday, we are the proud owners of Bill Brown Ford and we're very excited about it. You know, we plan to make quite a few changes with the facilities there. There haven't been any updates to those facilities for quite some time. So, I suspect I'll be in front of you multiple times over the next year or so with different requests. But in this, in this particular case, our first challenge with the business is what we're doing with all the cars, you know. It's roughly 3,000 cars for the business. So, we have to find a home for all of them. And we're also trying to kind of consolidate what happens closely to the main facility. So, the first order of business is to take the lot, it's kind of an eyesore with two buildings that are vacant and not in very good condition, and

we want to take those down. We want to make that a parking lot so that we have the ability to store more inventory closer to the actual sales operation that's happening. And then that will also become hopefully in the future, a used car site. So, we would put a small facility on that site that was maybe five to 8,000 square feet, something like that, and house salespeople for used cars, but in the interim, we store cars there. And as we renovate the existing building, which will be back in front of you at some time for, you know, we would probably put trailers on that site temporarily to move all of our sales staff over there while we're renovating the existing building. But, you know, we're very excited about this transaction as a long-standing business in the community. And, you know, we hope to carry on that legacy for many years. And I'd be, you know, I've heard the comments, I'd be happy to address them as necessary. And you know, we want to be a cooperative partner. You know, we want to be part of the community as we are in other parts of Detroit. And so, you know, we're happy to try to accommodate what we can.

Mr. Wilshaw: Okay, thank you, Mr. Anderson. I appreciate your presentation. Let's see if we have some questions for you. Any questions?

Mr. Bongero: Just following up on my question to Mr. Taormina, and I had a couple, there was the issue of the 25 foot parking lot poles. You guys were proposing. We were wanting 20. Like what's usually known around here.

Mr. Anderson: Yeah, I think that we could do another photometric at 20 feet. You know, 25 is kind of a standard for us. We get the most light spread with the least number of poles. So that's what we try to do, but I think that, you know, in the spirit of cooperation, we could certainly look at that and see if we can make that work.

Mr. BongeroL You will work with the Planning Department. But yeah, yeah. And then the neighbor to the north is requesting a fence.

Mr. Anderson: So, that's the first that I personally have heard of that. I think that we could certainly look at something there. You know, as part of the presentation, our plan was to put bollards around the whole site for security protection. But, you know, if a fence is warranted, we could certainly look at that.

Mr. Bongero: Do we have the neighbor, Mark, reach out to him or something?

Mr. Taormina: Well, I would...you might want to address that in the resolution.

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Mr. Bongero: Okay.

Mr. Taormina: If the Commission wants to provide some flexibility as part of the resolution, he can discuss the issue with the neighbor to find the best solution, and then we can react to that, whether it's a chain link fence or some other type of barrier, landscaping, etc.

Mr. Bongero: Okay. Okay,

Mr. Anderson: if I could comment on that, if that's okay. There are typically two types of fences that we install. One is a...would be a chain link fence type with or without slats in it, but typically, we would do a black vinyl coated fence, so it looks nice. It's not just a wire fence. So that's one option. The other option that we would typically do is what we would refer to as a board-on-board wood fence. So typically, they're six feet high. And you know, they have boards kind of alternating, so you kind of see through it a little angle, but not straight on. And we just think that that's maybe a little higher quality type of fence. Obviously, it's more expensive than a chain link fence. But I think that's something we can kind of work out as we move along. But we'd be happy to make sure we've satisfied the neighbors.

Mr. Bongero: That sounds good. Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Another suggestion would be to consider a landscaped...more enhanced landscape barrier, perhaps arbor vitae or something along those lines, as opposed to fencing, if you want to soften the appearance.

Mr. Anderson: You know, I don't think that's as critical to us on that port side of the property. Right now, you know, the bollards that we're putting in are actually quite expensive. So we could probably take those out put a fence in for the same price. So I don't think that a fence is going to be a problem for us. We will have some landscaping there but I think for us, we probably just prefer the fence.

Mr. Wilshaw: Alright, good. It's good to know. Any other questions from any of the commissioners?

Mr. Ventura: You were not at our planning study session, but there was a considerable conversation regarding the light levels in the lot. Not only the height of the lights themselves, but the light levels, which far exceeded allowable light levels based on the

ordinance here in Livonia, and I noticed that Mr. Taormina in the approving resolution has provided that the light levels be equal to the light level at the dealership, is that a problem for you?

Mr. Anderson: So, you know, I think ultimately, across the all the properties, we would like to improve the light levels, to something that's a little more satisfactory for retail sales. However, I will say that, you know, we have a system that we use, and, you know, after we have all LED lights installed, we have a control system with it. So that at a certain time of night, and it's typically 10 o'clock at night, after we're closed and the customers are gone, it automatically dims the lights by 50%, and takes the light levels down considerably. And you know, there's multiple reasons for that one, at that time, we just need security lighting, we don't need to display the cars per se, it saves a lot of energy, and it increases the life of the lights for extended period of time. So that's generally the compromise we try to make. You know, during the day, this is only really during the winter months, in the summer months, the lights were on for an hour before they dim down. But you know, we really try to get enough lighting that a customer can walk on the site, can see the car, can understand the color of the car, can feel safe walking around. So, you know, maybe we could talk about some of the light levels, but for us, we really try to maintain...and these aren't high glare, you know, these LED lights are not kind of what you've seen, you know...I've been around in the past that these large, huge light sources that create a lot of glare and push it a lot off site. These are pretty directional. But you know, we would come to 20 feet high, but we'd really like to figure out how we could have an increased presence on the road with the light levels.

Mr. Ventura: I appreciate your point. One of the problems that the Planning Department is having is there is no photometric plan. Do you think you could have a photometric plan by the time that you go to the Council for approval?

Mr. Anderson: I think there is one.

Mr. Taormina: The application includes a photometric plan that shows the illumination levels. A point of clarification, if I may, Mr. Chair?

Mr. Wilshaw: Please.

Mr. Taormina: I believe Mr. Ventura was referring to consistency with the adjoining dealership to the west, not maintaining the light levels

that are currently on the site. I don't know if Mr. Anderson understood that to be the case.

Mr. Anderson: The lights that are currently on the site are almost non-existent.

Mr. Taormina: Okay, I just wanted to make sure that that is what you were thinking.

Mr. Wilshaw: Okay. Yeah, we're looking for consistency between the Feldman lot essentially and this lot so that you don't have one glowing bright and another...

Mr. Anderson: Yeah, I'm not sure what their light levels are, but the idea is to be able to present the cars in a nice way in the evenings, but then once the customers are gone, we would lower that light level.

Mr. Wilshaw: Right, we understand. Are you all set, Mr. Ventura?

Mr. Ventura: I am Thank you, Mr. Chairman.

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

Mr. Caramagno: I got more questions on lighting. Mark, what is the...I'm looking at the numbers here. 40, 45, 38. That's the measurable light on the ground?

Mr. Taormina: Correct.

Mr. Caramagno: What is our standard?

Mr. Taormina: The ordinance limits the average illumination to one (1) foot-candle, which is substantially lower than the plan. We're still trying to dig up the information for the adjacent dealership and the recently approved LaFontaine dealership on the south side of the road. We recognize that most dealerships have light levels that exceed the ordinance limit. The question is striking a balance to find what is reasonable. I agree with Mr. Anderson. Today's lighting fixtures are much more advanced than in years past in directing the light downward and reducing any glare on the roadways or adjacent properties. They now can control the lighting from off-site, such as from the main office. Someone could probably dim the lights or control them in any way, which is another advantage.

Mr. Caramagno: I get that, but there's quite a difference between 38 and one. You've got that 38 and a half at 10 o'clock at night.

Mr. Taormina: Yes.

Mr. Caramagno: It is still daylight out there.

Mr. Taormina: And those would be directed downward. You'll even see on the photometric plan, along the edge of the properties, the illumination levels might go from 20 to zero in a distance of 10 to 15 feet. But the illumination levels directly beneath the light poles, as you indicate, are much higher than what we typically like to see for commercial parking lots,

Mr. Caramagno: I know we're measuring next door to the Chevrolet dealer next door, but then we get into a lighting battle, you know, then they're gonna come back and say, well, I want the same light and the guy across Plymouth that lives over there, he's not gonna be able to sleep at night because his yard is gonna be daylight. So, I think this is important to really look at make sure that it's reasonable for what their needs are for advertising their vehicles and of course, for what the neighbors are across Plymouth Road, having a glowing, you know, glowing feature across the street. That's got to be considered.

Mr. Taormina: And that's why we suggested maintaining consistency with the adjacent property. I'm not aware of any complaints with that property owner.

Mr. Caramagno: Yeah. Okay. Thank you.

Mr. Wilshaw: Any other questions from the Commission? Is there anyone in the audience wishing to speak for or against this item? There's one lady coming forward. If you'd like to just take a seat for a moment, Mr. Anderson will let others speak and then we'll get you back up here. Good evening, sir.

William Porter, 11451 Fairfield Street, Livonia, MI. So, I am the guy across the street whose yard was daylight. I appreciate all the thoughtful consideration of the lighting. Congratulations to Penske and their upcoming revision, but I did just want to make sure that the concerned parties were aware of the context here. It's the light pollution in the area already between you know, the existing lot lighting, the Plymouth Street lighting, the Feldman lighting. You know, we've rearranged bedroom furniture, we've put up blackout shades, it's problematic already. To make this new

structure equivalent to Feldman still doubles what's already there from my perspective. So, you know, in the near term, I'm not in love with a you know, the idea of a year's long demolition lot revision, you know, that's going to be going outside with trailers and everything else I heard, but longer term, really it is...you're talking about a 24-hour security operation. Some light, dim light, you know, if they're using the same type of security Feldman is, it's a speaker that is going to blare something every time something moves on that lot. So, there's noise concerns. And I just wanted to make sure it sounds like people's heads are in the, you know, in the right place, but I wanted to make sure I could get my voice out there too.

Mr. Wilshaw: Definitely. Thank you for coming, Mr. Porter. We appreciate your comments. I believe there's one other person wishing to speak.

Betsy Calhoun, 33023 Grennada, Livonia, MI. Firstly, I'm glad to hear Bill Brown Ford's business is doing well enough to encourage an expansion or purchase. They've already performed a fine and sustainable deed by repurposing the historic Mid Century Modern terraced theater into a viable and attractive business location. They could even consider application to the state and national register of Historic Places for tax credits available for appropriate improvements and repairs to listed historic properties. I do want to point out that with necessary growth and economic expansion we sometimes overlook and then lose a key part of the fabric of Livonia that tells our story. This is the architectural evidence of how we transitioned from a farming locale into a forward-looking 20th, and now 21st century community. While we can't save everything, Livonia has fallen down a bit in terms of preserving structural examples from every decade, our historically designated buildings currently stopped in the 1920s. That's 100 years ago now. A significant matter in redevelopment is that of human scale massing and the environment as it impacts residents. Vast swathes of impermeable surfaces unbroken by trees or structures can seriously impact water issues for the entire business corridor and neighbors. Retention of select existing features, however, can mitigate this concern as well as enhancing commerce. One needs to consider whether large-scale clearing of structures aligns visually and functionally with the vision for the Plymouth Road business corridor. Think of customers walking through acres of unshaded parking lot. Our summers are only getting hotter. The small historic building at 32516 Plymouth Road, that's the west side of the two-building formation closest to

Feldman, could be an attractive and welcoming feature for a cooling respite. The lively movement of the roofline provides playful visual appeal, and this cool retro vibe could only boost value and interest in the area. Preservation balance is old and new, we need both. By giving old places new uses, making compatible additions, and integrating new development, we get a vibrant mix of places and a distinctive, livable community. And don't forget sustainability.

Mr. Wilshaw: Thank you, Miss Calhoun. Anyone else wishing to speak for or against this item? No one else is coming forward. Mr. Anderson, you get the last word. Is there anything that you would like to say before we make our decision?

Mr. Anderson: So disregarding one of the comments, we do not have any kind of loudspeakers, we have actually security, 24 hour security that drives the lots for us. So, we don't have that type of system, which I am familiar with. But that's something that will exist on this site. You know, in terms of light pollution, or, you know, the ordinance in our design is to not throw more than one- or two-foot candles off the site. You know, we do have extreme flexibility with our control system. So, if it is better for the community, at night, you know, maybe it's not 50%, maybe it's down to five-foot candles across the site, after 10 o'clock at night. And we're certainly willing to do that, and to address that to make this happen. So, you know, in terms of keeping those buildings, they're both in a state of disrepair that are really beyond use at this point. And we would spend three times as much money trying to make them work as we would be taking them down and build another facility on that site. So, I guess that's, that's my closing comments. But thank you all very much for your consideration.

Mr. Wilshaw: Thank you, Mr. Anderson. I appreciate that. If there's no other comments or questions...Mr. Caramagno.

Mr. Caramagno: I appreciate that flexibility at lighting for the neighbors in the area. I know that all the Penske operations are very well run and I'm glad to hear that you've got some flexibility there. Thank you.

Mr. Wilshaw: Thank you, Mr. Caramagno, for that comment. Any other comments before I close the hearing? If not, I will close the public hearing and a motion would be in order.

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

#07-33-2024 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on July 18, 2024, on Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval under Section 6.05 of the Livonia Zoning Ordinance, as amended, to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27, the Planning Commission does hereby recommend to the City Council that Petition 2024-06-02-11 be approved subject to the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated June 13, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to.
2. That the number of vehicles to be stored and displayed on this site shall be limited to 344, and unless waived by a two-thirds majority of City Council, no vehicles for sale shall be displayed closer than twenty feet (20') to the front and side lot lines adjacent to Plymouth and Hubbard roads.
3. Except for what may be authorized under the Zoning Ordinance as part of a temporary sales event, any type of exterior advertising related to the sale of the vehicles designed to attract the attention of passing motorists, such as promotional flags, streamers, or car lifts, shall be prohibited.
4. The Landscape Plan identified as Sheet No. L1, dated July 12, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to.
5. The Petitioner shall work with the Planning Department to install additional screening, either in the form of landscaping or fencing, along the site's north property line.
6. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
7. The Petitioner shall install additional brick piers and ornamental fencing along Plymouth Road.

8. The Petitioner shall secure all required stormwater management and soil erosion and sedimentation control permits from the Michigan Department of Transportation, Wayne County, and the City of Livonia.
9. Pole-mounted light fixtures shall not exceed twenty (20') feet above finish grade and shall be shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.
10. Site lighting shall be adjusted so that the average illumination levels are consistent with the adjacent dealership property to the west. All pole-mounted lights shall be turned off or dimmed after business hours
11. Only conforming signs are approved. Additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
12. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for, and
13. 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.

Mr. Wilshaw: Is there any discussion?

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.

**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.

Date Filed: 6/12/24 For filing fee see below for computation
Petition: 2024-06-02-11
Site Address: See Attached Sidwell See Attached Zoning of Property _____
Requesting Approval To Construct Parking Lot
Applicant: Jeffrey Anderson Business/Company: Penske Automotive
Applicant's Address: 2555 S. Telegraph Rd. City: Bloomfield Hills State: MI Zip Code: 48302-0954
Applicant's Phone # 248-648-2574 Applicant's Email JANERSON@PENSKEAUTOMOTIVE.COM
Contact Person: Same as Applicant Business/Company: _____
Contact's Address: _____ City: _____ State: _____ Zip Code: _____
Contact's Phone # (_____) _____ Contact's Email _____

Please provide the following information:

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

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

FEE COMPUTATION	\$700.00	(\$400 publication fee plus \$300 base review fee) plus
_____ sq. ft. of new construction x \$20.00 per 1,000 sq. ft. plus \$30 per lot or unit for residential construction.		
	(NOTE: Round off to nearest 1,000)	+
	Total Amount Due	\$ 700.00

Owner of Property: Bill Brown Ford
Owner's Address: 32222 Plymouth Rd. City: Livonia State: MI Zip Code: 48150
Owner's Phone # 734-355-6640 Owner's Email DTASHMAN@BILLBROWNFord.COM
Signature of Owner: _____ Print Name: DAVE TASHMAN, OWNERS AGENT

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

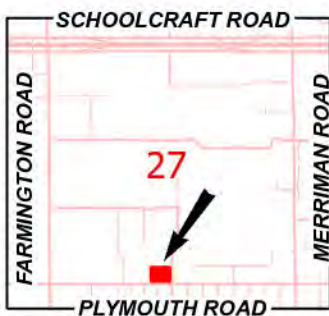
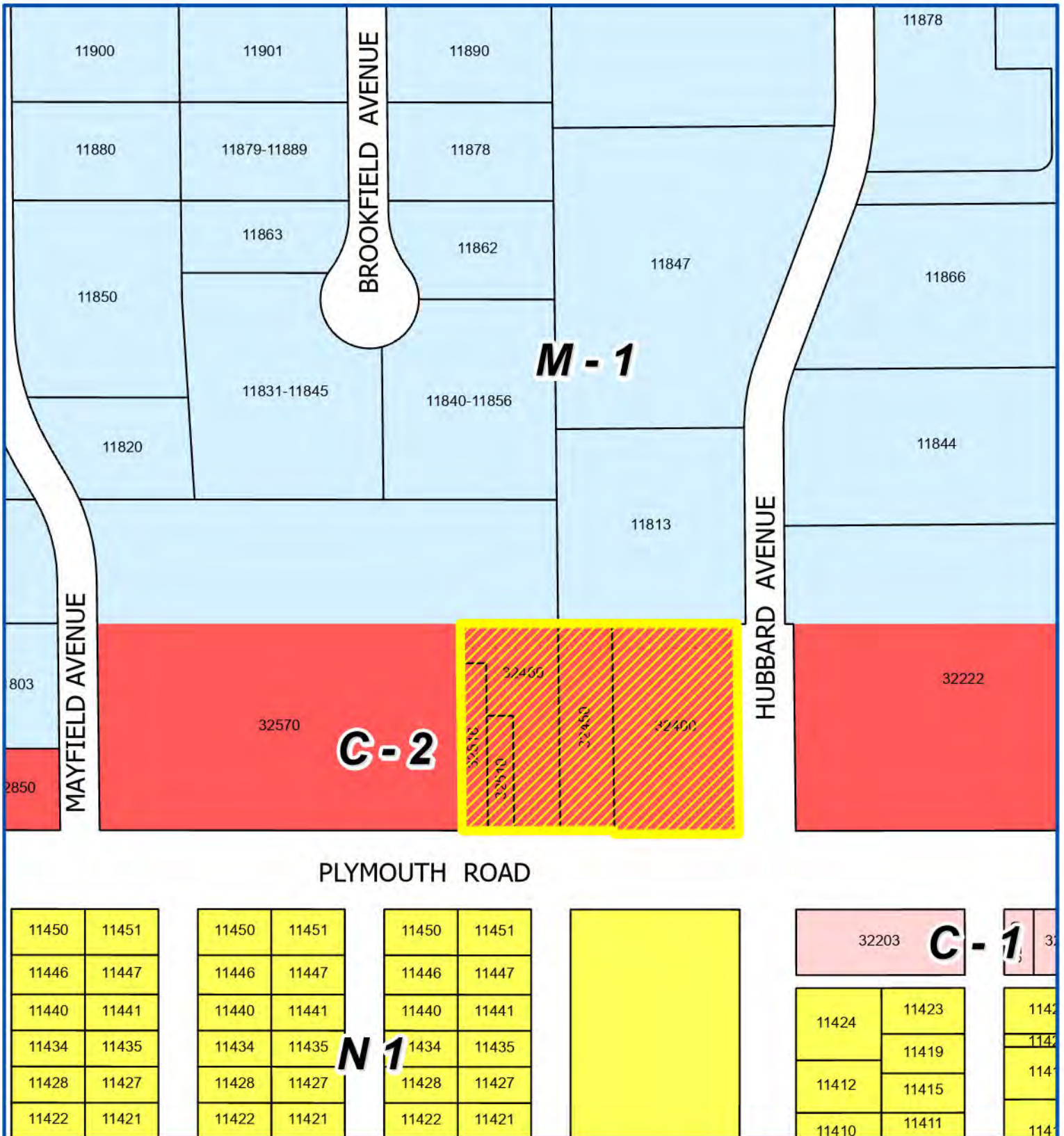
on this 11th day of June 20 24

Signature of Notary [Signature] My commission expires 3/29/2028

Acting in the County of Wayne

NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Mar 29, 2028

RECEIVED
OFFICE OF THE CITY CLERK
2024 JUN 12 PM 4:13



Address & Zoning Map

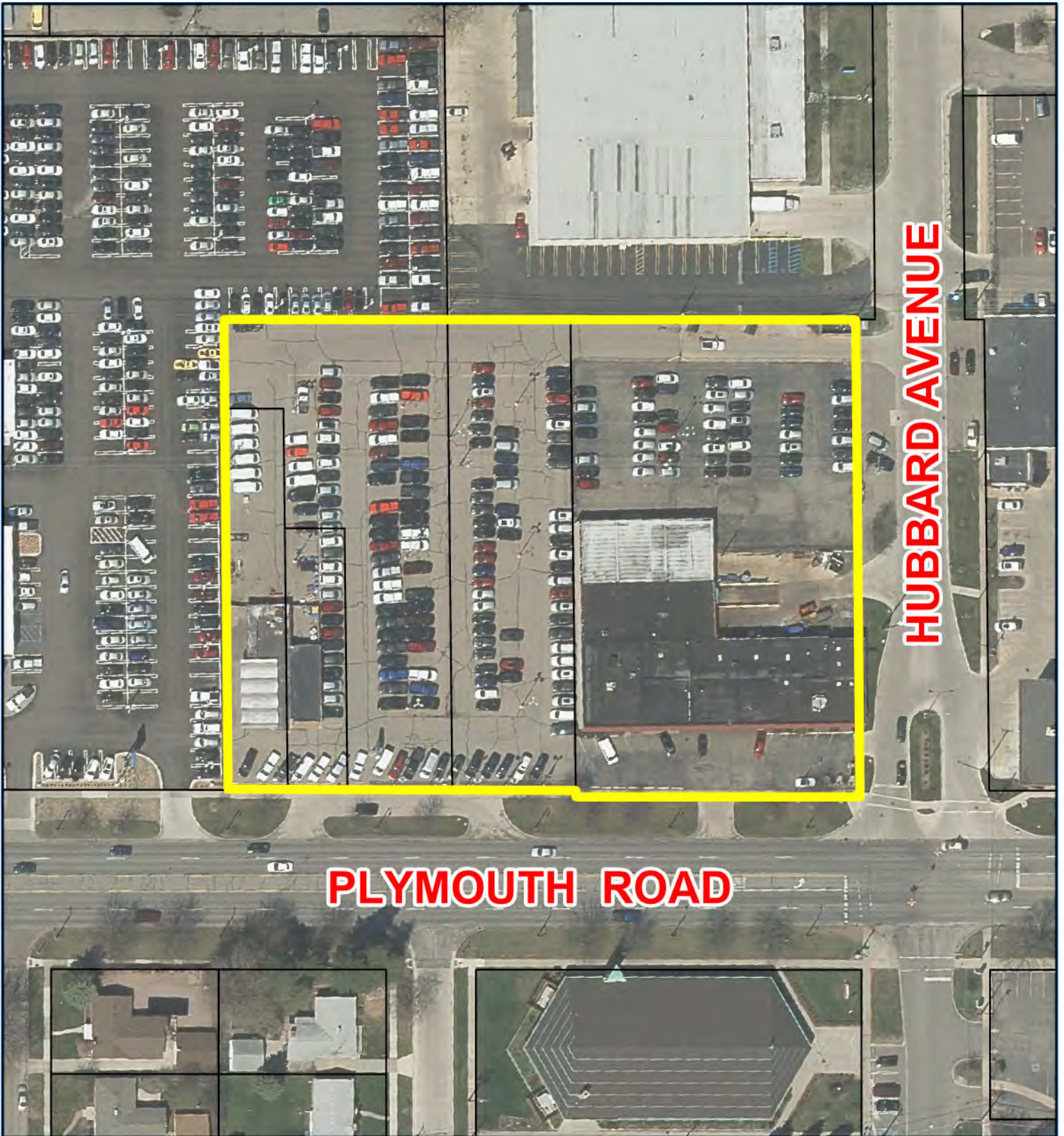
Petition 2024-06-02-11
Penske Automotive
32400, 32450, 32460, 32510 & 32516 Plymouth Road



Not to Scale



City of Livonia
Planning Department



HUBBARD AVENUE

PLYMOUTH ROAD



Aerial Map

Petition 2024-06-02-11

Penske Automotive

32400, 32450, 32460, 32510 & 32516 Plymouth Road



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 2

Petition 2024-06-02-11 submitted by Penske Automotive requesting waiver use approval under Section 6.05 of the Livonia Zoning Ordinance, as amended, to demolish the existing commercial buildings and use five (5) parcels totaling approximately 3.06 acres for the storage and display of vehicles in connection with an automobile dealership (Bill Brown Ford) at 32400, 32450, 32460, 32510, and 32516 Plymouth Road, located on the northwest corner of Plymouth Road and Hubbard Avenue in the Southwest ¼ of Section 27.

July 9, 2024, Study Meeting:

Penske Automotive, the new owner of Bill Brown Ford, is seeking approval to redevelop five (5) contiguous properties at the northwest corner of Plymouth Road and Hubbard Avenue. The properties include the former Oversea Motors, acquired by Bill Brown Ford in 2022, and the four (4) adjacent parcels to the west, also owned by Bill Brown Ford. The five (5) parcels contain roughly 423 feet of frontage on Plymouth Road and 315 feet along Hubbard Avenue, for a total land area of 133,245 square feet, or 3.06 acres. The site contains two (2) buildings, both of which would be removed. They include the former Overseas Motors dealership in the site's southeast corner and a sales office in the southwest corner.

All five (5) properties are zoned C-2, General Business. Under Section 6.05, Automobile Sales are subject to review and approval by the Planning Commission and City Council, subject to the following special requirements:

1. **Districts Permitted.** The following standards apply in the C-2 District as a waiver use, and in the C-3 District as a permitted use.
2. **Minimum Lot Size and Lot Width.** Automobile sales shall be located on a parcel of land containing no less than one-half (½) acre and having a width of at least 100 feet at the front lot line.
3. **Parking Setback.** No vehicles shall be parked within twenty feet (20') from the front lot line or at the side lot line adjacent to the street.
4. **Lighting.** All exterior lighting, including illuminated signs, shall be erected and hooded or shielded so as to be deflected away from the adjacent or neighboring residential property.
5. **Number of Vehicles.** The total number of vehicles proposed to be displayed or stored shall be subject to recommendation by the Planning Commission and approval by the City Council.
6. **Access.** Automobile sales shall have direct access to a major thoroughfare having an existing or proposed right-of-way width of 120 feet or more as designated on the Future Transportation Map.
7. **Outdoor Storage.** Outdoor storage of disabled, damaged, or unlicensed vehicles is prohibited.

Penske Automotive plans to use all 3.06 acres to store and display vehicles in connection with the operation of the Bill Brown Ford car dealership. The proposed inventory lot would accommodate parking for approximately 344 vehicles. Thirty (30) spaces are labeled as "Future Customer Parking." These spaces, located near the front of the site, along Plymouth

PUBLIC HEARING

Road, measure 10' x 20'. The remaining 314 spaces, measuring 9' x 18', are labeled "Inventory Parking." Thirty-four (34) spaces are shown adjacent to Plymouth Road and eighteen (18) along Hubbard. These spaces, measured from the edge of a two-foot (2') wide "No Mow" concrete sidewalk that runs parallel along the curb across the south, west, and east sides of the inventory lot, are about eight feet (8') from the right-of-way line. Section 6.05(3) requires a minimum twenty-foot (20') setback from the lot line of any street. Unless the City Council waives this requirement through a two-thirds (2/3) majority vote, these spaces must be pushed back to the twenty-foot (20') setback line.

Currently three (3) driveway openings exist along Plymouth Road and three (3) on Hubbard Avenue. The plan shows the removal of all three (3) driveways on Plymouth Road. Only the north and south driveways on Hubbard Avenue would remain. The existing middle driveway on Hubbard Avenue would also be removed.

For landscaping along Plymouth Road, the ordinance requires eleven (11) full-size trees, four (4) ornamental trees, and eighty-five (85) shrubs. The landscape plan shows one (1) full-size deciduous tree (Princeton Sentry Ginkgo), six (6) ornamental trees (Serviceberry), and 108 shrubs (Juniper). The ornamental trees are clustered in the corners of the site. Only the shrubbery extends across the entire frontage. Along Hubbard, the ordinance requires seven (7) full-size trees, three (3) ornamental trees, and fifty-seven (57) shrubs. The plan shows ten (10) full-size trees (Maple and Ginkgo), three (3) ornamental trees (Crabapple), and sixty-five (65) shrubs (Holly). Ten (10) Princeton Sentry Ginkgo trees are also shown along the front half of the west property line, adjacent to the Feldman dealership parking lot. No plants are shown along the north half of the west property line or the entire north property line. These areas would contain washed stone mulch, approximately 10-15 feet wide.

Off-street parking with forty (40) or more parking spaces must have internal landscaping equal to not less than five (5%) percent of the paved parking areas, and each parking lot island must have at least one (1) tree. The minimum required internal landscaping for the new Bill Brown inventory lot is 5,706 square feet. No landscaping is shown within the interior of the parking lot; only painted crosshatched islands at the end of each parking aisle.

Four (4) brick piers with ornamental fencing are located at the corner of Plymouth Road and Hubbard Avenue. Additional piers and fencing should be provided in the site's southwest corner. The plans show concrete security bollards around the perimeter of the site. The bollards would be twenty-four inches (24") in height, spaced about three feet (3') apart. A sliding gate would be installed across the two (2) driveways on Hubbard Avenue. Example photos of the bollards and gates are provided.

The submittal does not contain a photometric plan. The City's Outdoor Lighting Policy recommends that the height of pole-mounted lights not exceed twenty feet (20') and be shielded to deflect light from adjacent roadways and properties. The plans indicate that the light poles would be twenty feet (20') tall.

The current plans do not show any signs. The plans show that the existing "Ford" blue oval pylon sign at 32460 Plymouth Road would be removed. According to the Petitioner, the new sign package requires additional input from Ford Motor Company; however, the tentative plan

PUBLIC HEARING

is to have one (1) pylon sign on Plymouth Road, approximately fifteen feet (15') in height, with smaller directional signs at the site's entrances along Hubbard Avenue. The Zoning Ordinance allows one (1) monument sign no larger than thirty (30) square feet in area at a maximum height of six feet (6'). Directional signs, up to two (2) square feet, are permitted within parking areas or on auxiliary parking lots used in conjunction with a permitted use when the sign's purpose is to expedite the flow of vehicular and pedestrian traffic to, from, and within a development site. The minimum setback for signs to indicate an entrance or exit shall be two feet (2') from all property lines or any public right-of-way line with a maximum height of three feet (3'). All other directional signs shall have a minimum setback of ten feet (10') from all property lines or any public right-of-way line with a maximum height of five feet (5').

July 16, 2024, Public Hearing:

The main items discussed at the study meeting were landscaping, lighting, and the potential for a sales office on the property. The prepared approving resolution (below) includes language that addresses landscaping and lighting. Conditions #5 and #6 require additional trees and shrubs along Hubbard and brick piers with ornamental fencing along Plymouth. For site lighting, the recommendation is for all pole-mounted fixtures to be twenty feet (20') and the average illumination levels consistent with the adjacent dealership property. Future construction of a sales office will require site plan approval.

Approving Resolution: The request to store and display vehicles in connection with an automobile dealership (Bill Brown Ford) is hereby approved, subject to City Council approval and the following conditions:

1. That the Dimensional Site Plan identified as Sheet No. C3, dated June 13, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to.
2. That the number of vehicles to be stored and displayed on this site shall be limited to 344, and unless waived by a two-thirds majority of City Council, no vehicles for sale shall be displayed closer than twenty feet (20') to the front and side lot lines adjacent to Plymouth and Hubbard roads.
3. Except for what may be authorized under the Zoning Ordinance as part of a temporary sales event, any type of exterior advertising related to the sale of the vehicles designed to attract the attention of passing motorists, such as promotional flags, streamers, or car lifts, shall be prohibited.
4. The Landscape Plan identified as Sheet No. L1, dated June 13, 2024, as revised and prepared by Nowak & Fraus Engineers, is hereby approved and shall be adhered to, except that additional trees and shrubs shall be planted along Hubbard, and all Red Maple trees shown on the plan shall be replaced with a species approved by the Planning Department.

PUBLIC HEARING

5. The Petitioner shall work with the Planning Department to install additional screening, either in the form of landscaping or fencing, along the site's north property line.
6. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
7. The Petitioner shall install additional brick piers and ornamental fencing along Plymouth Road.
8. The Petitioner shall secure all required stormwater management and soil erosion and sedimentation control permits from the Michigan Department of Transportation, Wayne County, and the City of Livonia.
9. Pole-mounted light fixtures shall not exceed twenty (20') feet above finish grade and shall be shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.
10. Site lighting shall be adjusted so that the average illumination levels are consistent with the adjacent dealership property. All pole-mounted lights shall be turned off or dimmed after business hours.
11. Only conforming signs are approved. Additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
12. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for, and
13. 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.

City of Livonia,
Wayne County, Michigan
SITE PLAN DOCUMENTS
Prepared For
Medora Building Company

PART OF THE SW 1/4 OF SECTION 27,
TOWN 1 SOUTH, RANGE 9 EAST

Developer

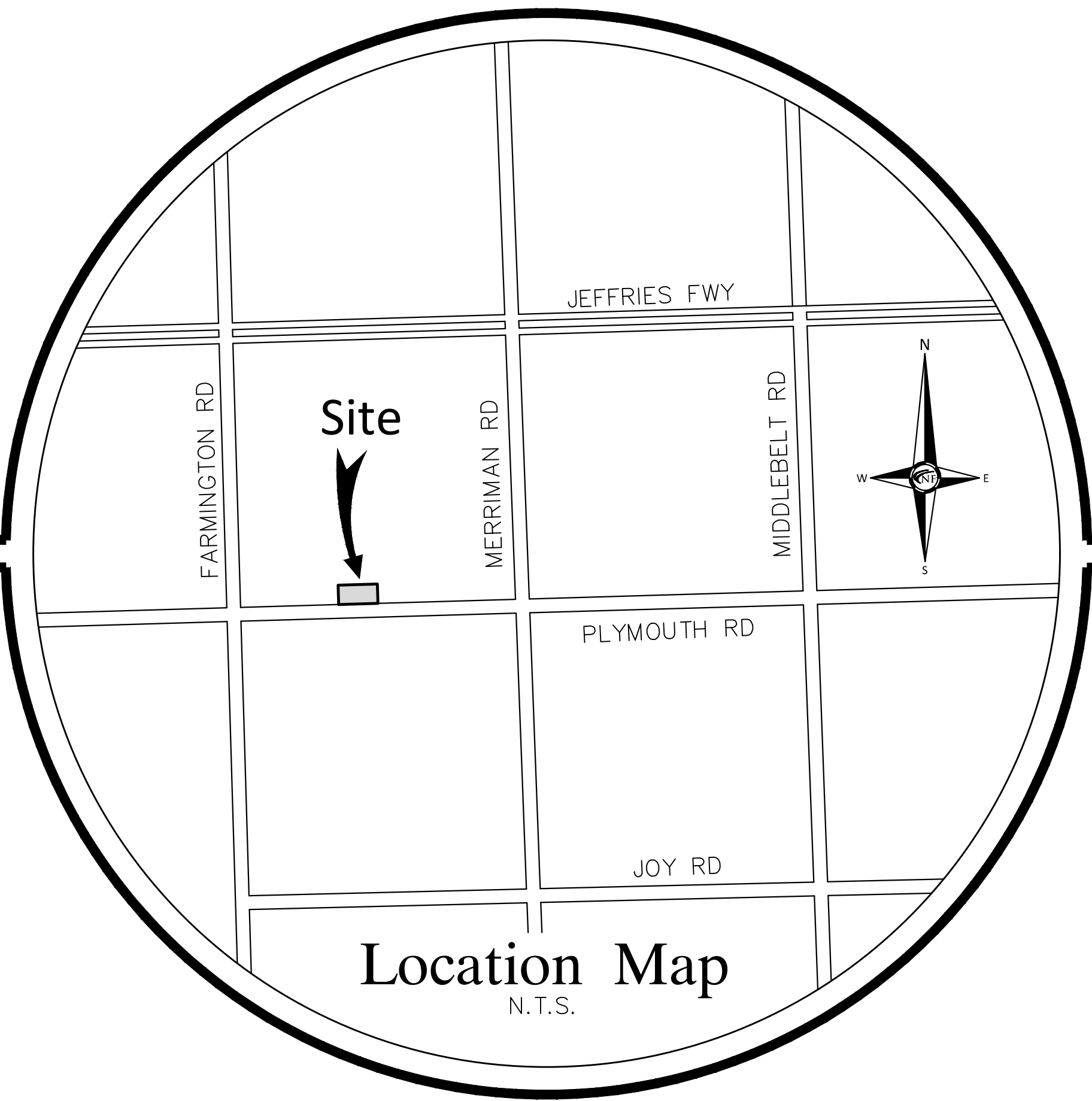
MEDORA BUILDING COMPANY
33640 SCHOOLCRAFT ROAD
LIVONIA, MICHIGAN 48150
CONTACT:
MR. TOM CRABILL
PHONE: (734) 261-8200
EMAIL: TOM@CRABILLANDCOMPANY.COM

Civil Engineer

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CONTACT:
MR. JASON R. LONGHURST, P.E.
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EMAIL: JLONGHURST@NFE-ENGR.COM

Landscape Architect

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MR. GEORGE OSTROWSKI
PHONE: (248) 332-7931
EMAIL: GOSTROWSI@NFE-ENGR.COM



SHEET INDEX

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

L1 Landscape Plan

City of Livonia Standard Details

1	Storm Sewer Manhole Standard Details
2	Storm Sewer Details and Appurtenances
1	Soil Erosion and Sedimentation Control

LEGAL DESCRIPTIONS (PARCELS 1-5)

PARCEL 1 :
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: THE WEST 190.50 FEET OF THE EAST 233.50 FEET OF THE NORTH 320.0 FEET OF THE SOUTH 375.0 FEET WAYNE COUNTY RECORDS

ADDRESS:32400 PLYMOUTH RD.
TAX I.D.:46-107-99-0031-001
CONTAINING:60,003 SQ FEET OF 1.38 ACRES

PARCEL 2:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED:THE SOUTH 375 FEET OF THE WEST 82.50 FEET OF THE EAST 316 FEET OF EXCEPT THE SOUTH 60 FEET THEREOF.

ADDRESS:32450 PLYMOUTH RD.
TAX I.D.:46-107-99-0030-000
CONTAINING:25,985 SQ FEET OF 0.60 ACRES

PARCEL 3:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED:BEGINNING AT A POINT ON THE NORTH LINE OF PLYMOUTH RD DISTANCE N.0° 00' 39"E., 60 FEET AND S.89°13'14"E., 2264.51 FEET FROM THE SOUTHWEST CORNER OF SECTION 27 AND PROC THENCE N.0°05'04"E.,175 FEET THENCE N.09°13'14"W., 40 FEET THENCE N.0°05'04"E. 80 FEET THENCE N.89°13'14"W. 40 FEET THENCE N.0°05'04"E., 60 FEET THENCE S.89°13'14"E., 150 FEET THENCE S.0°05'04"W., 315 FEET THENCE N. 89°13'14"W. ALONG THE NORTH LINE OF PLYMOUTH RD 70 FEET TO THE POINT OF BEGINNING.

ADDRESS:32460 PLYMOUTH RD.
TAX I.D.:46-107-99-0029-000
CONTAINING:30,047 SQ FEET OF 0.69 ACRES

PARCEL 4:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: BEGINNING AT A POINT ON THE NORTH LINE OF PLYMOUTH RD DISTANCE N.0°0'39"E., 60 FEET AND S.89°13'14"E., 2224.51 FEET FROM THE SW CORNER OF SECTION 27 AND PROC THENCE N.0°05'04"E. 175 FEET THENCE S.89°13'14"E. 40 FEET THENCE S.0°05'04"W. 175 FEET THENCE N.89°13'14"W. ALONG THE NORTH LINE OF PLYMOUTH ROAD 40 FEET TO THE POINT OF BEGINNING

ADDRESS:32510 PLYMOUTH RD.
TAX I.D.:46-107-99-0028-000
CONTAINING:6,999 SQ FEET OF 0.16 ACRES

PARCEL 5:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: BEGINNING AT A POINT ON THE NORTH LINE OF PLYMOUTH ROAD DISTANCE N.0°00'39"E., 60.0 FEET AND S.89°13'14"E.,2184.51 FEET FROM THE SOUTHWEST CORNER OF SECTION 27 AND PROC THENCE N.0°05'04"E., 255.0 FEET THENCE S.89°13'14"E.,40.0 FEET THENCE S.0°05'04"W., 255.0 FEET THENCE N.89°13'14"W., ALONG SAID NORTH LINE 40.0 FEET TO THE POINT OF BEGINNING.

ADDRESS:32516 PLYMOUTH RD.
TAX I.D.:46-107-99-0027-000
CONTAINING:10,199 SQ FEET OF 0.23 ACRES

REVISIONS:

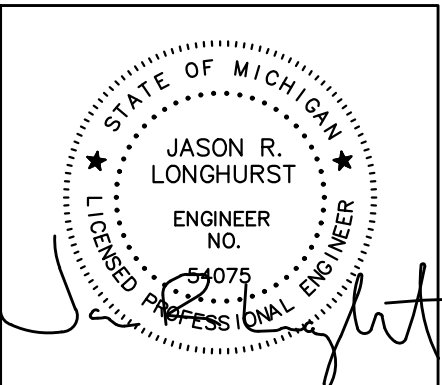
2024-06-13 - ISSUED FOR CITY REVIEW

Project Name

32400 Plymouth Road



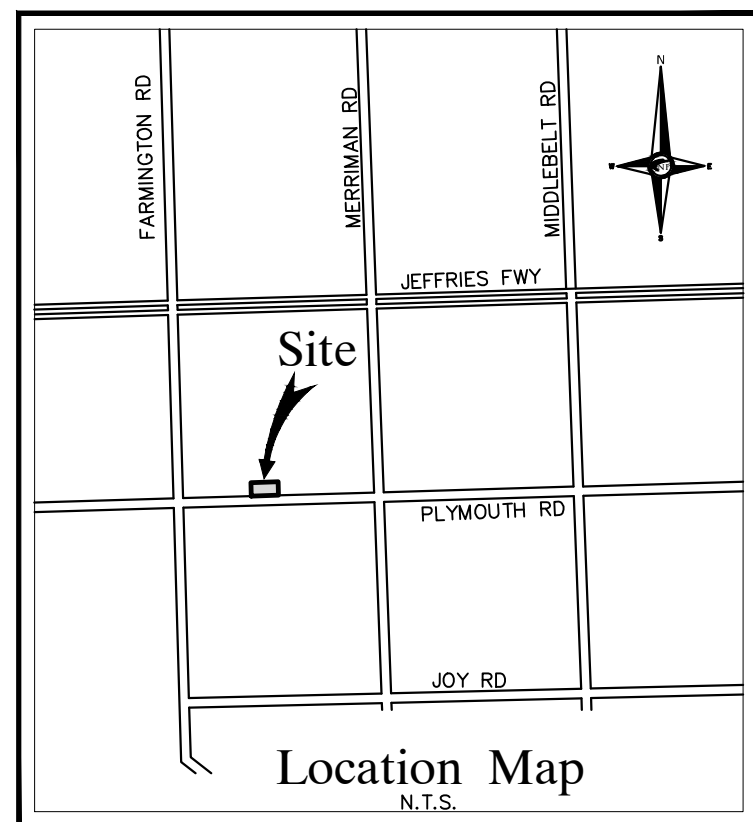
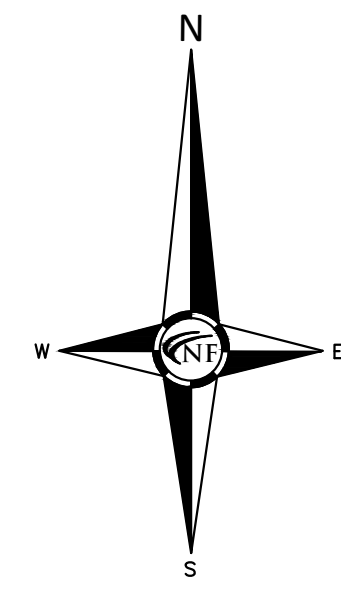
N & F JOB #N431



NF
ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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



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WWW.NOWAKFRAUS.COM

FLOOD HAZARD NOTE

THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE X OF THE CURRENT AVAILABLE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26163C0230E BEARING AN EFFECTIVE DATE OF 2/2/12.

BASIS OF BEARING NOTE

THE BASIS OF BEARING FOR THIS SURVEY WAS ESTABLISHED BY
THE RECORD LEGAL DESCRIPTION

LEGAL DESCRIPTION

PARCEL 1 :
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY
OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: THE WEST
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PARCEL 2:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY
OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: THE SOUTH
375 FEET OF THE WEST 82.50 FEET OF THE EAST 316 FEET OF
EXCEPT THE SOUTH 60 FEET THEREOF.

ADDRESS: 32460 PLYMOUTH RD.
TAX I.D.: 46-107-99-0030-000
CONTAINING: 25,985 SQ FEET OF 0.60 ACRES

PARCEL 3:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 15, RANGE 9E, CITY
OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: BEGINNING
AT THE SOUTHWEST CORNER OF SECTION 27, TOWNSHIP 15 NORTH
NORTH 0 DEGREES 00 MINUTES 39 SECONDS EAST 60 FEET AND
SOUTH 89 DEGREES 13 MINUTES 14 SECONDS EAST 2264.5 FEET
TO THE POINT OF BEGINNING; THENCE NORTH 0 DEGREES 00
NORTH 0 DEGREES 05 MINUTES 04 SECONDS EAST 175 FEET
THENCE NORTH 89 DEGREES 13 MINUTES 14 SECONDS WEST 40
FEET TO THE POINT OF BEGINNING; OR 0 DEGREES 05 MINUTES 48
THENCE NORTH 89 DEGREES 13 MINUTES 14 SECONDS WEST
40 FEET THENCE NORTH 0 DEGREES 05 MINUTES 04 SECONDS
EAST 175 FEET TO THE POINT OF BEGINNING; OR 0 DEGREES
SECONDS EAST 150 FEET THENCE SOUTH 0 DEGREES 05 MINUTES
04 SECONDS WEST 315 FEET THENCE NORTH 89 DEGREES 13
MINUTES 14 SECONDS EAST 2264.5 FEET TO THE NORTH LINE OF FLYMOUTH
RD 70 FEET TO THE POINT OF BEGINNING.

ADDRESS: 32460 PLYMOUTH RD.
TAX I.D.: 46-107-99-0029-000
CONTAINING: 30,047 SQ FEET OF 0.69 ACRES

PARCEL 4:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 1S, RANGE 9E, CITY
WAYNE COUNTY, MICHIGAN, AS DESCRIBED, BEGINNING
AT A POINT ON THE NORTH LINE OF PLYMOUTH RD DISTANCE
NORTH 0 DEGREES 0 MINUTES 39 SECONDS EAST 60 FEET AND
SOUTH 89 DEGREES 13 MINUTES 14 SECONDS EAST 2224.51 FEET
FROM THE SW CORNER OF SECTION 27 AND PROCEED THENCE NORTH
0 DEGREES 05 MINUTES 04 SECONDS EAST 175 FEET THENCE
SOUTH 89 DEGREES 13 MINUTES 14 SECONDS EAST 40 FEET
TO THE NORTH 0 DEGREES 05 MINUTES 04 SECONDS WEST 175
FEET THENCE NORTH 89 DEGREES 13 MINUTES 14 SECONDS WEST
ALONG THE NORTH LINE OF PLYMOUTH ROAD 40 FEET TO THE
POINT OF BEGINNING

ADDRESS: 32510 PLYMOUTH RD.
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CONTAINING: 6,999 SQ FEET OF 0.16 ACRES

PARCEL 5:
LAND IN THE SOUTHWEST 1/4 SEC 27, TOWN 15, RANGE 9E, CITY
OF LIVONIA, WAYNE COUNTY, MICHIGAN, AS DESCRIBED: BEGINNING
AT A POINT ON THE NORTH LINE OF PLYMOUTH ROAD DISTANCE
NORTH 0 DEGREES 00 MINUTES 39 SECONDS EAST 60.00 FEET AND
SOUTH 89 DEGREES 13 MINUTES 14 SECONDS EAST 218.45 FEET
FROM THE SOUTHWEST CORNER OF SECTION 27 AND PROCEED
NORTH 0 DEGREES 05 MINUTES 04 SECONDS EAST 255.0 FEET
THENCE SOUTH 89 DEGREES 13 MINUTES 14 SECONDS EAST 40.0
FEET THENCE SOUTH 0 DEGREES 05 MINUTES 04 SECONDS WEST
255.0 FEET THENCE NORTH 89 DEGREES 13 MINUTES 14 SECONDS
EAST 40.0 FEET SAID NORTH LINE 40.0 FEET TO THE POINT OF
BEGINNING.

ADDRESS: 32516 PLYMOUTH RD.
TAX I.D.: 46-107-99-0027-000
CONTAINING: 10,199 SQ FEET OF 0.23 ACRES

MISS DIG / UTILITY DISCLAIMER NOTE

A MISS DIO TICKET NUMBER 2023020101127, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED. THE 02/01/2023 DATE OF THE UTILITY FILES THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. THE FIELD NOTES AND/OR THEIR ATTACHED APPROPRIATE RECORDS WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.

TOPOGRAPHIC SURVEY NOTES

ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.

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

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

LEGEND

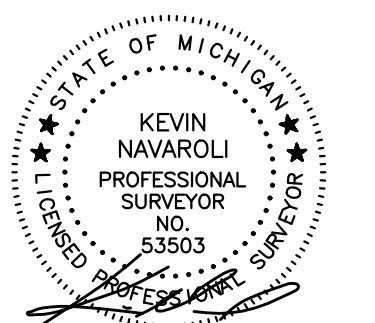
	EXISTING SANITARY SEWER
	EXISTING SAN. CLEAN OUT
	EXISTING WATER MAIN
	EXISTING STORM SEWER
	EX. R.Y. CATCH BASIN
	EXISTING BURIED CABLES
	OVERHEAD LINES
	LIGHT POLE
	SIGN
	EXISTING GAS MAIN

UTILITY NOTE

ALL UTILITIES ARE UNDERGROUND UNLESS OTHERWISE NOTED.
THE UTILITIES SHOWN ON THIS SURVEY WERE DETERMINED BY FIELD
OBSERVATION. ALL LOCATIONS ARE APPROXIMATE. THE LOCATION OF
ANY OTHER UNDERGROUND SERVICES WHICH MAY EXIST CAN ONLY BE
DEPICTED IF A UTILITY PLAN IS FURNISHED TO THE SURVEYOR.

NOTE: DTE HAS NEW REGULATIONS THAT MAY IMPACT DEVELOPMENT OUTSIDE THEIR EASEMENT OR THE PUBLIC RIGHT OF WAY. CLIENT SHALL CONTACT DTE TO DETERMINE THE "NEW STRUCTURES AND POWER LINE" REQUIREMENTS AS THEY MAY APPLY TO ANY FUTURE BUILDING OR RENOVATION OF A STRUCTURE. DTE ENERGY CAN BE CONTACTED AT 800-477-4747.

SEAL



PROJECT
32400 Plymouth Road

CLIENT
Medora Building Company
33640 Schoolcraft Road
Livonia, MI 48150

Contact:
Mr. Tom Crabill
Phone: (734) 261-8200
Email:
tom@crabillandcompany.com

PROJECT LOCATION
Part of the SW 1/4
of Section 27
T. 1S, R. 9E
City of Livonia,
Wayne County, Mich

SHEET

Boundary and
Topographic Survey



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

DATE	ISSUED/REVISED
2024-06-13 -	ISSUED FOR CITY REVIEW

[illegible]

DRAWN BY:
C. Herren

DESIGNED BY:

APPROVED BY:
K. Navaroli

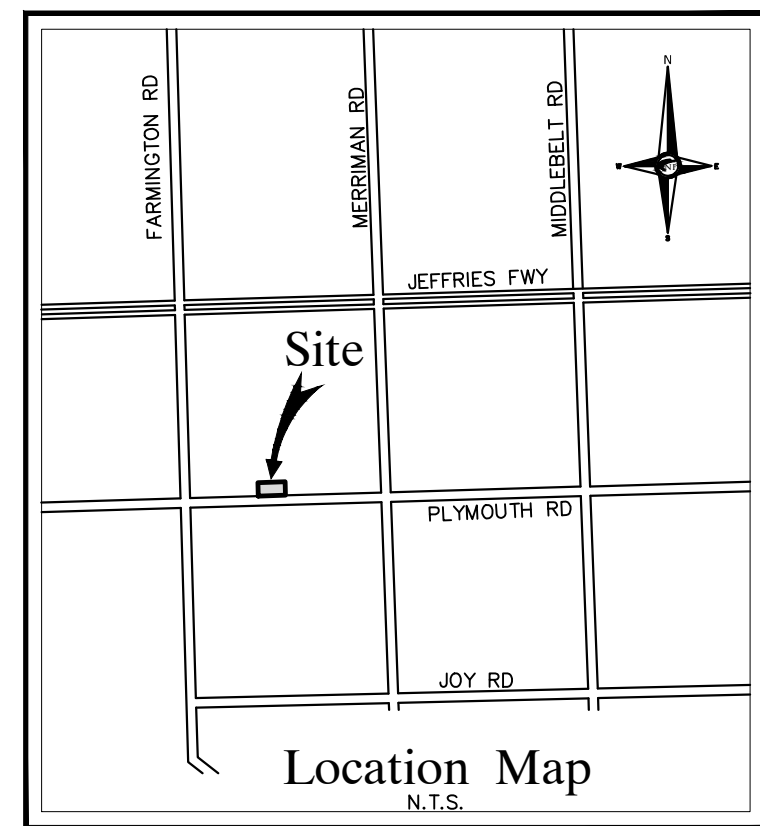
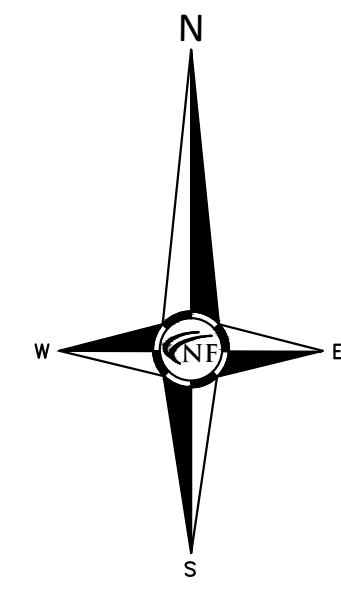
DATE:
February 27, 2023

SCALE: 1" = 30'

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NFE JOB NO. SHEET N

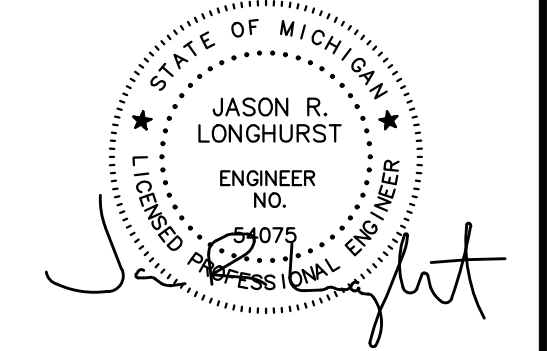
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NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
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33640 Schoolcraft Road
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Contact:

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Email:

tom@crabillandcompany.com

PROJECT LOCATION

Part of the SW 1/4

of Section 27

T. 1S, R. 9E

City of Livonia,

Wayne County, Michigan

SHEET

Dimensional Site Plan



Know what's below
Call before you dig.

DATE ISSUED/REVISED

2024-06-13 - ISSUED FOR CITY REVIEW

DRAWN BY:

B. Girbach

DESIGNED BY:

B. Girbach

APPROVED BY:

J. Longhurst

DATE:

June 12, 2024

SCALE: 1" = 30'

30 15 0 15 30 45

NFE JOB NO.

N431

SHEET NO.

C3

SITE DATA

EXISTING ZONING: C-2 GENERAL BUSINESS DISTRICT

SITE AREA GROSS: 32,400 PLYMOUTH ROAD

VEHICLE PARKING: NEW AND USED CAR LOTS AND SHOWROOMS, NEW OR USED MOBILE HOME SALES AND AUTOMOBILE RENTAL FACILITIES

ONE (1) PARKING SPACE FOR EVERY TWO HUNDRED (200) SQUARE FEET OF USE AREA.

5,815 S.F. / 200= 29 SPACES (INCLUDING 2 VAN ACCESSIBLE SPACES)

30 FUTURE CUSTOMER SPACES (INCLUDING 2 ADA SPACES)

313 INVENTORY SPACES

343 SPACES TOTAL

PROVIDED:

SITE COVERAGE: 115,723 SF 86.86%

PARKING & DRIVES: 17,510 SF 13.14%

OPEN SPACE: 133,233 SF 100.00%

TOTAL

ADJACENT LAND ZONING AND USE

ADJACENT LAND ZONING USE

NORTH M-1 HI-VOL PRODUCTS

NORTH M-1 PARKING LOT

WEST C-2 CHEVROLET DEALERSHIP

SOUTH N1 HOUSE

SOUTH N1 HOUSE

EAST C-2 BILL BROWN FORD

CITY OF LIVONIA NOTES

ALL CUSTOMER AND EMPLOYEE PARKING SPACES SHALL BE DOUBLE STRIPED AT 10 FEET WIDE BY 20 FEET IN LENGTH.

THE DISPLAY OF ANY VEHICLES ON CAR LIFTS IS STRICTLY PROHIBITED.

UNLESS APPROVED BY THE PROPER LOCAL AUTHORITY, ANY TYPE OF EXTERIOR ADVERTISING, SUCH AS PROMOTIONAL FLAGS, STREAMERS OR SPONSOR VEHICLES DESIGNED TO ATTRACT THE ATTENTION OF PASSING MOTORISTS, SHALL BE PROHIBITED.

PRIVATE STORM WATER STRUCTURES SHALL NOT CONTAIN THE CITY OF LIVONIA LOGO.

PARKING NOTE

THE PROPOSED INVENTORY PARKING STALLS ARE SMALLER THAN THE CITY REQUIREMENT. WE ARE REQUESTING A WAIVER SINCE THESE STALLS WILL ONLY BE UTILIZED BY THE DEALERSHIP FOR INVENTORY PARKING. THE FUTURE CUSTOMER AND EMPLOYEE PARKING STALLS MEET THE REQUIRED DIMENSIONS.

PAVING LEGEND

PROPOSED CONCRETE PAVEMENT

PROPOSED ASPHALT PAVEMENT

LEGEND

MANHOLE

EXISTING SANITARY SEWER

HYDRANT

SAN. CLEAN OUT

MANHOLE

EXISTING WATERMAIN

MANHOLE

EXISTING STORM SEWER

EX. R. Y. CATCH BASIN

UTILITY POLE

EXISTING BURIED CABLES

POLE

OVERHEAD LINES

POLE

LIGHT POLE

SIGN

EXISTING GAS MAIN

PR. SANITARY SEWER

PR. WATER MAIN

PR. STORM SEWER

PR. R. Y. CATCH BASIN

PROPOSED LIGHT POLE

PR. TOP OF CURB ELEVATION

PR. GUTTER ELEVATION

PR. TOP OF WALK ELEVATION

PR. TOP OF PWT. ELEVATION

FINISH GRADE ELEVATION

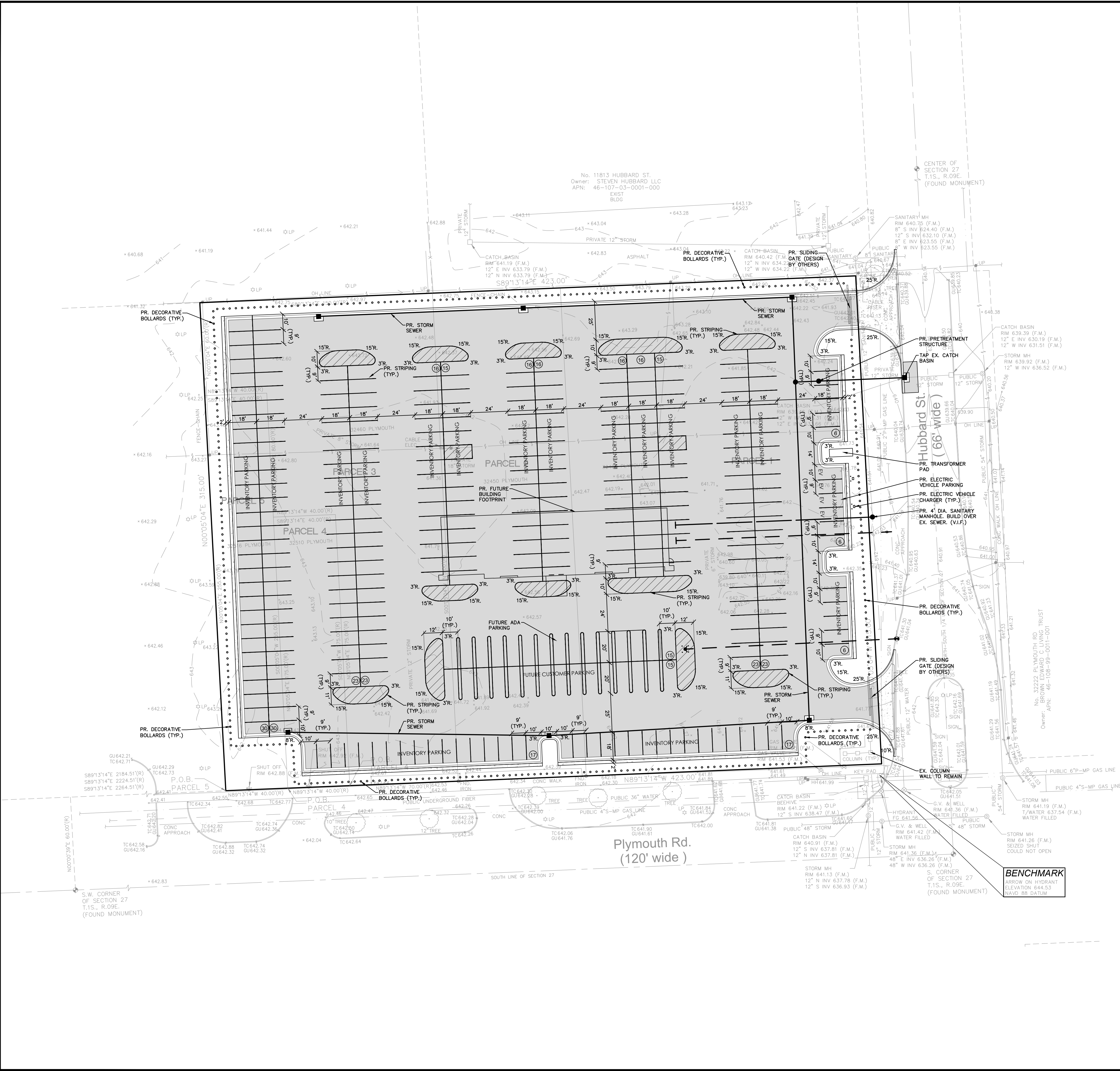
TC 600.00

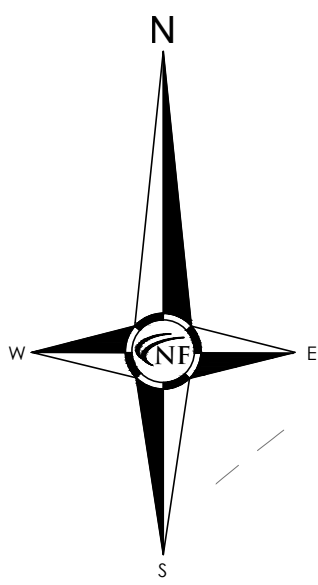
GU 600.00

FW 600.00

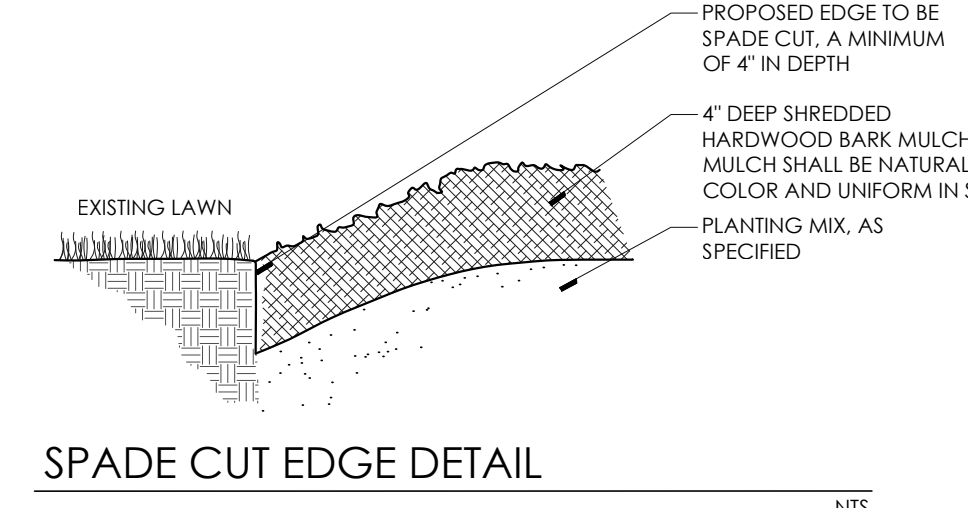
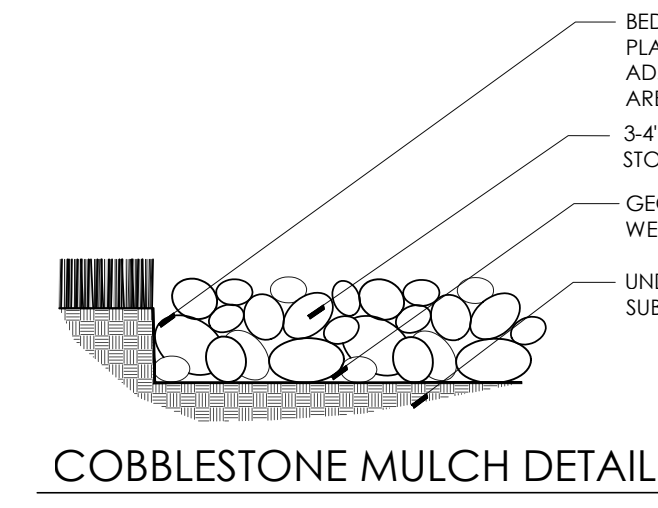
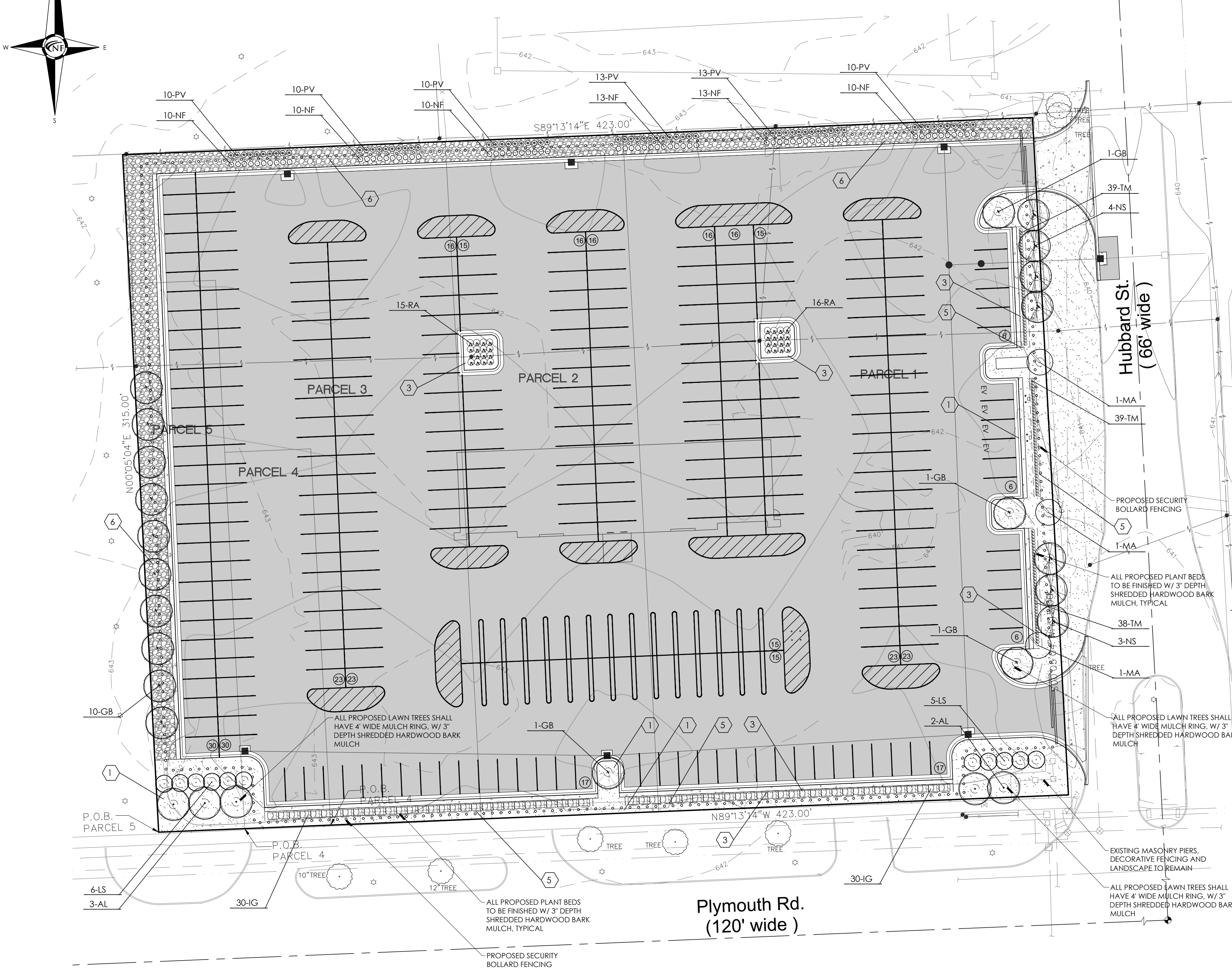
TP 600.00

FG 600.00





No. 11813 HUBBARD ST.
Owner: STEVEN HUBBARD LLC
APN: 46-107-03-0001-000



PLANT SCHEDULE						
KEY	QTY	BOTANICAL/COMMON NAME	SIZE	SPACING	ROOT	COMMENT
TREES						
AL	5	American Elm (Lign.) Allegheny Serviceberry	2" CAL	SEE PLAN	B&B	SINGLE STEM, FULL HEAD
GB	14	Ginkgo biloba, Princeton Sentry/ Princeton Sentry Ginkgo	3" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
LS	11	Liquidambar styraciflua, Slender Silhouette/ Slender Silhouette Sweet Gum	3" CAL	SEE PLAN	B&B	FULLY BRANCHED HEADS
MA	3	Malus 'Adirondack' Adirondack Crabapple	3" CAL	SEE PLAN	B&B	
NS	7	Nyssa sylvatica, Red Rage/ Red Rage Black Tupelo	3" CAL	SEE PLAN	B&B	
SHRUBS						
IG	60	Ilex glabra 'Strongbox' Strongbox Holly	30" HT	30" OC	B&B	MAINTAIN AS HEDGE
RA	31	Rhus aromatica 'Gro-Low' Gro-Low Sumac	18" SPD	36" OC	CONT	
TM	116	Toxus x media 'Everlow' Everlow Yew	18" SPD	18" OC	CONT	MAINTAIN AS HEDGE
PERENNIALS & GRASSES						
NF	66	Nispetea x faassenii 'Walker's Low' Walker's Low Catmint	2 GAL	36" OC	CONT	
PV	66	Panicum virgatum 'Northwind' Northwind Switch Grass	3 GAL	36" OC	CONT	MAINTAIN AS HEDGE

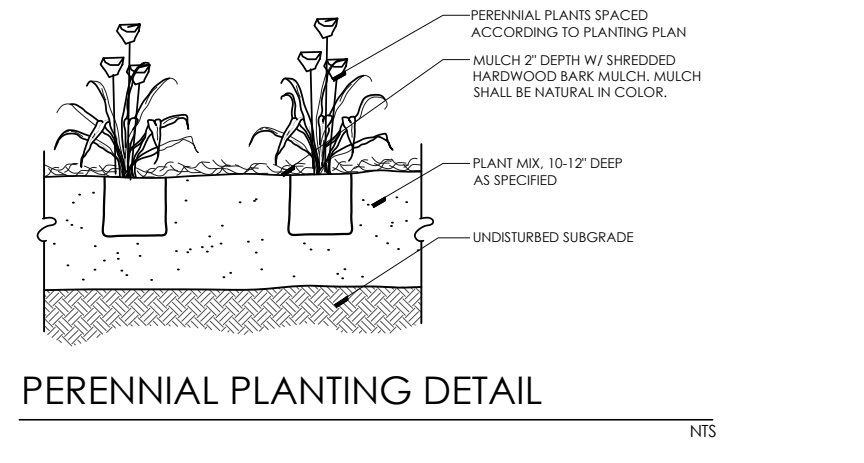
IRRIGATION NOTE:
ALL LANDSCAPE AREAS, INCLUDING THOSE WITHIN THE R.O.W. SHALL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL OPERATE IN COMPLIANCE WITH LOCAL STANDARDS AND SEASONAL RESTRICTIONS. SEPARATE ZONES SHALL BE PROVIDED FOR LAWN AREAS AND PLANTING BEDS. IRRIGATION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

GENERAL SEED NOTE:
ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE HYDRO-SEEDED WITH SPECIFIED BLENDS, AND STABILIZED WITH WOOD CELLULOSE FIBER MULCH (2000 LBS PER ACRE). IN AREAS SUBJECT TO EROSION, SEEDED LAWN SHALL BE FURTHER STABILIZED WHERE NECESSARY WITH BIODEGRADABLE EROSION BLANKET AND STAKED UNTIL ESTABLISHED. ALL SEED SHALL BE APPLIED OVER A MINIMUM 3" PREPARED TOPSOIL, AND SHALL BE KEPT MOIST AND WATERED DAILY UNTIL ESTABLISHED.
SEEDING INSTALLATION SHALL OCCUR ONLY:
SPRING: APRIL 1 TO JUNE 1
FALL: AUGUST 15 TO OCTOBER 15

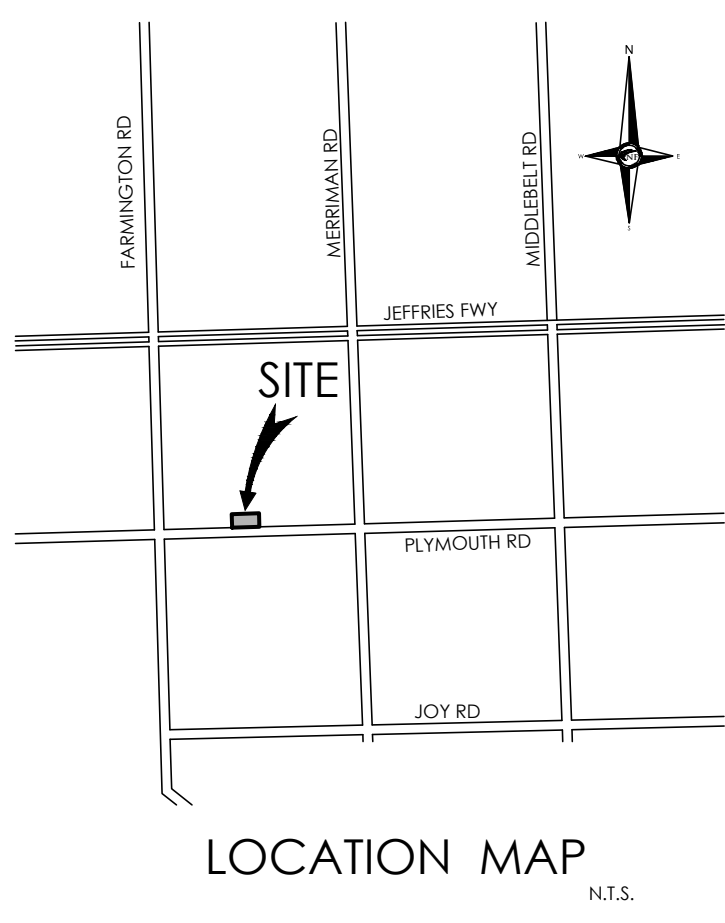
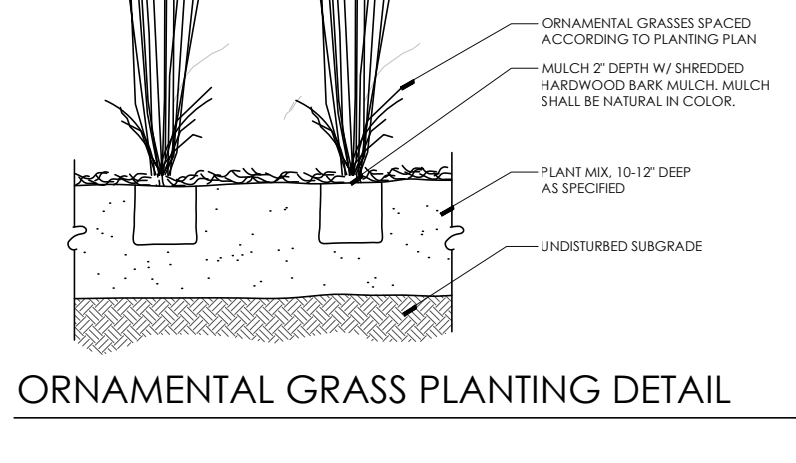
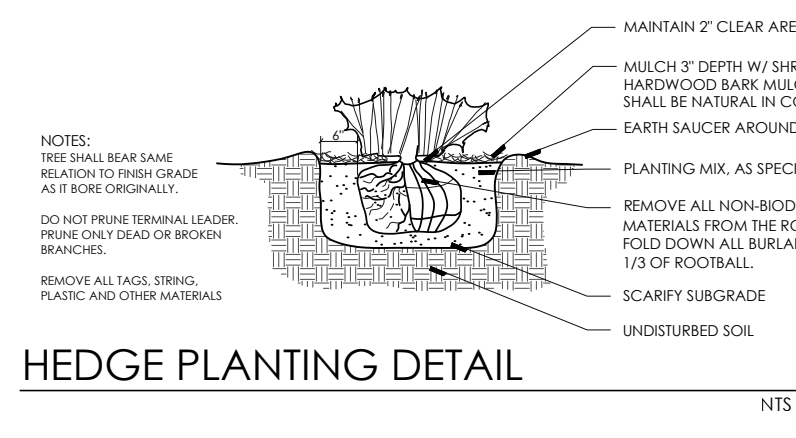
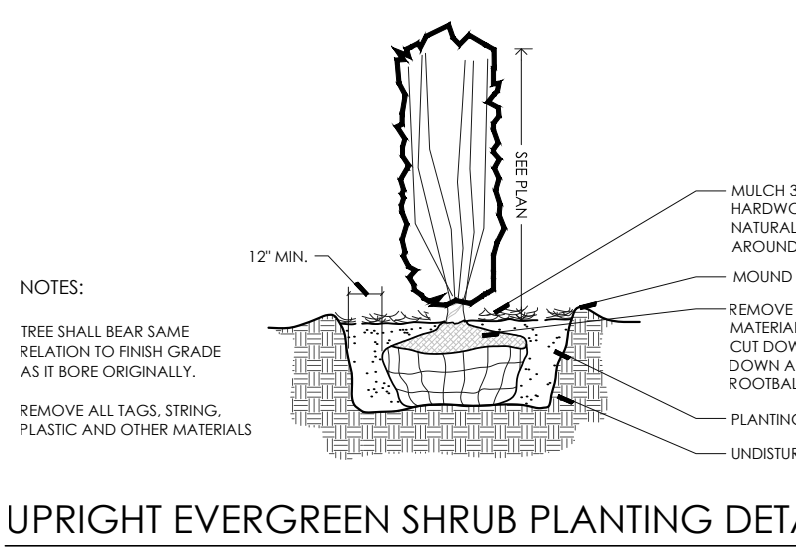
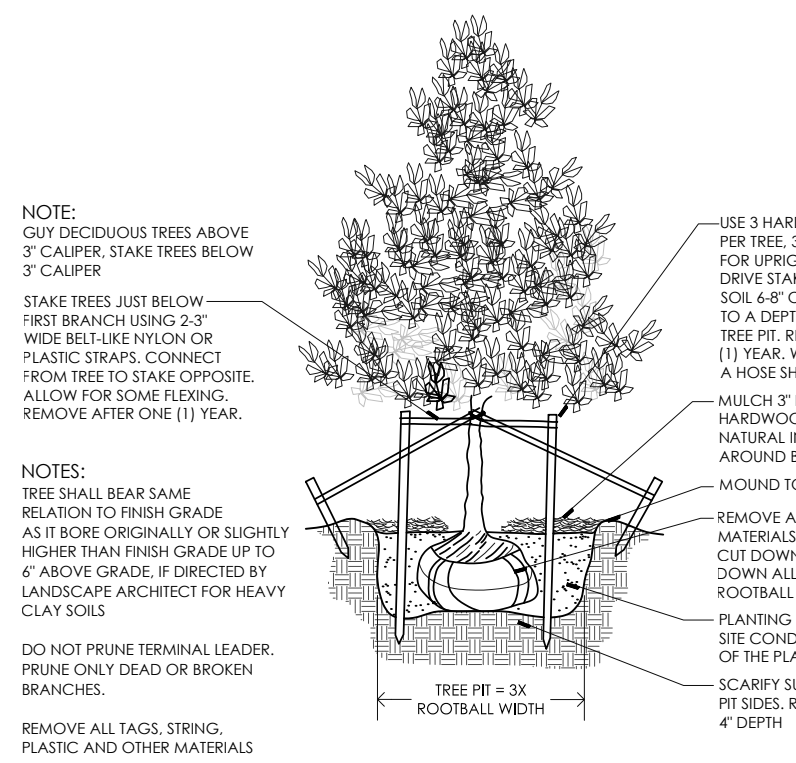
TYPICAL SEEDED LAWN MIX:
ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE HYDROSEEDED WITH TYPICAL DROUGHT TOLERANT, DURABLE BLENDED SEED MIX, AT A RATE OF 220 LBS PER ACRE
MIX IS COMPOSED OF:
30% NITE HAWK PERENNIAL RYE
30% KENTUCKY BLUEGRASS
20% CREEPING RED FESCUE
10% MERT KENTUCKY BLUEGRASS
10% NEWPORT KENTUCKY BLUEGRASS

LANDSCAPE REQUIREMENTS
EXISTING SITE AREA: 103,942 S.F. OR 2.39 ACRES
LANDSCAPE ABUTTING A R.O.W.
1 DECIDUOUS OR EVERGREEN TREE PER 40 L.F.
1 ORNAMENTAL TREE PER 100 L.F.
8 SHRUBS PER 40 L.F.
PLYMOUTH ROAD-423 L.F.
REQUIRED:
423 L.F. / 40 L.F. = 10.5 OR 11 TREES REQUIRED
423 L.F. / 100 L.F. = 4.23 OR 5 ORNAMENTAL TREES
423 L.F. / 40 X 8 = 84.56 OR 85 SHRUBS
PROVIDED: 11 TREES, 5 ORNAMENTAL TREES & 108 SHRUBS
HUBBARD STREET 315 L.F. - 50 L.F. = 265 L.F.
REQUIRED:
265 L.F. / 40 L.F. = 6.6 OR 7 TREES
265 L.F. / 100 L.F. = 2.65 OR 3 ORNAMENTAL TREES
265 L.F. / 40 L.F. X 8 = 33 SHRUBS
PROVIDED: 7 TREES, 3 ORNAMENTAL TREES & 45 SHRUBS
PARKING LOT LANDSCAPE REQUIREMENTS
5% OF THE PAVED AREAS SHALL BE PROVIDED AS LANDSCAPE AREA
1 TREE PER 300 S.F. OF REQUIRED AREA
PAVED AREA: 114,113.66 S.F. X 5% = 5,705.68 S.F. REQUIRED
5,705.68 S.F. / 300 = 19.02 OR 19 TREES REQUIRED
AREA PROVIDED: 1,082.44 S.F., 14 TREES
SITE OPEN SPACE CALCULATION
EXISTING GREEN / PERVIOUS AREA: 1,109 S.F.
PROPOSED GREEN / PERVIOUS AREA: 1,681 S.F.

- GENERAL LANDSCAPE NOTES**
- LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, THE PLAN SHALL GOVERN QUANTITIES. CONTACT THE LANDSCAPE ARCHITECT WITH ANY CONCERNS.
 - THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON-SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION OR HIGHER PHASE OF WORK. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES AND SHALL REPORT ANY UNACCEPTABLE CONDITIONS TO THE OWNER'S REPRESENTATIVE PRIOR TO COMMENCEMENT.
 - PLANTS SHALL BE WELL-BRANCHED AND IN HEALTHY VIGOROUS GROWING CONDITION.
 - PLANTS MUST BE SHAKED, FERTILIZED AND MULCHED AND SHALL BE GUARANTEED TO SURVIVE A NORMAL GROWING CYCLE FOR AT LEAST ONE (1) YEAR FOLLOWING PLANTING.
 - ALL MATERIALS SHALL CONFORM TO THE QUALITIES ESTABLISHED IN THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK.
 - CONTRACTOR WILL SUPPLY FINISH GRADE AND DRAINAGE AS NECESSARY TO SUPPLY PLANT MIX DEPTH IN ALL PLANTING BEDS AS INDICATED IN PLANT DETAILS AND A DEPTH OF 12" IN ALL LAWN AREAS.
 - PROVIDE CLEAN BACKFILL USING MATERIAL STOCKPILED ON-SITE. SOIL SHALL BE SCREENED AND FREE OF DEBRIS, FOREIGN MATERIAL, AND STONE. SLOW-RELEASE FERTILIZER SHALL BE ADDED TO THE PLANT PITS BEFORE BEING BACKFILLED. APPLICATION SHALL BE AT THE MANUFACTURER'S RECOMMENDED RATE.
 - AMENDED PLANT MIX (PREPARED TOPSOIL) SHALL CONSIST OF 1/3 SCREENED TOPSOIL, 1/3 SAND, AND 1/3 SHARP DUSTY COMPOST, MIXED WELL AND SPREAD TO A DEPTH AS INDICATED IN PLANTING DETAILS.
 - ALL PLANTINGS SHALL BE MULCHED WITH SHREDDED HARDWOOD BARK, SPREAD TO A DEPTH OF 3" FOR TREES AND SHRUBS, AND 2" ON ANNUALS, PERENNIALS, AND GROUND-COVER PLANTINGS. MULCH SHALL BE FREE FROM DEBRIS AND FOREIGN MATERIAL, AND PICES ON INCONSISTENT SIZE.
 - NO SUBSTITUTIONS OR CHANGES OF LOCATION, OR PLANT TYPE SHALL BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE.
 - THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN THE PLANS AND FIELD CONDITIONS PRIOR TO INSTALLATION.
 - THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PLANT MATERIAL IN A VERTICAL CONDITION THROUGHOUT THE GUARANTEED PERIOD.
 - THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIAL THAT DOES NOT MEET THE REQUIREMENTS OF THE PLANS AND/OR SPECIFICATIONS.
 - THE LANDSCAPE CONTRACTOR SHALL SEED AND MULCH OR SOO (AS INDICATED ON PLANS) ALL AREAS DESIGNATED AS SUCH ON THE PLANS, THROUGHOUT THE CONTRACT LIMITS. FURTHER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING AREAS DESTROYED DURING CONSTRUCTION, NOT IN THE CONTRACT LIMITS, TO EQUAL OR GREATER CONDITION.
 - ALL LANDSCAPE AREAS SHALL HAVE PROPER DRAINAGE THAT PREVENTS EXCESSIVE WATER FROM PONDS ON LAWN AREAS OR AROUND TREES AND SHRUBS.
 - ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.



- GROUND COVER KEY**
- TYPICAL SEEDED LAWN AREAS, SOWN ON 3" TOPSOIL
 - 4" DIA SPADE CUT EDGE W/ 3" SHREDDED BARK MULCH
 - 3" DEPTH DOUBLE SHREDDED HARDWOOD BARK MULCH
 - [NOT USED]
 - 3/16" X 4" STEEL EDGING, STAKED PER MANUFACTURER
 - 3/4" TO 1-1/2" DIA WASHED STONE MULCH, 3-4" DEPTH



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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



PROJECT
32400 Plymouth Road

CLIENT
Medora Building Company
33640 Schoolcraft Road
Livonia, MI 48150

Contact:
Mr. Tom Crabill
Phone: (734) 261-8200
Email:
tom@crabillandcompany.com

PROJECT LOCATION
Part of the SW 1/4
of Section 27
T. 1S, R. 9E
City of Livonia,
Wayne County, Michigan

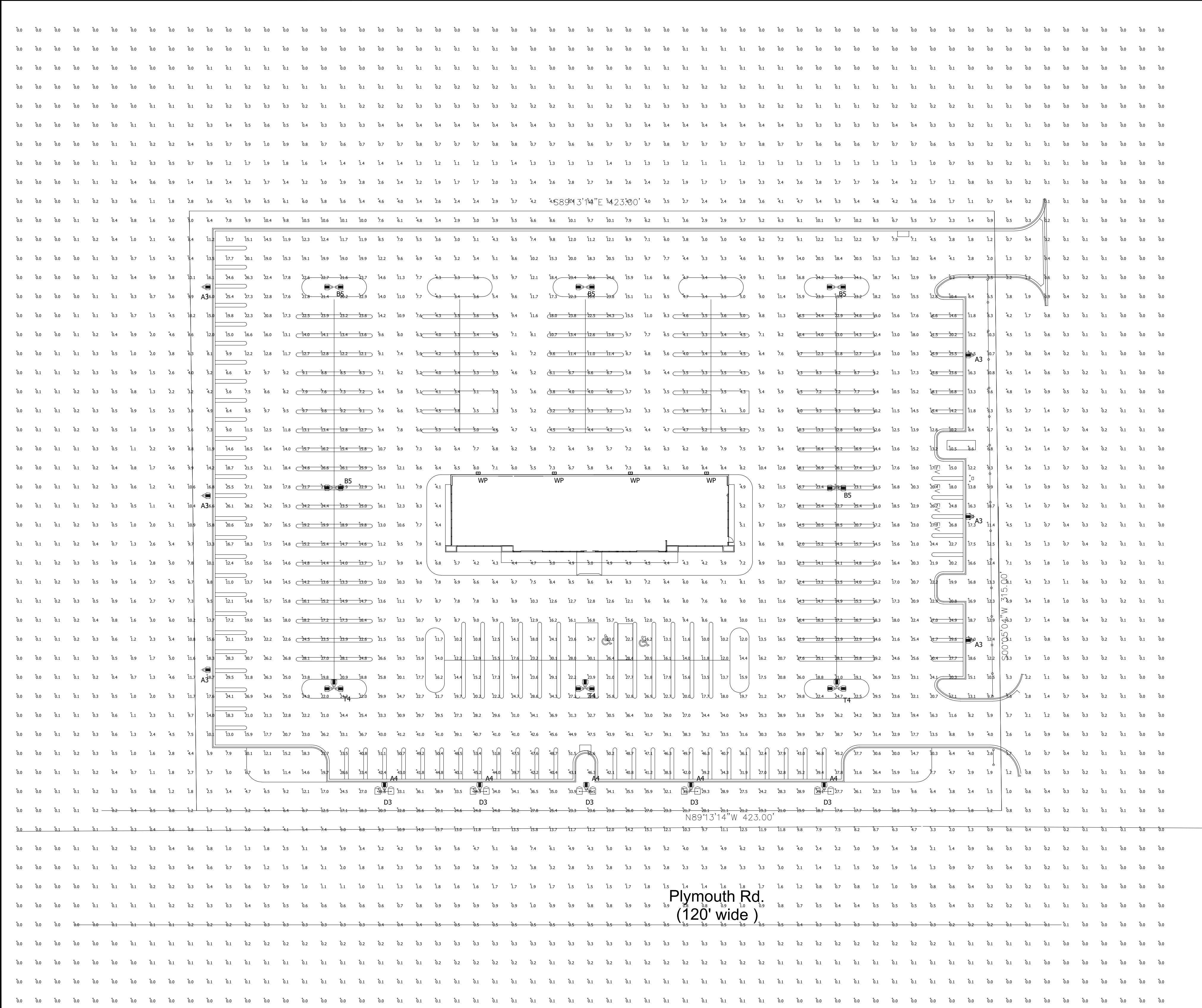
SHEET
Landscape Plan



REVISIONS
2024-06-13 ISSUED FOR OWNER REVIEW
2024-07-12 ISSUED FOR OWNER REVIEW

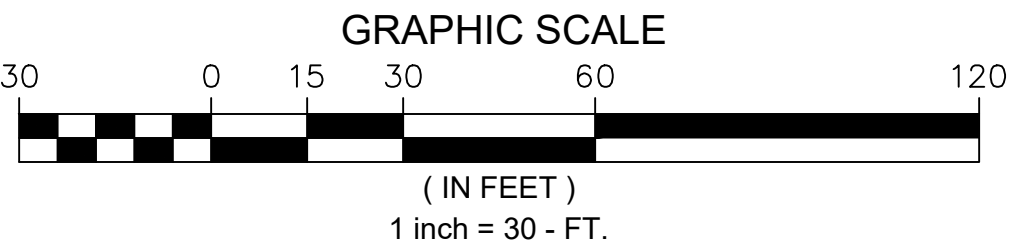
DRAWN BY:
G. Ostrowski
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
06-13-2024

SCALE: 1" = 30'
NFE JOB NO. 431-01
SHEET NO. L1



Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	6	A3	25' - 0" AFG	0.900	70000	570	EALP03_Q3AW750
	5	A4	25' - 0" AFG	0.900	67600	570	EALP03_Q4AH750
	5	B5	25' - 0" AFG	0.900	70000	570	EALP03_Q5SM750
	5	D3	25' - 0" AFG	0.900	40000	305	EALP03_M3AW750 (S1/S2)
	3	T4	25' - 0" AFG	0.900	67600	570	EALP03_Q4AH750
	4	WP	18' - 0" AFG	0.900	10200	77	EWAS01_D3AW750

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Customer Parking	Illuminance	Fc	19.03	33.2	9.6	1.98	3.46
Front Row	Illuminance	Fc	42.85	56.3	26.6	1.61	2.12
Front Sales	Illuminance	Fc	20.31	32.4	11.2	1.81	2.89
Inventory Lot	Illuminance	Fc	10.62	27.4	2.7	3.93	10.15
Overall Area	Illuminance	Fc	7.15	55.6	0.0	N.A.	N.A.



1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO CURRENT. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT. 2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS. 3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.									
TITLE: PENSKE BILL BROWN FORD LIVONIA, MI PREOWNED SALES LOT LIGHTING PLAN		REVISED FROM DRAWING NUMBER(S):			ON BY: DHK REV BY: DHK QUOTE: N/A	DATE: 06/11/24	CHK BY: N/A		
		R1: 06/12/24				DATE: 06/12/24	SCALE: AS NOTED		
						DRAWING / DESIGN NO.: A241227R1			



GE Evolve™
LED Area Lighting
EALS-03 & EALP-03

current
powered by GE



Product Features

The **EAL Area Light** luminaires offer a wide range of optical patterns, color temperatures, lumen packages, and mounting configurations to optimize area light applications, as well as provide versatility in lighting design within the same form-factor. They are ideal for commercial property site-lighting applications such as retail and commercial exteriors. The EALS (standard) area light has a lumen range from 7,500-30,000 lumens. The EALP (premium) offers a similar lumen range of 25,000 to 70,000 lumens but with higher LPW and better lumen maintenance.

Both the **EALS-03** and **EALP-03** feature our innovative, highly flexible Universal Mounting Arm option, which provides installers the ability to mount the EAL fixtures on both round and square poles of multiple sizes. In addition, it features both in-line and offset bolt patterns which enable it to easily be affixed to the majority of the bolt patterns one would encounter in the field.

Applications

- Site and area light applications such as parking lots, retail exteriors, commercial exteriors, roadways and other general lighting applications

Housing

- Slim architectural design incorporates an integral heat sink and light engine, ensuring maximum heat transfer, and long LED life.
- Die cast aluminum housing
- 3G vibration per ANSI C136.31-2010

LED & Optical Assembly

- LM-79 tests and reports in accordance with IESNA standards.
- Upward Light Output Ratio (ULOR) = 0 (horizontal orientation)
- 70CRI at 3000K, 4000K and 5000K
- Distributions: II, III, IV, V



Lumen Maintenance

- Projected Lxx per IES TM-21 at 25 °C for reference:

EALS03 Optical code	Lxx (10k) @ Hours		
	25,000 hr	50,000 hr	100,000 hr
C2, C3, C4, C5, D2, D3, D4, D5	L95	L92	L86
F5, H2, H3, H4, H5	L95	L92	L86
F2, F3, F4, J2, J3, J4, J5	L94	L89	L81
K2, K3, K4, K5	L94	L89	L81

EALP03 Optical code	Lxx (10k) @ Hours		
	25,000 hr	50,000 hr	100,000 hr
J5, K2, K3, K4, K5	L97	L96	L94
L2, L3, L4, L5, M2, M3, M4, M5	L97	L96	L94
J2, J3, J4, N2, N3, N4, N5	L94	L91	L84
P2, P3, P4, P5, Q2, Q3, Q4, Q5	L94	L91	L84

Note: 1) Projected Lxx based on LM80 (10,000 hour testing). 2) DOE Lighting Facts Verification Testing Tolerances apply to initial luminous flux and lumen maintenance measurements

Lumen Ambient Temperature Factors:

Ambient Temp (°C)	Initial Flux Factor
10	1.02
20	1.01
25	1.00
30	0.99
40	0.98

Ratings

- cUL Listed
- UL 1598 Listed Suitable for Wet Locations
- IP65 optical enclosure per ANSI C136.25-2013
- Operating Temperature -40°C to +40°C (maximum of +35°C for 570W)
- California Title 24 compliant (w/ "H" motion sensor option)

Mounting

Option C1: Integral Slipfitter for 1.25"-2" Pipe (1.66in. OD-2.378in. OD) supplied with leads. +/- 5 deg adjustment for leveling.

Option D1: Universal Mounting Arm, fitted for round or square pole mounting supplied with 16/3 3ft cable.

Option K1: Knuckle Slipfitter for 1.9 in.-2.3 in. OD Tenon with leads. Restricted aiming angle 0° to +45°.

Option S1: Knuckle Slipfitter for 2.3in.- 3.0in OD Tenon with leads. Restricted aiming angle 0° to +45°.

Option V1: Knuckle Wall Mount with leads. Restricted aiming angle 0° to +45°.

Finish

- Corrosion resistant polyester powder paint, minimum thickness 2.0 mil.
- Standard colors: Black, Dark Bronze, Aluminum, Gray & White.
- RAL & custom colors available.
- Optional coastal finish available.

Electrical

- 120-277 VAC and 347-480 VAC available.
- System power factor is >90% and THD <20%.
- ANSI C136.41 7-pin dimming receptacle, standard.
- ANSI photo electric sensors (PE) available for all voltages.
- LightGrid™ compatible.
- Dimming/Occupancy:
 - Standard: 0-10V; Optional: DALI (120-277V, excluding 400 watts and above)
 - Externally wired 0-10V dimming (optional)
 - DALI digital dimming. Contact manufacturer for availability.
 - Standalone dimming occupancy sensor with ambient light sensor, option code "H".
 - Daintree occupancy sensor available.
- Surge Protection tested per ANSI C136.2-2015.
 - 6kV/3kA "Basic" surge protection, standard.
 - 10kV/5kA "Enhanced" surge protection optional.

Warranty

- 5 Year Standard

Accessories

- Photoelectric Controls (see page 9)
- Light Shields (see Data Sheet OLP 3120 Shielding for EAL Area Light Fixtures)



DLC Premium qualified models available. Please refer to <http://www.designlights.org/QPL> for complete information.



DLC Standard qualified models available. Please refer to <http://www.designlights.org/QPL> for complete information.

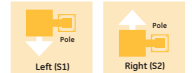
Ordering Number Logic

Evolve™ LED Area Light (EALS-03)



E ALS 0 3 7

PROD. ID	GENERATION	VOLTAGE	OPTICAL DISTRIBUTION CODE	CRI	CCT	DIMMING	CONTROLS	MOUNTING ARM	COLOR	OPTIONS
E = Evolve AL = Area Light S = Standard	03 = 3rd Generation	0 = 120-277* 1 = 120 2 = 208 3 = 240 4 = 277 5 = 480 D = 347 H = 347-480* *Not available with Fusing. Must choose a discrete voltage with F Option	SM = Symmetric Medium SW = Symmetric Wide SH = Symmetric High Angle AF = Asymmetric Forward AH = Asymmetric High Angle AW = Asymmetric Wide AN = Asymmetric Narrow/Auto	7 = 70 (min)	30 = 3000K 40 = 4000K 50 = 5000K ◀ Select 3000K CCT for IDA Approved units	N = Dimming thru PE receptacle D = External Dimming 18/2-3ft cable X = Non-dimmable* All constructions supplied with ANSI C136.41 7-pin Receptacle *Required for Cx Optical Codes. Not available for other optical codes. Note: Standard dimming 0-10V	A = ANSI 7-pin PE receptacle (no control) D = ANSI 7-pin PE receptacle with shorting cap provided Note: See accessories section on page 7 for PE Control ordering	C1 = Integral Slipfitter for 1.25" - 2" Pipe (1.66in. OD - 2.378in. OD)* D1 = Universal Mounting Arm, fitted for round or square pole mounting** K1 = Knuckle Slipfitter for 1.9 in - 2.3in. OD Tenon*** S1 = Knuckle Slipfitter for 2.3in. - 3.0in OD Tenon*** V1 = Knuckle Wall Mount*** * Supplied with 3FT leads ** Supplied with 3FT #14/3 power cable *** Restricted Aiming Angle 0° to +45°	GRAY = Gray BLCK = Black DKBZ = Dark Bronze WHITE = White	F = Fusing H = Motion Sensor (Sensor Switch) H2 = Motion Sensor (Daintree) J = cUL/Canada L = Tool-Less Entry R = Enhanced Surge Protection (10kV/5kA) S1 = Rotated Left † S2 = Rotated Right † U = DALI dimming *+ V = 3-Position Terminal Block Y = Coastal Finish XXX = Special Options * Contact Manufacturer for availability + Compatible with LightGrid 2.0 nodes † Not compatible at 347-480V or with motion sensor control ‡ For aimed left or right light distribution orientation, as assembled in manufacturing. Not applicable for Symmetric Distributions. Note: H2 option not available at 347V-480V

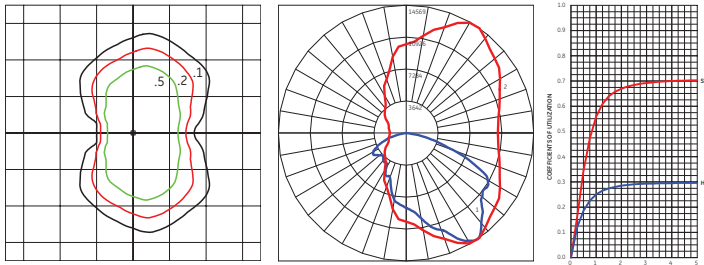


TYPE	OPTICAL CODE	DISTRIBUTION	TYPICAL INITIAL LUMENS		TYPICAL SYSTEM WATTAGE 120-277V & 347-480V	BUG RATING		IES FILE NUMBER		
			3000K	4000K & 5000K		3000K B-U-G	4000 & 5000K B-U-G	3000K	4000K	5000K
Type V	C5	Symmetric Medium (SM)	7300	7500	46	B3-U0-G1	B3-U0-G1	EALS03_C5SM730_IES	EALS03_C5SM740_IES	EALS03_C5SM750_IES
	D5	Symmetric Medium (SM)	9800	10000	64	B3-U0-G1	B3-U0-G1	EALS03_D5SM730_IES	EALS03_D5SM740_IES	EALS03_D5SM750_IES
	F5	Symmetric Medium (SM)	14700	15000	101	B4-U0-G2	B4-U0-G2	EALS03_F5SM730_IES	EALS03_F5SM740_IES	EALS03_F5SM750_IES
	H5	Symmetric Medium (SM)	19600	20000	140	B4-U0-G2	B4-U0-G2	EALS03_H5SM730_IES	EALS03_H5SM740_IES	EALS03_H5SM750_IES
	J5	Symmetric Medium (SM)	24500	25000	186	B4-U0-G2	B4-U0-G2	EALS03_J5SM730_IES	EALS03_J5SM740_IES	EALS03_J5SM750_IES
	K5	Symmetric Medium (SM)	29400	30000	239	B5-U0-G3	B5-U0-G3	EALS03_K5SM730_IES	EALS03_K5SM740_IES	EALS03_K5SM750_IES
	C5	Symmetric Wide (SW)	7300	7500	46	B2-U0-G1	B2-U0-G1	EALS03_C5SW730_IES	EALS03_C5SW740_IES	EALS03_C5SW750_IES
	D5	Symmetric Wide (SW)	9800	10100	64	B3-U0-G1	B3-U0-G1	EALS03_D5SW730_IES	EALS03_D5SW740_IES	EALS03_D5SW750_IES
	F5	Symmetric Wide (SW)	14700	15100	101	B3-U0-G2	B3-U0-G2	EALS03_F5SW730_IES	EALS03_F5SW740_IES	EALS03_F5SW750_IES
	H5	Symmetric Wide (SW)	19700	20200	140	B4-U0-G2	B4-U0-G2	EALS03_H5SW730_IES	EALS03_H5SW740_IES	EALS03_H5SW750_IES
	J5	Symmetric Wide (SW)	24600	25200	186	B4-U0-G2	B4-U0-G2	EALS03_J5SW730_IES	EALS03_J5SW740_IES	EALS03_J5SW750_IES
	K5	Symmetric Wide (SW)	29600	30300	239	B5-U0-G2	B5-U0-G2	EALS03_K5SW730_IES	EALS03_K5SW740_IES	EALS03_K5SW750_IES
	C5	Symmetric High Angle (SH)	7000	7200	46	B3-U0-G1	B3-U0-G1	EALS03_C5SH730_IES	EALS03_C5SH740_IES	EALS03_C5SH750_IES
	D5	Symmetric High Angle (SH)	9400	9600	64	B3-U0-G2	B3-U0-G2	EALS03_D5SH730_IES	EALS03_D5SH740_IES	EALS03_D5SH750_IES
	F5	Symmetric High Angle (SH)	14200	14500	101	B4-U0-G2	B4-U0-G2	EALS03_F5SH730_IES	EALS03_F5SH740_IES	EALS03_F5SH750_IES
	H5	Symmetric High Angle (SH)	18900	19300	140	B4-U0-G2	B4-U0-G2	EALS03_H5SH730_IES	EALS03_H5SH740_IES	EALS03_H5SH750_IES
Type IV	J5	Symmetric High Angle (SH)	23600	24100	186	B5-U0-G3	B5-U0-G3	EALS03_J5SH730_IES	EALS03_J5SH740_IES	EALS03_J5SH750_IES
	K5	Symmetric High Angle (SH)	28400	29000	239	B5-U0-G3	B5-U0-G3	EALS03_K5SH730_IES	EALS03_K5SH740_IES	EALS03_K5SH750_IES
	C4	Asymmetric Forward (AF)	7300	7500	50	B1-U0-G2	B1-U0-G2	EALS03_C4AF730_IES	EALS03_C4AF740_IES	EALS03_C4AF750_IES
	D4	Asymmetric Forward (AF)	9800	10000	70	B2-U0-G2	B2-U0-G2	EALS03_D4AF730_IES	EALS03_D4AF740_IES	EALS03_D4AF750_IES
	F4	Asymmetric Forward (AF)	14700	15000	116	B2-U0-G2	B2-U0-G2	EALS03_F4AF730_IES	EALS03_F4AF740_IES	EALS03_F4AF750_IES
	H4	Asymmetric Forward (AF)	19600	20000	140	B3-U0-G3	B3-U0-G3	EALS03_H4AF730_IES	EALS03_H4AF740_IES	EALS03_H4AF750_IES
	J4	Asymmetric Forward (AF)	24500	25000	186	B3-U0-G3	B3-U0-G3	EALS03_J4AF730_IES	EALS03_J4AF740_IES	EALS03_J4AF750_IES
	K4	Asymmetric Forward (AF)	29400	30000	239	B3-U0-G4	B3-U0-G4	EALS03_K4AF730_IES	EALS03_K4AF740_IES	EALS03_K4AF750_IES
	C4	Asymmetric High Angle (AH)	7000	7200	50	B2-U0-G2	B2-U0-G2	EALS03_C4AH730_IES	EALS03_C4AH740_IES	EALS03_C4AH750_IES
	D4	Asymmetric High Angle (AH)	9400	9600	70	B2-U0-G2	B2-U0-G2	EALS03_D4AH730_IES	EALS03_D4AH740_IES	EALS03_D4AH750_IES
	F4	Asymmetric High Angle (AH)	14200	14500	116	B3-U0-G3	B3-U0-G3	EALS03_F4AH730_IES	EALS03_F4AH740_IES	EALS03_F4AH750_IES
	H4	Asymmetric High Angle (AH)	18900	19300	140	B3-U0-G3	B3-U0-G4	EALS03_H4AH730_IES	EALS03_H4AH740_IES	EALS03_H4AH750_IES
Type III	J4	Asymmetric High Angle (AH)	23600	24100	186	B3-U0-G4	B3-U0-G4	EALS03_J4AH730_IES	EALS03_J4AH740_IES	EALS03_J4AH750_IES
	K4	Asymmetric High Angle (AH)	28400	29000	239	B3-U0-G4	B3-U0-G4	EALS03_K4AH730_IES	EALS03_K4AH740_IES	EALS03_K4AH750_IES
	C3	Asymmetric Wide (AW)	7300	7500	50	B2-U0-G1	B2-U0-G1	EALS03_C3AW730_IES	EALS03_C3AW740_IES	EALS03_C3AW750_IES
	D3	Asymmetric Wide (AW)	9800	10100	70	B2-U0-G2	B2-U0-G2	EALS03_D3AW730_IES	EALS03_D3AW740_IES	EALS03_D3AW750_IES
	F3	Asymmetric Wide (AW)	14700	15100	116	B2-U0-G2	B2-U0-G2	EALS03_F3AW730_IES	EALS03_F3AW740_IES	EALS03_F3AW750_IES
	H3	Asymmetric Wide (AW)	19700	20200	140	B3-U0-G2	B3-U0-G3	EALS03_H3AW730_IES	EALS03_H3AW740_IES	EALS03_H3AW750_IES
Type II	J3	Asymmetric Wide (AW)	24600	25200	186	B3-U0-G3	B3-U0-G3	EALS03_J3AW730_IES	EALS03_J3AW740_IES	EALS03_J3AW750_IES
	K3	Asymmetric Wide (AW)	29600	30300	239	B3-U0-G3	B3-U0-G3	EALS03_K3AW730_IES	EALS03_K3AW740_IES	EALS03_K3AW750_IES
	C2	Asymmetric Narrow/Auto (AN)	7300	7500	50	B2-U0-G2	B2-U0-G2	EALS03_C2AN730_IES	EALS03_C2AN740_IES	EALS03_C2AN750_IES
	D2	Asymmetric Narrow/Auto (AN)	9800	10100	70	B2-U0-G2	B2-U0-G2	EALS03_D2AN730_IES	EALS03_D2AN740_IES	EALS03_D2AN750_IES
	F2	Asymmetric Narrow/Auto (AN)	14700	15100	116	B3-U0-G3	B3-U0-G3	EALS03_F2AN730_IES	EALS03_F2AN740_IES	EALS03_F2AN750_IES
	H2	Asymmetric Narrow/Auto (AN)	19700	20200	140	B3-U0-G3	B3-U0-G3	EALS03_H2AN730_IES	EALS03_H2AN740_IES	EALS03_H2AN750_IES
	J2	Asymmetric Narrow/Auto (AN)	24600	25200	186	B3-U0-G3	B3-U0-G3	EALS03_J2AN730_IES	EALS03_J2AN740_IES	EALS03_J2AN750_IES
	K2	Asymmetric Narrow/Auto (AN)	29600	30300	239	B3-U0-G3	B3-U0-G3	EALS03_K2AN730_IES	EALS03_K2AN740_IES	EALS03_K2AN750_IES

Photometrics

Evolve™ LED Area Light (EALS-03)

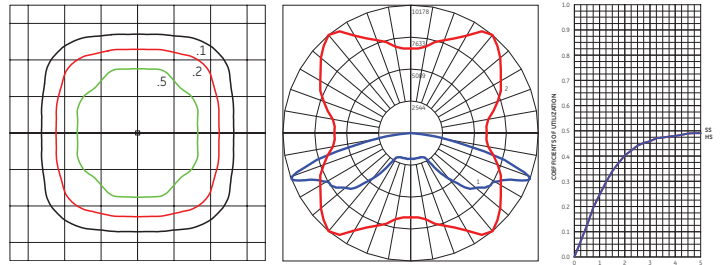
EALS Type II - Asymmetric Narrow/Auto
30,300 Lumens, 5000K (EALS03_K2AN750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 55°
— Vertical plane through horizontal angle of 34°

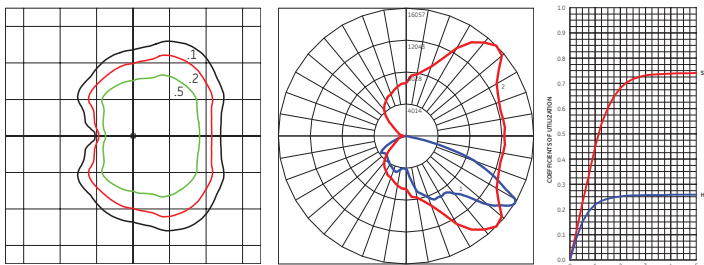
EALS Type VS - Symmetric High Angle
29,000 Lumens, 5000K (EALS03_K5SH750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 50°
— Vertical plane through horizontal angle of 69°

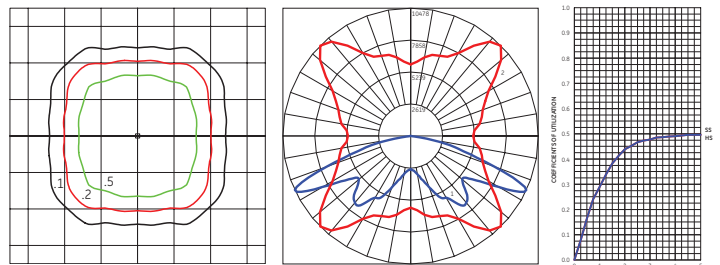
EALS Type III - Asymmetric Wide
30,300 Lumens, 5000K (EALS03_K3AW750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 58°

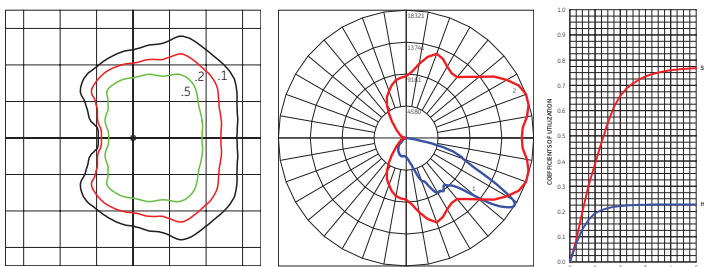
EALS Type VS - Symmetric Medium
30,000 Lumens, 5000K (EALS03_K5SM750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 65°

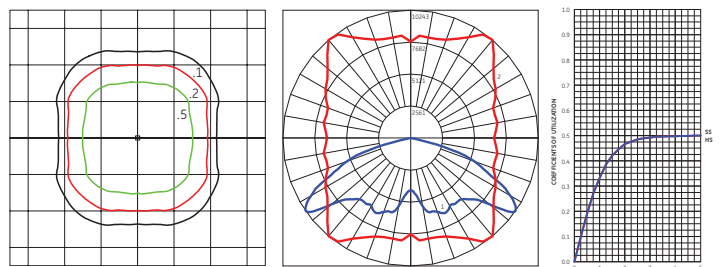
EALS Type IV - Asymmetric Forward
30,000 Lumens, 5000K (EALS03_K4AF750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 20°
— Vertical plane through horizontal angle of 58°

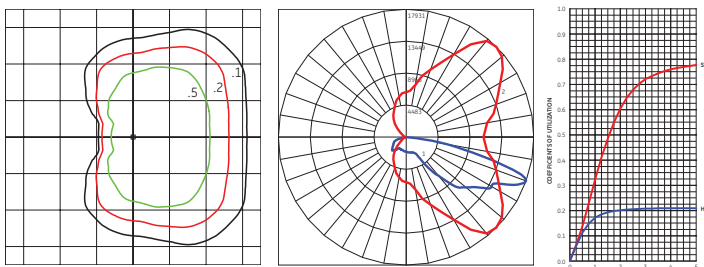
EALS Type VS - Symmetric Wide
30,300 Lumens, 5000K (EALS03_K5SW750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 50°
— Vertical plane through horizontal angle of 55°

EALS Type IV - Asymmetric High Angle
29,000 Lumens, 5000K (EALS03_K4AH750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 70°

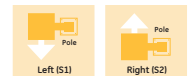
Ordering Number Logic

Evolve™ LED Area Light (EALP-03)



EALP 03 7

PROD. ID	GENERATION	VOLTAGE	OPTICAL DISTRIBUTION CODE	CRI	CCT	DIMMING	CONTROLS	MOUNTING ARM	COLOR	OPTIONS
E = Evolve AL = Area Light P = Premium	03 = 3rd Generation	0 = 120-277* 1 = 120 2 = 208 3 = 240 4 = 277 5 = 480 D = 347 H = 347-480* *Not available with Fusing. Must choose a discrete voltage with F Option	SM = Symmetric Medium SW = Symmetric Wide SH = Symmetric High Angle AF = Asymmetric Forward AH = Asymmetric High Angle AW = Asymmetric Wide AN = Asymmetric Narrow/Auto	7 = 70 (min)	30 = 3000K 40 = 4000K 50 = 5000K ◁Select 3000K CCT for IDA Approved units	N = Dimming thru PE receptacle D = External Dimming 18/2-3ft cable X = Non-dimmable* All constructions supplied with ANSI C136.41 7-pin Receptacle *Required for Cx Optical Codes. Not available for other optical codes. Note: Standard dimming 0-10V	A = ANSI 7-pin PE receptacle (no control) D = ANSI 7-pin PE receptacle with shorting cap provided Note: See accessories section on page 7 for PE Control ordering	C1 = Integral Slip-fitter 2" Pipe (2.378 in. OD)* D1 = Universal Mounting Arm, fitted for round or square pole mounting** K1 = Knuckle Slipfitter for 1.9 in. - 2.3in. OD Tenon*** S1 = Knuckle Slipfitter for 2.3in. - 3.0in OD Tenon*** V1 = Knuckle Wall Mount*** * Supplied with leads ** Supplied with 16/3 ft cable ++ Restricted Aiming Angle 0° to +45°	GRAY = Gray BLCK = Black DKBZ = Dark Bronze WHITE = White	F = Fusing H = Motion Sensor (Sensor Switch) H2 = Motion Sensor (Daintree) J = cUL/Canada L = Tool-Less Entry R = Enhanced Surge Protection (10kV/5kA) S1 = Rotated Left † S2 = Rotated Right † U = DALI dimming ^+ V = 3-Position Terminal Block Y = Coastal Finish XXX = Special Options * Contact Manufacturer for availability + Compatible with LightGrid 2.0 nodes ^ Not compatible at 347-480V, with motion sensor controls, or above 400W. † For aimed left or right light distribution orientation, as assembled in manufacturing. Not applicable for Symmetric Distributions. Note: H option not available for 470W and above configurations. Note: H2 option not available at 347V-480V



TYPE	OPTICAL CODE	DISTRIBUTION	TYPICAL INITIAL LUMENS		TYPICAL SYSTEM WATTAGE	BUG RATING		IES FILE NUMBER 3000K	IES FILE NUMBER 4000K	IES FILE NUMBER 5000K
			3000K	4000K & 5000K	120-277V & 347-480V	3000K B-U-G	4000 & 5000K B-U-G			
Type V	J5	Symmetric Medium (SM)	23600	25000	172	B4-U0-G2	B4-U0-G2	EALP03_J5SM730_IES	EALP03_J5SM740_IES	EALP03_J5SM750_IES
	K5	Symmetric Medium (SM)	28300	30000	212	B5-U0-G3	B5-U0-G3	EALP03_K5SM730_IES	EALP03_K5SM740_IES	EALP03_K5SM750_IES
	L5	Symmetric Medium (SM)	33000	35000	263	B5-U0-G3	B5-U0-G3	EALP03_L5SM730_IES	EALP03_L5SM740_IES	EALP03_L5SM750_IES
	M5	Symmetric Medium (SM)	37800	40000	305	B5-U0-G3	B5-U0-G4	EALP03_M5SM730_IES	EALP03_M5SM740_IES	EALP03_M5SM750_IES
	N5	Symmetric Medium (SM)	47200	50000	400	B5-U0-G4	B5-U0-G4	EALP03_N5SM730_IES	EALP03_N5SM740_IES	EALP03_N5SM750_IES
	P5	Symmetric Medium (SM)	56700	60000	470	B5-U0-G4	B5-U0-G4	EALP03_P5SM730_IES	EALP03_P5SM740_IES	EALP03_P5SM750_IES
	Q5	Symmetric Medium (SM)	66100	70000	570	B5-U0-G5	B5-U0-G5	EALP03_Q5SM730_IES	EALP03_Q5SM740_IES	EALP03_Q5SM750_IES
	J5	Symmetric Wide (SW)	23600	25000	172	B4-U0-G2	B4-U0-G2	EALP03_J5SW730_IES	EALP03_J5SW740_IES	EALP03_J5SW750_IES
	K5	Symmetric Wide (SW)	28300	30000	212	B5-U0-G2	B5-U0-G2	EALP03_K5SW730_IES	EALP03_K5SW740_IES	EALP03_K5SW750_IES
	L5	Symmetric Wide (SW)	33000	35000	263	B5-U0-G2	B5-U0-G2	EALP03_L5SW730_IES	EALP03_L5SW740_IES	EALP03_L5SW750_IES
	M5	Symmetric Wide (SW)	37800	40000	305	B5-U0-G2	B5-U0-G2	EALP03_M5SW730_IES	EALP03_M5SW740_IES	EALP03_M5SW750_IES
	N5	Symmetric Wide (SW)	47200	50000	400	B5-U0-G3	B5-U0-G3	EALP03_N5SW730_IES	EALP03_N5SW740_IES	EALP03_N5SW750_IES
	P5	Symmetric Wide (SW)	56700	60000	470	B5-U0-G3	B5-U0-G3	EALP03_P5SW730_IES	EALP03_P5SW740_IES	EALP03_P5SW750_IES
	Q5	Symmetric Wide (SW)	66100	70000	570	B5-U0-G4	B5-U0-G4	EALP03_Q5SW730_IES	EALP03_Q5SW740_IES	EALP03_Q5SW750_IES
	J5	Symmetric High Angle (SH)	22700	24100	172	B5-U0-G3	B5-U0-G3	EALP03_J5SH730_IES	EALP03_J5SH740_IES	EALP03_J5SH750_IES
	K5	Symmetric High Angle (SH)	27400	29000	212	B5-U0-G3	B5-U0-G3	EALP03_K5SH730_IES	EALP03_K5SH740_IES	EALP03_K5SH750_IES
	L5	Symmetric High Angle (SH)	31900	33800	263	B5-U0-G4	B5-U0-G4	EALP03_L5SH730_IES	EALP03_L5SH740_IES	EALP03_L5SH750_IES
	M5	Symmetric High Angle (SH)	36400	38600	305	B5-U0-G4	B5-U0-G4	EALP03_M5SH730_IES	EALP03_M5SH740_IES	EALP03_M5SH750_IES
	N5	Symmetric High Angle (SH)	45600	48300	400	B5-U0-G4	B5-U0-G5	EALP03_N5SH730_IES	EALP03_N5SH740_IES	EALP03_N5SH750_IES
	P5	Symmetric High Angle (SH)	54800	58000	470	B5-U0-G5	B5-U0-G5	EALP03_P5SH730_IES	EALP03_P5SH740_IES	EALP03_P5SH750_IES
	Q5	Symmetric High Angle (SH)	63800	67600	570	B5-U0-G5	B5-U0-G5	EALP03_Q5SH730_IES	EALP03_Q5SH740_IES	EALP03_Q5SH750_IES

Type IV, Type III and Type II Claims Table for EALP-03 continued on Page 6

Ordering Number Logic

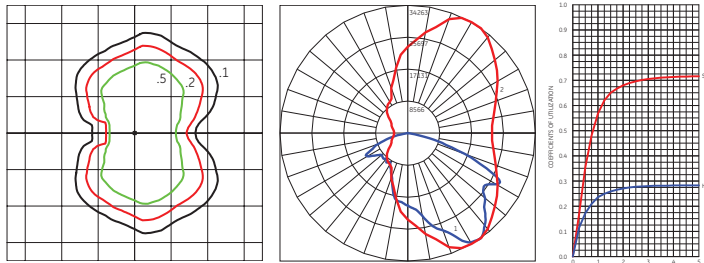
Evolve™ LED Area Light (EALP-03)

TYPE	OPTICAL CODE	DISTRIBUTION	TYPICAL INITIAL LUMENS		TYPICAL SYSTEM WATTAGE 120-277V & 347-480V	BUG RATING		IES FILE NUMBER 3000K	IES FILE NUMBER 4000K	IES FILE NUMBER 5000K
			3000K	4000K & 5000K		3000K B-U-G	4000 & 5000K B-U-G			
Type IV	J4	Asymmetric Forward (AF)	23600	25000	200	B3-U0-G3	B3-U0-G4	EALP03_J4AF730_IES	EALP03_J4AF740_IES	EALP03_J4AF750_IES
	K4	Asymmetric Forward (AF)	28300	30000	212	B3-U0-G4	B3-U0-G4	EALP03_K4AF730_IES	EALP03_K4AF740_IES	EALP03_K4AF750_IES
	L4	Asymmetric Forward (AF)	33000	35000	263	B3-U0-G4	B3-U0-G4	EALP03_L4AF730_IES	EALP03_L4AF740_IES	EALP03_L4AF750_IES
	M4	Asymmetric Forward (AF)	37800	40000	305	B4-U0-G4	B4-U0-G5	EALP03_M4AF730_IES	EALP03_M4AF740_IES	EALP03_M4AF750_IES
	N4	Asymmetric Forward (AF)	47200	50000	400	B4-U0-G5	B4-U0-G5	EALP03_N4AF730_IES	EALP03_N4AF740_IES	EALP03_N4AF750_IES
	P4	Asymmetric Forward (AF)	56700	60000	470	B4-U0-G5	B4-U0-G5	EALP03_P4AF730_IES	EALP03_P4AF740_IES	EALP03_P4AF750_IES
	Q4	Asymmetric Forward (AF)	66100	70000	570	B4-U0-G5	B4-U0-G5	EALP03_Q4AF730_IES	EALP03_Q4AF740_IES	EALP03_Q4AF750_IES
	J4	Asymmetric High Angle (AH)	22700	24100	200	B3-U0-G4	B3-U0-G4	EALP03_J4AH730_IES	EALP03_J4AH740_IES	EALP03_J4AH750_IES
	K4	Asymmetric High Angle (AH)	27400	29000	212	B3-U0-G4	B3-U0-G5	EALP03_K4AH730_IES	EALP03_K4AH740_IES	EALP03_K4AH750_IES
	L4	Asymmetric High Angle (AH)	31900	33800	263	B4-U0-G5	B4-U0-G5	EALP03_L4AH730_IES	EALP03_L4AH740_IES	EALP03_L4AH750_IES
	M4	Asymmetric High Angle (AH)	36400	38600	305	B4-U0-G5	B4-U0-G5	EALP03_M4AH730_IES	EALP03_M4AH740_IES	EALP03_M4AH750_IES
	N4	Asymmetric High Angle (AH)	45600	48300	400	B4-U0-G5	B4-U0-G5	EALP03_N4AH730_IES	EALP03_N4AH740_IES	EALP03_N4AH750_IES
Type III	J3	Asymmetric Wide (AW)	23600	25000	200	B3-U0-G3	B3-U0-G3	EALP03_J3AW730_IES	EALP03_J3AW740_IES	EALP03_J3AW750_IES
	K3	Asymmetric Wide (AW)	28300	30000	212	B3-U0-G3	B3-U0-G3	EALP03_K3AW730_IES	EALP03_K3AW740_IES	EALP03_K3AW750_IES
	L3	Asymmetric Wide (AW)	33000	35000	263	B3-U0-G3	B4-U0-G3	EALP03_L3AW730_IES	EALP03_L3AW740_IES	EALP03_L3AW750_IES
	M3	Asymmetric Wide (AW)	37800	40000	305	B4-U0-G3	B4-U0-G4	EALP03_M3AW730_IES	EALP03_M3AW740_IES	EALP03_M3AW750_IES
	N3	Asymmetric Wide (AW)	47200	50000	400	B4-U0-G4	B4-U0-G4	EALP03_N3AW730_IES	EALP03_N3AW740_IES	EALP03_N3AW750_IES
	P3	Asymmetric Wide (AW)	56700	60000	470	B5-U0-G4	B5-U0-G4	EALP03_P3AW730_IES	EALP03_P3AW740_IES	EALP03_P3AW750_IES
	Q3	Asymmetric Wide (AW)	66100	70000	570	B5-U0-G5	B5-U0-G5	EALP03_Q3AW730_IES	EALP03_Q3AW740_IES	EALP03_Q3AW750_IES
Type II	J2	Asymmetric Narrow/Auto (AN)	23800	25200	200	B3-U0-G3	B3-U0-G3	EALP03_J2AN730_IES	EALP03_J2AN740_IES	EALP03_J2AN750_IES
	K2	Asymmetric Narrow/Auto (AN)	28600	30300	212	B3-U0-G3	B3-U0-G3	EALP03_K2AN730_IES	EALP03_K2AN740_IES	EALP03_K2AN750_IES
	L2	Asymmetric Narrow/Auto (AN)	33300	35300	263	B4-U0-G4	B4-U0-G4	EALP03_L2AN730_IES	EALP03_L2AN740_IES	EALP03_L2AN750_IES
	M2	Asymmetric Narrow/Auto (AN)	38100	40400	305	B4-U0-G4	B4-U0-G4	EALP03_M2AN730_IES	EALP03_M2AN740_IES	EALP03_M2AN750_IES
	N2	Asymmetric Narrow/Auto (AN)	47700	50500	400	B4-U0-G4	B4-U0-G4	EALP03_N2AN730_IES	EALP03_N2AN740_IES	EALP03_N2AN750_IES
	P2	Asymmetric Narrow/Auto (AN)	57200	60600	470	B4-U0-G4	B4-U0-G4	EALP03_P2AN730_IES	EALP03_P2AN740_IES	EALP03_P2AN750_IES
	Q2	Asymmetric Narrow/Auto (AN)	66800	70700	570	B5-U0-G5	B5-U0-G5	EALP03_Q2AN730_IES	EALP03_Q2AN740_IES	EALP03_Q2AN750_IES

Photometrics

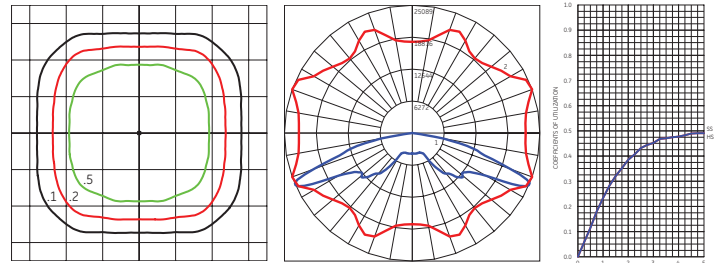
Evolve™ LED Area Light (EALP-03)

EALP Type II - Asymmetric Narrow/Auto
70,700 Lumens, 5000K (EALP03_Q2AN750__IES)



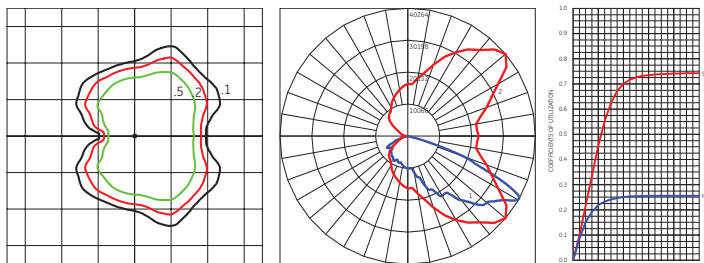
Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 60°
 — Vertical plane through horizontal angle of 35°

EALP Type VS - Symmetric High Angle
67,600 Lumens, 5000K (EALP03_Q5SH750__IES)



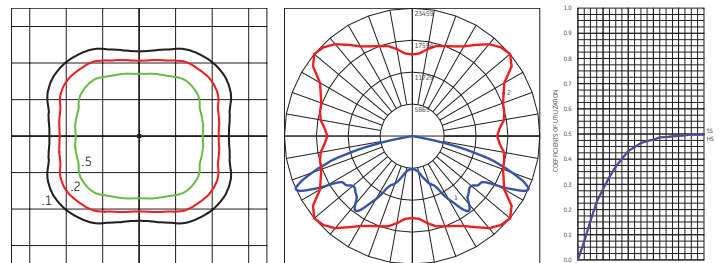
Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 20°
 — Vertical plane through horizontal angle of 66°

EALP Type III - Asymmetric Wide
70,000 Lumens, 5000K (EALP03_Q3AW750__IES)



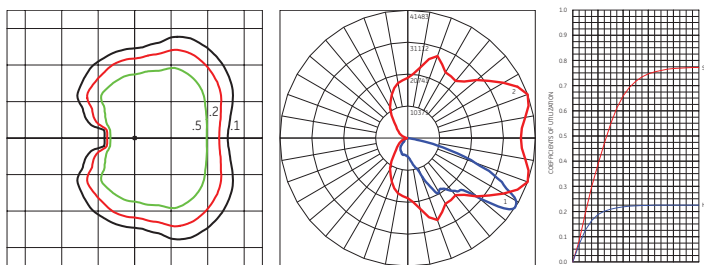
Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 40°
 — Vertical plane through horizontal angle of 61°

EALP Type VS - Symmetric Medium
70,000 Lumens, 5000K (EALP03_Q5SM750__IES)



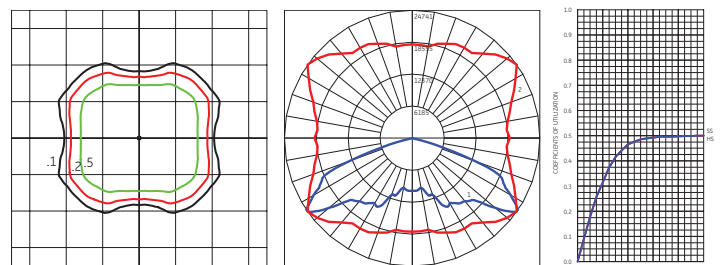
Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 40°
 — Vertical plane through horizontal angle of 65°

EALP Type IV - Asymmetric Forward
70,000 Lumens, 5000K (EALP03_Q4AF750__IES)



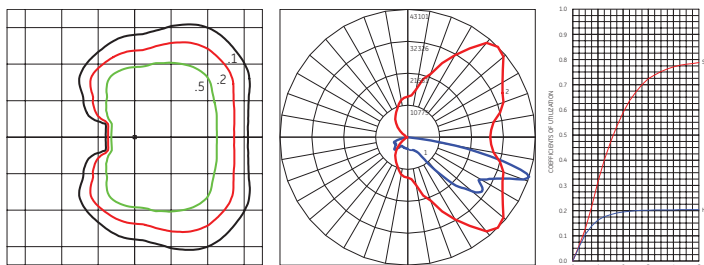
Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 20°
 — Vertical plane through horizontal angle of 57°

EALP Type VS - Symmetric Wide
70,000 Lumens, 5000K (EALP03_Q5SW750__IES)



Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 35°
 — Vertical plane through horizontal angle of 56°

EALP Type IV - Asymmetric High Angle
67,700 Lumens, 5000K (EALP03_Q4AH750__IES)

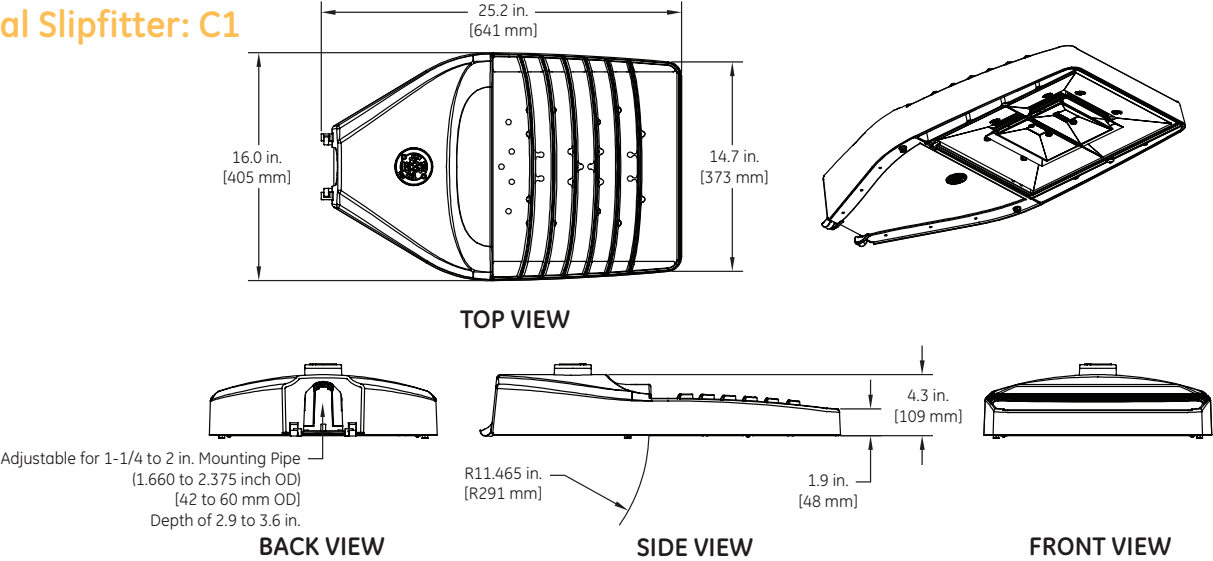


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade
 — Vertical plane through horizontal angle of maximum candlepower at 45°
 — Vertical plane through horizontal angle of 72°

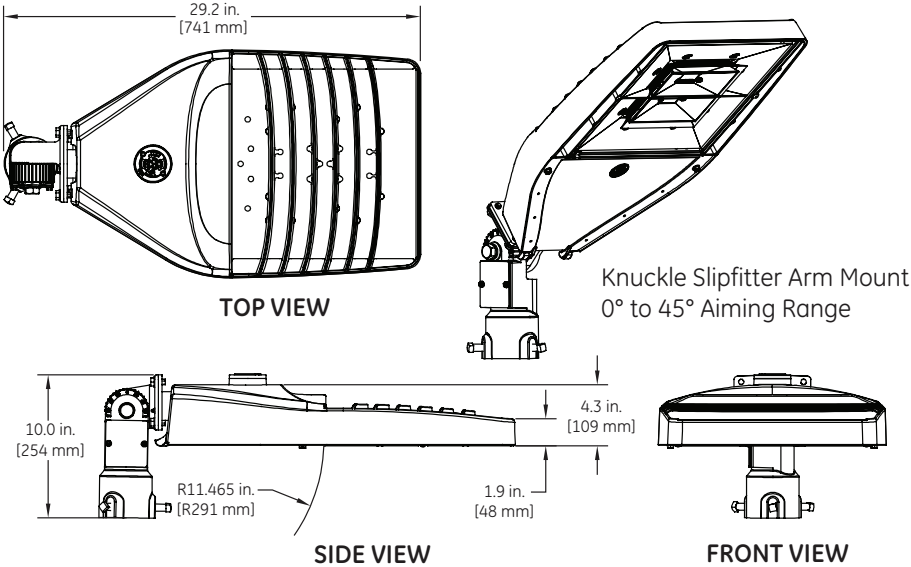
Product Dimensions

Evolve™ LED Area Light (EALS-03 & EALP-03)

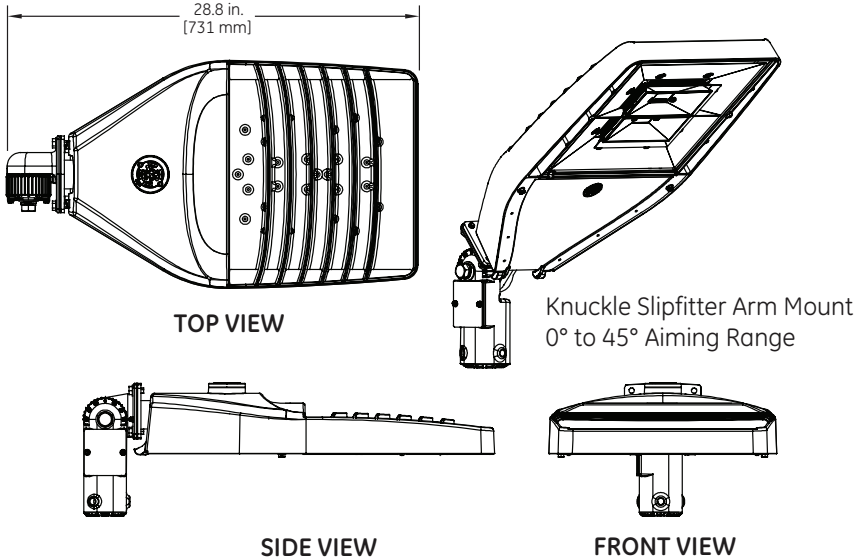
Integral Slipfitter: C1



Knuckle Slipfitter: S1



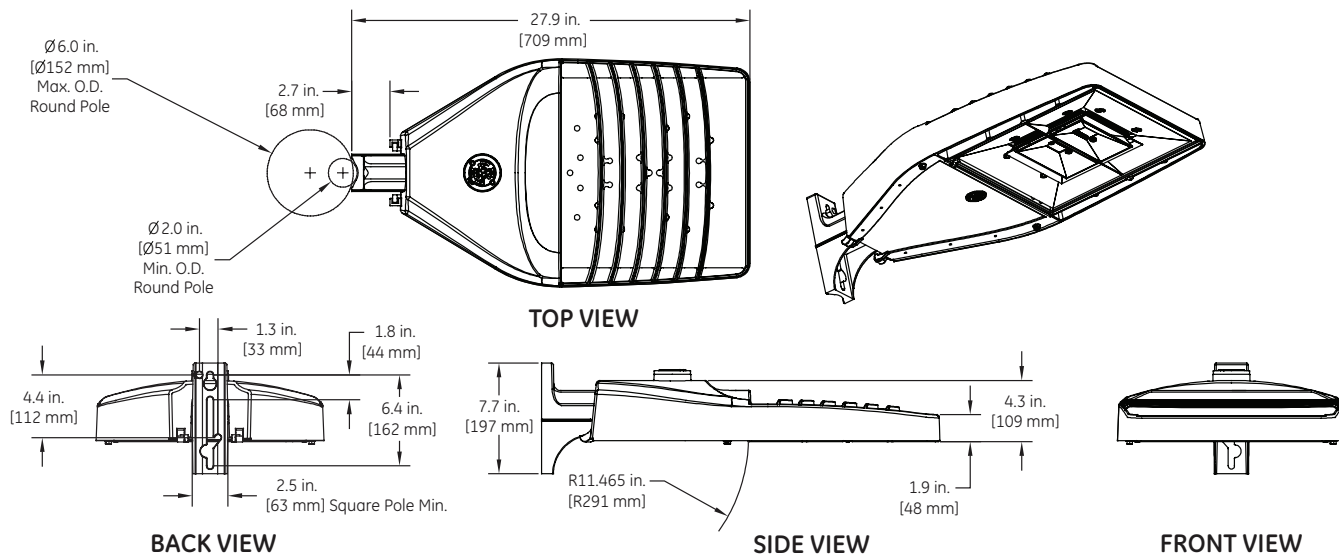
Knuckle Slipfitter: K1



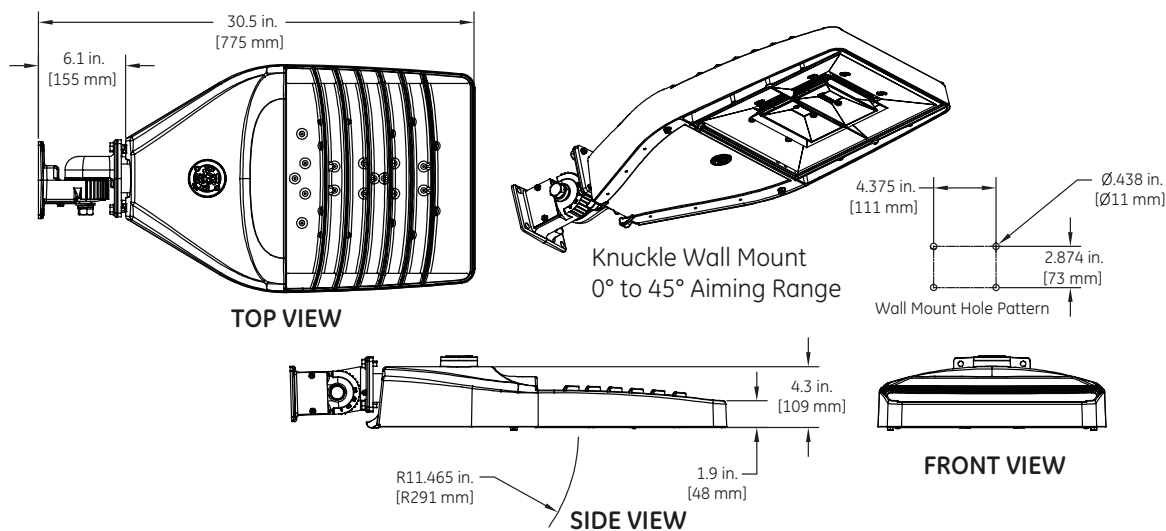
Product Dimensions

Evolve™ LED Area Light (EALS-03 & EALP-03)

Universal Mounting Arm: D1



Knuckle Wall Mount: V1



DATA

- Weight: PM request of ≤ 35 lbs (max not including occ sensor option)
- Effective Projected Area:
 - Knuckle Slipfitter S1, K1 45° aim, EPA = 2.45
 - Knuckle Slipfitter S1, K1 downward aim, EPA = 0.73
 - Universal Arm Mount D1, EPA = 0.54 - Knuckle Wall Mount V1, 45° aim, EPA = 0.77 sq ft min and 1.43 sq ft max
 - Integral Slipfitter C1, EPA = 0.63

Accessories

Evolve™ LED Area Light (EALS-03 & EALP-03)

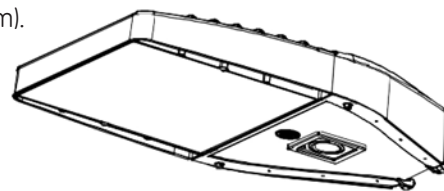
PE Accessories (to be ordered separately)

SAP Number	Part Number	Description
93029237	PED-MV-LED-7	ANSI C136.41 Dimming PE, 120-277V
93029238	PED-347-LED-7	ANSI C136.41 Dimming PE, 347V
93029239	PED-480-LED-7	ANSI C136.41 Dimming PE, 480V

SAP Number	Part Number	Description
28299	PEC0TL	STANDARD 120-277V
28294	PEC5TL	STANDARD 480V
80436	PECDTL	STANDARD 347V
73251	SCCL-PECTL	Shorting cap

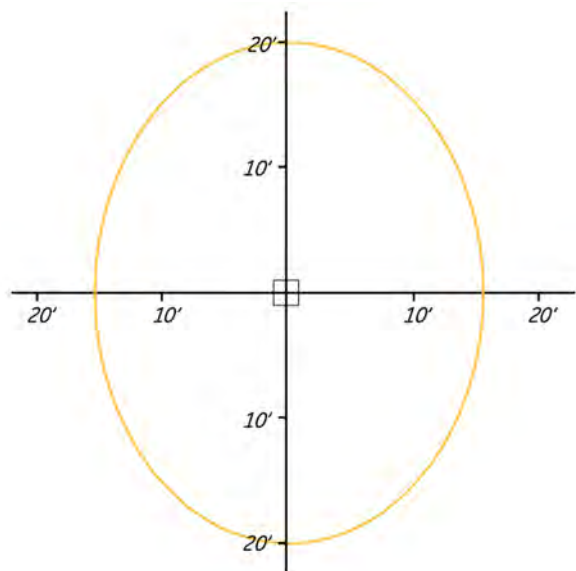
H-Motion Sensing Option

- Intended for applications, between 15-30 ft. mounting height. (4.57-9.14m). For mounting heights exceeding 30 ft., pole mounted sensors are recommended.
- Provides a coverage area radius for walking motion of 15-20 ft. (4.57-6.10m).
- Provides 270° of coverage (~90° is blocked by the pole).
- Standard factory settings:
 - 50% output when unoccupied, 100% output occupied.
 - Integral PE Sensor.
 - 5 minute post-occupancy time delay, 5 minute dimming ramp-down.
- Fixture power increase of 1W expected with sensor use.



Note: Standard options may be reprogrammed in the field. Reprogramming instructions included in product shipment.

Sensor Pattern



**Sensing Pattern Area Fixture
Up to 30 ft. Mounting Height**

Mounting Information

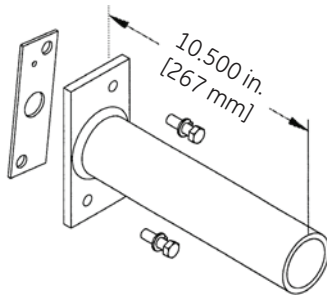
Evolve™ LED Area Light (EALS-03 & EALP-03)

Mounting Options for Integral Slipfitter - (Mounting Arm C1)

Order separately

SQUARE POLE MOUNTING ARM

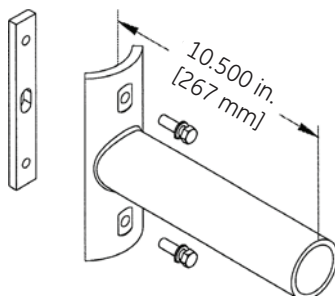
3.5 TO 4.5-inch (89 to 114mm) SQUARE
(WILL ALLOW 4 FIXTURES PER POLE @ 90 DEGREES.)



ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
SPA-EAMT10BLCK "Black"
SPA-EAMT10DKBZ "Dark Bronze"
SPA-EAMT10WHTE "White"
SPA-EAMT10GRAY "Gray"

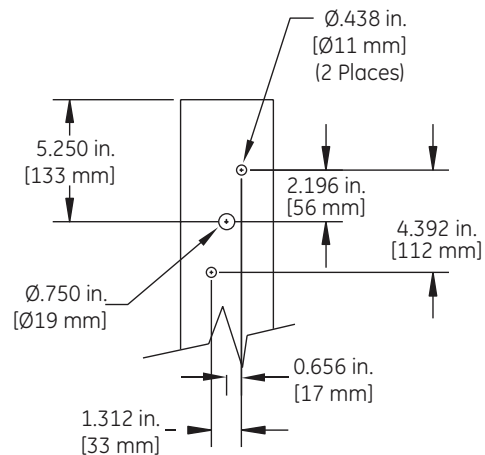
ROUND POLE MOUNTING ARM DRILLING TEMPLATE

3.5 TO 4.5-inch (89 to 114mm) OD
(WILL ALLOW 4 FIXTURES PER POLE @ 90 DEGREES.)



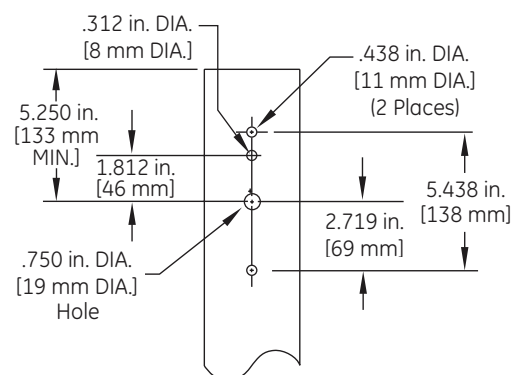
ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
RPA-EAMT10BLCK "Black"
RPA-EAMT10DKBZ "Dark Bronze"
RPA-EAMT10WHTE "White"
RPA-EAMT10GRAY "Gray"

SQUARE POLE MOUNTING DRILLING TEMPLATE



ROUND POLE MOUNTING DRILLING TEMPLATE

3.5 TO 4.5-inch (89 to 114mm) OD
round pole mounting arm



Wall Mounting Bracket Adapter Plate

ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
WMB-EAMT06

***NOTE:** For Wall Mounting, order luminaire with mounting arm: C1 = Slipfitter 2" Pipe (2.378 in. OD) supplied with leads.

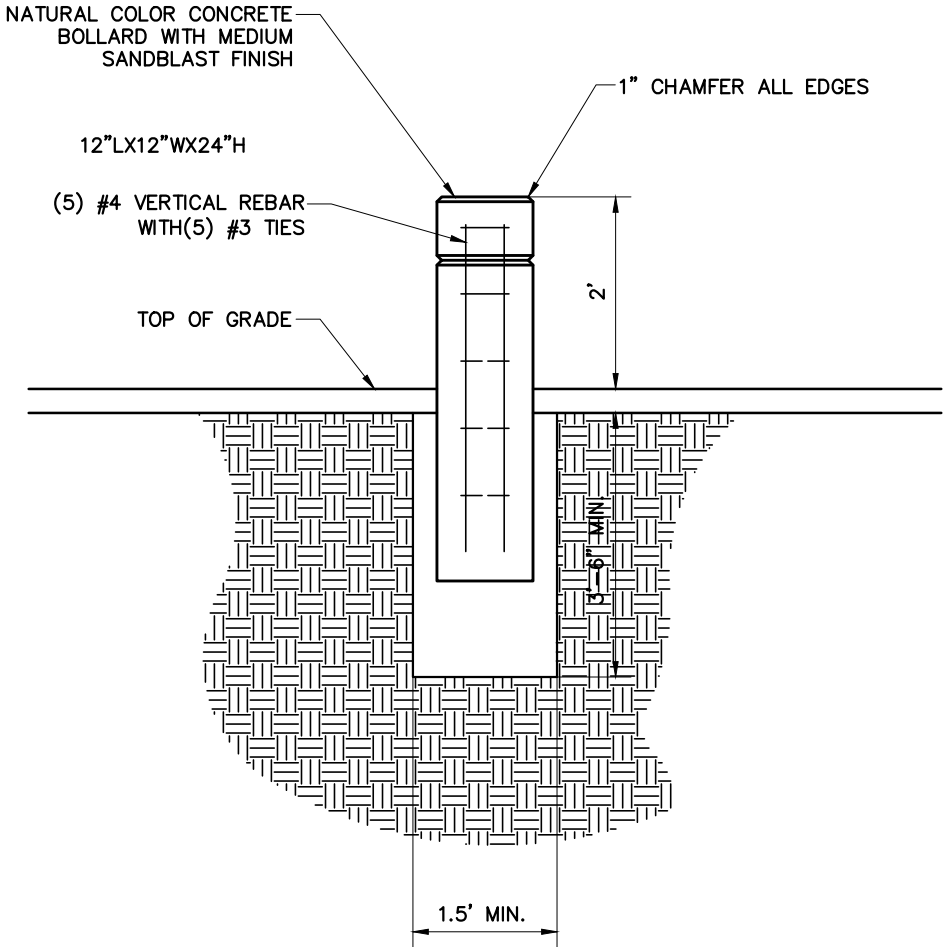
Other mounting patterns are available for retrofit installations.
Contact manufacturing for other available mounting patterns.

current
powered by GE

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PRE-CAST CONCRETE BOLLARD DETAIL

N.T.S.

NOTE:

THIS DETAIL SERVES
AS A GUIDELINE
ONLY. STRUCTURAL
ENGINEER TO
DESIGN AND
PROVIDE
DOCUMENTATION
FOR FINAL DESIGN.









CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 25, 2024

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2024-06-02-11 – #32400, 32450, 32460, 32510 & 32516 Plymouth Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcels are assigned the addresses of **#32400, #32450, #32460, #32510 & #32516 Plymouth Road**. The legal descriptions contained within the submitted drawings 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. Per the submitted drawings, all existing utilities and pavement are to be removed and replaced with new pavement and utility service leads to a proposed future building. While we don't believe there will be any additional impacts to the existing utilities, the following items should be noted:

- The site will be required to meet the latest version of the Wayne County Storm Water Ordinance, including detention for all disturbed areas.
- The proposed sanitary sewer lead to the future building location can be installed and capped under the parking lot, but the water service will not be allowed to be installed until the building is constructed. The City does not allow dead end services off the public mains for water quality issues.
- Since detailed information on the proposed flows were not included with the submitted drawings, this department will do an in-depth review when drawings are submitted for permitting.

The proposed landscaping plan that was submitted indicates Red Maples for planting along the Hubbard Road right-of-way. In an effort to create a more varied canopy within the City, we would like to ask the Developer to choose a different species off of the City's approved tree planting list, or contact the City Arborist to find a suitable alternative.

To: Mr. Scott Miller
Re: Petition 2024-06-02-11 – 32400, 32450, 32460, 32510 & 32516 Plymouth Road

June 26, 2024

Page 2

Also, should any work be required within the Plymouth Road right-of-way, The owner may be required to obtains permits from the Michigan Department of Transportation.

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

Sincerely,



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

cc: 2024 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: 7/3/2024

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition 2024-06-02-11 Plymouth Rd. 32400,450,460,510,516.

This office has reviewed the site plan submitted in connection with a request to construct a parking area for EV and gas-powered vehicles on the property located at the above referenced address.

We have no objections to this proposal with the following stipulations:

1. Separation (separate parking area) recommended between EV and gas-powered vehicles.
2. Nearby water source (hydrant) for potential of EV fire suppression.

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 BROSAN
MAYOR

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

June 25th 2024

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

Re: Petition 2024-06-02-11 – 32400, 32450, 32460, 32510 & 32516 Plymouth Road

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 5, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2024-06-02-11 – 32400, 32450, 32460, 32510 & 32516 Plymouth Road

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

1. The vehicles displayed shall have a minimum setback of 20' from both the front and side lot lines. This requirement may be waived by Council.

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 BROSAN
MAYOR

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

June 26, 2024

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

Petition 2024-06-02-11 - 32400, 32450, 32460, 32510 & 32516 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

TREASURER

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR



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

June 26, 2024

To: Planning Department

Re: **Petition 2024-06-02-11 – 32400, 32450, 32460, 32510, 32516 Plymouth Rd.**

Plans have been submitted by Penske Automotive requesting waiver use approval to use five (5) commercial properties with approximately 3.06 acres for storage and display of vehicles for Bill Brown Ford dealership. Existing buildings plan to be demolished. Because there are five (5) parcels involved : 107-99-0027-000, 107-99-0028-000, 107-99-0029-000, 107-99-0030-000 and 107-99-0031-001, it is recommended these parcels should be combined. Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process.

Kindest Regards,


Kathie Siterlet
Residential Appraiser

Petition 2024-06-02-11

Joe Stevens <jstevens@cts-companies.com>

Tue 7/2/2024 2:32 PM

To: Planning <Planning@Livonia.gov>

To: Planner and City Council
From: Joe Stevens Stevens Hubbard Properties
Re: Petition 2024-06-02-11 Penske Auto request

I own the adjoining building to the north of the proposed site, 11813 Hubbard. A fence exists between the two properties. The new plans show no fence at all. I have no objections to the proposed use of the property, but would like a privacy fence included in the proposed plan.

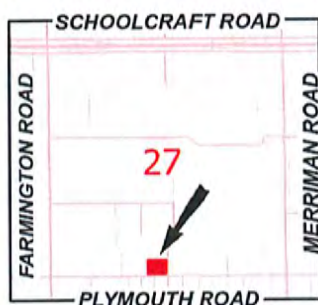
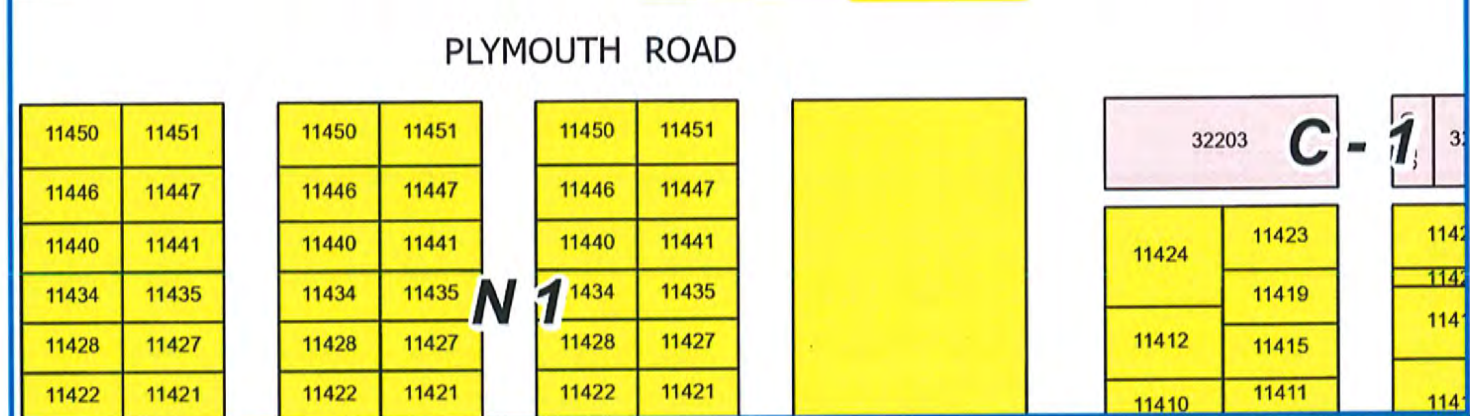
This fence could be one of the plastic fences we frequently see or some type of landscape barrier. I do not believe my request is a large expense and would provide privacy on my side and security for their side. My contact information is attached for any comments or questions. Please

Acknowledge receipt of this request as I am scheduled to be out of town on the date of this public hearing. Thanks for your consideration.

Joe Stevens 248 388 0804

[Jstevens@cts-companies.com](mailto:jstevens@cts-companies.com)

2065 Franklin Rd. Bloomfield Hills, Mi. 48302



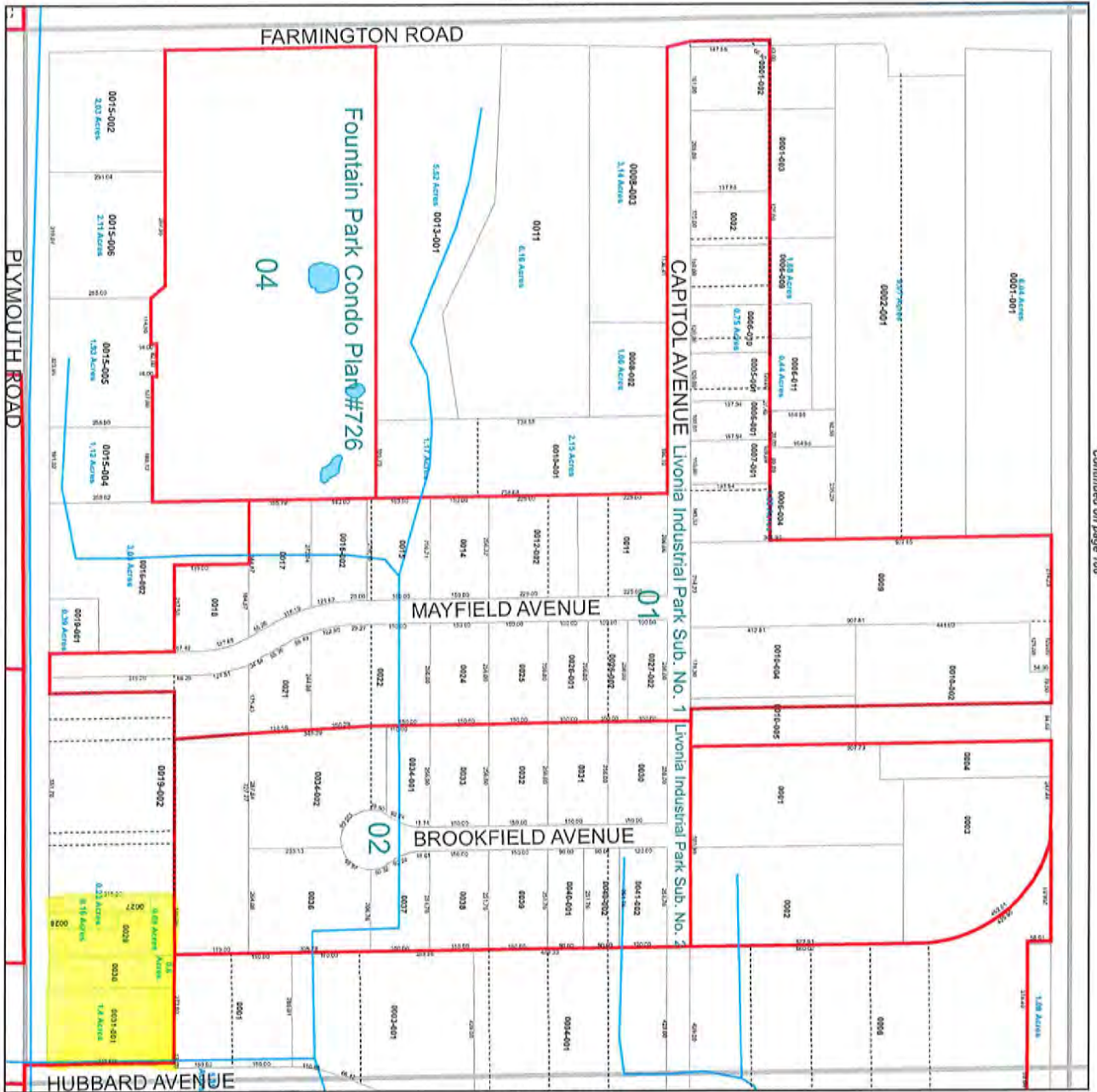
**Petition 2024-06-02-11
Penske Automotive
32400, 32450, 32460, 32510 & 32516 Plymouth Road**



Not to Scale



City of Livonia
Planning Department



Continued on page 106

Continued on page 106

Location S.W. 1/4 Section 27

City of Livonia



0 50 100 200 Feet

T. 1 south, R. 9 east
Wayne County, Michigan

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Information herein deemed reliable
but not guaranteed

Updated: December 2020

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

32400 Plymouth 107-99-0031-001
32450 Plymouth 107-99-0030-000
32460 Plymouth 107-99-0029-000
32510 Plymouth 107-99-0028-000
32516 Plymouth 107-99-0027-000

OTHER ITEMS RELATED TO THE PETITION

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

6.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

6. WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

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

Councilmember Toy asked if they had reports from Fire and Police on this site. Mr. Taormina indicated the Council package should include that since they typically provide reports for this type of request.

Mr. Taormina asked that Council consider working with the Law Department to fashion language in the resolution to restrict the license to the operation of the pool hall.

Councilmember Donovic confirmed there was an attempt to bring a liquor license to this location back in the 1990's which was met with objection from the neighborhood. He asked Mr. Tiseo what type of clientele gather there.

Ben Tiseo, 19815 Farmington Road, indicated there are 15 pool tables with a small kitchen and sales area. They are looking to bring in alcohol because they are losing business to other establishments. He confirmed that the intent is for the alcoholic beverages to stay in the building.

Issa Eadeh, 28410 Joy Road, indicated 95% of business is repeat customers who are there to play pool and would like to have alcohol available. There will be a 10-foot bar in the southeast area.

Councilmember Donovic asked if the liquor license could be rescinded if they had violations. Mr. Taormina said they would need to work with the Law Department if they would like that to be a condition of the Waiver use.

Councilmember Ptashnik asked for the hours of operation and if they would need additional staffing. Mr. Eadeh indicated they are open Monday through Wednesday from 2p.m. to midnight, Thursday through Saturday from 2p.m. to 2a.m. and they will need additional staff. She also asked if they would bring food and beverages to the pool table area. Mr. Eadeh said they will since there are small tables near the pool tables.

Councilmember Morgan asked how long Mr. Eadeh has owned the pool hall. Mr. Eadeh said it will be 14 years in November, but it has been open for 60 years. Councilmember Morgan said he remembers being there a lot as an officer and wonders if they can keep

control, so they don't overtax the Police Department and have neighbor complaints. Mr. Eadeh indicated most of their patrons are older people.

Mr. Tiseo said there are six dumpsters behind the building. He looked into putting them into an enclosure, but it is too costly and cannot happen.

Vice President Ptashnik asked that screening the dumpsters be removed as a requirement for the waiver.

Councilmember Jolly asked if they need all six dumpsters. Mr. Tiseo said there are ten tenants, and he doesn't think they can consolidate them any further.

President McCullough asked if they could put Arborvitaes in from the corner of the building to the alley side of the building. Mr. Tiseo said he thinks that could be done.

Councilmember Donovic said he feels Arborvitaes are not the answer as they will be damaged and probably wouldn't last more than two years. He also verified the motion would include the condition that the license would remain with the current owner.

Councilmember Jolly offered an approving motion for the Consent agenda to include a condition that the liquor license remain with the current owner of the Rack.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

6.

Planning
July 18, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

BACKGROUND DETAILS

July 18, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-06-02-12 - Tiseo Architects, inc. (The Rack)

Dear Council Members:

At the 1,216th Public Hearing and Regular Meeting held by the City Planning Commission on July 16, 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)

#07-34-2024 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on July 18, 2024, on Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36, the Planning Commission does hereby recommend to the City Council that Petition 2024-06-02-12 be approved subject to the following conditions:

1. A waiver of the 400-foot separation requirement between this location and the church at 28350 Joy Road, pursuant to Section 6.22(2)B) of the Livonia Zoning Ordinance.
2. That the Floor Plan identified as Sheet No. P3, dated June 12, 2024, prepared by Tiseo

Architects, Inc., is hereby approved and shall be adhered to, and the maximum customer seating count in the bar service area shall not exceed a total of twenty-six (26) seats

3. The Class C liquor license at this location shall be limited to this petitioner only, with the provision that the waiver may be extended to a new user only upon approval of the City Council, and

4. The dumpsters shall be consolidated and screened to the satisfaction of the Inspection Department.

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. S080724 LTC Petition 2024-06-02-12, Tiseo Architects (The Rack)
2. 2024-06-02-12_E-COUNCIL Pkt

APPROVED BY



Date: July 19, 2024

Mark Taormina, Planning and Economic Development Director



Date: July 19, 2024

Maureen Miller Brosnan, Mayor

Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,216th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 16, 2024, the City Planning Commission of the City of Livonia held its 1,216th 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 Sam Caramagno
Peter Ventura Ian Wilshaw

Members absent: Wafa Dinero

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

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

ITEM #3 PETITION 2024-06-02-12

The Rack

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

Mr. Taormina: Thank you. The Rack Pool Hall, located on the north side of Joy Road between Floral and Harrison, is seeking your approval to operate a Class C liquor license. The property's zoning is C-2 (General business), which allows Class C liquor licenses subject to waiver-use approval. The Rack is part of a group commercial center of eight (8) individually owned buildings. These eight (8) buildings comprise about 26,500 square feet of floor area. All the storefronts face south towards Joy Road, with parking provided in the front yard. The Rack occupies roughly 6,400 square feet, the largest of the eight buildings. Located near the middle of the shopping center, The Rack is partitioned into two sections. A West Pool Hall with six (6) billiard tables and an East Pool Hall with 10 tables. The combined space also contains arcade games, public and private restrooms, a lobby area, service utility and storage rooms, and an office. Changes are proposed mostly to the East Pool Hall to accommodate the liquor license. There would only be a small increase in the service area in the West Pool Hall. On the east side, a bar service area, kitchen, and seating area would be added to the front of the building. The bar service area would have four (4) tables and seating for 21 patrons, including five (5) bar stools. The billiard tables would be reconfigured to accommodate the renovations. Class C liquor licenses are regulated under Section 6.22 of the ordinance, which requires a 1,000-foot distance between other licensed establishments and a 400-foot separation from any church or school. No other Class C licensed establishments are within 1,000 feet of The Rack. However, Christ Embassy Church occupies a building approximately 40 feet east of The Rack. Thus, the 400-foot separation requirement must be waived by the City Council. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 25, 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 #28410 Joy 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 and sanitary sewer, as well as private 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 Joy Road right-of-way, The owner may be required to obtains permits from the Wayne County Department of Public Service."

The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 3, 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 with the following stipulations: With the appearance of an increase in size of the "Service Area" by the main entrance and the placement of seating, is the egress path narrowed at the main entrance? This will be analyzed and determined upon official plan review. A further detailed plan review will take place when this division receives an official plan set."*

The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated June 27, 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 July 9, 2024, which reads as follows: *" Pursuant to your request, the above-referenced Petition has been reviewed. 1. The petitioner is located less than 400' from a church. This requirement would need to be waived by Council. This Department has no further objections to this Petition"*

The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated June 26, 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 front the Division of Police, dated July 8, 2024, which reads as follows: *"We have reviewed the plans submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast¼ of Section 36. The review of the plans has determined that the request does not comply*

with the prior separation requirement guidelines. The proposed establishment is inside the separation requirement distance of at least four hundred (400) feet from any church or school. Christ Embassy Church located at 28350 Joy Road is SO feet from the proposed "The Rack" site. Furthermore, The Mirage Market at 28292 Joy Road, has SOD & SOM liquor licenses and is 378 feet from the proposed "The Rack" site. We would recommend that the Planning Commission and City Council maintain separation requirement guidelines. It is our opinion that these guidelines are good for local establishment businesses and maintains Livonia's family atmosphere." That letter was signed by Jeffery Ronayne, Detective Special Services. We have an email correspondence from the City Treasurer dated July 3, 2024 that indicates winter taxes have been paid. Owe summer taxes but they just went out and are not due until September 16. Winter is showing a balance of zero, but there was bad debt. I called Jennifer W, she couldn't see it anywhere and I didn't see it put on any recent tax statement. That letter is signed by Susan Nash, City Treasurer. And lastly, we have a letter from Christ Embassy Church, dated July 7, 2024, that reads: "Good day, I write on behalf of Christ Embassy Michigan, a Christian Church at the above address. I am writing as requested by The Rack business place with whom we share a building lot. We have been good neighbors through the years and have had no problems. In regard to their application for a license to sell alcohol, please note that our faith does not encourage alcohol, however, we are not opposed to your granting a license to the said business place as you deem fit. We trust that the civil atmosphere we have had through the years will continue unabated. This letter is signed by Pastor Emanuel Ekokotu. That is the extent of the correspondence.

Mr. Wilshaw: Thank you, Mr. Taormina. Any questions for our staff? There's no questions. Our petitioner is in the audience. Feel free to come forward to our podium. Good evening, Mr. Tiseo.

Ben Tiseo, 19815 Farmington Road, Livonia, MI. Thank you again. As you know, we're here to try and get a Class C liquor license for this establishment. We're going to be adding a bar about 10 feet long and have maybe five seats. It isn't like we're going to have a large bar area. It is to accommodate and supplement the pool tournaments and clientele that come into the pool hall to use it. I did want to address a couple of things. One was the way I read the ordinance. It talks about the 400 feet...I'm sorry 1,000 feet from a Class C liquor license. It says and other such establishments and I believe the liquor store that was cited does

not have a Class C liquor license. So, I did not interpret that as being a violation of the ordinance, or the way that I read it. Secondly, the area that we're also including is gonna be a large service area, and now have a small kitchenette that we obviously have to get the health department approval on. As far as we know, we've not had any issues with the neighbors. And I know that one of the things that came up at the study session was the dumpster locations and the dumpster problem. I talked to my client, we would be willing to try and work with all of the eight property owners to come up with a solution with the trash. The owner, he's not happy with it, but the problem is, when you have independent owners, trying to get them together to agree to what to do, is going to be a challenge. So, I would like to pursue that, but I would like some assistance from the city to back us and come up with a resolution to have the other owners agree to a trash enclosure. One of the issues that's been happening is that many others come there and dump their trash in the middle of the night in the dumpster and I don't know how we can control that other than locking everything up and then that becomes a challenge. How do the trash picker uppers come and pick it up? Do they have to have a key? I don't know. But those are things that I think we can work out.

Mr. Wilshaw: Thank you, Mr. Tiseo. Let's see if we have any questions for you. Any questions for our petitioner? And His representative?

Mr. Caramagno: I do have a couple questions. Tell us about your hours, days of the week, your hours operation. What does that look like for the pool hall?

Issa Eadeh, 28410 Joy Road, Livonia, MI. Monday through Wednesday, we're open at two and we close at midnight. And then Thursday, Friday, Saturday, from 2pm to 2am. And then Sunday from 2pm to midnight.

Mr. Caramagno: Have you had any trouble?

Mr. Eadeh: No.

Mr. Caramagno: Any drinking in there now? You don't sell it?

Mr. Eadeh: No we don't. We don't sell alcohol right now. No outside drinks are allowed. I mean, it's a very friendly family atmosphere.

UNAPPROVED MINUTES

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Mr. Caramagno: How is the pool hall business in general? I don't know that I've ever been in there, but how is the pool hall business these days?

Mr. Eadeh: Summertime is always slow, because people want to be outdoors. Like any business, if you maintain it, and you do your due diligence and you keep updating things, your business will be good. But we've noticed a little decline because four other places have opened that don't serve alcohol in the metro Detroit area.

Mr. Caramagno: So, the other four places, they do not serve alcohol?

Mr. Eadeh: They don't. For the longest time we've been the only place that that never served alcohol. The only pool hall that didn't serve alcohol. And there are a few others that did, but we were the only ones that never did until the last year, and four of them just opened.

Mr. Tiseo: That is the reason he is trying to be competitive with the other businesses that do serve alcohol..

Mr. Caramagno: So I was confused. The other four that have recently opened up do serve...

Mr. Eadeh: Do not No, they do not. So they've kind of taken a lot of our customers.

Mr. Caramagno: We talked a little bit about staffing levels at the last meeting. You said you don't have...one person that works there. So, when you start serving, when and if you start serving alcohol, what's your staffing going to have to look like there?

Mr. Eadeh: I mean, whatever is sufficient like...I don't know, to be honest, because I don't know how busy we're going to get but I can adapt quickly and adjust accordingly.

Mr. Caramagno: Who works there? You?

Mr. Eadeh: I do and I have four other people working.

Mr. Caramagno: So, you've got staff that you could put a couple people on a day if you need to.

Mr. Eadeh: Yeah, of course. But in terms of how many per shift? I don't know. And, but I'll be able to anticipate fairly quickly if we get

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approved, obviously and we start selling alcohol how many people we will need on staff.

Mr. Caramagno: Do you have the license bought already?

Mr. Eadeh: I'm sorry?

Mr. Caramagno: Do you have liquor license bought already?

Mr. Eadeh: No.

Mr. Caramagno: So you're looking for this approval, then you will go out and get a license?

Mr. Eadeh: Yes.

Mr. Tiseo: So, I believe it's easily achievable. There's quite a few in Wayne County that are available.

Mr. Caramagno: Okay. All right. Thank you. That's enough for me.

Mr. Wilshaw: Okay, thank you, Mr. Caramagno. Any other questions for our petitioner?

Mr. Ventura: Chairman. Just a point on the hours. So, the hours are not going to change from what they currently are and the hours that you said you're going to be open are the hours you are currently open?

Mr. Eadeh: Yes.

Mr. Ventura: Okay. So you're not adding any hours now?

Mr. Eadeh: No.

Mr. Ventura: And you're adding a food operation?

Mr. Eadeh: That's the plan. Yes.

Mr. Ventura: Is that going to be a full kitchen with you know, food prep and all that kind of stuff? Or how big an operation is that going to be? And are you planning on serving beer and wine to non-customers of the pool hall? In other words, are you looking to expand this to the point where people are coming there only for the food and liquor?

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- Mr. Eadeh: I don't think so. The plan is just to serve our current customers that want to play pool. I don't anticipate people coming in just to drink or eat. I mean, that's not going to happen. I don't know anybody that goes to a pool hall just to just to drink or eat. It's really not common.
- Mr. Tiseo: The kitchen area, if I could address that, is roughly about 10 feet by 14. So, it isn't a large area. It's enough to provide some food, standard food, nothing gourmet or nothing with a large kitchen.
- Mr. Ventura: Hamburgers.
- Mr. Tiseo: And French fries.
- Mr. Eadeh: Just a couple of deep fryers, a grill and that's probably it.
- Mr. Ventura: Alright, thank you. Thank you, Mr. Chairman.
- Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions? No other questions from any of the commissioners? Is there anyone in our audience wishing to speak for or against this item? We do have someone coming forward.
- Mr. Wilshaw: Good evening, sir. Just ask that you start with your name and address for our records.
- Ryan Finnerty, 9192 Gilman Street, Livonia, MI. I am a 20 year resident of Gilman Street. My concern only would be that it's this is a very, very quiet neighborhood. Joy Road is a place where a lot of drag racing takes place. I would be curious if that would add to that at two in the morning. I would be curious about the response time from the police department if there were any issues with people drinking and, you know, if things were to be an issue there. Is there any recourse to have the license revoked if this was causing issues in the neighborhood? Those would be my concerns.
- Mr. Wilshaw: Those are noted. I don't know, Mr. Taormina, as far as enforcement action, that's taken through the police department and the state. Is that correct?
- Mr. Taormina: Yes. The Michigan Liquor Control Commission issues violations, either in suspension, fines, or both, or removing the license altogether. I don't believe the MLCC can issue violations that don't directly involve a liquor license. In addition, I don't know

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how the City could condition a waiver use on violations unrelated to the liquor license.

Mr. Wilshaw: Right. I think from an enforcement perspective, the most common thing that we see is underage serving underage. Those types of things is where they tend to revoke licenses. If they get violations for that repeatedly, those types of things.

Mr. Taormina: That is correct. Those investigations are conducted by both the Police Department and the Michigan Liquor Control Commission and oftentimes result in suspensions and fines to the business owners or stockholders of the license.

Mr. Wilshaw: Right. Okay, so Mr. Finnerty just to give you a sense of what we're talking about is, I think it's more...it's not common that you see licenses revoked due to the results of a drunk patron and their activities that they do outside of the establishment but you know, there are some opportunities where that does happen. enforcement action, you know, based on things that the licensee may do. So, I don't know if that fully answers your question or satisfies you, but we do understand your concerns. Is there anything else you want to say?

Mr. Finnerty: That's it. Thank you very much.

Mr. Wilshaw: Thank you for coming forward tonight. Anyone else wishing to address the commission? Please come forward.

Mr. Wilshaw: Good evening, sir.

John Hansen, 8872 Thorpe, Livonia, MI. I'm probably public enemy number one because I gotta look at these people every day. 24/7. I walk out my door, they're there. I mean, alcohol, you know, you start putting in alcohol and pool and I don't know how that makes because I used to gamble but I wasn't a pool player. But yeah, I drank and I had a problem with drinking. I don't drink anymore. But I know how alcohol does. It changes people's minds. Starts fights and I know what alcohol does to people because I did it. I've done it. You're talking to an alcoholic. Ex alcoholic, always will be an alcoholic. But I go to AA so...I never played pool though. Probably never will. I have nothing against these people. You know, they're just trying to make a living. You know, I lived there. 15 years. I even recently, if you noticed I planted all those trees out there. I did that. That was my money. On thousand bucks. I put that...give me some money back guys. That was my money. Dug holes and planted that stuff. I water

them all the time. I just tried to keep it all. Eventually, though. You guys didn't say thanks but that's cool. Eventually, they'll grow and I won't have to see it so much, you know. that'd be nice, you know. But yeah, like the last guy talked about, yeah, you know, because, you know, I'm pretty laid back guy but you know, when, you know, two o'clock in the morning you start hearing stuff. I know what happens, you know, you know, people, you know, and, you know, I know what goes down and what goes on, when people start gambling. You know, I know there's just a pool hall, but there's more of the pool going on. You know, I know that you can say whatever they want to say. But um, and you know, I gotta live with it. You don't. None of us have to see it. I've gotta see it every day you know, and the church, you know, they don't have to see it too much because when they come, they're coming there on Sunday. Pool hall is not open. They leave, the pool hall is not open and nobody drinking. So, the church they don't have no problem. I understand why they...and why they wrote a letter even. So the church has no problem. They're not there. I'm there.

Mr. Wilshaw: I think we understand your thoughts.

Mr. Hansen: I haven't seen, I don't know, you guys know, I don't know how many guys are like...I am not even going to get into that. You know, I can talk to all night, if I want you know about alcohol.

Mr. Wilshaw: Well, we do appreciate your comments.

Mr. Hansen: You know, it's a good neighborhood. You know, I just don't think people have to, you know, they probably want to make...everyone wants to make a buck and there's a liquor store. They're right next, you know, and now and I don't even know how there's a...putting a daycare next to a liquor store. So that's a whole different story. I don't want to go into that, how that's gonna work? Or if it did work, but yeah. It's just, you know, you can play pool without drinking and I think you know, you can do it. But that's why I think, you know, you're probably a better pool player with when you're not drinking. Or you're I know, I was a better gambler when I wasn't drinking. So yeah. This this, you know, just think of it as, as my upline living in my house. We go and look at this stuff every day. Yeah, we appreciate that. Thank you. That's the way I see it, you know.

Mr. Wilshaw: Thank you, Mr. Hansen. We appreciate it.

Mr. Hansen: I pay my taxes on time.

Mr. Wilshaw: Awesome. We appreciate that. Thank you. There's one other gentleman coming forward to speak. Good evening, sir.

Mike Connolly, 8930 Thorpe, Livonia, MI. We have a lot of problems with the traffic now coming down Thorpe Street and it's a small road and it's hard to turn around there. So, our mailboxes get run down, the fences run down. If there's drinking involved, it's gonna get a lot worse. And kitty corner from the liquor store, there's a school across the street, which is Westland, so it's not on our books. But that's still close enough. I think that'd be a detriment to the neighborhood. I'm against it.

Mr. Wilshaw: Very good. Thank you, Mr. Connolly. Anyone else wishing to speak? I don't see anyone else coming forward. I will go back to the petitioner and give you a chance to address anything if you'd like.

Mr. Eadeh: Absolutely. You know, I travel. I travel a lot to play pool professionally, in the States, and it's a lot different than a bar. Every pool hall that I've been to serves alcohol. It never had problems. There's not loud music, there's no dancing. There's men and women, but they're not trying to hook up with each other, like at a bar or nightclub. So it's completely different. And it's a supplement to our current business, it's not going to be our main point.

Mr. Wilshaw: That's a fair comment.

Mr. Tiseo: If I could add to that, I'd like to reiterate that the bar is going to be 10 feet long. It isn't as if you're going to a local bar, that might have a 30 or a 40-foot-long bar with 30, 40, 50 people and the dance floor. That's not what this is. This is to supplement the business and keep the people there and give them an alternative. And that's also the reason that we are adding the restaurant there. So that they will, they will have something to eat if they choose to have something with a beer. Thank you.

Mr. Wilshaw: Thank you, Mr. Tiseo.

Mr. Eadeh: Yeah, I mean, I don't see it much different...yeah there is pool, but I don't see it much different than a restaurant that serves alcohol. People are there to eat, play pool and leave. They're not there to socialize and mingle.

- Mr. Wilshaw: The question that I would have for you in regard to those comments was will alcohol service be limited to the bar itself? Or will someone be able to obtain the food and drink and then go play pool while they're consuming those items? Anywhere in your facility?
- Mr. Eadeh: Yeah, they can. They can order food while at the pool table and a cocktail.
- Mr. Wilshaw: Sure. Okay. So, they can play pool while eating their burger, fries or whatever. Okay. All right. Thank you.
- Mr. Tiseo: I doubt you want to do that during a tournament though.
- Mr. Wilshaw: Right.
- Mr. Tiseo: And they do have a decent amount of tournaments at the pool hall as well.
- Mr. Wilshaw: Okay. That's good to know. Thank you. Any other questions or comments from any of the commissioners, for petitioner? If not, I will close the public hearing and the motion would be an order.

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

- #07-34-2024** **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on July 18, 2024, on Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36, the Planning Commission does hereby recommend to the City Council that Petition 2024-06-02-12 be approved subject to the following conditions:
1. A waiver of the 400-foot separation requirement between this location and the church at 28350 Joy Road, pursuant to Section 6.22(2)B) of the Livonia Zoning Ordinance.
 2. That the Floor Plan identified as Sheet No. P3, dated June 12, 2024, prepared by Tiseo Architects, Inc., is hereby approved and shall be adhered to. The maximum customer

seating in the bar service area shall not exceed twenty-six (26).

3. The Class C liquor license at this location shall be limited to this petitioner only, with the provision that the waiver may be extended to a new user or change of use only upon approval of the City Council, and
4. The dumpsters shall be consolidated and screened to the satisfaction of the Inspection Department.

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

Mr. Wilshaw: Is there any discussion?

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

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 12 JUN 2024 Petition 2024-06-02-12
Site Address: 28410 Joy Rd, Livonia, MI 48150 Sidwell _____ Zoning of Property C-2
Requesting Approval To Class C Liquor License - For Adding Bar w/ 5 Seats
Applicant: Benedetto Tiseo Business/Company: Tiseo Architects, Inc.
Applicant's Address: 19815 Farmington Road City: Livonia State: MI Zip Code: 48152
Applicant's Phone # (248) 888-1300 Applicant's Email Ben@Tiseo.com
Contact Person: Benedetto Tiseo Business/Company: Tiseo Architects, Inc.
Contact's Address: 19815 Farmington Road City: Livonia State: MI Zip Code: 48152
Contact's Phone # (248) 888-1300 Contact's Email Ben@Tiseo.com

Please provide the following information:

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

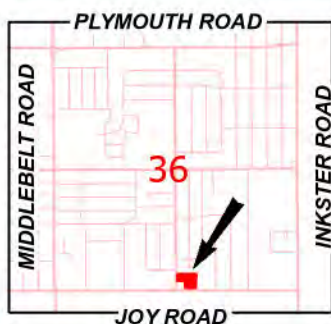
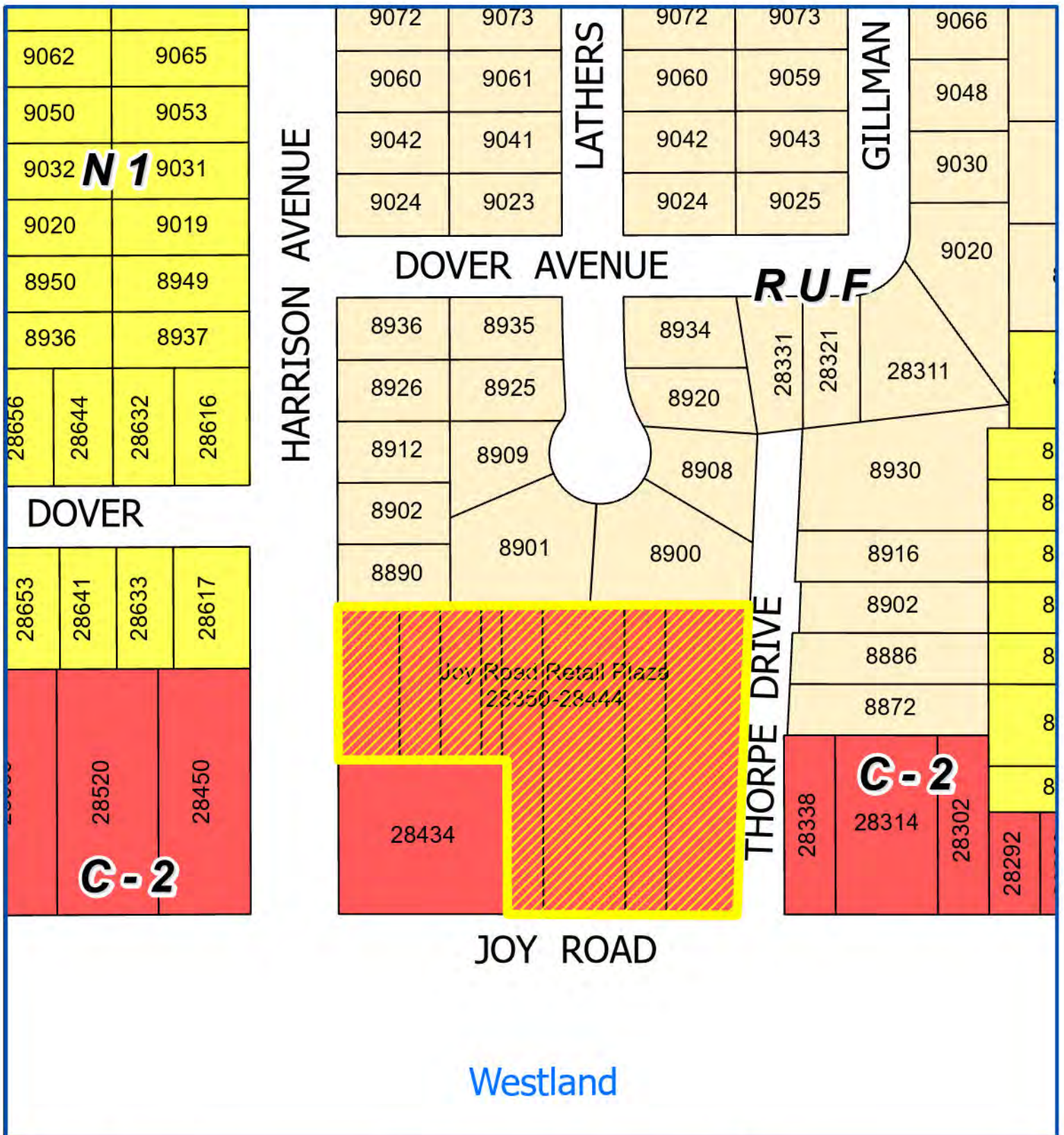


You are invited and encouraged to review your proposal with the Planning Department staff. Only one set of preliminary drawings will be necessary for this analysis.

FEE COMPUTATION	\$700.00 (\$400 publication fee plus \$300 base review fee) plus
_____ sq. ft. of new construction x \$20.00 per 1,000 sq. ft. plus \$30 per lot or unit for residential construction.	(NOTE: Round off to nearest 1,000) + _____
	Total Amount Due \$ _____

Owner of Property: Issa Eadeh
Owner's Address: 28410 Joy Rd City: Livonia State: MI Zip Code: 48150
Owner's Phone # (734) 727-3036 Owner's Email issaeadeh@gmail.com
Signature of Owner: _____ Print Name: Issa Eadeh

Subscribed and sworn to before me, a Notary Public in and for the County of WAYNE State of MICHIGAN
on this 13 day of JUNE 2024
Signature of Notary [Signature] My commission expires JUNE 15, 2025
Acting in the County of WAYNE



Address & Zoning Map

Petition 2024-06-02-12

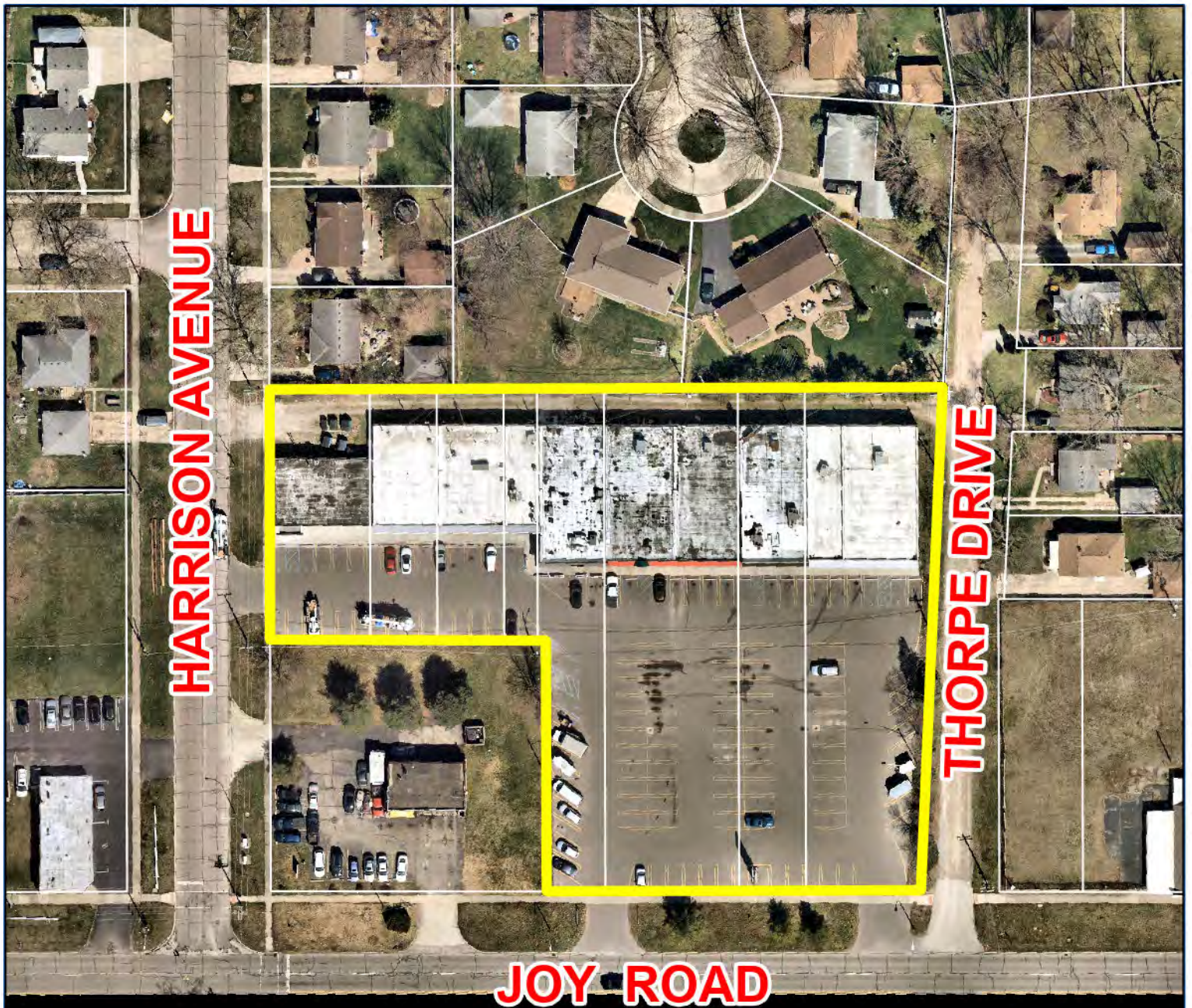
The Rack
28410 Joy Road



Not to Scale

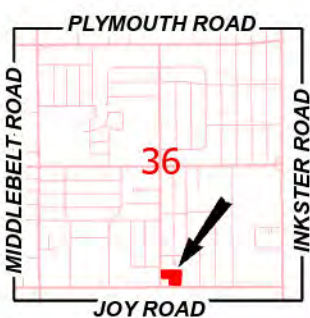


City of Livonia
Planning Department



JOY ROAD

Westland



Aerial Map

Petition 2024-06-02-12
The Rack
28410 Joy Road



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 3

Petition 2024-06-02-12 submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

July 9, 2024, Study Meeting:

The Rack, an existing billiard hall located at the corner of Joy Road and Harrison Avenue, is seeking zoning approval for a Class C liquor license. The Rack is part of a group commercial center, consisting of eight (8) individually owned buildings with zero side yard setbacks. The eight (8) buildings comprise approximately 26,480 square feet of floor area. All the storefronts face south towards Joy Road, with parking in the front yard.

Containing roughly 6,400 square feet of floor area, The Rack—located near the center of the complex—is the largest of the eight (8) buildings. The interior floor layout is divided into a West Pool Hall with six (6) billiard tables and an East Pool Hall with ten (10) tables. It also has a small arcade area, restrooms, a lobby area, a service area, and an office. With the addition of a Class C liquor license, the East Pool Hall would be reconfigured to include a small bar service area with four (4) tables and seating for twenty-one (21) patrons, including five (5) barstools. One (1) billiard table would be removed to accommodate the renovation. A kitchen area would also be installed next to the bar area. The remaining interior areas would remain the same.

The subject property is zoned C-2, General Business. Class C liquor licenses are regulated under Section 6.22, which prohibits on-premises-licensed establishments from operating within 1,000 feet of each other as measured between buildings. No other Class C licensed establishments are within 1,000 feet of The Rack.

Another requirement prohibits Class C-licensed establishments from operating within 400 feet of any church or school building. Christ Embassy Church operates in a building approximately forty feet (40') east of The Rack. As such, the 400-foot separation provision must be waived by the City Council by a two-thirds (2/3) majority vote for the liquor license to be approved.

Records show that the subject building has been a billiards hall since at least the late 1950s when it operated as Eddie's Rack and Cue. Over the years, the business has changed names multiple times. In 1990, the operator, Ball & Cue, sought approval for a Tavern License (on-premises beer and wine only). The

Planning Commission denied the request, which was later upheld by the Council on appeal.

July 16, 2024, Public Hearing:

A concern expressed at the Study Meeting was the number and condition of the refuse containers. Five (5) separate dumpsters are behind the barber shop off Harrison Avenue. The desire is to consolidate these into fewer containers with proper screening.

Approving Resolution: The request to operate a Class C liquor license in connection with an existing billiard hall (The Rack) at 28410 Joy Road is hereby approved, subject to City Council approval and the following conditions.

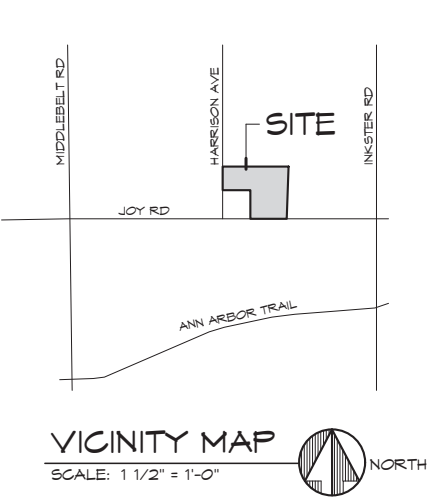
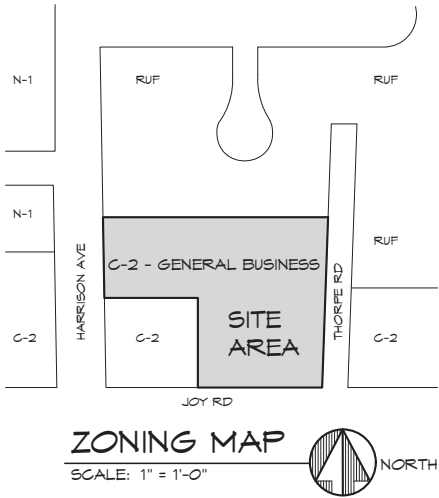
1. A waiver of the 400-foot separation requirement between this location and the church at 28350 Joy Road, pursuant to Section 6.22(2)B) of the Livonia Zoning Ordinance.
2. The Class C liquor license at this location shall be limited to this petitioner only, with the provision that the waiver may be extended to a new user only upon approval of the City Council, and
3. The dumpsters shall be consolidated and screened to the satisfaction of the Inspection Department.

Denying Resolution: This request to operate a Class C liquor license in connection with an existing billiard hall (The Rack) at 28410 Joy Road is hereby denied for the following reasons:

1. The petitioner has failed to affirmatively show that a Class C liquor license would comply with all the general waiver use standards and requirements outlined in Section 6.22 of the Livonia Zoning Ordinance.
2. This location fails to comply with the standards of Section 6.22, which requires a separation of at least 400 feet from a church.
3. A billiard hall has operated at this location for over 60 years without serving alcohol.
4. The Petitioner has failed to demonstrate a need for a Class C license, and
5. The proposal is contrary to the goals and objectives of the Zoning Ordinance, which, among other things, are intended to ensure suitability and appropriateness of uses.



FRONT ELEVATION



HOURS OF OPERATION

THE RACK

MON 2:00pm - 12:00am
TUE 2:00pm - 12:00am
WED 2:00pm - 12:00am
THU 2:00pm - 2:00am
FRI 2:00pm - 2:00am
SAT 2:00pm - 2:00am
SUN 2:00pm - 12:00am

CHRIST EMBASSY

WED 7:00pm - 9:00pm
SUN 11:00am - 1:00pm

DRAWING INDEX

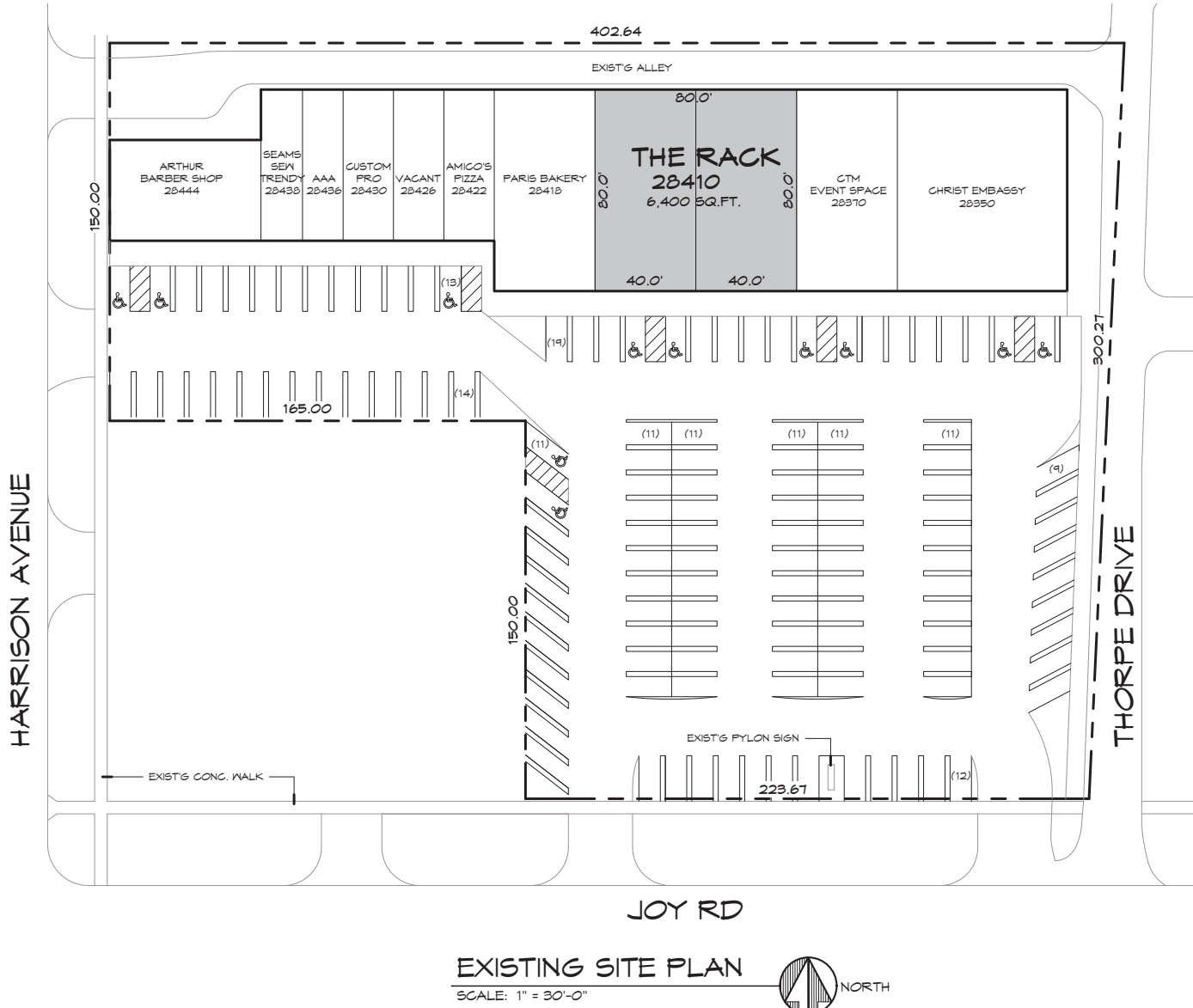
ARCHITECTURAL

- P1 COVER SHEET, SITE/BUILDING DATA
P2 EXISTING FLOOR PLAN
P3 PROPOSED FLOOR PLAN

LEGAL DESCRIPTION

36.65D 66 67A LIVONIA ESTATES NO 2 T15 R4E L T5 P 46 WCR
N 5 FT OF LOT 65 ALSO LOT 66 ALSO E 20 FT OF LOT 67

Site/Building Data	
Site/Property Area:	118,697± Sq.Ft. (2.72± Ac)
Total Building Area:	26,480 Sq.Ft.
Total THE RACK Area:	6,400 Sq.Ft.
Article 3: Zoning Districts and Maps	
Section 3.11: C-2 General Business	
Waiver Uses - Class C Liquor License: Yes	
Article 4: Schedule of Regulations	
Section 4.02: Table	
Minimum Lot Area:	NA Existing No Change
Minimum Size Commercial Building:	NA Existing No Change
Building Setback	
Min Front (15 Feet):	NA Existing No Change
Min Rear (8 Feet):	NA Existing No Change
Min Side (8 Feet):	NA Existing No Change
Building Height	
Max (2 Stories):	NA Existing No Change
Max (35 Feet):	NA Existing No Change
Article 6: Standards Applicable to Specific Uses	
Section 6.22: Class C Liquor License (Tavern & Club)	
Districts Permitted (1): Yes	
Location (2A):	
Not within 1,000 feet of other such licensed Establishment CONFIRMED	
Location (2B):	
Minimum within 400 feet from church or school TBD	
Article 9: Parking, Loading, and Access Management	
Section 9.04: Off-Street Parking Requirements	
Parking Pattern:	NA Existing No Change
Parking Space Width (Min 9 Ft):	NA Existing No Change
Parking Space Length (Min 20 Ft):	NA Existing No Change
Maneuvering Lane (Min 20 Ft):	NA Existing No Change
Section 9.05: Minimum Number of Parking Spaces Required	
Total Building Area:	26,480 Sq.Ft.
Retail Sales Area (1 per 150 Sq. Ft.):	NA Existing No Change
Total THE RACK Area (Class C):	6,400 Sq.Ft.
Parking Spaces (1 per 300Sq.Ft.):	NA Existing No Change
Section 9.08: Off-Street Loading Space	
2 per 10,001-50,000 Gross Sq Ft: 26,480 Sq.Ft.	
10'x50' Loading Area:	NA Existing No Change



Tiseo Architects, Inc.
19815 Farmington Road
Livonia, Michigan
48152-1444
248.888.1300
fax 248.888.1313
www.tiseo.com

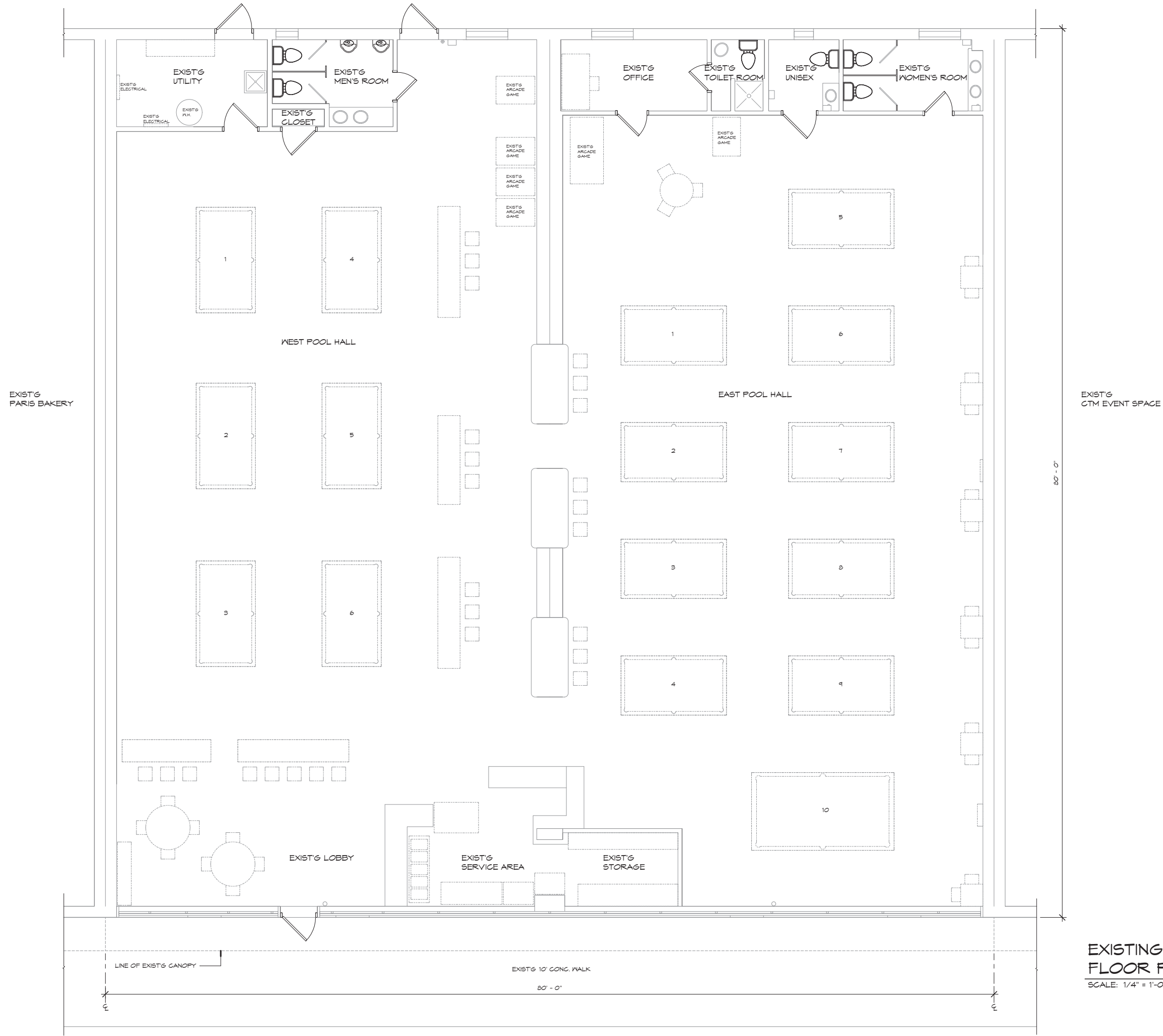
The Rack
Renovation
28410 Joy Rd
Livonia, MI

Drawn by: Anthony J Baker IV
Checked by: Benedetto Tiseo

Seal / Signature
Benedetto Tiseo
Architect
No. 130027008
Licensed Architect

Date 12 JUN 2024
Issued for: PLANNING COMMISSION
Date: 12 JUN 2024

NOT FOR CONSTRUCTION
COVER SHEET, SITE/BUILDING DATA
Project No. 24013
Sheet No. P1
Date Printed:



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**The Rack
Renovation**
28410 Joy Rd
Livonia, MI

Drawn by: Anthony J Baker IV
Checked by: Benedetto Tiseo

Seal / Signature

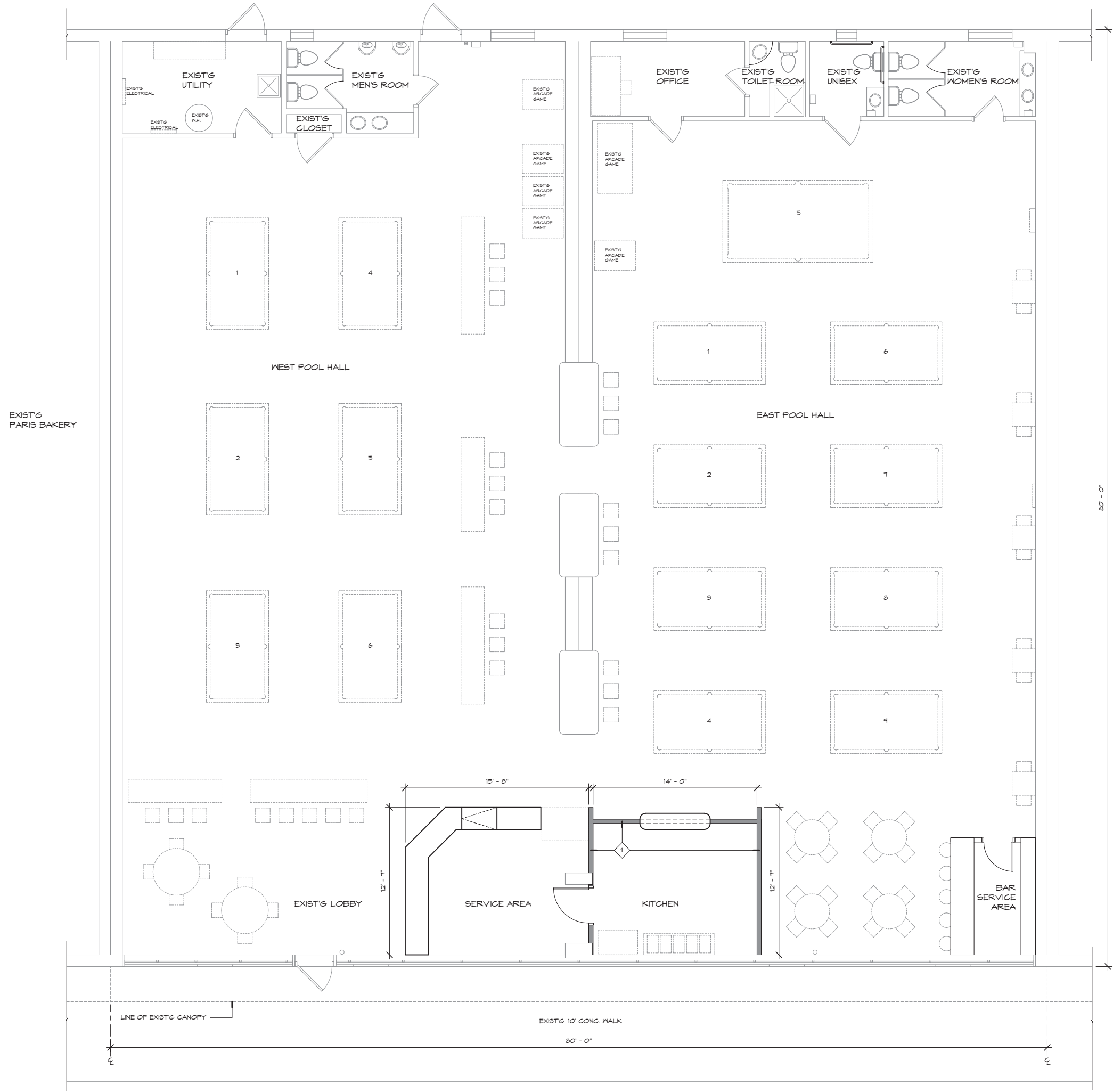
Date 12 JUN 2024
Issued for: PLANNING COMMISSION
Date: 12 JUN 2024

**NOT FOR
CONSTRUCTION**

**EXISTING
FLOOR PLAN**
SCALE: 1/4" = 1'-0"

**EXISTING FLOOR
PLAN**
Project No. 24013
Date Printed:
Sheet No. P2

6/13/2024 1:45:09 PM T:\PROJECTS\24013 The Rack - Renovation\01 1st Livonia Preliminary Dwg01 - 01.dwg



WALL/DOOR LEGEND:

EXIST'G WALL
NEW WALL
EXIST'G DOOR TO REMAIN
NEW DOOR

1 5/8" GYPSUM BD. ON 3 5/8" METAL STUDS @ 16" O.C.
(ALL TO 4" ABOVE LAY-IN CEILING)
(ANCHOR TO FRAMING ABOVE AS REQ'D)

PROPOSED FLOOR PLAN
SCALE: 1/4" = 1'-0"

 NORTH

© 2024 TISEO ARCHITECTS, INC.
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fax 248.888.1313
www.tiseo.com

The Rack Renovation
28410 Joy Rd
Livonia, MI

Drawn by: Anthony J Baker IV
Checked by: Benedetto Tiseo

Seal / Signature


Benedetto Tiseo

Date 12 JUN 2024

Issued for: PLANNING COMMISSION Date: 12 JUN 2024

NOT FOR CONSTRUCTION

PROPOSED FLOOR PLAN
Project No. 24013 Sheet No. P3
Date Printed:

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 25, 2024

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2024-06-02-12 – #28410 Joy Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of **#28410 Joy 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 and sanitary sewer, as well as private 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 Joy Road right-of-way, The owner may be required to obtains permits from the Wayne County Department of Public Service.

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

Sincerely,

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

cc: 2024 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: 7/3/2024
TO: Scott O. Miller, Planner IV
FROM: Livonia Fire Prevention Division
SUBJECT: **Petition 2024-06-02-12 28410 Joy Rd.**

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

We have no objections to this proposal with the following stipulations:

With the appearance of an increase in size of the "Service Area" by the main entrance and the placement of seating, is the egress path narrowed at the main entrance? This will be analyzed and determined upon official plan review.

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 27th 2024

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

Re: Petition 2024-06-02-12 – 28410 Joy Road

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 9, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2024-06-02-12 – 28410 Joy Road

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

1. The petitioner is located less than 400' from a church. This requirement would need to be waived by Council.

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 26, 2024

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

Petitions 2024-06-02-12 - 28410 Joy 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

From: Nash, Susan M. <snash@livonia.gov>
Sent: Wednesday, July 3, 2024 12:44 PM
To: Reece, Stephanie <SReece@livonia.gov>
Cc: Alexander, Julie <jalexander@livonia.gov>
Subject: RE: Petitions 2024-06-02-12 - 28410 Joy Road

Winter taxes have been paid
Owes summer taxes but they just went out and are not due till September 16

Water is showing a balance of Zero
But there was bad debt, I called Jennifer W She couldn't see it anywhere
And I didn't see it put on any recent tax statement

Susan Nash
City Treasurer
City of Livonia | Treasurer's Office
(734) 466-2244
snash@livonia.gov

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE



MAUREEN MILLER BROSNAN
MAYOR

July 8, 2024

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

Scott Miller, Planner IV
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2024-06-02-12 – 28410 Joy Road

Dear Mr. Miller,

We have reviewed the plans submitted by Tiseo Architects, Inc., on behalf of The Rack, requesting waiver use approval under Section 6.22 of the Livonia Zoning Ordinance, as amended, to utilize a Class C liquor license (sale of beer, wine and spirits for consumption on the premises) in connection with the operation of the existing billiard hall at 28410 Joy Road, located on the north side of Joy Road between Floral and Harrison Avenues in the Southeast ¼ of Section 36.

The review of the plans has determined that the request does not comply with the prior separation requirement guidelines. The proposed establishment is inside the separation requirement distance of at least four hundred (400) feet from any church or school. Christ Embassy Church located at 28350 Joy Road is 50 feet from the proposed "The Rack" site. Furthermore, The Mirage Market at 28292 Joy Road, has SDD & SDM liquor licenses and is 378 feet from the proposed "The Rack" site.

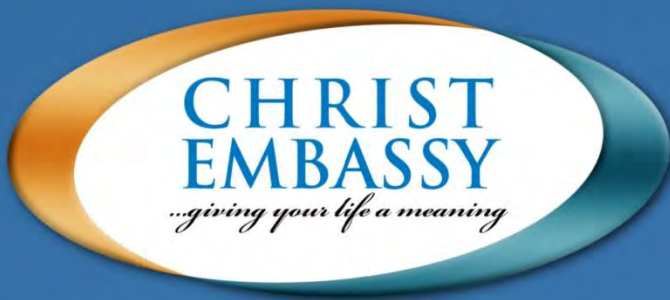
We would recommend that the Planning Commission and City Council maintain separation requirement guidelines. It is our opinion that these guidelines are good for local establishment businesses and maintains Livonia's family atmosphere.

Sincerely,

FOR THE CHIEF OF POLICE

Jeffrey Ronayne

Special Services Bureau



28350 Joy Rd Livonia, MI 48150
christembassymichigan@gmail.com
313-656-4385

July 7, 2024

The City of Livonia
33000 Civic Center Drive
Livonia, MI 48154
Phone: (734) 466-2200

Good Day,

I write on behalf of Christ Embassy Michigan, a Christian church at the above address. I am writing as requested by the Rack business place, with whom we share a building lot. We have been good neighbors through the years and have had no problems. In regard to their application for a license to sell alcohol, please note that our faith does not encourage alcohol; however, we are not opposed to your granting a license to the said business place as you deem fit. We trust that the civil atmosphere we have had through the years will continue unabated.

Thank you kindly,

Pastor Emmanuel Ekokotu

Pastor Emmanuel Ekokotu

OTHER ITEMS RELATED TO THE PETITION

Item 7

Petition 90-10-2-33 by Ball & Cue requesting waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36.

PREHEARING REVIEW 11-8-90:

BACKGROUND: As far as zoning approval is concerned a tavern license and a Class C license is one and the same since both involve the sales of beer, wine ,etc. by the glass and therefore waiver use is required. The billiard room is located within a shopping center and occupies 6400 sq. ft. of floor area immediately west of Hope's Fish and Chips. Planned improvements include the installation of a new store front on the billiard room portion and the remodeling of the interior. The petitioner has submitted a building front elevation plan and a floor plan showing the arrangement of pool tables, the location of the new bar and relocated snack bar counters and the table and counter seating. The floor plan provides seating for 73 customers. The plan also shows an existing game room with 10 mechanical amusement devices. There is an existing Class C licensed establishment (Razzle's) approximately 800 feet away on the south side of Joy Road in the City of Westland. The 1000' separation rule does not apply, however, when crossing community border lines. The staff's preliminary parking analysis indicates that the total parking requirement for the shopping center is 169 spaces computed on the basis of 21,168 sq.ft. of net floor area @ 1/125 ratio for group commercial centers. There currently are 150 existing parking spaces on the total site for a deficiency of 19 spaces. It should be pointed out, however, that the deficiency is not caused by the use proposed by this petition since the parking calculation is based on a group commercial concept. All of the existing parking spaces (except handicapped) are 9 feet in width and therefore are acceptable because they are legally non-conforming. The only landscaping to be provided on the site involves the proposed installation of 3 planter boxes on the sidewalk in front of the billard room portion of the building by your petitioner.

PUBLIC HEARING 11-13-90: Following the prehearing review the staff was directed to prepare a tabling resolution.

STAFF RECOMMENDATION: To table for further information and study.

STUDY MEETING 12-4-90: Following the public hearing this petition was tabled until tonight. Since that time we have received a report from the Department of Inspection which outlines a tentative agreement which has been reached between four of the six owners of property making up the shopping center and the Department of Inspection to make certain improvements to the center. We have no other other new information to

Item 7 cont

report at this time.

STAFF POSITION: The staff is inclined to recommend approval of this petition because it will result in some improvement to the shopping center albeit that it may include only the petitioner's portion of the building. This is a unique situation because the Center is owned by six separate parties and, in our opinion, your petitioner should not be held accountable for actions which he has no control of. Furthermore, the petition is in compliance with the waiver use requirements of the Zoning Ordinance.

REGULAR MEETING 12-11-90: Following the study meeting the staff was directed to prepare both approving and denying resolutions. On December 10 we received a petition signed by 203 persons which indicates that they are in favor of this waiver use request. In addition, we have received a letter dated December 6 which also speaks in favor of the granting of this petition.

STAFF RECOMMENDATION: To approve subject to the following conditions:

1) That the Floor Plan and Building Elevation Plan marked Sheet 2 prepared by Robert C. Doyle, architect which is hereby approved shall be adhered to.

2) That the number of customer seats shall be limited to 73 as illustrated on the approved Floor Plan.

3) That a landscape plan for the new planter boxes to be constructed shall be submitted to the Planning Commission for its approval within thirty (30) days of the date of this resolution.

for the following reasons:

1) That the proposed use complies with all special and general waiver use standards and requirements as set forth in Section 11.03 and 19.06 of the Zoning Ordinance #543.

2) That the subject site has the capacity to accommodate the proposed use.

3) That the proposed use is compatible to and in harmony with the surrounding uses in the area.

ALTERNATE RECOMMENDATION: To deny for the following reasons:

1) That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the general waiver use standards and requirements as set forth in Section 19.06 of the Zoning Ordinance #543.

Item 7 cont.

2) That the proposed use will generate an unacceptable amount of additional vehicular traffic in the area.

3) That the proposed use would be detrimental to and incompatible with the adjoining uses of the area.

PLANNING COMMISSION

JACK ENGBRETSON, Chairman
HERMAN H. KLUVER, Vice Chairman
BRENDA LEE FANDREI, Secretary

CONRAD GNIEWEK
WILLIAM LaPINE
JAMES C. McCANN
R. LEE MORROW
RAYMOND W. TENT
DONALD VYHNALEK



ROBERT D. BENNETT
MAYOR

JOHN J. NAGY
PLANNING DIRECTOR

H. G. SHANE
ASS'T. PLANNING DIRECTOR

RALPH H. BAKEWELL
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
421-2000
FAX: 421-1807

December 18, 1990

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 90-10-2-33

Dear Council Members:

At the 614th Regular Meeting held by the City Planning Commission on December 11, 1990 in the Livonia City Hall, the following resolution was adopted:

#12-507-90 RESOLVED that, pursuant to a Public Hearing having been held on November 16, 1990 on Petition 90-10-2-33 by Ball & Cue requesting waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 38, the City Planning Commission does hereby recommend to the City Council that Petition 90-10-2-33 be denied for the following reasons:

- 1) That the petitioner has failed to affirmatively show that the proposed use is in compliance with all of the general waiver use standards and requirements as set forth in Section 19.06 of the Zoning Ordinance #543.
- 2) That the proposed use will generate an unacceptable amount of additional vehicular traffic in the area.
- 3) That the proposed use would be detrimental to and incompatible with the adjoining uses of the area.
- 4) Because this waiver use does go with the land, we would want to be certain it would not be abused.

Honorable Members of the Council
December 18, 1990
Page Two

Petition 90-10-2-33

A roll call vote on the foregoing resolution resulted in the following:

AYES: Tent, McCann, Kluver, LaPine, Morrow, Fandrei, Engebretson
NAYS: Gniewek, Vyhnalesk
ABSENT: None

FURTHER RESOLVED that, notice of the above hearing was given in accordance with the provisions of Section 23.06 of Zoning Ordinance #543, as amended.

CITY PLANNING COMMISSION

Brenda Lee Fandrei
Brenda Lee Fandrei, Secretary

/du

cc: Mayor
City Clerk
City Attorney
Inspection
File
Ball & Cue, 28410 Joy Rd., Livonia, MI 48150
Jesse J. Nyikon, 6648 Winona, Allen Park, MI 48101

PLANNING COMMISSION

JACK ENGEBRETSON, Chairman
HERMAN H. KLUVER, Vice Chairman
BRENDA LEE FANDREI, Secretary

CONRAD GNIEWEK
WILLIAM LaPINE
JAMES C. McCANN
R. LEE MORROW
RAYMOND W. TENT
DONALD VYHNALEK



ROBERT D. BENNETT
MAYOR

JOHN J. NAGY
PLANNING DIRECTOR

H. G. SHANE
ASS'T. PLANNING DIRECTOR

RALPH H. BAKEWELL
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
421-2000
FAX: 421-1807

November 14, 1990

Mr. Jack Fegan
Director of Inspection
City of Livonia

Re: Petition 90-10-2-33 by Ball & Cue

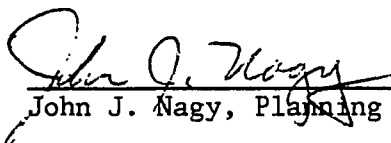
Dear Mr. Fegan:

In connection with the above referenced petition wherein the City Planning Commission was petitioned to approve the use of a tavern license within the existing Ball & Cue facility, many questions were raised by area residents and members of the Planning Commission about the upkeep of the subject property and the related shopping center area. Concerns were expressed regarding the status of the protective screen wall and its disrepair, the service drive paving, the parking lot improvements, trash handling and the freestanding sign. These were just some of the problem areas discussed. A further complication seemed to be the multiple ownership of the commercial property and who is responsible for these needed repairs. The report the Commission received from your department indicated there are outstanding violations for the repair and repaving of the service drive and the status of those violations were also questioned by the Commission.

Because of these many problem areas the Planning Commission directed me to write your department for a report regarding the overall compliance of this commercial area with respect to zoning ordinance requirements and property maintenance codes. The subject petition was, therefore, tabled to the study meeting of December 4. Accordingly, it would be greatly appreciated by the Planning Commission if we could receive your report before that date.

Thank you for your cooperation in this matter.

Very truly yours,


John J. Nagy, Planning Director

JJN:jg

#
FILE

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF POLICE

WILLIAM E. CRAYK
CHIEF OF POLICE

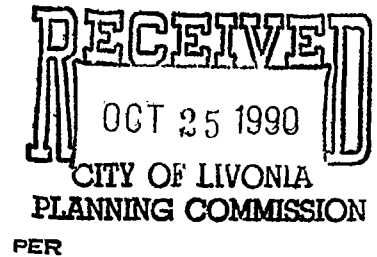


ROBERT D. BENNETT
MAYOR

15050 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5499
(313) 421-2900
FAX: 427-8044

October 22, 1990

Jack Engebretson, Chairman
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154



RE: PETITION #90-10-2-33 - BALL & CUE, 28410 JOY ROAD

Dear Sir:

There appears to be no major change in the traffic and parking pattern.

The following comments and recommendations are submitted:

- 1) The parking spaces are less than ten feet in width. A ten foot minimum is recommended to lessen the chance of damage to other cars from entering/leaving a parking space and also from car doors being opened into adjacent cars.
- 2) Parking blocks or other curbing must be provided and maintained in front of the walks, both in front of the building and along the public walk on Joy Road.
- 3) It is recommended that the alley be paved.

Yours very truly,

FOR THE CHIEF OF POLICE

Robert E. Thorne, Sr. Lieutenant
Traffic Bureau

RET/jtm

cc: Chief Crayk
D/Chief Hoff
Traf. Comm. (2)
file (2)

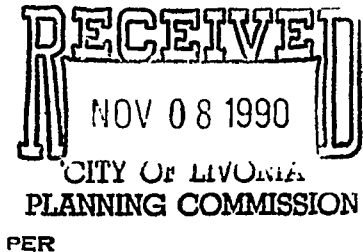
INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
SANITATION
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(313) 421-2000
FAX: 421-1807

ROBERT D. BENNETT
MAYOR
JOHN J. FEGAN
DIRECTOR



November 8, 1990

John J. Nagy, Director
Planning Department

RE: Petition 90-10-2-33 - 28140 Joy Rd. - Ball & Cue

Pursuant to your request, the Inspection Department conducted a zoning review of the above referenced petition. The following deficiencies or problems were found:

1. Deficient Parking: 169 spaces are required for the entire shopping center - 150 provided - deficient 19 spaces. The primary traffic load for this type of business is after 5:00 P.M. when the majority of the other businesses are closed so we do not anticipate a parking problem.
2. A complete sign package should be submitted for review.
3. We have outstanding violations for all of the owners of this center to repave the damaged asphalt alley at the rear of each business. To date, there has been no compliance.

We trust this will provide you with the information requested.

Sincerely,

William J. MacDonald, Supervisor
Ordinance Enforcement Division

WJM:mte

cc: John J. Fegan
Ralph Bakewell
file



DEPARTMENTAL CORRESPONDENCE



DATE November 19, 1990

SUBJECT Petition #90-10-2-33 (Ball & Cue)

TO John Nagy, Director

DEPT Planning

FROM John J. Fegan, Director

DEPT Inspection

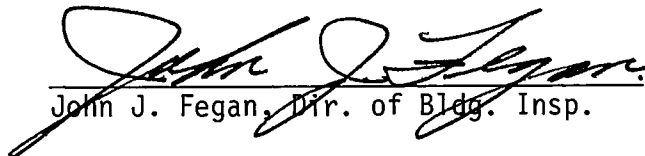
Due to the concerns of the area residents, Inspector Robert Wilkins met with four of the six owners of the above referenced shopping center. There has always been a problem getting anything done at this center because of multiple ownership, however they have tentatively agreed to the following:

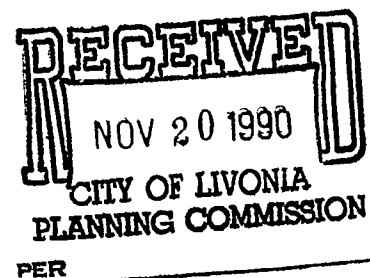
1. Replace the leaking water service in the alley.
2. Pave the alley.
3. Paint the rear walls and gutters in one neutral color.
4. Make permanent repairs to the approach off Harrison. (Temporary repairs have been made.)
5. Upgrade the landscape.

At this point they are unwilling to make any sign changes. (The sign while non-conforming to the current ordinance is legal.)

These improvements are expected to be implemented in the summer of 1991 and the Inspector will continue to work with the owners to ensure the improvements are made.

mte


John J. Fegan, Dir. of Bldg. Insp.



**Detroit
Edison**

Wayne-Monroe Division
8001 Haggerty Road South
Belleville, Michigan 48111
(313) 397-4000

November 7, 1990

City of Livonia Planning Commission
33000 Civic Center Drive
Livonia, Michigan 48154-3097

Attn: Brenda Lee Fandrei

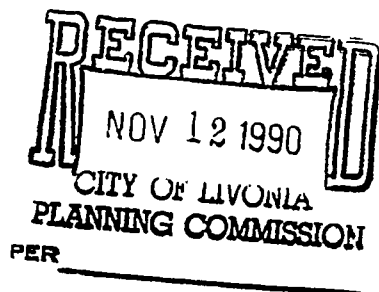
Regarding Petition Number(s): 90-9-2-31
90-9-3-9
90-9-6-7
90-10-1-24
90-10-1-26
90-10-1-27
90-10-2-33

I have reviewed the above captioned petition(s) with respect to our land needs and the location of Detroit Edison overhead or underground facilities in the general area. The Detroit Edison Co. has no objection to this petition(s). If I can be of further assistance, please call me on 397-4079.

Sincerely,

Frank J. Weimert

Frank J. Weimert
Service Planner



DEPARTMENT OF PUBLIC SAFETY

DIVISION OF FIRE

Barney S. Knorp
CHIEF OF DIVISION



ROBERT D. BENNETT
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
(313) 421-2000
FAX. 421-1807

October 22, 1990

John Nagy, Planning Director
Planning Commission
City of Livonia

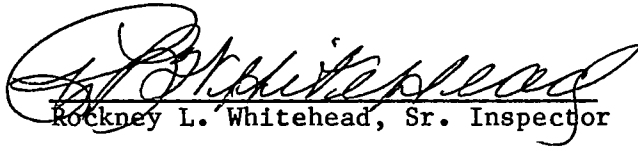
Ref: Petition 90-10-2-33
28410 Joy Road
Ball & Cue

This office has reviewed the site plan submitted in connection with a proposal for waiver use approval to Utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe.

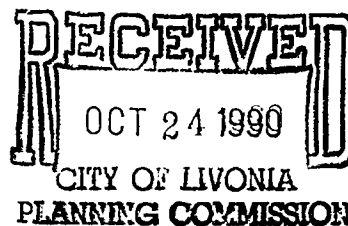
We have no objection to this proposal.

Sincerely,

DIVISION OF FIRE
ARNOLD KLINGER, FIRE MARSHAL


Rockney L. Whitehead, Sr. Inspector

RLW:jb
cc: File



PER _____

ENGINEERING DEPARTMENT

RAUL A. GALINDO, P.E.
CITY ENGINEER

GARY D. CLARK
ASST. CITY ENGINEER



ROBERT D. BENNETT
MAYOR

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(313) 421-2000
FAX: 421-1807

October 17, 1990

Mr. John J. Nagy
Planning Director
City of Livonia

Re: Petition 90-10-2-33

Dear Mr. Nagy:

Pursuant to your request, the Engineering Department has reviewed the above referenced petition. It is recommended that the following legal description be utilized in connection therewith:

The west 5.0 feet of Lot 65, all of Lot 66 and the east 20.0 feet of Lot 67 of Livonia Estates Subdivision No. 2 as recorded in Liber 75, Page 46, Wayne County Records, said subdivision being a part of the S.E. 1/4 of Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan.

This office would have no objections to the waiver use proposal.

We trust this will provide you with the information requested.

Very truly yours,



Gary D. Clark, Assistant City Engineer

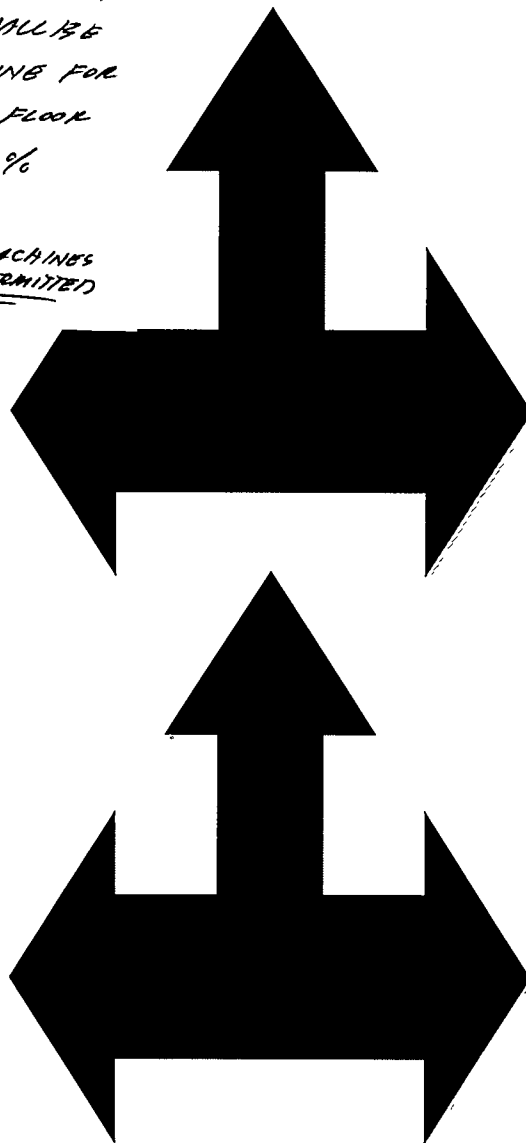
GDC:jo

cc: City Clerk
Department of Law
File

MECHANICAL AMUSEMENT DEVICES;

SHALL OCCUPY NO MORE THAN
10% OF FLOOR AREA; PROVIDED,
HOWEVER, THAT THERE SHALL BE
NO MORE THAN 1 MACHINE FOR
EACH 60 SQ. FT. OF SUCH FLOOR
AREA INCLUDED IN THE 10%
AREA CALCULATION. =

$$6400 \times .10 = \frac{640}{60} = 10 \frac{2}{3} \text{ MACHINES PERMITTED}$$



WAIVER USE PETITION CHECK SHEET

Petition No. 90-10-2-33 Petitioner Ball & Cue
 Proposed use: Utilize a tavern license in connection with an existing billiard room.

Reports	Notification sent	Report Returned	Comments
Engineering		10/17/90	OK
Inspection			
Legal Dept.			
Fire Dept.		10/22/90	OK
Police Dept.		10/22/90	SEE LETTER
Bd. of Ed.			
Parks & Rec.			
W. Co. R. C.			

** Date and
 Numbers of Plans Received:

Plans & Maps	Received	Reviewed	Comments
Site Plan			
Landscape Plan			
Arch. Elevation			
Floor Plan			

Design Standards	Comments
Are there any Ord. violations?	Violation of 1,000' separation requirement; parking spaces are deficient in width and number; landscaping is deficient.
Is right-of-way needed?	no
Has deed been requested?	-
Has deed been prepared?	-
Special conditions	

Current Lot Splits:

Staff report: This is a request for waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Jay Road between Harrison and Thayer in the S.E. 1/4 of Section 36. The billiard room is located within a shopping center and occupies 6,400 sq. ft. of floor area immediately west of Kopy's Tack and Taps. Planned improvements include the installing of a new store front on the billiard room and the remodeling of the interior. The petitioner has submitted a building front elevation plan and a floor plan showing the arrangement of pool tables and the location of the new bar and relocated snack bar counters and the table and counter seating. The floor plan provides seating for 73 customers. The plan also shows a game room with 10 machines. There is a violation of the 1,000 foot separation requirement in that there is an existing Class C licensed establishment (Ranglo's) approximately 800 feet away on the north side of Jay Road in the City of Westland. The staff's preliminary parking analysis indicates that the total parking requirement for the shopping center is 169 spaces computed on the basis of 21,168 sq. ft. of net floor area (26,460 sq. ft. of gross area x 80%) @ the 1/125 ratio for group commercial centers. There currently are 150 existing parking spaces on the total site for a deficiency of 19 spaces. All the existing parking spaces except 9 are 9 feet in width. The only landscaping to be provided on the site involves the proposed installation of 3 planter boxes in the sidewalk in front of the building.

CITY PLANNING COMMISSION

CITY OF LIVONIA
WAIVER USE

DATE FILED 10-11-90

PETITION NO. 90-10-2-33

All petitions must be made and presented in triplicate to the City Clerk, 33000 Civic Center Dr. Livonia, MI 48154. Applications must indicate owner's name and address and applicant's legal relationship to owner and bear the signature of the applicant and the owner of the property involved. Each application should be accompanied by a filing fee of \$50.00.

APPLICANT BALL + CUE ADDRESS 28410 JOY RD. PHONE 422-7665
JESSE J. NYIKON 6648 WINONA ALLEN PARK, MI. 48101 386-2278
(Owner of premises) (Address) (Phone)
SAME
(Lessee) (Address) (Phone)

respectfully petition herewith for approval to UTILIZE A TAVERN LICENSE
IN CONNECTION WITH AN EXISTING BILLIARD ROOM.

The property in question is located on the N side of JOY
(N,E,W,S)
between HARRISON & THORPE, & is known as 28410 JOY RD.
(Lot/Parcel)

Section of Zoning Ordinance #543 claimed as basis for this petition 11.03

Existing zoning classification C-2.

In addition to the above, the petitioner shall submit with this application twenty (20) copies of a fully dimensional map, folded in an approximate 9" x 14" size, showing:

- (1) The land upon which the proposed use is to be located including the location of the use on such land and dimensions indicating the front, side and rear setback lines to be maintained.
- (2) The location and arrangement of parking areas and spaces.
- (3) A legal description of the property to be considered. (Clearly printed.)
- (4) The zoning classification of the property together with the zoning classification of all property located within five hundred (500) feet of such property as measured from all of its property lines.
- (5) All public and private rights-of-way and easements bounding and intersecting the land to be under consideration. (6) Lot line dimensions and area of the property.
- (7) Architectural elevations showing materials used in new or remodeling construction and any roof mounted units planned to be located on the building.
- (8) All landscape treatment of the site, including the labeling of all materials as to type and size, when installed.
- (9) Any other circumstances, factors and reasons which the applicant offers in support of the proposed use.
- (10) If the use for which this waiver is requested is a restaurant, a floor plan showing seating arrangement is required.

Signature of Applicant Jesse J. Nyikon

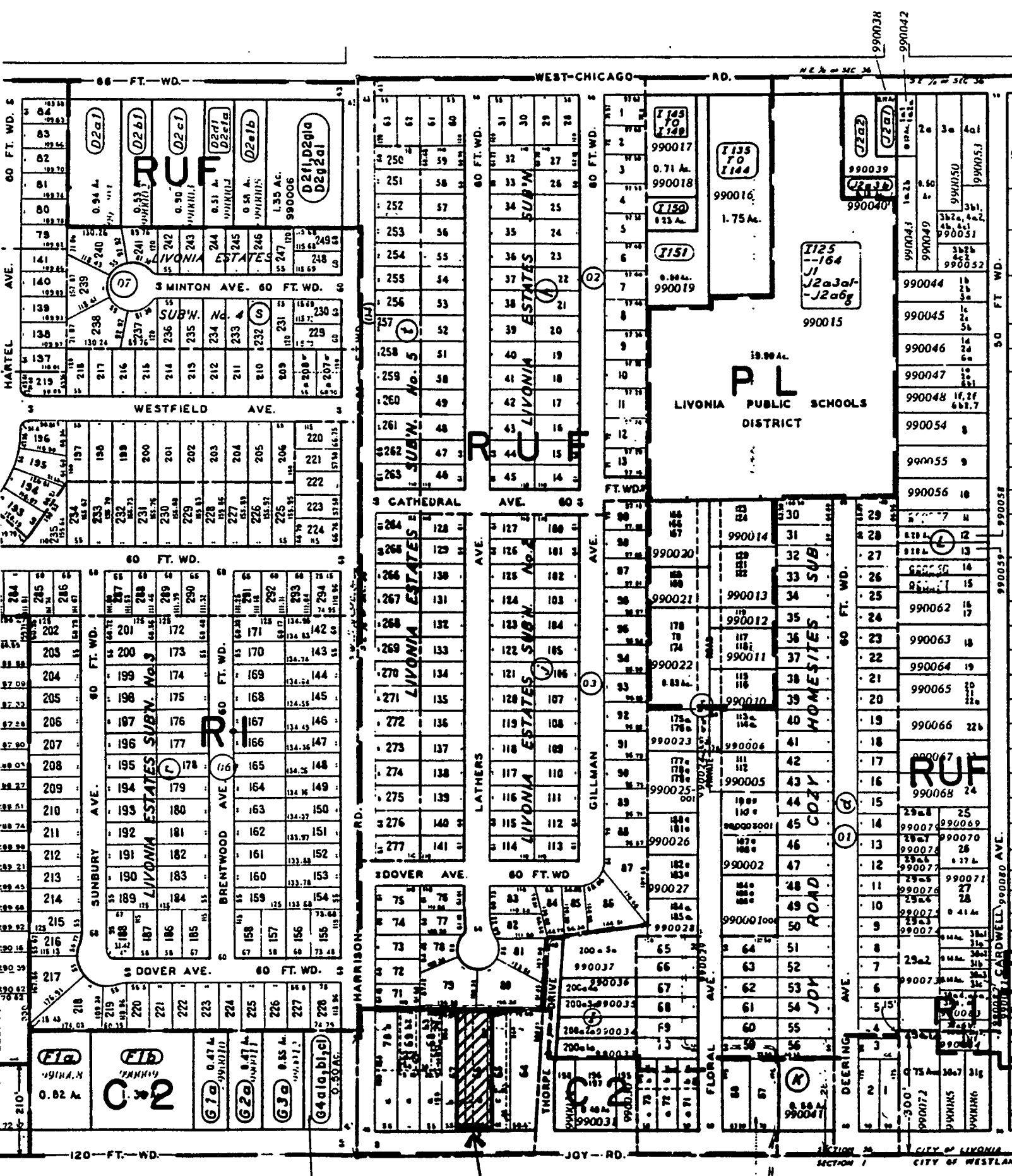
Signature of property Jesse J. Nyikon
and/or Building Owner(s)

Pursuant to Section 19.10 of Ordinance #543, the Zoning Ordinance of the City of Livonia, this conditional use approval is valid for a period of ONE YEAR ONLY from the date of approval and unless a building permit is obtained and construction commenced within that period, or an extension of time obtained, this approval shall be null and void at the expiration of said period.

Subscribed and sworn to before me, a Notary Public in and for the
County of _____, State of _____,
on this _____ day of _____, 19____.

1/9/89

My Commission expires _____



PET. 90-10-2-33

OFFICE OF THE CITY CLERK



EXTRA COPY
PHONE 421-2000 ext. 213

33000 CIVIC CENTER DR.

CITY OF LIVONIA

LIVONIA, MICHIGAN 48154

RECEIVED
FROM:

ADDRESS:

CITY:

DATE:

Deposit To Fund: General ☐ Other ☐

DESCRIPTION	AMOUNT
CERTIFICATES: BIRTH ☐ Certified ☐ Wallet ☐ Parchment DEATH ☐ No. Copies	

ORDINANCES: No. Copies: Maps:

CERTIFICATES OF REGISTRATION AND LICENSE:

It is hereby certified that the above applicant has complied with the provisions of the Livonia Code of Ordinances.

BICYCLE LICENSE ☐ BOYS ☐ GIRLS ☐

LICENSE NO.	MAKE	SERIAL NO.
COLOR	SIZE	

DOG LICENSE: Male ☐ Female ☐ Tag No.:

NAME	COLOR	BREED
Veterinarian:		

THIS LICENSE EXPIRES:

19

FEE(S):

REG.

LATE

NEW RES.

OTHER:

Cash ☒

Check No.:

TOTAL AMOUNT

TREASURER'S VALIDATION:

No. 051223

BY:

ROBERT F. NASH, City Clerk

against

Nov-28, 1990

Dear Jack,

I am writing regarding "The Ball and Cue". As you know the new owner wants a tavern license. I don't want them to get it because:

1. It won't do anything to enhance the neighborhood. Our property values will drop.

2. There are already problems with the kids around the "Ball and Cue" now. They race their cars and of course are drinking before they get into them.

3. The strip mall parking lot isn't large enough to take on additional cars. That whole mall's parking lot needs to be paved.

There have been some nice new businesses going in on Joy Road between Middlebelt and Ingham the last few years Greenwood Pets and Plants, The Ophthalmologist's office, etc. I would like it
(over)

II

to keep on improving instead of
going the other way. This area of
Livonia is considered the slums so
lets not make it worse.

Yours truly,
Mary E. Hallgren

HARVEY G. PETRILLO
8935 LATHERS
LIVONIA, MICHIGAN 48150

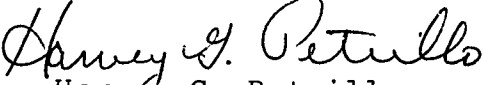
against

November 30, 1990

Livonia City Planning Commissioner
Livonia MI.

Dear Sir,

We, the undersigned, are residents of the Wilson Acres subdivision. We wish to go on record as opposing the issuance of a Tavern License to the Ball and Cue Billiard Parlor located at Joy Road and Harrison. This establishment is part of a strip shopping area and is frequented by young children on errands for their parents. We do not consider this location a proper one for the serving of alcoholic beverages.


Harvey G. Petrillo


Jean A. Petrillo

28827 Hathaway
Livonia, MI 48150
11-30-90

against

Mr. Engbretson:

My wife and I, in the Wilson Acres Homeowners Association neighborhood, strongly oppose the request of a beer and wine license to the BALL & CUE located at 28410 Joy Road! There are already more than sufficient numbers of alcoholic beverage dispensing places in this area! Ball and Cue is privileged to remain open until 2:00 a.m. with its attendant noise from persons and automobiles. Loitering and littering have been observed in the parking lot after closing time. Why add the possibility of intoxication and auto accidents?

The owner admitted to us at Cleveland School, November 26, that he will be able to operate profitably, without a beer and wine license.

As a former elected official of Redford Township, I look forward to the denial of the requested license and thus maintaining a high quality of life for us citizens in Livonia.

Sincerely,
Chester C. Beadle

P. S.: you may be interested to know the Michigan House of Representatives have passed HB4942, HB6155, HB4972 and HB5961; tougher laws against inebriated drivers.

11/28/90

against

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

Attn: William LaPine

Dear Bill,

It has been a long time since we talked. In fact, the last time we talked was when I was coaching Patrick in little league baseball.

I hope all of you are doing fine.

The purpose of my letter is to express my opposition to the pool hall at Joy and Harrison obtaining a beer/wine license. With Harrison being a through street to Plymouth Road, the traffic tends to drive quite fast. On more than one occasion, pool hall patrons were seen leaving in their cars, speeding out of the parking lot onto Harrison. If you add alcohol to this, the problem becomes immediately worse and lives are endangered. With Harrison being just a short block from Cleveland Elementary School, there are a number of children in the area accessing Harrison and would, as a result, be exposed to these drivers after they have been drinking.

As a homeowner in this area, I urge you and your fellow constituents to prohibit the pool hall at Joy and Harrison from obtaining a beer/wine license.

I thank you, Bill, for your interest and for the opportunity to express my opposition to the aforementioned issue. I wish you and your family happy holidays and say hello to Patrick for me.

Sincerely,



Patrick J. Niedbala
28996 Hathaway
Livonia, MI
48150

against

NOVEMBER 30, 1990

Dear Planning Commission,

I reside in Livonia within the 9000 block of Deering. I am writting to speak out against approving the beer and wine license the pool hall, located at Joy and Harrison, have applied for.

Concerned resident,

Zoe LaRocca

cc. F. Feenstra

A handwritten signature in cursive script, appearing to read "Zoe LaRocca".

against

Dear Mr. Vyhnalet,

As thirty year residents at 28921 Grandon, Livonia, we are concerned about the recent application to the Livonia Planning Commission for a beer and wine license from the Ball & Cue.

We ask that the Ball & Cue be denied a beer and wine license. Approval would be nothing to enhance the area, despite the owner's grandiose plans.

Sincerely,

Nancy K. Liddle

George Liddle

Nancy and George Liddle

422-7520

Dear Mr. Lapine,

As thirty year residents at 28921 Grandon, Livonia, we are concerned about the recent application to the Livonia Planning Commission for a beer and wine license from the Ball & Cue.

We ask that the Ball & Cue be denied a beer and wine license. Approval would be nothing to enhance the area, despite the owner's grandiose plans.

Sincerely,

Nancy K. Liddle

George Liddle

Nancy and George Liddle

422-7520

We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

against

	Name	Address	date
1.	V. J. DeGrandchamp	28614 WESTFIELD Livonia	11-28-90
2.	Gail Bowyer	9312 Harrison Livonia	11-28-90
3.	Bob Bowyer	9312 Harrison Livonia	11-28-90
4.	Nancy Brenner	28641 Westfield Livonia	11-28-90
5.	Nanda L. Simon	28696 Westfield Livonia	11-28-90
6.	Sam Simon	28696 Westfield Livonia	11-28-90
7.	Robert Z. McDonald	28746 Westfield Livonia	11-29-90
8.	Louise Prosser	28816 Westfield	11-29-90
9.	Jeanette Prosser	28816 Westfield Livonia	11-29-90
10.	Marvin J. Prosser	28816 Westfield Livonia	11-29-90
11.	Luann J. Janowicz	28852 Westfield Livonia	11-29-90
12.	Don Janowicz	28852 Westfield Livonia	11-29-90
13.	Mary Maas	28876 Westfield Livonia	11-29-90
14.	Ed Maas	28876 Westfield Livonia	11-29-90
15.	Dorothy Higgins	28972 Westfield Livonia	11-29-90
16.	Pete Higgins	28996 Westfield Livonia	11-29-90
17.	Beverly Jones	29018 Westfield Livonia	11-29-90
18.	James Kirchfeld	29032 Westfield Livonia	11-29-90
19.	Jan C. Habermas	29115 Westfield	11/29/90
20.	Isabelle Habermas	29115 Westfield	11/29/90
21.	George R. Herbst, Jr.	29043 Westfield	11/29/90
22.	Margery Herbst	29043 Westfield	11/29/90
23.	Kathryn Regner	28995 Westfield	11/29/90
24.	Michael Garbutt	28971 Westfield	
25.	Dorothy Sanyal	28959 Westfield	

(166 NAMES)

RECEIVED
11/29/90
NOV 30 1990
CITY OF LIVONIA
PLANNING COMMISSION
PER

We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Minor Koslow	28716 Westfield	11/28/90
2.	Moris L. Dotz	28736 Westfield	11-28-90
3.	Edward Patto	"	"
4.	Kenneth D Mueller	9261 Harrison	11-28-90
5.	Frances E. Mueller	9261 Harrison	11/28/90
6.	Rhonda Smith	9249 Harrison	11-28-90
7.	Don Alby	9235 Harrison	11-28-90
8.	George Francis	9221 Harrison	11-28-90
9.	Teresa Dylegowski	9072 Harrison	11-28-90
10.	Billie Naji	9150 Harrison	11-28-90
11.	Hershel Hah	9250 Harrison	11-28-90
12.	Theodore M. Manson	9274 Harrison	11-28-90
13.	Betty Yesalonis	9324 Harrison	11-28-90
14.	Stephanie Flores	9412 Harrison	11-28-90
15.	Mary Jane Zagar	9448 Harrison	11-28-90
16.	Anna K. Bielech	9460 Harrison	11-28-90
17.	Joan Kinnell	9421 Harrison	11-28-90
18.	Cynthia Dombrowski	28640 Minton Ct	11-28-90
19.	Kenneth Marsh	28732 Minton	11-28-90
20.	Angie Regalski	28745 Minton Ct.	11-28-90
21.	Peter Lima	28717 Minton	11-28-90
22.	Ray Moon	28640 Westfield	11-28-90
23.	John H. Chase	28662 Westfield	11-28-90
24.	Quella Capraro	28674 Westfield	11-28-90
25.	Anthony Capraro	28674 WESTFIELD	11-28-90

We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Mary J. Dight	28684 WESTFIELD	11-28-90
2.	Mary Fawl	28685 WESTFIELD	11-28-90
3.	Barry Fawl	28685 WESTFIELD	11-28-90
4.	Barry Fawl	28685 w.field	11-28-90
5.	Steve Sturbing	28685 WESTFIELD	11-28-90
6.	Edw. A. Chav	28706 Westfield	11-28-90
7.	Sylvia Wengrowski	28947 Westfield	11-29-90
8.	Donald L. Carley	28875 Westfield	11-29-90
9.	Elizabeth L. Carley	28875 Westfield	11-29-90
10.	Julie Culp	28823 Westfield	11-29-90
11.	Opresline Wilson	28711 Minton Livonia	11-29-90
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We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Henry Hall	8902 Harrison	11-26-90
2.	Arthur Huston	28617 DOVER	11-26-90
3.	James Springer	9050 Brentwood	11-26-90
4.	Kathleen Gordon	9390 Lathers	11-26-90
5.	Springer Gordon	9390 LATHERS	11-26-90
6.	Pat Medbala	28996 HATHAWAY	11-26-90
7.	Rachel Felton	28653 Dover	11/26/90
8.	John Magrin	28763 Dover	11-28-90
9.	Sophie Balagna	8925 Sunbury	11-28-90
10.	Home Muschinski	8937 Sunbury	11-28-90
11.	Anthony Muschinski	" "	" " "
12.	Paul Barnett	8949 Sunbury	11-28-90
13.	Raymond A. Kubinski	9031 Sunbury	11-28-90
14.	Darlene Gammik	9061 Sunbury	11-28-90
15.	Kelly M. Gibson	9103 Sunbury	11-28-90
16.	Kevin E. Dolan	9103 SUNBURY	11-28-90
17.	Row Call	9117 SUNBURY	11-28-90
18.	Marie Schires	9116 Sunbury	11-28-90
19.	Judith Schommer	9102 Sunbury	11-28-90
20.	Paul Schommer	9102 Sunbury	11-28-90
21.	Jeff Fournier	9086 Sunbury	11-28-90
22.	Denise M. Fournier	9086 Sunbury	11-28-90
23.	Nancy Cicchelli	9074 Sunbury	11-28-90
24.	Dennis Cicchelli	19328 Sunset	11-28-90
25.	Dani Cicchelli	19328 Sunset	11-28-90
26.	Russell Quick	8915 Sunbury	11-29-90
27.	Mrs R. G. Onich	8915 Sunbury	11-29-90

We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Joseph Cadeau	9402 LATHERS	11/26/90
2.	Harvey Scola	9419 LATHERS	11/26/90
3.	Louise Peterson	9420 Lathers	11/26/90
4.	Marie Peterson	9420 Lathers	11/26/90
5.	Marilyn Nyzick	9391 Lathers	11/26/90
6.	Joseph Cadeau	9402 LATHERS	11/26/90
7.	Edyth J. Knight	8844 Larchwell	11/26/90
8.	John Rendzo	9060 LATHERS	11-26-90
9.	Beatrice Rendzo	9060 Lathers	11-26-90
10.	Nancy Rendzo	9060 Lathers	11-26-90
11.	Joseph T. Cyburt	9225 Lathers	11-26-90
12.	Randy Rolf	8928 Larch	11-26-90
13.	Bone Ritchie	9307 Larch	11/26/90
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We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Robert M. Wepik	29032 Grandon	11-26-90
2.	Theresa L. Stapp	29032 Grandon	11-26-90
3.	Barbara L. Caldwell	29057 Grandon	11-26-90
4.	Harvey H. Petrillo	8935 LATHERS	11/26/90
5.	Jan C. Petrillo	8935 Lathers	11/26/90
6.	Theodosia Wright Beadle	28827 Hathaway	11-26-90
7.	Chester C. Beadle	28827 Hathaway	11-26-90
8.	Paul Saltam	8901 Lathers	11-26-90
9.	John A. Saltam	8901 Lathers	11-26-90
10.	Stanley Markley	9000 Cardwell	11-26-90
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We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	George H. Liddell	28121 Grandon, Liv	4227520 11/24/90
2.	Robert Kern	28778 Grandon	11-26-90
3.	Elizabeth Jackson	28787 Grandon	11-26-90
4.	Carol E. Jackson	28787 Grandon	11-26-90
5.	Denise Fagiel	28654 Minton	11-26-90
6.	Francis C. Stroh	27458 Joy	11 26 90
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We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Nancy K. Liddle	28921 Brandon, Livonia	11/24/90
2.	Karen M. Kere	28718 Brandon, Livonia	11/26/90
3.	Sept Fully Michele	33566 Livonia	11/26/90
4.	Melvin C. [unclear]	8950 Oakbow Livonia	11/26/90
5.	Eugene C. [unclear]	28686 Westfield Livonia	11/26/90
6.	Shirley M. Bride	8469 Hugh Westland	11/26/90
7.	Gardner G. Jones	9133 Harrison Livonia	11/26/90
8.	James A. [unclear]	9121 Lather Livonia	11-26-90
9.	Barbara Lattison	9101 Lather Livonia	11-26-90
10.	Shirley M. Brew	9121 Lather-Liv.	11-26-90
11.	Margaret Starin	8912 Harrison Liv	11-26-90
12.	Ed H. Kubinski	28127 Dover Ave	11-26-90
13.	Bill Manto	9166 HARRISON	11-26-90
14.	PAUL TOOTIKHAN	28631 GRANDON	11-26-90
15.	KULBIR S NAGI	9150 HARRISON	11-26-90
16.	Stephen A. Sylvester	9200 Harrison	11-26-90
17.	John J. Kraf	9059 Gillman	11-26-90
18.	Mary E. Hallman	28674 Brandon	11-26-90
19.	Darryl Hallman Jr.	9108 Deering	11-26-90
20.	Joe A. Lopez	9108 Deering	11-26-90
21.	Harry Hallman Jr.	9108 Deering	11-26-90
22.	James C. Moon	28640 Westfield	11-26-90
23.	Raymond A. Kubinski	2831 Sunbury	11-26-90
24.	Shirley L. Kubinski	9031 Sunbury	11-26-90
25.	Joe E. Conway	9304 Keim	11-26-90

We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Shirley A. Hagerty	9147 Sunbury	11-26-90
2.	James J. Hagerty	" "	11-26-90
3.	Robert W. McGill	9100 Brentwood	11-26-90
4.	Helen McGill	9100 Brentwood	11-26-90
5.	Ralph E. Congdon Jr	9086 Brentwood	11-26-90
6.	Raymond W. Burns	8914 HARTEL	11-26-90
7.	Eleanor Burns	8914 HARTEL	11-26-90
8.	Hal Evans	9133 Sunbury	11-26-90
9.	Henry Brinkley	9207 Ingham Rd	11-26-90
10.	Richard Sherman	9288 Elmwood St	11-26-90
11.	James J. Hagerty	9100 Brentwood	11-26-90
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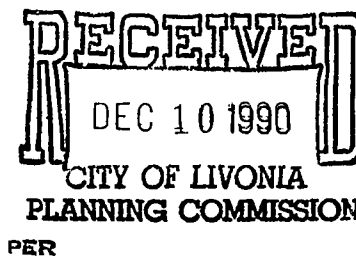
We, the undersigned, petition the Livonia Planning Commission to deny the application for a beer and wine license made by Ball and Cue, 28410 Joy Road, Livonia, Michigan.

	Name	Address	date
1.	Mr & Mrs Byron McBride	8905 Lenburg	11/26/90
2.	Floyd A Jones	9133 Harrison Livonia	11/26/90
3.	Mildred ref	9019 Harrison Livonia	11/26/90
4.	Dean A Wilrich	28616 Dover Livonia	11/28/90
5.	Helen Sheplitt	28641 Dover Livonia	11-28-90
6.	Gary Foltman	28653 Dover Livonia	11-28-90
7.	Dale Wilson	28739 Dover Livonia	11-28-90
8.	Robert Chlberg	28739 DOVER LIVONIA	11-28-90
9.	Richard A. Busch	28703 DOVER Liv	11/28/90
10.	Verla J Busch	28703 Dover Livonia	11/28/90
11.	Carolyn Krato	9121 HARRISON Rd	11/29/90
12.	Tammy Smith	9149 Harrison Livonia	11/29/90
13.	Tim Smith	9149 HARRISON LIVONIA	11/29/90
14.	Maryl Burger	9084 Harrison Livonia	11-29-90
15.	Jeanette Burger	9084 Harrison Livonia	11-29-90
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

For

December 6, 1990

PLANNING COMMISSION
33000 Civic Center Drive
Livonia, MI 48154



To Whom It May Concern:

It has come to my attention that your commission is considering issuing a beer and wine liscence to the Ball 'n Cue pool room on Joy Road. I would like to go on record as a supporter of this issue.

I have been running a women's pool league for the past ten years. For the last two years, we have played at the Ball 'n Cue. The first eight years we were located at the Cushion 'n Cue, (now the Cushion 'n Cue 'n **Brew**), on Schoolcraft Road. I don't remember precisely when, but I believe we shot at least one year, maybe two, before Ray Abrams was granted his beer and wine liscence so I feel I am qualified to comment on the changes brought about by acquiring a liscence of this sort.

In the beginning, the entire atmosphere was one of a business about to go under. Some nights we were close to the only people in the place. I was told by an employee of the Cushion 'n Cue at the time, that unless they received a beer and wine liscence, the Abrams family would be forced to close down the Schoolcraft location.

Shortly after the liscence was granted, everything changed. Business went through the roof! Customers were lined up at the door. Management couldn't wait for us to finish our matches so they could put someone else on the tables. They had to *reserve* tables for people. The "weekend" fathers you used to see in bowling alleys were bringing their children in to shoot pool. It became a fun place to go on a date. Business men would come in after work, loosen their ties, have a beer and shoot a little pool. I was able to play a game with the famous Steve Mizerak when he did a promotional appearance there for the Miller Lite people.

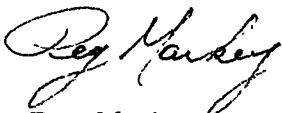
Planning Commission
Page 2
December 6, 1990

Unlike playing pool in a bar, the atmosphere in a pool room is one of a recreation center - just like a bowling alley. There is the same wide array of people there. Using the women's league as a small composite: We have office managers, secretaries, nurses, housewives, a bus driver - the average age is probably 35, however, we have one woman whose 13 year old daughter joined us this year. I frequently bring my 13 year old son with me on league nights to watch and on non-league nights to help me practice, (not something I would do at a bar).

My point is that the game of pool does not attract unsavory characters and it is simply not true that granting the Ball 'n Cue a beer and wine liscence will make unsavory characters want to shoot pool. It will increase business by attracting more secretaries, nurses, fathers, mothers... all the types who currently enjoy the game, and it will allow the Ball 'n Cue to compete on an even basis with the Cushion 'n Cue.

I urge you not to allow the "Music Man" mentality of some people influence your decision in this matter. You saved the Cushion 'n Cue in Livonia, please do whatever you can to do the same for the Ball 'n Cue. I am anxiously awaiting the meeting on Tuesday, December 11.

Respectfully,

A handwritten signature in cursive script, reading "Peg Markey".

Peg Markey

29214 Manchester
Westland, MI 48185

pc: Jesse Nyikon

FOR

(11-27-90)

WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL + CUE OBTAINING A TAVERN LICENSE.

RECEIVED
DEC 10 1990

203 signatures

NAME	CITY OF LIVONIA	ADDRESS - CITY
Michael Skovick	PLANNING COMMISSION	21860 PARKLANE FARMINGTON HILLS
Rolind Milley	PER 50	28422 Joy Rd. LIV. Flowers Bk. Mich
Ed [unclear]	31	30737 Joy Rd WESTLAND
M. [unclear]	40	33885 ORANGELAWN LIVONIA, MI
R. [unclear]	27	27046 Manchester Westland
John [unclear]	41	3175 Lakeside Dr. Farmington Hills
Jim [unclear]	52	8812 Kinlock Rd. Redford Mich 48135
Joseph [unclear]	46	8273 Stucky Lane D.H.
George Chesbro	38	36448 Center Ct Wayne 48124
Ned [unclear]	77	14103 Merriam, Livonia 48154
Paul [unclear]	32	1857 Collins St. Melb Mich 48381
Paul [unclear]	56	8330 CORDELL Romulus
Roger Fielder	26	25861 NORFOLK INKSTER
Kenny Massicotte	23	5825 MORLEY Westland
Eric Lucia	28	466 APPLE WESTLAND MI
Jim Simpson	23	7477 MANOR CIRCLE WESTLAND 48185
Chet Gabor	49	9592 Tecumseh Redford Mich 48137
Bonnette Dunge	39	3521 Elizabeth Melvindale 48122
Thomas Sheldon	39	14329 Clontonway Del. 48123
Arthur [unclear]	40	37747 Col. North Westland
Steve [unclear]	41	8512 Cavell Westland Mich. 48185
Ray [unclear]	25	8885 CARDWELL WESTLAND 48185
David [unclear]	25	4408 Campbell DEB. HHS 48125
Michael J. [unclear]	23	6919 Quaker (Alden) City H. 48135
Barbar [unclear]	23	7387 INKSTER Westland
Barbar [unclear]	34	

11-29-90

WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL + CUE OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
Paul Bakabala	42	39232 LINDON GIVONIA
Paul Bakabala	50	8839 Dover Tomalus
* Paul Kal--	24	11326 Milburn Liv.
* Bruce A. Hinkley	24	9922 Hillcrest Liv.
Ramona Deluca	23	41972 Waterwheel Northville
Off. J. J. J.	24	19401 SAWYER Det
Mike Healey	30	7302 FLORAL WESTLAND
Bernard M. Stacion	70	12260 W. Outer Dr. Det.
* Dino Gnaagostopoulou	22	28311 DOVER, LYNONIA, MICH. 48150
Bob Wells	61	11915 W. OUTER DR DET.
Ben Gork	31	1105 FIELD ST DET
Harry Zion	71	5105 MIDDLESEX DERBORN
Kevin P. Kasmad	25	28349 Stanish Westland
Ken Karon	31	9266 Stout Det
El Shattree	37	9551 LEVERWEE Redford
Dean Mayo	30	11904 Beaverland Det
Frederick Rockwell	30	11647 W. OUTER DR
Albert Porano Jr.	26	30937 BEECHNUT WESTLAND
Long Aachal	21	11380 BARKFIELD Red 48185
Joseph Husted	21	26261 Shearon Dbn. Hts. 48127
Lesley J. Koich	21	24941 Rouge River DR. Dbn. Hts. 48107
Rodney Carlson	28	5667 HUFF Westland 48185
Ronda Laforest	26	6323 Dean Taylor M. 48180
Valerie Youssef	36	46645 Ford Rd. Canton
Michelle Sturdivant	21	8330 Ravine Westland 48185

WE, THE UNDERSIGNED, ARE IN FAVOR OF
 BALL & CLC OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
Steve Major	22	9191 DIXIE REDFORD
Tony Hannon	21	13101 GERRARD Redford
Robert Haddad	23	7251 MIDDERPOINT DR
* Ken Brokey	45	36680 GROVE - LIVONIA
P. J. Dalesandro	51	7787 Stahlman Detroit
Andy Anderson	35	18704 INDIAN REDFORD
* Lee Kephner	38	28409 CLEVELAND LIVONIA
Bill Macpherson	39	27343 FREDA INKSTER, MI 48150
Bill Filler	53	42431 LOGANBERRY RIDGE SOUTH
* James Bangs	40	28633 DOVER LIVONIA 48150
Thom Olds	21	25527 James GARDEN CITY 48135
Calvin Olds	21	18927 Pine-Carroll City 48135
Doug Patterson	40	709 Fairground Pky 48170
Rich Hauck	48	18615 TELEGRAPH Det. 48219
Ronald J. Williams	31	9269 Centurian Redford, 48239
Carl E. Williams	53	705 Beard Rd MI 48209
Mich. Doss	23	17396 LENNANE REDFORD 48239
Ed Dowd	23	18168 Jamestown Circle Northville 48167
Jeff Hagos	24	424 Cherry Hill Trail #202 Inkster 48141
* KEVIN LAPOINTE	23	33011 Lyndon Livonia MI
* CRISSE Risi	21	14384 Sunset Livonia MI
Al Newman	62	32415 Hennepin Garden City
Nicholas March	45	9304 SCHAEFER Detroit
Willie M. Pina	39	3511 FAIRCHILD WESTLAND
Lo Moran	69	8146 GRAYFIELD DBN. HGTs

WE, THE UNDERSIGNED, ARE IN FAVOR OF
 BALL + CUE OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
GARY FULLERTON	29	34627 FAIRCHILD WESTLAND, MICH 48185
Fred Brunk	36	8700 BROOKVILLE Plymouth MI 48170
Michael Bridges	25	4850 CURTIS Dearborn, MI. 48126
Wang Roper	31	9644 Berenland Del. Ind 48139
* Michael Morozov	33	31517 Hops Livonia MI 48120
Richard Katalenic	32	14163 Washington Plymouth ME 48170
Joel L. Lamm	21	28988 Rush GARDEN CITY, MI
James L. Lamm		
Mike Layton	30	7070 PLAINFIELD DRUM HTS
Ned Spence	29	25283 Ann Arbor Trail DRUM HTS
Lincoln Bond	31	1842 Stieber Westland MI
* Christ Myrick	76	36247 Pickford Livonia
Edward Margossian	62	30736 COOLEY WESTLAND
James Vinitoff	67	19166 Cooley Detroit, Mich
Derry Humphreys	47	9599 Patton Detroit
* Jerry Lamm	56	9532 Harrison LIVONIA MI
Walter Maitor	87	39500 Warren RD
Joe L. Lamm	43	24601 Orchard LEBANON, MI
James Carey		5507 CHEROKEE DRUM HGT S
Robert S. Lamm	26	31231 GRANDVIEW WESTLAND
Donald S. Lamm	43	25418 NOTING DAWG DRUM HTS
William A. Lamm	63	1462 Helen - Garden City
John Lamm	28	18854 DALSY REDFORD MI
Lawrence Lamm	28	14051 Decosta Detroit MI
James Lamm	47	757 Darwin Westland 48185

12-3-90

WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL & CUE OBTAINING A TAVERN LICENSE

	NAME	AGE	ADDRESS - CITY
*	ALEX FARHAT	55	36817 VARGO LIVONIA ⁴⁸¹⁵⁹
*	Sam Hall	60	37691 MALLORY LIVONIA ⁴⁸¹⁵⁹
	Robert Miller	22	44288 NUMBERLAND CANTON ⁴⁸¹⁸⁷
	Ernest Coghill	40	9203 WARD Detroit Mich. ⁴⁸²²
	Charles E. Brown	35	4703 Cicely Rd Dearb Hts ⁴⁸¹²⁵
	Rick Wasmuth	32	14350 ANNAPOLIS Dearb Hts ⁴⁸¹²⁵
	John Paulty	44	24856 GARK TAYLOR ⁴⁸¹⁸⁰
	Joe Dillal	37	30530 Pierce G.C. ⁴⁸¹³⁵
*	Jeff Anderson	32	30727 Westfield Liv. ⁴⁸¹⁵⁰
	Ken King	41	6167 N. HARVEY WESTLAND ⁴⁸¹⁸⁵
	Levy Brooks	23	9061 Fielding Detroit ⁴⁸²²⁸
	Tony Brown	31	6160 McGUIREST TAYLOR
	Edward E. Fredick	58	25478 FARGATE WESTLAND ⁴⁸¹⁵⁰
*	John C. Oster	51	36269 Dear Livonia Mi.
	Dave Richardson	62	24251 Buchanan Farm - 1 Mile N
*	Bob Schacht	64	36517 Hollywood Livonia, Mi
	Bob Dany	43	28051 Beverly Taylor Mi.
*	Kevin Kleiser	25	31636 W. CHICAGO LIV. MI ⁴⁸¹⁵⁰
	Dave Skruppek	26	8092 Piedmont Detroit MI ⁴⁸²²⁸
	Ed Myers	28	884 GARDEN GARDEN CITY MI ⁴⁸¹⁵¹
	Lester Vowel	25	6517 Helen Garden City MI ⁴⁸¹³⁵
	Tom Yetch	37	26234 McDonald Dearb Hts ⁴⁸¹²⁵
	Bill Bandy	40	5975 CROWN WESTLAND ⁴⁸¹⁸⁵
	Dave Miller	23	8375 BROOKER PK CANTON ⁴⁸¹⁸⁷
*	Paul CALLEK	21	9624 SHADYSIDE LIVONIA ⁴⁸¹⁵⁰

WE, THE UNDERSIGNED, ARE IN FAVOR OF
 BALL & CUE OBTAINING A TAVERN LICENSE

12-5-90

NAME	AGE	ADDRESS - CITY
* Matthew Clark	27	31089 HATHAWAY LIVONIA MI
Geo Jackson Cook	70	1637 N. Morningside Rd Apt A-7
Dawn Belleville	21	9359 W. Parkway Detroit MI.
Alex Kallan	23	18641 Centralia Redford MICH 48240
MICHAEL DOWN	24	16003 LEONA Redford 48239
Hani Abraham	53	5531 Culhoun Rdn, Mich 4826
Ben Rapp	25	6648 LAKEVIEW #15211
Vicki Saire	23	6648 Lakeview #15211 Westland 48185
Eric King	23	21101 Power Farmington Hills
James Saxe	21	4461 Parkside Ap.
Gary Saxe	27	15434 THOMAS AP.
Patricia Arrington	26	6430 London Det. Mi.
* Emmanuel Patek	56	18675 H. LECHE ST. Livonia #
Jingda J. Gircha	38	22600 Middlebelt, Farmington, MI
Maria Gabil	32	703 Parker - Det MI 48214
Greg Markey	39	29214 Manchester - Westland 48185
Pat Gailley	46	5012 Waverly Wayne 48129
Dana Allen	21	5870 E Hampton Ct. #101 Westland 48185
Robert P. Sarten	48	33521 KRAUTER WESTLAND 48185
Larch Knapp	21	31300 Brown D.C.
Eleon Ogline	42	24640 SCOTIA OAK PARK, MI
Randy P. F.	22	15525 Brookfield Mich.
Randy Kate	38	" " "
Queen Teut	34	4307 Elmwood R.O.
Richard Foster	28	24833 BENNETT Detroit MI.

12-7-90 WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL + CUE OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
Joseph R. Flores	50	8029 Robindale D.B.N Hqts
Walter Robinson	21	6212 OAK POINT WESTLAND
Bob Woodward	21	21532 Bramblewood Dr Novi
James P. Vior	21	34532 ROCK westland
Robert Wehring	21	17134 Willow Creek Northville
GARY FRIEDLEY	41	15763 McLain ALLEN PARK
Michael J. Thomas	22	36050 MANICA westland
* Fred J. Thomas	45	9829 LOVELAND & LUDONIA 3
Chuck Halverson	21	15330 Dacosta
Tad Carly	47	30318 WARREN WESTLAND
Jeff Trinka	23	35691 DOVER
Ernie Michael	23	5245 Cardwell
Eugene Porcero	27	30937 Brecht West.
PAUL S. MOLNAR	31	29805 MALVERN WESTLAND
Sam Spas	56	446 areola H.C.
Bennie J. Amick	48	6407 Hawthorne Paula City
Don Gyre	43	1584 BANTREE W. BLOOMFIELD
Ken Kungeman	34	19616 Raleigh Circle Southfield
David O. Fitz	21	26250 BEVERLY Taylor
Tad M. Walter	21	15533 Garfield, Allen Park
Carl Smith	22	32605 Benson Dr westland
Terre Cole	22	6954 Middelpoint Dearborn
Alton Whitlow	76	15844 Evergreen Met
Ross Campbell	31	33710 KATHRYN G.C.
Brian Robl	36	515 Lytle Rd E.C.

WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL + ONE OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
* Barry Houghton	36	25175 Main ply.
* William Lett	25	30413 Avon Ct Livonia
Chris Henan	27	20855 22258 Indian Creek, Farm Hills
Bill Blackburn	44	24718 New York Dearborn
Ed. Turk	50	22443 Columbia Dearborn
Robert E. Reeves	44	38356 Lincoln Dearborn 48124
B. Switzer	43	934 Ford, Lincoln Pk
Kirk Hudson	30	6905 Middlebet. Romulus
Ken Muggelberg	24	32676 Bluebird wayne
Wm. Hafner	37	6519 Rutherford
Thomas J. Ellett	44	7264 CHATHAM DET. Mich
* Timothy A. Kerner	39	36056 Ladywood Livonia, Michigan
Jack Lane	48	31952 James Garden city Mi.
Lang Ratz	29	7330 Dolphin Det. Mich.
Pete Dransin	23	22114 Hessler Det Mich
Charles A. Stephens	23	10836 Fairwood ^{APT 1-6} WESTLAND MICH
Mike Kerner	23	8248 Hollywood Romulus
James H. Smith	21	237 Auburn NAPER MI 48141
Robbie Wilkins	23	38123 S. Rickham Westland MI
Roger Wilkins	46	515 Helen, Inkster MI
* Michael Caputo	33	38537 Summers Liv 48154
* Anthony Guarnieri	22	10121 Hix Livonia 48150
John Varnat	28	45585 ABington MT. Clemens MI 48045
Jim Danick	25	6476 Faust DET. M. 48228
Dan Finkbe	26	6811 Piedmont Det mi 48228

WE, THE UNDERSIGNED, ARE IN FAVOR OF
BALL + CUE OBTAINING A TAVERN LICENSE

NAME	AGE	ADDRESS - CITY
Robert Fisher	49	6380 Plainview Det 48228
Marv Detussen	44	32781 Donnelly Dallas City
Knobel Frank	53	20747 Martonville Belleville
Sherry Young	34	15024 Salem Redford 48239

AS YOU CAN SEE FROM
THIS PETITION, MY
CUSTOMERS RANGE IN AGE
FROM 17 - 87. THEY
COME FROM ALL ~~VARIOUS~~
COMMUNITIES WITHIN
20 MILES. A TAVERN
LICENSE WOULD NOT
BRING IN AN UNDESIRABLE
ELEMENT, BUT A CROWD
THAT IS OLDER

BETTER DRESSED
MORE AFFLUENT

904

Dear Mr. Engbertson,

As thirty year residents at 28921 Grandon, Livonia, we are concerned about the recent application to the Livonia Planning Commission for a beer and wine license from the Ball & Cue.

We ask that the Ball & Cue be denied a beer and wine license. Approval would be nothing to enhance the area, despite the owner's grandiose plans.

Sincerely,

Nancy Liddle
George Liddle

Nancy and George Liddle

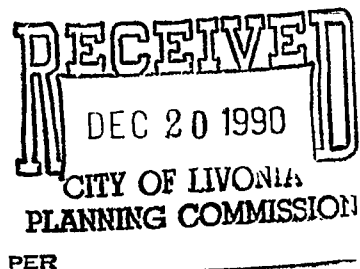
422-7520

90-10-2-33

For

December 6, 1990

Planning Commission
33000 Civic Center Drive
Livonia, Mi. 48154



To Whom It May Concern:

I understand that the Commission is currently debating issuance of a beer and wine license to the Ball 'n Cue pool room, located in Livonia on Joy Road. I would like to comment on that debate.

I have been a Livonia resident since October of 1968 and I have two children presently attending Livonia schools. I am a staff supervisor for Michigan Bell Telephone Company. It is important for you to know that I am an average citizen who appreciates living in a city where care is taken to protect it's population from unsafe or unsavory elements. I have always considered this city to be an ideal place to live and raise my family.

I am also an amateur pool player and for the past six years have been an active member of several pool leagues. I am most recently a member of a women's league which meets weekly at the Ball 'n Cue. This league played for several years at the Cushion 'n Cue and two years ago decided to relocate to the Ball 'n Cue. The Cushion 'n Cue already had their beer and wine license when I began playing on this league.

I do not have first hand knowledge of the business circumstances at the Cushion 'n Cue prior to issuance of their license. I do, however, have the experience necessary to comment on the disparity between the two businesses. I can best do this by describing what happens when I want to practice my game in the evening following work. If I go to the Cushion 'n Cue I am assured of a wait of 20 minutes to an hour or more on most nights. That is not the case at the Ball 'n Cue. There are always vacant tables. The employees are all just as nice. The building is being remodeled now and soon will be equally as pleasant, the rates are competitive, but the fact remains that in terms of attracting business, the beer and wine license makes a tremendous and very inequitable difference.

No one will benefit if, due to the inequity of the having or not having that license, the Ball 'n Cue just doesn't make it. I don't want my only options for play to be waiting for a free table at the Cushion 'n Cue, going to a hall in another city or having to play in a bar. I would like the option of a second solvent, competitive hall in my city.

I like to bring my children with me to play occasionally and I can do that in a business where the primary focus is a recreational activity, as opposed to a business like a bar, where the main reason for being there is drinking. Although I am not someone who will drink often, I have no objection whatsoever to beer and wine being available for people to consume.

A simple look at the clientele of Cushion 'n Cue, the new and very attractive hall Breakers in Royal Oak or other halls with a beer and wine license should allay any fears residents have that problems automatically happen with the introduction of alcohol. On the contrary, if the time is taken to review any trade or business journals, the reader will quickly discover that pool is a sport that has begun to attract all types of "nice, normal" people (see attached article). In fact it has been referred to as the "Yuppie Sport of the 90's". People with money, good jobs, families and community interest are playing the game.

The opportunity for the city to have two lucrative businesses, attracting revenue and people to the area, is one we should not pass up. Further, I strongly resent any implication that the sport itself or the people who enjoy it are inherently bad. I would invite anyone with misgivings to join us any night of the week to determine whether or not more problems would occur here than at the Cushion 'n Cue, Wonderland Lanes or any other recreational facility where alcohol is served.

I will be attending the Tuesday meeting to express my support for issuance of the license to the Ball 'n Cue. I hope that the members of your committee will vote yes to issue the license for the positive economic and recreational reasons. Also, I think a yes vote goes a long way towards dispelling the archaic and bigoted attitudes about a game and the people who enjoy it.

A handwritten signature in cursive script that reads "Linda Planko".

Linda Planko
33885 Orangelawn
Livonia, Mi. 48150

Attachment

Rack 'em up

Pool takes aim at being the social sport of the '90s, as families and singles — 35 million people — take the cue

Pool has knocked its old image of beer to a recent Gallup poll, pool ranks seventh of all bars and hustlers right into a corner pocket. Families and social singles are among the fastest-growing groups looking down cue sticks for a good time.

"I enjoy the camaraderie and the competition," says Al Clark, 46, of Furlong, Pa., who squares off with his 18-year-old son, David, every Saturday afternoon at a pool hall near his home. "It's a chance to hang out together, to get in what you'd call 'quality time.'"

A whopping \$2 billion was spent on pool last

year — from table rentals in pool halls to equipment, according to the Billiard Congress of America. The amount is up 50 percent from the previous year.

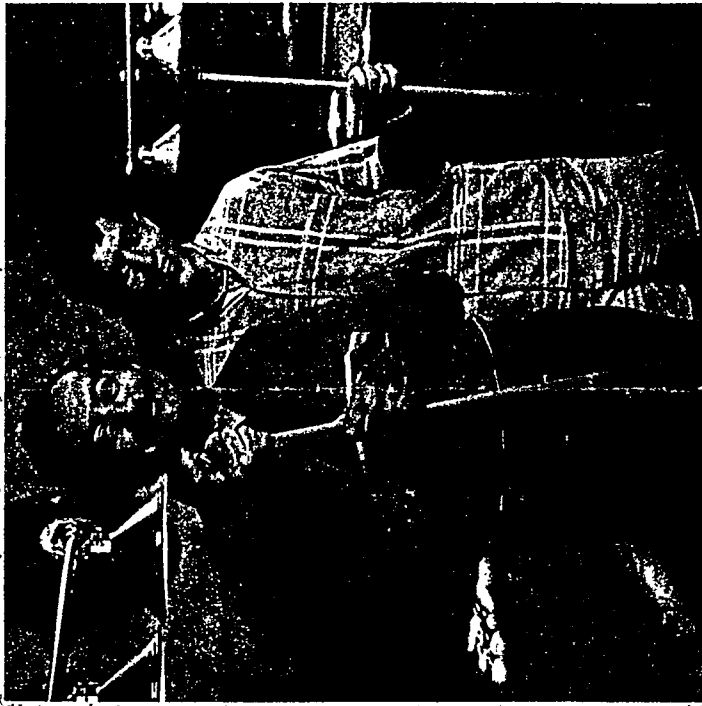
"People aren't content to sit around anymore. Everybody is becoming more active," says Kevin Milburn, who operates America's largest pool hall in Montgomeryville, Pa., open since April. "We see lots of families coming in and lots of yuppies."

That's right, the Cuisinart set is into chalking up these days. Kevin Troy says his Jillian's Billiard Club in Boston has become a "date place" where it's not unusual for a group of women to come in and ask to be placed near a particular table of men. "We're seeing lots of that," Troy says with a laugh. Not that women see it as merely the latest "in" gathering place; more of them are serious about the game and even buying their own cues, he says.

So sure is Troy that pool will be the social event of the '90s, he's opening the world's largest pool hall: 100 tables on 45,000 square feet of hardwood floor in New York City this fall. He's also opening halls in Miami and Seattle.

Clark says a key to enjoying father-son pool: "Biggest thing is to be patient; don't get too serious about it.... Let them enjoy the game."

One reason pool is catching on among families, speculate pool buffs, is that the game is "interactive" — a buzzword meaning you're not just sitting in front of the tube, ignoring the rest of the family. "Television and videos are still big business," says Milburn. "But now people want to get out. They're looking for recreation."



QUALITY TIME: Al Clark and son David spend Saturday shooting pool.

Hot home decor: Pool tables

Bill Wiley says one of his ambitions as he was growing up was to buy a pool table. Well, he just bought one. But, he says, he still hasn't grown up. At 24, "I'm the biggest kid in the family," says the Tallahassee, Fla., attorney. "He now spends less time on yard work and more time with a cue in his hands."

Wiley is among the fastest-growing segment of pool players, according to the Billiard Congress of America: those who buy their own pool table. It estimates 200,000 pool tables were sold for homes last year. Wiley even added a family room to accommodate his new table.

Already, he's giving lessons to his wife, Colleen, and his two daughters, Heather, 7, and Ashlee, 5. His daughters enjoy the game so much, he'll soon be buying a smaller table for them on which to hone their skills.

Want to catch up with Wiley? Decent used tables can start as low as \$1,000 and cost up to \$10,000 for the fanciest.

If you're serious about buying one — new or used — Wiley suggests you head to a reputable dealer and buy a brand-name table, such as Brunswick or Grady, then flip off the tube and get down to the serious business of shooting a little pool.

WEEKEND ATHLETE

Yuppies take ads' cues: Pool is cool

The business use of pool is a nod to who's playing the game. *Pool & Billiard Magazine* says the mainstream player is male, middle-aged, well-schooled and well-heeled, with 43 percent earning \$40,000-plus and another 37 percent above \$25,000.

Yet the younger set of 18- to 34-year-olds accounts for about a third of pool shooters, with young female players increasingly visible.

One reason pool is catching on among families, speculate pool buffs, is that the game is "interactive" — a buzzword meaning you're not just sitting in front of the tube, ignoring the rest of the family. "Television and videos are still big business," says Milburn. "But now people want to get out. They're looking for recreation."

Clark says a key to enjoying father-son pool: "Biggest thing is to be patient; don't get too serious about it.... Let them enjoy the game."

- 5) That the building floor plan, as proposed, does not provide for a public entrance on the rear of the building but, instead, provides for the only public entrance to the building located such that it conflicts with the delivery truck service drive.
- 6) That the proposed use is incompatible to and not in harmony with the surrounding uses in the area.
- 7) Reference is made to letter dated November 8, 1990 from William J. MacDonald, Ordinance Enforcement Division of the Inspection Department setting forth all the deficiencies.

FURTHER RESOLVED that, notice of the above hearing was given in accordance with the provisions of Section 19.05 of Zoning Ordinance #543, as amended.

Mr. Engebretson, Chairman, declared the motion is carried and the foregoing resolution adopted.

Mr. Engebretson passed the gavel to Mr. Kluver.

Mrs. Fandrei, Secretary, announced the next item on the agenda is Petition 90-10-2-33 by Ball & Cue requesting waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36.

Mr. Bakewell presented a map showing the property under petition plus the existing zoning of the surrounding area.

Mr. Nagy: We have received a letter from the Engineering Department stating they have no objections to the waiver use proposal. We have also received a letter from the Traffic Bureau stating the following comments and recommendations are submitted: 1) The parking spaces are less than ten feet in width. A ten foot minimum is recommended to lessen the chance of damage to other cars from entering/leaving a parking space and also from car doors being opened into adjacent cars. 2) Parking blocks or other curbing must be provided and maintained in front of the walks, both in front of the building and along the public walk on Joy Road. 3) It is recommended that the alley be paved. Also in our file is a letter from the Fire Marshal's office stating they have no objection to this proposal. Lastly, we have received a letter from the Ordinance Enforcement Division stating the following deficiencies or problems were found: 1. Deficient Parking - deficient 19 spaces. The primary traffic load for this type of business is after 5:00 p.m. when the majority of the other businesses are closed so we do not anticipate a parking problem. 2. A complete sign package should be submitted for review. 3. We have outstanding violations for all of the owners of this center to repave the damaged asphalt alley at the rear of each business. To date, there has been no compliance.

Mr. Kluver: Is the petitioner here.

Jesse Nyikon, 6648 Winona, Allen Park: I own the Ball & Cue Billard Room. I am in direct competition with the Cushion & Cue on Schoolcraft and Inkster and I am at Joy and Inkster, two miles apart. I am not sure when he got his tavern license but he has been there for 20 years and he was on the verge of closing that down before he got his license, which was the first one in Michigan to come through. Now he is booming. I am just looking for a fair chance to compete in the same type of business. Two Fridays ago for instance, I check quite a bit when my business is down, at 10:00 on a Friday night I called over there. He has 35 tables and they were all full with six reservations and one of my customers went there and the first thing he saw when he entered the door was two waitresses with pitchers stacked on it. They couldn't get the beer fast enough to the tables. I have 22 tables. I had 10 tables going. I have people repeatedly coming in asking me if I serve beer and wine. I tell them no, they turn around and hit the door.

A typical scenario, at his place people look at a Friday or Saturday night as somewhere to go. They say let's go to Cushion & Cue. That is their evening's entertainment. They go there. They walk in. They get a pitcher of beer. They will play an hour of pool. That is \$5.00 and \$5.00. Then they will get another pitcher of beer and play another round of pool. So they will spend two hours there and spend \$20.00 and then the next day they say they were at Cushion & Cue and they had a great time. My place is looked at as some place to go on the way to go somewhere else. They will come in and get two pops for \$1.50, play a half an hour of pool for \$2.45 and they are gone and I can't understand why this is happening and it is simply a fact that people want to be able to drink.

A lot of people have raised the question that there will be trouble with the drinking mixed with the pool. If you go to the Cushion & Cue, he has no problems with that. If everyone isn't of drinking age at the table, no one is allowed to drink. You have to have a waitress that is obviously on the ball to keep track. In a bar people go there to drink first. If there is a pool table in a bar, they are already intoxicated and there is a problem. In a billiard room people don't say let's go down to the Ball & Cue to get loaded. They say let's go out and shoot some pool. The beer is there but that is just an added thing for them.

Mr. Kluver: So you are asking for this waiver use so you can get a tavern license which you feel will help you to improve your business?

Mr. Nyikon: Immensely. There have just been three new establishments open up in the last few months all with full liquor licenses. These are customers of mine who have been involved with pool for 20 to 30 years. One fellow is waiting in Canton to open a room pending a liquor license. Another one is waiting in Dearborn Heights and another one in Wayne. No one will even open a room now unless they get approval of a liquor license. The owner of Cushion & Cue, who has since opened a second room in East Detroit, with a second license, just tried to open a room in Rochester. Everyone that is involved in it will not attempt to open one without a liquor license.

Mr. LaPine: How long have you been at that location?

Mr. Nyikon: I have been there a year and a half. I worked the previous nine years in the Melvindale Fire Department. The establishment has been there since 1962. I am not a newcomer to the business. I didn't just drop in there and thought it would be an easy way to go. I have been playing pool since I was 7. My dad had a billiard room in 1962 in Lincoln Park. I have a business degree from Michigan State. I was the billiard champion there and I have been involved with it my entire life. It is not an easy business to run. I am there 7 days a week. I am on top of everything. I don't take any bologna from any of the customers.

Mr. LaPine: Is there any restriction on billiards? Do you have to be a certain age?

Mr. Nyikon: You have to be 17 to come in the building unless you are with a parent or guardian.

Mr. LaPine: The video machines. From what I read and seen on your plans, you are going to expand that from 9 to 10. Is that going to be a separate room?

Mr. Nyikon: I am into some extensive renovations. I have put in three bathrooms. A handicapped and a two-stall ladies and a two-stall mens room in preparation for this at a cost of about \$25,000, which I would stack those restrooms up against any restaurant in the City. I have used top quality materials. Tomorrow, hopefully, I am having my front redone. \$9500 worth of windows put in, \$4500 worth of block, new doors, all mirrored glass. The pinball room you were talking about I am going to have an all glass vestibule and then a separate room built which will be viewed from the control desk. I am having my entire operation moved from the side wall to the front of the building. I am trying to make everything in there easy for my employees to work and to make it more comfortable for people coming in.

Mr. LaPine: You have a food operation there now?

Mr. Nyikon: Papa Romano supplies me with half baked pizza that we finish cooking. I bake hot dogs. I have ham and cheese and other microwave sandwiches.

Mr. LaPine: Do you generate much garbage?

Mr. Nyikon: I have approximately one garbage bag a night. I don't have a dumpster.

Mr. LaPine: You say you have to be 17 to enter. The Chairman and I were down there last Saturday and surveyed the area. There was a nine year old playing the machines in there. There were a couple of 10 or 11 year olds playing the machines. They were not with any adults that I could see. There were maybe three people playing pool at the time. You say you are on top of things. How can you be on top of things if this is going on and then you want to have a beer and wine license when you have young kids in there.

Mr. Nyikon: I can't be there every hour. Did you ask if their parents were there?

Mr. LaPine: I am not going to ask if their parents are there. I see 9 year olds in a billiard room, which I don't think is right.

Mr. Nyikon: I have a lot of parents who bring their kids in. They play pool and they let their kids play pinball while they are shooting pool.

Mr. LaPine: The people playing billiards, in my opinion, were awfully young. Behind the building who is responsible for the wall? The wall is falling down.

Mr. Nyikon: The wall is not falling down behind mine. Every individual tenant is required to maintain that wall.

Mr. Tent: To follow up on what Mr. LaPine asked, the age breakdown. What is the age of the participants there? In other words, are they all 17 or 45?

Mr. Nyikon: Other than the people that come in with their parents, I have a heavy concentration of 17 to 30 year olds. Under 21, probably 25%. I have a few customers that are in their 80's.

Mr. Tent: Would you consider this a family operation. Would the mothers come? Would the wives come?

Mr. Nyikon: That is what I am trying to do to push the whole operation towards more families, more dates, more people bringing their kids in. Saturdays and Sundays I have ladies days and kids days. The kids play free with a paying parent. The ladies play free with a paying gent.

Mr. Tent: The kids are there and you are serving beer. How do you control that?

Mr. Nyikon: I would control it the same way the Cushion & Cue is controlling theirs. It would be easier for me because I have 22 tables. He has 35. When they come in, you card them. If they are not 17, they can't come in to begin with. Then you mark down on each table the ages. If everyone isn't 21 at that table, then no one drinks. If there is any doubt whatsoever, then no one drinks.

Mr. Tent: Do you plan on having tournaments there?

Mr. Nyikon: Sure. I am being pestered constantly to have these tournaments but I don't want to do them until I get done with the renovations. I want to control them.

Mr. Tent: The people you will have working there, will they all be over 21?

Mr. Nyikon: Sure because I am having more luck with people over 21.

Mr. Morrow: Could you fill me in on the shopping area. Is there any type of association there for businesses? I understand most of them own their own property and the parking lots connected with them.

- Mr. Nyikon: There is no association. This is the only strip mall in Livonia that has independent owners. We are running into a lot of problems in regard to paving the alley. When I came in there I said I would be glad to pave it the first year. I had a leak coming into the back of the building. I own my building, the fish and chips own their building and the bakery owns theirs and the gentleman who built this strip in 1962 owns all the rest. It was put off last year on the alley paving and it went to this year and I said let's try to get together because I guess this has been going on for years. They could never agree on who was going to contract it out, how much to pay, asphalt or concrete, whatever. One of the owners said it is not an alley, it is an easement and you cannot make me pay on an easement, take me to court and that is where it has sat. I called Bill MacDonald the day I heard about that and he said he would check into it and I never heard another word on that.
- Mr. Morrow: I realize you have only been there a year and a half but I can't think of another area in Livonia where the establishment puts so little back into the site, even with the housekeeping. I am not blaming you because you are only responsible for a small portion.
- Mr. Nyikon: I am trying to do the best I can in the location I am at. I am not a big shooter. I don't have tremendous financial backing but I will tell you where I am at. I have of my own money about \$180,000, which is my life savings, tied up in this building. I bought it with the intention of doing this the right way. I have been trying since 1973 to open up a room. I have been to different cities and as you well know the image of pool in years past was very poor, so all your Councils were shooting them down. That is why there were no new rooms anywhere and all the old rooms went by the wayside so you ended up with three Cushion & Cues, Mr. Billard and one or two other ones and they were all nice family places with carpeting, clean, well-run, no drugs, no fights. You can't operate a thing like this and not find an occasional beer bottle in the parking lot or have somebody with a harsh word for the guy next to him. You are dealing with the public. You have a lot of young people. I go through it every day. A lot of the people don't like me because I am coming down on them all the time.
- Mr. Morrow: I was not questioning your ability to run this. I was coming from the direction of things we like to do. Whenever something comes before this Commission we try to see if there is any upgrading that is possible.
- Mr. Nyikon: I am going to try my best to do it right. See the plans there. This was supposed to already have been started last week. I am going to have all new planter boxes. I tried to put a big \$5,000 sign out on Joy Road. The City wouldn't let me do that. I am trying to do it right. I am not in there for the short term but without the beer and wine I am going to be looking at a beautiful place but with nobody there. People want to drink.
- Mrs. Fandrei: We all understand your need and we all appreciate where you are coming from. We are coming from upgrading the property. My feeling is, and the sign is my pet peeve, the only way you are going to get the sign changed and upgrade your property, is to have

the whole property upgraded. My recommendation would be that we table this and you encourage the renters and the other property owners to get together and work on getting this whole property upgraded. That is what we are looking for. We are looking for outside upgrading.

- Mr. Nyikon: I don't think it is fair for you to table this to try to make a move on the sign. What I am trying to do is to fix up my place. If anything else I may embarrass one of my neighbors into doing something to upgrade theirs. I am the focal point. If I put in a nice place, it is going to do wonders for the strip and it may make somebody else look at what they have. I can't do this by myself.
- Mrs. Fandrei: Exactly, you can't do it by yourself. It is definitely going to be an asset to the strip but at the same time you can't do the change in the sign yourself. The sign is very important to your own establishment.
- Mr. Nyikon: I am not before you for the sign. I am here for survival and that is to get my beer and wine license.
- Mrs. Fandrei: We are trying to accomplish the whole thing for your benefit and the City.
- Mr. Nyikon: If I went there tomorrow and the sign was on the ground, I could care less. I would be happy to see the sign go down to tell you the truth because the sign has caused me nothing but grief. I don't think it is fair to put this burden on me and table my motion.
- Mr. Kluver: Again, the issue is the waiver of use.
- Mr. LaPine: Does Hope's Fish & Chips sell beer and wine?
- Mr. Nyikon: No they don't.
- Mr. LaPine: John, didn't we turn down a beer and wine license maybe a year or a year and a half ago for a billiard room on Eight Mile and Grand River?
- Mr. Nagy: Yes.
- Paul Sultana, 8901 Lathers: I live right behind the strip center. What I think should be done - I think the whole place should be torn down. There are rats. We called the City. They leave the garbage dumps open. The blackbirds get all the chicken bones and put them in our yard. It cost me \$500 because my dog chewed the bone. This guy did a good job. He is the only guy I ever saw ever fix it but as far as liquor license, I don't know. When his door is open, I can't open my back door. The lady who lives three houses down she called me. I had some wood back there and she said I had rats. I said I don't have rats, the alley has rats. I took all the wood down. I called the City before about rats and they said put poison there. My dog caught a rat. I called the City and they said we can't do anything about it. I could hear the kids playing pool in the summertime. I am opposed to this petition.

Mr. Engebretson: I think that the petitioner needs to understand that if this item were to be tabled, it would work to his interest because I think if this issue were dealt with, with all this negative information we have, it would almost surely end up with a strong denial. That would then go on to Council. However, I think you are on the right track with some good ideas. However, I think we still need to be realistic and we can't saddle you with the burden of that entire development. I think we could have this issue tabled where we could, in fact, have the Inspection Department go down there and check the alley conditions, that are deplorable. There is litter all over the place. It is not necessarily coming from your place. I think you could do yourself and the neighborhood a service by putting a dumpster back there. Many of your neighbors have dumpsters. I think if we did table this issue with the cooperation of the Inspection Department, and would have some further dialogue with you to get some further assurances that you do run a tight ship, and I believe you do, but I would like some further assurance that we aren't going to have beer and wine becoming readily available to youngsters creating problems. I think that is where Brenda is coming from and I hope that you understand that would not be done to put you at a disadvantage. That would be an asset to help you achieve your end result.

Mr. Nyikon: In response to the gentleman's comments there. I have my trash bags in the alley and I go out there daily and if a trash bag is open, I put it in another trash bag. I trimmed all the bushes and trees and branches. I pulled out every weed by hand. I pick up trash from each direction and put it away. My walk is not tilted back. I can't wait until that alley is fixed. His comment about if it was hot and the door was open, I am putting in two exhaust fans and we have six smoke eaters. I am still having a problem with odors. That is why the back door is open. I have to put in two more exhaust fans. I would welcome anyone to go over there at my alley at eight o'clock in the morning and take a look at it.

Margaret Starin, 8912 Harrison: I live the second house on Harrison, behind the stores. I go for a walk and pick up wine bottles and small liquor bottles and throw them in the trash. I have lived there for 34 years. I can't remember when the stores went in but we have had a terrible time with that alley. I don't understand why an inspector has ever passed that alley. Last summer, we had such a hot summer, and the garbage in that alley was overflowing on Sundays and it stunk so bad you couldn't open the windows. We have a lot of children in this area and we have an exit that goes out on Harrison and in the summertime we have a lot of children out there riding their bikes. We have a lot of blind spots. Children can't see if a car is coming. This is going to add to more traffic plus the noise in the parking lot with the loud radios. I don't think it is a good environment for children to go into, a place where there is drinking. I know the pool hall is nice but I am just against it for so many reasons. They have to clean up that area. Sometimes they come by and pick up the garbage at 1:30 at night or 4:00 in the morning and all you hear is a big clunk.

Mr. Nyikon: If I was trying to do this in a different City miles apart from my competition, I would still be up here fighting tooth and nails. I am in Livonia fighting a competitor in Livonia, two miles away and I am just looking for a fair chance to show my stuff and I have heard from people that are familiar with both of them, that they are worried about me. This guy is a multi-millionaire and he is concerned about the competition I am going to give him, but I can't do it by myself.

Mr. Kluver: We appreciate your competitive spirit but we still have an issue to deal with here which is a waiver of use issue for a Class C liquor license and some of the amenities that have come out during the conversation regarding your petition concerning the general conditions of the shopping center.

There was no one else present wishing to be heard regarding this item and Mr. Engebretson, Chairman, declared the public hearing on Petition 90-10-2-33 closed.

Mr. Kluver passed the gavel back to Mr. Engebretson.

On a motion duly made by Mr. Kluver and seconded by Mr. Morrow, it was

#11-485-90 RESOLVED that, pursuant to a Public Hearing having been held on Petition 90-10-2-33 by Ball & Cue requesting waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36, the City Planning Commission does hereby determine to table Petition 90-10-2-33 to the study meeting of December 4, 1990.

FURTHER RESOLVED that, notice of the above hearing was given in accordance with the provisions of Section 19.05 of Zoning Ordinance #543, as amended.

A roll call vote on the foregoing resolution resulted in the following:

AYES: Tent, Gniewek, Kluver, Morrow, Vyhnaiek, Fandrei, Engebretson
 NAYS: LaPine
 ABSENT: McCann

Mr. Engebretson, Chairman, declared the motion is carried and the foregoing resolution adopted.

Mr. Engebretson: This petition has been tabled until the meeting of December 4, 1990. In the meantime Mr. Nagy please ask the Inspection Department to send an inspector over to that area and report on the shopping center in its entirety and at that meeting Mr. Nyikon we will want to discuss with you some of the fine points that were brought up at this meeting.

Mrs. Fandrei, Secretary, announced the next item on the agenda is Petition 90-8-3-8 by Michael Surma requesting to vacate a 6 foot wide private easement for public utilities as established across Lot 3, Richland Estates Subdivision, located north of Richland Avenue and east of Stark Road in the Northeast 1/4 of Section 33.

PUBLIC HEARING

CITY OF LIVONIA

Minutes of Meeting Held February 13, 1991

A Public Hearing of the Council of the City of Livonia was held at the City Hall on Wednesday, February 13, 1991.

Members Present: Joan McCotter, President
 Fernon P. Feenstra
 Robert R. Bishop
 Gerald Taylor
 Dale Jurcisin

Members Absent: Ron Ochala
 Laura Toy

Others Present: George Weible, Ass't. City Attorney
 John Nagy, Planning Director

This is a public hearing relative to Petition 90-10-2-33 by Ball & Cue to utilize a tavern license (Class C) in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36. The City Clerk has mailed notices to those persons in the area affected by the proposed changes, and all other requirements of Ordinance No. 543, the Zoning Ordinance have been fulfilled. The Public Hearing was called to order at 8:46 p.m. with President McCotter presiding. There were approximately ten persons present. The public hearing is now open for comments.

Jurcisin - Denying.

McCotter - Mr. Weible, I gave this gentleman the wrong information. (Quoted from a letter of explanation from the petitioner dated January 31, 1991 in which he requested that the public hearing held this night of February 13, 1991 be postponed until further notice. The petitioner offered ". . . to reimburse the City for the cost of the newspaper ad and the resident mailings . . ." which had already taken place.) President McCotter further explained that the reason the gentleman is not here is because I gave him the wrong information. I apologize; I am sorry. I told him he didn't have to be present tonight.

Taylor - Mr. Jurcisin has already asked for a denying resolution. I guess the petitioner has the chance to come back; but I don't think the neighborhood wants him to have a license. In May the petitioner could come back to ask for another public hearing.

Unidentified Citizen - Do they have a time limit?

Taylor - They can come back as many times as they want to.

Bishop - This is a public hearing, and we published the fact that we were going to have a public hearing. It is rightfully and correctly before us. Regardless of his financial situation, there is strong objection to this. I think what we intend to do with this . . . and I strongly recommend a denying resolution.

Feenstra - Because of the Planning Commission reasons . . . John (Nagy), do you have anything to add to the Planning Commission's recommendation?

Nagy - I really don't have anything to say. The recommendation of the Planning Commission speaks for itself, and we took a lot of time and effort to hear the matter, meeting with the petitioner and truly evaluated the matter. I'm only concerned about - regardless about what the recommendation is - I'm concerned that the petitioner did not have a fair public hearing.

McCotter - I told him we would pull this off tonight's meeting.

Jurcisin - I appreciate Mr. Nagy's comments. Maybe the best course of action, since this is a public hearing, would be to put it on the next Study with a recommendation of denial, so that the petitioner could come in and present his case to us.

Bishop - The fact is, by whatever direction he was given, we are obligated to have this meeting tonight; and as such, I think we are within complete legal action. We're saying we intend to take action. Fairness is that he could appear; fairness is that he could appear at a Study.

McCotter - I told him he didn't have to be here.

Feenstra - We could rescind the decision . . .

Weible - His (petitioner's) letter says it all.

Jurcisin - If his desire is to put it off, he still kind of doesn't get the message. This is not the right spot, and this is not the right time for us to hear him.

John Connelly, 9920 Harrison, representing the Clement Circle Homeowners Association - What is a tavern license?

Bishop - It would be a Class C liquor license.

Connelly - Will the denial be of such magnitude that it would cause that business to go out of business, leaving a vacant building?

Bishop - That's a risk.

Taylor - There is no guarantee that he won't go out of business. He's been in business for a great many years.

Connelly - We already have too many empty buildings.

Bishop - That's clearly a risk that we will take if we deny it. But, the risk with putting alcohol in there is not worth it. It would be a bar. That's what it would be. I don't think that's what we want.

Henry Binder, 9207 Inkster - I'll tell you this: I'd rather deal with a boarded up (building) and have a condemnation hearing. The City even went out and made . . . arrests; so, as far as that goes, this is the type of individual you're dealing with. He bought that building; he has brought nothing but trouble in there ever since he's been there. Sometimes at 2:00 or 3:00 a.m. he has gone out to his (vehicle) with two or three young guys, no more than 15 or 16 years old to . . . drink and who knows what else. I confronted him with it - taking these young men into his car and drinking. The manager of the motel I was remodeling took his wife into the petitioner's establishment to shoot some pool. While they were playing, the owner (petitioner?) didn't like the way the guy looked and punched him in the eye so hard that his eyeball popped out. (He went on to cite other incidents he believed had occurred at the pool hall.) We don't want a liquor license around here. You're asking for trouble should it ever come to giving him a liquor license.

Nancy Liddle, 28921 Grandon - I wish to be notified should this come up again, and I will give notice to my neighbors. The area around this place is filled with (trash and litter).

Feenstra - It's an area that should entirely be contained by a wall. The whole alley should be referred to Inspection; it always looks unkempt.

Marilyn . . . 93__ Lathers - Behind the real estate office there are some broken up blocks; they've been there for some time.

This item will be placed on the Regular Meeting of February 20, 1991.

As there were no further questions or comments, the public hearing was declared closed at 9:02 p.m., February 13, 1991.

ROBERT F. NASH, CITY CLERK

TO: PLANNING

DATE: March 1, 1991

SUBJECT: OFFICIAL Minutes of 1,195th Council Meeting February 20, 1991

#138-91 RESOLVED, that having considered a communication from the City Planning Commission, dated December 18, 1990, which sets forth its resolution 12-507-90 adopted on December 11, 1990, with regard to Petition 90-10-2-33 submitted by Ball & Cue requesting waiver use approval to utilize a tavern license in connection with an existing billiard room located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 38, which property is zoned C-2, and the Council having conducted a public hearing with regard to this matter on February 13, 1991, pursuant to Council Resolution 20-91, the Council does hereby concur in the recommendation of the City Planning Commission and said Petition 90-10-2-33 is hereby denied, for the same reasons as those set forth in the action taken by the Planning Commission.

JANUARY 31, 1991

Planning

TO LIVONIA CITY COUNCIL
PRESIDENT JOAN M'COTTER
AND COUNCIL MEMBERS

THIS LETTER IS IN REGARDS TO PETITION 90-10-2-33
CONCERNING A TAVERN LICENSE FOR MY BILLIARD ROOM,
THE BALL + CUE.

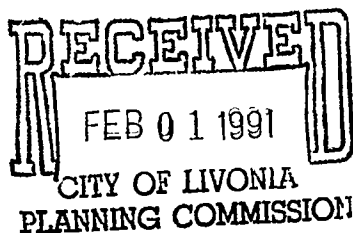
I AM REQUESTING THAT THE PUBLIC HEARING SCHEDULED
FOR FEBRUARY 13, 1991, BE POSTPONED UNTIL FURTHER
NOTICE. I AM CAUGHT IN THE MIDDLE OF REMODELING MY
ESTABLISHMENT AND FIND MYSELF SHORT OF TIME AND MONEY.
AS SOON AS I CAN FIND MY WAY CLEAR TO DEVOTE THE
PROPER ATTENTION TO THIS MATTER, I WILL BE BACK IN
TOUCH WITH YOU.

I WOULD LIKE TO OFFER TO REIMBURSE THE CITY
FOR THE COST OF THE NEWSPAPER AD AND THE RESIDENT
MAILINGS THAT HAVE ALREADY TAKEN PLACE. THANK YOU.

RESPECTFULLY,

JESSE J. NYIKON

OWNER
BALL + CUE
28410 50TH RD. LIVONIA
422-POOL



PER _____

90-10-2-33

12-18-90

RECEIVED
OFFICE OF THE CITY CLERK

90 DEC 18 PM 12:35

TO LIVONIA CITY
COUNCIL MEMBERS:

IN RESPONSE TO THE DENIAL OF MY
PETITION FOR A TAVERN LICENSE BY THE
PLANNING COMMISSION, # 90-10-2-23,
ON 12-11-90, I WISH TO APPEAL
THIS INJUSTICE.

RECEIVED
OFFICE OF THE CITY CLERK
90 DEC 18 PM 1:20

RESPECTFULLY,

JESSE J. NYIKON

OWNER -

BALL + CHE

6648 WINONA

ALLEN PARK, MICH. 48101

386-2278

422-POOL

RECEIVED
DEC 19 1990
CITY OF LIVONIA
PLANNING COMMISSION
PER _____

Term Planning

C I T Y O F L I V O N I A

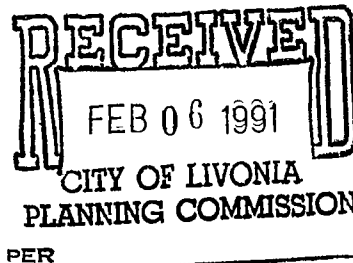
N O T I C E O F P U B L I C H E A R I N G

The Council of the City of Livonia, at a meeting held January 16, 1991, adopted the following resolution:

#20-91 RESOLVED, that having considered a communication dated December 18, 1990 from Ball & Cue in accordance with the provisions of Section 19.08 of Ordinance 543, as amended, the Zoning Ordinance, takes an appeal from a determination made on December 11, 1990 by the City Planning Commission in its resolution 12-507-90 with regard to Petition 90-10-2-33 submitted by Ball & Cue requesting permission to utilize a tavern license in connection with an existing billiard room as a waiver use on property zoned C-2 and located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36, THE COUNCIL DOES HEREBY DESIGNATE WEDNESDAY, FEBRUARY 13, 1991 AT 7:30 P.M. AS THE DATE AND TIME FOR CONDUCTING A PUBLIC HEARING WITH REGARD TO THIS MATTER, SUCH HEARING TO BE HELD AT THE CITY HALL, 33000 CIVIC CENTER DRIVE, LIVONIA, MICHIGAN; and the City Clerk is hereby requested to do all things necessary in order to give proper notice in writing, as well as by the publication of a notice in the City's official newspaper of such hearing and the date and place thereof, in compliance with the requirements set forth in Ordinance 543, as amended, the Zoning Ordinance of the City of Livonia.

ROBERT F. NASH, CITY CLERK
CITY OF LIVONIA, COUNTY OF WAYNE,
MICHIGAN

PUBLISH: Thursday, January 31, 1991



TO;

PLANNING

DATE January 22, 1991

SUBJECT;

OFFICIAL Minutes of 1,192nd

Council Meeting January 16, 1991

#20-91 RESOLVED, that having considered a communication dated December 18, 1990 from Ball & Cue which in accordance with the provisions of Section 19.08 of Ordinance 543, as amended, the Zoning Ordinance, takes an appeal from a determination made on December 11, 1990 by the City Planning Commission in its resolution 12-507-90 with regard to Petition 90-10-2-33 submitted by Ball & Cue requesting permission to utilize a tavern license in connection with an existing billiard room as waiver use on property zoned C-2 and located on the north side of Joy Road between Harrison and Thorpe in the Southeast 1/4 of Section 36, the Council does hereby designate Wednesday, February 13, 1991 at 7:30 P.M. as the date and time for conducting a public hearing with regard to this matter, such hearing to be held at the City Hall, 33000 Civic Center Drive, Livonia, Michigan; and the City Clerk is hereby requested to do all things necessary in order to give proper notice in writing, as well as by the publication of a notice in the City's official newspaper of such hearing and the date and place thereof, in compliance with the requirements set forth in Ordinance 543, as amended, the Zoning Ordinance of the City of Livonia.

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

7.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

7. SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7.

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

Councilmember Jolly commented that he usually doesn't see more than a few parking spots in use at the current Holiday Inn and asked the petitioner if there is market demand for a second hotel. He also asked when we might see the restaurants go in.

Jim Butler, PEA Group, indicated Laurel Investments has done research and feel there is a demand for additional hotels in Livonia. He indicated the plan is to get permits this fall and break ground in the spring.

Councilmember Toy asked for details about Cooper's Hawk.

Jennifer Lucina, Coopers Hawk, indicated this will be their fifth Michigan location. They are a winery and restaurant that will have a wine of the month club and wine tasting. They also have facilities for wedding and baby showers. They plan to have outdoor seating that will be open for three seasons.

Councilmember Donovic asked about the MDOT easement along the property and if they would clean that area up. He also asked about the material used for signs and if all building will be constructed at different times.

Mr. Butler indicated they cannot do anything with the MDOT easement. He explained the signs and said both restaurants and the hotel will be built at the same time. He said there will be demolition of the conference center and there is an underground retention that will be removed and replaced.

Art McIntosh, Architect for Capital Grill, said they are a destination steak house that has eighty restaurants throughout the United States.

President McCullough asked that they consider EV charging stations.

Councilmember Toy offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT

From: [Taormina, Mark](#)
To: [Kasprowicz, Sara](#)
Subject: FW: TGC Proposed Elevations
Date: Monday, July 29, 2024 4:01:31 PM
Attachments: [TCG Livonia MI - 2024.07.25 Exterior Elevations.pdf](#)
[TCG Livonia MI - 24.07.25 Colored Ext Elevations to Illustrate Material Types.pdf](#)

Sara,

Please see attached new data regarding Item #7 on the Aug. 7, 2024 Study Agenda.

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Loretta@ldreeves.com <lorettar@ldreeves.com>
Sent: Monday, July 29, 2024 3:47 PM
To: Taormina, Mark <mtaormina@livonia.gov>; Miller, Scott <smiller@livonia.gov>
Cc: 'Arthur McIntosh' <AMcIntosh@arden.com>; Jack Knowles <mjknowles3@gmail.com>;
lorettar@ldreeves.com
Subject: TGC Proposed Elevations

Mark/Scott- Hope you are doing well.

I have attached the revised elevations for The Capital Grille in the Laurel/6 Mile Development for your review. As per discussions with the Planning Commission, these elevations have been upgraded to include more masonry materials than plans previously submitted.

The first file named **Exterior Elevations** represents the true colors/material types on the proposed building. The second file named **Colored Elevations to Illustrate Material Types** depicts the proposed massing of the materials- not the colors being utilized.

I have copied Art McIntosh, Design Manager, on this email. If you have comments or questions, please respond to the team via email or we can schedule a Teams call if necessary.

Thank you- we appreciate your help and guidance on this project.

Loretta Reeves

President

L D Reeves & Associates, Inc.

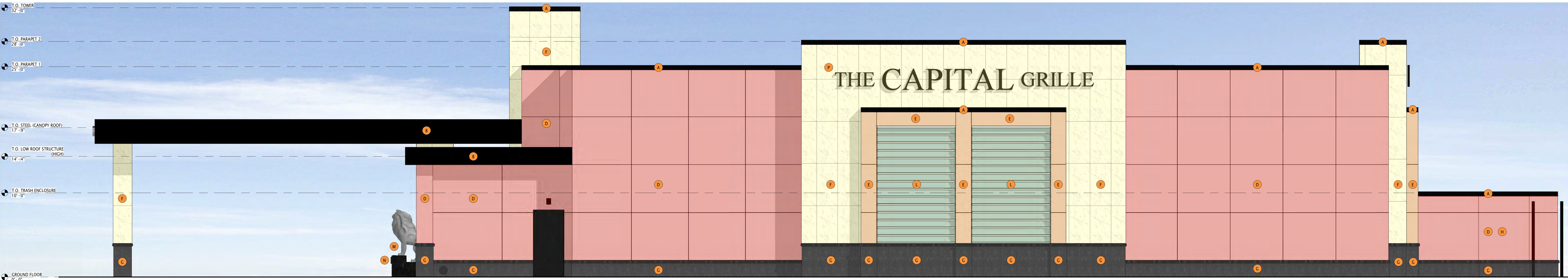
1889 Manzanita Ave.
Punta Gorda, FL 33950

RENDERED ELEVATION KEY NOTES

- A ALUMINUM CORING (FINISH: MATTE BLACK)
- B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
- C ALUMINUM FINS (FINISH: MATTE BLACK)
- D E.I.F.S. (FINISH: STO WHITE)
- E STUCCO (FINISH: STO WHITE)
- F LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRERA LUSI)
- G TILE WATER TABLE (FINISH: TRINITY TILE, ONDA COAL)
- H TRASH ENCLOSURE
- I MAIN ENTRANCE ALUMINUM STOREFRONT (FINISH: MATTE BLACK)
- J ALUMINUM WINDOWS (FINISH: MATTE BLACK)
- K METAL SHUTTERS IN CLOSED POSITION (FINISH: MATTE BLACK)
- L FAUX JALOUSIE WINDOW & FRAME (FINISH: FROSTED)
- M LION STATUE ON GRANITE PEDESTAL BASE (FINISH: CHROME STATUE, ABSOLUTE BLACK BASE)
- N METAL PLAQUE SIGN (SMOOTH/REVERSE POLISHED CHROME PLAQUE AND BLACK LETTERING)
- O CANOPY-MOUNTED SIGN (INTERNALLY-ILLUMINATED, 12" LETTERS)
- P WALL-MOUNTED SIGN (HALO-ILLUMINATED 30" CHANNEL LETTERS)



SOUTH ELEVATION
1/4" = 1'-0"



EAST ELEVATION
1/4" = 1'-0"



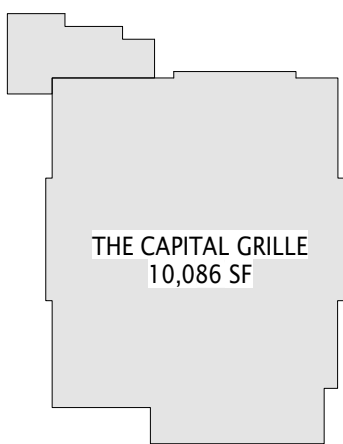
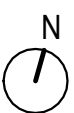
THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.07.25

SD1.3a | SCHEMATIC EXTERIOR ELEVATIONS (COLORED)

DARDEN CORPORATION
1000 DARDEN CENTER DRIVE
ORLANDO, FL 32837



RENDERED ELEVATION KEY NOTES

- A ALUMINUM CORING (FINISH: MATTE BLACK)
- B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
- C ALUMINUM FINS (FINISH: MATTE BLACK)
- D E.I.F.S. (FINISH: STO WHITE)
- E STUCCO (FINISH: STO WHITE)
- F LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRERA LUS6)
- G TILE WATER TABLE (FINISH: TRINITY TILE, ONDA COAL)
- H TRASH ENCLOSURE
- I MAIN ENTRANCE ALUMINUM STOREFRONT (FINISH: MATTE BLACK)
- J ALUMINUM WINDOWS (FINISH: MATTE BLACK)
- K METAL SHUTTERS IN CLOSED FIXED POSITION (FINISH: MATTE BLACK)
- L FAUX JALOUSIE WINDOW & FRAME (FINISH: FROSTED)
- M LION STATUE ON GRANITE PEDESTAL BASE (FINISH: CHROME STATUE, ABSOLUTE BLACK BASE)
- N METAL PLAQUE SIGN (SMOOTH/REVERSE POLISHED CHROME PLAQUE AND BLACK LETTERING)
- O CANOPY-MOUNTED SIGN (INTERNALLY-ILLUMINATED, 12" LETTERS)
- P WALL-MOUNTED SIGN (PAID-ILLUMINATED 30" CHANNEL LETTERS)



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



WEST ELEVATION
1/4" = 1'-0"



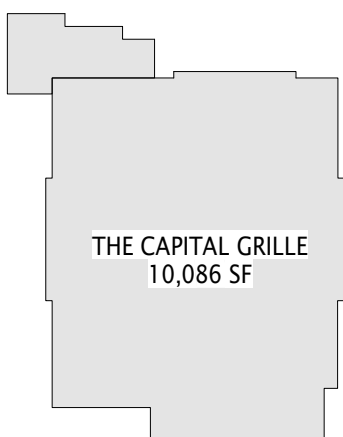
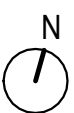
THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.07.25

SD1.4a | SCHEMATIC EXTERIOR ELEVATIONS (COLORED)

DARDEN CORPORATION
1000 DARDEN CENTER DRIVE
ORLANDO, FL 32837



RENDERED ELEVATION KEY NOTES

- A ALUMINUM COPING (FINISH: MATTE BLACK)
- B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
- C ALUMINUM FINIS (FINISH: MATTE BLACK)
- D E.I.F.S. (FINISH: STO WHITE)
- E STUCCO (FINISH: STO WHITE)
- F LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRARA LU56)
- G TILE WATER TABLE (FINISH: TRINITY TILE, ONDA COAL)
- H TRASH ENCLOSURE
- I MAIN ENTRANCE ALUMINUM STOREFRONT (FINISH: MATTE BLACK)
- J ALUMINUM WINDOWS (FINISH: MATTE BLACK)
- K METAL SHUTTERS IN CLOSED FIXED POSITION (FINISH: MATTE BLACK)
- L FAUX JALOUSIE WINDOW & FRAME (FINISH: FROSTED)
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- N METAL PLAQUE SIGN (SMOOTH/REVERSE POLISHED CHROME PLAQUE AND BLACK LETTERING)
- O CANOPY MOUNTED SIGN (INTERNALLY ILLUMINATED, 12" LETTERS)
- P WALL-MOUNTED SIGN (WALL-ILLUMINATED 30" CHANNEL LETTERS)



2 SOUTH ELEVATION
SD1.3 1/4" = 1'-0"



1 EAST ELEVATION
SD1.3 1/4" = 1'-0"



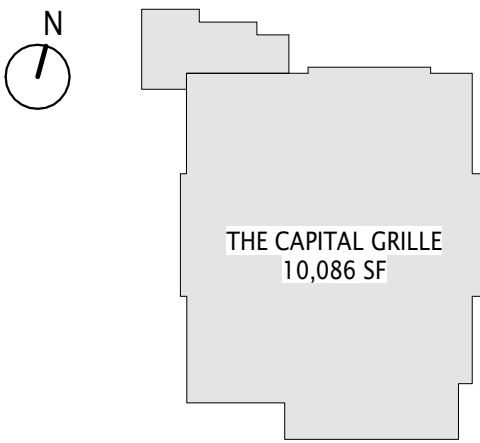
DARDEN CORPORATION
1000 DARDEN CENTER DRIVE
ORLANDO, FL 32837

THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.07.25

SD1.3 | SCHEMATIC EXTERIOR ELEVATIONS



RENDERED ELEVATION KEY NOTES

- A ALUMINUM COPING (FINISH: MATTE BLACK)
- B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
- C ALUMINUM FINIS (FINISH: MATTE BLACK)
- D E.I.F.S. (FINISH: STO WHITE)
- E STUCCO (FINISH: STO WHITE)
- F LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRARA LU56)
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- P WALL-MOUNTED SIGN (WALL-ILLUMINATED 30" CHANNEL LETTERS)



2 NORTH ELEVATION
SD1.4 1/4" = 1'-0"



3 WEST ELEVATION
SD1.4 1/4" = 1'-0"



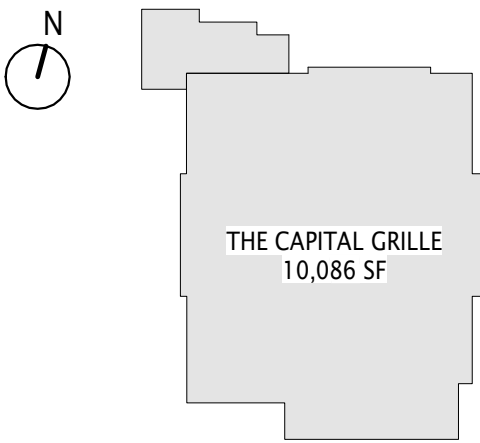
DARDEN CORPORATION
1000 DARDEN CENTER DRIVE
ORLANDO, FL 32837

THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.07.25

SD1.4 | SCHEMATIC EXTERIOR ELEVATIONS



100 EAST PENN SQUARE SUITE 1080
PHILADELPHIA, PA 19107
215.928.9331
JKRPARCHITECTS.COM



LETTER TO THE LIVONIA CITY COUNCIL

7.

Planning
July 18, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7.

BACKGROUND DETAILS

July 18, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-06-08-02 – Laurel Investment, LLC

Dear Council Members:

At the 1,216th Public Hearing and Regular Meeting held by the City Planning Commission on July 16, 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)

#07-35-2024 RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans required by Section 3.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7, be approved subject to the following conditions:

1. The Site Plan, identified as Drawing No. C-3.0, dated May 24, 2024, prepared by PEA Group, is hereby approved and shall be adhered to.

2. The maximum customer seating for Cooper's Hawk shall not exceed 300, including 260 interior seats and forty (40) outdoor patio seats, and the maximum customer seating for The Capital Grille shall not exceed 246.
3. The Landscape Plan and Landscape Details, identified as Drawing No. L-1.0 and Drawing No. L-1.1, dated May 24, 2024, prepared by PEA Group, are hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
5. Underground sprinklers must be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.
6. The Elevation Plans and Exterior Material sheet for Cooper's Hawk, prepared by Design Collective, as received on June 5, 2024, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
7. The Elevation Plans for The Capital Grille, identified as Sheets SD1.5 and SD1.6, dated March 11, 2024, prepared by JKRP Architects, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
8. The Elevation Plans for Home 2 Suites by Hilton, identified as Sheets A-300 and A-301, dated May 10, 2024, prepared by Bowers & Associates, Inc., are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
9. The Elevation Plans for Holiday Inn, prepared by Bowers & Associates, Inc., as received on June 5, 2024, are hereby approved and shall be adhered to.
10. All rooftop mechanical equipment shall be concealed from public view on all sides by screening compatible with the building's exterior materials in character, material, and color.
11. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
12. All pole-mounted light fixtures shall not exceed twenty feet (20') above finish grade and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent properties and roadways.
13. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
14. No exposed LED light bands or neon shall be permitted on this site, including, but not limited to, the buildings or around the windows.
15. The specific plans referenced in this approving resolution shall be submitted to the Inspection

Department when the building permits are applied for; and,

16. 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.

ATTACHMENTS

1. S080724 LTC Petition 2024-06-08-02 Laurel Invest
2. 2024-06-08-02_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: July 19, 2024



Maureen Miller Brosnan, Mayor

Date: July 19, 2024

Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C.

requesting approval of all plans required by Section 3.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,216th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 16, 2024, the City Planning Commission of the City of Livonia held its 1,216th 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 Sam Caramagno
Peter Ventura Ian Wilshaw

Members absent: Wafa Dinaro

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

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

ITEM #4 PETITION 2024-06-08-02

Holiday Inn

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans required by Section 3.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel

Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7.

Mr. Taormina: Thank you. This site under consideration consists of two (2) tax parcels comprising a total land area of 10.27 acres. The zoning is C-4 (High Rise Commercial). The C-4 zoning district treats hotels and full-service restaurants as permitted uses. The site is accessible only from Laurel Park Drive, where there are two (2) driveways. Originally developed in 1979 as a Holiday Inn Holidome, the site was redeveloped in 2015 when the Holidome was demolished and replaced with a six-story Holiday Inn. The Holiday Inn has 141 guest rooms and a 10,000-square-foot conference center/banquet facility. Part of the plan includes removing the banquet center at the east end of the building and replacing this area with 29 surface parking spaces. The remaining hotel footprint would be about 21,415 square feet. The hotel would continue to operate with 141 guest rooms. The exterior would remain unchanged except where the banquet center is removed. Here, the building wall would be refinished to match the existing facade. The Home2 Suites Hotel will be built between the Holiday Inn and Laurel Park Drive. At its closest point, the new hotel would be about 127 feet from the road right-of-way. It would be five (5) stories tall, measuring 13,550 square feet per floor plate, and have 97 guest rooms. The building would have a flat roof and reach a maximum height of about 63'4". In comparison, the six (6) story Holiday Inn is about 76 feet tall. The exterior finishes include a combination of brick, Hardie plank, composite siding, and E.I.F.S. New renderings show a change in the materials. A freestanding Cooper's Hawk Winery and Restaurant is proposed in the southeast portion of the site. This full-service restaurant would measure about 11,000 square feet, with indoor seating for 260 patrons and outdoor seating for 40. The proposed building setback from Six Mile Road is roughly 105 feet. The outdoor dining patio is shown adjacent to the bar, which is on the east side of the building. The building's main entrance is protected by a canopy that faces south towards Six Mile Road. Building materials include a combination of horizontal and vertical composite siding and trim, metal, and E.I.F.S. The wall parapets vary in height from 19 to 24 feet, and wall signs are shown on the building's south, east, and west elevations. Next is the Capital Grille, another freestanding, full-service restaurant shown in the site's southwest corner. This building is about 10,086 square feet. It would have indoor seating for 246 with no outdoor seating. From Six Mile Road to the building, the setback would be roughly 114 feet, about the same distance as a Cooper's Hawk.

The exterior would include tile along the base, E.I.F.S. for most of the facade, and aluminum, and metal accents and finishes. Like Cooper's Hawk, the entrance faces south and includes a porta cochere. The building height would be about 21 feet for most of the structure, with a maximum height of 32 feet for the main entry tower. Both restaurants would be visible from Six Mile Road to the south but accessible only from Laurel Park Drive. Regarding parking, the four (4) uses will operate under a shared access and parking agreement. The site plan shows 544 parking spaces. The application includes a parking study, which uses the shared parking standards of two (2) professional organizations: the Institute of Traffic Engineers (ITE) and the Urban Land Institute (ULI). When we apply the ITE standards, the parking demand is calculated at 457 spaces. Using the ULI shared parking standards, the range is from 415 to 453 spaces. Thus, with 544 spaces available, relying on either of these standards would suggest that the site will be sufficiently parked. There would be 72 spaces dedicated to employees and valet parking. These spaces have reduced widths of nine (9) feet and are generally located furthest away from the main building entrances. All the other spaces measure 10 feet as required. For trash, the hotels would be serviced by an enclosure on the north side of the property. Dumpsters and recycling bins will be enclosed at the rear of the restaurants. Two (2) underground detention systems would be constructed to handle the stormwater. One of the systems would be located between the hotels to service that phase of the development, and for the restaurants, a separate system would be provided just east of Cooper's Hawk. The zoning ordinance requires 14 full-size trees, six (6) ornamental trees, 109 shrubs along Six Mile Road, and seven (7) full-size trees, three (3) ornamental trees, and 54 shrubs along Laurel Park Drive. A fully detailed landscape plan was provided with the application that complies with the minimum landscape standards, including the parking lot's interior and the site's perimeter. The photometric plan shows an average of 3.1-foot candles within the parking lot. This exceeds our minimum required average of one (1) foot candle under Section 7.22. All pole-mounted light fixtures would meet the city's outdoor lighting policy, which recommends a maximum height of 20 feet. Each hotel is allowed three (3) wall signs on the top floor of the building, and each restaurant is allowed two (2) wall signs. Additionally, two (2) monument signs are allowed, limited to 40 square feet in area and eight (8) feet in height. This was a question that came up at the study meeting. Because the development site has four (4) business uses, the ordinance allows ground signs to be two (2) feet tall and 10 square feet

larger. The plans show two (2) wall signs for the new Home2 Suites Hotel, three (3) for the Holiday Inn, three (3) for the Cooper's Hawk, and four (4) for the Capital Grille. The site currently has two (2) ground-mounted signs, including the pylon sign along the highway. Another monument sign is proposed along Six Mile Road to identify Cooper's Hawk. The sign package, as presented, will require variances from the Zoning Board of Appeals. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 13, 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 project at this time, but would like to note the following items: The proposed site .is actually two separate parcels that are assigned the addresses of #17117 and #17123 N. Laurel Park Drive. Once the plan has been approved, the owner will need to contact this Department for additional addresses. The legal description provided on the drawings appears to be correct for the overall parcel. As noted above, the site is currently two separate parcels that will need to be combined. The owner should contact the Assessing Department to begin the combination process once site plan approval has been granted. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. The submitted drawings indicate proposed additions to the existing systems as well as on-site detention. No calculations have been included with the submittal drawings, but we do not believe there will be any negative impacts to the existing systems. A full Engineering review will be completed during the permitting process. The drawings indicate proposed storm water detention, but do not include detailed information. The development will be required to provide detention per the latest version of the Wayne County Stormwater Ordinance. Any disturbances with the Seven Mile Road or 1-275 road right-of-way's will require permits through the Wayne County Department of Public Service and the Michigan Department of Transportation, including drive approach and sidewalk removals and placements. All other permits will be through the City of Livonia."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated July 3, 2024, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to construct commercial buildings (hotel, 2 restaurants,*

renovation of existing hotel) on the property located at the above referenced address. We have no objections to this proposal with the following stipulations: Eventual submission of plans and permits for suppression system. Eventual submission of plans and permits for Fire alarm monitoring. Placement of a Fire hydrant within 100 feet of the Fire Department Connection. Eventual submission of plans and permits for kitchen hood and ducts. A further review will take place once this division receives an official plan set.” The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated June 13, 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 July 9, 2024, which reads as follows: *“Pursuant to your request, the above-referenced Petition has been reviewed. The parking spaces shall be 10’ x 20’ and double strip. Barrier-free parking spaces shall conform to the Michigan Building Code. Variances from the Zoning Board of Appeals will be required for all signage not conforming to the Zoning Ordinance. This Department has no further objections to this Petition.”* The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated June 12, 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. We have a letter of no objection coming from the Treasurer’s office, dated June 12, 2024. The letter is signed by Susie Nash, Treasurer. The next letter is from the Department of Assessment, dated June 13, 2024, which reads as follows: *“A request has been made by Laurel Investment, LLC to approve submitted plans to construct three (3) new buildings which includes a five-story hotel (Home 2 Suites) on parcel 028-99-0006-007 with the existing Holiday Inn, a portion of which is to be demolished, at 17123 Laurel Park. Also, two (2) freestanding restaurants (Cooper’s Hawk and Capital Grille) to be constructed on parcel 028-99-0006-008 with address 17117 Laurel Park. If the proposed plans intend to have individual ownership and individual taxes for each entity, a lot split for both parcels into 4 individual parcels must be submitted to the Assessor’s Office. Please direct any questions to the Assessor’s Office or Livonia.gov for the lot split and combination process.”* The letter is signed by Kathie Siterlet, Residential Appraiser. That is the extent of the correspondence.

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- Mr. Wilshaw: Are there any questions of the Planning Director?
- Mr. Bongero: Mark at the study meeting we talked about these buildings and they had a lot of E.I.F.S., specifically Capital Grille and then looking at the hotel, did they...is this the new rendering? So, they did increase the amount of brick and hardy plank on the hotel it looks like.
- Mr. Taormina: What the revised plan shows for the new hotel is more brick and composite siding and less E.I.F.S. These area were previously identified on the plans as E.I.F.S. A dark-colored brick has been added to the first three (3) floors of the hotel's exterior, and on the upper two (2) levels, the plan shows Hardie plank.
- Mr. Bongero: Can you go to the Capital Grille? There's very little...that is stone on the bottom right or a tile on the bottom.
- Mr. Taormina: Tile is provided along the waterline or the base of the building, which is a dark-colored material. The tile also extends to other parts of the building. All these areas of the building are identified on the plans as E.I.F.S. As you look at the various renderings, these areas would be E.I.F.S. Metal would be used for the accents, including the trim and canopies. The larger areas of the wall sections here, it's my understanding, would be the stucco or E.I.F.S.
- Mr. Bongero: Thank you, Mr. Chairman.
- Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions? If not, our petitioner is in the audience. Feel free to come forward. Good evening, sir.
- Jack Knowles, Laurel Investment. Laurel investment is the owner of the property. We're the owner of the Holiday Inn, and we will be the owner of the Home2 by Hilton. Mark has done a commendable job and, you know, overall review of the project. I don't have a lot to add. But I'm certainly, you know, interested in answering any questions that you may have. I'm also joined tonight by Drew Johnson, who is with Darden foods, which is the parent company of Capitol Grille and Jennifer Lingle, who was with Cooper's Hawk and Amadeus Escudero, who is the architect for Cooper's Hawk. So we're all here prepared to try and answer any questions that that you may have.

Mr. Wilshaw: Okay, excellent. Thank you, Mr. Knowles, and yes, Mr. Taormina has a tendency to steal the thunder of a lot of presentations.

Mr. Knowles: I don't mind that at all. He does a wonderful job.

Mr. Wilshaw: So, let's see if there's any questions for the petitioner.

Mr. Bongero: I guess just to expand on the question I had to Mr. Taormina specifically, the Capital Grille. There's a lot of E.I.F.S. on that structure, would you be opposed to increasing the amount of the tile or adding some other accent, you know, less E.I.F.S. and more...

Drew Johnson, Darden Restaurants, Brand Design Manager for Capital Grille. So actually, the E.I.F.S. represents 55% of this overall structure. So what you see actually around each one of the portions of Jalousie glass, on what represent the four individual facades are actually a white sort of Carrera look, marble tile. So that represents a fairly substantial section on each one of those faces as it surrounds those sections of Jalousie glass. Each one of the sections, then of the Jalousie glass ends up being sort of the accent in the front piece to that which represents about 10% of the overall storefront. So as you look at it in aggregate, what we're really dealing with that are the E.I.F.S. portions are those sort of larger, sort of what I call like canvas sort of backdrop pieces that we really use to play against the real accents of the building, which is the glass, the accents and the black metal, the water table tile that you see that surrounds the entire building gives us a lift off of the ground to handle anything that would be considered weather or salt related.

Mr. Bongero: On that elevation there. To the right and left of Capitol Grille, is that E.I.F.S.?

Mr. Johnson: So that's the tile.

Mr. Bongero: Oh, that's all tile. All the way to the roofline?

Mr. Johnson: Yes.

Mr. Bongero: Oh, okay.

Mr. Jonson: That's what I'm saying. Each one of those kind of four sections that surrounds and backs the signs as part of that Halo lighting, so that's part of what we get is that marble tile. It gives you that

balance and the additional light that sort of adds to the ambiance. And then each one of the things is...the renderings are actually...those are finished products of buildings that we've built in the past. So, they're not actually renderings of the proposed building. They're representations of how this building looks when completed. And that's part of the other reason wanted to use sort of real final images to show you guys representation of, you know, it may appear as E.I.F.S., but it reads as sort of secondary or even, you know, tertiary to any of the other materials that you're reading on the facade.

Mr. Bongero: Okay.

Mr. Jonson: So, even though...and I understand it's difficult to read in this, whether or not it's tile or E.I.F.S., or Stucco, or any of that, you know, it is a little bit deliberate because we're sort of accenting the portions of the building to draw your attention with the Jalousie glass that's sort of edge lit with the black metal accents. That black marble ore black granite water table tile and then the you know marble tile

Mr. Bongero: Table D indicates E.I.F.S. F is large format or no, that's tile water table.

Mr. Johnson: Right, that's that black water tile.

Mr. Bongero: So ,the D is E.I.F.S.

Mr. Johnson: Can you go back to the elevations?

Mr. Bongero: So, the broadest walls I'm seeing, where it says Capital Grille, on the not entry walls, I'm saying on the right and left, the main walls. That's E.I.F.S.

Mr. Johnson: Yes, those two portions are E.I.F.S.

Mr. Bongero: Would you be willing to work with the Planning Department to lessen the amount?

Mr. Johnson: Potentially, I mean, it ends up representing a somewhat substantial cost increase to the overall port, the overall expense of the building. And so because it ends up being that sort of extreme tertiary member of the actual look of the building, we try and sort of save the, the real expense for the portions of the building that add that sort of interest to the public. And as part of what we, you know, sort of typically represented as the building

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across the country, it's something we'd sort of fight to try and maintain and being able to, like, spend our money where it's easy.

Mr. Bongero: We're not big fans of it.

Mr. Johnson: Understood. I mean, and, you know, I think the appearance and look compared to something like stucco is not necessarily overly different and it's part of the final realized version. I mean, I think you'd be remiss and difficult to identify which of the buildings that I've shown has E.I.F.S. versus which ones have stucco. So, in terms of final impact, it's fairly low on our category of ability. If it's absolutely a deal breaker, we can I'm sure find a way that there may be a compromise in there.

Mr. Bongero: Perhaps you could talk with the Planning Department and come up with a compromise?

Mr. Johnson: Potentially. I mean, and that's where it's, you know, we can look at potentially doing...and we have in certain areas as required on sections where we try not do the entire building, but we may do a corner as a wrap in a stucco type material, if that's something that is absolutely necessary.

Mr. Bongero: Yeah, I'd like to turn it over with them and you guys can see what we come up with. Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions?

Mr. Caramagno: Tell us a little bit about the timeframe for this huge project.

Mr. Wilshaw: There's a lot going on here.

Mr. Knowles: Well, it's been coming for a long time. It's been in the works for years, actually. So, we're anticipating that...get through the planning process, by the end of August. Get our engineering plans done in September, get the long-term permit applications that be to Wayne County, and to the state for water and sewer, get those out, by the early October, hopefully have permits in hand by the end of the year. And if, depending on...weather dependent, start underground during January. Right now, we're targeting June as when we would have pads ready for the new buildings.

Mr. Caramagno: So, just under a year from now you'll be getting ready to put in the buildings.

Mr. Knowles: Weather permitting.

Mr. Caramagno: Yes, yeah. What about the Holiday Inn? When will the demolition of that happen? Can that happen sooner will that wait until the end.

Mr. Knowles: It can. It likely will. I don't have an exact date for you, Sam, but we've been talking about it and we have pricing on it. We have contractors that are ready to do it. So, it could happen yet this year.

Mr. Caramagno: Thank you.

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

Mr. Wilshaw: There are no other questions. Is there anyone in the audience wishing to speak for or against this item? I don't see anyone coming forward.

Mr. Wilshaw: Mr. Knowles, is there anything else that you'd like to present before we move forward? Okay, very good. Thank you for your presentation. All right. If there's no other comments or questions, a motion is in order.

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

#07-35-2024 **RESOLVED**, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans required by Section 3.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast ¼ of Section 7, be approved subject to the following conditions:

1. The Site Plan, identified as Drawing No. C-3.0, dated May 24, 2024, prepared by PEA Group, is hereby approved and shall be adhered to.

2. The maximum customer seating for Cooper's Hawk shall not exceed 300, including 260 interior seats and forty (40) outdoor patio seats, and the maximum customer seating for The Capital Grille shall not exceed 246.
3. The Landscape Plan and Landscape Details, identified as Drawing No. L-1.0 and Drawing No. L-1.1, dated May 24, 2024, prepared by PEA Group, are hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
5. Underground sprinklers must be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.
6. The Elevation Plans and Exterior Material sheet for Cooper's Hawk, prepared by Design Collective, as received on June 5, 2024, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
7. The Elevation Plans for The Capital Grille, identified as Sheets SD1.5 and SD1.6, dated March 11, 2024, prepared by JKRP Architects, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
8. The Elevation Plans for Home 2 Suites by Hilton, identified as Sheets A-300 and A-301, dated May 10, 2024, prepared by Bowers & Associates, Inc., are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
9. The Elevation Plans for Holiday Inn, prepared by Bowers & Associates, Inc., as received on June 5, 2024, are hereby approved and shall be adhered to.
10. All rooftop mechanical equipment shall be concealed from public view on all sides by screening compatible with the

building's exterior materials in character, material, and color.

11. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
12. All pole-mounted light fixtures shall not exceed twenty feet (20') above finish grade and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent properties and roadways.
13. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
14. No exposed LED light bands or neon shall be permitted on this site, including, but not limited to, the buildings or around the windows.
15. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department when the building permits are applied for; and,
16. 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.

Mr. Wilshaw: Is there any discussion?

Mr. Taormina: Mr. Chairman, a point of clarification please. This is really for the benefit of the petitioner. Number 14 states no exposed LED light bands shall be permitted on the site, including but not limited to the buildings and around the windows. The renderings show accent lighting on the building. This is allowed as long as the light sources are not directly exposed. Any shielding or muting of those lights, which I believe they intend to do, should not be a problem. I just want the petitioner to understand that the intent is not to prohibit the accent lighting that is shown on the renderings.

Mr. Wilshaw: I appreciate that Mr. Taormina because we do see on, especially the Capital Grille, there's a number of illuminated window elements as an architectural element and those are

indirectly illuminated or internally illuminated in some way that is not in keeping with...is not in opposition to what we're looking for in our approving resolution, which is those light bands and neon tubes, things like that that are quite harsh. Hopefully the petitioner understands that.

Mr. Knowles: I do understand that. I have a different question for you relative to the motion.

Mr. Wilshaw: Okay, please go ahead.

Mr. Knowles: Mark pointed this out in his report, and I don't know whether it warrants a separate item or condition on the motion, but with regard to parking, you know, the parking does not meet the ordinance standards. We've provided additional documentation from ITE and ULI in terms of different ways to look at shared parking. I didn't know if, since it didn't meet the ordinance, the letter of the ordinance, I didn't know whether that needed to be included in the motion that you're approving what we provided in the motion or not?

Mr. Wilshaw: Well as provided in the motion, all spaces are to be 10 feet. Is that correct, Mr. Taormina?

Mr. Knowles: I didn't hear that in the motions.

Mr. Taormina: I don't believe we included that.

Mr. Taormina: The approving resolution references the site plan showing the parking, which should address Mr. Knowles' concern. Also, the zoning ordinance recognizes the use of other standards, such as ITE, in determining the required parking amount. There's no need for a variance. That accepted amount of parking is reflected in the site plan, as referenced in the approving resolution. No other condition would trigger the need for a variance. The parking provided satisfies the ordinance. Thank you.

Mr. Knowles: I just wanted to make sure.

Mr. Wilshaw: Excellent. Does that include the nine-foot spaces for valet and employee parking?

Mr. Taormina: Correct, which the ordinance does permit, subject to the approval of the Council.

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Mr. Wilshaw: Okay, excellent. Very good. I'm glad that we clarified that. Excellent, very good. Thank you. Any other questions or comments on the motion, which is a motion to approve from any of the commissioners?

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

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

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

For filing fee see computation below

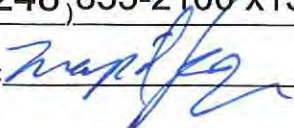
Date Filed: _____ Petition 2024-06-08-02
Site Address: 17123 N. Laurel Park Drive Sidwell 46-028-99-0006-006
Requesting Approval to Site Plan approval for a new Home 2 Hotel, Capital Grille and Cooper's Hawk Restaurants.
Applicant: Jack Knowles Business/Company: Laurel Investment, LLC
Applicant's Address: 29200 Northwestern Hwy., Suite 450 City: Southfield State: MI Zip Code: 48034
Applicant's Phone # (734) 564-6723 Applicant's Email mjknowles3@gmail.com
Contact Person: Jack Knowles Business/Company: _____
Contact's Address: same City: _____ State: _____ Zip Code: _____
Contact's Phone # (_____) same Contact's Email same

Please provide the following information:

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

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

FEE COMPUTATION	\$600.00
<u>82,665</u> sq. ft. of new construction x \$20.00 per 1,000 sq. ft.	
(NOTE: Round off to nearest 1,000) + <u>1,652.-</u>	
Total Amount Due \$ <u>2,252.-</u>	

Owner of Property: Laurel Investment, LLC
Owner's Address: 29200 Northwestern Hwy., #450 City: Southfield State: MI Zip Code: 48034
Owner's Phone # (248) 855-2100 x131 Owner's Email abaskins@group10.net
Signature of Owner:  Print Name: Majid Koza

LAUREL – SIX MILE DEVELOPMENT – PROJECT DESCRIPTION

June 2024

GENERAL PROPERTY INFORMATION

The proposed Laurel-Six Mile project property is located along the North side of Six Mile Road and is bounded by Laurel Park Drive on the East and Interstate 275 on the West. The site comprises 10.28 acres of relatively level, open land and has a significant drainage way along the western part of the 6 Mile frontage and the entire length of the Interstate 275 frontage. An existing Holiday Inn Hotel & Conference Center exists on the northern half of the property.

The Laurel Park Mall is directly east of the property, across Laurel Park Drive. The Laurel Office Park is located to the North of the Holiday Inn, and Comerica Bank is directly adjacent to the SE area of the site.

PROPOSED DEVELOPMENT

This project involves the following four major development components:

1. Razing the conference center portion of the Holiday Inn.
2. A new 5 story Home 2 by Hilton Hotel, with 97 rooms and 61,529 SF.
3. A new Capital Grille restaurant with 246 seats, 10,086 SF.
4. A new Cooper's Hawk restaurant with 260 indoor and 40 outdoor seats, 11,040 SF.

ZONING

This property is zoned C-4/High Rise Commercial. Hotels and Full Service Restaurants are permitted uses within this district.

VEHICULAR ACCESS

The site is accessed from Laurel Park Drive, with two existing access drives, one at the very northeastern corner, and the other approximately 240 feet to the South. The southerly drive is considered the main access drive to all four businesses.

VEHICULAR PARKING

In accordance with the City ordinance, the parking requirement for these land uses is 614 spaces. The plan as presented contains 544 spaces, 70 spaces short of the City requirement. It should be noted that of the 544 spaces provided, 72 spaces (13%), have been reduced to 9 feet in width, and are earmarked for employee and valet parking spaces. These spaces are generally located furthest away from the main entrances of the buildings.

As this is considered a 'mixed use' development, frequently different criteria are taken into account for determining the actual expected parking demand. We have furnished a Parking Study prepared by Fishbeck Engineers, which outlines these criteria and the anticipated parking needs using other, widely accepted methodologies. Using the ITE Parking Generation Manual, the parking demand calculates to be 457 spaces or 87 spaces less than is being provided. Using the ULI Shared Parking method, the total is 415 weekday spaces (129 less than provided) and 453 weekend spaces (91 spaces less than provided). Please refer to the furnished Fishbeck study for the detailed analysis.

SITE SIGNAGE

The primary Site Identification Signage will consist of the following three signs:

1. New Monument Sign at the main Laurel Park Drive entrance. This sign will contain identification information for all four users.
2. Cooper's Hawk – Monument Sign along the Six Mile frontage.

3. Existing I-275 Pylon Sign – to remain with the larger Holiday Inn panel (at the top) and the Capital Grille logo on the smaller, lower panel. It is requested that the lower panel width be permitted to be expanded to match the width of the Holiday Inn panel above it.

BUILDING SIGNAGE

In addition to the site signage, each building will have identification on the walls, as is shown in the plan set for each individual building.

UTILITY SERVICE

As this site is partially developed, all necessary utilities (sewer, water, electric, gas, cable) exist on or directly adjacent to the site, and will be extended into the new building areas to properly service them. All public utilities will be constructed in accordance with City standards and requirements. Detailed engineering plans for the sewer and water work will be furnished to the City at a later date.

STORMWATER MANAGEMENT

An existing underground stormwater management system that accommodates the Holiday Inn site exists where the Home 2 Hotel is planned. That system will be removed and relocated elsewhere near the Home 2 building, under a parking area. The remainder of the property will be serviced by an additional underground stormwater management system, which will be located under a portion of the Cooper's Hawk parking area. Both of these underground stormwater storage systems will be designed and constructed in accordance with City and Wayne County standards.

I-275 INTERCHANGE

C4

LAURAL PARK DR

SIX MILE ROAD

C2

N 2



Address & Zoning Map

Petitions 2024-06-08-02

Laurel Park, LLC.

17123 N. Laurel Park Drive

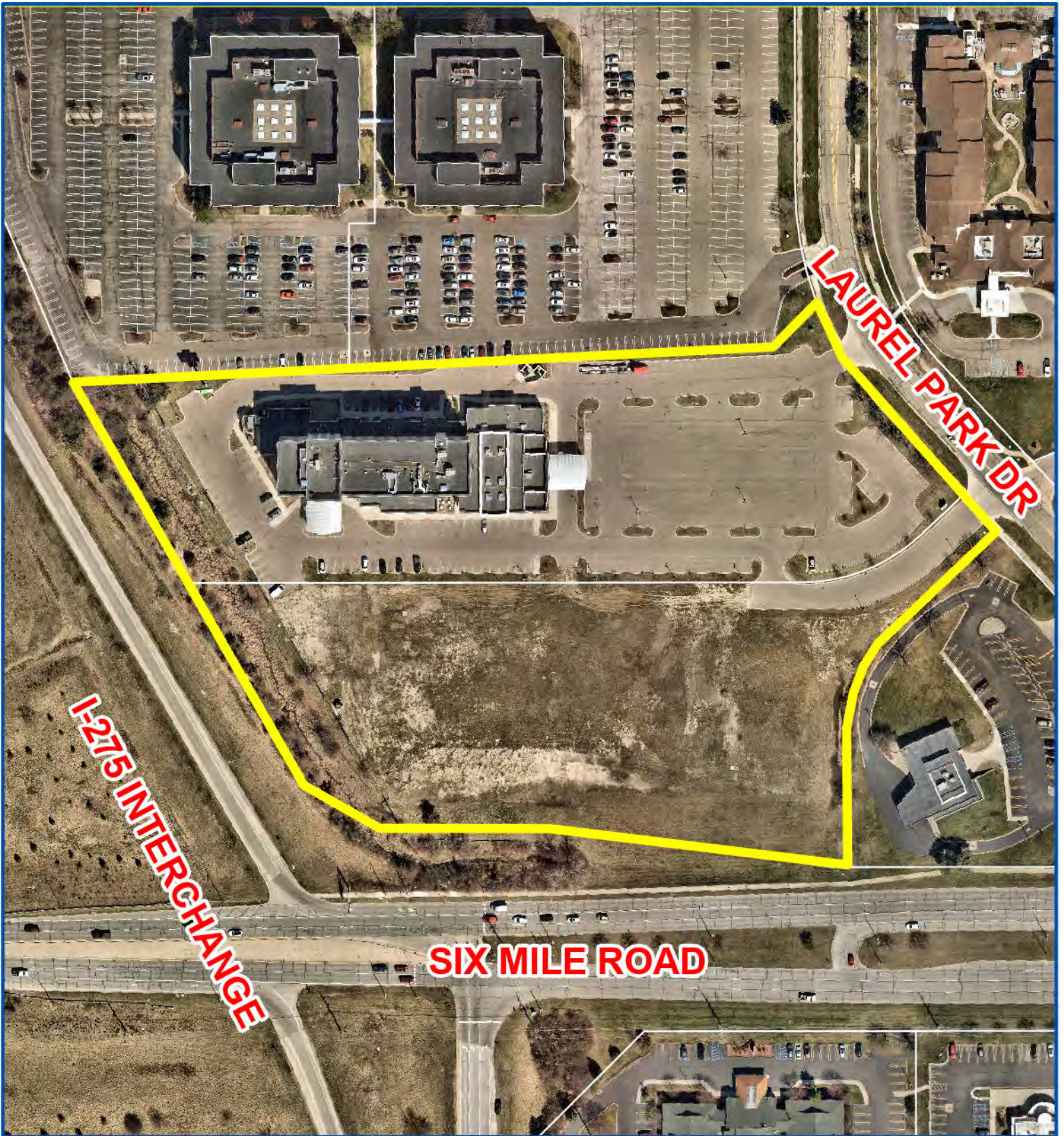
Demolish a portion of the existing Holiday Inn
and construct three new buildings including a
five-story hotel, and two freestanding
full-service restaurants



Not to Scale



City of Livonia
Planning Department



Aerial Map

Petitions 2024-06-08-02

Laurel Park, LLC.

17123 N. Laurel Park Drive

Demolish a portion of the existing Holiday Inn
and construct three new buildings including a
five-story hotel, and two freestanding
full-service restaurants



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

MISCELLANEOUS

ITEM 4

Petition 2024-06-08-02 submitted by Laurel Investment, L.L.C. requesting approval of all plans required by Section 3.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish a portion of the existing Holiday Inn and construct three (3) new buildings including a five-story hotel (Home 2 Suites by Hilton), and two (2) freestanding full-service restaurants (Cooper's Hawk and Capital Grille), at 17117 and 17123 Laurel Park Drive, located on the west side of Laurel Park between I-275 and Newburgh Road in the Southeast $\frac{1}{4}$ of Section 7.

July 9, 2024: Study Meeting:

This petition involves significant changes to the Holiday Inn and Conference Center site, including demolishing the banquet hall portion of the hotel and constructing three (3) new buildings, including a five-story Home 2 Suites by Hilton Hotel, an 11,040-square-foot Cooper's Hawk restaurant, and a 10,086-square-foot Capital Grille restaurant.

The development site consists of two (2) existing tax parcels, both zoned C-4 (High Rise Commercial). The C-4 district treats hotels and full-service restaurants as permitted uses. The irregular-shaped site comprises 10.27 acres with frontage along the I-275 expressway and Laurel Park Drive. The south boundary of the site borders the on-ramp to northbound I-275. This part of the expressway prevents access to the site from Six Mile Road. Instead, the site is accessible via two (2) driveways off Laurel Park Drive. The site was initially developed as a Holiday Inn Holidome in 1979. In 2015, the Holidome was demolished and replaced with a new six (6) story Holiday Inn with 141 guest rooms and an approximate 10,000-square-foot banquet facility (CR #342-15).

To the north is the Laurel Office Park, zoned C-4. The parcel to the east is part of the Laurel Park Mall, which is zoned C-2. South, across Six Mile Road, are additional commercial businesses zoned C-2. To the west is the expressway on-ramp.

Part of the plan includes removing the conference/banquet center at the east end of the building and replacing the area with twenty-nine (29) surface parking spaces. The remaining hotel footprint would measure roughly 21,415 square feet. The exterior of the building would remain unchanged, except that the exposed part of the east elevation after the banquet center is demolished would be refinished to match the building's existing façade.

Home 2 Suites

Approximately 170 feet east of the Holiday Inn is the proposed Home 2 Suites extended stay hotel. At its closest point, the new hotel would be 127.14 feet from the right-of-way of Laurel Park Drive. The hotel would be five (5) stories tall, measuring 13,559 square feet, with ninety-seven (97) guest rooms. There would be eight (8) employees during a typical shift. The exterior building material is predominately brick on the first three floors. Accent materials would include stone, E.I.F.S., and metal paneling. The building would have a flat roof, with a maximum height, measured from finished grade to the highest point of the

parapet, of approximately 63'-4". In comparison, the six-story Holiday Inn building measures approximately 76'-2" to the top of the highest parapet.

Cooper's Hawk

Cooper's Hawk Winery & Restaurant is shown in the southeast portion of the parcel, with parking surrounding the building. The restaurant is listed as 11,040 square feet with indoor seating for 260 and outdoor seating for forty (40). Cooper's Hawk would have fifty (50) employees. The building is setback 105.19 feet from the on-ramp right-of-way adjacent to Six Mile Road. The floor plan shows the general layout of the restaurant, including the main dining areas, a separate bar that includes dining, a tasting bar, a network room, a kitchen, and restrooms. The outdoor dining patio is adjacent to the bar on the east side of the restaurant. The patio would have an overhead canopy and be enclosed with planters on railings. Elevation plans for the Cooper's Hawk restaurant show a roof height of 24'-4". The main entrance faces south with a covered canopy measuring 11'-10". Wall signs are shown on the south, east, and west elevations. Parapets are listed at varying heights of 19 to 24 feet. Building materials include a mix of horizontal fiber cement board siding (Nichiha, vintage wood, cedar), composite vertical siding and trim board (James Hardie, panel and batten boards, iron gray), metal siding (black), and E.I.F.S. (cream and gray).

Capital Grille

The Capital Grille restaurant is shown in the southwest corner, with parking spaces surrounding the building. The proposed building totals 10,086 square feet, with indoor seating for 246 and no outdoor seating. The largest working shift would be forty (40) employees. The building setback from Six Mile Road is 113.75 feet and 147.07 feet from the I-275 northbound ramp. The floor plan shows the general layout of the restaurant, including the main dining area, a bar with additional dining, six (6) private dining rooms, including a "Board Room," a kitchen, and restrooms. Building height would be 21'-1" for most of the structure, with a maximum height of thirty-two feet (32') for the tower over the main entrance. The main entrance faces south and contains a steel porte-cochere measuring 17' 9". Wall signs with "The Capital Grille" are shown on the parapet of each wall. Building materials include a combination of dark and light-colored tile along the building's "water table" (base) and tower elements, E.I.F.S., aluminum (fins, coping, fascia, and storefront), and metal (shutters).

Parking

Hotels must provide one (1) parking space per guest room and one (1) space per employee. Based on these standards, the Holiday Inn requires 152 parking spaces (141+11), and the Home 2 Suites requires 105 (97+8). For full-service restaurants, the requirement is one (1) space per two (2) interior seats, one (1) space per three (3) outdoor seats, and one (1) space per employee. As such, Cooper's Hawk requires 194 spaces (130+14+50), and The Capital Grille requires 163 (123+40). Combining the hotels and restaurants results in a total parking requirement of 614 spaces. The plan, as presented, shows 544 spaces, resulting in a difference of 70 spaces.

Under Section 9.03(6) of the Zoning Ordinance, the City Council may modify the numerical requirements for off-street parking based on evidence that another standard would be more reasonable based on the level of current or future employment and/or current or future customer traffic. In determining whether to permit fewer parking spaces, the City Council shall consult the most recent edition of Parking Generation, published by the Institute of Traffic Engineers (ITE), or another acceptable standard. The petitioner submitted a supplemental study that utilizes parking methodologies from two (2) trustworthy organizations: the Institute of Traffic Engineers (ITE) and the Urban Land Institute (ULI). Applying the ITE standards, the parking demand is calculated to be 457 spaces. Using the ULI Shared Parking standards, the totals are 415 on weekdays and 453 on weekends. With 544 available spaces, relying on these two (2) standards would suggest that the site will be sufficiently parked. Seventy-two (72) spaces dedicated to employees and valet parking have a reduced width of nine feet (9'). These spaces are generally located furthest away from the main building entrances. All other spaces measure ten feet (10') wide.

Refuse

The existing dumpster enclosure along the north property line will remain to service both hotels. Two (2) eight-yard dumpsters, recycling bins, linen storage, and a grease bin will be enclosed at the rear of The Capital Grille building. The Cooper's Hawk dumpster is proposed to be enclosed at the rear of the building.

Stormwater Management

Two underground detention basins would manage stormwater from the site. One underground detention basin serves the hotel phase and is between the two buildings. Underground stormwater detention for the restaurants is located under the parking lot east of Cooper's Hawk.

Landscaping

For landscaping, the Ordinance requires no fewer than fourteen (14) full-size trees, six (6) ornamental trees, and 109 shrubs along Six Mile Road, and seven (7) full-size trees, three (3) ornamental trees, and fifty-four (54) shrubs along Laurel Park Drive. The landscape plan shows fourteen (14) full-size trees, fourteen (14) ornamental trees, and 109 shrubs along Six Mile Road. Along Laurel Park Drive, the plan shows seven (7) existing full-size trees, seven (7) ornamental trees, and a mix of fifty-four (54) new and existing shrubs. Interior parking lot landscaping would consist of twenty-two (22) new and twenty (20) existing trees. There would be 21,032 square feet of interior parking lot landscaping with at least one (1) tree per island except where utilities are present. The greenbelt buffer to the north provides twenty-four (24) new trees and six (6) existing trees for thirty (30) trees. The southeast greenbelt provides three (3) trees, and the existing vegetation will remain.

Site Lighting

The photometric plan shows an average of 3.1 footcandles in the parking lot and 0.1 along the property line for exterior site lighting. The proposed illumination levels exceed the maximum average under Section 7.22. All pole-mounted light fixtures are consistent with

the City of Livonia Outdoor Lighting Policy, which recommends a maximum height of twenty feet (20') above grade.

Signs

Each hotel is allowed up to three (3) wall signs on the top floor of the building, and each restaurant is allowed two (2) wall signs. Additionally, two (2) monument signs are allowed if treated as a single development site. Each sign is limited to thirty (30) square feet in area and six feet (6') in height and must be setback at least ten feet (10') from any right-of-way lines. The plans show two (2) wall signs for the Home 2 and three (3) for the Holiday Inn. The plans for the restaurants show three (3) wall signs for Cooper's Hawk and four (4) for The Capital Grille. The site currently has two (2) ground-mounted signs, including a pylon sign along the expressway. One (1) additional monument sign is proposed along Six Mile Road for Cooper's Hawk. The sign package, as presented, requires variances.

July 16, 2024: Public Hearing:

At the July 10th study session, the Planning Commission requested additional masonry on the exterior of the buildings.

Approving Resolution: The request to demolish a portion of the existing Holiday Inn and construct three (3) new buildings is hereby approved, subject to City Council approval and the following conditions.:

1. The Site Plan, identified as Drawing No. C-3.0, dated May 24, 2024, prepared by PEA Group, is hereby approved and shall be adhered to.
2. The maximum customer seating for Cooper's Hawk shall not exceed 300, including 260 interior seats and forty (40) outdoor patio seats, and the maximum customer seating for The Capital Grille shall not exceed 246.
3. The Landscape Plan and Landscape Details, identified as Drawing No. L-1.0 and Drawing No. L-1.1, dated May 24, 2024, prepared by PEA Group, are hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded in lieu of hydroseeding.
5. Underground sprinklers must be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and thereafter permanently maintained in a healthy condition.

MISCELLANEOUS

ITEM 4 Petition 2024-06-08-02 - Laurel Investment, L.L.C.

Page 5

6. The Elevation Plans and Exterior Material sheet for Cooper's Hawk, prepared by Design Collective, as received on June 5, 2024, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
7. The Elevation Plans for The Capital Grille, identified as Sheets SD1.5 and SD1.6, dated March 11, 2024, prepared by JKRP Architects, are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
8. The Elevation Plans for Home 2 Suites by Hilton, identified as Sheets A-300 and A-301, dated May 10, 2024, prepared by Bowers & Associates, Inc., are hereby approved and shall be adhered to, except that masonry shall be added to the exterior of the building, subject to the approval of the Planning Department.
9. The Elevation Plans for Holiday Inn, prepared by Bowers & Associates, Inc., as received on June 5, 2024, are hereby approved and shall be adhered to.
10. All rooftop mechanical equipment shall be concealed from public view on all sides by screening compatible with the building's exterior materials in character, material, and color.
11. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
12. All pole-mounted light fixtures shall not exceed twenty feet (20') above finish grade and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent properties and roadways.
13. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
14. No exposed LED light bands or neon shall be permitted on this site, including, but not limited to, the buildings or around the windows.
15. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department when the building permits are applied for; and,
16. 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.

SITE PLANS

LAUREL - 6 MILE DEVELOPMENT

N. LAUREL PARK DR.

LIVONIA, MI 48152



PERMIT / APPROVAL SUMMARY		
DATE SUBMITTED	DATE APPROVED	PERMIT / APPROVAL
5/24/2024		LIVONIA SITE PLAN APPROVAL



INDEX OF DRAWINGS	
NUMBER	TITLE
	COVER SHEET
C-3.0	SITE PLAN
C-3.1	SITE SIGNAGE PLAN
C-6.0	UTILITY PLAN
C-9.0	TOPOGRAPHIC SURVEY
L-1.0	LANDSCAPE PLAN
L-1.1	LANDSCAPE DETAILS
1 OF 1	PHOTOMETRIC SITE PLAN
SL-1.1	LIGHT FIXTURE DETAILS
	COOPER'S HAWK ARCH. PLANS (DESIGN COLLECTIVE)
	FLOOR PLAN
	EXTERIOR ELEVATIONS
	EXTERIOR ELEVATIONS
	CAPITAL GRILLE ARCH. PLANS (JKRP ARCHITECTS)
SD1.1	SCHEMATIC GROUND FLOOR PLAN
SD1.5	SCHEMATIC ELEVATIONS
SD1.6	SCHEMATIC ELEVATIONS
	HOME 2 SUITES ARCH. PLANS (BOWERS + ASSOCIATES, INC.)
A-100	FIRST FLOOR PLAN
A-101	TYPICAL FLOOR PLAN
A-300	EXTERIOR ELEVATIONS
A-301	EXTERIOR ELEVATIONS
	HOLIDAY INN ARCH. PLANS (BOWERS + ASSOCIATES, INC.)
A-300	SOUTH ELEVATION
A-301	NORTH ELEVATION
A-302	EAST ELEVATION
A-303	WEST ELEVATION

DESIGN TEAM

OWNER/APPLICANT/DEVELOPER	CIVIL ENGINEER	LANDSCAPE ARCHITECT	
LAUREL INVESTMENT, LLC 29200 NORTHWESTERN HWY, S-450 SOUTHFIELD, MI 48034 CONTACT: JACK KNOWLES PHONE: 734.564.6723 EMAIL: MJKNOWLES3@GMAIL.COM	PEA GROUP 1849 POND RUN AUBURN HILLS, MI 48326 CONTACT: LUCAS DRIESENGA, PE PHONE: 844.813.2949 EMAIL: LDRIESENGA@PEAGROUP.COM	PEA GROUP 7927 NEMCO WAY, STE. 115 BRIGHTON, MI 48116 CONTACT: JANET EVANS, PLA PHONE: 844.813.2949 EMAIL: JEVANS@PEAGROUP.COM	
ARCHITECT (HOME 2 SUITES)	ARCHITECT (CAPITAL GRILLE)	ARCHITECT (COOPER'S HAWK)	ARCHITECT (HOLIDAY INN)
BOWERS + ASSOCIATES, INC. 2400 S. HURON PKWY ANN ARBOR, MI 48104 CONTACT: SCOTT BOWERS PHONE: 734.975.2400 EMAIL: SCOTTB@BOWERSARCH.COM	JKRP ARCHITECTS 100 EAST PENN SQUARE, STE. 1080 PHILADELPHIA, PA 19107 PHONE: 215.928.9331	DESIGN COLLECTIVE 151 EAST NATIONWIDE BLVD COLUMBUS, OH 43215 CONTACT: AMADEUS ESCUDERO PHONE: 614.945.4113 EMAIL: AESCUDERO@DCCOLLECTIVE.COM	BOWERS + ASSOCIATES, INC. 2400 S. HURON PKWY ANN ARBOR, MI 48104 CONTACT: SCOTT BOWERS PHONE: 734.975.2400 EMAIL: SCOTTB@BOWERSARCH.COM



REVISIONS	
DESCRIPTION	DATE
SPA SUBMITTAL	5/24/2024

NOT FOR CONSTRUCTION



0 20 40 80
SCALE: 1" = 40'



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

CLIENT
LAUREL INVESTMENT, LLC
29200 NORTHWESTERN HIGHWAY, S-450
SOUTHFIELD, MI 48034

PROJECT TITLE
LAUREL - 6 MILE DEVELOPMENT
LIVONIA, MI

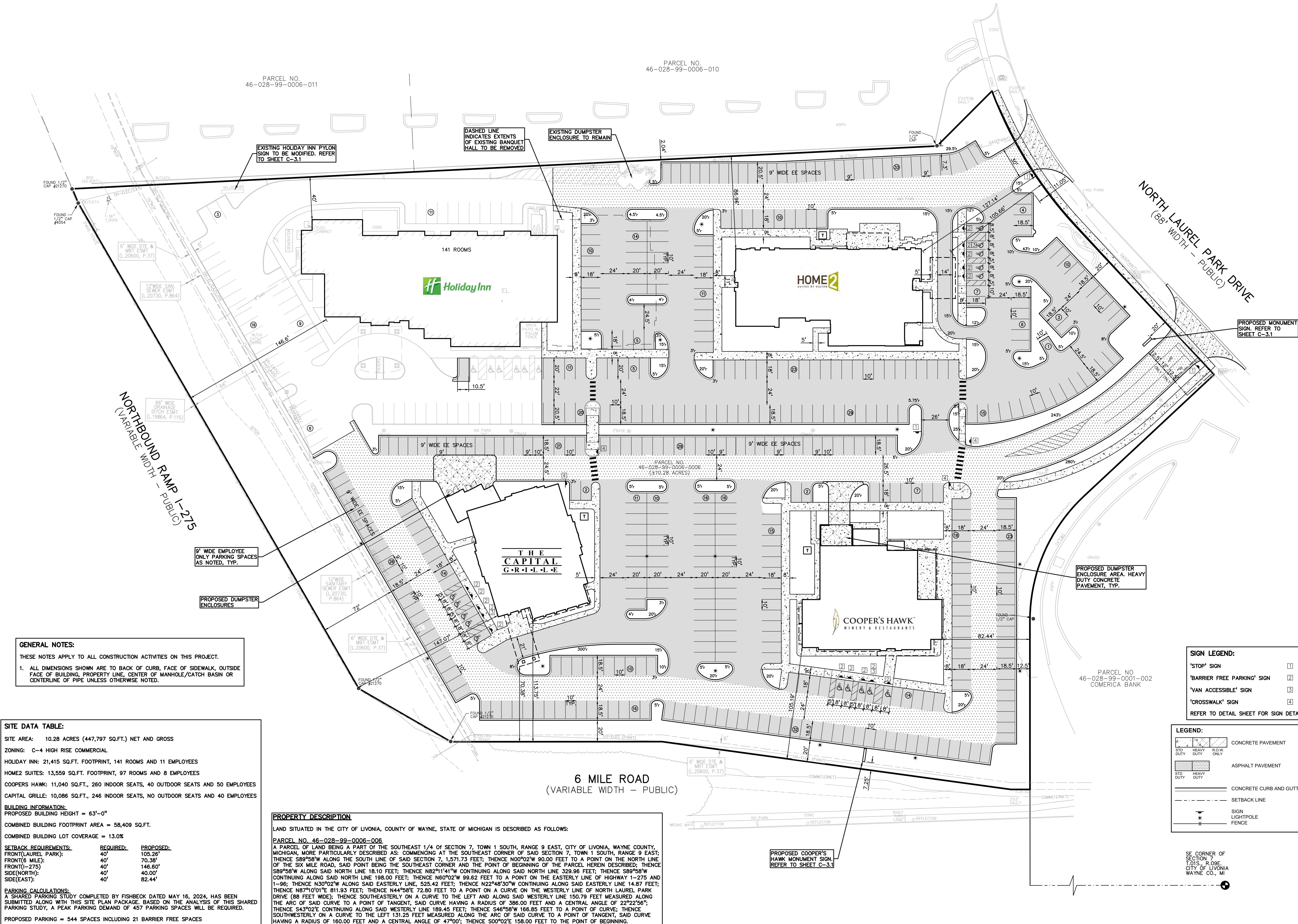
REVISIONS
SITE PLAN SUBMITTAL 5/24/2024

ORIGINAL ISSUE DATE:
MAY 24, 2024
DRAWING TITLE
SITE PLAN

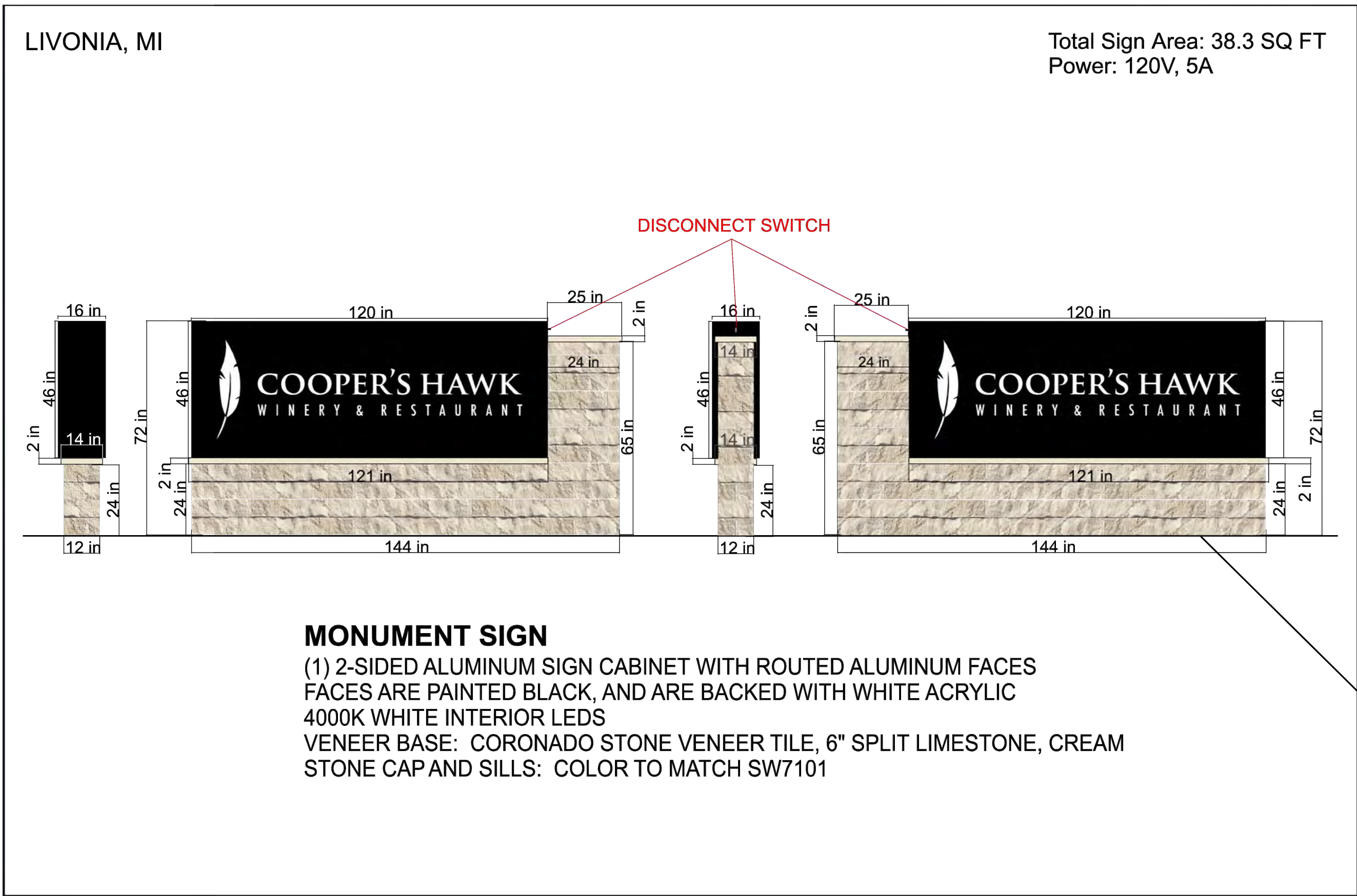
PEA JOB NO. 17-389
P.M. JPB
DN. RRM
DES. LGD
DRAWING NUMBER:

C-3.0

NOT FOR CONSTRUCTION



S:\PROJECTS\2017-2017-389-01 LAUREL PARK DEVELOPMENT\MOV2_SITE_PLAN\CS-3\TOS\GAMGE-17-389.dwg PLOT DATE: 5/28/2024 BY: Lucas Driesenga



	Elevate Sign Group 1120 N. Ridge Ave. Lombard, IL 60148 T: 630-656-1085 www.elevatesigngroup.com	SUBMITTED TO: Cooper's Hawk Winery & Restaurant Livonia, MI	PROJECT: LIV - MONUMENT	DATE:   

JACK KNOWLES

MONUMENT - OPTION A

MEASUREMENTS



CLIENT NAME
JACK KNOWLES
PROJECT
0032

DESCRIPTION:
Monument Sign with HDU vertical
slats, double cap and illuminated
tenants and masonry base.

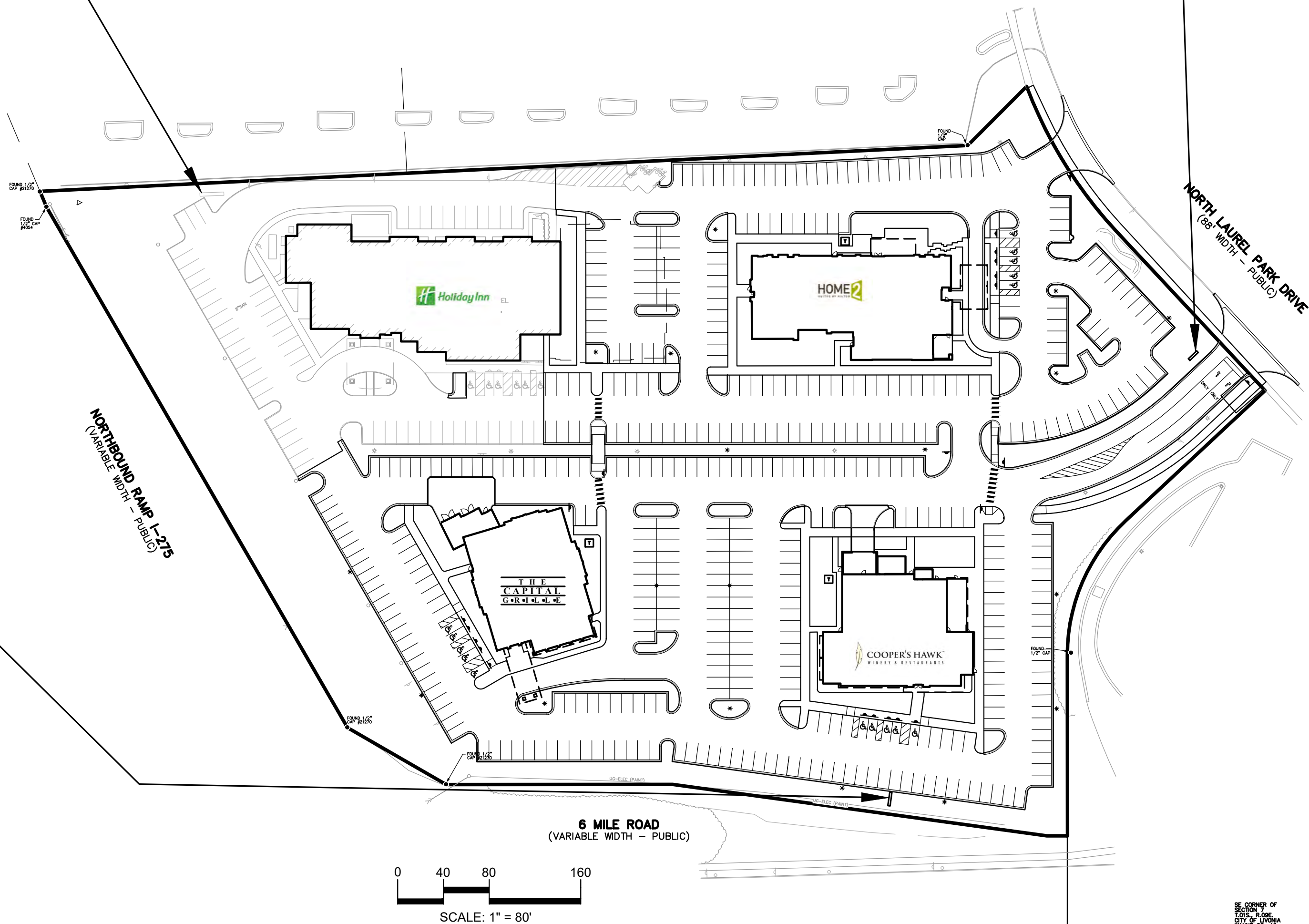
AREA:
120"(w) x 60"(h)
50 Sq Ft
Base: 120"(w) x 24"(h)
20 Sq Ft

PLEASE EXAMINE PROOF CAREFULLY
By approving and signing you are verifying and confirming
that all spelling, grammar, text, design layout, including but
not limited to sizes and placement of graphics are correct. Once
production has begun, customer assumes all responsibility
for any inaccuracies and understands additional costs may
be incurred to correct. Please note color may or may not be
accurately represented on this proof.

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is agreed upon by Screen Works and recipient, nor shall design features unique to this
document be incorporated in any other projects.

SHEET
2

PYLON SIGN NOTE:
EXISTING HOLIDAY INN PYLON SIGN TO BE
REVISED TO INCLUDE CAPITAL GRILLE LOGO
BELOW EXISTING HOLIDAY INN LOGO. DETAIL
TO BE PROVIDED WHEN COMPLETED.



PEA
GROUP
t: 844.813.2949
www.peagroup.com



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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
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PRIOR TO THE START OF CONSTRUCTION.

CLIENT
LAUREL INVESTMENT, LLC
29200 NORTHWESTERN HIGHWAY, S-450
SOUTHFIELD, MI 48034

PROJECT TITLE
LAUREL - 6 MILE DEVELOPMENT
LIVONIA, MI

REVISIONS
SITE PLAN SUBMITTAL 5/24/2024

ORIGINAL ISSUE DATE:
MAY 24, 2024

DRAWING TITLE
SITE SIGNAGE PLAN

PEA JOB NO. 17-389
P.M. JPB
DN. RRM
DES. LGD
DRAWING NUMBER:

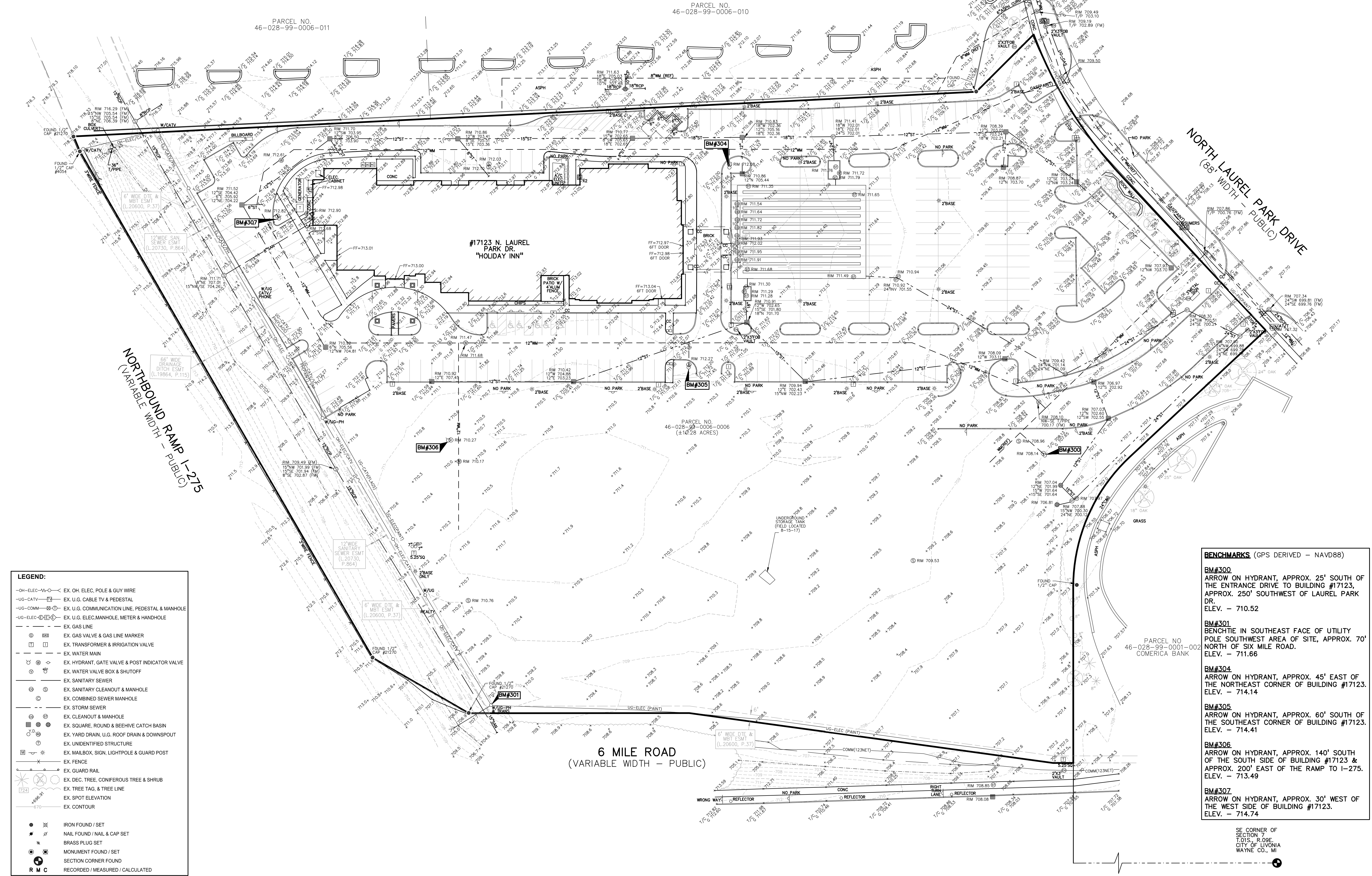
C-3.1

NOT FOR CONSTRUCTION

FLOOD NOTE:
BY GRAPHICAL PLOTTING, THE SUBJECT PARCEL LIES WITHIN "AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN" (ZONE X) PER FEMA FLOOD INSURANCE RATE MAP 26163C-0045E, EFFECTIVE FEBRUARY 2, 2012.

PROPERTY DESCRIPTION
LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN IS DESCRIBED AS FOLLOWS:
PARCEL NO. 46-028-99-0006-006
A PARCEL OF LAND BEING A PART OF THE SOUTHEAST 1/4 OF SECTION 7, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 7, TOWN 1 SOUTH, RANGE 9 EAST; THENCE S89°58'W ALONG THE SOUTH LINE OF SAID SECTION 7, 1,571.73 FEET; THENCE N00°02'W 90.00 FEET TO A POINT ON THE NORTH LINE OF THE SIX MILE ROAD, SAID POINT BEING THE SOUTHEAST CORNER AND THE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED; THENCE S89°58'W ALONG SAID NORTH LINE 18.10 FEET; THENCE N82°11'41"W CONTINUING ALONG SAID NORTH LINE 329.96 FEET; THENCE S89°58'W CONTINUING ALONG SAID NORTH LINE 198.00 FEET; THENCE N60°02'W 99.62 FEET TO A POINT ON THE EASTERLY LINE OF HIGHWAY I-275 AND I-96; THENCE N30°02'W ALONG SAID EASTERLY LINE, 525.42 FEET; THENCE N22°48'30"W CONTINUING ALONG SAID EASTERLY LINE 14.87 FEET; THENCE N87°10'01"E 811.93 FEET; THENCE N44°58'E 72.80 FEET TO A POINT ON A CURVE ON THE WESTERLY LINE OF NORTH LAUREL PARK DRIVE (88 FEET WIDE); THENCE SOUTHEASTERLY ON A CURVE TO THE LEFT AND ALONG SAID WESTERLY LINE 150.79 FEET MEASURED ALONG THE ARC OF SAID CURVE TO A POINT OF TANGENT, SAID CURVE HAVING A RADIUS OF 386.00 FEET AND A CENTRAL ANGLE OF 22°22'56"; THENCE S43°02'E CONTINUING ALONG SAID WESTERLY LINE 189.45 FEET; THENCE S46°58'W 166.85 FEET TO A POINT OF CURVE; THENCE SOUTHWESTERLY ON A CURVE TO THE LEFT 131.25 FEET MEASURED ALONG THE ARC OF SAID CURVE TO A POINT OF TANGENT, SAID CURVE HAVING A RADIUS OF 160.00 FEET AND A CENTRAL ANGLE OF 47°00'; THENCE S00°02'E 158.00 FEET TO THE POINT OF BEGINNING.

FLOOD NOTE:
BY GRAPHICAL PLOTTING, THE SUBJECT PARCEL LIES WITHIN "AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN" (ZONE X) PER FEMA FLOOD INSURANCE RATE MAP 26163C-0045E, EFFECTIVE FEBRUARY 2, 2012.



PEA GROUP
t: 844.813.2949
www.peagroup.com

STATE OF MICHIGAN
LUCAS DRIESSEN
License No. 6201309300
REGISTERED PROFESSIONAL ENGINEER

NORTH

0 20 40 80
SCALE: 1" = 40'

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

CAUTION!!
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LAUREL INVESTMENT, LLC
29200 NORTHWESTERN HIGHWAY, S-450
SOUTHFIELD, MI 48034

PROJECT TITLE
LAUREL - 6 MILE DEVELOPMENT
LIVONIA, MI

REVISIONS

NO.	DESCRIPTION	DATE
1	SITE PLAN SUBMITTAL	5/24/2024

ORIGINAL ISSUE DATE:
MAY 24, 2024

DRAWING TITLE
TOPOGRAPHIC SURVEY

PEA JOB NO. 17-389

P.M. JPB
D.N. RRM
DES. LGD

DRAWING NUMBER: C-9.0

S:\PROJECTS\2017-2018-01 LAUREL PARK DEVELOPMENT\DWG2 SITE PLAN\CA-9.0\17-389.dwg PLOT DATE: 5/28/2024 BY: Lucas Driesse

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING	REMARKS
DECIDUOUS TREES							
GBMS	8	GINKGO BILOBA "MAGYAR"	MAGYAR MAIDENHAIR TREE	3' CAL.	B&B		PER PLAN
GBP3	8	GINKGO BILOBA "PRINCETON SENTRY"	PRINCETON SENTRY GINKGO	3' CAL.	B&B		
GT3	11	GLEDITSIA TRIACANTHOS "INFIRMUS" "SKYCOLE"	SKYLINE HONEY LOCUST	3' CAL.	B&B		PER PLAN
QG3	14	QUERCUS ROBUR X ALBA "FISKYWXZQ"	SKYLINE GENESB OAK	3' CAL.	B&B		PER PLAN
QGR	14	QUERCUS ROBUR X BICOLOR "LONG"	REGAL PRINCEB OAK	3' CAL.	B&B		PER PLAN
TG3	3	TILIA AMERICANA "AMERICAN SENTRY"	AMERICAN SENTRY LINDEN	3' CAL.	B&B		PER PLAN
TA3	3	TILIA CORDATA "GREENSPIRE"	GREENSPIRE LITTLELEAF LINDEN	3' CAL.	B&B		PER PLAN
UF3	1	ULMUS X FRONTIER	FRONTIER ELM	3' CAL.	B&B		PER PLAN
Z53	6	ZELKOVIA SERRATA "GREEN VASE"	GREEN VASE JAPANESE ZELKOVA	3' CAL.	B&B		PER PLAN
	61	SUBTOTAL					

SHRUBS					
PF36	54	POTENTILLA FRUTICOSA 'ABBOTSWOOD'	ABBOTSWOOD BUSH CINQUEFOIL	36" HT.	CONT.
RG24	8	RHUS AROMATICA 'GROLOW'	GRO-LOW FRAGRANT SUMAC	24" SPRD	CONT.
SP45	43	SPYRA JAPONICA 'FLAME FLASH'	NEON FLAME JAPANESE SPIREA	36" HT.	CONT.
SP36	38	SPYRGA PATZLA 'MISS KIM'	MISS KIM KOREAN LILAC	36" HT.	CONT.
TM30	112	TAXUS X MEDIA 'DENSIFORMIS'	DENSE ANGLO-JAPANESE YEW	30" HT.	CONT.
	23	SUBTOTAL:			42' 0" C.

PER CITY OF LIVONIA ZONING ORDINANCE
C-4 GENERAL BUSINESS DISTRICT

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

DEC./EVG. = 546/40 = 14, 3rd DEC./8th HT. EVG. TREE
ORN. TREE = 546/40 = 14, 2nd ORN. TREE
SHRUBS = 546/40 X 8 = 109, 3rd HT DEC./30th HT. EVG
N LAUREL PARK DRIVE: 340-30-38" = 272'
DEC./EVG. = 272/40 = 7, 3rd DEC./8th HT. EVG. TREE
ORN. TREE = 272/40 = 7, 2nd ORN. TREE
SHRUBS = 272/40 X 8 = 54, 3rd HT. DEC./30th HT. EVG
NORTHBOUND RAMP 1-275
DEC./EVG. = 640/40 = 16, 3rd DEC./8th HT. EVG. TREE
ORN. TREE = 640/40 = 16, 2nd ORN. TREE
SHRUBS = 640/40 X 8 = 128, 3rd HT. DEC./30th HT. EVG

PROVIDED:
SIX MILE ROAD:
DEC./EVG. = 14, 3" DEC./8"HT. EVG. TREE
ORN. TREE = 14, 2" ORN. TREE
SHRUBS = 109, 3" HT DEC./30" HT. EVG
N LAUREL PARK DRIVE:
DEC./EVG. = 7 EXISTING OR PREVIOUSLY INSTALLED TREES
ORN. TREE = 7, 2" ORN. TREE
SHRUBS = 32, 3" HT. DEC./30" HT. EVG AND OVER 22 EXISTING SHRUBS
NORTHEAST CORNER 276:
NO TREES OR SHRUBS PROVIDED DUE TO EXISTING SANITARY AND DRAINAGE
EASEMENT AND OVERHEAD UTILITIES

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

INTERIOR PARKING LOT LANDSCAPING = P
LANDSCAPE MUST BE 5% OF PAVED AREA AND 1 TREE/ISLAND;
193,409 SF (NEW PAVED AREA) X 5% = 9,671 SF REQ.
1 TREE/300 SQ FT INTERIOR LANDSCAPE
11,705 SF INTERIOR LANDSCAPE/300 = 32 TREES

PROVIDED: 22 PROPOSED TREES, 20 PREVIOUSLY INSTALLED TREES
AND 21,032 SF MIN. SF LANDSCAPE AREA;
1 TREE/ISLAND EXCEPT WHERE UTILITY CONFLICTS

GREENBELT BUFFERING = G
REQUIRED: C-4 ADJACENT TO C-4; 10' BUFFER, 1 TREE/30 LF;

NORTH P/L; $885' / 30 = 30$ TREES
SOUTHEAST P/L; $456' / 30 = 15$ TREES

PROVIDED: NORTH P/L = 24 TREES AND 6 EXISTING/PREVIOUSLY INSTALLED TREE
 PROVIDED: SOUTHEAST P/L = 3 TREES AND EXISTING VEGETATION TO REMAIN



1. LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING SITE CONDITIONS AND REVIEW PROPOSED PLANTING AND RELAY WORK. IN CASE OF DISCREPANCY BETWEEN PLANT AND PLANT LIST, PLANT SHALL GOVERN QUANTITIES. CONTRACTOR SHALL LANDSCAPE ARCHITECT WITH ANY CONCERNS.
2. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PLACE OF WORK. ELECTRIC, GAS, TELEPHONE, CABLE, TELEVISION MAY BE LOCATED BY CALLING MISS DIXIE 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 SITE. CONTRACTOR SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING.
3. ALL PLANT MATERIAL TO BE PREMIUM GRADE NURSERY STOCK AND SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARD FOR NURSERY STOCK. ALL LANDSCAPE MATERIAL SHALL BE NORTHERN GROWN, NO. 1. GRADE.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
5. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
6. ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
7. ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
8. ALL 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.
9. ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.
10. ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
11. NO MACHINERY IS TO BE USED WITHIN THE DRIP LINE OF EXISTING TREES; HARDSHIP GRADE, LAWN AREAS WITHIN THE DRIP LINE OF EXISTING TREES.
12. 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.
13. IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS.
14. ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH WITH 1/4" MAXIMUM SIZE SPECIFICATIONS. SHREPPED PALETTE AND DYED MULCH WILL NOT BE ACCEPTED.
15. ALL LANDSCAPED AREAS SHALL RECEIVE 3" COMPACTED TPOISOL.
16. SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.
17. FOR NON-LAWN SEED MIX AREAS, AS NOTED ON PLAN, BRUSH MOW ONCE SEASONALLY FOR INVASIVE SPECIES CONTROL.
18. CONTRACTOR SHALL NOT INSTALL PLANTS UNDER BUILDING OVERHANGS AND SHALL NOTIFY LANDSCAPE ARCHITECT IF DRAWINGS CONFLICT WITH BUILDING OVERHANGS.
19. TREES SHALL NOT CONFLICT/ BLOCK PROPOSED REGULATORY/ DIRECTION SIGNAGE, MONUMENT SIGNS, ADDRESS OR UTILITY LINES. SHIFT TREES AS NECESSARY TYP.



0 20 40 80

SCALE: 1" = 40'



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
**LAUREL
INVESTMENT, LLC**
29200 NORTHWESTERN HIGHWAY, S-450
SOUTHFIELD, MI 48034

PROJECT TITLE

**LAUREL -
6 MILE
DEVELOPMENT**

LIVONIA, MI

SITE PLAN SUBMITTAL 5/24/2024

ORIGINAL ISSUE DATE:
MAY 01 2004

DRAWING TITLE

LANDSCAPE

PLAN

References

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FLA JOB NO. 17-309

DN	P3
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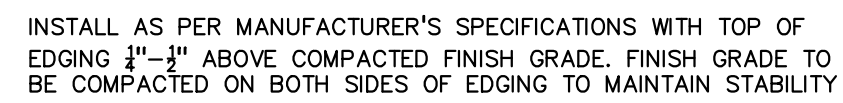
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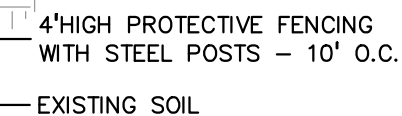
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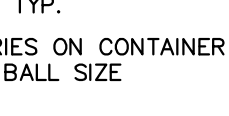
SCALE: 1/2" = 1'-0"

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



SCALE: 1" = 3'-0"

— PLACE ROOTBALL ON UNEXCAVATED OR
TAMPED SOIL



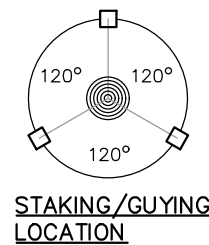
SCALE: 1" = 2'-0"

— PLACE ROOTBALL ON UNEXCAVATED OR
TAMPED SOIL



SCALE: 1" = 3'-0"

PLACE ROOTBALL ON UNEXCAVATED OR
TAMPED SOIL



SCALE: 1" = 3'-0"

Ordering Note

FOR INQUIRIES CONTACT GASSER BUSH AT
QUOTES@GASSERBUSH.COM OR 734-266-6705.

Drawing Note

THIS DRAWING WAS GENERATED FROM AN ELECTRONIC
IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE
VERIFIED IN FIELD BY OTHERS.

General Note

1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. PARKING LOT CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0".
4. PROPERTY LINE CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 5' - 0".

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT
TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS
CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH
ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S
LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER
VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING
ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT
IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1
2013. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT ASG@GASSERBUSH.COM OR 734-266-6705

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Mounting Height
	A	1	Lithonia Lighting	DSX1 LED PB 40K 70CRI T3M	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 3 Medium	LED	1	28030	0.9	215.77	20'-0"
	B	1	Lithonia Lighting	DSX1 LED PB 40K 70CRI T5W	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 5 Wide	LED	1	29743	0.9	431.54	20'-0"
	C	1	Lithonia Lighting	DSX1 LED PB 40K 70CRI T4M	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 4 Medium	LED	1	28448	0.9	215.77	20'-0"
	D	4	Lithonia Lighting	DSX1 LED PB 40K 70CRI T4H HS	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 4 Medium Househide Shield	LED	1	24472	0.9	215.7732	20'-0"
	E	29	Lithonia Lighting	WST LED P1 40K VW MVOLT	WST LED, Performance package 1, 4000 K, visual comfort wide, MVOLT	LED	1	1659	0.9	12	10'-0"
	F	9	Lithonia Lighting	LDN6 40/05 LOGAR LS	6IN LDN, 4000K, 500LM, CLEAR, SPECULAR REFLECTOR, CR180	LED	1	557	0.9	5.83	12'-0"
	G	13	Lithonia Lighting	DSX1 LED PB 40K 70CRI BKCA	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 4 Extreme Backlight Control	LED	1	21057	0.9	215.77	20'-0"
	H	9	Lithonia Lighting	DSX1 LED PB 40K 70CRI T5W	D-Series Size 1 Area Luminaire PB Performance Package 4000K CCT 70 CRI Type 5 Wide	LED	1	29743	0.9	215.77	20'-0"

Plan View

Scale - 1" = 40ft

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
PARKING LOT	+	3.1 fc	8.2 fc	0.3 fc	27.3:1	10.3:1	0.4:1
PROPERTY LINE	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	0.2:1
OVERALL @ GRADE	+	1.8 fc	8.9 fc	0.0 fc	N/A	N/A	0.2:1



D-Series Size 1
LED Area Luminaire



Specifications

EPA: 0.69 ft² (0.06 m²)

Length: 32.71" (83.1 cm)

Width: 14.26" (36.3 cm)

Height H1: 7.88" (20.0 cm)

Height H2: 2.23" (5.7 cm)

Weight: 34 lbs (15.4 kg)

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.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAR2 PIRHN DDBXD

Series	LEDs	Color Temperature	Color Rendering Index	Beam Spread	Voltage	Mounting
DSX1 LED	Forward optics P1 P6 P2 P7 P3 P8 P4 P9 Rotated optics P10 ¹ P12 ¹ P11 ¹ P13 ¹	(this section 70CRI only) 30K 3500K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type I medium T3M Type II medium T3LG Type III low glare ¹ T4M Type IV medium T4LG Type IV low glare ¹ TFTM Forward throw medium	120V-277V ¹ MVOLT (347V-480V) ^{1,2} 120 VAC 240 VAC 277 VAC 347 VAC 480 VAC	Shipped included SPA Square pole mounting (R-drilling) RPA Round pole mounting (R-drilling) SPNS Square pole mounting (R-drilling) RPA5 Round pole mounting (R-drilling) SPNBN Square narrow pole mounting (R-drilling) WBA Wall bracket ¹⁰ MA Mast arm adapter (mounts on 2 3/8" OD horizontal tension)

Control options	Other options	Finish options
Shipped installed NLTAR2 PIRHN nLIGHT AIR gen 1 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 26" ^{14,15} PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 26" ^{14,15} PER NEMA twist-lock receptacle only (controls ordered separately) ¹⁴ PERS Five-pin receptacle only (controls ordered separately) ^{14,15}	PER7 Seven-pin receptacle only (controls ordered separately) ^{14,15} FAD Field adjustable output ^{14,15} BL30 Bi-level switched dimming, 30% ^{14,15} BL50 Bi-level switched dimming, 50% ^{14,15} DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁴ DS Dual switching ^{14,15}	DOBK Dark Bronze DBLK Black DNAX Natural Aluminum DNWD White DOBZ Textured dark bronze DLBK Textured black DNATD Textured natural aluminum DNWGD Textured white



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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DSX1 LED
Rev. 09/05/23
Page 1 of 10



FEATURES & SPECIFICATIONS

INTENDED USE — Typical applications include corridors, lobbies, conference rooms and private offices.

CONSTRUCTION — Galvanized steel mounting/plaster frame, galvanized steel junction box with bottom-hinged access covers and spring latches. Reflectors are retained by tension springs. Vertically adjustable mounting brackets with commercial bar hangers provide 3-3/4" total adjustment. Two combination 1/2-3/4" and four 1/2" knockouts for straight-through conduit runs. Capacity: 8 (4 in, 4 out), No. 12 AWG conductors, rated for 90°C.

Accommodates 12"-24" joist spacing.

Passive cooling thermal management for 25°C standard; high ambient (40°C) option available. Light engine and drivers are accessible from above or below ceiling.

Max ceiling thickness 1-1/2".

OPTICS — LEDs are binned to a 3-step MacAdam Ellipse; 80 CRI minimum, 90 CRI optional. LED light source concealed with diffusing optical lens.

General illumination lighting with 1.0 S/Mid and 55° cutoff to source and source image. Self-flanged anodized reflectors in specular, semi-specular, or matte diffuse finishes. Also available in white and black painted reflectors.

A+ CAPABLE LUMINAIRE — This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning when used with Acuity Brands controls products. All configurations of this luminaire are calibrated and tested to meet the Acuity Brands' specifications for chromatic consistency — including color rendering, color fidelity and color temperature tolerance around standard CIE chromaticity coordinates. To learn more about A+ standards, specifications, and testing visit www.acuitybrands.com/aaplus.

UGR — UGR is a score for fixtures aimed at radiance with a cut-off angle of less than 60deg, per CIE 117:1996. Discomfort glare in interior lighting.

ELECTRICAL — Multi-volt (120-277V, 50/60Hz) 0-10V dimming drivers mounted to junction box, 10% or 1% minimum dimming level available.

0-10V dimming fixture requires two (2) additional low-voltage wires to be pulled.

LUMEN MAINTENANCE — 70% lumen maintenance at 60,000 hours, L70/60,000 hours

LISTINGS — Certified to US and Canadian safety standards. Wet location standard (covered ceiling). IP55 rated. ENERGY STAR® certified product. Drivers are RoHS compliant.

GOVERNMENT PROCUREMENT — BAA — Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA — Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

PERFORMANCE DATA

LDN6 3500K AIR LSS 80CRI			
Nominal Lumens	Lumens	Wattage	Lm/W
500	527.9	5.8	90.5
750	758.1	8.9	85.1
1000	950.1	10.4	91.0
1500	1514	17.5	86.4
2000	2006	22.5	89.1
2500	2504	28.3	88.6
3000	3021	34.8	86.9
4000	4008	44.3	90.6
5000	4975	57.7	86.3

Notes

- Tested in accordance with IESNA LM-79-08.
- Tested to current IES and NEMA standards under stabilized laboratory conditions.
- CRI: 80 typical.



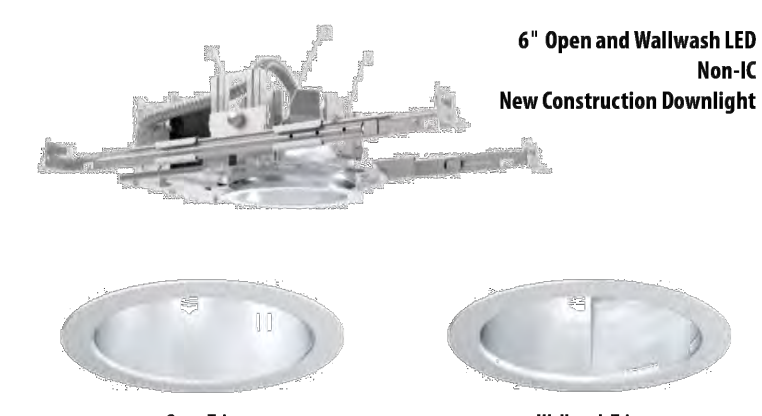
Catalog Number

Notes

Type

LDN6 STATIC WHITE

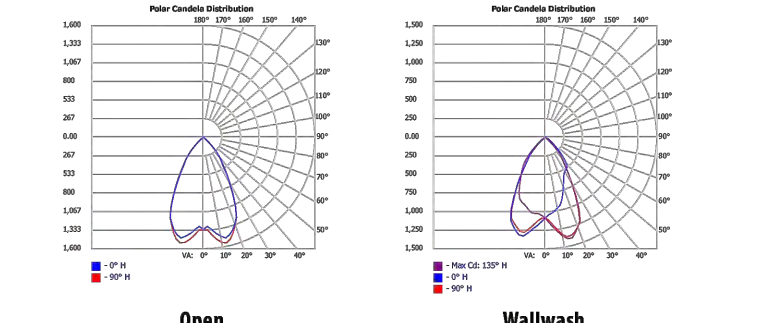
6" Open and Wallwash LED Non-IC New Construction Downlight



Open Trim

Wallwash Trim

DISTRIBUTIONS

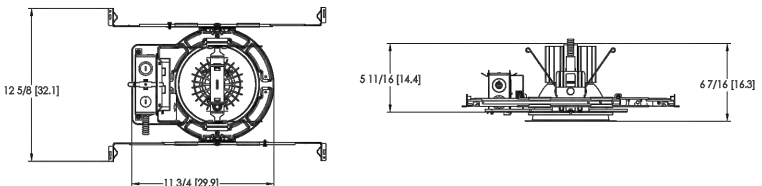


Open

Wallwash

DIMENSIONS

LDN6 500-3000 Lumens

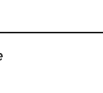


See page 4 for other fixture dimensions

LDN6



WST LED
Architectural Wall Sconce



Catalog Number

Notes

Type

Specifications

Luminaire

Height: 8-1/2" (21.59 cm)

Width: 17" (43.18 cm)

Depth: 10-3/16" (25.9 cm)

Weight: 20 lbs (9.1 kg)

Introduction

The WST LED is designed with the specifier in mind. The traditional, trapezoidal shape offers a soft, non-pixelated light source for end-user visual comfort. For emergency egress lighting, the WST LED offers six battery options, including remote. For additional code compliance and energy savings, there is also a Bi-level motion sensor option. With so many standard and optional features, three lumen packages, and high LPW, the WST LED is your "go to" luminaire for most any application.

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DDBTXD

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
WST LED	P1 1,500 Lumen package P2 3,000 Lumen package P3 6,000 Lumen package	27K 2700 K 30K 3000 K 40K 4000 K 50K 5000 K	VF Visual comfort forward throw VW Visual comfort wide	MVOLT ¹ 277V ² 120V ³ 347V ² 208V ² 480V ²	Shipped included DBBK Dark bronze DLBK Black DNAX Natural aluminum DNWD White DSND Sandstone DOBZ Textured dark bronze DLBK Textured black DNATD Textured natural aluminum DNWGD Textured white DSSTD Textured sandstone

Options	Finish (optional)
NLTAR2 PIR nLIGHT AIR Wireless enabled motion/ambient sensor for 8'-15' mounting heights ^{14,15} NLTAR2 PIRHN nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights ^{14,15} PE Photoelectric cell, button type ⁸ PER NEMA twist-lock receptacle only (controls ordered separately) ⁸ PERS Five-wire receptacle only (controls ordered separately) ⁸ PIR7 Seven-wire receptacle only (controls ordered separately) ⁸ PIR Motion/Ambient Light Sensor, 8-15' mounting height ¹⁴ PIR7ICSV Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 16" ¹⁴ PIRHN Motion/ambient light sensor, 15-30' mounting height, ambient sensor enabled at 16" ¹⁴ PIRHNICSV Motion/ambient light sensor, 15-30' mounting height, ambient sensor enabled at 16" ¹⁴ SF Single box (120, 177, 347V) ⁸ DF Double box (208, 240, 480V) ⁸ DS Dual switching ⁸ DMG 0-10V dimming extend out back of housing for external control (control ordered separately) ¹¹ E7WH Emergency battery backup, Non-CEC compliant (7W) ⁹	DOBK Dark bronze DLBK Black DNAX Natural aluminum DNWD White DSND Sandstone DOBZ Textured dark bronze DLBK Textured black DNATD Textured natural aluminum DNWGD Textured white DSSTD Textured sandstone

Shipped separately
RBPW Retrofit back plate ² WG Wire guard ⁹ WG Wire guard ⁹

See Accessories and Notes on next page.



COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800-705-SERV (7378) • www.lithonia.com
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WST LED
Rev. 03/27/24

PEA GROUP

t: 844.813.2949
www.peagroup.com

CAUTION!!
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CLIENT
LAUREL INVESTMENT, LLC
29200 NORTHWESTERN HIGHWAY, S-450
SOUTHFIELD, MI 48034

PROJECT TITLE
LAUREL - 6 MILE DEVELOPMENT
LIVONIA, MI

REVISIONS
SITE PLAN SUBMITTAL 5/24/2024

ORIGINAL ISSUE DATE:
MAY 24, 2024

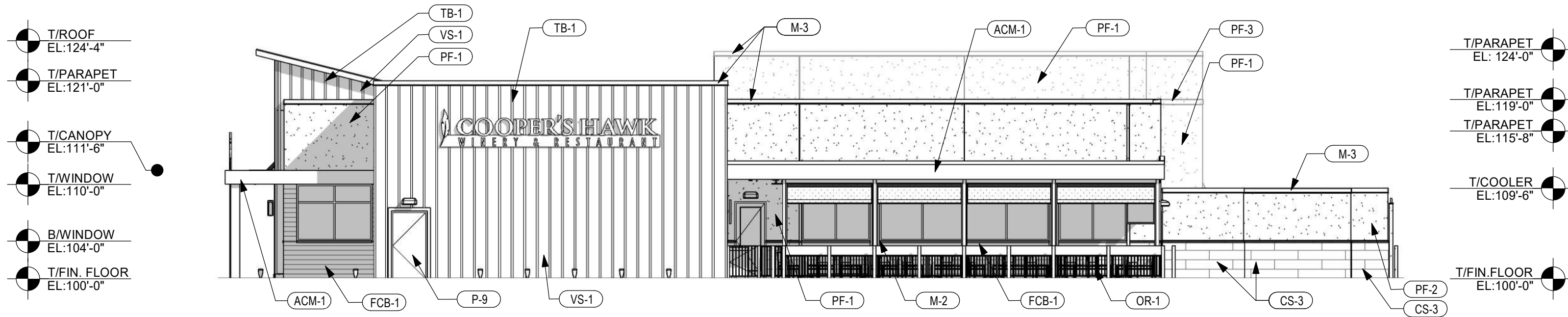
DRAWING TITLE
LIGHT FIXTURE DETAILS

PEA JOB NO.	17-389
P.M.	JPB
DN.	RRM
DES.	LDG

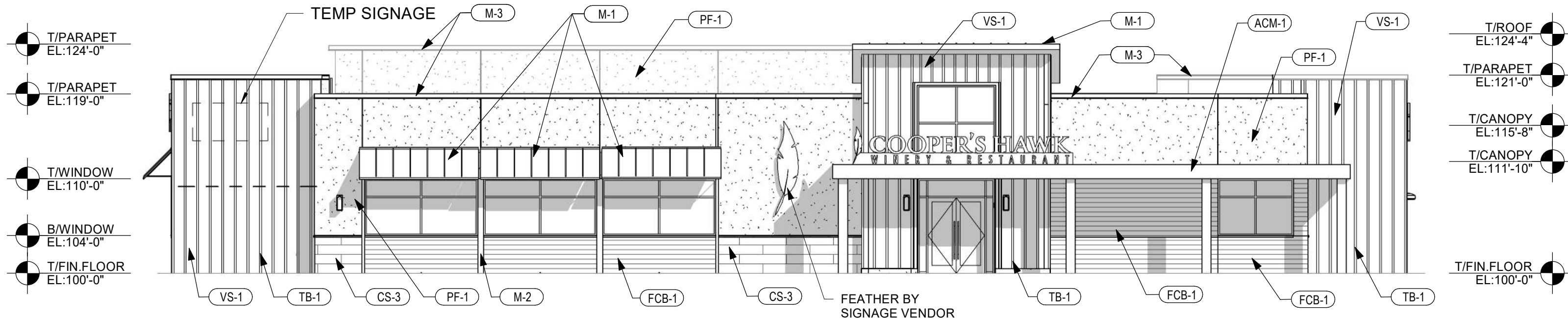
DRAWING NUMBER:

NOT FOR CONSTRUCTION

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1 EAST ELEVATION
1" = 10'-0"



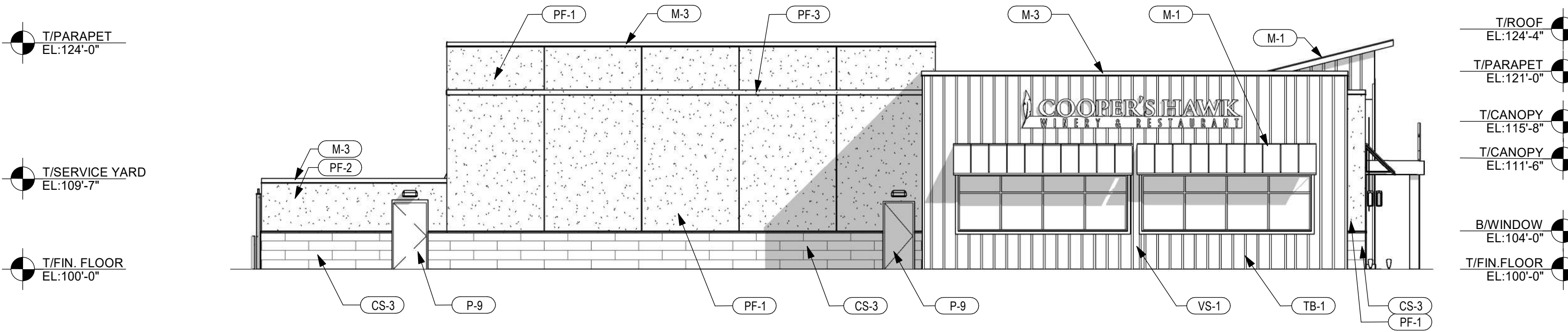
2 SOUTH ELEVATION
1" = 10'-0"

EXTERIOR ELEVATIONS

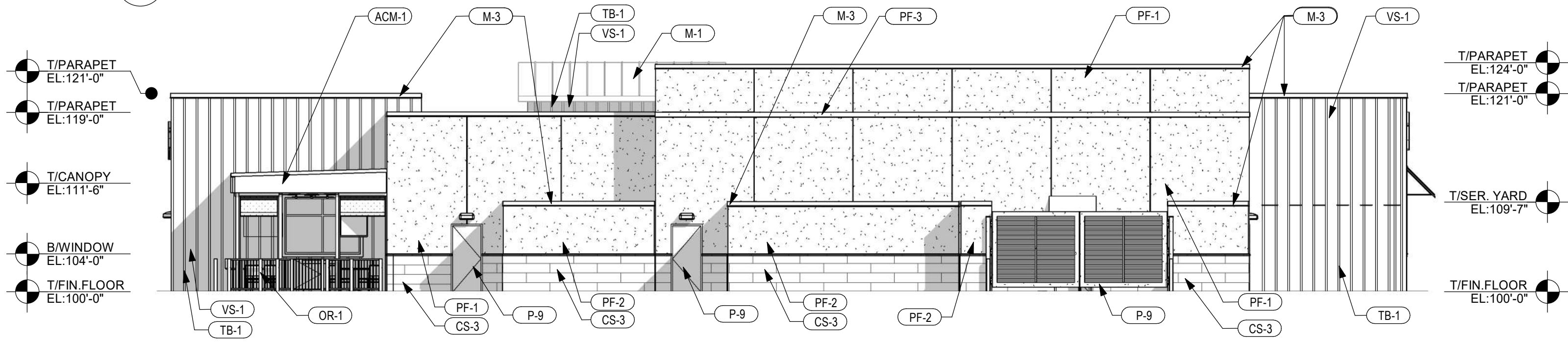
COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI



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1 WEST ELEVATION
1" = 10'-0"



2 NORTH ELEVATION
1" = 10'-0"

EXTERIOR ELEVATIONS

COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI



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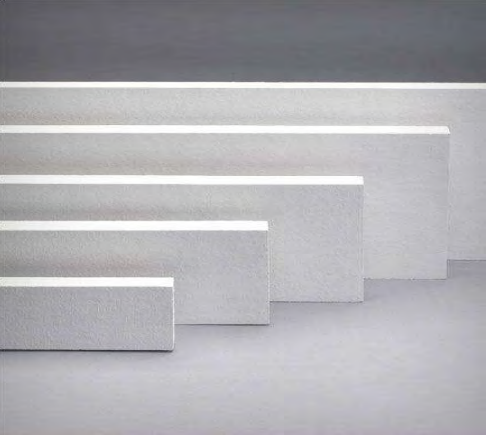
FCB-1 FIBER CEMENT BOARD
MFR: NICHHA
STYLE: VINTAGE WOOD
COLOR: CEDAR
SIZE: 18" X 120"
LOCATION: REFER TO EXTERIOR ELEVATIONS
PRICING: \$7.28/SF



VS-1 VERTICAL SIDING
MFR: JAMES HARDIE
STYLE: PANEL VERTICAL SIDING
COLOR: IRON GRAY
FINISH: SMOOTH
SIZE: 120" X 48" X 0.312" THICK
LOCATION: REFER TO EXTERIOR ELEVATIONS



TB-1 TRIM BOARD
MFR: JAMES HARDIE
STYLE: BATTEN BOARDS
COLOR: IRON GRAY
FINISH: SMOOTH
SIZE: 144" X 2.5" X 0.75" THICK
LOCATION: REFER TO EXTERIOR ELEVATIONS



TB-2 TRIM BOARD
MFR: JAMES HARDIE
STYLE: 4/4
COLOR: UNFINISHED; FIELD PAINTED 'IRON GRAY'
FINISH: SMOOTH
SIZE: 144" X 3" X 0.75" THICK
LOCATION: REFER TO EXTERIOR ELEVATIONS



ACM-1 ALUMINUM COMPOSITE PANELS
MFR: PAC-CLAD
PRODUCT: REYNOBOND
COLOR: BLACK
LOCATION: REFER TO EXTERIOR ELEVATIONS



M -1 METAL STANDING SEAM ROOF PANEL
MFR: PAC-CLAD
STYLE: PAC-150; 180 SEAM
COLOR: BLACK
NOTE: SMOOTH PANELS W/SEAMS 16" OC
LOCATION: REFER TO EXTERIOR ELEVATIONS



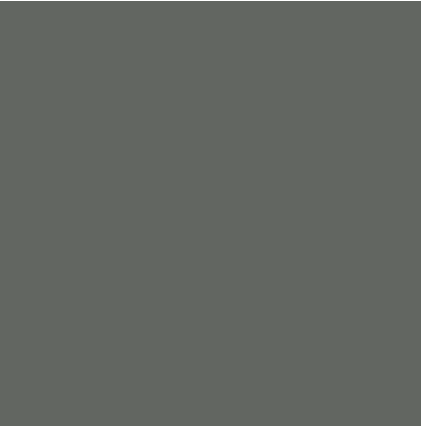
M -2 METAL KAWNEER
MFR: BLACK
COLOR: BLACK
LOCATION: STOREFRONT, REFER TO EXTERIOR ELEVATIONS



M - 3 METAL PAC-CLAD
MRF: BLACK
COLOR: BLACK
LOCATION: COPING , REFER TO EXTERIOR ELEVATIONS



PF-1 PLASTER FINISH
MFR: STO
PRODUCT: STO SPECIAL
COLOR: CREAM - 16258 - 81
FINISH: CONCRETE SMOOTH 10
LOCATION: REFER TO EXTERIOR ELEVATIONS
NOTES: SYSTEM TO HAVE ULTRA HIGH IMPACT RESISTANT MESH AT FIRST 5' AFF



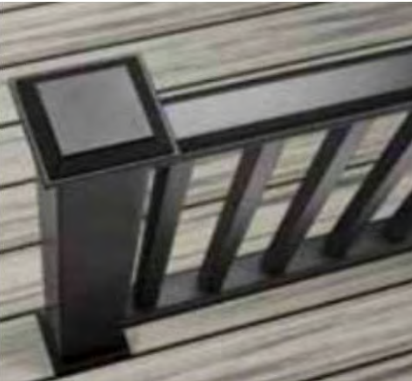
PF-2 PLASTER FINISH
MFR: STO
COLOR: GRIZZLE GRAY SW7068
FINISH: CONCRETE SMOOTH 10
LOCATION: REFER TO EXTERIOR ELEVATIONS
NOTES: SYSTEM TO HAVE ULTRA HIGH IMPACT RESISTANT MESH AT FIRST 5' AFF



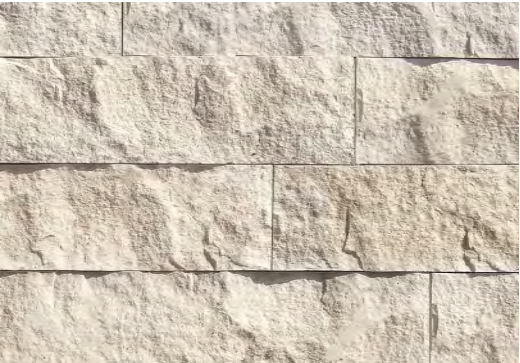
PF-3 PLASTER FINISH
MFR: STO
COLOR: TRICORN BLACK SW6258
FINISH: ESSENCE MEDIUM SAND
LOCATION: REFER TO EXTERIOR ELEVATIONS



P-9 PAINT
MFR: SHERWIN WILLIAMS
COLOR: GRIZZLE GRAY
NUMBER: SW7068
FINISH: SEMI-GLOSS
LOCATION: EXTERIOR DOORS & COOLERS



OR-1 RAILING
MFR: TREX
PRODUCT: TREX TRANSCEND RAILING
LOCATION: PATIO



CS-3 STONE VENEER TILE
MFR: CORONADO
STYLE: SPLIT LIMESTONE
COLOR: CREAM
SIZE: 6" X 10-30"
LOCATION: REFER TO EXTERIOR ELEVATIONS

EXTERIOR MATERIAL BREAKDOWN				
EXTERIOR MATERIAL	EAST ELEVATION	NORTH ELEVATION	WEST ELEVATION	SOUTH ELEVATION
FIBER CEMENT BOARD	177 sq.ft.	0 sq.ft.	0 sq.ft.	369 sq.ft.
PLASTER FINISH ON EPS	682 sq.ft.	1,618 sq.ft.	1,012 sq.ft.	1,051 sq.ft.
VERTICAL SIDING & BATTEN BOARD	784 sq.ft.	791 sq.ft.	741 sq.ft.	807 sq.ft.
ALUMINUM COMPOSITE PANEL	130 sq.ft.	38 sq.ft.	11 sq.ft.	136 sq.ft
STANDING SEAM ROOF	0 sq.ft.	78 sq.ft.	129 sq.ft	126 sq.ft.
COOLER PAINT FINISH	209 sq.ft.	413 sq.ft.	51 sq.ft.	0 sq.ft.
PLASTER FINISH ONLY	180 sq.ft.	109 sq.ft.	151 sq.ft.	0 sq.ft.
METAL COPING	81 sq.ft.	91 sq.ft.	58 sq.ft.	77 sq.ft.
STONE VENEER	30 sq.ft.	310 sq.ft.	197 sq.ft.	78 sq.ft.

EXTERIOR MATERIALS

COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI





EXTERIOR PERSPECTIVE

COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI





EXTERIOR PERSPECTIVE

COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI

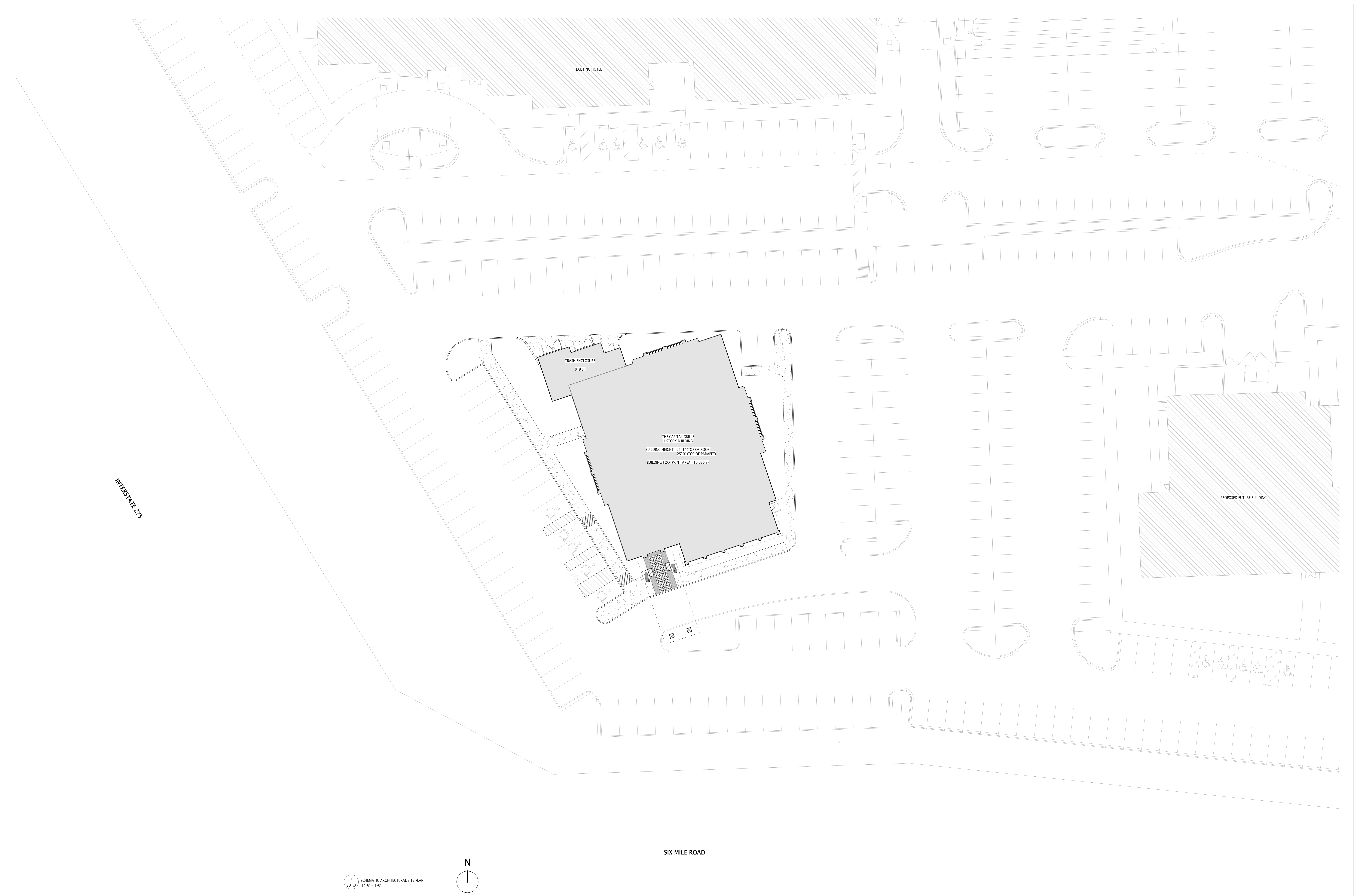




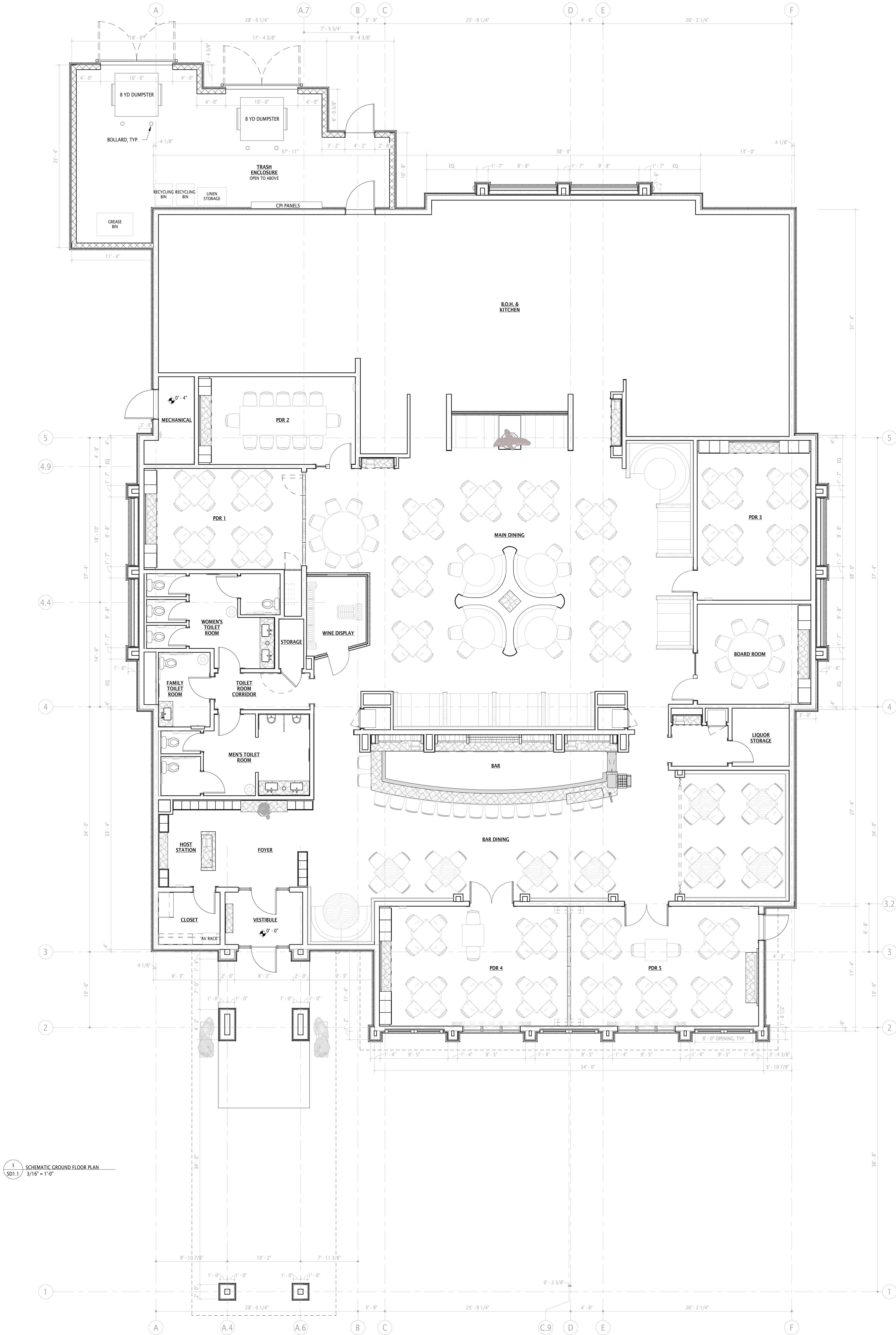
EXTERIOR PERSPECTIVE

COOPER'S HAWK - LIVONIA
COOPER'S HAWK LIVONIA, MI





SEATING TABULATION - ACTUAL SEATING (SQ)	
ROOM	TOTAL NUMBER OF SEATS
BAR DINING	36
BAR SEATING	16
BOARD ROOM	8
MAIN DINING	97
PDR 1	16
PDR 2	12
PDR 3	16
PDR 4	22
PDR 5	22
	245



1 SCHEMATIC GROUND FLOOR PLAN
SD1.1 3/16" = 1'-0"



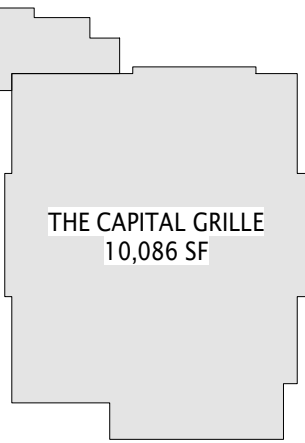
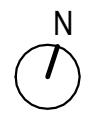
THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.03.11

SD1.1 | SCHEMATIC GROUND FLOOR PLAN

DARDEN CORPORATION
1000 DARDEN CENTER DRIVE
ORLANDO, FL 32837



100 EAST PENN SQUARE SUITE 1080
PHILADELPHIA, PA 19107
215.928.9331
JKRPARCHITECTS.COM

- RENDERED ELEVATION KEY NOTES
- A ALUMINUM COPING (FINISH: MATTE BLACK)
 - B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
 - C ALUMINUM FINS (FINISH: MATTE BLACK)
 - D E.I.F.S. (FINISH: STO WHITE)
 - E LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRARA LU56)
 - F TILE WATER TABLE (FINISH: TRINITY TILE, ONDA COAL)
 - G TRASH ENCLOSURE
 - H MAIN ENTRANCE ALUMINUM STOREFRONT (FINISH: MATTE BLACK)
 - I ALUMINUM WINDOWS (FINISH: MATTE BLACK)
 - J METAL SHUTTERS IN CLOSED FIXED POSITION (FINISH: MATTE BLACK)
 - K FAUX JALOUSIE WINDOW & FRAME (FINISH: FROSTED)
 - L LION STATUE ON GRANITE PEDESTAL BASE (FINISH: CHROME STATUE, ABSOLUTE BLACK BASE)
 - M METAL PLAQUE SIGN (SMOOTH REVERSE POLISHED CHROME PLAQUE AND BLACK LETTERING)
 - N CANOPY MOUNTED SIGN (INTERNALLY ILLUMINATED, 12" LETTERS)
 - O WALL MOUNTED SIGN (HALO-ILLUMINATED 30" CHANNEL LETTERS)



1 SOUTH ELEVATION
SD1.5
1/4" = 1'-0"



2 EAST ELEVATION
SD1.5
1/4" = 1'-0"



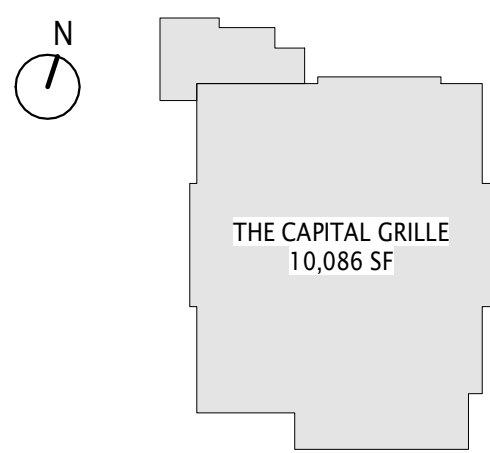
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6 MILE ROAD
LIVONIA, MI 48152

2024.03.11

SD1.5 | SCHEMATIC ELEVATIONS

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215.928.9331
JKRPARCHITECTS.COM

- RENDERED ELEVATION KEY NOTES
- A ALUMINUM COPING (FINISH: MATTE BLACK)
 - B ALUMINUM METAL FASCIA (FINISH: MATTE BLACK)
 - C ALUMINUM FINS (FINISH: MATTE BLACK)
 - D E.I.F.S. (FINISH: STO WHITE)
 - E LARGE FORMAT TILE (FINISH: TRINITY TILE, CARRARA LU56)
 - F TILE WATER TABLE (FINISH: TRINITY TILE, ONDA COAL)
 - G TRASH ENCLOSURE
 - H MAIN ENTRANCE ALUMINUM STOREFRONT (FINISH: MATTE BLACK)
 - I ALUMINUM WINDOWS (FINISH: MATTE BLACK)
 - J METAL SHUTTERS IN CLOSED FIXED POSITION (FINISH: MATTE BLACK)
 - K FAUX JALOUSIE WINDOW & FRAME (FINISH: FROSTED)
 - L LION STATUE ON GRANITE PEDESTAL BASE (FINISH: CHROME STATUE, ABSOLUTE BLACK BASE)
 - M METAL PLAQUE SIGN (SMOOTH REVERSE POLISHED CHROME PLAQUE AND BLACK LETTERING)
 - N CANOPY MOUNTED SIGN (INTERNALLY ILLUMINATED, 12" LETTERS)
 - O WALL MOUNTED SIGN (HALO-ILLUMINATED 30" CHANNEL LETTERS)



1 NORTH ELEVATION
SD1.6
1/4" = 1'-0"



2 WEST ELEVATION
SD1.6
1/4" = 1'-0"



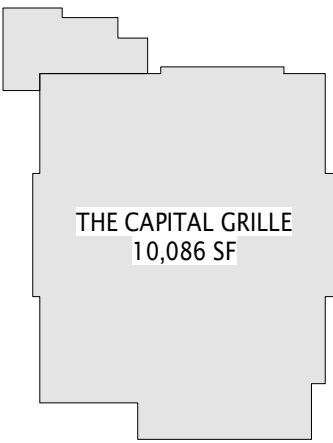
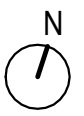
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ORLANDO, FL 32837

THE CAPITAL GRILLE LIVONIA, MI

6 MILE ROAD
LIVONIA, MI 48152

2024.03.11

SD1.6 | SCHEMATIC ELEVATIONS



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THE CAPITAL GRILLE

THE CAPITAL GRILLE

The Cheesecake Factory
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THE CAPITAL GRILLE

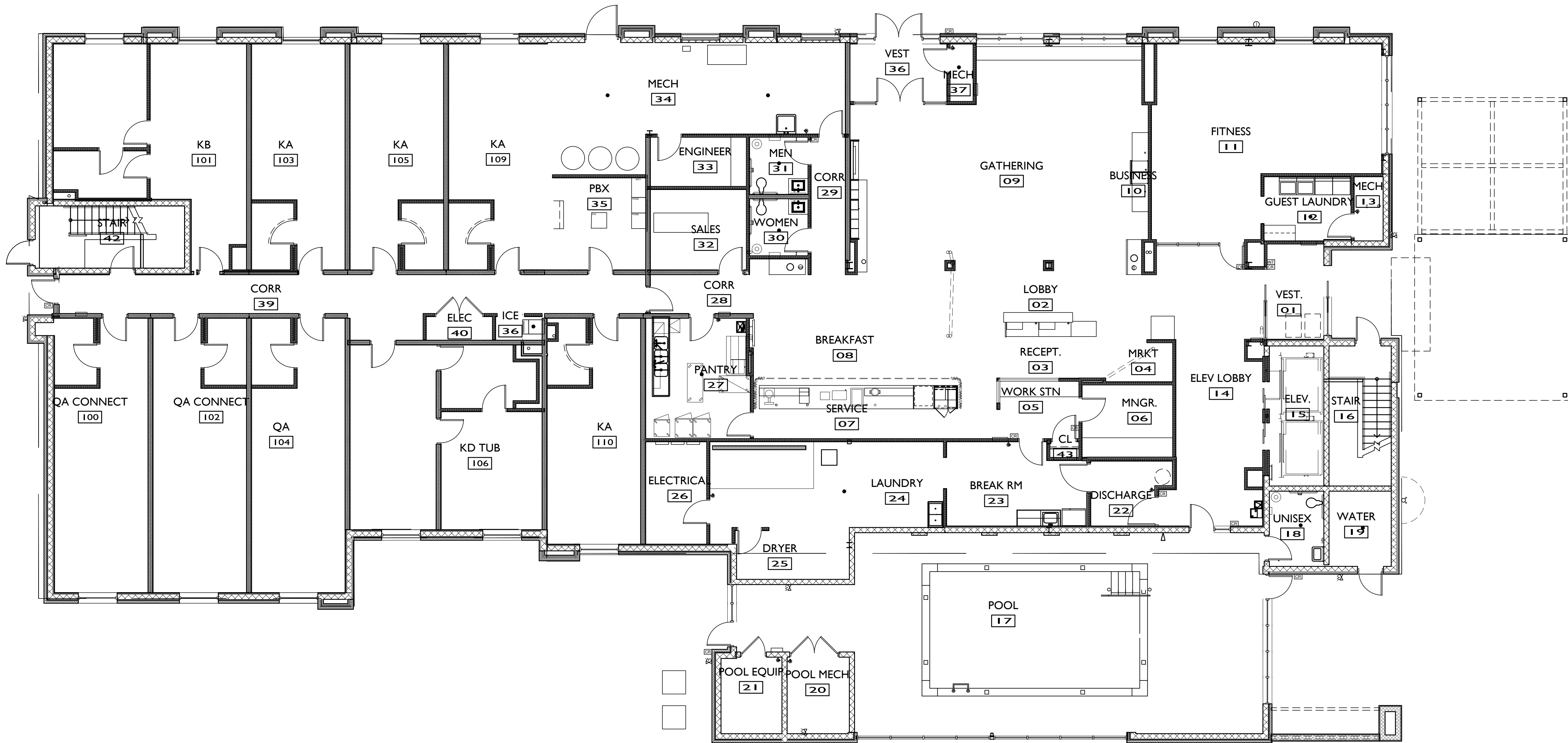
THE CAPITAL GRILLE

THE CAPITAL GRILLE



THE CAPITAL GRILLE

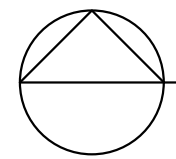
THE CAPITAL GRILLE



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUESTROOM MATRIX							
TYPE	FLOOR 1	FLOOR 2	FLOOR 3	FLOOR 4	FLOOR 5	TOTAL	PERCENTAGE
(KA) KING STUDIO	4	15	15	15	15	64	66%
(KAC) KING STUDIO CONNECT	0	1	1	1	1	4	4%
(KB) ACC. KING STUDIO	1	1	1	1	1	5	5%
(KC) KING STUDIO WIDE	0	1	1	1	1	4	4%
(KD) ONE BDRM ACC. KING SUITE	1	1	1	1	1	5	5%
(QA) D. QUEEN STUDIO	1	2	2	2	2	9	9%
(QAC) D. QUEEN STUDIO CONNECT	2	1	1	1	1	6	6%
TOTAL	9	22	22	22	22	97	100%



 TYPICAL UPPER FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUESTROOM MATRIX						
TYPE	FLOOR 1	FLOOR 2	FLOOR 3	FLOOR 4	FLOOR 5	TOTAL
(KA) KING STUDIO	4	15	15	15	15	64
(KAC) KING STUDIO CONNECT	0	1	1	1	1	4
(KB) ACC. KING STUDIO	1	1	1	1	1	5
(KC) KING STUDIO WIDE	0	1	1	1	1	4
(KD) ONE BDRM ACC. KING SUITE	1	1	1	1	1	5
(QA) D. QUEEN STUDIO	1	2	2	2	2	9
(QAC) D. QUEEN STUDIO CONNECT	2	1	1	1	1	6
TOTAL	9	22	22	22	22	97



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HOME 2
SUITES BY HILTON

PROJECT + INFORMATION
HOME 2
17123 N. LAUREL PARK DR
LIVONIA, MICHIGAN

PROJECT + NUMBER
24-204-02

ISSUE + DATE
10 MAY 2024 SITE PLAN

SHEET + TITLE
TYPICAL FLOOR PLAN
2420402-MAST.dwg

SHEET + NUMBER
A-101

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HOME 2
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LIVONIA, MICHIGAN

PROJECT + NUMBER

24-204-02

ISSUE + DATE

10 MAY 2024 SITE PLAN
18 JUL 2024 SITE PLAN

SHEET + TITLE
EXTERIOR ELEVATIONS

2420402-A3XX.dwg

SHEET + NUMBER

A-300

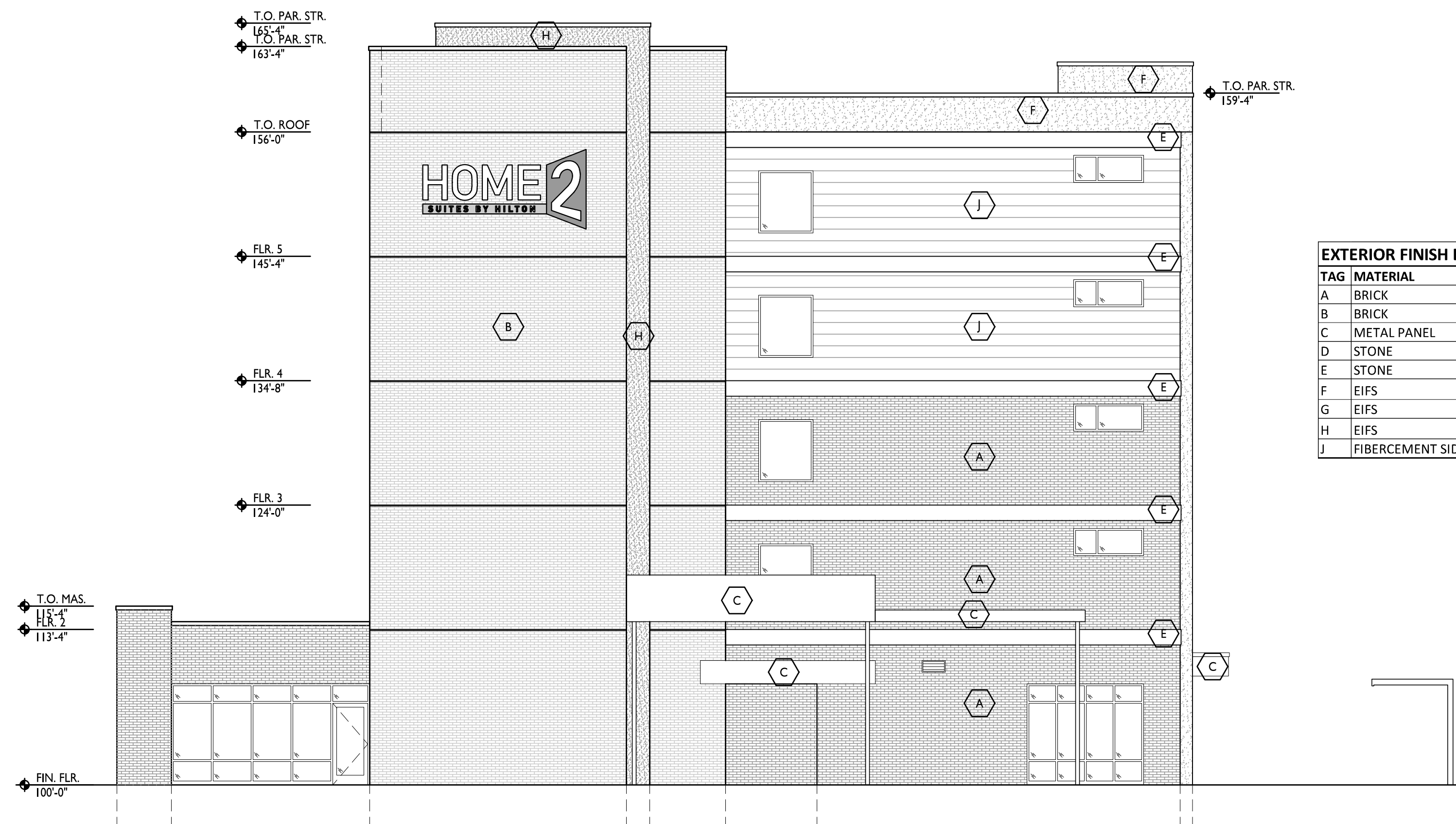
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NORTH ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS	AREA	RATIO
MASONRY / BRICK	5,566 SF	52.5%
FIBER CEMENT SIDING	1,515 SF	14.3%
EIFS PANELS	961 SF	9.1%
DOOR / WINDOWS	2,563 SF	24.2%
TOTAL	10,604 SF	



EAST ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS	AREA	RATIO
MASONRY / BRICK	3,147 SF	67.6%
FIBER CEMENT SIDING	753 SF	16.2%
EIFS PANELS	385 SF	7.9%
DOOR / WINDOWS	389 SF	8.3%
TOTAL	4,654 SF	

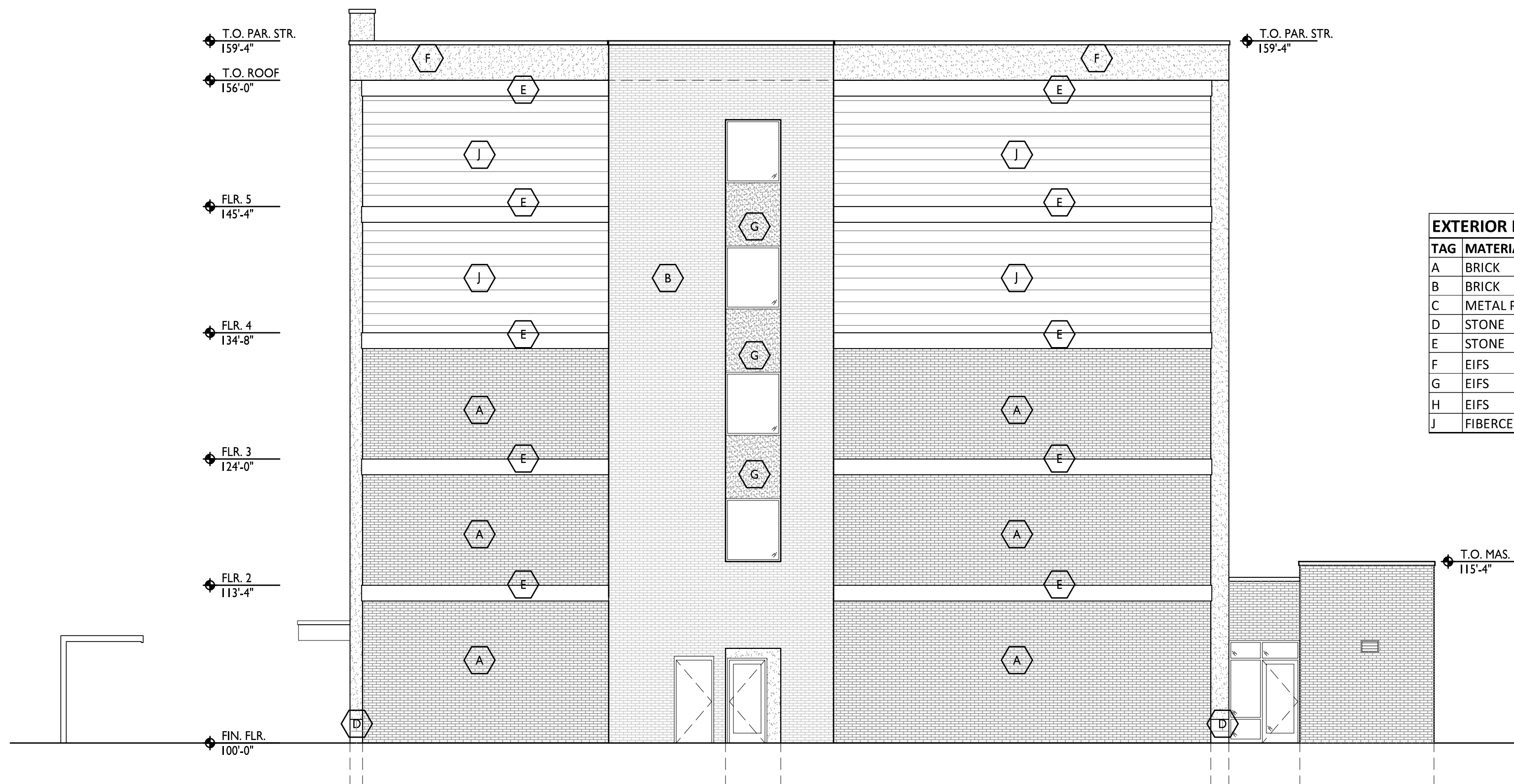
EXTERIOR FINISH LEGEND			
TAG	MATERIAL	MANUF	STYLE
A	BRICK	BELDEN	BRANDYWINE
B	BRICK	GLEN GARY	EBONITE
C	METAL PANEL	ATAS / PAC-CLAD	CLEAR ANODIZED
D	STONE	ROCKCAST MASONRY VENEER	SLATE SMOOTH, 12" X 24"
E	STONE	ROCKCAST ACCENT BAND	SLATE
F	EIFS	DRYVIT	FINE TEXTURE
G	EIFS	DRYVIT	FINE TEXTURE
H	EIFS	DRYVIT	FINE TEXTURE
J	FIBERCEMENT SIDING	HARDYPLANK	LAP SIDING



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS	AREA	RATIO
MASONRY / BRICK	5,149 SF	49.2%
FIBER CEMENT SIDING	1,954 SF	18.7%
EIFS PANELS	1,223 SF	11.7%
DOOR / WINDOWS	2,148 SF	20.5%
TOTAL	10,473 SF	



WEST ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS	AREA	RATIO
MASONRY / BRICK	2,929 SF	63.2%
FIBER CEMENT SIDING	1,124 SF	24.3%
EIFS PANELS	380 SF	8.2%
DOOR / WINDOWS	200 SF	4.3%
TOTAL	4,633 SF	

EXTERIOR FINISH LEGEND			
TAG	MATERIAL	MANUF	STYLE
A	BRICK	BELDEN	BRANDYWINE
B	BRICK	GLEN GARY	EBONITE
C	METAL PANEL	ATAS / PAC-CLAD	CLEAR ANODIZED
D	STONE	ROCKCAST MASONRY VENEER	SLATE SMOOTH, 12" X 24"
E	STONE	ROCKCAST ACCENT BAND	SLATE
F	EIFS	DRYVIT	FINE TEXTURE
G	EIFS	DRYVIT	FINE TEXTURE
H	EIFS	DRYVIT	FINE TEXTURE
J	FIBERCEMENT SIDING	HARDYPLANK	LAP SIDING



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HOME 2
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LIVONIA, MICHIGAN

PROJECT + NUMBER

24-204-02

ISSUE + DATE

10 MAY 2024 SITE PLAN
18 JUL 2024 SITE PLAN

SHEET + TITLE
EXTERIOR ELEVATIONS

2420402-A3XX.dwg

SHEET + NUMBER

A-301



EAST/FRONT & SOUTH

HOTEL DEVELOPMENT
LIVONIA, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN



EAST & NORTH

HOTEL DEVELOPMENT
LIVONIA, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN



HOTEL DEVELOPMENT
LIVONIA, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN



HOTEL DEVELOPMENT
LIVONIA, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN

TOP OF PARAPET
76'-2"
TOP OF PARAPET
74'-10"
TOP OF PARAPET
70'-2"

SIXTH LEVEL
53'-2"

FIFTH LEVEL
43'-4 1/2"

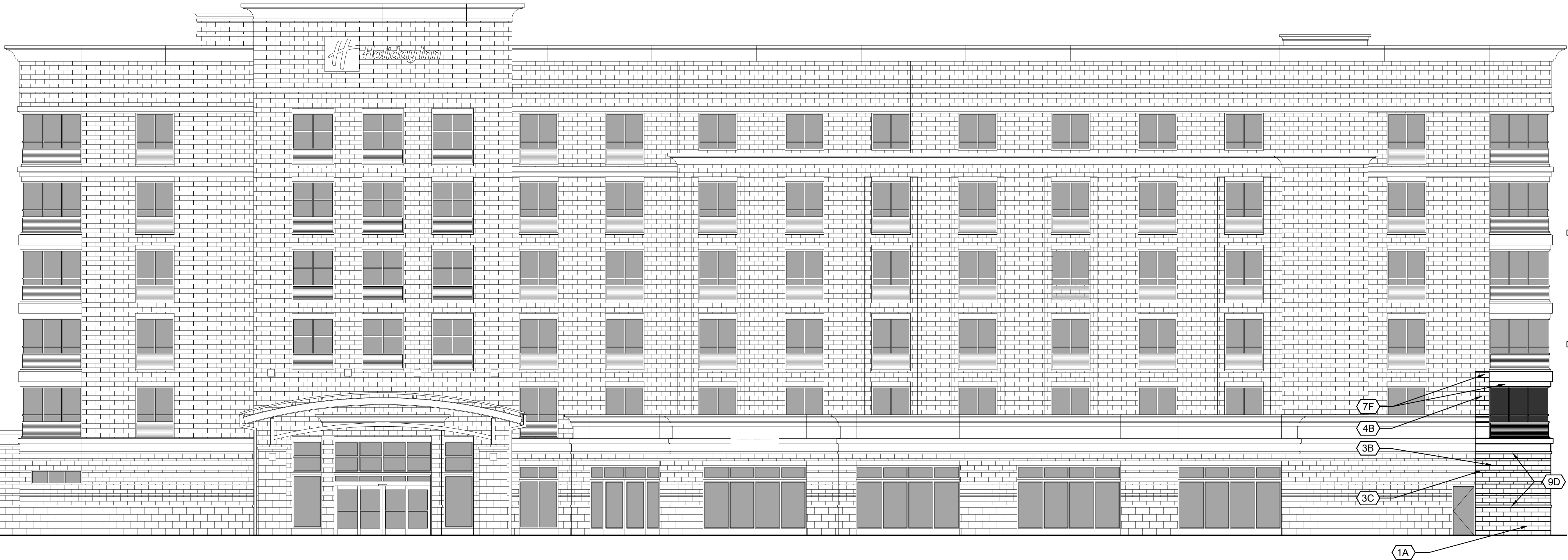
FOURTH LEVEL
33'-7"

THIRD LEVEL
23'-9 1/2"
PORTE COCHERE
20'-5 1/2"

SECOND LEVEL
14'-0"

GROUND LEVEL
0'-0"

1
A-300 | G-100
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



COLOR	MATERIAL
1 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "DRIFTWOOD-ROCKED"	A 12X24 BRICK
2 - NOT USED	B 8" BRICK
3 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "CAFE-DRESSED / SANDBLASTED"	C 4X12 BRICK
4 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "OAK RIDGE-DRESSED / SANDBLASTED"	D CAST STONE - BULLNOSE/BAND
5 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "LIMESTONE-DRESSED / SANDBLASTED"	E NOT USED
6 - WHITE - EIFS	F EIFS
7 - EIFS TO MATCH OAK RIDGE BRICK	G PORTE COCHERE
8 - EIFS TO MATCH LIMESTONE BRICK	H CAST STONE - 8" HEADER
9 - WHITE - STONE	I CAST STONE - 4" SILL
10 - NOT USED	J CAST STONE BAND
11 - WHITE - PORTE COCHERE	K CAST STONE - 1'-0" SILL
12 - COLOR TO MATCH ADJACENT BRICK	L ALUMINUM
13 - GREY - ALUMINUM	M 24" CAST STONE PANEL
14 - EXPANSION JOINT -EXPANSION JOINT INSIDE CORNERS (TYP. FOR VENEER)	
15 - STREET ADDRESS SHALL STAND OUT FROM COLOR OF BUILDING ADDRESS NUMBERS TO BE MIN. 8" HIGH	
KEY NOTE	
1A MATERIAL COLOR NOTE	

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HOTEL RENOVATION

17123 N. LAUREL PARK DR

LIVONIA, MICHIGAN

PROJECT + NUMBER

24-204

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SHEET + TITLE

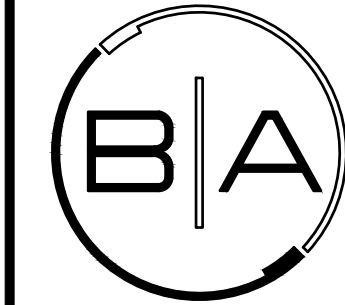
SOUTH ELEVATION

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NORTH ELEVATION

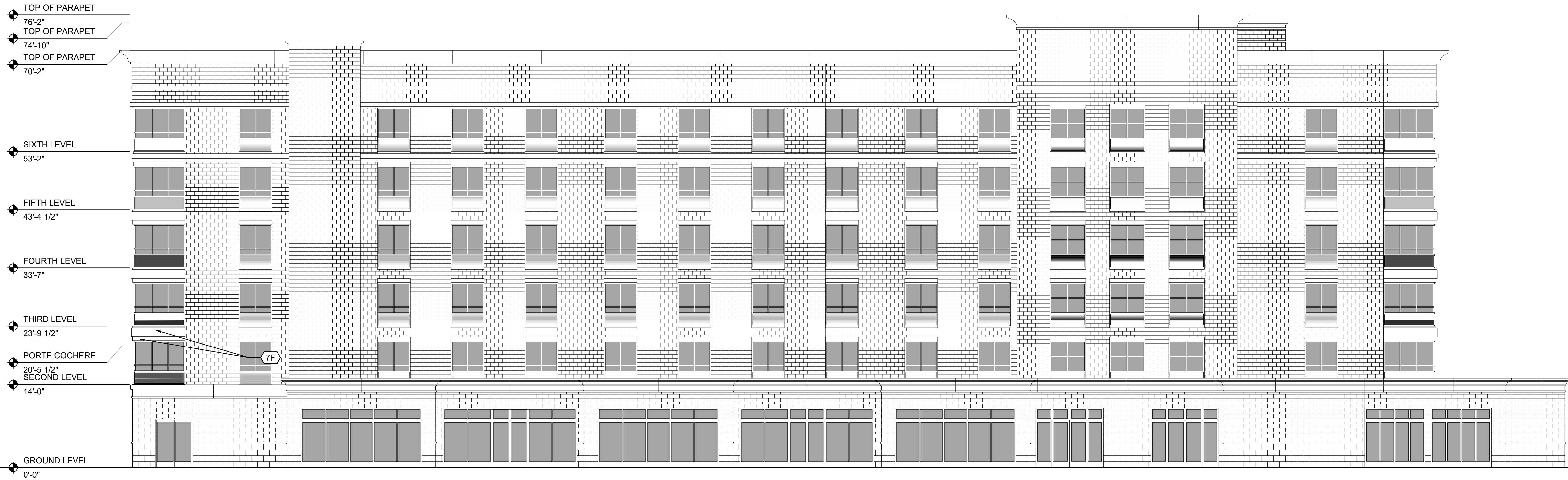
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SHEET + NUMBER

A-301

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COLOR	MATERIAL
1 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "DRIFTWOOD-ROCKED"	(A) 12X24 BRICK
2 - NOT USED	(B) 8" BRICK
3 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "CAFE-DRESSED / SANDBLASTED"	(C) 4X12 BRICK
4 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "OAK RIDGE-DRESSED / SANDBLASTED"	(D) CAST STONE - BULLNOSE/BAND
5 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "LIMESTONE-DRESSED / SANDBLASTED"	(E) NOT USED
6 - WHITE - EIFS	(F) EIFS
7 - EIFS TO MATCH OAK RIDGE BRICK	(G) PORTE COCHERE
8 - EIFS TO MATCH LIMESTONE BRICK	(H) CAST STONE - 8" HEADER
9 - WHITE - STONE	(I) CAST STONE - 4" SILL
10 - NOT USED	(J) CAST STONE BAND
11 - WHITE - PORTE COCHERE	(K) CAST STONE - 1'-0" SILL
12 - COLOR TO MATCH ADJACENT BRICK	(L) ALUMINUM
13 - GREY - ALUMINUM	(M) 24" CAST STONE PANEL
14 - EXPANSION JOINT -EXPANSION JOINT INSIDE CORNERS (TYP. FOR MASONRY)	
15 - STREET ADDRESS SHALL STAND OUT FROM COLOR OF BUILDING ADDRESS NUMBERS TO BE MIN. 8" HIGH	
KEY NOTE	
 MATERIAL COLOR NOTE	



1 NORTH ELEVATION
A-301 G-100 SCALE: 1/8" = 1'-0"

TOP OF PARAPET
76'-2"
TOP OF PARAPET
74'-10"
TOP OF PARAPET
70'-2"

SIXTH LEVEL
53'-2"

FIFTH LEVEL
43'-4 1/2"

FOURTH LEVEL
33'-7"

TOP OF PARAPET
24'-9 1/4"
THIRD LEVEL
23'-9 1/2"
PORTE COCHERE
20'-5 1/2"
SECOND LEVEL
14'-0"

GROUND LEVEL
0'-0"



COLOR	MATERIAL
1 - NOT USED	A 12X24 BRICK
2 - NOT USED	B 8" BRICK
3 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "CAFE-DRESSED / SANDBLASTED"	C 4X12 BRICK
4 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "OAK RIDGE-DRESSED / SANDBLASTED"	D CAST STONE - BULLNOSE/BAND
5 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "LIMESTONE-DRESSED / SANDBLASTED"	E NOT USED
6 - WHITE - EIFS	F EIFS
7 - EIFS TO MATCH OAK RIDGE BRICK	G PORTE COCHERE
8 - EIFS TO MATCH LIMESTONE BRICK	H CAST STONE - 8" HEADER
9 - WHITE - STONE	I CAST STONE - 4" SILL
10 - NOT USED	J CAST STONE BAND
11 - WHITE - PORTE COCHERE	K CAST STONE - 1'-0" SILL
12 - COLOR TO MATCH ADJACENT BRICK	L ALUMINUM
13 - GREY - ALUMINUM	M 24" CAST STONE PANEL
14 - EXPANSION JOINT -EXPANSION JOINT INSIDE CORNERS (TYP. FOR VENEER)	
15 - STREET ADDRESS SHALL STAND OUT FROM COLOR OF BUILDING ADDRESS NUMBERS TO BE MIN. 8" HIGH	
KEY NOTE	
1A MATERIAL COLOR NOTE	

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RENOVATION
17123 N. LAUREL PARK DR
LIVONIA, MICHIGAN

PROJECT + NUMBER
24-204

ISSUE + DATE

SHEET + TITLE
EAST ELEVATION
24204A3XX.dwg

SHEET + NUMBER
A-302

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TOP OF PARAPET
76'-2"
TOP OF PARAPET
71'-9"
TOP OF PARAPET
70'-2"

SIXTH LEVEL
53'-2"

FIFTH LEVEL
43'-4 1/2"

FOURTH LEVEL
33'-7"

TOP OF PARAPET
24'-9 1/4"
THIRD LEVEL
23'-9 1/2"

TOP OF PARAPET
15'-0"
SECOND LEVEL
14'-0"

GROUND LEVEL
0'-0"



COLOR	MATERIAL
1 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "DRIFTWOOD-ROCKED"	(A) 12X24 BRICK
2 - NOT USED	(B) 8" BRICK
3 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "CAFE-DRESSED / SANDBLASTED"	(C) 4X12 BRICK
4 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "OAK RIDGE-DRESSED / SANDBLASTED"	(D) CAST STONE - BULLNOSE/BAND
5 - ARRISCRAFT - RENAISSANCE CAMBRIDGE - "LIMESTONE-DRESSED / SANDBLASTED"	(E) NOT USED
6 - WHITE - EIFS	(F) EIFS
7 - EIFS TO MATCH OAK RIDGE BRICK	(G) PORTE COCHERE
8 - EIFS TO MATCH LIMESTONE BRICK	(H) CAST STONE - 8" HEADER
9 - WHITE - STONE	(I) CAST STONE - 4" SILL
10 - NOT USED	(J) CAST STONE BAND
11 - WHITE - PORTE COCHERE	(K) CAST STONE - 1'-0" SILL
12 - COLOR TO MATCH ADJACENT BRICK	(L) ALUMINUM
13 - GREY - ALUMINUM	(M) 24" CAST STONE PANEL
14 - EXPANSION JOINT -EXPANSION JOINT INSIDE CORNERS (TYP. FOR VENEER)	
15 - STREET ADDRESS SHALL STAND OUT FROM COLOR OF BUILDING ADDRESS NUMBERS TO BE MIN. 8" HIGH	
KEY NOTE	
(1A) MATERIAL COLOR NOTE	

1 WEST ELEVATION
A-303 G-100 SCALE: 3/16" = 1'-0"



BOWERS+ASSOCIATES, INC.
2400 SOUTH HURON PARKWAY
ANN ARBOR, MI 48104
P: 734.975.2400
WWW.BOWERSARCH.COM

CONSULTANT + NAME

PROJECT + INFORMATION

HOTEL
RENOVATION
17123 N. LAUREL PARK DR
LIVONIA, MICHIGAN

PROJECT + NUMBER

24-204

ISSUE + DATE

SHEET + TITLE

WEST ELEVATION

24204A3XX.dwg

SHEET + NUMBER

A-303

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CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 13, 2024

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2024-06-08-02 – #17123 N. Laurel Park Drive

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time, but would like to note the following items:

1. The proposed site is actually two separate parcels that are assigned the addresses of **#17117 and #17123 N. Laurel Park Drive**. Once the plan has been approved, the owner will need to contact this Department for additional addresses.
2. The legal description provided on the drawings appears to be correct for the overall parcel. As noted above, the site is currently two separate parcels that will need to be combined. The owner should contact the Assessing Department to begin the combination process once site plan approval has been granted.
3. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. The submitted drawings indicate proposed additions to the existing systems as well as on-site detention. No calculations have been included with the submittal drawings, but we do not believe there will be any negative impacts to the existing systems. A full Engineering review will be completed during the permitting process.
4. The drawings indicate proposed storm water detention, but do not include detailed information. The development will be required to provide detention per the latest version of the Wayne County Stormwater Ordinance.
5. Any disturbances with the Seven Mile Road or I-275 road right-of-way's will require permits through the Wayne County Department of Public Service and the Michigan Department of Transportation, including drive approach and sidewalk removals and placements. All other permits will be through the City of Livonia.

To: Mr. Scott Miller
Re: Petition 2024-06-08-02 – 17123 N. Laurel Park Drive

June 13, 2024

Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read "D. Lear", is written over a horizontal line.

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

cc: 2024 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: 7/3/2024
TO: Scott O. Miller, Planner IV
FROM: Livonia Fire Prevention Division
SUBJECT: Petition 2024-06-08-02 – 17123 N Laurel Park Dr

This office has reviewed the site plan submitted in connection with a request to construct commercial buildings (hotel, 2 restaurants, renovation of existing hotel) on the property located at the above referenced address.

We have no objections to this proposal with the following stipulations:

1. Eventual submission of plans and permits for suppression system.
2. Eventual submission of plans and permits for Fire alarm monitoring.
3. Placement of a Fire hydrant within 100 feet of the Fire Department Connection.
4. Eventual submission of plans and permits for kitchen hood and ducts.

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 BROSAN
MAYOR

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

June 13th 2024

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

Re: Petition 2024-06-08-02 – 17123 N. Laurel Park Drive

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 9, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2024-06-08-02 – 17123 N. Laurel Park Drive

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

1. The parking spaces shall be 10' x 20' and double strip.
2. Barrier-free parking spaces shall conform to the Michigan Building Code.
3. Variances from the Zoning Board of Appeals will be required for all signage not conforming to the Zoning Ordinance.

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 12, 2024

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

Petition 2024-06-08-02 - 17123 N. Laurel Park Drive

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

SUSAN M. NASH
CITY TREASURER



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

June 12, 2024

Livonia Planning Commission
RE: 17123 Laural Park Drive

Dear Commissioners,

Please be advised all taxes and water bills are paid and current for this property

Thank you very much for inquiring

Susan M Nash

OFFICE OF THE MAYOR

Maureen Miller Brosnan
MAYOR

Linda Gosselin
ASSESSOR



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

June 13, 2024

To: Planning Department

Re: **Petition 2024-06-08-02 – 17123 N. Laurel Park Drive**

A request has been made by Laurel Investment, LLC to approve submitted plans to construct three (3) new buildings which includes a five-story hotel (Home 2 Suites) on parcel 028-99-0006-007 with the existing Holiday Inn, a portion of which is to be demolished, at 17123 Laurel Park. Also, two (2) freestanding restaurants (Cooper's Hawk and Capital Grille) to be constructed on parcel 028-99-0006-008 with address 17117 Laurel Park. If the proposed plans intend to have individual ownership and individual taxes for each entity, a lot split for both parcels into 4 individual parcels must be submitted to the Assessor's Office. Please direct any questions to the Assessor's Office or Livonia.gov for the lot split and combination process.

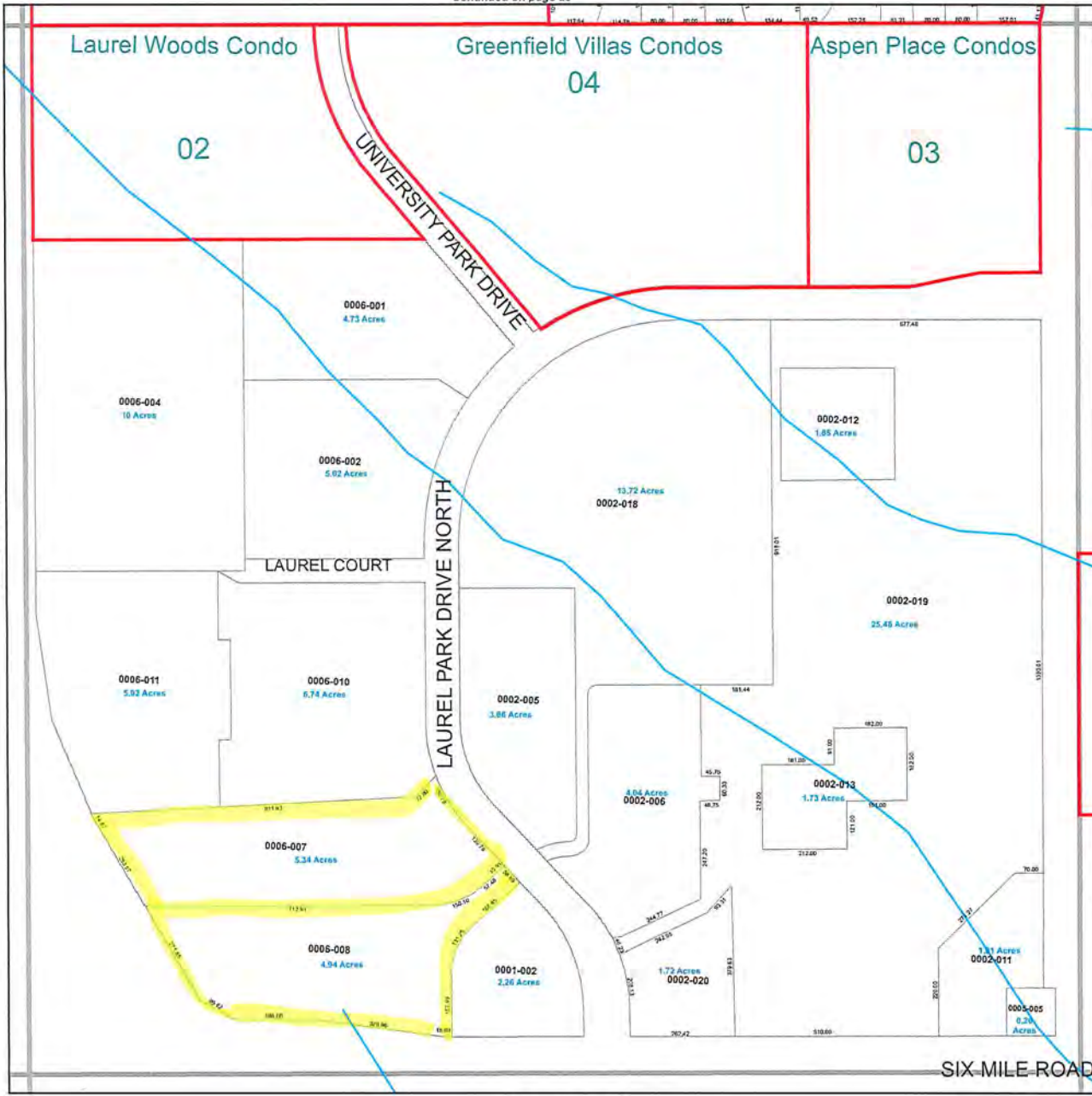
Kindest Regards,

Kathie Siterlet
Residential Appraiser

Continued on page 25

Continued on page 27

Continued on page 31



Continued on page 69

Location S.E. 1/4 Section 7

City of Livonia



0 50 100 200 Feet

T. 1 south, R. 9 east
Wayne County, Michigan
Copyright 2019, City of Livonia

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36



Information herein deemed reliable
but not guaranteed

Updated: December 2019

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

8.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

8. SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32.

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

Vice President asked if they why they are moving the drive thru lanes.

Woody Issacs, Landscape Architect, said the traffic flow is the motivator for the change.

Councilmember Donovic asked if there is a dumpster enclosure. Mr. Issacs said they don't have a need for a dumpster but would be putting trash out for regular pick up on Plymouth Road.

Councilmember Donovic offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

8.

Planning
July 18, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

SITE PLAN PETITION: Planning Commission, re: Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32

BACKGROUND DETAILS

July 18, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-06-08-03 - True Credit Union

Dear Council Members:

At the 1,216th Public Hearing and Regular Meeting held by the City Planning Commission on July 16, 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)

#07-36-2024 RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32, be approved subject to the following conditions:

1. That the Site Layout Plan, identified as Sheet No. C2.0, dated June 12, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
2. All regular parking spaces shall be double-striped and measure ten feet (10') in width.

3. The Landscape Plan, identified as Sheet No. C6.0, dated July 1, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.
5. 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.
6. The Exterior Elevations Plans, identified as Sheet No. A200 and Sheet No. A201, dated June 12, 2024, prepared by Mayotte Group Architects, are hereby approved and shall be adhered to.
7. All rooftop mechanical equipment shall be concealed from public view with screening compatible with the building's exterior materials.
8. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
9. All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.
10. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
11. No exposed LED light band or neon shall be permitted on this site including, but not limited to, the building or around the windows.
12. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department when the building permits are applied for, and
13. Under 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. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

ATTACHMENTS

1. S080724 LTC Petition 2024-06-08-03, TRUE
2. 2024-06-08-03_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: July 19, 2024

Maureen Miller Brosnan

Date: July 19, 2024

Maureen Miller Brosnan, Mayor

Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,216th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, July 16, 2024, the City Planning Commission of the City of Livonia held its 1,216th 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 Sam Caramagno
Peter Ventura Ian Wilshaw

Members absent: Wafa Dinaro

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

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

ITEM #5 PETITION 2024-06-08-03

TRUE Credit Union

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32.

Mr. Taormina: Former Parkside Credit Union is now True Credit Union. This site is 1.28 acres with 145 feet of frontage on Plymouth Road and 385 along Raleigh. As you can see, the property is divided into three zoning classifications. The north 150 feet is zoned C-2. Extending south of the C-2 district for approximately 200 feet, the zoning is P, Parking. The rear 35 feet of the property is zoned RUF (Rural Urban Farm). Along Plymouth Road, the surrounding properties are zoned C-2. The existing credit union building is one-story in height and about 4,000 square feet. It's located in the northwest corner of the property with access to both Plymouth and Raleigh. Parking is on the east side of the property, and the drive-up facilities are on the south side of the building. The proposal would move the building approximately 85 feet south of Plymouth Road and 15 feet east of Raleigh. The new building totals about 2,900 square feet, about 30% smaller than the current building. The floor layout includes several private offices, a lobby, a kiosk, conference rooms, break rooms, and restrooms. Everything you would expect a full-service bank to have. The drive-thru operations would be moved from the south side of the building to the east side. The number of drive-thru lanes would remain at three (3). There would be a canopy supported by masonry columns that would extend over the drive-up units. The vestibule tower of the building would be in the northeast corner, with the entrance facing north towards Plymouth Road. This feature is about 20 feet tall and would consist of insulated metal panels. The other parts of the front elevation of the building will also be finished with metal wall panels, with two (2) sets of aluminum framed windows. The ends of the building are shown finished in masonry. Site parking, circulation, and access would be reconfigured. There would be a new parking lot in the front near the main entrance with 13 spaces and another parking lot at the back with 17 spaces. The front spaces would be used primarily for patrons entering the credit union. The 17 spaces at the back would be used mostly for employees. The site requires 24 parking spaces. The plan shows 30. The site is currently served by three (3) driveways: one (1) along Plymouth and two (2) on Raleigh. The two-way driveway on Plymouth would remain. The north driveway on Raleigh would be moved further north to provide a second means of ingress and egress to the front parking lot. The south driveway on Raleigh would remain, providing access to the back parking lot and drive-thru facilities. A fully detailed landscape plan is provided that complies with the ordinance standards. The ordinance requires screening where the site abuts residential along a portion of the east

property line. Proposed is a six-foot-high privacy fence to the end of the parking lot. South of that, there is a natural area with trees and a stormwater detention basin. A photometric plan shows an average of one (1) foot candle for the parking areas. All exterior light fixtures are shown at 20 feet per ordinance. For site identification, the Credit Union is allowed one (1) monument sign, a maximum of 30 square feet, and two (2) wall signs not to exceed 66 square feet for the main sign facing Plymouth Road. A second wall sign would be allowed at half that area facing Raleigh or on the east elevation measuring 33 square feet. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Taormina: The first item is from the Engineering Division, dated June 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 project at this time. The subject parcel is assigned the address of #36525 Plymouth Road. The legal description included with the submitted drawings appears to be correct, and should be used should the project be approved. The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submittal indicates changes to the existing utility leads, but does not give any specific data as to proposed flows. We do not believe there will be any additional impacts to the public utilities with this proposal, but we will review the drawings in greater detail when they are submitted for permitting. Please be advised that the project will be required to conform to the latest version of the Wayne County Storm Water Ordinance. The existing parcel has existing storm water detention on it, but the volumes will need to be verified, and additional volumes may be required to meet the new Ordinance. 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 July 9, 2024, 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. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated June 25, 2024, which reads as

UNAPPROVED MINUTES

4

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 July 9, 2024, which reads as follows: *"Pursuant to your request, the above-referenced Petition has been reviewed. Signage has not been reviewed. Any excess signage would require a variance from the Zoning Board of Appeals. The proposed plan does not show provisions for a dumpster or an enclosure. Planning and/or Council may wish to address this. 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 2, 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. We have a letter of no objection coming from the Treasurer's office dated July 3, 2024. The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions of the Planning Director? I don't see any questions. Our petitioner is in the audience. Feel free to come forward and tell us about your proposal.

Mr. Wilshaw: Good evening.

Woody Isaac, Veritas Design Group. I prepared the site plan. We have Spencer Lippert, from Mayotte Group Architects. He's the architect for the project. Again, Mark did a tremendous job introducing the project. Don't really have anything to add. And I guess just to clarify, though, Mark, because you did go kind of fast. You mentioned in terms of signage, Zoning Board of Appeals, would that be something that we might request in excess of the ordinance criteria?

Mr. Taormina: We have not yet determined if a variance is needed for the signage because we don't have enough information. As long as they can limit the amount to 66 square feet on the front of the building and 33 square feet on either side, there would be no need to go before the Zoning Board of Appeals.

Mr. Issac: Okay. Thank you for that. So, with that, we're happy to answer any questions, if there are any.

Mr. Wilshaw: All right, excellent. Thank you, Mr. Isaacs, any questions for our petitioner?

Mr. Caramagno: The only question that I've got is and it revolves around I think what Pete said at the study session, what a nice building that exists there today. And is it just the true credit unions look that looking to change? And is that the reason we're going to demolish a good-looking building and put up a brand-new structure?

Mr. Issac: Well, I can't, you know, I don't belong, you know, to the ownership group of the credit union. So, I can't speak to all of their criteria. But I know that, you know, the building has been studied. We know it's a sound building. It's a, you know, it's a good building. I think there is an element of the brand that True would like to portray. The fact that the building is zero setback in the circulation within the site is not ideal currently. That's a factor. Spencer, are there other things that you could speak to in terms of the building?

Spencer Lippert, Mayotte Group Architects. Yeah, our firm has looked at this building for the past few years, and we've been involved in a handful of renovations. We've tried our best to make it work for Parkside. But the truth is, this business model is a little different. The service structure that is being proposed at this branch is more self-service and the existing layout...it's a very large building compared to what we're proposing, and overall layout interior wise is counterintuitive to the existing building.

Mr. Caramagno: Thank you.

Mr. Wilshaw: Thank you, Mr. Caramagno. Any other questions?

Mr. Wilshaw: I hear no other questions. Is there anyone in the audience? There is no one left in the audience. There's no one that's gonna come forward and speak on this item. Anything else that you'd like to add before we make our decision? No, thanks. All right. Thank you, gentlemen. If that's there's no other questions or comments from any of the commissioners a motion is in order.

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

#07-36-2024 **RESOLVED**, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all

plans required by Sections 3.11 and 13.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32, be approved subject to the following conditions:

1. That the Site Layout Plan, identified as Sheet No. C2.0, dated June 12, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
2. All regular parking spaces shall be double-striped and measure ten feet (10') in width.
3. The Landscape Plan, identified as Sheet No. C6.0, dated July 1, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.
5. 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.
6. The Exterior Elevations Plans, identified as Sheet No. A200 and Sheet No. A201, dated June 12, 2024, prepared by Mayotte Group Architects, are hereby approved and shall be adhered to.
7. All rooftop mechanical equipment shall be concealed from public view with screening compatible with the building's exterior materials.
8. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
9. All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.

10. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
11. No exposed LED light band or neon shall be permitted on this site including, but not limited to, the building or around the windows.
12. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department when the building permits are applied for, and
13. Under 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. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Mr. Wilshaw: Is there any discussion?

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

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

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

For filing fee see computation below

RECEIVED
JUN 17 2024
CITY OF LIVONIA
PLANNING COMMISSION

Date Filed: _____ Petition _____
Site Address: 36525 Plymouth Rd Sidwell NA
Requesting Approval to redevelop credit union facilities
Applicant: Woodrow Isaacs Business/Company: VIRIDIS Design Group
Applicant's Address: 2926 W. Main St City: Kalamazoo State: MI Zip Code: 49006
Applicant's Phone # (269) 978-5143 Applicant's Email woody@virdg.com
Contact Person: Chrissy Siders Business/Company: TRUE Community Credit Union
Contact's Address: 1100 Clinton Rd City: Jackson State: MI Zip Code: 49202
Contact's Phone # (517) 784-7101 x4119 Contact's Email csiders@trueccu.com

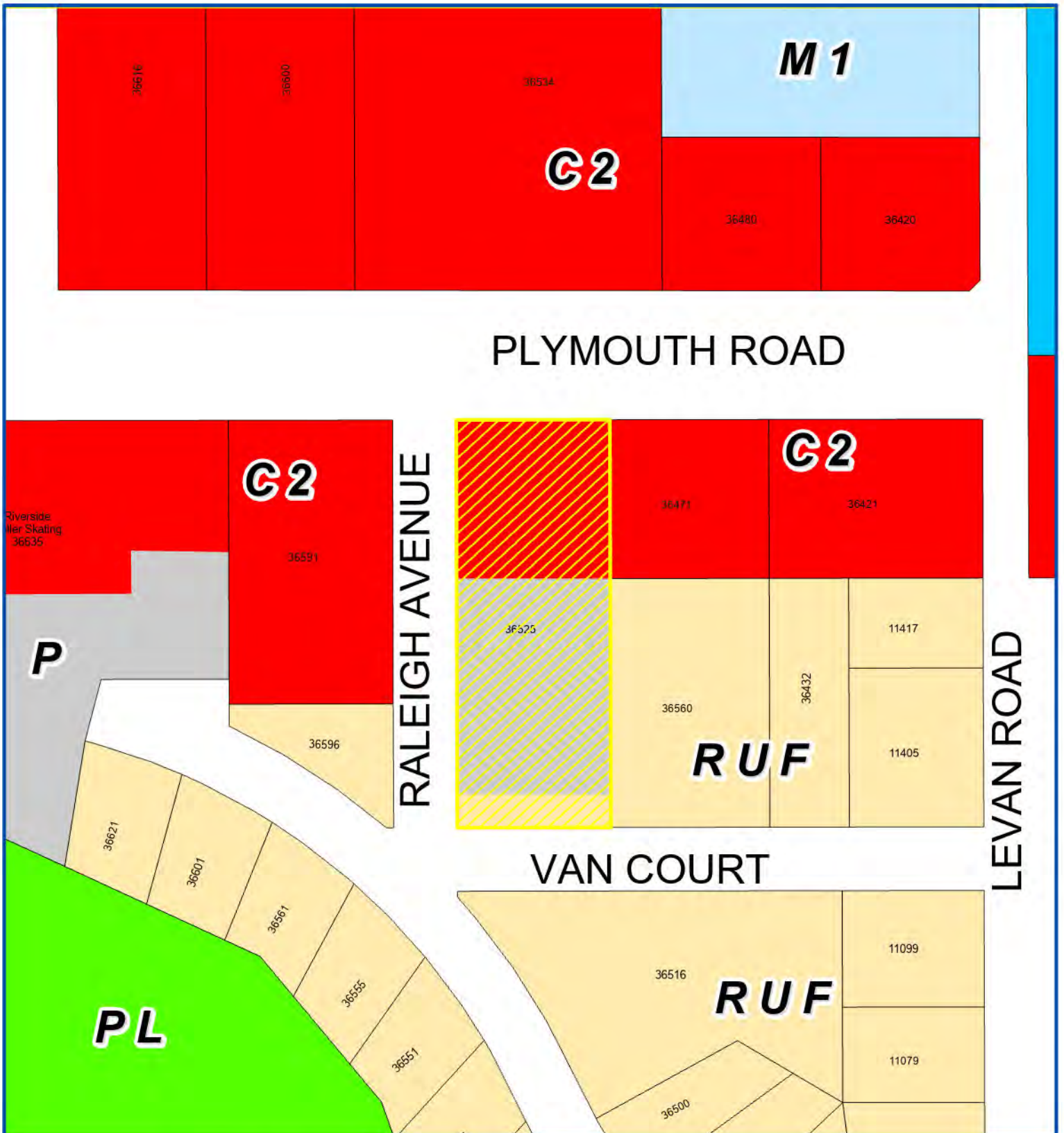
Please provide the following information:

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

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

FEE COMPUTATION		\$600.00
2,924	sq. ft. of new construction x \$20.00 per 1,000 sq. ft.	
(NOTE: Round off to nearest 1,000)		+ \$60.00
Total Amount Due		\$ 660.00

Owner of Property: TRUE Community Credit Union
Owner's Address: 1100 Clinton Road City: Jackson State: MI Zip Code: 49202
Owner's Phone # (517) 784-7101 Owner's Email csiders@trueccu.com
Signature of Owner:  Print Name: Chrissy Siders



Address & Zoning Map

Petitions 2024-06-08-03
 True Credit Union
 36525 Plymouth Road
 Redevelopment of credit union facilities



Not to Scale



City of Livonia
 Planning Department



Aerial Map

Petitions 2024-06-08-03
True Credit Union
36525 Plymouth Road
Redevelopment of credit union facilities



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

MISCELLANEOUS

ITEM 5

Petition 2024-06-08-03 submitted by TRUE Credit Union requesting approval of all plans required by Sections 3.11 and 13.13 of the Livonia Zoning Ordinance, as amended, in connection with a proposal to demolish the existing building and construct a new TRUE Credit Union building with drive-thru operations, at 36525 Plymouth Road, located on the south side of Plymouth Road between Raleigh Avenue and Levan Road in the Northwest ¼ of Section 32.

July 9, 2024, Study Meeting:

The petition involves demolishing an existing credit union building and constructing a new one, including brand-new drive-thru facilities. The site is the former Parkside Credit Union at the southeast corner of Plymouth Road and Raleigh Avenue, one block west of Levan Road. In 2023, Parkside Credit Union, with three (3) branch locations based in Westland, MI., merged with TRUE Community Credit Union, with 12 branch locations headquartered in Jackson, MI. The Livonia site has 145 feet of frontage on Plymouth Road and 385 feet along Raleigh Avenue, for 55,825 square feet, or 1.28 acres.

The property is divided into three (3) zoning classifications. The northerly 150 feet, encompassing the existing credit union building and drive-thru facilities, is zoned C-2 (General Business). Extending south of the C-2 district for approximately 200 feet, the zoning is P (Parking). The rear thirty-five feet (35') of the property is zoned RUF (Rural Urban Farm). Along Plymouth Road, the surrounding properties are zoned C-2.

Banks and credit unions are permitted in C-2 districts, but drive-up service facilities require a waiver. This proposal requires only a review of the site plan because it maintains the same number of drive-thru lanes.

In 2000, Parkside Credit Union received waiver use approval (CR #369-00) to renovate the exterior of the existing building, change the layout of the parking lot, and erect a new drive-thru structure. The existing credit union is one story in height and has a gross floor area of 4,142 square feet. The building is located on the northwest corner of the property, with access from both Plymouth Road and Raleigh Avenue and parking on the east side. The drive-up operations are south of the building, protected by an overhead canopy. There are three (3) drive-up service units, each served by a separate traffic lane.

The existing building has zero setbacks from both Plymouth Road and Raleigh Avenue. The proposed redevelopment moves the building eighty-five feet (85') south of Plymouth Road and fifteen feet (15') east of Raleigh Avenue. In a C-2 district, the minimum building setback from a public right-of-way is fifteen feet (15'). At 2,930 square feet, the new credit union would be roughly 30% smaller than the current building. The submitted floor plan shows several private offices, a lobby area, a kiosk area, a conference room, a break room, and restrooms.

The drive-thru facilities would be moved from the south side of the building to the east side, visible from Plymouth Road. The number of drive-thru lanes would remain at three (3). The drive-thru lanes would be covered by a canopy supported by columns of masonry blocks.

From the finished ground elevation to the highest point of the roof, the height of the building would be approximately twenty feet (20'). The vestibule is in the northeast corner of the building, with the entrance facing north towards Plymouth Road. This feature comprises insulated metal panels with a wall sign above the doorway that reads "TRUE." An accent band of insulated metal panels is shown behind the wall sign. Inset from the main entry, the front of the building also consists of insulated metal wall panels with upper and lower sets of aluminum framed windows. The east and west ends of the building frontage would consist of masonry blocks with a masonry accent band between the parapet and aluminum framed windows. The parapet is approximately 14'-3" in height.

Site parking, circulation, and access would also be reconfigured. The parking lot adjacent to the main entrance on the north side of the building would have thirteen (13) parking spaces. Additional parking, primarily for employees, would be created on the south side of the building with an additional seventeen (17) spaces. Required parking for banks is based on one (1) space for each 150 square feet of net floor area, plus one (1) parking space for each employee. Based on these criteria, TRUE Credit Union requires twenty-four (24) parking spaces ($2,930 \div 150 + 4$). The site plan shows thirty (30) parking spaces.

The plans show that the existing approach off Plymouth Road would remain along the eastern side of the parcel. A new driveway location would be provided off Raleigh Avenue in the front of the site to access the customer parking. The existing drive approach off Raleigh Avenue would remain at the rear of the site. This access would provide access to staff parking and the drive-thru lanes.

For landscaping along Plymouth Road, the ordinance requires at least three (3) full-size trees, one (1) ornamental tree, and twenty-four (24) shrubs. The submitted landscape plan shows four (4) full-size deciduous trees (Ginkgo biloba and Green Vase Zelkova), one (1) ornamental tree (Lilac), and thirty-three (33) shrubs (Juniper & Spiraea). Along Raleigh Avenue, the ordinance requires eight (8) full-size trees, three (3) ornamental trees, and sixty-six (66) shrubs. The submitted landscape plan shows eight (8) full-size deciduous trees (London Planetree, Green Vase Zelkova, & Ginko), five (5) ornamental trees (Lilac & Linden), and eighty-eight (88) shrubs (Spiraea, Juniper, Honeysuckle & Potentilla). Four (4) trees (Zelkova) would also be planted along the site's east property line. Located in the PRDA district, the addition of brick piers and fencing should be considered.

Where this site abuts residential along a portion of the east property line, the ordinance requires a six-foot (6') high masonry wall or opaque fence and a twenty-foot (20') wide greenbelt buffer, with one (1) tree per twenty (20) linear feet (minimum of 50% evergreen trees). The plans show a six-foot (6') high wood privacy fence along the east property

line to the end of the rear parking lot. The southern section of the east property line would be screened by a wide natural area that contains the detention basin.

Stormwater management would be handled by an existing detention basin at the property's south end.

A photometric plan was submitted showing an average of 1.0 footlight candles for the parking areas and 1.5 footlight candles for the entire site. All exterior light fixtures should be consistent with the City of Livonia Outdoor Lighting Policy for exterior lighting in non-residential zoning districts, which specifies that pole-mounted lights do not exceed a height of twenty feet (20') above grade.

According to the provisions outlined in Article XI of the sign regulations, this site would be allowed one (1) monument sign with a max area of thirty (30) square feet, and the building would be allowed two (2) wall signs, including one (1) sign not to exceed sixty-six (66) square feet in area (1 square foot for each one lineal foot of building frontage) plus a second wall sign at one-half the area of the first sign, or thirty-three (33) square feet.

July 16, 2024, Regular Meeting:

Approving Resolution: The request to construct a new TRUE Credit Union with drive-thru operations at 36525 Plymouth Road is hereby approved, subject to City Council approval and the following conditions:

1. That the Site Layout Plan, identified as Sheet No. C2.0, dated June 12, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
2. All regular parking spaces shall be double-striped and measure ten feet (10') in width.
3. The Landscape Plan, identified as Sheet No. C6.0, dated July 1, 2024, prepared by Mayotte Group Architects, is hereby approved and shall be adhered to.
4. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.
5. 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.

MISCELLANEOUS

ITEM 5 Petition 2024-06-08-03 – TRUE Credit Union

Page 4

6. The Exterior Elevations Plans, identified as Sheet No. A200 and Sheet No. A201, dated June 12, 2024, prepared by Mayotte Group Architects, are hereby approved and shall be adhered to.
7. All rooftop mechanical equipment shall be concealed from public view with screening compatible with the building's exterior materials.
8. The walls of the refuse enclosures shall consist of materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting solid panel fiberglass.
9. All exterior light fixtures shall not exceed twenty feet (20') in height and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways.
10. Only conforming signs are approved with this petition. Additional signs shall be submitted for review and approval by the Zoning Board of Appeals.
11. No exposed LED light band or neon shall be permitted on this site including, but not limited to, the building or around the windows.
12. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department when the building permits are applied for, and
13. Under 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. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

NEW BRANCH OFFICE, TRUE COMMUNITY CREDIT UNION

36525 PLYMOUTH ROAD, LIVONIA, MICHIGAN

OWNER:
TRUE COMMUNITY CREDIT UNION
1100 CLINTON ROAD
JACKSON, MI 49202

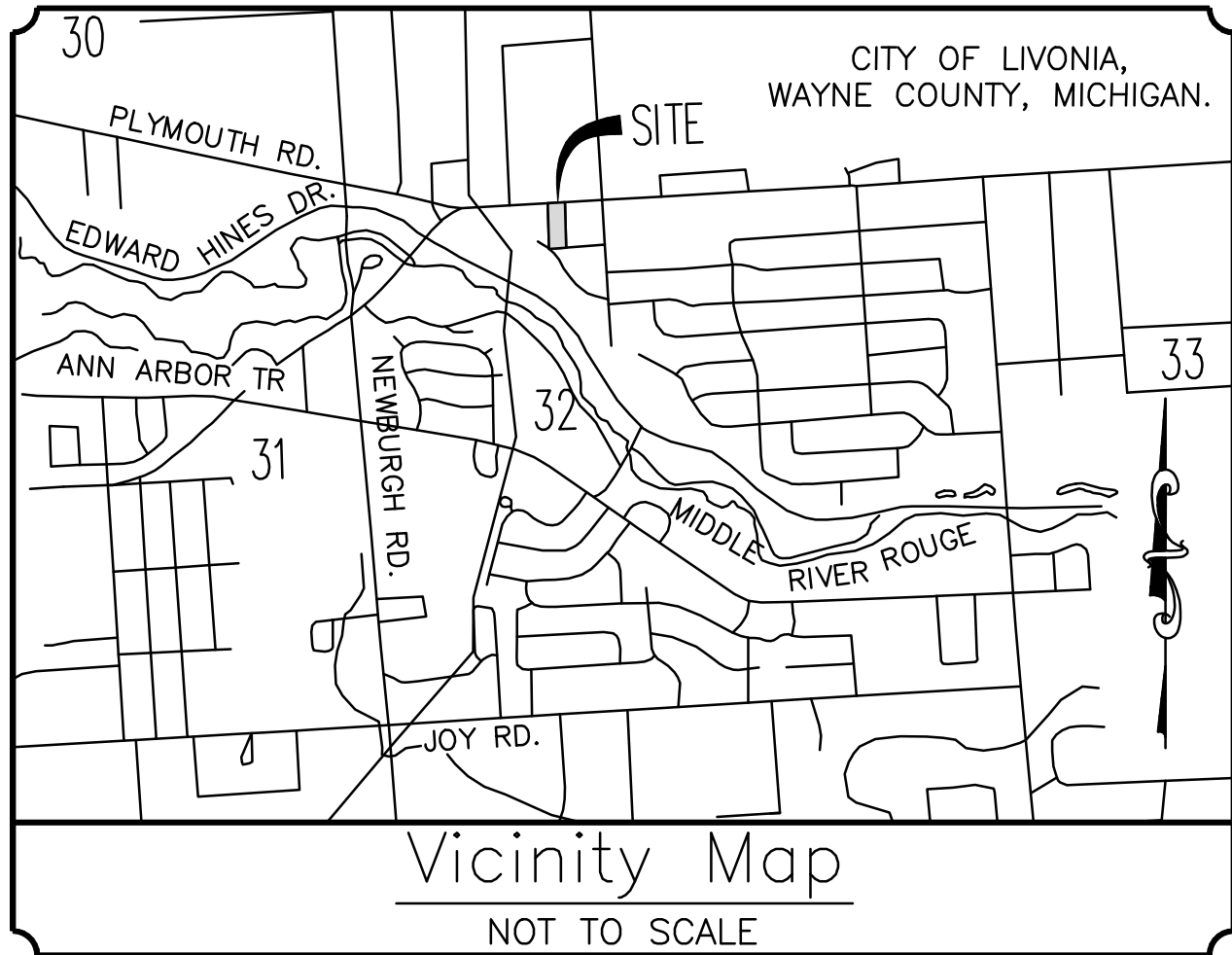
**LANDSCAPE ARCHITECT /
CIVIL ENGINEER:**
VIRIDIS DESIGN GROUP
2926 WEST MAIN STREET
KALAMAZOO, MI 49006

ARCHITECT:
MAYOTTE GROUP
6240 W MT HOPE HWY
LANSING, MI 48917

BUILDING M/E/P ENGINEERS:
CLARK TROMBLEY RANDERS
504 S CREYTS ROAD, SUITE B
LANSING, MI 48917

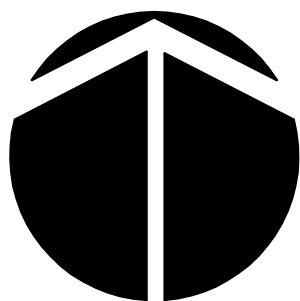
SHEET INDEX

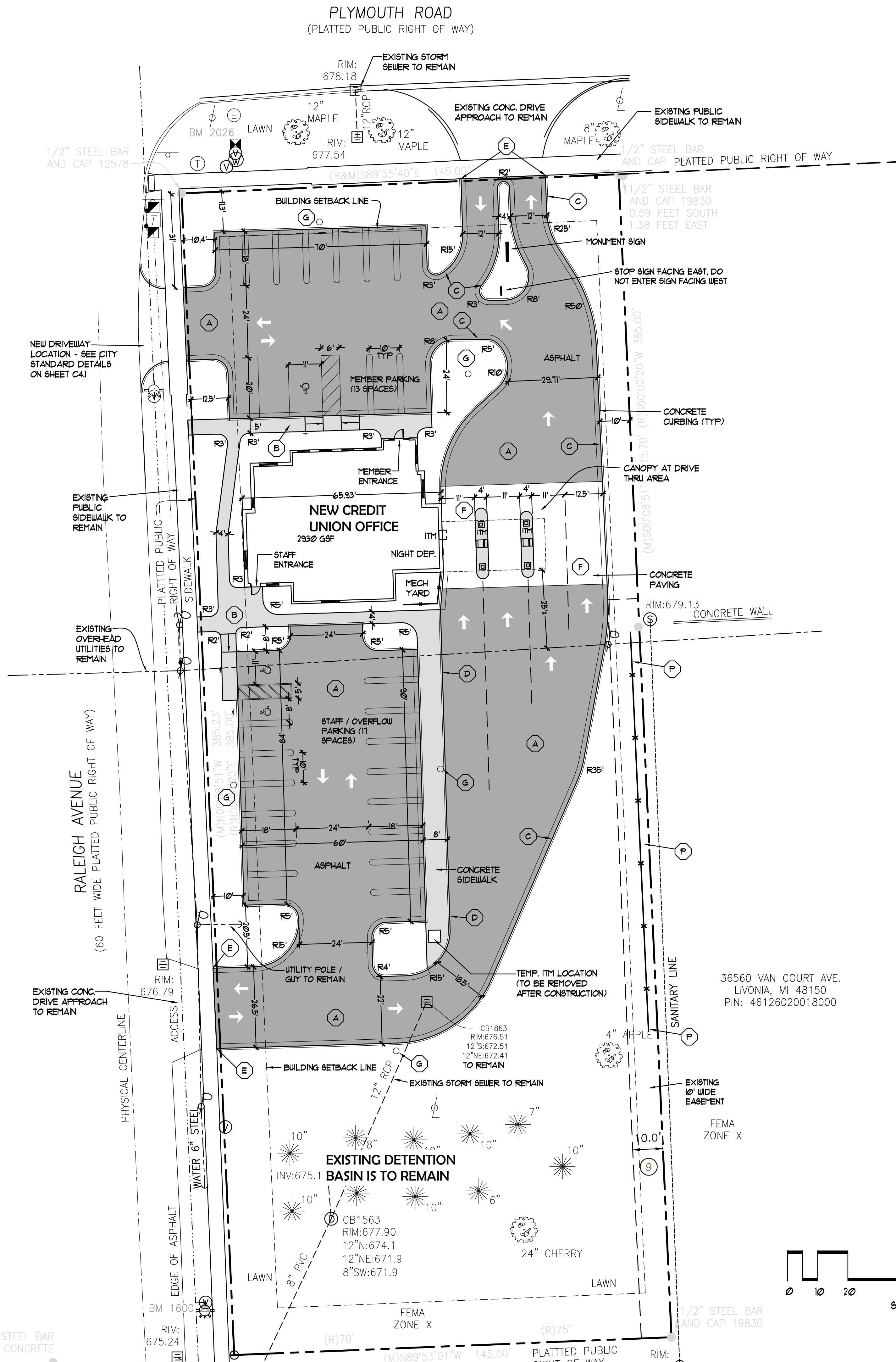
COV	COVER SHEET
SITE	
C1.0	SITE DEMOLITION PLAN
C2.0	SITE LAYOUT PLAN
C3.0	SITE GRADING AND DRAINAGE PLAN
C4.0	SITE DETAILS
C4.1	SITE DETAILS
C5.0	SITE UTILITY PLAN
C6.0	LANDSCAPE PLAN
ARCHITECTURAL / ELEC/ MECH / PLUMBING	
A003	RENDERING
A200	EXTERIOR ELEVATIONS
A201	EXTERIOR ELEVATIONS
A310	WALL SECTIONS
1 OF 2	ELECTRICAL SITE PLAN
2 OF 2	ELECTRICAL DETAILS



- (1) REMOVE PAVING COMPLETELY, INCLUDING AGGREGATE BASE
- (2) REMOVE BUILDING COMPLETELY, SEE SPECIFICATIONS.
- (3) REMOVE TREE COMPLETELY INCLUDING ROOT SYSTEM.
- (4) REMOVE CURB AND GUTTER.
- (5) REMOVE STORM SEWER PIPE COMPLETELY.
- (6) REMOVE STORM STRUCTURE COMPLETELY.
- (7) PROVIDE CLEAN SAW CUT.
- (8) REMOVE LIGHT POLE INCLUDING FOOTING AND WIRING BACK TO SOURCE
- (9) REMOVE SIGN INCLUDING FOOTINGS.
- (10) REMOVE FLAG POLE INCLUDING FOOTINGS.
- (11) REMOVE CONCRETE DRIVE APPROACH COMPLETELY.
- (12) REMOVE CANOPY STRUCTURE COMPLETELY INCLUDING BUT NOT LIMITED TO CONCRETE ISLANDS, BOLLARDS, FOOTINGS, ETC. REMOVE WIRING BACK TO SOURCE.
- (13) REMOVE DUMPSTER ENCLOSURE COMPLETELY INCLUDING BUT NOT LIMITED TO WALLS, BOLLARDS, FOOTINGS, ETC.
- (14) RELOCATE HYDRANT AND VALVE. SEE SITE UTILITY PLAN FOR NEW LOCATION. CUT AND RECONNECT WATER MAIN, COORDINATE ALL WORK CLOSELY WITH THE CITY OF LIVONIA.

- (1) REMOVE PAVING COMPLETELY, INCLUDING AGGREGATE BASE
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PROPOSED FEATURES LEGEND:

KEY	DESCRIPTION	DETAIL
A	ASPHALT PAVING	1 / C40
B	CONCRETE WALK	2 / C40
C	CONCRETE CURB AND GUTTER	5 / C40
D	CONCRETE INTEGRAL CURB	6 / C40
E	DUB DOWN CURB OVER 24"	
F	REINFORCED CONCRETE PAVING	7 / C40
G	SITE LIGHTING POLE / FIXTURE	SEE ELEC. PLANS
H	BARRIER-FREE CURB CUT (TYPE 1)	3 / C40
H2	BARRIER-FREE CURB CUT (TYPE 2)	4 / C40
J	STOP SIGN	3 / C40
K	DO NOT ENTER SIGN	3 / C40
L	BOLLARD	3 / C40
M	BARRIER-FREE PARKING SIGN (STANDARD)	8 / C40
N	BARRIER-FREE PARKING SIGN (VAN ACCESSIBLE)	8 / C40
P	WOOD PRIVACY FENCING	3 / C40

GENERAL NOTES

1. ALL UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CALL "MISS DIG" AND VERIFY ALL UNDERGROUND UTILITIES BEFORE EXCAVATION AT THE SITE. ANY UTILITIES DISTURBED BY CONSTRUCTION SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE. USE PRIVATE UTILITY LOCATOR SERVICE FOR ANY UTILITIES "MISS DIG" WILL NOT TRACE.
2. ANY DISCREPANCIES BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS SHOULD BE REPORTED TO THE OWNER'S REPRESENTATIVE IMMEDIATELY FOR RESOLUTION.
3. EROSION SHALL BE CONTROLLED AS SPECIFIED AND AS REQUIRED BY LOCAL, STATE OR FEDERAL AUTHORITIES HAVING JURISDICTION.
4. ALL DIMENSIONS ARE GIVEN TO OUTSIDE EDGE OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. ALL RADII ARE 5' UNLESS OTHERWISE NOTED.
5. PROVIDE EXPANSION JOINTS IN NEW CONCRETE WALKS AND CURBS AT 50' MAXIMUM SPACING (AS SHOWN) AND CONTROL JOINTS AS SHOWN ON PLANS. PROVIDE EXP. JOINTS WHERE NEW CONCRETE MEETS EXISTING CONCRETE OR OTHER STRUCTURES.
7. ALL EXISTING VALVE BOXES, STORM AND SANITARY STRUCTURES TO REMAIN WITHIN THE AREA UNDER CONSTRUCTION SHALL BE ADJUSTED TO NEW FINISH GRADE ELEVATIONS.
8. THE EXISTING AND PROPOSED STORM DRAINAGE SYSTEM SHALL BE CLEANED AND FREE FROM SEDIMENT AT THE END OF CONSTRUCTION.
9. PROPOSED CONTOURS ARE VISUAL INDICATORS OF THE PROPOSED GRADING REQUIRED FOR THE PROJECT. IF THERE IS ANY DISCREPANCY BETWEEN PROPOSED CONTOURS AND PROPOSED SPOT ELEVATIONS, THE SPOT ELEVATIONS SHALL GOVERN.
10. ALL UNPAVED AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE MINIMUM 6" DEPTH TOPSOIL AND LAWN ESTABLISHMENT AS SPECIFIED. PROVIDE IMPORTED TOPSOIL IF NECESSARY.

BARRIER-FREE NOTES

- BARRIER-FREE PARKING AND ACCESSIBLE ROUTE(S) MUST COMPLY WITH THE AMERICANS WITH DISABILITIES ACT, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
- 1:50 (2%) MAXIMUM CROSS-SLOPE ON ACCESSIBLE ROUTE.
 - NO CHANGES IN LEVEL GREATER THAN 1/2" ALONG ACCESSIBLE ROUTE.
 - 1:20 (5%) MAXIMUM LONGITUDINAL SLOPE ON ACCESSIBLE ROUTE (EXCEPT WHERE RAMPS ARE PROVIDED).
 - 1:50 (2%) MAXIMUM SLOPE (IN ANY DIRECTION) IN B.F. PARKING AND ACCESS AISLES.

ZONING / SPR INFORMATION

ZONING: C-2 / P
FINANCIAL INSTITUTIONS ARE A PERMITTED USE

REQUIRED SETBACKS:
FRONT: 15'
SIDE: 8'
REAR: 8'

MAX BUILDING HEIGHT: 35'

REQUIRED PARKING: 1 SPACE PER 150 SQUARE FEET OF FLOOR AREA + 1 SPACE FOR EACH EMPLOYEE COMPUTED ON THE BASIS OF THE GREATEST NUMBER OF PERSONS TO BE EMPLOYED AT ANY ONE TIME.

FRONTAGE LANDSCAPING REQUIRED:

- (1) DECIDUOUS OR EVERGREEN TREE PER 40 LFT
- (1) ORNAMENTAL TREE PER 100 LFT
- (8) SHRUBS PER 40 LFT

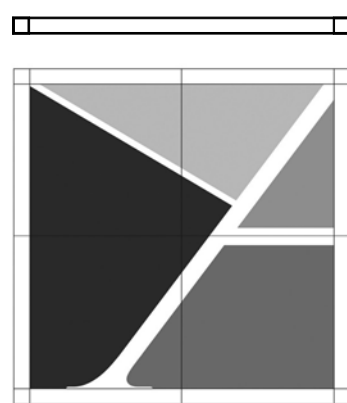
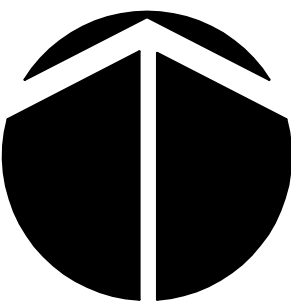
INTERNAL PARKING LOT LANDSCAPING IS REQUIRED.

LEGAL DESCRIPTION

The Land referred to herein below is situated in the City of Livonia, County of Wayne, State of Michigan, and is described as follows:

Lot(s) 6, 7, 16 and 17 of SHAFFMASTER'S PLYMOUTH RIVERSIDE ESTATES according to the plat thereof recorded in Liber 66 of Plats, Page 69 of Wayne County Records.

The parcel described and shown hereon is the same parcel as described in First American Title Insurance Company commitment number 1005362, dated 09 January 2024.



MAYOTTEgroup
ARCHITECTS

6240 W. Mt. Hope
Livonia, MI 48150

t. 517.323.0577

www.mayottearchitects.com

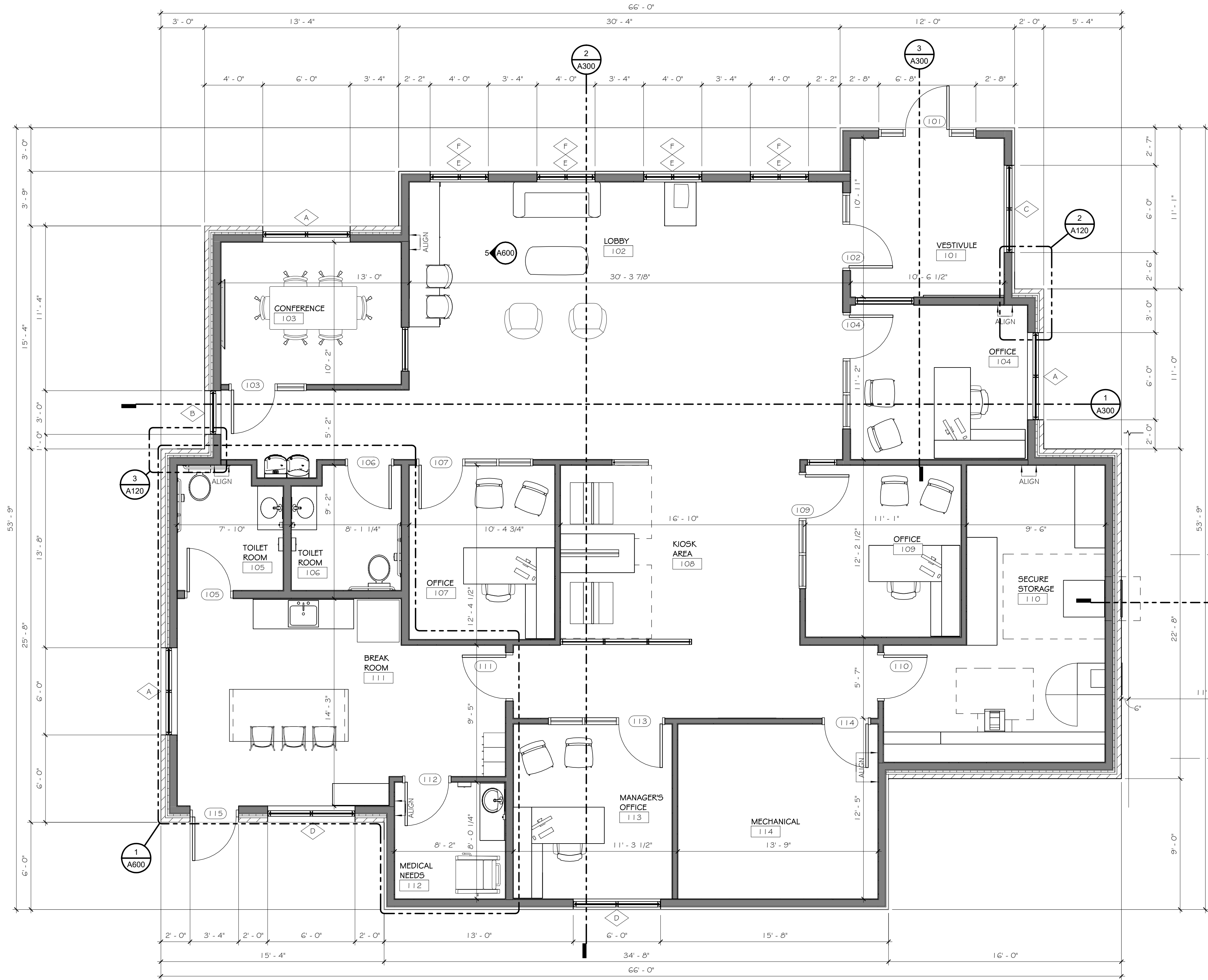
Site Layout Plan
TRUE Community Credit Union
36525 Plymouth Road
Livonia, Michigan

job no.

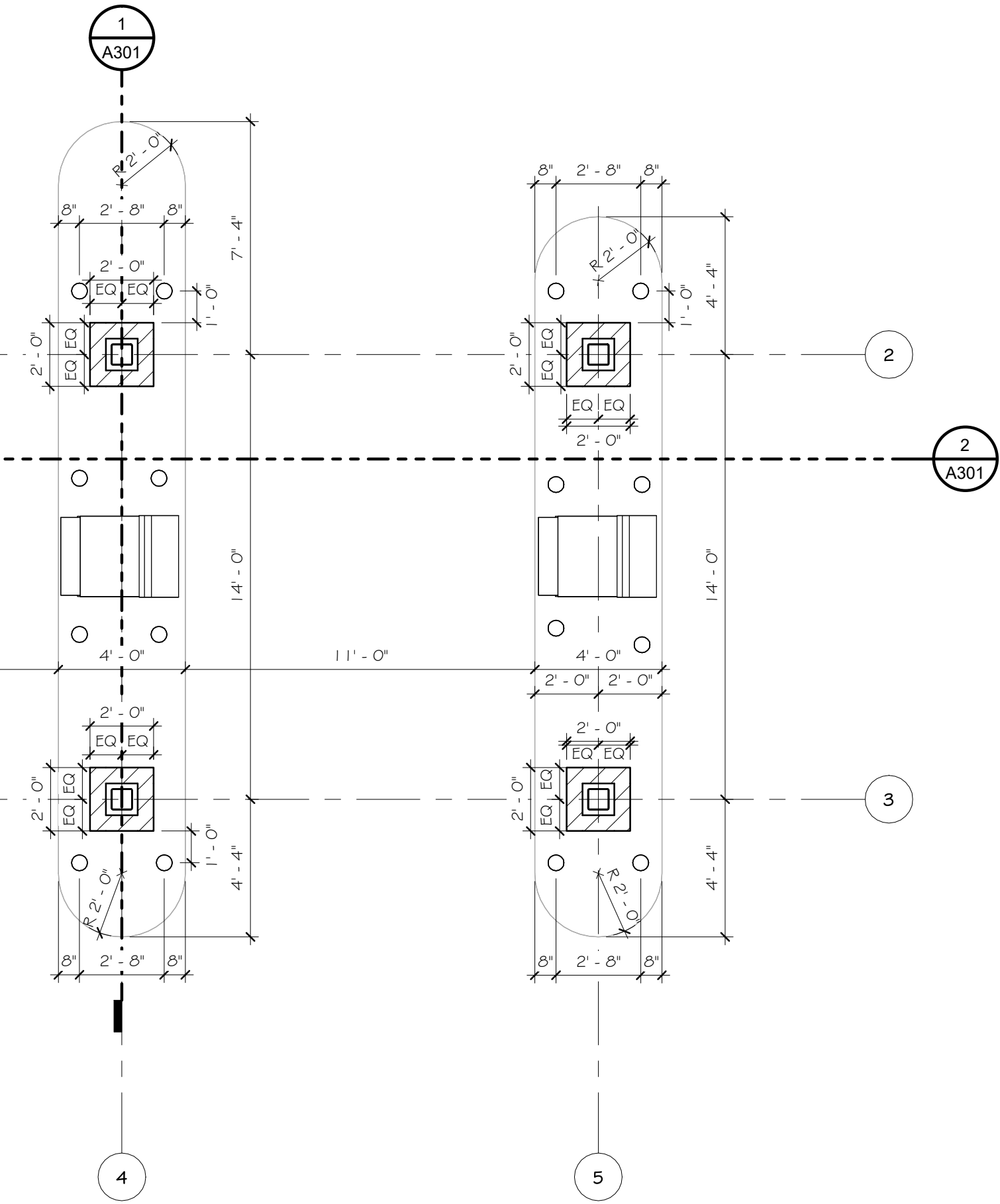
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C2.0

6/25/2024 8:24:33 AM



FIRST FLOOR PLAN
1/4" = 1'-0"

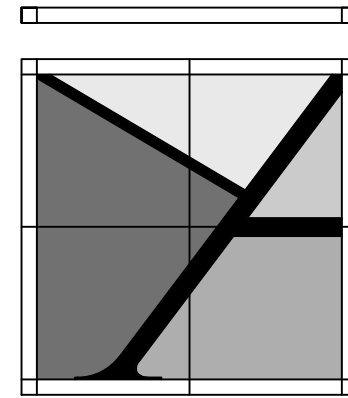


FIRST FLOOR PLAN

TRUE Community Credit Union
Livonia Branch
36525 Plymouth Rd.
Livonia MI, 48150

2024-016

A101

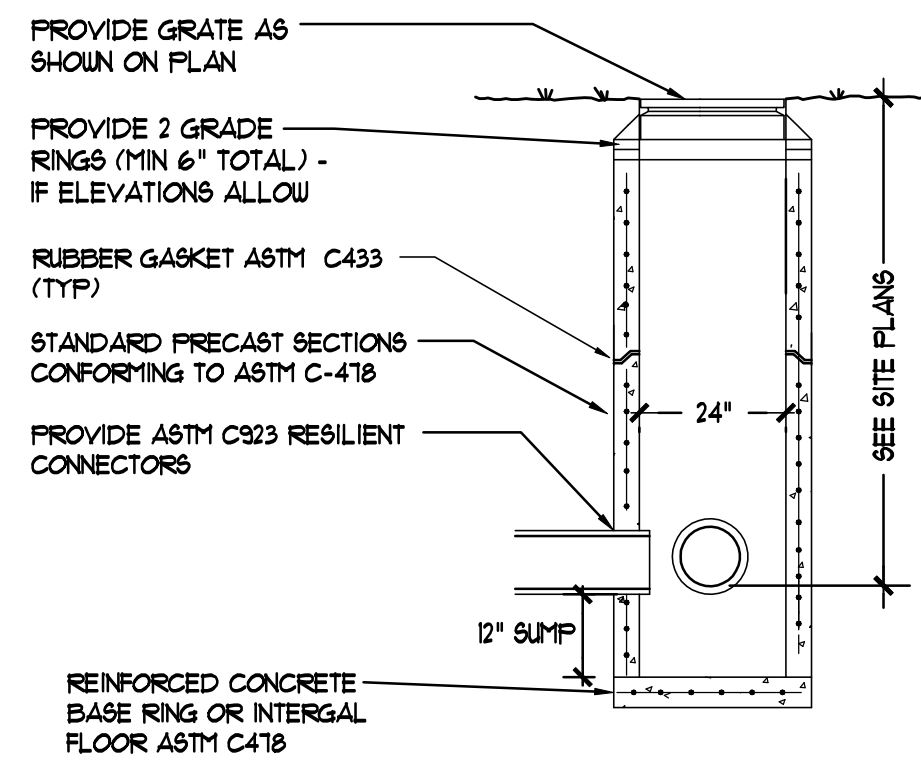


MAYOTTE group
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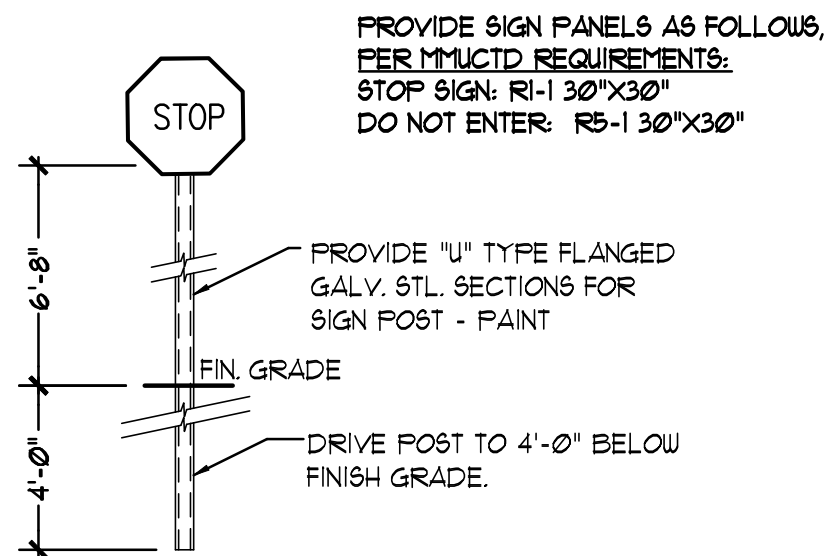
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drawn by
BRW
consultant

date



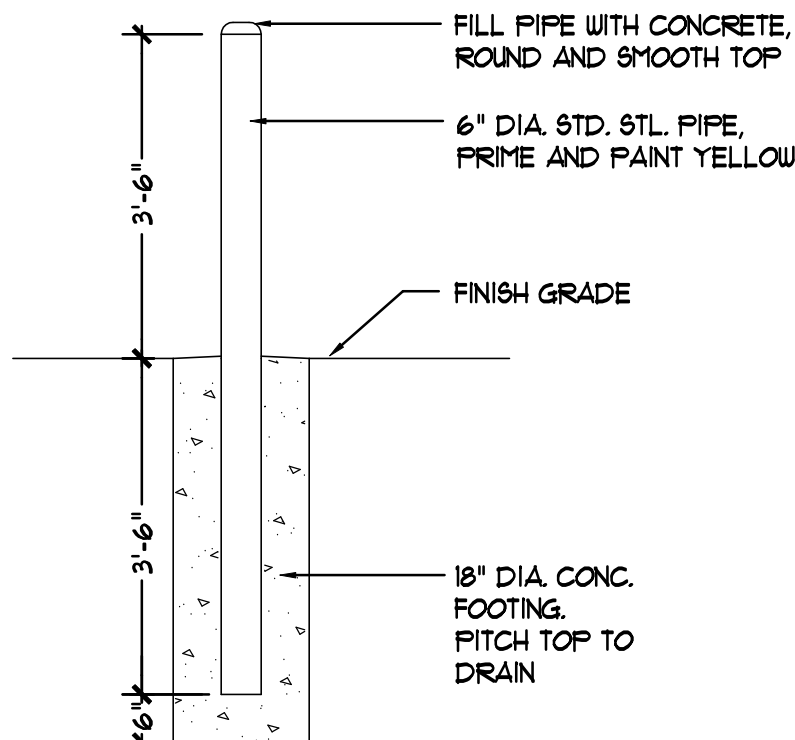
1 Catch Basin Detail

Not to Scale



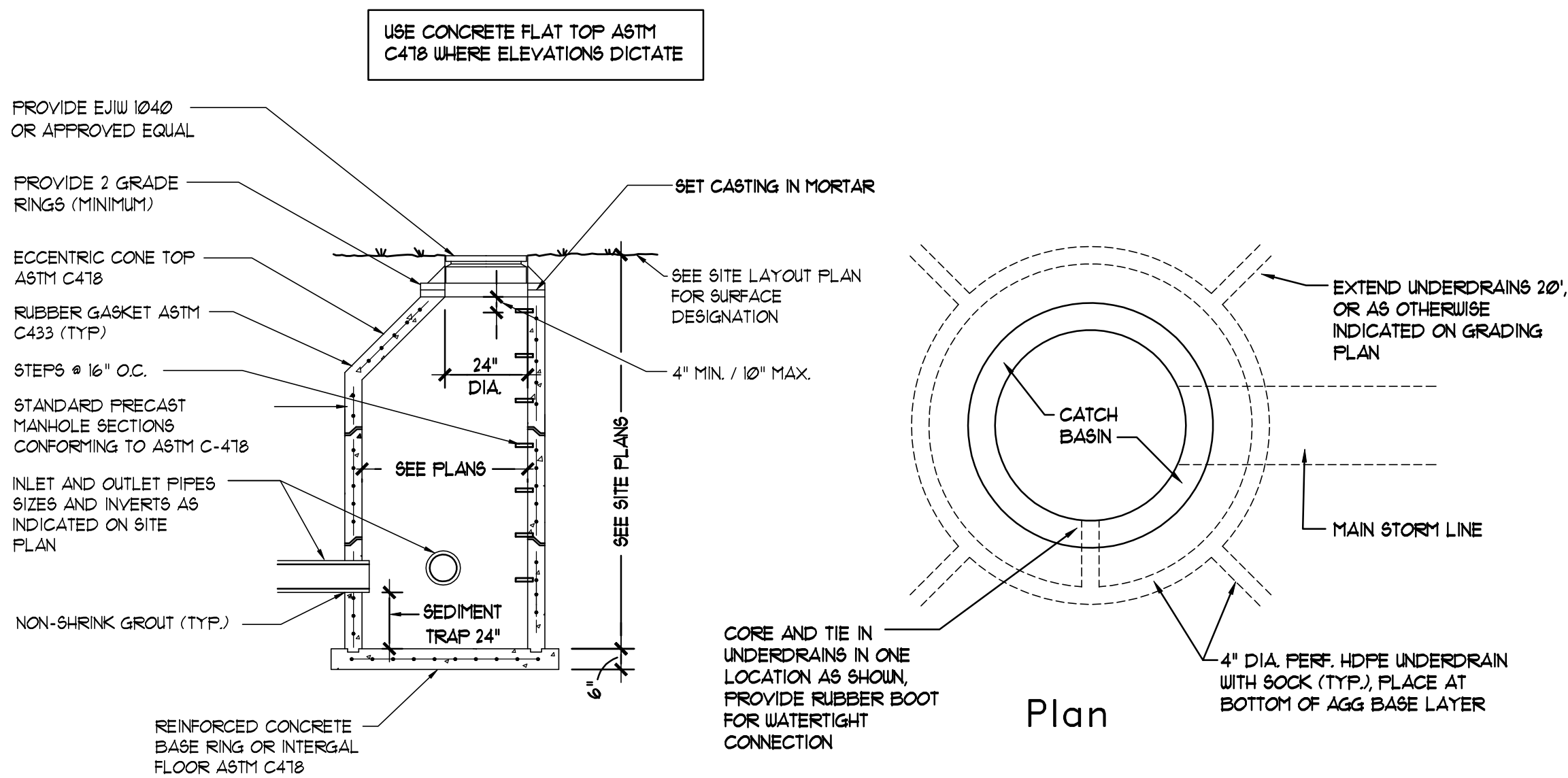
2 Regulatory Sign

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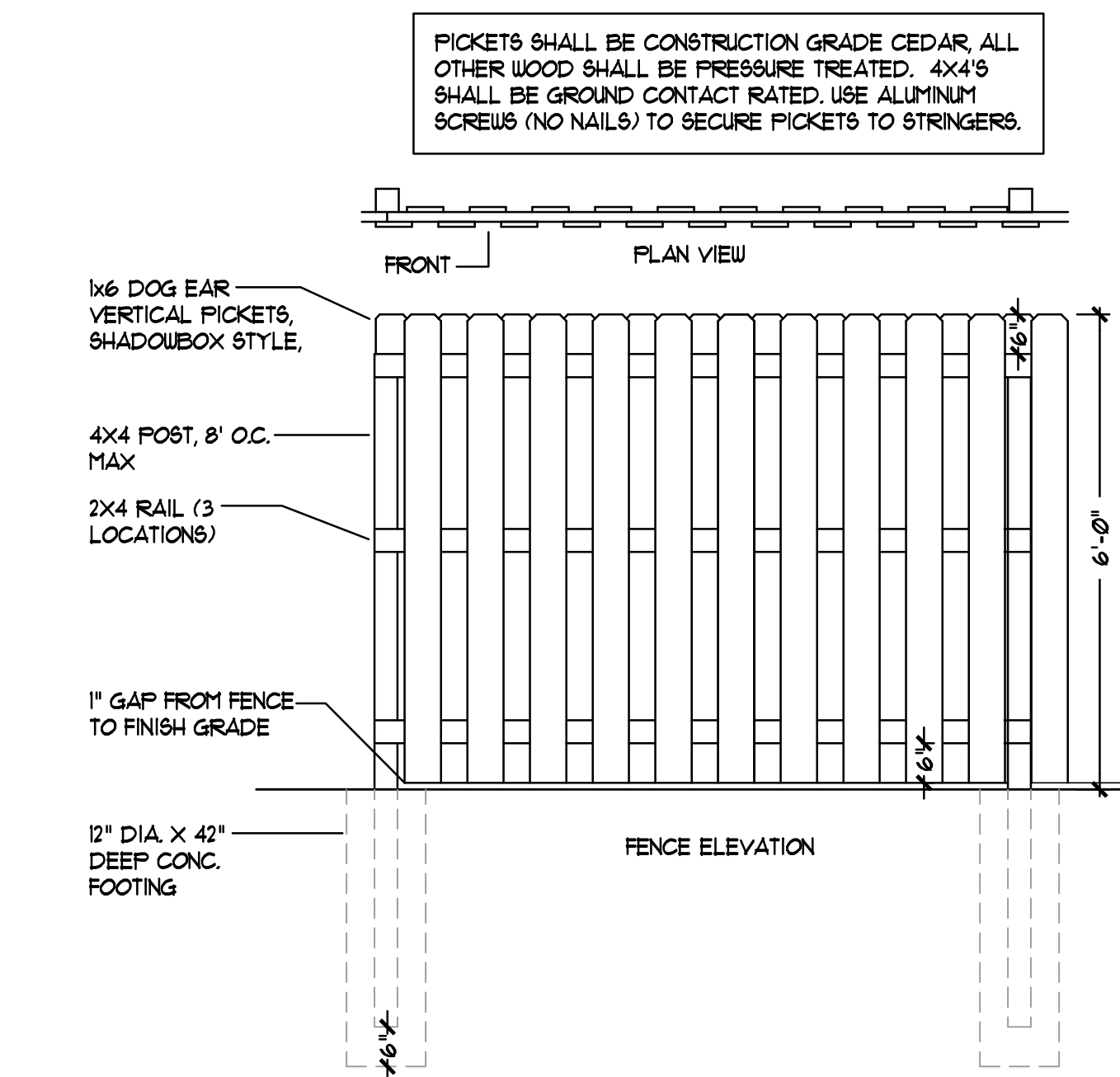
3 Concrete Filled Bollard Detail

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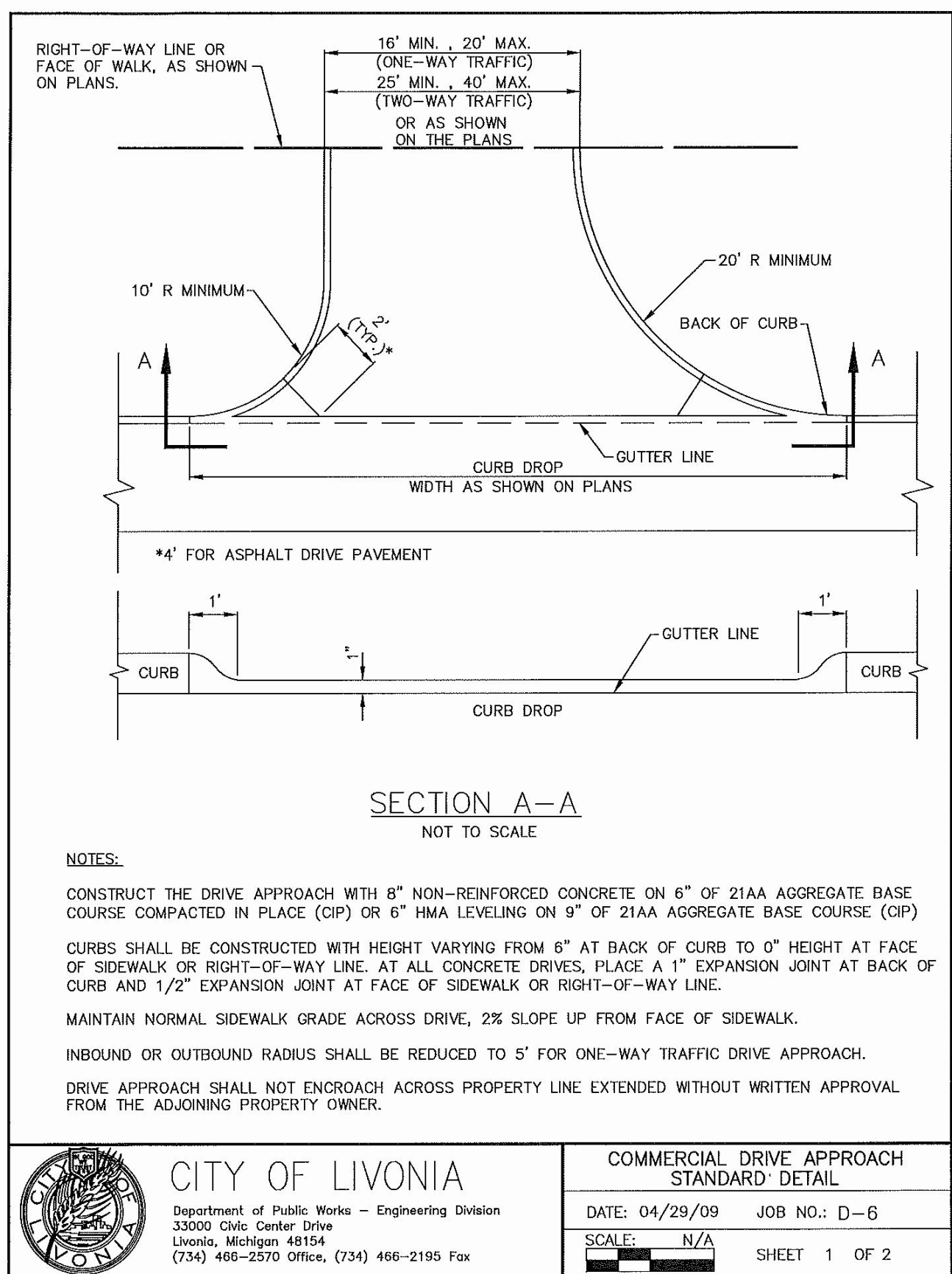
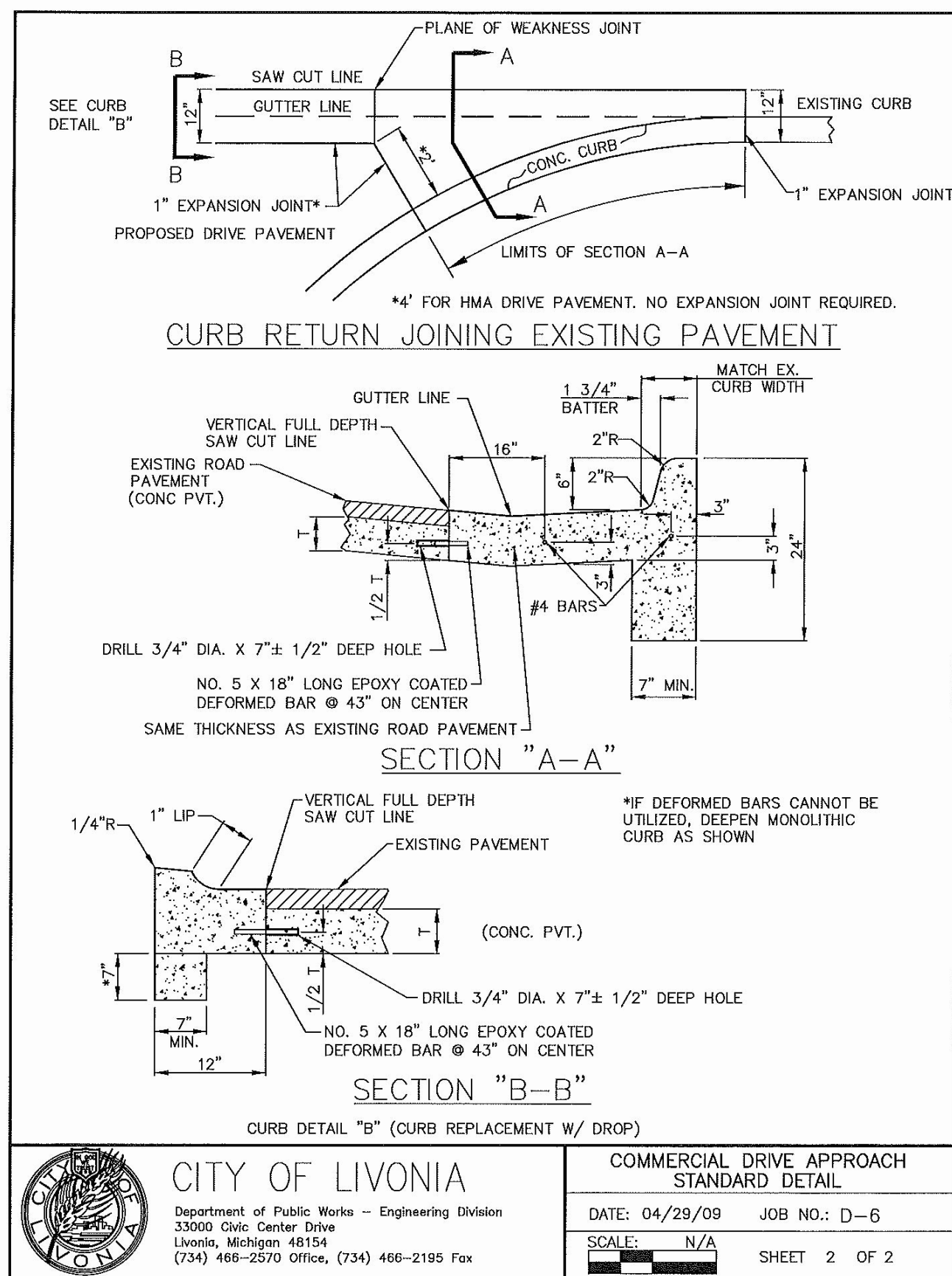
4 Catch Basin Detail

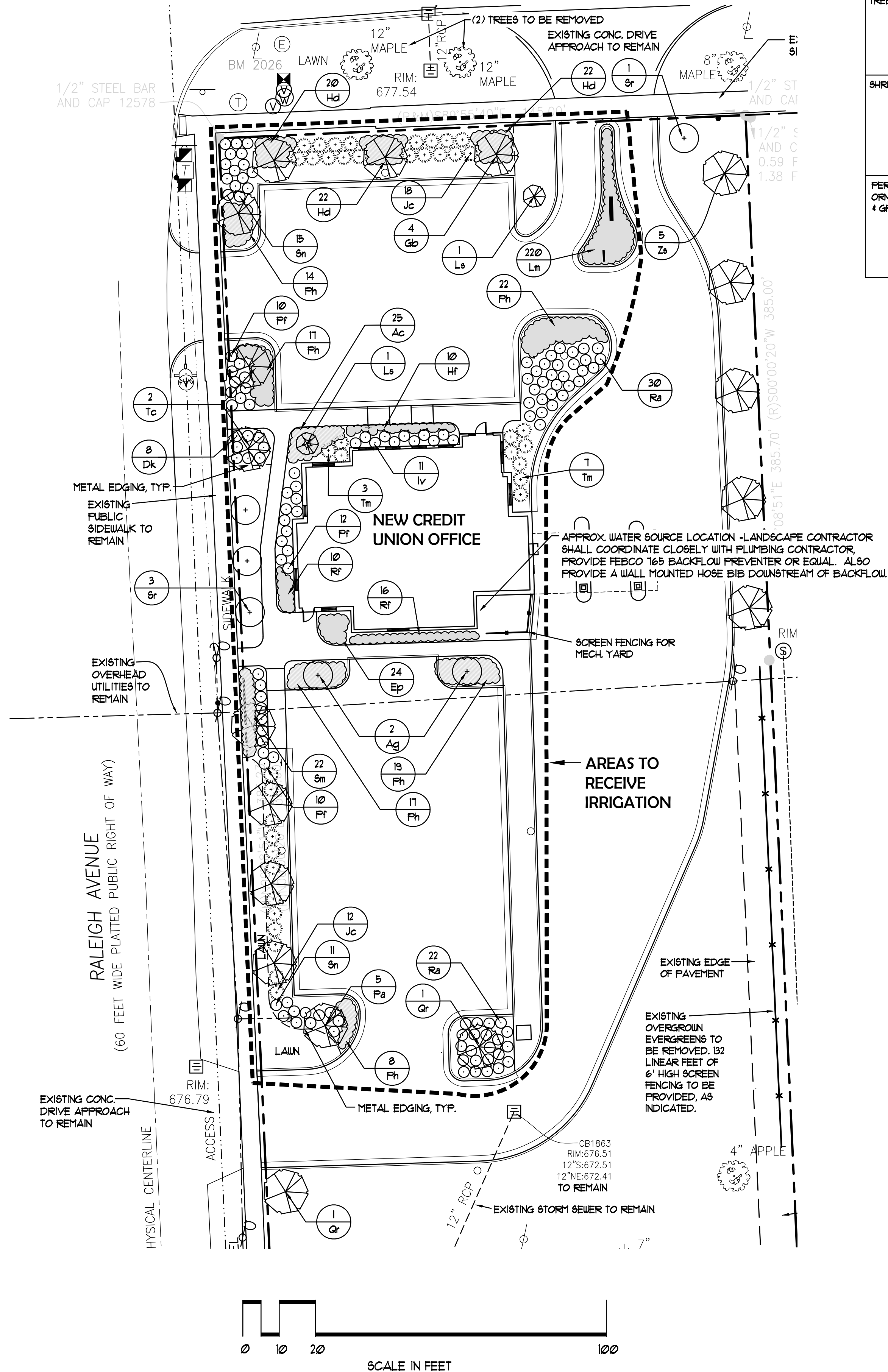
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5 Wood Privacy Fence

Not to Scale





LANDSCAPE PLANT LIST

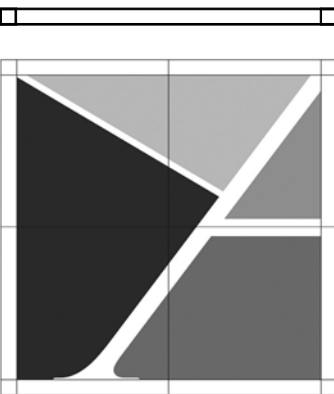
	SYM.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COM.	QTY.
DECIDUOUS TREES	Ag	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	10'-12' Ht.	B&B	HEAVY CLUMP	2
	Gb	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	3\" Ca.	B&B		4
	La	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette American Sweetgum	3\" Ca.	B&B		2
	Pa	Platanus x acerifolia 'Bloodgood'	Bloodgood London Planetree	3\" Ca.	B&B		5
	Qr	Quercus rubra	Red Oak	3\" Ca.	B&B		2
	Sr	Syringa reticulata 'Ivory Silk'	Ivory Silk Lilac Tree	2\" Ca.	B&B		4
	Ti	Tilia cordata 'Greenspire'	Littleleaf Linden	2\" Ca.	B&B		2
	Zs	Zelkova serrata 'Green Vase'	Green Vase Zelkova	3\" Ca.	B&B		5
SHRUBS	Dk	Diervilla 'Kodiak Fresh'	Kodiak Fresh Honeysuckle	30\" Ht.	Cont.	3' O.C.	8
	Iv	Itea virginica 'Little Henry'	Little Henry Sweetspire	24\" Ht.	Cont.	3' O.C.	11
	Jc	Juniperus chinensis 'Mountain Moss'	Mountain Moss Juniper	30\" Spd.	Cont.	4' O.C.	30
	Pf	Potentilla fruticosa 'Pink Paradise'	Pink Paradise Potentilla	24\" Ht.	Cont.	3' O.C.	32
	Ra	Rhus aromatica 'Gro Low'	Gro Low Fragrant Sumac	24\" Ht.	Cont.	3' O.C.	52
	Sn	Spiraea x 'NCS2'	Double Play Dozies Spiraea	30\" Ht.	Cont.	3' O.C.	26
	Tm	Taxus x media 'Densiformis'	Dense Spreading Yew	30\" Spd.	Cont.	4' O.C.	10
PERENNIALS ORN GRASSES & GROUND COVERS	Ac	Astilbe chinensis 'Little Vision in Pink'	Little Vision in Pink Astilbe	1'	Cont.	24\" O.C.	25
	Ep	Echinacea purpurea 'Butterfly Purple Emperor'	Butterfly Purple Emperor Coneflower	1'	Cont.	18\" O.C.	24
	Hd	Hemerocallis 'Double Pardon Me'	Double Pardon Me Daylily	1'	Cont.	24\" O.C.	64
	Hf	Hosta 'Frances'	Frances hosta	1'	Cont.	30\" O.C.	10
	Ln	Liriope muscari 'Big Blue'	Big Blue Lilyturf	1'	Cont.	12\" O.C.	220
	Ph	Pennisetum alopecuroides 'Hancei'	Hancei Dwarf Fountain Grass	1'	Cont.	30\" O.C.	91
	Rf	Rudbeckia fulgida 'Goldstrum'	Goldstrum Black-Eyed Susan	1'	Cont.	24\" O.C.	26
	Sn	Salvia nemorosa 'May Night'	May Night Salvia	1'	Cont.	24\" O.C.	22

LANDSCAPE NOTES

1. PLACE SHREDDED HARDWOOD MULCH TO A 3\"
2. REPAIR AND RESTORE ANY DAMAGE OUTSIDE OF LIMIT OF WORK TO ORIGINAL CONDITION.
3. ALL NURSERY STOCK SHALL BE TRUE TO TYPE AND NAME. ALL STOCK SHALL BE FIRST CLASS QUALITY WITH WELL DEVELOPED BRANCH SYSTEMS AND VIGOROUS HEALTHY ROOT SYSTEMS. ALL STOCK SHALL BE WELL FORMED AND UNIFORM AND STRAIGHT.
4. PLANTING SOIL MIX SHALL CONSIST OF 50% TOPSOIL, 30% SAND AND 20% LEAF COMPOST. SPREAD PLANTING SOIL MIX TO A DEPTH OF 12 INCHES BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER NATRIUAL SETTLEMENT.
5. CONTRACTOR RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES PRIOR TO PLANTING INSTALLATION.

IRRIGATION NOTES

1. CONTRACTOR SHALL PROVIDE PERMANENT, AUTOMATIC IRRIGATION FOR ALL PLANTING BEDS, SOD AND GRASS AREAS (NO-MOW MEADOW AREAS DO NOT REQUIRE IRRIGATION).
2. LAWN AND OTHER PLANTED AREAS SHALL BE IRRIGATED ON SEPARATE ZONES WITH MATCHED PRECIPITATION RATES.
3. IRRIGATION FOR GRASS AND SOD AREAS SHALL PROVIDE 100% COVERAGE.
4. PLANTING BED AREAS SHALL BE IRRIGATED ON SEPARATELY ZONED DRIP SYSTEMS WITH SPACING APPROPRIATE FOR REGION AND PLANT TYPES.
5. THE SYSTEM SHALL INCLUDE A MINIMUM OF TWO (2) QUICK CONNECT VALVES TO BE LOCATED DURING THE DESIGN AND INCLUDE 1 BRASS KEY.
6. THE IRRIGATION SYSTEM SHALL BE CONTROLLED WITH AN APPROPRIATELY SIZED AUTOMATIC IRRIGATION TIMER AND SHALL BE LIMITED TO THE FOLLOWING VENDORS - TORO, RAINEIRD OR HUNTER.
7. THE CONTRACTOR SHALL PROVIDE FULL DESIGN OF SYSTEM INCLUDING PLANS DEVELOPED BY A CERTIFIED IRRIGATION DESIGNER AND INFORMATION FOR ALL PRODUCTS SHALL BE SUPPLIED FOR REVIEW AND APPROVAL DURING THE SUBMITTAL PROCESS AND PRIOR TO INSTALLATION.
8. ALL IRRIGATION PIPING UNDER IMPROVED SURFACES (PARKING, SIDEWALK, ETC.) SHALL BE SLEEVED WITH SCHEDULE 40 PVC.
9. IRRIGATION CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING INSTRUCTIONS FOR SYSTEM OPERATION, AS-BUILT PLAN INDICATING ZONES AND CONTACT INFORMATION FOR SERVICE.
10. IRRIGATION CONTRACTOR IS RESPONSIBLE FOR INITIAL SYSTEM PROGRAMMING AND START-UP. IRRIGATION CONTRACTOR SHALL PROVIDE FIRST SEASON WINTERIZATION AND FOLLOWING SPRING START-UP. BOTH OF THESE OPERATIONS SHALL INCLUDE AN OWNER REPRESENTATIVE BE PRESENT.
11. CONTRACTOR SHALL PROVIDE ONE (1) YEAR FULL LABOR AND MATERIAL WARRANTY IN ADDITION TO PRODUCT WARRANTY PROVIDED BY MANUFACTURER. ALL WARRANTY INFORMATION SHALL BE PROVIDED DURING SUBMITTAL PROCESS.





EXTERIOR RENDERING

date

06.12.2024 City Site Plan Review

checked by

SML

drawn by

BRW

consultant

MAYOTTEgroup
ARCHITECTS

6240 W. Mt. Hope
Lansing, MI 48917

t. 517.323.0577

www.mayottearchitects.com

RENDERING

TRUE Community Credit Union
Livonia Branch
36525 Plymouth Rd.
Livonia MI, 48150

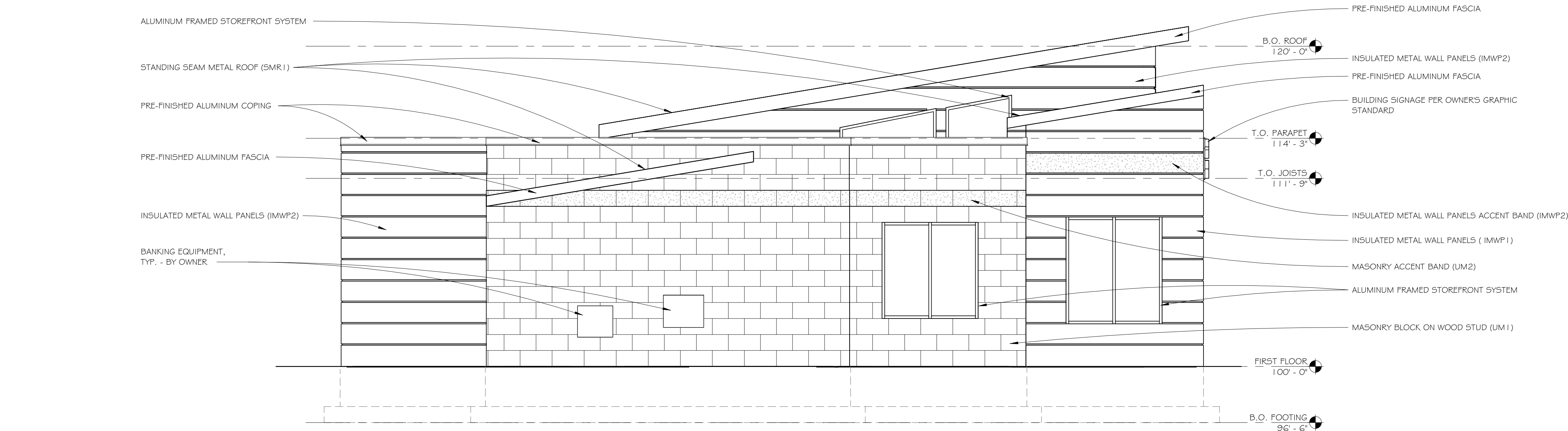
job no.

2024-016

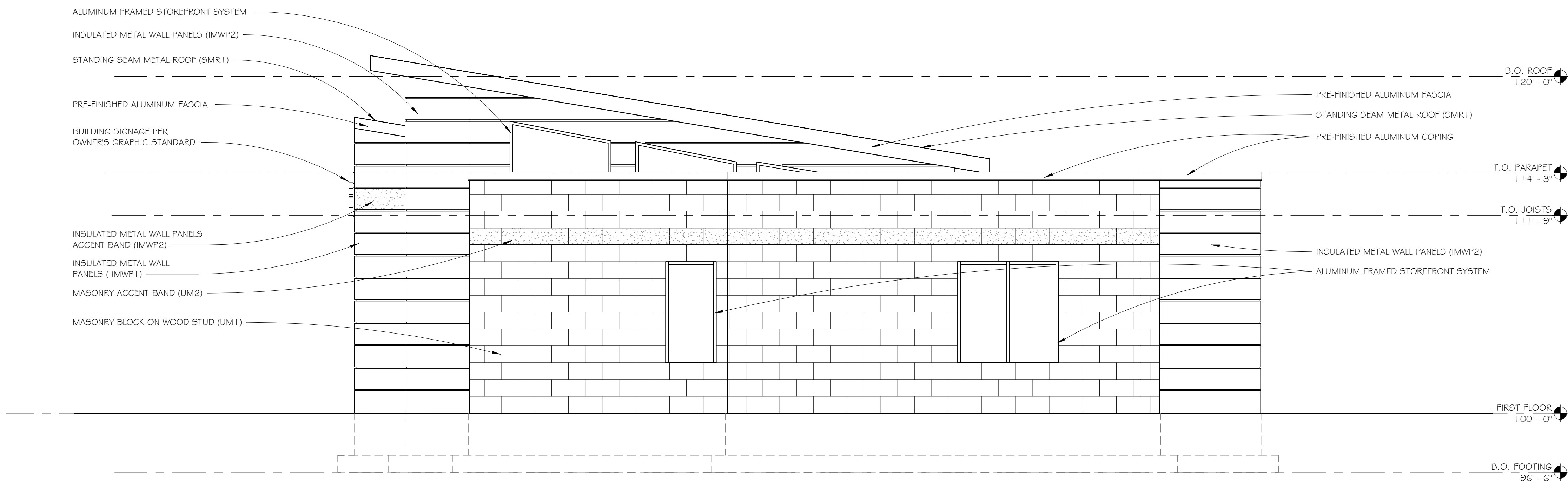
sheet no.

A003

6/4/2024 9:51:19 AM



2 EAST ELEVATION
A200 1/4" = 1'-0"



1 WEST ELEVATION
A200 1/4" = 1'-0"

date

06.12.2024 City Site Plan Review

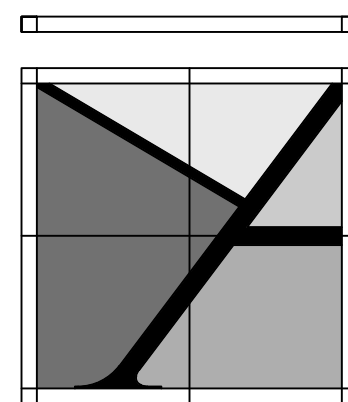
checked by

SML

drawn by

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consultant



MAYOTTE group
ARCHITECTS

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Lansing, MI 48917

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EXTERIOR ELEVATIONS

TRUE Community Credit Union
Livonia Branch
36525 Plymouth Rd.
Livonia MI, 48150

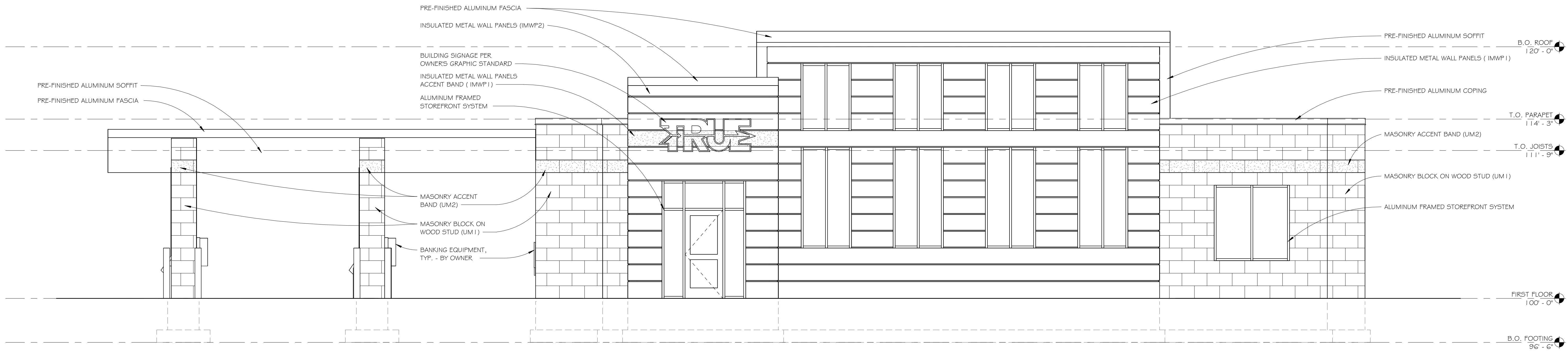
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2024-016

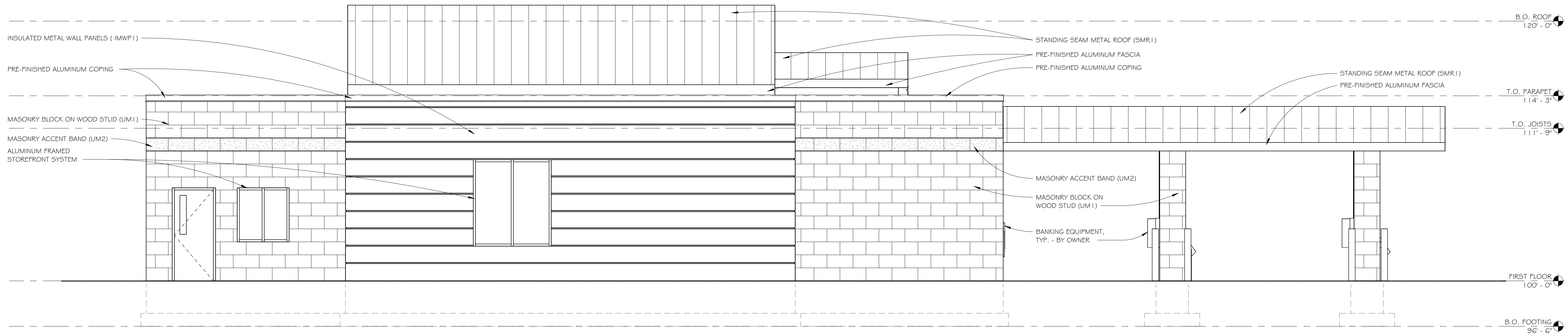
sheet no.

A200

6/4/2024 9:51:20 AM



2 NORTH ELEVATION
A201 1/4" = 1'-0"



1 SOUTH ELEVATION
A201 1/4" = 1'-0"

date

06.12.2024 City Site Plan Review

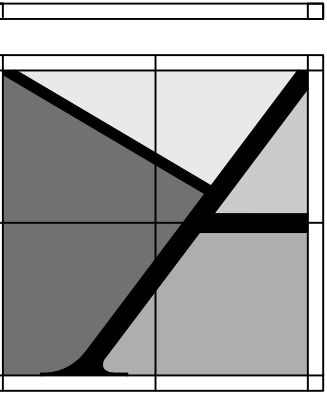
checked by

SML

drawn by

BRW

consultant



MAYOTTE group
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6240 W. Mt. Hope
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EXTERIOR ELEVATIONS

TRUE Community Credit Union
Livonia Branch
36525 Plymouth Rd.
Livonia MI, 48150

job no.

2024-016

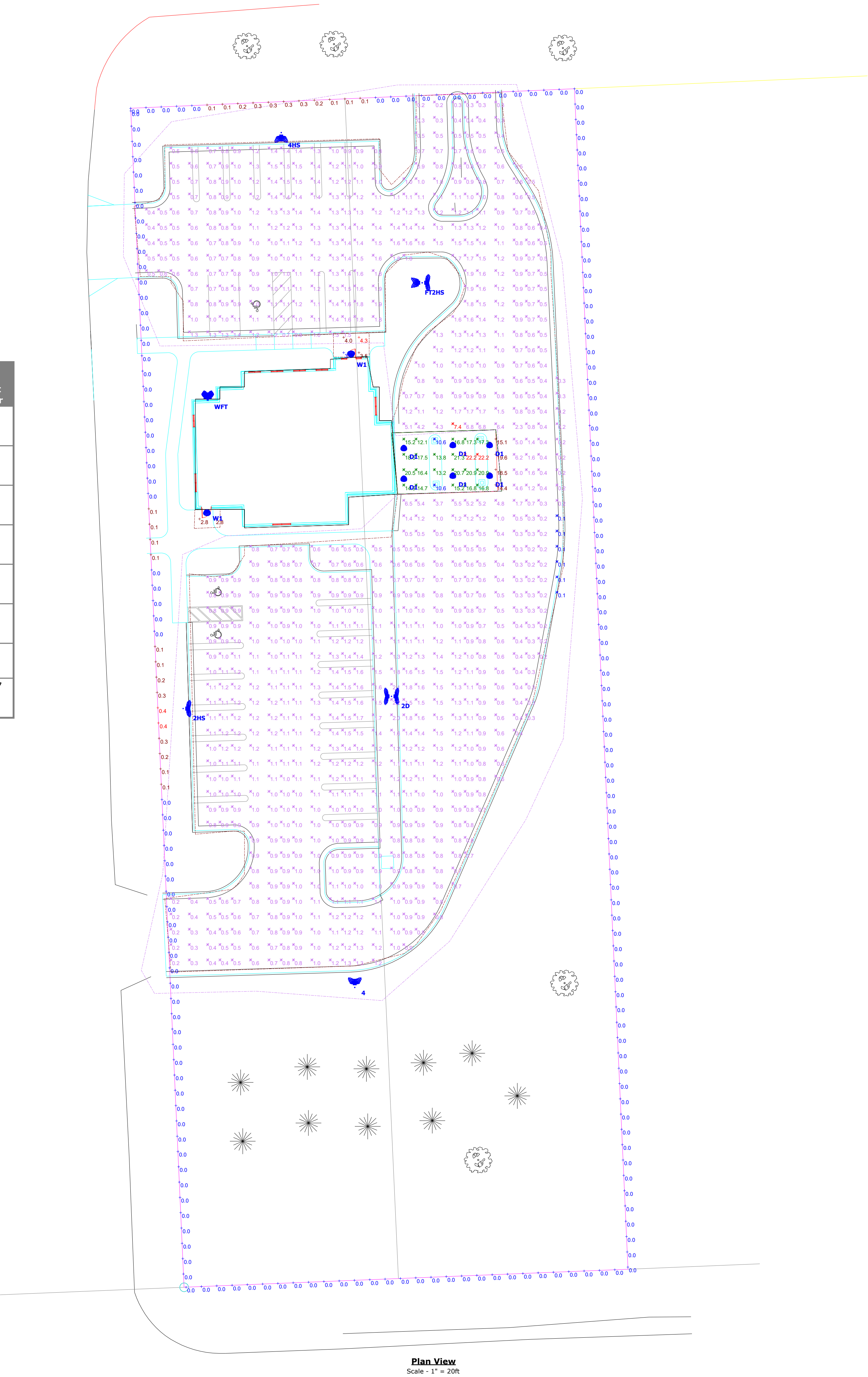
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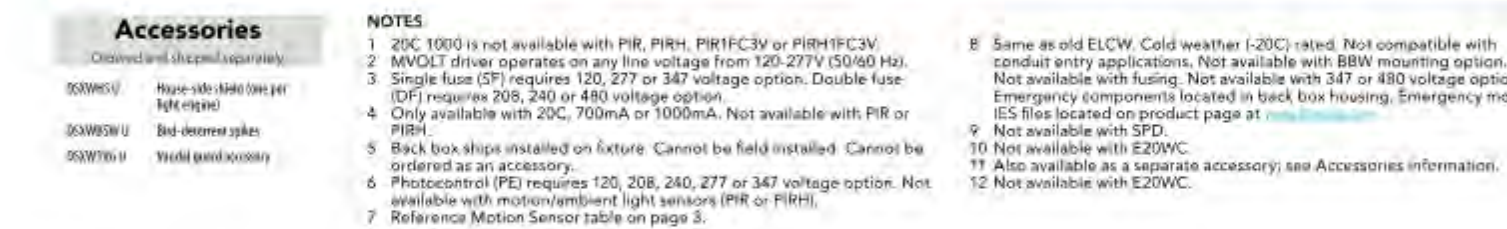
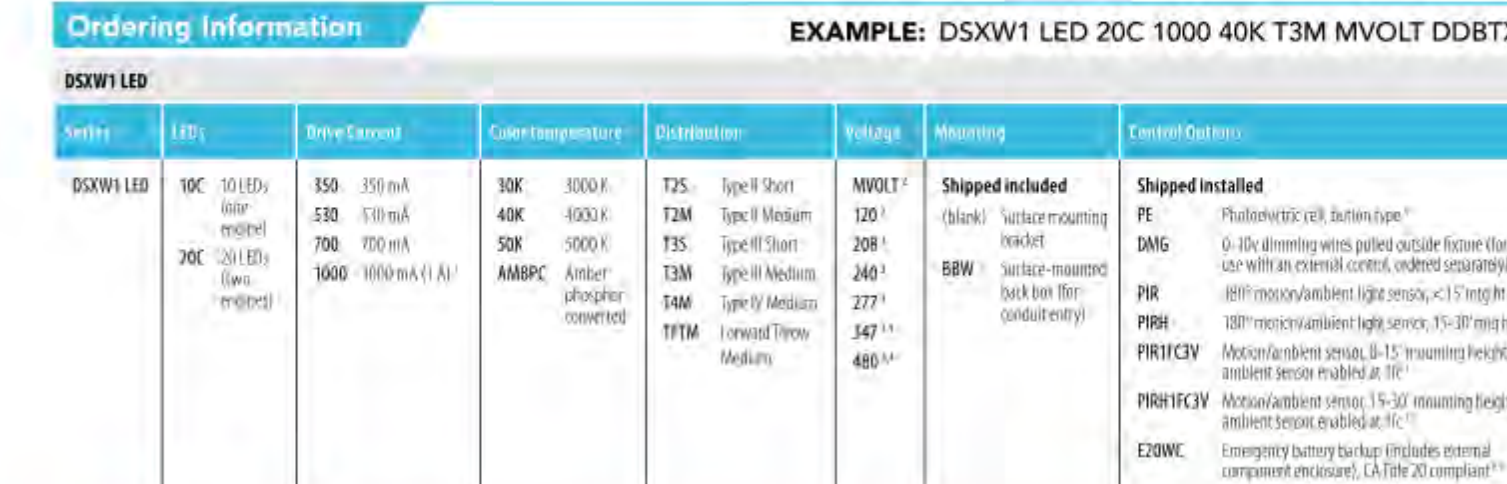
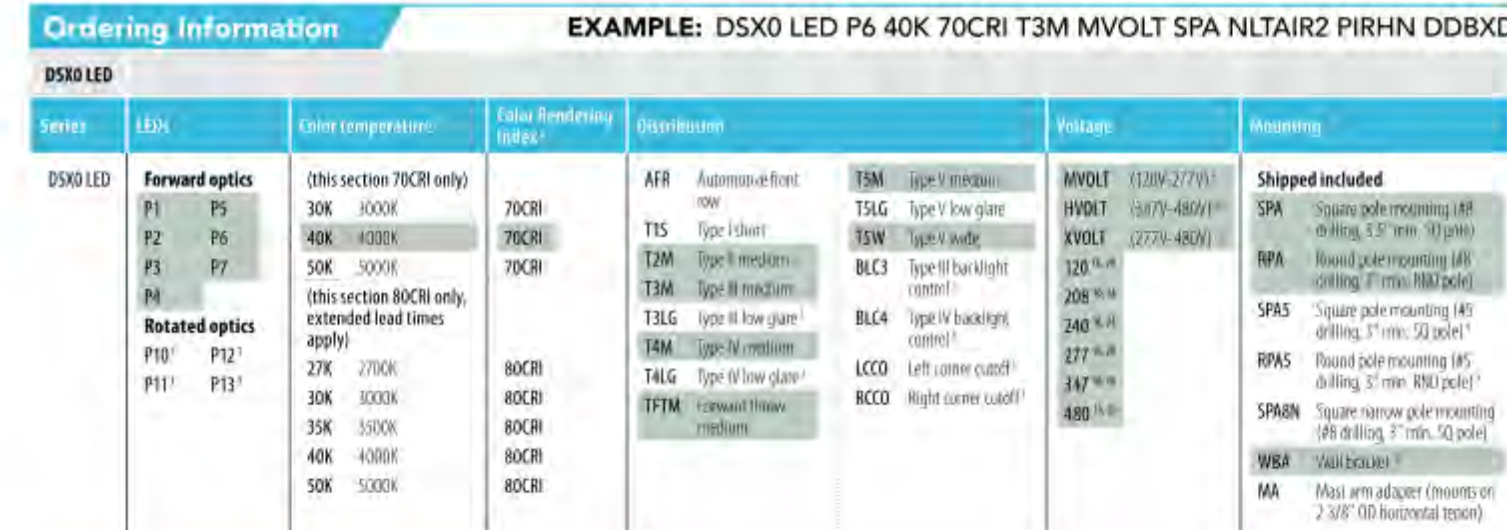
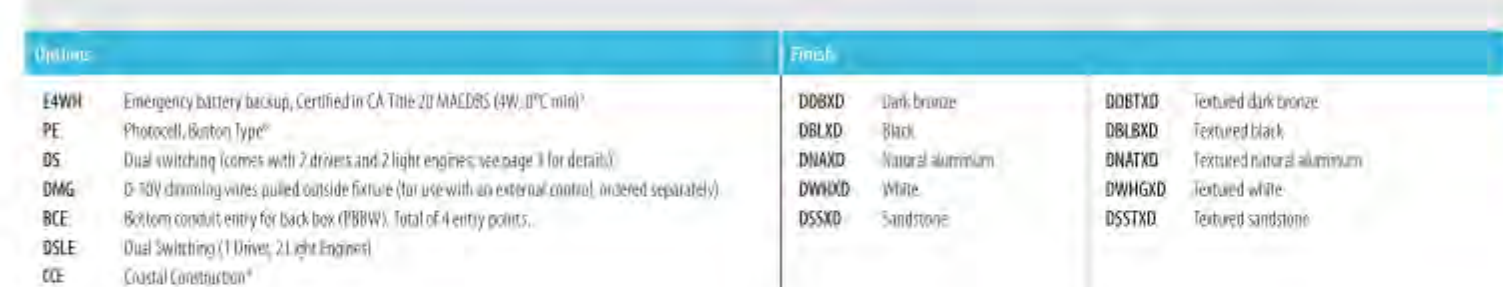
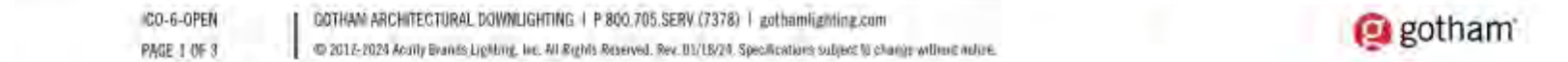
A201

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Drive Thru Canopy	✖	16.9 fc	22.2 fc	10.6 fc	2.1:1	1.6:1
Front Entrance	+	3.8 fc	4.3 fc	3.4 fc	1.3:1	1.1:1
Parking	✖	1.0 fc	7.4 fc	0.1 fc	74.0:1	10.0:1
Property Line	+	0.0 fc	0.4 fc	0.0 fc	N/A	N/A
Site	+	1.5 fc	22.2 fc	0.1 fc	222.0:1	15.0:1
Back Entrance	+	2.8 fc	2.8 fc	2.8 fc	1.0:1	1.0:1

Schedule									
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power
	4	1	Lithonia Lighting	DSX0 LED P1 40K 70CRI T4M	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 4 Medium	1	4863	1	33.21
	2HS	2	Lithonia Lighting	DSX0 LED P1 40K 70CRI T2M HS	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 2 Medium Houseside Shield	1	4110	1	33.21
	4HS	1	Lithonia Lighting	DSX0 LED P1 40K 70CRI T4M HS	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 4 Medium Houseside Shield	1	4183	1	33.21
	2D	1	Lithonia Lighting	DSX0 LED P1 40K 70CRI T2M	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Type 2 Medium	1	4736	1	66.42
	FT	1	Lithonia Lighting	DSX0 LED P1 40K 70CRI TFTM	D-Series Size 0 Area Luminaire P1 Performance Package 4000K CCT 70 CRI Forward Throw	1	4896	1	33.21
	WFT	1	Lithonia Lighting	DSXW1 LED 10C 700 40K TFTM MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 4000K, @ 700mA.	1	2808	1	26.2
	D1	6	Gotham Architectural Lighting	ICO 40/25 6AR LSS 60D	ICO 4000K 2500 LUMENS 60 DEGREE BEAM	1	2673	1	29
	W1	2	Lithonia Lighting	WDGE1 LED P0 40K 80CRI VW	WDGE1 LED WITH P0 - PERFORMANCE PACKAGE, 4000K, 80CRI, VISUAL COMFORT WIDE OPTIC	1	760	1	6.7947





CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 24, 2024

Mr. Jacob Uhazie
Assistant Planning Director
City of Livonia

Re: Petition 2024-06-08-03 – #36525 Plymouth Road

Dear Mr. Uhazie:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed project at this time. The subject parcel is assigned the address of **#36525 Plymouth Road**. The legal description included with the submitted drawings appears to be correct, and should be used should the project be approved.

The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submittal indicates changes to the existing utility leads, but does not give any specific data as to proposed flows. We do not believe there will be any additional impacts to the public utilities with this proposal, but we will review the drawings in greater detail when they are submitted for permitting.

Please be advised that the project will be required to conform to the latest version of the Wayne County Storm Water Ordinance. The existing parcel has existing storm water detention on it, but the volumes will need to be verified, and additional volumes may be required to meet the new Ordinance.

Also, should any work be required within the Plymouth Road right-of-way, The owner may be required to obtains permits from the Michigan Department of Transportation.

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

Sincerely,


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

cc: 2024 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: 7/9/2024
TO: Scott O. Miller, Planner IV
FROM: Livonia Fire Prevention Division
SUBJECT: Petition #2024-06-08-03 36525 Plymouth Rd.

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

We have no objections to this proposal.

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

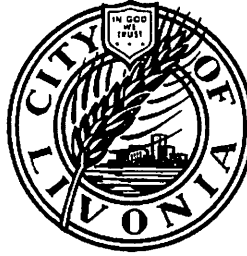
Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

**DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE**

THOMAS GORALSKI
CHIEF OF POLICE



MAUREEN MILLER BROSNAN
MAYOR

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

June 25th 2024

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

Re: Petition 2024-06-08-03 – 36525 Plymouth Road

Mr. Miller,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

Paul Walters, Sergeant
Traffic Bureau
(734) 466-2107

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 9, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Petition 2024-06-08-03 – 36525 Plymouth Road

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

1. Signage has not been reviewed. Any excess signage would require a variance from the Zoning Board of Appeals.
2. The proposed plan does not show provisions for a dumpster or an enclosure. Planning and/or Council may wish to address this.

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

July 2, 2024

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

Petition 2024-06-08-03 - 36525 Plymouth Road

Dear Mr. Miller,

I have reviewed the address connected with the above noted petition. As there are no outstanding amounts receivable (general or water and sewer), I have no objections to the proposal.

Please contact me if you have any further questions.

Very truly yours,

Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

SUSAN M. NASH
CITY TREASURER



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

July 3, 2024

RE: 36525 Plymouth RD

Attention Planning Commissioners,

All taxes and water payments are current with this property

Thank You

Susan Nash

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

9.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

10. REQUEST TO AMEND CONTRACT WITH HYDRO-CORP: Department of Public Works, re: for the Cross-Connection Inspection Program, to include the testing of the City of Livonia owned backflow devices, from budgeted funds. (CR-139-24)

Ryan Ferrell, Assistant Director of Public Works, presented the request to Council.

Councilmember Morgan offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

10.

DPW
July 10, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Don Rohraff, Director of Public Works
Ryan Ferrell, Superintendent of Public Works

AGENDA ITEM

REQUEST TO AMEND CONTRACT WITH HYDRO-CORP: Department of Public Works, re: for the Cross-Connection Inspection Program, to include the testing of the City of Livonia owned backflow devices, from budgeted funds. (CR-139-24)

BACKGROUND DETAILS

Through the Department of Public Works, HydroCorp is under contract to perform cross-connection control program inspection services on industrial, commercial, and institutional facilities connected to the City's public water supply system. These inspections include city-owned facilities. Any deficiencies found through the inspection program require additional testing and repair by the facility owner to remain in compliance with EGLE Water Bureau Cross Connection Control Regulations. In order to assist the City with conducting the necessary testing and repairs, Hydrocorp has prepared the attached proposal to perform these services at 89 City-owned facilities. This would be an amendment to our existing cross connection inspection service contract with HydroCorp, which expires on April 30, 2027. For an amount not to exceed \$10,235.00 annually from budgeted funds.

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

In order to continue with the excellent service that we are currently receiving to meet our cross connection control program requirements, it is the recommendation of the Department of Public Works that council proceed as follows:

Amend the current contract (CR-139-24) to include the testing of City-owned backflow devices, to Hydro-Corp Services, 5700 Crooks Rd, Suite 100, Troy, MI 48098 for the period from May 1, 2024 – April 30, 2027, in an amount not to exceed \$10,235.00 annually to perform all the necessary testing on the City owned backflow devices.

Authorize an annual expenditure from approved budgeted funds account #592-559-818-000 in the annual amount not-to-exceed \$10,235.00 annually.

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

Cross-Connection Inspection Program

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

\$10,235.00 annually

DETAILED WORK BEING PERFORMED

Administration of the City of Livonia's Cross-Connection Control program, providing the City with the necessary data and information to maintain compliance with the Michigan Department of Environment, Great Lakes and Energy (EGLE) Water Bureau Cross Connection Control Regulations.

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

\$10,235.00 annually
592-559-818-000 (Water and Sewer Contractual Services)

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

n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Amendment to current cross control connection program

ATTACHMENTS

1. S071524 LTC contract extension Hydro Corp
2. Livonia_BFD_Testing_Proposal_2024_JC
3. R041524 Cross Connection Control Program 139-24

APPROVED BY

Ryan Ferrell, Superintendent of Public Works

Date: July 17, 2024



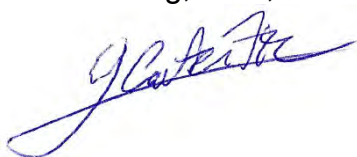
Don Rohraff, Director of Public Works

Date: July 17, 2024



Debra Peck Lichtenberg, CPA, Finance Director

Date: July 19, 2024



Date: July 19, 2024

Carter Fisher, City Attorney

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan". The signature is written in a cursive, flowing style.

Date: July 19, 2024

Maureen Miller Brosnan, Mayor



May 20, 2024

Mr. Ryan Ferrell
City of Livonia
12973 Farmington Road
Livonia, MI 48150

Dear Mr. Ferrell,

HydroCorp, Inc (HCI) has assembled a proposal to meet your specific Cross-Connection Control Program compliance requirements. In particular - HCI will assist the City of Livonia with compliance of the backflow prevention device testing component of your Cross-Connection Control Program, as well as applicable State of Michigan requirements.

For your convenience, this proposal has been divided into 6 sections. They include:

- ◆ Summary of Findings
- ◆ Program Recommendations
- ◆ Cost Proposal
- ◆ General Terms & Conditions
- ◆ Additional Considerations
- ◆ Critical Risk Factors

After reviewing this proposal, should you have any questions or require any additional information, please feel free to contact me directly at 231.590.9040 or via e-mail at jclevenger@hydrocorpinc.com. We look forward to working with you and the City of Livonia on this project.

Sincerely,

Jim Clevenger
Senior Sales Representative

CORPORATE OFFICE

5700 Crooks Road, Suite 100, Troy, MI 48098 ☎ 800.690.6651 248.250.5000 ✉ 248.786.1789 hydrocorpinc.com



Summary of Findings

Overview

The City of Livonia's Cross Connection Control Program requires all facilities to test every reduced pressure backflow preventer (RPBP), double check valve (DCV) and pressure vacuum breaker (PVB) on an annual basis.

This proposal is based upon information currently maintained in the HydroSoft database. If there have been any new devices installed that HCI has no record of, HCI will complete testing of those devices at the same per test fee in this proposal.

Significant Findings

The City of Livonia has established a cross connection control program to protect the potable water distribution system throughout the City. This program includes backflow prevention device testing. Testing is completed on an annual basis. Specifically, the following:

- 1. The State of Michigan Plumbing Code requires testing.**
- 2. City of Livonia requires testing annually.**

Based upon these findings, we have assembled a series of Program Recommendations specifically for the City of Livonia.

Program Recommendations

Overview

Based on our information, we recommend the following elements. Once this project has been approved and accepted by HCI, you may expect completion of the following elements:

1. Verify Proper Installation of Devices

Devices will be inspected for conformance to applicable plumbing and cross connection control codes. The devices shall also be reviewed to ensure that they have been properly installed in accordance with manufacturer specifications.

2. Test Devices in Accordance with Applicable Codes

A certified tester will test devices in conformance to all applicable codes to verify that the backflow prevention devices are in proper operating order. HCI will provide all test equipment and other necessary tools.



3. Provide and/or Obtain Device Repair Parts as Necessary

If parts are required, HCI will notify you or your designated personnel prior to obtaining the necessary parts. Most parts can be obtained within a one-to-two-day turnaround time.

4. Repair Devices as Necessary

If any devices fail, you or your designated personnel must approve a field order change before repair will begin. Defective devices will be repaired while on-site if possible. If additional parts are required, the repair will be completed as soon as possible.

5. Enter Test Results into the City of Livonia Database

Test results each device that is tested will be submitted directly into the City of Livonia database, which is currently provided by HCI. Each entry will include the test date, device type, location, size, manufacturer, model number, serial number, test results, comments or notes for correction, and all of the relevant tester information.

6. Notify Appropriate City of Livonia of Test Results

Upon completion of testing, HCI will notify city authorities with jurisdiction over backflow prevention for the City of Livonia Municipal Buildings.



Cost Proposal

Project Name : Backflow Device Testing	Project Code: N/A
Client Name: City of Livonia	
Proposal Date: May 20, 2024	Prepared By: Jim Clevenger
Pricing Valid Through: December 31, 2024, Description: Test Backflow Prevention Devices – City of Livonia	
Annually, test approximately eighty-nine - (89) backflow prevention devices owned by the City of Livonia. Provide any required material and complete repairs on an as needed basis. Upon completion of the project, HCI will submit the following: 1. One set of device test records for each tested assembly Cost Projections: \$115.00 per completed test (\$10,235.00 Annually) NOTE: Invoicing will occur upon completion of testing and/or repairs.	

Fine Print

1. The terms and conditions pertaining to this, and other project proposals are contained in the General Terms and Conditions document that is included with this and every HCI proposal.
2. Specific project requirements are detailed in the Additional Consideration section that is included with this proposal.

Approval: Date_____

Client_____

Date_____

HCI _____




General Terms and Conditions

Client Confidentiality

All communications between HCI and the Client regarding business practices and other methods and forms of doing business will be considered confidential.

Primary Contacts

Jim Clevenger is your primary contact person at HCI. Jim Clevenger must approve all issues relating to pricing, status inquiries, and production and related issues.

Ryan Ferrell is the Primary Contact Person at City of Livonia. Ryan Ferrell must approve all issues relating to project approvals, project status inquiries, project changes.

If the primary contact person changes, it is that party's responsibility to notify, in writing, the corresponding information of the new contact person assigned to the project.

Proofreading & Errors

Every reasonable effort will be made on the part of HCI to ensure that our work is error-free.

Cost Projections

HCI reserves the right to halt production if the actual project cost is expected to exceed the proposed amount, as a result of new information, additional work, or a change in scope, that is not specifically the fault of HCI. Approval for the project may then be directed to Jacob Rushlow.

Project Status Inquiries

Jerry Ayers will be assigned to the project as Project Manager. Status Inquiries should be directed to your Project Manager at 248.701.5278. In the event that your Project Manager is unavailable when you call, we recommend contacting our Senior Vice President, Paul Patterson at 248.250.5022. Every effort will be made to respond to Status Inquiries on a timely basis.



General Terms and Conditions (continued)

Acceptance and Scheduling

This project can be initiated by issuing returning a signed copy of this proposal.

Once approved, you will be contacted to initiate scheduling. As many devices are seasonal all testing will be completed between the months of April and August.

Payment

Payment for all HCI projects is payable in U.S. funds. Payment terms are net 30 days from date of invoice.

Client Protection Plan

City of Livonia may terminate this agreement at any time. The City representative will be required to submit this request to HydroCorp, Inc. in writing. A final reconciliation of services rendered up to the date of termination will then be submitted to City of Livonia.

Additional Considerations

City of Livonia

1. HCI will maintain a “source” copy (i.e. database file) of all device test records.
2. HCI has generated this proposal based upon information obtained from the City of Livonia Cross Connection Control Management Database. Specifically, the proposal is based on testing approximately- (89) backflow prevention devices. Testable devices may have been added or deleted from service. If there has been any new device installed, additional funds HCI will test those as required and a per test fee as stated in this proposal will be added to the final invoice.
3. HCI shall provide all device testing equipment (i.e. gauges), tools and ladders.
4. If any device fails, you or your designated personnel must approve another field order change before repair will begin.



5. Hours of Work: The proposal cost is based on all work being performed on straight time, 7:30 a.m. – 5:00 p.m. Monday - Friday.
6. City of Livonia management and facility personnel must provide HCI with free, uninterrupted access to all areas and/or buildings that have backflow prevention devices. Delays related to access problems (locked doors, special entry procedures, plant operational concerns, etc.) may require additional funds to cover the cost of the delays.
7. HCI will provide all “basic” safety equipment. The basic safety equipment includes – safety glasses with side shields, ear plugs, steel toe safety shoes and hard hats (if required). If additional safety equipment or apparel is required, then the City shall provide it.
8. HCI employees will not enter confined spaces.
9. HCI representatives will not risk injury. We practice safe work habits.

Critical Risk Factors

Overview of Critical Risk Factors

Each of the items listed below represents a Critical Risk Factor for HCI clients. Each item represents the potential to affect one or more of the following:

- Overall Project Quality
- Cost of the Project
- Timely Delivery of the Project

Project Management

HCI representatives will make every reasonable effort to reduce these critical risks for our clients. Your HCI Project Manager is available to answer questions and will be pleased to discuss each of these items in more detail. Risk factors include, but are not limited to the following:

1. Multiple Contact Points
2. Incomplete Data Collection
3. Site Access
4. Rush Orders
5. Payment Timing

Regular Meeting Minutes of April 15, 2024

On a motion by Councilmember Donovic, supported by Councilmember Budzinski, it was:

#139-24 RESOLVED, that having considered a communication from the Director of Public Works, dated March 14, 2024, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, to which is attached a proposed agreement between the City of Livonia and HydroCorp Services, dated February 19, 2024, relative to the City's Cross-Connection Control Program, the Council does hereby authorize a three (3) year contract, with an optional two-year extension upon mutual consent, with Hydrocorp Services, 5700 Crooks Road, Suite 100, Troy, MI 48098, in an amount not to exceed \$76,536.00 annually (\$6,378.00 monthly), for providing the "Cross Connection Control" Program for the City of Livonia to protect the public drinking water supply from contamination for the period May 1, 2024 through April 30, 2027; FURTHER, the Council does hereby authorize an annual expenditure in an amount not to exceed \$76,536.00 from funds budgeted in Account No. 592-559-818-000 (Water and Sewer Contractual Services) for the three (3) years from May 1, 2024 to April 30, 2027 for this purpose; FURTHER, HydroCorp Services is a sole source provider for a project of this magnitude and such action is taken in accordance with Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended; and the Mayor and City Clerk are hereby authorized, for and on behalf of the City of Livonia, to execute the aforesaid agreement with HydroCorp Services, subject to approval as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

<i>CONSENT AGENDA ITEM 6 (Regular Meeting of April 15, 2024)</i>

Motion:	Donovic
Second:	Budzinski
Ayes:	Donovic, Budzinski, Ptashnik, McCullough
Nays:	None
Absent:	Morgan, Jolly, Toy

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

10.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

11. REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT:
Engineering Division, re: from Livonia Land Partnership, LLC, in conjunction with the construction of Haggerty Square Phase II, located at 19750 Haggerty Road in the Southwest 1/4 of Section 6.

Todd Zilincik, City Engineer, presented the request to Council.

Councilmember Morgan offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

11.

Engineering
July 9, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Livonia Land Partnership, LLC, in conjunction with the construction of Haggerty Square Phase II, located at 19750 Haggerty Road in the Southwest 1/4 of Section 6.

BACKGROUND DETAILS

In conjunction with the development of the property located on the east side of Haggerty Road, north of Seven Mile Road, the City of Livonia required the proprietor to construct an aboveground storm drainage system to provide adequate drainage for the site at their own expense. In reference to this storm sewer system, the office has received the attached storm water maintenance agreement from the owner, Livonia Land Partnership, LLC, 13685 S. West Bay Shore, Traverse City, Michigan 49684, requiring them to reimburse the City for any such maintenance that may become necessary.

The Engineering Division has approved the storm sewer plans and respectfully recommends that the City Council take the actions:

- Accept the Storm Water Management System (SWMS) for Haggerty Square Phase II, located on the east of Haggerty Road, north of Seven Mile Road in the S.W. ¼ of Section 6.
- Authorize the Mayor and the City Clerk to execute the Storm Water Facilities Maintenance Agreement on behalf of the City.

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

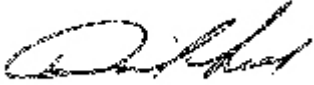
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- Authorize the Mayor and the City Clerk to execute the Storm Water Facilities Maintenance Agreement on behalf of the City.

ATTACHMENTS

1. CC Packet - Haggerty Square Phase II Aboveground Storm Water Agreement

APPROVED BY



David Lear, Assistant City Engineer

Date: July 09, 2024



Don Rohraff, Director of Public Works

Date: July 09, 2024



Carter Fisher, City Attorney

Date: July 10, 2024



Maureen Miller Brosnan, Mayor

Date: July 11, 2024



LETTER TO THE LIVONIA CITY COUNCIL

3.

Engineering
July 9, 2024

MEETING DATE

Study Meeting of August 7, 2024

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Livonia Land Partnership, LLC, in conjunction with the construction of Haggerty Square Phase II, located at 19750 Haggerty Road in the Southwest 1/4 of Section 6.

BACKGROUND DETAILS

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- Authorize the Mayor and the City Clerk to execute the Storm Water Facilities Maintenance

Agreement on behalf of the City.

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

n/a

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

n/a

DETAILED WORK BEING PERFORMED

n/a

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

n/a

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

n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): n/a

ATTACHMENTS

1. Signed Haggerty Square Phase II Aboveground Storm Water Facilities Agreement

APPROVED BY

_____ David Lear, Assistant City Engineer	Date:
_____ Don Rohraff, Director of Public Works	Date:
_____ Carter Fisher, City Attorney	Date:
_____ Maureen Miller Brosnan, Mayor	Date:

STORM WATER FACILITIES MAINTENANCE AGREEMENT

THIS AGREEMENT is made this _____ day of _____, 20____, by and between the City of Livonia, a municipal corporation, with principal offices located at 33000 Civic Center Drive, Livonia, Michigan 48154, hereafter "City" and

Livonia Land Partnership, LLC

with principal offices located at 13685 S. West Bay Shore Drive, Traverse City, Michigan 49684 hereafter collectively "Proprietor".

RECITALS

1. The Proprietor has completed the development located in the City of Livonia, Wayne County, Michigan, as Haggerty Square Phase II, 19750 Haggerty Road, Livonia, Michigan 48152 ("Development"), as more particularly described in Exhibit "A" attached hereto.
2. The Proprietor has constructed an aboveground storm drainage system (located on the adjacent parcel to the east at 19540 Haggerty Road, Parcel ID No. 023-99-0001-011) to provide adequate drainage for the Development.
3. Such storm drainage system will encompass or impact storm runoff from the Development.
4. The City issued a permit ("Permit") authorizing the construction, operations and maintenance of the storm drainage system which is located within the Development and/or the City of Livonia's right-of-way and/or drain, on or adjacent to the Development described in the Permit as Exhibit "A" attached hereto and incorporated herein by reference.
5. The Permit signed by the City will benefit the Proprietor and the proposed Development.

NOW, THEREFORE, for and in consideration of the mutual covenants and benefits to be derived hereunder, the receipt, adequacy and sufficiency of which is hereby acknowledged, the City and the Proprietor agree as follows:

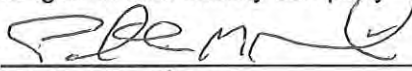
1. The Proprietor shall assume the obligations of the City under the Permit, as follows:
 - a. The Proprietor agrees that Proprietor will maintain, at Proprietor's own expense, the storm drainage system which is located within the Development and/or the City of Livonia's right-of-way and/or drain, and on or adjacent to the Development described in the Permit as Exhibit "A" attached hereto and incorporated herein by reference. In the event the Proprietor fails to maintain the storm drainage system as herein agreed and after the City has notified Proprietor in writing of such failure, the City may enter upon said premises for the purposes of maintaining said storm drainage system, in which event the Proprietor agrees to pay the City all reasonable charges and

expenses incurred thereon. The City will provide sufficient written notice prior to performing any work for which the Proprietor will be charged.

- b. In the event of any failure or settlement in the Development, resulting from said storm drainage system, the City shall take immediate steps, after providing notice to the Proprietor, to correct the situation so that the public health, safety and welfare shall not be endangered nor the road improvement damaged. All reasonable expenses to perform the foregoing, including engineering will be remitted by the Proprietor to the City.
 - c. If it is found necessary to repair all or any portion of said storm drainage system within the Development because of work initiated by Proprietor, the City shall cause such repair to be accomplished, after providing notice to the Proprietor, and all reasonable expenses to perform the foregoing, including engineering, will be remitted by the Proprietor to the City. Prior to any work being performed in a City of Livonia road right-of-way, a separate permit shall be secured from the Engineering Department.
2. Without limitation of the foregoing, Proprietor, its successors and assigns, at its sole cost and expense shall perform maintenance of the storm water facilities described in the City of Livonia's Storm Water Management and Long-Term Maintenance Plan as Exhibit "B" attached hereto and incorporated herein by reference.
3. The Proprietor, its agents, representatives, successors and assigns shall defend, indemnify and hold the City harmless from and against any claims, demands, actions, damages, injuries, costs or expenses of any nature whatsoever, hereinafter "Claims", fixed or contingent, known or unknown, arising out of or in any way connected with the maintenance or repair (or omission in such regard) of the storm drainage system referred to in the permit as Exhibit "A" hereto, appurtenances, connections and attachments thereto which are the subject of this Agreement (except those Claims caused in whole or in part by the willful or negligent acts or omissions of the City, its employees or agents). This indemnity and hold harmless shall include any costs, expenses and attorney fees reasonably incurred by the City in connection with such Claims or the enforcement of this Agreement.
4. In accordance with 1976 PA 453, the parties hereto covenant: (1) not to discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, sex, age, height, weight or marital status.
5. That this Agreement shall be recorded at the Proprietor's expense with the Wayne County Register of Deeds.

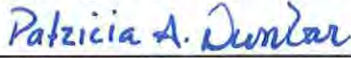
IN WITNESS WHEREOF, the Proprietor and City have executed this Agreement on the day and year first above written.

Livonia Land Partnership, LLC
a Michigan limited liability company

By: 
Patrick M. Gibson
Its: Vice President

STATE OF MICHIGAN)
) ss.
COUNTY OF LEELANAU)

The foregoing instrument was acknowledged before me on this 1ST day of JULY, 2024, a Notary Public and for said County, appeared Patrick M. Gibson to me being personally known, who being sworn, did for himself say that he is the Vice President of Livonia Land Partnership, LLC, the limited liability company named in and which executed the within instrument and, that said instrument was signed on behalf of said limited liability company, and acknowledged said instrument to be the free act and deed of said limited liability company.


Notary Public
LEELANAU County, Michigan
My Commission Expires On: 4.4.2025

CITY OF LIVONIA
a municipal corporation

By: _____
Maureen Miller Brosnan
Its: Mayor

By: _____
~~Susan M. Nash~~ Lori L. Miller
Its: City Clerk

STATE OF MICHIGAN)
) ss.
COUNTY OF WAYNE)

On this _____ day of _____, 20____, before me, a Notary Public in and for said County, appeared Maureen Miller Brosnan and ~~Susan M. Nash~~ Lori L. Miller to me personally known, who, being sworn, did for themselves say that they are respectively the Mayor and the City Clerk of the City of Livonia, the municipal corporation named in and which executed the within instrument and acknowledged said instrument to be the free act and deed of said municipal corporation.

Notary Public

County, Michigan
My Commission Expires On: _____

INSTRUMENT DRAFTED BY:

Todd J. Zilincik, P.E.

City Engineer

City of Livonia

12973 Farmington Road

Livonia, MI 48150

WHEN RECORDED RETURN TO:

City of Livonia

Attn: Engineering Division

Todd J. Zilincik, P.E.

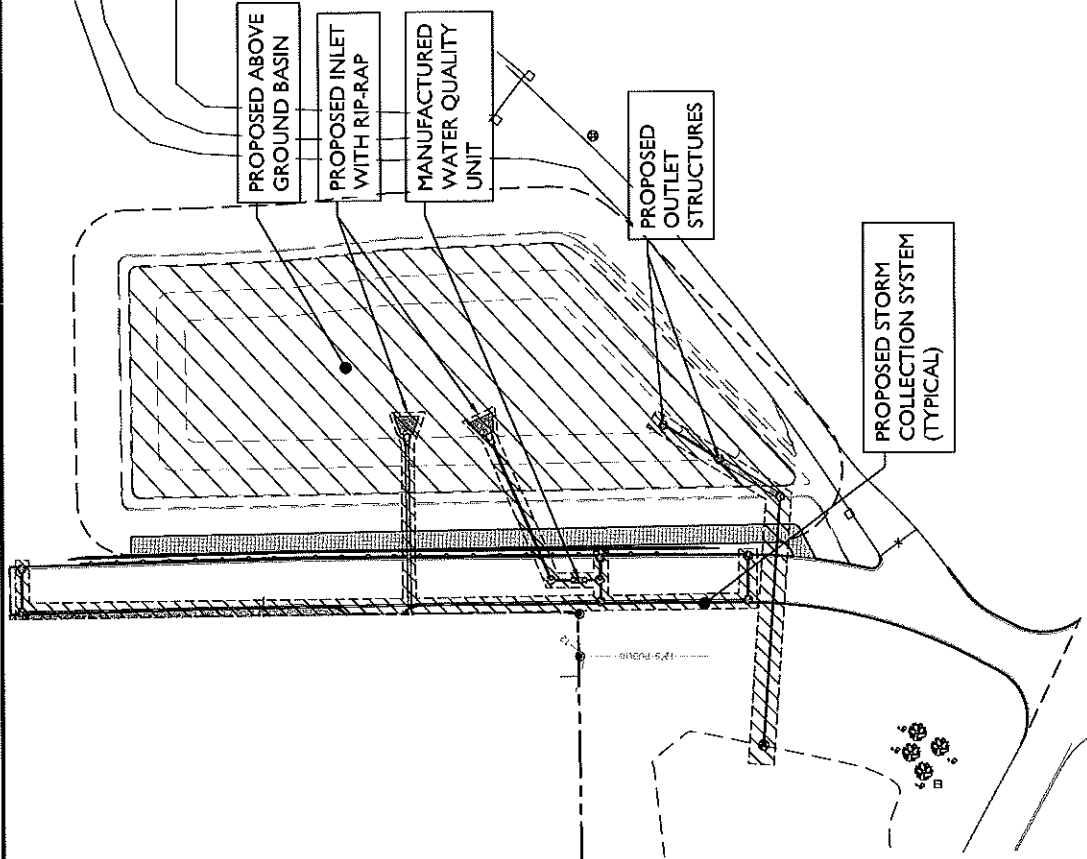
12973 Farmington Road

Livonia, MI 48150

GRANTOR PROPERTY:

GRANTOR PROPERTY:
LAND SITUATED IN THE CITY OF LIVONIA, COUNTY OF
WAYNE, MICHIGAN, DESCRIBED AS:

Part of the Southwest ¼ of Section 6, T1S, R9E, City of Livonia, Wayne County, Michigan, described as: Commencing at the Southwest corner of said Section 6; thence N01°51'00"E 2,049.75 feet along the West line of said Section 6; thence S88°47'02"E 908.29 feet to the Point of Beginning; thence continuing S88°47'02"E 23.12 feet; thence N01°47'48"E 542.91 feet to the North line of the property described in Warranty Deed L. 46467, P. 1131-1135, W.C.R.; thence continuing N01°47'48"E 0.66 feet to the North line of the Vacated Phillips Road as described in L. 22962, P. 282-284, W.C.R. being also the East-West ¼ of said Section 6, as monumented; thence along said East-West ¼ line S88°45'45"E 1.04 feet; thence S01°51'21"W 229.41 feet; thence S88°45'45"E 242.00 feet; thence N01°51'21"E 229.41 feet to a point on said East-West ¼ line; thence along said East-West ¼ line S88°45'45"E 352.87 feet to the Western right of way line of the 1-275/96 Highway; thence along said Western right of way on a curve to the right; 316.83 feet, said curve having a radius of 5,593.58 feet, a central angle of 03°14'43", and a chord bearing S24°03'45"E 316.79 feet; thence N88°47'02"W 455.58 feet; thence S56°14'33"W 298.43 feet; thence N00°32'43"W 171.21 feet to the Point of Beginning. Said parcel contains 221,100 square feet or 5.076 acres, more or less. Subject to reservations, restrictions and easements of record, if any.

**DESCRIPTION**

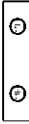
SYMBOL

EXISTING & PROPOSED

STORMWATER PIPING

WAYNE COUNTY STORM

PROPOSED WATER QUALITY UNIT



A map of the study area showing the location of the site. The map includes a north arrow in the top left corner. The site is located on a road between W. 8 Mile Rd. and W. 7 Mile Rd., just south of Haggerty Rd. The road is labeled 'SITE' and is shown as a shaded area. The surrounding roads are labeled 'NEWBURGH RD.', 'HAGGERTY RD.', 'W. 8 MILE RD.', and 'W. 7 MILE RD.'.

SITE LOCATION MAP
NOT TO SCALE

GRAPHIC SCALE IN FEET
1" = 80'

HAGGERTY CENTER
PROPOSED SHOPPING CENTER AND MULTI-FAMILY
DEVELOPMENT
PARCEL ID: 023-99-0001-011
19340 HAGGERTY ROAD
CITY OF LIVONIA
WAYNE COUNTY, MICHIGAN

STONEFIELD engineering & design
 Devcon, Inc. • Long Island City, NY • Manhattan, NY • Princeton, NJ
 www.stonefieldeng.com
 607 Smiley Street, Suite 200, Decatur, MI 48826
 Phone: 248.247.1115

INVOCA LAND PARTNERSHIP, LLC
1365 SOUTH WEST BAY SHORE DRIVE
THUNDERBOLT CITY, MI 49158

DATE: 09/19/2019
SCALE: (H) 1" = 80'
PROJECT ID: H-17245
TITLE: EXHIBIT A
SHEET: 1 OF 1

 STONEFIELD engineering & design PROPERTY OWNER: TOWN OF LAKE PATENTHEUS, LLC 1185 SOUTH WEST BAY SHORE DRIVE TAMPA CITY, FL 33611	607 Realty Street, Suite 300, Dunwoody, GA 30328 Phone: 284.247.1115 www.stonefielddesign.com Design by: Long Island City, NY • Rochester, NY • Princeton, NJ	STORMWATER MAINTENANCE EXHIBIT 'B' HAGGERTY CENTER PROPOSED SHOPPING CENTER AND MULTI-FAMILY DEVELOPMENT 15940 HAGGERTY ROAD CITY OF LANSING WAYNE COUNTY, MICHIGAN PROJECT ID: 023-99-0001-011		DATE: 09/19/2019 SCALE: (A) AS SHOWN PROJECT ID: 14-7245 TITLE:	EXHIBIT B SHEET: 1 OF 1
		NOT FOR CONSTRUCTION. FOR OFFICIAL USE ONLY.			

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

11.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

12. REQUEST TO RELEASE DEVELOPMENT BONDS: Engineering Division, re: for Heritage Square Site Condominium, located east of Newburgh Road, south of Six Mile Road in the N.W. 1/4 of Section 17. (CR 403-18)

Todd Zilincik, City Engineer, presented the request to Council.

Councilmember Donovic offered an approving motion for the Consent agenda.

DIRECTION

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

12.

Engineering
July 17, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO RELEASE DEVELOPMENT BONDS: Engineering Division, re: for Heritage Square Site Condominium, located east of Newburgh Road, south of Six Mile Road in the N.W. 1/4 of Section 17. (CR 403-18)

BACKGROUND DETAILS

Council Resolution No. 403-18, dated November 19, 2018, set the bond requirements which were required to assure the installation of public improvements within the subject subdivision.

The proprietor has now completed all the bond requirements, and we hereby certify that the improvements have been installed in accordance with the City's standards and specifications.

It is recommended that the following bond requirements totaling \$10,000 be released to Heritage Square Livonia LLC, c/o Enrico Soave, Kucyk, Soave & Fernandes, P.L.L.C, 37771 Seven Mile Road, Suite C, Livonia, Michigan 48152.

As-Built Drawing \$10,000.00

This last remaining bond release officially closes out the project.

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

It is recommended that the following bond requirements totaling \$10,000 be released to Heritage Square Livonia LLC, c/o Enrico Soave, Kucyk, Soave & Fernandes, P.L.L.C, 37771 Seven Mile Road, Suite C, Livonia, Michigan 48152.

As-Built Drawing \$10,000.00

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

n/a

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

n/a

DETAILED WORK BEING PERFORMED

n/a

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

\$10,000 As-Built Drawing Bond released from Account No.702-285-101 (Bonds)

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

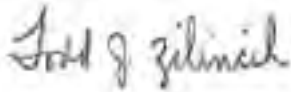
n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): n/a

ATTACHMENTS

1. 7-17-24 Schedule of Bonds & Fee Requirements - Heritage Square Site Condominiums
2. CR 403-18

APPROVED BY



Todd Zilincik, P.E., City Engineer

Date: July 17, 2024



Don Rohraff, Director of Public Works

Date: July 17, 2024



Maureen Miller Brosnan, Mayor

Date: July 18, 2024

SCHEDULE OF BONDS & FEE REQUIREMENTS**I. Bond Requirements**

	<u>Current</u>	<u>Recommended</u>
A. <u>General Improvement Bond</u>		
Water Mains	\$150,000.00	\$0.00
Sanitary Sewers	\$332,440.00	\$0.00
Storm Sewers, including Footing Drain	\$157,930.00	\$0.00
Storm Sewers		
Paving (Public Street)	<u>\$354,600.00</u>	<u>\$0.00</u>
Estimated Construction Cost	\$994,970.00	\$0.00
Construction Contingencies	<u>\$49,749.00</u>	<u>\$0.00</u>
(Approximately 5%)		
	Total \$1,044,719.00	\$0.00
	(\$104,472.00 min. cash bond)	
B. <u>Sidewalk Bond</u>		
Sidewalks	\$97,375.00	\$0.00
Construction Contingencies	<u>9,738.00</u>	<u>\$0.00</u>
(Approx. 10%)		
	Total \$107,113.00	\$0.00
	(\$10,000.00 min. cash bond)	
C. <u>Grading & Soil Erosion Control Bond</u>		
(Ord. #1187)	\$9,000.00 (cash)	\$0.00
(SESC Permit #18-24)	(paid 10-2-18, receipt #6025)	
	(released 4-1-22)	
D. <u>Entrance Markers/Landscaping</u>	\$7,500.00 (cash)	\$0.00
E. <u>Monuments & Markers</u>	\$2,500.00 (cash)	\$0.00
(Ord. #951)		
F. <u>Public Utility Bond</u>	\$5,000.00 (cash)	\$0.00
G. <u>Site Development Bond</u>	\$750.00 (cash)	\$0.00
H. <u>As-Built Drawing Bond</u>	<u>\$10,000.00 (cash)</u>	<u>\$0.00</u>
TOTAL CASH BONDS	\$149,222.00	\$0.00

II. Fees (Cash Payments to the City)

A. Trees	\$12,500.00
B. Street Name Signs	\$600.00
C. Traffic Control Signs	\$2,000.00
D. Street Light Contribution in Aid (First Year Cost)	\$35,000.00*

II. Fees (Cash Payments to the City) Continued

E. Engineering Services Gen. Improv. & Sidewalk

- | | |
|------------------------------|---|
| 1. Plan Review & Admin. (2%) | \$24,060.00 (paid 11-16-18, receipt #6103) |
| 2. Field Inspection (5%) | <u>\$54,617.00</u> (paid 11-16-18, receipt #6103) |

\$78,677.00

F. Engineering Services (Grading & Soil Erosion Control) (SESC Permit #18-24)

- | | |
|------------------------|-------------------|
| 1. Plan Review | \$625.00 |
| 2. Permit & Inspection | <u>\$2,500.00</u> |

\$3,125.00
(paid 10-2-18, receipt #6025)

TOTAL CASH PAYMENTS \$131,902.00

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

Regular Meeting Minutes of November 19, 2018

the attached contract amendment between the City of Livonia and Anderson, Eckstein and Westrick, Inc., 51301 Schoenherr Road, Shelby Township, Michigan 48315, to provide survey and design engineering services for the 2019 Concrete Road Repair Program (Contract 19-C) in an amount not to exceed \$184,900.00, said amount being based on the preliminary cost estimates and subject to adjustment based on the actual bids; FURTHER, the aforesaid proposal is accepted without competitive bidding pursuant to Code of Ordinances Section 3.04.140.D.2.b; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$184,900.00 from funds budgeted in Account No. 204-441-818-102 (Road, Sidewalk and Tree Fund) for this purpose, and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties.

#402-18 RESOLVED, that having considered the report and recommendation of the City Engineer, dated October 26, 2018, submitted pursuant to Council Resolution 365-16, which bears the signature of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, to which is attached a proposed amendment to the Engineering contract between the City of Livonia and Anderson, Eckstein and Westrick, Inc., 51301 Schoenherr Road, Shelby Township, Michigan 48315 for the 2019 Concrete Road Maintenance/Selective Slab Program (Contract 19-J), the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the attached contract amendment between Anderson, Eckstein and Westrick, Inc., 51301 Schoenherr Road, Shelby Township, Michigan 48315, to provide design engineering services for the 2019 Concrete Road Maintenance/Selective Slab Program (Contract 19-J) in an amount not to exceed \$26,500.00, said amount being based on the preliminary cost estimates and subject to adjustment based on the actual bids; FURTHER, the aforesaid proposal is accepted without competitive bidding pursuant to Code of Ordinances Section 3.04.140.D.2.b; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$26,500.00 from funds budgeted in Account No. 204-441-818-102 (Road, Sidewalk and Tree Fund) for this purpose, and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties.

#403-18 RESOLVED, that Kucyk, Soave & Fernandes, P.L.L.C., as proprietor, having requested the City Council approve the proposed Heritage Square Site Condominiums located at the east side of Newburgh Road between Five Mile and Six Mile Roads (36900 and 36910 Mallory Drive; former Clay Elementary School site, and 16600 Newburgh Road

Regular Meeting Minutes of November 19, 2018

and a portion of 16700 Newburgh Road) in the Northwest $\frac{1}{4}$ of Section 17 of the City of Livonia (hereafter the "Condominium"), and it further appearing that approval of the site plan for the Condominium was given by the City Planning Commission on June 26, 2018, and by the City Council on July 23, 2018, and it further appearing that such site plan, together with Development Plans and Specifications for Improvements, have been examined and approved by the Department of Public Works as set forth in the report of that Department dated October 25, 2018; and the City Council having approved the Master Deed on July 23, 2018, in Council Resolution 273-18; therefore, the City Council does hereby establish the following requirements:

- (1) All of the improvements, utilities and grading shall be constructed, installed and accomplished in conformity with the provisions of the ordinances of the City of Livonia, the conditions contained in Council Resolution 273-18 and the regulations and specifications of the Department of Public Works and the Development Plans submitted by the proprietor and approved by such Department; all such improvements to be constructed, installed, accomplished and completed within a period of two (2) years from the effective date of this resolution; failing this, the approval contained herein shall be considered null, void and of no effect whatsoever;
- (2) That all inspection fees and other charges due to the City of Livonia shall be fully paid at the time and in the manner provided in the said ordinance provisions;
- (3) That the installation of all such improvements shall be subject at all times to the supervision and inspection and final approval of the Department of Public Works, and such improvements shall not be considered as having been satisfactorily and completely installed until there is filed with the City Council the certificate as provided in such ordinance provisions;
- (4) That the proprietor enter into an agreement with the City of Livonia agreeing to construct, within the prescribed period of time and in the prescribed manner, all improvements required to the extent required by the City of Livonia and as shown on the approved Development Plans;
- (5) That as a condition of obtaining final approval of the Master Deed prior to the completion of all required improvements, the proprietor shall file with the City of Livonia a corporate surety bond, certified check, cash bond, irrevocable letter of credit, or other financial assurance in such form as may be approved by the Department of Law guaranteeing the satisfactory installation of all such

Regular Meeting Minutes of November 19, 2018

improvements, utilities and grading by the proprietor within the prescribed period in the following amounts:

- (a) General Improvement Bond \$1,044,719.00, of which
at least \$104,472.00 shall be in cash
- (b) Sidewalk Bond \$ 107,113.00, of which
at least \$ 10,000.00 shall be in cash
- (c) Grade & Soil Erosion \$ 9,000.00 (all cash)
Control Bond (paid 10/2/2018, receipt #6025)
- (d) Landscape/Entrance Markers \$ 7,500.00 (all cash)
- (e) Monuments and Markers Bond \$ 2,500.00 (all cash)
- (f) Public Utility Bond \$ 5,000.00 (all cash)
- (g) Site Development Bond \$ 750.00 (all cash)
- (h) As-Built Drawings Bond \$ 10,000.00 (all cash)

and require cash payments in addition to the above amounts, in the total amount of \$131,902.00 of which \$128,777.00 is currently due.

- (6) That all required cash deposits, certified checks, irrevocable bank letters of credit and/or surety bonds which shall be established by the City Engineer pursuant to Article XVIII of Ordinance No. 543, Section 18.66 of the ordinance, shall be deposited with the City prior to the issuance of engineering permits for this site condominium development; and
- (7) That the distribution lines for telephones and electric service are to be placed underground and ornamental streetlights are to be provided throughout the Condominium in accordance with City ordinances.

A site plan Identified as Sheet C-4, dated October 26, 2018, as revised, prepared by Hennessey Engineers, Inc., a Landscape Planting Plan identified as Sheet LP-1, dated October 16, 2018, as revised, prepared by Nagy Devlin Land Design, and the Preliminary Floor Plan and Elevations identified as Sheet No. PP-3, dated October 10, 2018, as

Regular Meeting Minutes of November 19, 2018

revised, prepared by Detroit Architectural Group, was received and placed on file for the information of the Council.

#404-18 RESOLVED, that having considered a communication from the City Planning Commission, dated September 21, 2017, approved for submission by the Mayor, which transmits its resolution #09-52-2017, adopted on September 19, 2017, with regard to Petition 2017-08-02-10, submitted by Livonia Retail Management, L.L.C., to operate a full-service restaurant with drive-up window facilities and outdoor seating on the site of the commercial development known as Livonia Market II located on the south side of Seven Mile Road between Middlebelt Road and Melvin Avenue (29659 Seven Mile Road), in the Northeast ¼ of Section 11, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2017-08-02-10 is hereby approved and granted, subject to the following conditions:

1. That the maximum interior seating count for the restaurant shall not exceed forty (40);
2. That the maximum outdoor seating count for the restaurant shall not exceed twelve (12);
3. That the Site Plan labeled Sheet C-4 dated October 26, 2018, as revised, prepared by Hennessey Engineers, Inc., is hereby approved and shall be adhered to;
4. That the Landscape Planting Plan labeled LP-1 dated October 16, 2018, as revised, prepared by Nagy Devlin Land Design is hereby approved and shall be adhered to;
5. That the Preliminary Floor Plan and Elevations labeled Sheet No. PP-3 dated October 10, 2018, as revised, prepared by Detroit Architectural Group is hereby approved and shall be adhered to; except that the elevations shall be revised to incorporate the brick and stone materials as presented to the Planning Commission, and all rooftop mechanical units shall be shielded from view by the parapet walls of the building;
6. That all conditions imposed by Council Resolution #131-17 shall remain in effect to the extent that they are not in conflict with the foregoing conditions;
7. That the specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time of application for building permits; and

FINANCE AND BUDGET COMMITTEE MEETING MONDAY, AUGUST 12, 2024

A Finance and Budget Committee meeting was held on Monday, August 12, 2024, in the City Hall Council Chambers.

Committee Members Present: Jim Jolly, Committee Chair
Martha Ptashnik, Committee Vice Chair
Rob Donovic, Committee Member

Committee Members Absent: None

City Officials and Others Present: Carrie Budzinski, Councilmember
Laura M. Toy, Councilmember
Maureen Miller Brosnan, Mayor
Carter Fisher, City Attorney
Debra Lichtenberg, Finance Director
Dave Varga, Chief of Staff
Mark Taormina, Planning and Economic Dev. Director

1. **CR 161-12 Subject of Advance Budget Reviews Fiscal Year 2024-2025 Pre-Budget Meeting.**

The meeting convened at 7:01PM and was led by Mayor Brosnan to introduce the budget timeline.

Finance Director, Debbie Lichtenberg, provided an overview of the budget creation and timeline.

A strategic focus was placed on the following:

- Advancing operations, service and transparency
- Advancing Livonia 21

Budget projections were provided with the following:

- 6.5% increase in property taxes
- Losses in State-shared and other revenue sources
- A 3.4% or \$2.4M increase for a total of \$73.5M in the General Fund Revenue overall

Points were made that the Police and general contracts have been settled and healthcare costs are still to be determined.

Legacy costs are in a good place, as the city has been fiscally responsible.

Five (5) Strategic objectives were presented:

1. DPW focuses be on the fundamentals of water & sewer, roads, parks, engineering, waste, forestry, building maintenance, etc.
2. A priority-based budgeting process for Fiscal Year 2025-2026.
3. Project management services for large scale construction and renovation projects
4. A Budget and Fiscal Services Manager to provide analytical information needed to implement a priority-based budgeting system.
5. Provide resources to support proactive, forward-looking city operations with oversight of large-scale projects.

Council discussed priorities for the budget year:

- Project Manager
- ADA Compliance Personnel
- Property inventory
- Park improvements
- Greenmead
- Livonia Beautification Awards
- Inspection

Note: This is a standing item and will remain in Committee.

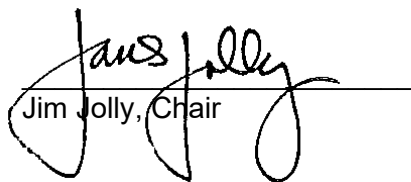
The Council Recommends:

To receive and place on file for the information of the Council, the City of Livonia 2024 Assessment Data booklet from the City Assessor, dated June 18, 2024.

The meeting adjourned at 8:13 PM

This item is to be placed on the **Regular Meeting Agenda of June 3, 2024**

Respectfully submitted,


Jim Jolly, Chair



LETTER TO THE LIVONIA CITY COUNCIL

1.

Council Office
March 25, 2024

MEETING DATE

FB081224/R082624

PRESENTED BY

AGENDA ITEM

The subject matter of Advance Budget Reviews Fiscal Year 2024-2025 Pre-Budget Meeting. (CR 161-12)

BACKGROUND DETAILS

To discuss the subject of Advance Budget Reviews for Fiscal Year 2024-2025 and review the 2024 Assessment Data provided by the Assessor's Office.

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

To discuss the subject matter as presented.

ATTACHMENTS

1. FB081224 LTC Advance Budget Review FY 2024-2025
2. 2024 Assessment Data Book
3. R040412 Adv Budget Review to FB - CR 161-12

APPROVED BY

FOUR STEPS TO A **PRIORITY BASED BUDGET**

DEVELOPING DATA-DRIVEN
BUDGETS IN PURSUIT OF YOUR
GOALS AND OUTCOMES

BUDGET REFORM IS NOT
A NEW TOPIC, FROM
ZERO-BASED BUDGETING TO
BUDGETING FOR OUTCOMES TO
PERFORMANCE- BASED BUDGETING,
INDUSTRY LEADERS AGREE
THAT PROGRAM AND
PRIORITY BASED BUDGETING
ARE THE BEST PRACTICE



The **FOUR STEPS**



PROGRAM INVENTORY

A program inventory expresses local government activities in units directly relevant to how citizens experience public services.



PROGRAM COSTING

The most transformative step of building a program budget takes the static line-item budget and applies each cost and revenue (as applicable) to a program.



PROGRAM ALIGNMENT

A self-generated scoring process enables organizations to evaluate each program against a set of results identified and defined by their own community.



PROGRAM DATA APPLICATION

Each program clearly states the purpose of the program, how much it costs to deliver, and how it aligns with the overall priorities of the community. This level of understanding communicates the impact of funding changes in a way that line-item budgets cannot.

The **WHY AND HOW**

Driven by the pandemic and the need to address historically systemic racism, city leaders face mounting pressure to better align budgets with equity goals and outcomes.

There is a pressing need for transparent decision-making platforms and processes to align public resources with equity goals, among other city priorities, and tackle today's societal challenges.

Cities long for a clear and attainable breakthrough – one that would be easy on staff to implement, powerful in the way it equips decision-makers, and meaningful for the residents whose lives depend on it.

One of the most direct breakthroughs in delivering on the fulfillment of budgeting for equitable prosperity is the ability to convert the budgeting process to a true program budget.

City of Lawrence

KANSAS

The city of Lawrence adopted a new program-based open data portal to make budget information and data more accessible to the public and is now able to graphically depict the allocation of resources to the various programs and services provided by the city. This helped them develop an equity initiative that will repurpose \$900,000 annually towards scholarships for underserved youth.

City of Pittsburgh

PENNSYLVANIA

- The city adopted a unique program scoring matrix to evaluate 249 programs across 23 city departments aligned with equity goals and climate action plan.
- Former Mayor Bill Peduto issued executive orders for the city to adopt program-based budgeting to implement climate impact scoring when crafting budgets.
- Using these tools, the city identified its procurement program as a significant opportunity to modernize waste collection systems, improve education around waste diversion efforts, increase composting, decrease carbon emissions, and enforce waste policies, forecasting \$6 million in savings by reducing paper expenses and reducing waste.

City of Pueblo

COLORADO

- The city created and formally adopted a new equity impact screening tool to evaluate the city's \$70.7 million budget.
- Using this tool, the city created a \$1 million reading challenge for ARPA funding, providing youth \$100 for checking out ten books from the library and submitting a written report.
- The program benefited 9,000 children from Pueblo from June to August 2021.
- The city identified 14 concrete opportunities to improve equity outcomes.



Unified Government of Wyandotte County and Kansas City

KANSAS

The government adopted a program budgeting approach to advancing fiscal sustainability.

MISSION FOCUS



WHAT DO WE DO?

Determine all programs and services offered by the City.



WHAT DOES IT COST?

Allocate line-item budget to programs to identify the true cost of programs.



HOW CLOSELY DOES IT ALIGN WITH OUR STRATEGIC PRIORITIES?

Assign scores to programs based on alignment with community priorities.

- Using these tools they could bridge a substantial budget gap exacerbated by COVID-19.
- Through a cross-departmental analysis of software licensing costs, they identified redundant software systems across departments were causing them to overpay, as well as create data silos.
- They created an internal efficiency group that identified \$1 million in savings annually by centralizing system acquisition, integration, and implementation.
- Using open forms, they generated a \$100,000 reduction in staff time.
- They repurposed that \$100,000 to hire two budget analysts to operationalize program-focused opportunities and help foster a culture of continuous improvement.



CITY OF LIVONIA FINANCE AND BUDGET COMMITTEE

Early Budget Input Session
August 12, 2024

AGENDA

Budget Timeline and Status

Strategic Focus

General Fund Revenue – Key Sources

General Fund Expenditures – Major Impacts

Other Funds – Outlook, Strengths, and Areas of Concern

Input from Committee Members

Departments

- May 31st – Budget Kickoff
- July 1st – Budget Submissions Due (includes personnel changes, capital outlay, and operating)
- July – Sept – Follow-up Discussions with Finance and Mayor's Office, as needed

Finance & Mayor's Office

- May – Sept 15th – Budget Development
- Sept. 15th – Charter Deadline to Submit Budget to City Council
- Sept. 25th – Finance Director Publishes Public Hearing Notice

City Council & Public

- Aug. 12th – Early Budget Input Session (Finance & Budget Committee)
- Aug. 26th – City Council Sets Date (Oct. 2nd) for Budget Public Hearing
- Sept. 16th – Full Review of Proposed Budget (Finance & Budget Committee)
- Oct. 2nd – City Council Public Hearing on Proposed Budget /Truth in Taxation
- Oct. 21st – City Council Adopts Fiscal Year 2024-2025 Budget

BUDGET TIMELINE AND STATUS

KEY STRATEGIC FOCUS FOR FY2025 BUDGET

- ADVANCING LIVONIA VISION 21

- Senior Wellness Center
- Civic Center Library Renovations
- New City Hall – Using Existing Funds
- Preparing for Next Steps – Police & Fire Stations and Other Facilities
- Town Center Vision Becomes a Design Reality

- ADVANCING OPERATIONS, SERVICE AND TRANSPARENCY

- New Approach to Facility Maintenance
- Staff Retention and Evolution of Roles
- Leveraging Grant and Other Funding Opportunities
- Using Technology to Drive Service Improvements

GENERAL FUND REVENUE

OUTLOOK FOR KEY SOURCES

- **Property Taxes**
- **Tax Collection & Administration Fees**
- **State Shared Revenue**
- **Interest Income**

GENERAL FUND REVENUE PROJECTIONS

Revenue Source	Trend	% Change from FY2024	\$\$ Change from FY2024	FY2025 Revenue Estimate
Property Taxes	↑	+6.5%	+\$2.6 million	\$42,400,000
Tax Administration Fee & School Tax Collection Fees	→	+2.8%	+\$15,000	\$569,000
State Shared Revenue	↓	-2.4%	-\$276,000	\$11,400,000
Interest Income	↑	20%	\$250,000	\$1,450,000
Other Revenue Sources	↓	-1.0%	-\$190,000	\$17,681,000
TOTAL GF REVENUE	↑	3.4%	+\$2.4 million	\$73,500,000

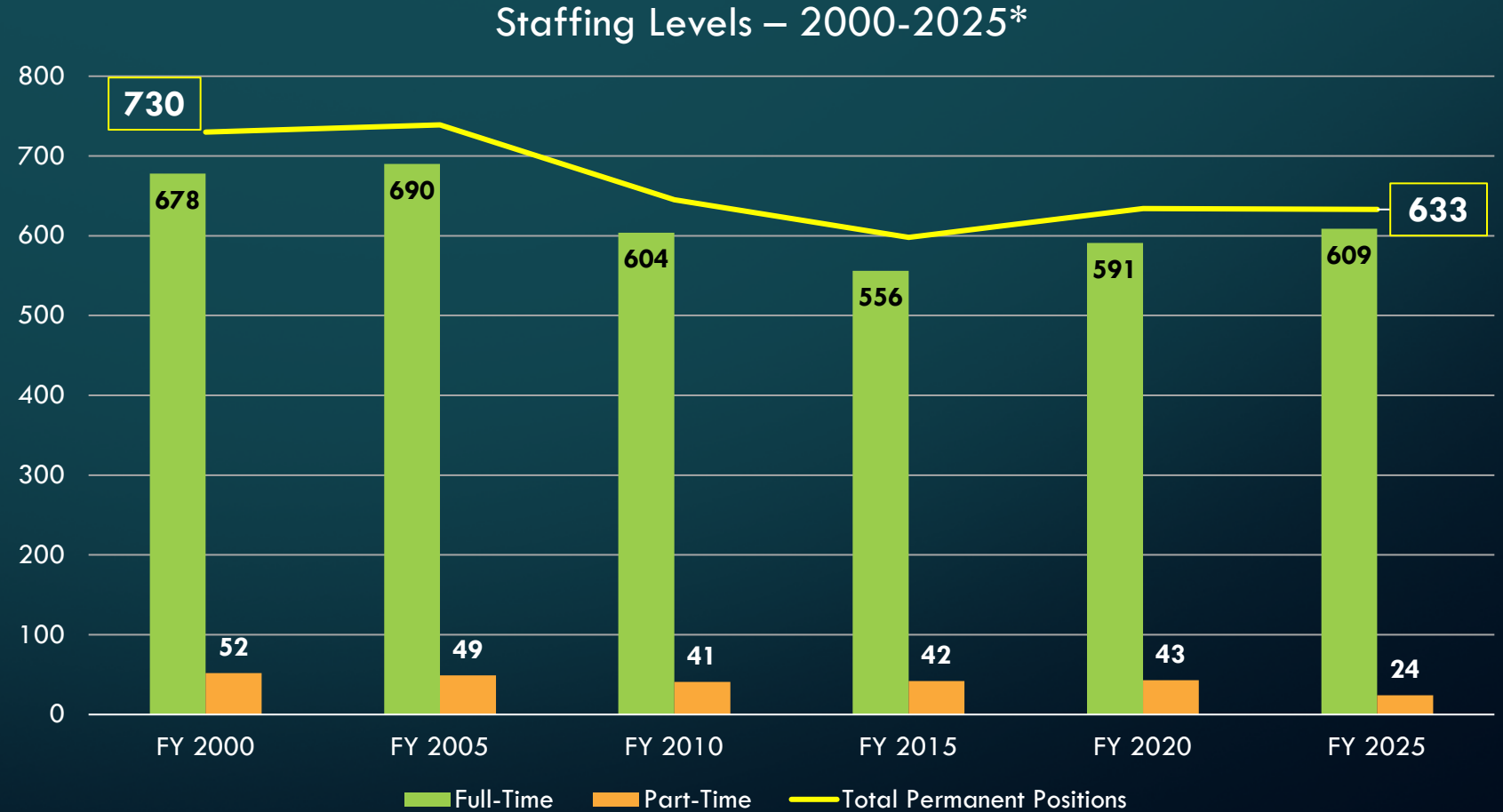
GENERAL FUND EXPENDITURES

MAJOR IMPACTS AND FOCUS

- **Staffing Levels**
- **Salaries & Other Personnel Costs**
- **Legacy Costs**
- **Capital Outlay**

STAFFING LEVELS – HISTORICAL PERSPECTIVE

Staffing Goal:
*to support
proactive,
forward-
looking city
operations*



*FY2025 Includes the addition of two full-time positions

SALARIES & OTHER PERSONNEL COSTS

- WAGES:

- Police & General Employees have settled contracts with 2.5% wage increases
- Fire employees in negotiations

- HEALTHCARE:

- Blue Cross for active employees – next renewal 3/1/2025 – **actual increase TBD**
- Assumed a 10% increase in illustrative premiums for budget purposes

LEGACY COSTS – PENSION & RETIREE HEALTHCARE

	REQUIRED CONTRIBUTIONS FY2025 (All Funds)	REQUIRED CONTRIBUTIONS FY2024 (All Funds)	CHANGE	PLAN FUNDED LEVEL @ 11/30/23
ERS (Legacy Pension Plan)	\$3,182,220	\$2,641,686	+\$540,534	85.6%
PFRRP (New Pension Plan)	\$2,308,727	\$2,171,540	+\$137,187	90.2%
VEBA (Retiree Healthcare)	<u>\$1,235,823</u>	<u>\$4,085,000*</u>	<u>-\$2,849,177</u>	98.3%
Total	\$6,726,770	\$11,621,665	-\$2,171,456**	

*VEBA Contribution calculated by actuaries for FY2024 = \$6,808,439; The FY2024 budget only included 60% of this amount or \$4,085,000.

**These savings—generated by the switch to Medicare Advantage—are pledged to the bond funding of a new City Hall.

CAPITAL OUTLAY

Total FY 2025 Capital Outlay Requests (excludes roads, Senior Wellness Center, and City Hall project) =

\$35,667,437

- **Recommendation for FY 2025 funding = TBD**

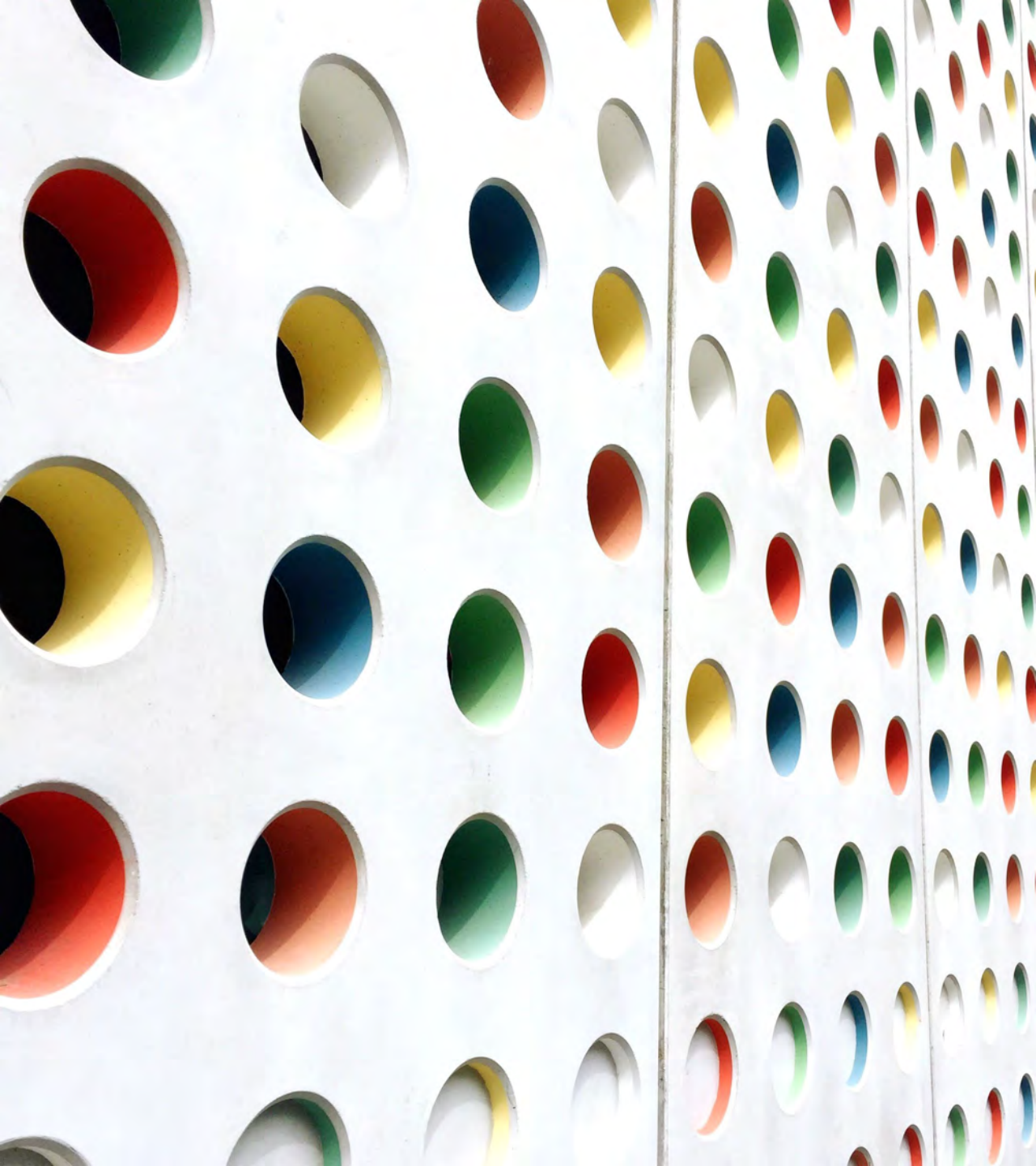
General Funding vs. Dedicated Funding Source – FY 2023-24

FY 2023-24:	Requested	Funded	% Funded
General Fund	\$6,569,256	\$1,778,093	27%
Capital Projects Fund	\$8,751,500	\$3,755,000	42%
Refuse Fund	<u>\$3,145,076</u>	<u>\$945,076</u>	30%
Subtotal	\$18,465,832	\$6,478,169	35%
Water & Sewer Fund	\$19,178,200	\$18,398,200	96%
Recreation Fund	\$1,024,300	\$1,024,300	100%
Other Funds	<u>\$3,012,127</u>	<u>\$3,012,127</u>	100%
Total	\$41,705,459	\$28,912,796	69%

OTHER FUNDS

OUTLOOK, STRENGTHS & CONCERNS

- **Capital Outlay Fund**
- **Building Improvement Funds**
- **Sanitation Fund**



2024 Department Reorganization

DEPARTMENT OF PUBLIC WORKS · FINANCE
· PLANNING & ECONOMIC DEVELOPMENT ·

GOAL

To better maintain city Infrastructure, both old and new

OBJECTIVES



1

TO RETURN TO A STRUCTURE WITHIN DPW THAT FOCUSES ATTENTION ON THE FUNDAMENTALS - WATER AND SEWER, ROADS, PARKS, ENGINEERING, WASTE MANAGEMENT, FORESTRY, BUILDING MAINTENANCE, EQUIPMENT MAINTENANCE, CUSTODIAL SERVICES, AND ANIMAL CONTROL



2

TO MOVE TO A PRIORITY-BASED BUDGETING PROCESS FOR FY25-26 AND INTEGRATE THE 10-YEAR CAPITAL IMPROVEMENT PLAN (CIP) INTO THE CITY BUDGETING PROCESS



3

TO PROVIDE PROJECT MANAGEMENT SERVICES FOR LARGE-SCALE CONSTRUCTION AND RENOVATION PROJECTS

OBJECTIVE: TO RETURN TO A STRUCTURE WITHIN DPW THAT FOCUSES ATTENTION ON THE FUNDAMENTALS – WATER AND SEWER, ROADS, PARKS, ENGINEERING, WASTE MANAGEMENT, FORESTRY, BUILDING MAINTENANCE, EQUIPMENT MAINTENANCE, CUSTODIAL SERVICES, AND ANIMAL CONTROL

Strategic Initiative 1:

REALIGN DPW PERSONNEL TO
FOCUS ON FUNDAMENTAL
INFRASTRUCTURE IMPROVEMENT
AND MAINTENANCE

	ACTIONS
1	Remove temporary assignment of large-scale construction and maintenance projects from Assistant Director of Public Works responsibilities
2	Mayor to receive regular reports from DPW director on performance in specific areas – building maintenance and parks management

OBJECTIVE: TO MOVE TO A PRIORITY-BASED BUDGETING PROCESS FOR FY25-26 AND INTEGRATE THE 10-YEAR CAPITAL IMPROVEMENT PLAN (CIP) INTO THE CITY BUDGETING PROCESS

Strategic Initiative 2:

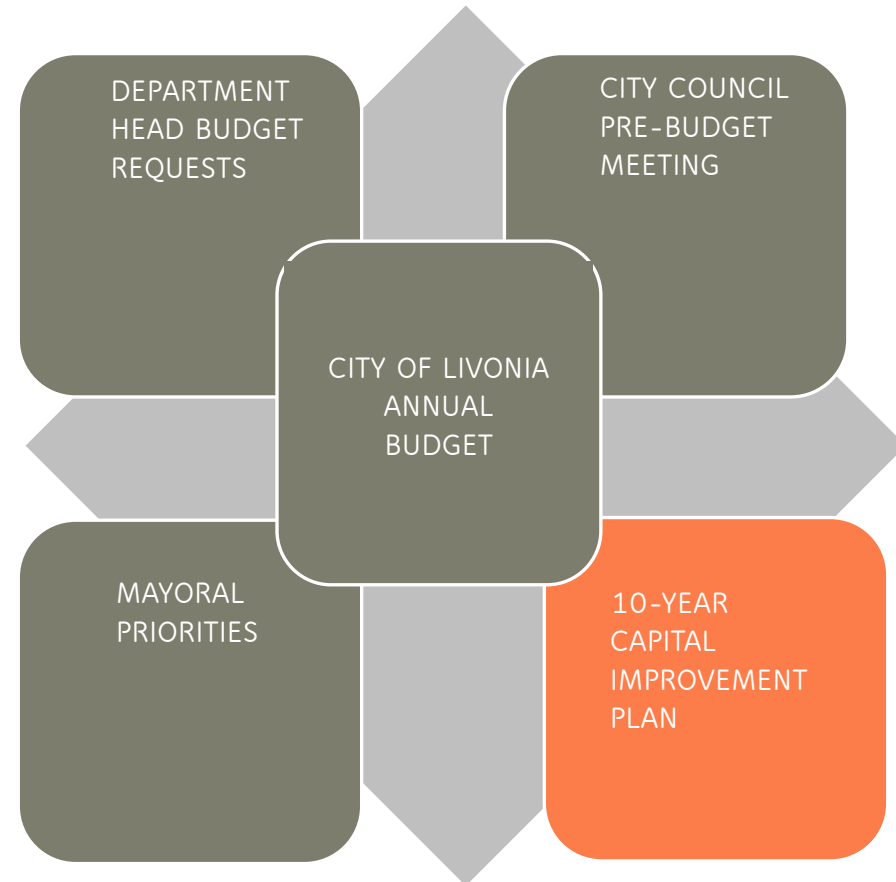
IMPLEMENT PRIORITY-BASED
BUDGETING

def. – (n.) priority-based budgeting is built on the idea that community needs should determine how a budget is allocated. Because of this, priority-based budgeting takes a more holistic approach to the budget process. It shifts the focus to accountability for a program's results, creating transparency and a better understanding of the true cost of each program.

OBJECTIVE: TO MOVE TO A PRIORITY-BASED BUDGETING PROCESS FOR FY25-26 AND INTEGRATE THE 10-YEAR CAPITAL IMPROVEMENT PLAN (CIP) INTO THE CITY BUDGETING PROCESS

Strategic Initiative 3:

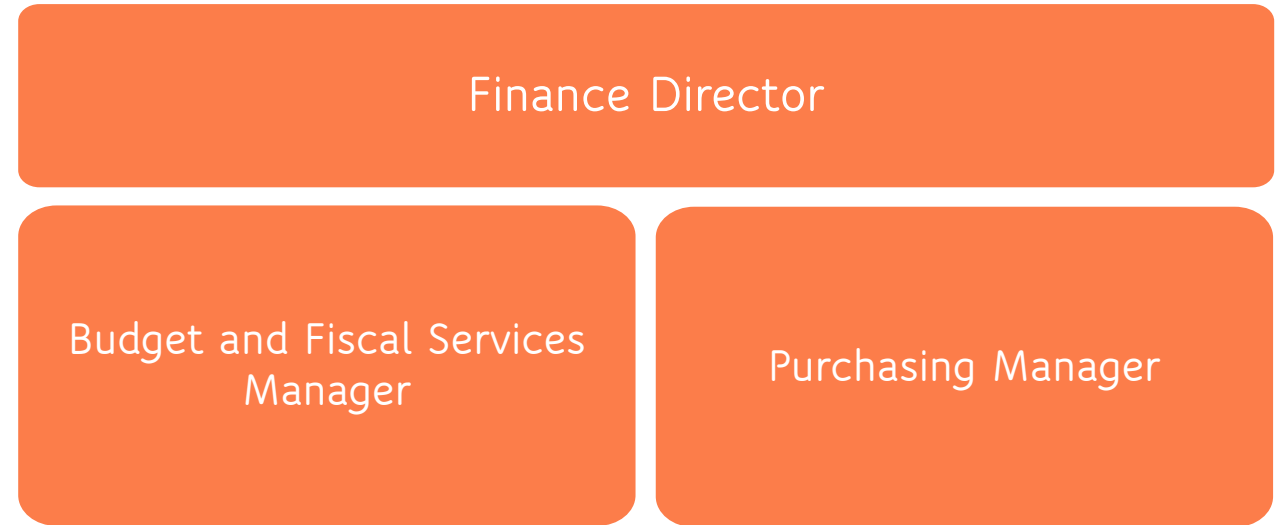
OPTIMIZE CAPITAL IMPROVEMENT PLAN USING A BETTER TRACKING TOOL AND DESIGNATED STAFF SO CAPITAL IMPROVEMENT PLAN IS A MORE VALUABLE TOOL FOR DETERMINING BUDGET PRIORITIES



Strategic Initiative 4:

HIRE BUDGET AND FISCAL SERVICES
MANAGER TO PROVIDE ANALYTICAL
INFORMATION NEEDED TO
IMPLEMENT PRIORITY- BASED
BUDGETING

*OBJECTIVE: TO MOVE TO A PRIORITY-BASED BUDGETING
PROCESS FOR FY25-26 AND INTEGRATE THE 10-YEAR CAPITAL
IMPROVEMENT PLAN (CIP) INTO THE CITY BUDGETING PROCESS*



OBJECTIVE: TO MOVE TO A PRIORITY-BASED BUDGETING PROCESS FOR FY25-26 AND INTEGRATE THE 10-YEAR CAPITAL IMPROVEMENT PLAN (CIP) INTO THE CITY BUDGETING PROCESS

Strategic Initiative 4:

HIRE BUDGET AND FISCAL SERVICES MANAGER TO PROVIDE ANALYTICAL INFORMATION NEEDED TO IMPLEMENT PRIORITY- BASED BUDGETING

Focus on budget and report development, analysis and forecasting

Create public-facing reports in clear, concise and understandable formats

Assist Director of Finance with cash flow management, ongoing budget control and other projects as assigned

Strategic Initiative 5:

PROVIDE THE RESOURCES TO
SUPPORT PROACTIVE, FORWARD-
LOOKING CITY OPERATIONS WITH
OVERSIGHT OF LARGE-SCALE
PROJECTS

OBJECTIVE: TO PROVIDE PROJECT MANAGEMENT SERVICES FOR
LARGE-SCALE CONSTRUCTION AND RENOVATION PROJECTS

OVERSIGHT OF LARGE-SCALE PROJECTS (STARTING IMMEDIATELY)

- LIBRARY RENOVATIONS & IMPROVEMENTS
- SENIOR WELLNESS CENTER
- CITY CENTER PROJECT
- NEWBURGH VILLAGE II

ADVANCE USE OF ASSET MANAGEMENT PLANNING (STARTING Q1 2026)

- DEVELOPMENT OF A CITYWIDE ASSET MANAGEMENT PLAN TO BUILD LONG-TERM MAINTENANCE PLAN FOR CITY

COORDINATE USE OF CAPITAL IMPROVEMENT PLAN (STARTING Q1 2026)

- DEVELOPMENT AND IMPLEMENTATION OF A TECHNOLOGY-DRIVEN CAPITAL IMPROVEMENT PLANNING TOOL
- OVERSIGHT OF CAPITAL IMPROVEMENT PLANNING PROCESS
- DEVELOPMENT OF STRATEGIC PLAN FOR CITY OF LIVONIA

INPUT FROM CITY COUNCIL MEMBERS



- **Priorities**
- **Concerns**
- **Questions**

THANK YOU!

Next up...

CAPITAL & INFRASTRUCTURE COMMITTEE MEETING

Regular Meeting Minutes of April 4, 2012

A roll call vote was then taken on the original resolution by Robinson, seconded by Laura, as follows:

#161-12 RESOLVED, that having considered the report and recommendation of the Finance, Budget and Technology Committee dated March 13, 2012, submitted pursuant to Council Resolution 171-05 regarding the subject of miscellaneous budget issues, the Council hereby refers the subject of **Advance Budget Reviews to the Finance, Budget and Technology Committee** for its report and recommendation.

with the following result:

AYES: Brosnan, Laura, Robinson, and Toy.
NAYS: Kritzman, McCann, and Pastor.

The President declared the resolution adopted.

<i>UNFINISHED BUSINESS ITEM 19 (Regular Meeting of April 4, 2012)</i>
--

Motion: Robinson
Second: Laura
Ayes: Brosnan, Laura, Robinson, and Toy
Nays: Kritzman, McCann, and Pastor
Absent: None



LETTER TO THE LIVONIA CITY COUNCIL

1.

Council Office
August 6, 2024

MEETING DATE

COI081224/R082624

PRESENTED BY

Don Rohraff, Director of Public Works
Douglas L. Moore, MSA, Assistant Director of Public Works

AGENDA ITEM

The subject matter of the solid waste/recycling contract. (CR 57-15 and 932-98)

BACKGROUND DETAILS

At the Regular Meeting of March 2, 2015:

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

#57-15 RESOLVED, that having considered the report and recommendation of the Superintendent of Public Service and the Director of Public Works, dated January 21, 2015, which bears the signature of the Director of Finance and is approved for submission by the Mayor, and is submitted pursuant to Council Resolutions #350-10 and #279-10, regarding the solid waste/recycling contract between the City of Livonia and Waste Management of Michigan, Inc., the Council does hereby refer this matter to the Capital Improvement, Natural Resources and Waste Management Committee.

At the Regular Meeting of December 16, 1998:

#932-98 RESOLVED, that having considered a request from Councilmember Maureen Miller Brosnan, the Council does hereby refer the matter of the solid waste/recycling contract between the City of Livonia and Waste Management of Michigan, Inc., to the Water, Sewer and Waste Committee.

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 the solid waste/recycling contract.

ATTACHMENTS

1. R030215 Waste Mgmt Contract to CI CR 57-15
2. R121698 Waste Mgmt Contract to SW CR 932-98

APPROVED BY



CITY OF LIVONIA CAPITAL OUTLAY & INFRASTRUCTURE COMMITTEE

SUBJECT MATTER:

SOLID WASTE & RECYCLING CONTRACT (CR 57-15 AND 932-98)

August 12, 2024

AGENDA

Status of Current Contract (Expires 11/30/2024)

RFP Process and Results

- Bid Scenarios Requested
- Qualified Bids Received
- Pricing

Scenarios: Move to Citywide Use of Carts for Recycling and/or Trash

Recommendations from Administration

STATUS OF CURRENT CONTRACT

Current contract, originally with GFL , expires November 30, 2024

RFP Process:

- April 19, 2024 - RFP was issued by the City
- April 25, 2024 - Pre-bid meeting held; attended by four (4) service providers (GFL, Priority Waste, Waste Management, and Titan).
- May 21, 2024 - Two (2) Bids were received – GFL and Priority Waste (Waste Management submitted a letter of “no bid”)

GFL Residential solid waste services acquired by Priority Waste on July 1, 2024

- The City’s current contract was assumed by Priority Waste
- Results in one qualified bid remaining from the original RFP

TRANSITION TO PRIORITY WASTE

Discussion with Sam Caramagno—

- Update on the transition to Priority Waste – Community Impact
- Service expectations moving forward

RFP PROCESS - BID SCENARIOS REQUESTED

Scenario 1 – Status Quo

- Trash: No change in trash collection model; no curb carts.
- Recycling: Continue to use 26-gallon orange tub, with optional 64-gallon carts available for purchase

Scenario 2 – Recycling Cart Only

- Trash: No change in trash collection model; no curb carts.
- Recycling: Citywide move to 64-gallon recycling carts (only)

Scenario 3 – Carts for both Trash and Recycling

- Trash: Citywide move to 95/64-gallon curb carts.
- Recycling: Citywide move to 95/64-gallon recycling carts.

BID RESULTS – PRICING SCENARIOS

Bidder	Current Contract Pricing	Scenario 1 -- Status Quo	Scenario 2 – Recycling Carts only	Scenario 3 – Carts for BOTH Recycling & Trash	
		(No Carts)	(City Purchases Carts)	(City Purchases one Cart; Contractor provides 2 nd Cart)	(City Purchases both Carts)
GFL	\$13.85	\$19.55	\$19.55	\$19.01	\$18.51
<u>Priority Waste:</u> Per Stop* Annual Cost**	\$13.85 \$6,631,380	\$17.50 \$8,379,000	\$17.50 \$8,379,000	\$17.25 \$8,259,300	\$15.50 \$7,421,400
Year 1 Savings over Scenario 1	N/A	\$ -	\$ -	\$119,700	<u>\$957,600</u>
5 Year Savings				\$600,000	\$4,790,000
8 Year Savings				\$958,000	\$7,660,000

*Note: Pricing is the monthly cost, per residence (approx. 39,900), for weekly collection.

** Annual Cost for Residential curbside pickup only

WHY TRANSITION TO CARTS?

Industry Perspective from Sam Caramagno—

- **Community Benefits**

- Limits loose debris – Cleaner neighborhoods and streets
- Rodent control
- Ergonomics

- **Changes in the Industry**

- Equipment/Trucks
- Labor Force

- **Cart Usage Trends**

- City-wide vs. Opt-in
- Cart sizes – 95-gallon vs. 64-gallon



QUOTES – CART PRICING

ADDITIONAL SAVINGS OPPORTUNITY –

Competitive Grants of up to \$15 per recycling carts may be available. This **potential savings of \$600,000** is not reflected in the pricing below.

Cart Size	Vendors		
	Cascade	Rehrig	Toter
95 Gallon	\$50.75	\$52.60	\$52.23
64 Gallon	\$46.75	\$46.45	\$46.00
Warranty	10 years	10 years	12 years body/ 10 years parts
Price extension for 40,000 95-Gallon carts and 40,000 64-Gallon Carts	\$3,900,000	\$3,962,000	\$3,929,200

Note: All prices include assembly and residential drop off service.

RECOMMENDATION FROM ADMINISTRATION

Solid Waste Contract:

Scenario 3 – Citywide Carts for both Trash and Recycling – CITY PURCHASES BOTH CARTS

- Select a default size, but give residents the ability to opt-in for the alternate size
- **INPUT FROM COMMITTEE – For each cart, what should the default size be—95-gallon or 64-gallon?**
 - Trash Carts - DEFAULT SIZE = _____
 - Recycling Carts - DEFAULT SIZE = _____

Vendor for Carts:

Based on preliminary quotes, **Toter is leading option**

- Final Selection will be based on: Competitive pricing; recognized quality; most comprehensive warranty

Cost Savings – Based one 64-gallon cart and one 95-gallon cart, per household*:

5-Year savings estimate for moving to the two-cart system vs. status quo = **\$860,000**

If Recycling Cart grant is received, savings climbs to **\$1,460,000**

**Savings would increase/decrease by ~\$200,000 if a single default size is chosen*

NEXT STEPS...



Robust Communication Plan Development – beginning immediately



Award of Cart Vendor Contract – target August 26th regular CC agenda



Award of Solid Waste Contract – target August 26th regular CC agenda



Questions? Comments?



**Priority Waste
Trash Bin Rollout
to Residents**

**INFORMATIONAL
CAMPAIGN**

Informational Campaign Priorities

- **Encourage residents to follow us on social media for trash updates**
- **Encourage residents to subscribe to City News e-newsletter for trash bin rollout dates**
- **Encourage residents to visit LetsRollLivonia.org for all things sanitation including FAQs**

**Informational
Campaign
Hashtag**

#LetsRollLivonia

Key Dates

August-September

- Email to staff/key stakeholders with video message from Mayor Brosnan
- Video announcement- Mayor Brosnan and Councilmember Toy posted to Livonia.gov, all social media pages, Livonia TV and All Things Livonia
- Media release sent to media outlets
- Sample garbage and recycling bins on display at City Hall, Senior Center, The Rec, DPW and the Library
- LetsRollLivonia.org live with information
- TVs in City Hall, The Rec, Bennett Library and Senior Center with information
- Announcement emailed to all email distribution lists
- Garbage bins at August/September events
- Informational meeting at the Senior Center- Mayor Brosnan and Councilmember Toy

Key Dates

October-December

- Livonia Westland Chamber Cityscape with Dan West and Laura Toy
- Information in water and tax bills
- Featured in the Winter edition of Livonia Connections Magazine
- Dedicated Mayor's column in the next issue of Livonia Today
- Informational meetings at Senior Center- Ted Talk Monthly
- Garbage bins at October, November and December events TBD
- Follow up announcement emailed to all email distribution lists
- Follow up social media posts

Examples of Possible Giveaway Items



**Garbage Bin
Pencil Holder**



**Recycling Bin
Stress Ball**



Chip Clips

How You Can Help Get the Word Out

1. – Follow us on social media through Livonia Community Facebook page.
2. – Subscribe to our City News e-newsletter for updates. Go to Livonia.gov. Navigate to How Do I? Then look for the subheading of Sign Up For. Under there, click on E-newsletters and look for City News.
3. – Visit LetsRollLivonia.org or scan the QR code wherever you see it. This is the best source for information on all things sanitation.

THANK YOU!

From: [Bates, DeAnne](#)
To: [Kasprowicz, Sara](#)
Subject: Fw: CivicClerk - Agenda item 13.a. on the 8/26 regular meeting
Date: Monday, August 19, 2024 12:38:06 PM
Attachments: [Fund 226 Analysis.pdf](#)

DeAnne Bates

Program Supervisor
City of Livonia | Finance Department
(734) 466-2260
dbates@livonia.gov

From: Lichtenberg, Debra <dlichtenberg@livonia.gov>
Sent: Monday, August 19, 2024 12:16 PM
To: Bates, DeAnne <dbates@livonia.gov>
Subject: CivicClerk - Agenda item 13.a. on the 8/26 regular meeting

Deanne,

Please add the attached in CivicClerk with the following wording:

As a follow up to the August 12, 2024 Capital and Infrastructure Committee Meeting, Administration is providing a financial analysis of the Municipal Refuse Fund.

This analysis forecasts the impact of the proposed contract with Priority Waste for residential solid waste collection and the option of moving to curb carts. The attached report provides "likely case" scenario, which may differ from the typical budget requests which include more allowances for unforeseen circumstances. Also included are excerpted slides from the Committee meeting held on August 12, 2024, updated as noted.

It should be routed to the Mayor for approval. Thank you!!

Debbie

Debra Peck Lichtenberg, CPA

Finance Director
City of Livonia | Finance Department
(734) 466-2260
dlichtenberg@livonia.gov

MUNICIPAL REFUSE FUND FINANCIAL & OPERATIONAL OVERVIEW

KEY TOPIC

The current contract for curbside collection of residential solid waste and recycling will be expiring on November 30, 2024. The City has issued a request for proposals (RFP) for the continuation of services beginning December 1, 2024. The City received two qualified proposals, with the highest and best value and lowest cost option coming from Priority Waste. The second proposal was received from the City's current provider, GFL, and quoted substantially higher pricing. It is also of note that GFL's residential waste collection division was acquired by Priority Waste on July 1, 2024, effectively disqualifying GFL's proposal regardless of the pricing submitted.

Due to trends in the waste collection industry favoring more automation through the use of residential curb carts, the RFP requested pricing for three primary scenarios:

- Scenario 1: Status quo – No change in collection methods and no conversion to citywide use of 64/95-gallon curb carts.
- Scenario 2: Citywide deployment of curb carts for recycling materials only (replacing the 26-gallon orange tubs currently in use).
 - In this scenario, pricing was based on the assumption that the City would purchase this cart.
- Scenario 3: Citywide adoption of a “two-cart” collection system, with curb carts for both recycling and trash.
 - Pricing proposal 3a: The vendor purchases one cart, and the City purchases one cart.
 - Pricing proposal 3b: The City purchases both carts

Concurrently, quotes have been received from the three top vendors of curb carts: Toter, Rehrig, and Cascade, to estimate the full cost to the City for each of these three scenarios.

OVERVIEW OF THE MUNICIPAL REFUSE FUND

Revenue Sources:

The Refuse Fund is a special revenue fund, primarily supported by two dedicated tax millages. On the December 2023 tax bill, these millages were levied at 1.8823 (trash) and 0.4867 (recycling) mills, which were 0.6000 mills below the authorized amounts of 2.3823 and 0.5867 mills. For 2024, the authorized millages are 2.3801 and 0.5861 mills (due to Headlee rollback).

Other revenue is generated from tall weed ordinance violation fees, landfill fees, and interest.

Operations:

While the largest and most visible cost center of the Refuse Fund is weekly residential trash, recycling and compost collection, this fund carries out several other important community services. These include:

- Ordinance control - mowing of weeds
- Ordinance control – removal of unsafe structures and debris
- Right-of-Way (ROW) weed control
- Forestry Program
 - Tree trimming
 - Tree removals in the ROW
- Hazardous Waste drop-off program
- Document shredding day for residents
- City Landfill operations and resident drop-off access
- Fall bulk leaf collection program
- Annual Park clean-up program
- Trash collection from City parks, including providing waste containers, bags, and other supplies
- Street sweeping
- Major storm clean-up and debris collection/disposal
- Animal control and collection
- Pest control
- Quarterly newsletter and two recycling mailings per year
- Portable toilets
 - Seasonal placement in approximately 30 locations (total of ~60 units) throughout the City
 - Special events - In FY 2024, this included 21 events (total of ~100 units)
- Roll-off dumpsters
- Transfer station fees
- Capital Outlay to purchase and replace equipment for these service activities

CONTRACT FOR RESIDENTIAL WASTE COLLECTION SERVICES

Analysis of the Priority Waste Proposal:

The proposal received from Priority Waste illustrates the impact of labor shortages on the waste collection industry. The trend is toward collection methods that rely more on automation that can be operated by a single driver rather than a two-man crew. This automation relies on the use of standardized curb carts designed for automate collection.

If the City chooses not to move to a two-cart trash and recycling system, the monthly cost per residential stop will be \$17.50. This would be a 26.4% increase from our current cost for “status quo”.

If the City opts to move to the two-cart system, and purchases both carts, the monthly cost per residential stop will be \$15.50. While this is an annual increase of \$790,000, or 11.9%, above our current pricing, it is an annual savings of \$957,600 over the status quo option. This savings would offset the cost of purchasing the carts.

Cost of Curb Carts:

The cost for each 95-gallon curb cart from Toter (the preferred provider) is \$51.84. A two-cart system will require the purchase of 80,000 carts, with a total cost of \$4,147,200. The City will be seeking grants to offset the cost of the carts used for recycling. The potential reduction from grants is \$600,000. If the grant is awarded, the net cost of purchasing the carts would be \$3,547,200. This means we would recover the cost of the carts in a little over 3 ½ years.

FINANCIAL FORECAST FOR THE MUNICIPAL REFUSE FUND

Historically, the budget of the Refuse Fund has included allowances for a variety of “worst case scenarios”, generally resulting in actual performance well exceeding the budget. For the purposes of forecasting the impact of a new contract for residential collection, we are using “likely case” estimates, rather than “worst case”.

The forecast below illustrates the impact of moving to a two-cart system. The forecast also assumes:

- Reduction of the Forestry program to more historic levels
- No significant change in animal control costs
- Limited extreme storm damage clean-up
- Adjustment of fees charged for drop-off at landfill and hazardous/e-waste
- No change in the millage levy
- Continued economic trends with inflation and interest rates

	AMENDED BUDGET*	“LIKELY CASE” FORECAST – TWO-CART SYSTEM				
Year:	2024	2025	2026	2027	2028	2029
Revenue	\$14,062,303	\$14,911,820	\$15,656,025	\$16,442,308	\$17,273,084	\$18,150,903
Expenditures	\$16,741,374	\$16,166,206	\$16,250,443	\$16,680,229	\$17,125,896	\$17,588,043
Net	(\$2,679,071)	(\$1,254,386)	(\$594,418)	(\$237,921)	\$147,188	\$562,860
Investment in Carts	(\$3,547,200)	-	-	-	-	-
Beginning Fund Balance	\$11,436,267	\$5,209,996	\$3,955,610	\$3,361,191	\$3,123,270	\$3,270,459
Ending Fund Balance	\$5,209,996	\$3,955,610	\$3,361,191	\$3,123,270	\$3,270,459	\$3,833,318

*FY 2024 Budgeted amounts have not been reduced to “Likely Case” outcomes.

With the same basic assumptions listed above, the forecast if the residential collection remains “status quo” and no carts are purchased, is as follows:

	AMENDED BUDGET*	“LIKELY CASE” FORECAST – STATUS QUO – NO CARTS				
Year:	2024	2025	2026	2027	2028	2029
Revenue	\$14,062,303	\$14,911,820	\$15,656,025	\$16,442,308	\$17,273,084	\$18,150,903
Expenditures	\$16,741,374	\$17,123,806	\$17,246,347	\$17,715,969	\$18,203,065	\$18,708,300
Net	(\$2,679,071)	(\$2,211,986)	(\$1,590,322)	(\$1,273,660)	(\$929,981)	(\$557,397)
Investment in Carts	-	-	-	-	-	-
Beginning Fund Balance	\$11,436,267	\$5,206,396	\$3,429,410	\$1,839,088	\$565,426	(\$364,555)
Ending Fund Balance	\$5,209,996	\$2,998,010	\$1,407,687	\$134,026	(\$795,955)	(\$1,353,352)

*FY 2024 Budgeted amounts have not been reduced to “Likely Case” outcomes.

Based on the pricing provided, there is no financial advantage to having the vendor provide one cart versus the City purchasing both carts, so that option was not included in the forecasts.

SANITATION AND RECYCLING MILLAGES

As mentioned previously, the authorized millage rates for 2024 are 2.3801 mills for trash collection and 0.5861 mills for recycling—or a combined 2.9662 mills. In recent years, the City has levied 0.5000 mills less for trash collection and 0.1000 mills less for recycling than authorized—which would be a combined 2.3662 mills. The impact of changes to the levy would be as follows:

Combined millage levy of:	Difference between levy and authorized millage	Estimated Tax Revenue	Additional Revenue Generated, as compared to 2.3662 mills	Annual Impact on the Average Residential Taxable Value of \$102,083	Annual Impact on Residential Taxable Value of \$200,000
2.3662 (current)	0.6000	\$12,681,820	\$ -	\$ -	\$ -
2.4662	0.5000	\$13,217,778	\$535,958	\$10.21	\$20.00
2.5662	0.4000	\$13,753,735	\$1,071,915	\$20.42	\$40.00
2.6662	0.3000	\$14,289,692	\$1,607,872	\$30.62	\$60.00
2.7662	0.2000	\$14,825,650	\$2,143,830	\$40.83	\$80.00
2.8662	0.1000	\$15,370,607	\$2,688,787	\$51.04	\$100.00
2.9662 (maximum authorized)	-	\$15,897,564	\$3,215,744	\$61.25	\$120.00

CONCLUSION

While the Refuse Fund is expected to remain financially viable under the new two-cart collection system without an increase in the amount of the millage levied, there are other factors that could result in the need for a millage adjustment in the future. These could include:

- Slowing of taxable value increases, resulting in lower tax revenue than forecast.
- Increased major storm activity, resulting in significant and more frequent clean-up costs.
- Increases in animal control costs.
- Desired enhancements to the forestry programs.
- Major changes in personnel costs including wages and/or health insurance.

It is suggested that reducing the gap between the authorized millage and the amount levied from 0.6000 mills to 0.3000 mills would provide more stability to the fund moving forward. In the first year, this would generate an additional \$1.61 million for the fund, with a minimal impact on the average resident of \$30.62 per year, or \$2.55 monthly. This would adjust annually with the change in taxable values.

In contrast, when looking at the option of “status quo” and not adopting the two-cart system, overall costs will be higher and an increase to the maximum authorized millage would be recommended. In the event of significant changes in the factors noted above, the increased millage could potentially need to be combined with service modifications to maintain the stability of the fund.

ATTACHMENT

Updated excerpts from the presentation to the Capital and Infrastructure Committee meeting held August 12, 2024

STATUS OF CURRENT CONTRACT

Current contract, originally with GFL , expires November 30, 2024

RFP Process:

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RFP PROCESS - BID SCENARIOS REQUESTED

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- Recycling: Continue to use 26-gallon orange tub, with optional 64-gallon carts available for purchase

Scenario 2 – Recycling Cart Only

- Trash: No change in trash collection model; no curb carts.
- Recycling: Citywide move to 64-gallon recycling carts (only)

Scenario 3 – Carts for both Trash and Recycling

- Trash: Citywide move to 95/64-gallon curb carts.
- Recycling: Citywide move to 95/64-gallon recycling carts.

ATTACHMENT

Updated excerpts from the presentation to the Capital and Infrastructure Committee meeting held August 12, 2024

BID RESULTS – PRICING SCENARIOS

Bidder	Current Contract Pricing	Scenario 1 -- Status Quo	Scenario 2 – Recycling Carts only	Scenario 3 – Carts for BOTH Recycling & Trash	
		(No Carts)	(City Purchases Carts)	(City Purchases one Cart; Contractor provides 2 nd Cart)	(City Purchases both Carts)
GFL	\$13.85	\$19.55	\$19.55	\$19.01	\$18.51
Priority Waste: Per Stop* Annual Cost**	\$13.85 \$6,631,380	\$17.50 \$8,379,000	\$17.50 \$8,379,000	\$17.25 \$8,259,300	\$15.50 \$7,421,400
Year 1 Savings over Scenario 1	N/A	\$ -	\$ -	\$119,700	<u>\$957,600</u>
5 Year Savings				\$600,000	\$4,790,000
8 Year Savings				\$958,000	\$7,660,000

*Note: Pricing is the monthly cost, per residence (approx. 39,900), for weekly collection.

** Annual Cost for Residential curbside pickup only

WHY TRANSITION TO CARTS?

Industry Perspective from Sam Caramagno—

- **Community Benefits**
 - Limits loose debris – Cleaner neighborhoods and streets
 - Rodent control
 - Ergonomics
- **Changes in the Industry**
 - Equipment/Trucks
 - Labor Force
- **Cart Usage Trends**
 - City-wide vs. Opt-in
 - Cart sizes – 95-gallon vs. 64-gallon



ATTACHMENT

Updated excerpts from the presentation to the Capital and Infrastructure Committee meeting held August 12, 2024

QUOTES – CART PRICING

ADDITIONAL SAVINGS OPPORTUNITY –

Competitive Grants of up to \$15 per recycling carts may be available. This potential savings of \$600,000 is not reflected in the pricing below.

Cart Size	Vendors		
	Cascade	Rehrig	Toter
95 Gallon	\$50.75	\$52.60	\$51.84*
64 Gallon	\$46.75	\$46.45	\$45.61*
Warranty	10 years	10 years	12 years body/ 10 years parts
Price extension for 40,000 95-Gallon carts and 40,000 64-Gallon Carts	\$3,900,000	\$3,962,000	\$3,898,000

Note: All prices include assembly and residential drop off service.

*Includes vendor discount of \$0.39 per cart for early delivery
(not available at the time of the Committee meeting on 8/12/2024)

ATTACHMENT

Updated excerpts from the presentation to the Capital and Infrastructure Committee meeting held August 12, 2024

RECOMMENDATION FROM ADMINISTRATION

Solid Waste Contract:

Scenario 3 – Citywide Carts for both Trash and Recycling – CITY PURCHASES BOTH CARTS

- Select a default size, but give residents the ability to opt-in for the alternate size
- **INPUT FROM COMMITTEE** – For each cart, what should the default size be—95-gallon or 64-gallon?
 - **RECOMMENDATION FROM COMMITTEE:**
 - Trash Carts - DEFAULT SIZE = 95-gallon
 - Recycling Carts - DEFAULT SIZE = 95-gallon

Vendor for Carts:

Based on preliminary quotes, **Toter is leading option**

- Final Selection will be based on: Competitive pricing; recognized quality; most comprehensive warranty

Cost Savings – Based two 95-gallon carts, per household*:

5-Year savings estimate for moving to the two-cart system vs. status quo = **\$642,800** - 8-Year savings = **\$3,512,800**

If Recycling Cart grant is received, savings climbs to **\$1,242,800** after 5 years and **\$4,112,800** after 8 years

**Updated based on selection of two 95-gallon carts. Savings would increase by ~\$250,000 if mixed default sizes are chosen and increases by ~\$500,000 if two 64-gallon carts were chosen.*

**CAPITAL OUTLAY AND INFRASTRUCTURE COMMITTEE MEETING
MONDAY, AUGUST 12, 2024
7:30PM**

A Capital Outlay and Infrastructure Committee meeting was held on Monday, August 12, 2024, at Livonia City Hall in the City Council Chambers on the 2nd floor.

Committee Members Present: Rob Gjonaj-Donovic, Chair
Jim Jolly, Vice Chair
Carrie Budzinski, Member

Committee Members Absent: Brandon McCullough, Council President
Scott Morgan, City Councilman

City Council Members Present: Laura Toy, Council President
Martha Ptashnik, Council Vice President

**City Officials
and Others Present:** Maureen Miller Brosnan, Mayor
Dave Varga, Chief of Staff
Carter Fisher, City Attorney
Debra Lichtenberg, Finance Director
Don Rohraff, Director of Public Works
Doug Moore, Assistant Director of Public Works
Kristin Houchins, Communications Director
Jim Baringhaus, Chairman, Greenleaf Commission
Terry Cullum, Greenleaf Commission

Sam Caramagno, Priority Waste
Sam Caramagno Jr, Priority Waste

Additional Attendees: See attached list

1. The subject matter of the solid waste/recycling contract. (CR 57-15 and 932-98)
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The meeting convened at 8:22pm, led by Committee Chair, Rob Gjonaj-Donovic.

Mayor Brosnan started the meeting off on recapping the Solid Waste & Recycling contract, which expires November 30th of 2024. The city went out to bid in April of 2024, 4 vendors attended the pre bid meeting.

GFL, Waste Management, Priority Waste and Titan all attended, only GFL and Priority Waste submitted bids in May the following month. Waste Management notified the city they would not submit a bid and Titan did not bid as well.

Important to note, these bids were submitted prior to the private acquisition between GFL and Priority Waste in July which impacted some 74 communalities across Michigan.

Debra Lichtenberg, Finance Director, and Don Rohraff, DPW Director, gave a presentation to City Council on various bid requirements and program scenarios and options, based on approximately 39,900 homes:

Option 1: To continue as status quo, with traditional trash cans provided by residents and the existing 26-gallon orange recycle containers.

- GFL's bid was \$19.55 per stop, compared to Priority Wastes \$17.50 per stop

Option 2: No change in trash collection, but a citywide transition to 64-gallon recycling carts.

- Same cost. The city would purchase the recycling carts.

Option 3: Both carts for trash and recycling.

- 40,000 trash and 40,000 recycling carts purchased by the city for roughly \$4M from budgeted funds from the Refuse Fund of roughly \$8M.
- \$15.50 per stop, for a rough total of \$7.4M a year, up from our current contract of 13.85 per stop, or \$6.3M a year. That is roughly \$950,000 savings year one, a \$4.7M savings year five, and \$7.6M savings year eight.

Our current contract is \$13.85 per stop (home) for an annual cost of roughly \$6.3M a year. Under a new contract with Priority Waste, the new per stop cost would be \$17.50 per stop, or roughly \$8.4M a year, up from the roughly \$6.3M a year.

There were several reasons why the Administration and the waste contractor are recommending the City of Livonia switch to carts as opposed to traditional trash cans.

We discussed the various cart sizes offered, 95- and 64-gallon carts, the various pros and cons and real-world industry perspectives from the waste contractor.

A representative from Priority Waste, Mr. Sam Caramagno, gave the City Council a lot of important information from the industry standards, why most communities have switched to carts, and that Livonia being one of the last not to switch.

Mr. Caramagno explained various pros and cons and answered several questions and concerns from the City Council.

The administration received three bids from cart suppliers, all of which were similar in cost and warranty.

The City of Livonia currently levies a refuse mileage, which covers the cost of trash collection. Of which half of a mill is currently not being levied. The administration indicated it does not intend to levy the half mill and the existing fund balance would cover the cost of this proposed contract and transition to carts.

There was a continued discussion by the Committee Chair, Rob Gjonaj-Donovic, on the budget and confirming we can afford to cover the cost without going back to the residents for an increase.

There are also state grants available to purchase the recycling carts which could help offset the cost and save the city money.

Director of Communications, Kristin Houchins, gave a presentation on various marketing and creative ideas and methods to communicate the change to residents. Various social media, online engagement and direct mail ideas to explain the do's and don'ts, timelines, and other important information as this program is rolled out.

The proposed trash contract would be carts plus unlimited collection, with exception to specific unique situations like move outs, evictions, or clean outs. For those sorts of situations, the resident(s) would have to contact Priority Waste directly for a special pickup.

The administration recommended awarding a 5-year Solid Waste & Recycling contract to Priority Waste for **Option 3** and to switch from traditional trash cans and recycling bins to 95-gallon trash and 95-gallon recycling carts to be purchased from the cart supplier, Toter.

Councilwoman Laura Toy offered an approving motion to purchase the carts.

Vice Chairman of the Committee, Councilman Jim Jolly, offered an approving motion for the new contract.

A PowerPoint presentation was included in the packet and will be made available for all members of the public on the City's website. All meetings are open to the public and information is available on the city's website.

This item, the subject matter of solid waste and recycling will stay in committee.

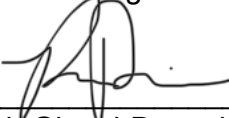
The meeting adjourned at 9:45pm.

The Committee recommends for the Law Department to draft approving resolutions of the following:

1. To purchase the carts.
2. To approve the new contract.

Note: This item will remain in Committee.

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



Rob Gjonaj-Donovic, Chair

CAPITAL OUTLAY AND INFRASTRUCTURE COMMITTEE MEETING
MONDAY, AUGUST 12, 2024, 7:30PM*

***To begin after the adjournment of the Finance and Budget Committee Meeting**

NAME

DEPT OR CONTACT INFO FOR NOTIFICATIONS*

*PERTAINING TO THE SUBJECT MATTER OF THIS MEETING

Duke Mills DP
Dave Varga City
Tennel Curren ~~Cardinal~~

2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Alex Bishop, Director of Inspection, dated February 28, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Allan Frisk, dated February 22, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Michael Shesterkin from the Greenleaf Committee on Sustainability, dated February 26, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

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

#57-15 RESOLVED, that having considered the report and recommendation of the Superintendent of Public Service and the Director of Public Works, dated January 21, 2015, which is bears the signature of the Director of Finance and is approved for submission by the Mayor, and is submitted pursuant to Council Resolutions #350-10 and #279-10, regarding the solid waste/recycling contract between the City of Livonia and Waste Management of Michigan, Inc., the Council does hereby refer this matter to the Capital Improvement, Natural Resources and Waste Management Committee for its report and recommendation.

UNFINISHED BUSINESS AGENDA ITEMS (Regular Meeting of March 2, 2015)
--

Motion by: Toy
Seconded by: Nash

ROLL CALL:

Ayes: Pastor, Meakin, Toy, Scheel, Nash, Kritzman, and Brosnan
Nays: None
Absent: None

#932-98 RESOLVED, that having considered a request from Councilmember Maureen Miller Brosnan, the Council does hereby refer the matter of the solid waste/recycling contract between the City of Livonia and Waste Management of Michigan, Inc to the Water, Sewer and Waste Committee for its report and recommendation

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

AYES Brosnan, Walsh, Vandersloot, Pastor, Duggan, Laura, and Engebretson

NAYS None

It was noted that the subject of Council Resolution 764-98 re the site plan review for property located at 18120 Middlebelt (Item #9 on the Agenda) is to remain in the Streets, Roads and Plats Committee

On a motion by Brosnan, seconded by Vandersloot, and unanimously adopted, it was

#933-98 RESOLVED, that having received a communication from the Parks and Recreation Commission dated October 23, 1998, regarding the extension of a lease agreement with the Livonia Hockey Association involving the Devonaire Ice Arena, the Council hereby resolves to approve said request as follows

- 1) A four- (4) year extension with two (2) additional three- (3) year options to renew;
- 2) That said agreement to extend the lease shall include an itemized list of proposed improvements and projected costs,
- 3) That Livonia Hockey Association shall not pay rent to the City of Livonia for a minimum period of 8 ½ years, or until such time as the proposed capital improvements to be installed by the Livonia Hockey Association total no less than \$85,000 00, whichever occurs first;
- 4) That the Livonia Hockey Association shall ensure that all contractors utilized to perform the capital improvements shall obtain all required permits and shall pay all required inspection fees, with priority for using Livonia-based contractors, and
- 5) That said lease extension shall be subject to modification after the City of Livonia Parks and Recreation Commission has issued its

COMMITTEE OF THE WHOLE MEETING
MONDAY, August 19, 2024
7:00PM

A Committee of the Whole meeting was held on Monday, August 19, 2024, in the Auditorium of Livonia City Hall.

Committee Members Present: Brandon McCullough, Council President and Chair
Martha Ptashnik, Council Vice President
Carrie Budzinski
Rob Gjonaj Donovic
Jim Jolly
Scott Morgan

Committee Members Absent: Laura M. Toy

City Officials Present: Carter Fisher, City Attorney
Mark Taormina, Planning and Economic Dev. Director

1. **CR 257-24** The subject matter 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 Committee meeting commenced at 7:02pm.

Council President Brandon McCullough introduced the item.

Mark Taormina gave a quick overview and handed the presentation to the developer.

Councilmembers heard from representatives from Shostak and Meijer regarding the updated landscaping and signage details.

VP Ptashnik had concerns about the look of the main building signage.

5 Residents spoke over the course of the meeting.

An approving resolution was offered by Scott Morgan to include the following:

- Trash cans in walkable areas
- A cart-controlled device
- Stationary art allowance
- Shade trees

The Committee meeting adjourned at 8:30pm.

The Committee recommends:

For the Law Department to draft a resolution approving the petition with the addition of the above-mentioned items.

Note: This item will be out of Committee.

This item is to be placed on the **Regular Meeting Agenda of August 26, 2024**



Brandon McCullough, City Council President



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:

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

APPROVED BY

**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

Toy expressed her reasoning for wanting to send Item #12 to the Capital Improvement, Natural Resources and Waste Management Committee and commented on the excellent service the City receives from Waste Management.

Meakin indicated that the Committee will meet on March 18, 2015 at 7:00 p.m. in Council Chambers.

Nash stated she was not on Council five years ago when this issue was addressed but complimented Waste Management on their service to Livonia as well as helping other communities last year after flooding occurred.

Ralph Williams, 18630 Foch, spoke about the history of the Waste Management contract with the City.

Christopher Martin, talked about Jim McCann's term on Council and millage passage.

Scott Cabauatan, from Republic Services, indicated his company would very much like to service the City of Livonia in connection with trash collection and would submit an RFP if there was an opportunity to do so.

Mayor Kirksey commented on the excellent service Waste Management provides to Livonia and indicated that the issue can be looked at more closely in committee.

A communication from Richard & Joanne M. Wassermann received on February 24, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Rizzo Environmental Services, dated February 16, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Rizzo Environmental Services, dated February 18, 2015, regarding the request to extend contract between the City and Waste Management, was received and placed on file for the information of the Council.

A communication from Rizzo Environmental Services, dated February 24,

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

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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?

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 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](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



17800 Laurel Park Drive North, Suite 200C
Livonia, MI 48152
248.262.1000
www.schostak.com

DAVID H. JOHNS
Vice President
Development and Construction Division

direct: 248.357.6152
johns@schostak.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,

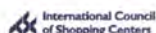
Pursuant to our upcoming July 15, 2024 City Council Study Meeting, we offer the following new information for consideration by the City of Livonia:

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.

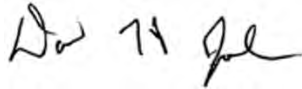
The above enhancements demonstrate our many detailed positive steps and commitment taken toward the project and the City of Livonia Vision 21 since the June 18, 2024 Planning Commission Meeting. We believe this transformational, mixed-use project for the City of Livonia, Neighborhood and Community is 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/j8311o7ddr7qhipv3gxxz/AJthbOmSSBVbEJNaROEUWkY?rlkey=3qx7j59j9zeq4txi8kg3xbatx&st=ejo8rv5&dl=0>

Mark Schovers

SPIRE 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.

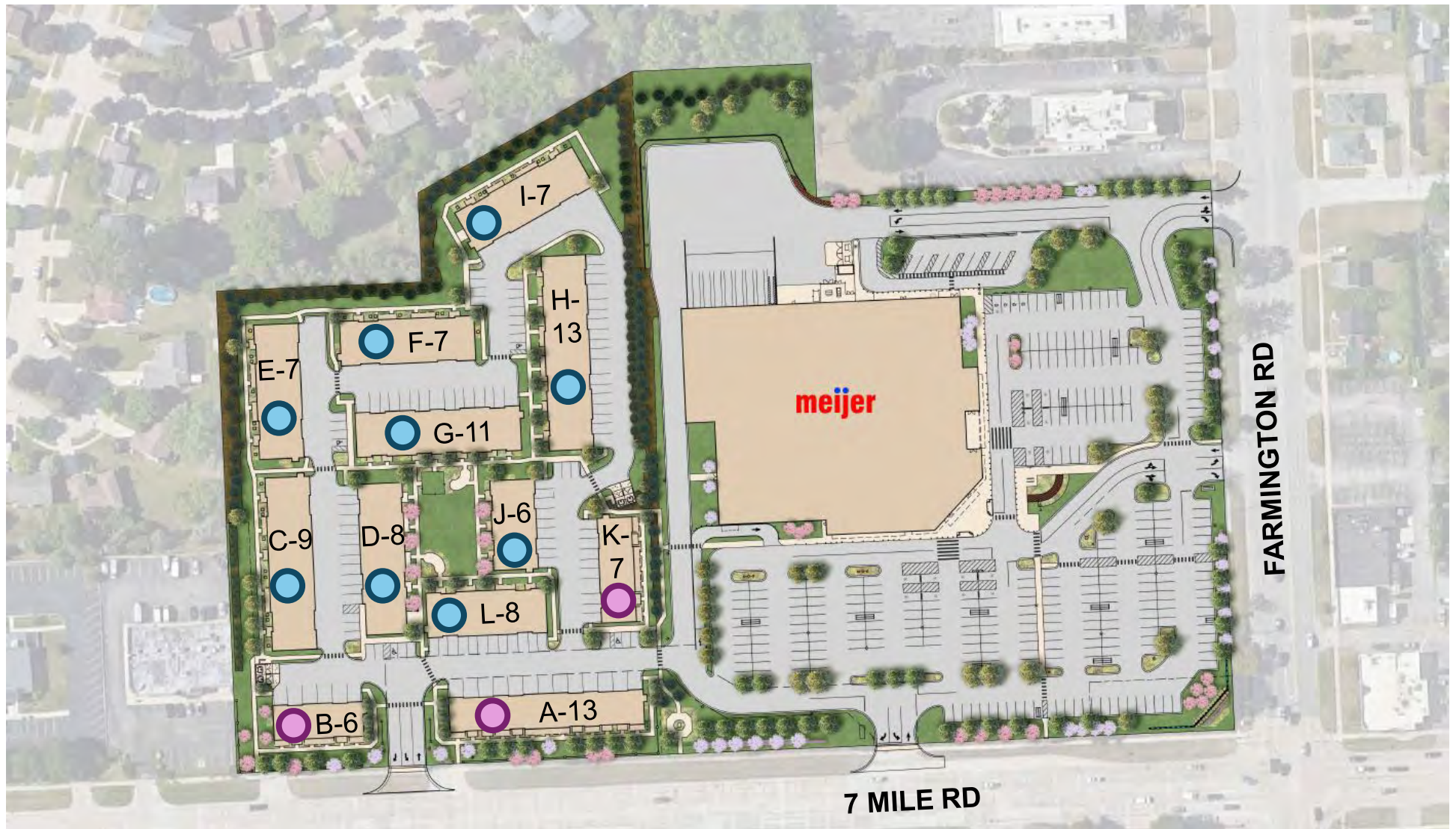
DATE:7/10/2024





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





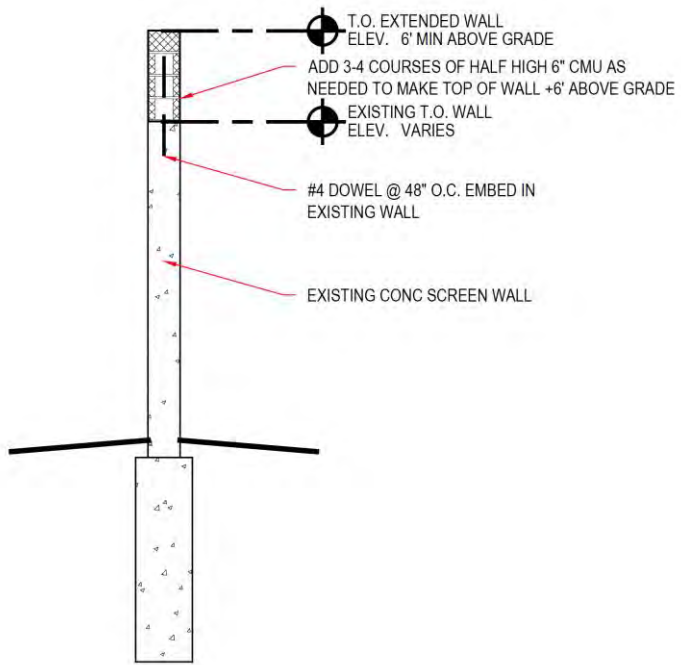






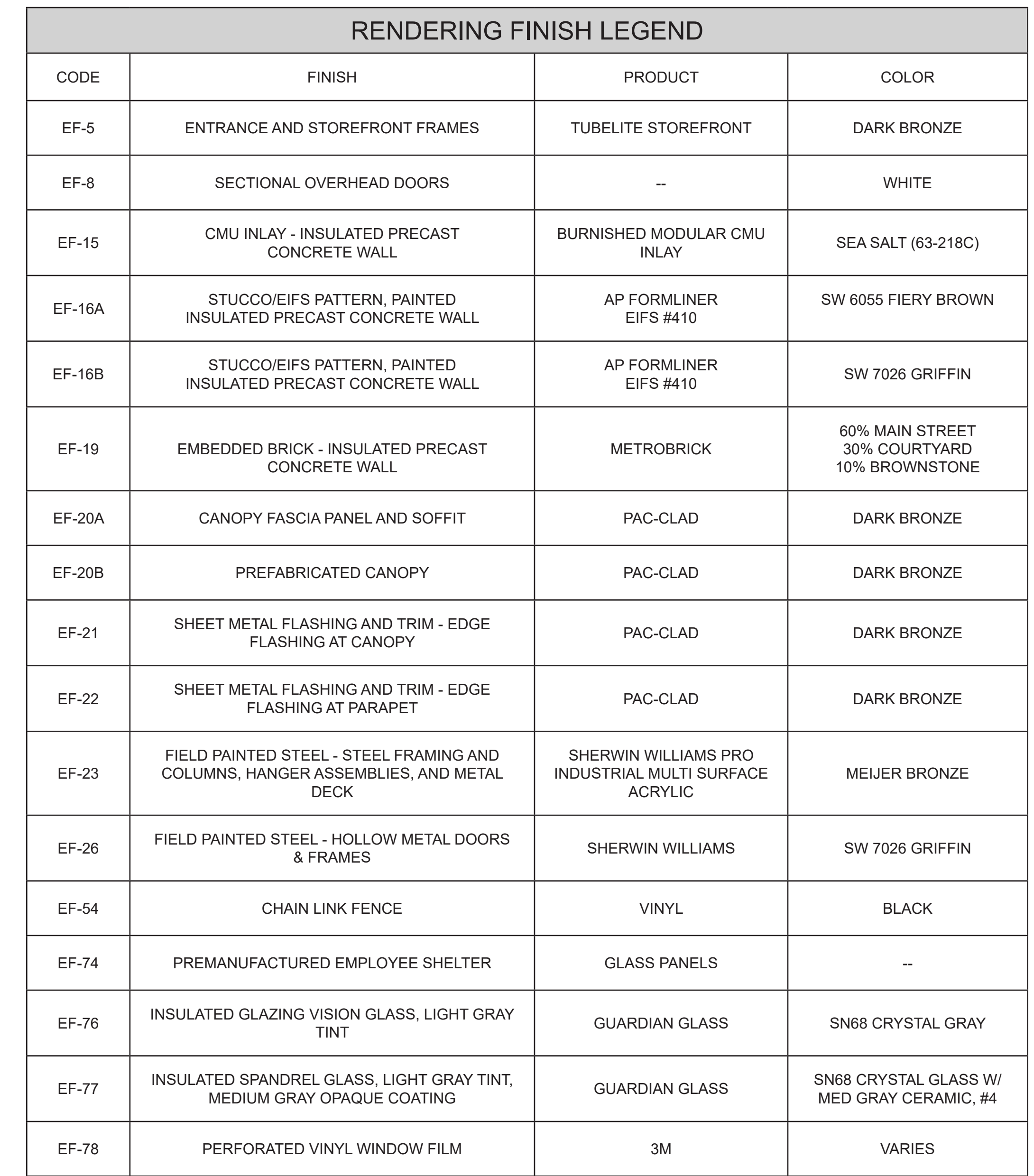












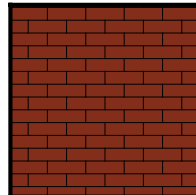
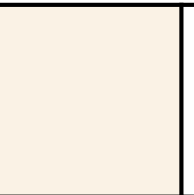
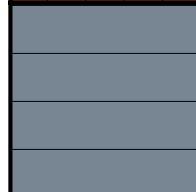
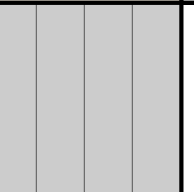
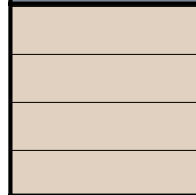


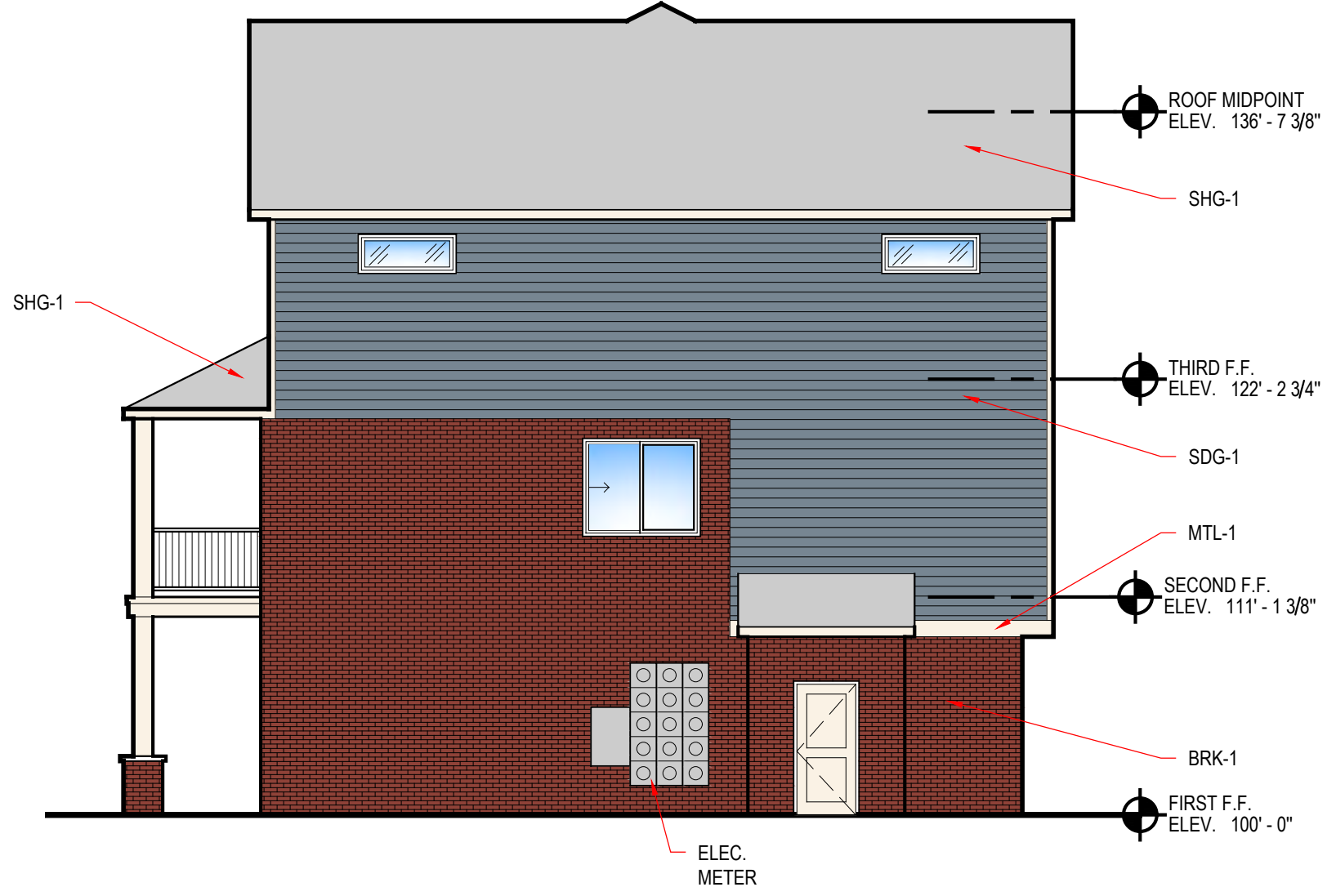
MEIJER LVA (75K) - GROCERY FORMAT

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

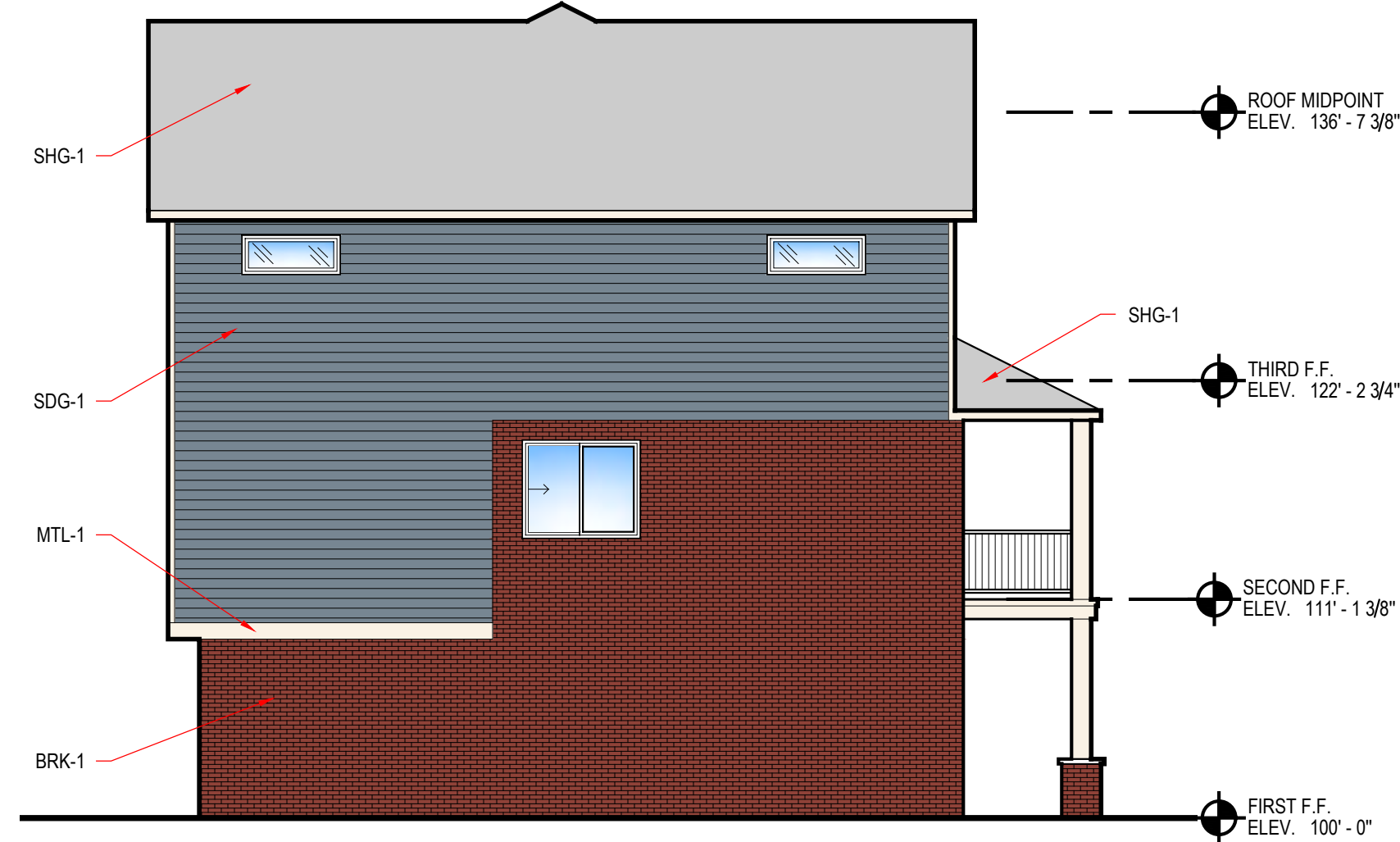
THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIATIONS, BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED.
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DATE:7/10/2024

	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 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"



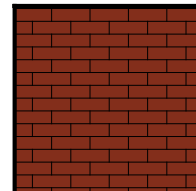
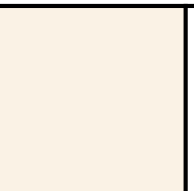
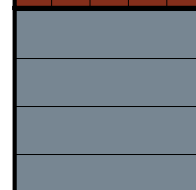
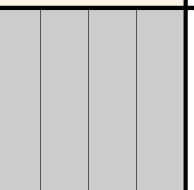
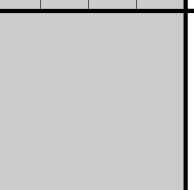
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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI
3-Story Elevations

A201

21003

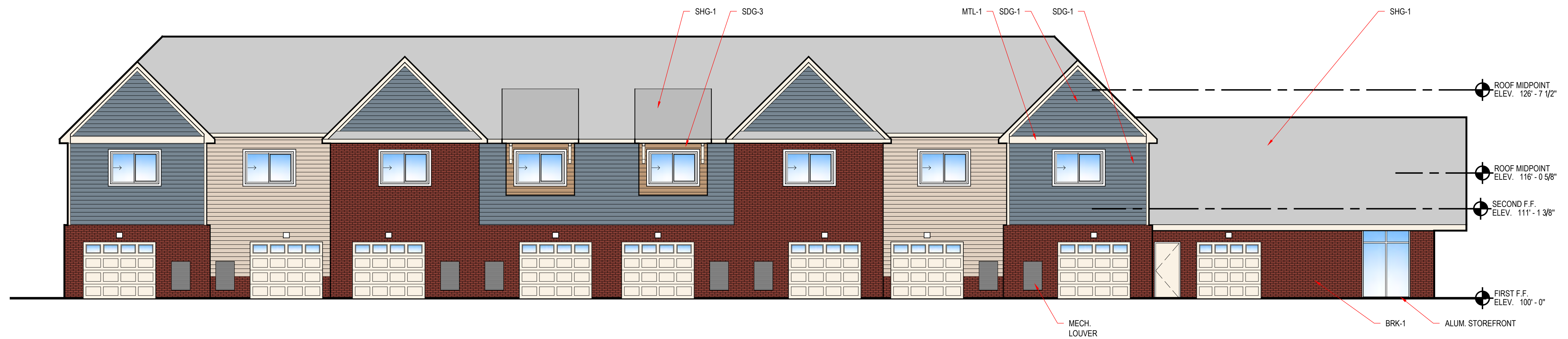
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 SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	 MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
 SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	 SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
 SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



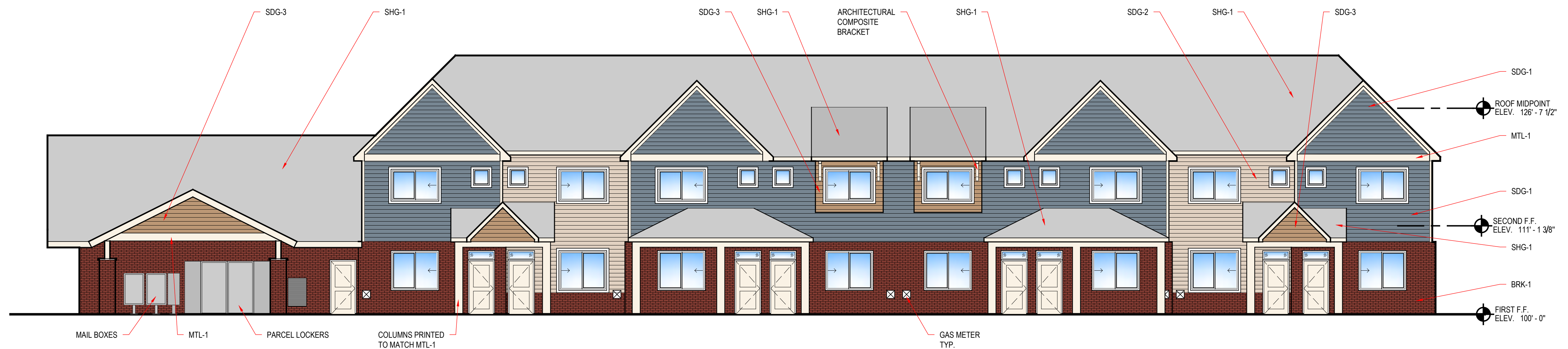
4 2-Bed Right Elevation
1/8" = 1'-0"



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



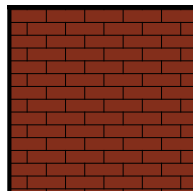
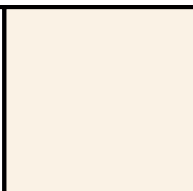
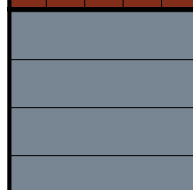
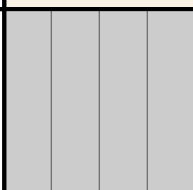
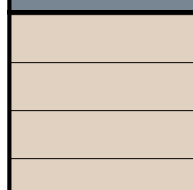
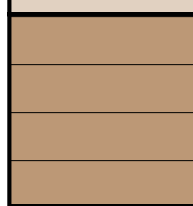
2 2-Bed Back Elevation
1/8" = 1'-0"

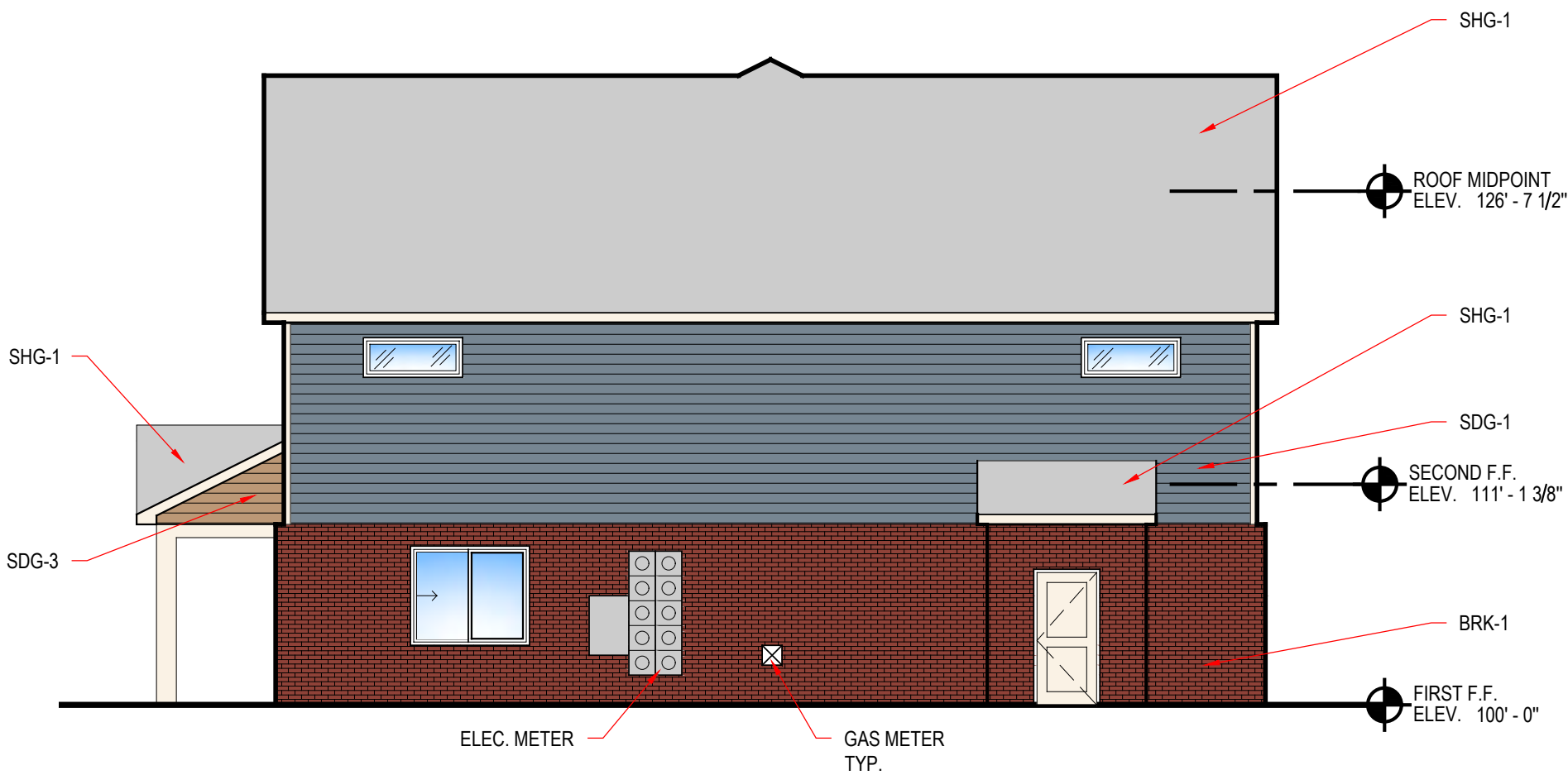


1 2-Bed Front Elevation
1/8" = 1'-0"

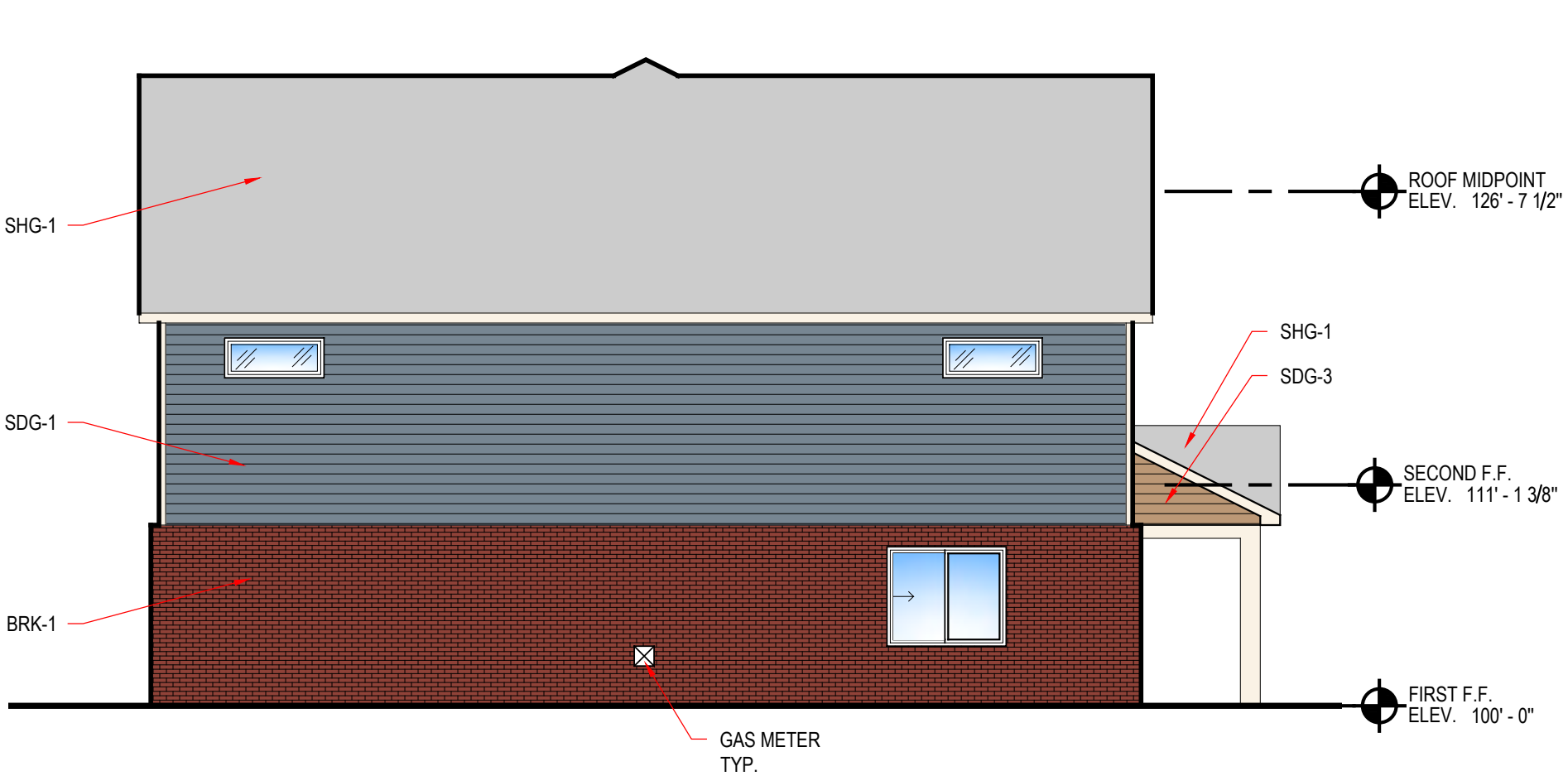
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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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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		



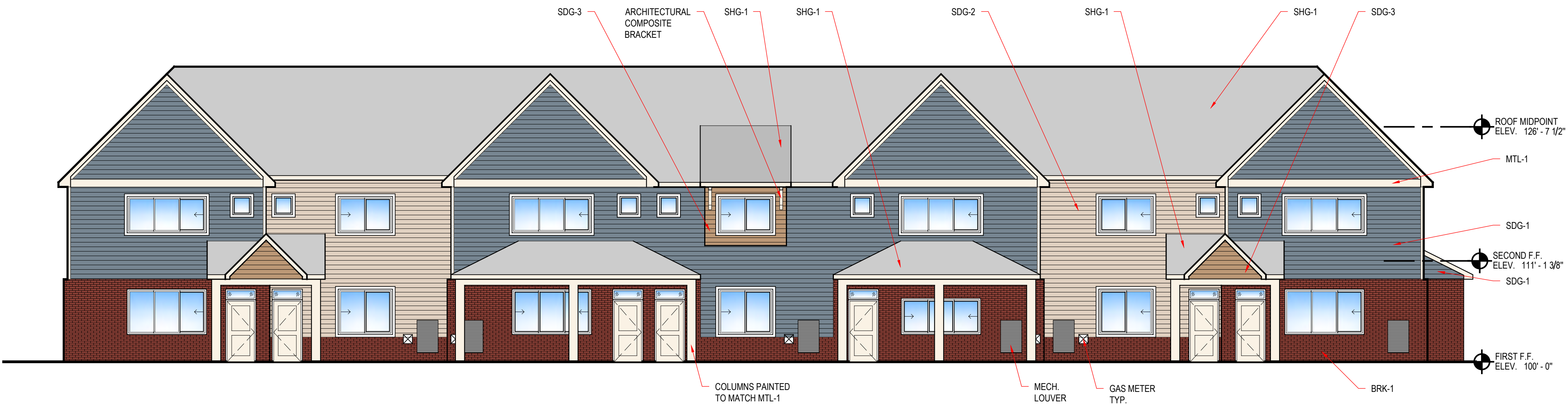
4 3-Bed Right Elevation
1/8" = 1'-0"



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	

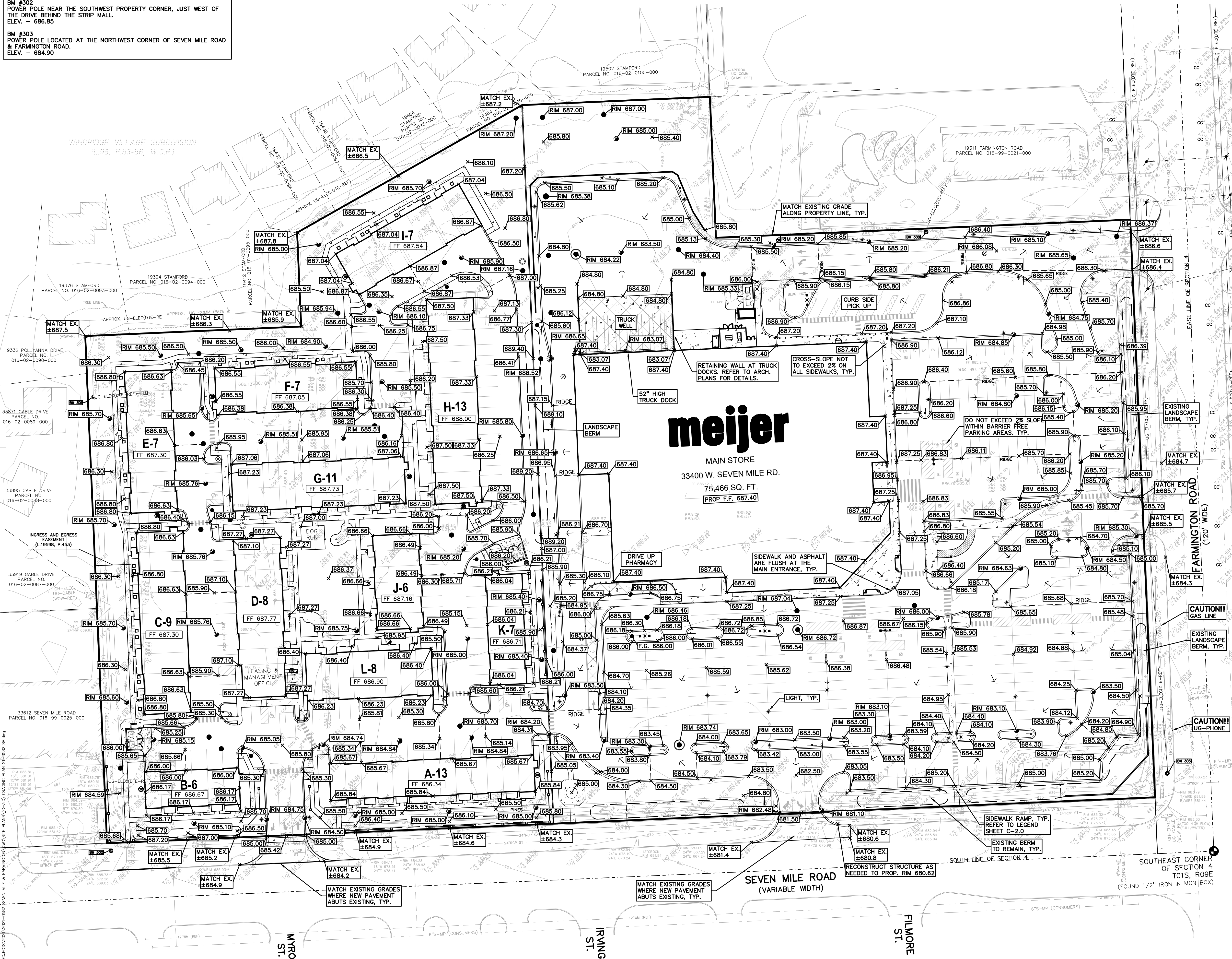
BENCHMARKS
(GPS DERIVED - NAVD88)

BM #300
POWER POLE LOCATED BETWEEN THE VACATED K MART 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	⊗ BRASS PLUG SET	⦿ SEC. CORNER FOUND
⊗ IRON SET	⊗ MONUMENT FOUND	R RECORDED
⦿ NAIL FOUND	⊗ MONUMENT SET	M MEASURED
⦿ NAIL & CAP SET		C CALCULATED

EXISTING

-OH- ELEC. -H- OH	ELEC. PHONE OR CABLE TV OH LINE, POLE & GUY WIRE
-UG- CATV -C-	UNDERGROUND CABLE TV, CATV PEDESTAL
-UG- PHONE -C-	TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
-UG- ELEC. U.S. CABLE	ELECTRIC U.S. CABLE, MANHOLE, METER & HANDHOLE
⊗	GAS MAIN, GAS VALVE & GAS LINE MARKER
⊗	WATERMAIN, HYD. GATE VALVE, TAPPING SLEEVE & VALVE
⊗	SANITARY SEWER, CLEANOUT & MANHOLE
⊗	STORM SEWER, CLEANOUT & MANHOLE
⊗	COMBINED SEWER & MANHOLE
⊗	SQUARE, ROUND & BEEHIVE CATCH BASIN, VARD DRAIN
⊗	POST INDICATOR VALE
⊗	WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUTOFF
⊗	MALBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
⊗	UNIDENTIFIED STRUCTURE
⊗	SPOT ELEVATION
⊗	CONTOUR LINE
⊗	FENCE
⊗	GUARD RAIL
⊗	STREET LIGHT
⊗	DOUBLE ARMED STREET LIGHT
⊗	SKIN
⊗	CONC.
⊗	ASPH.
⊗	GRAVEL
⊗	GRAVEL SHOULDER
⊗	WETLAND

671-21

SYMBOLS: GRADING

PROPOSED SPOT ELEVATION:
TYPICALLY TOP OF PAVEMENT IN PAVED
AREAS, GUTTER GRADE IN CURB LINES.

— 922 —

PROPOSED CONTOUR LINE

ABBREVIATIONS:

T/C = TOP OF CURB
C = 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
RIM = RIM 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.

PEAG
GROUP

t: 844.813.2949
www.peagroup.com


NORTH

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.

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

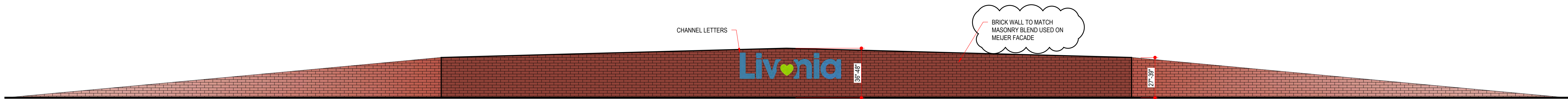
ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
**PRELIMINARY
GRADING PLAN**

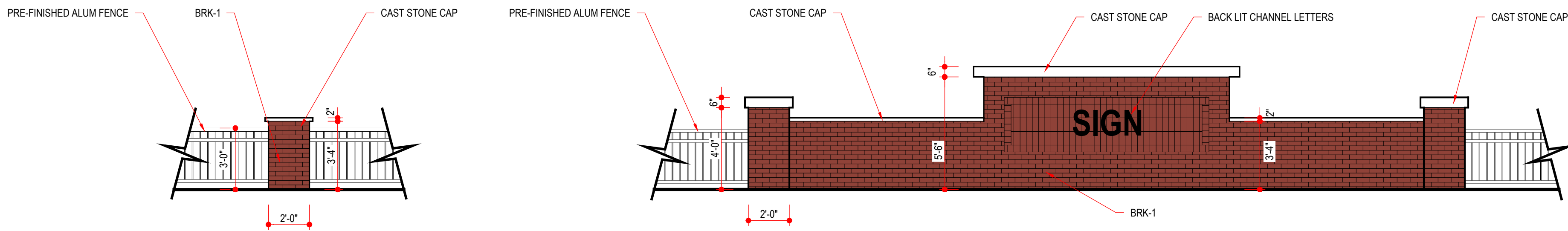
PEA JOB NO.	2021-0582
P.M.	JC
DN.	WR
DES.	SAP
DRAWING NUMBER:	

NOT FOR CONSTRUCTION

C-3.0

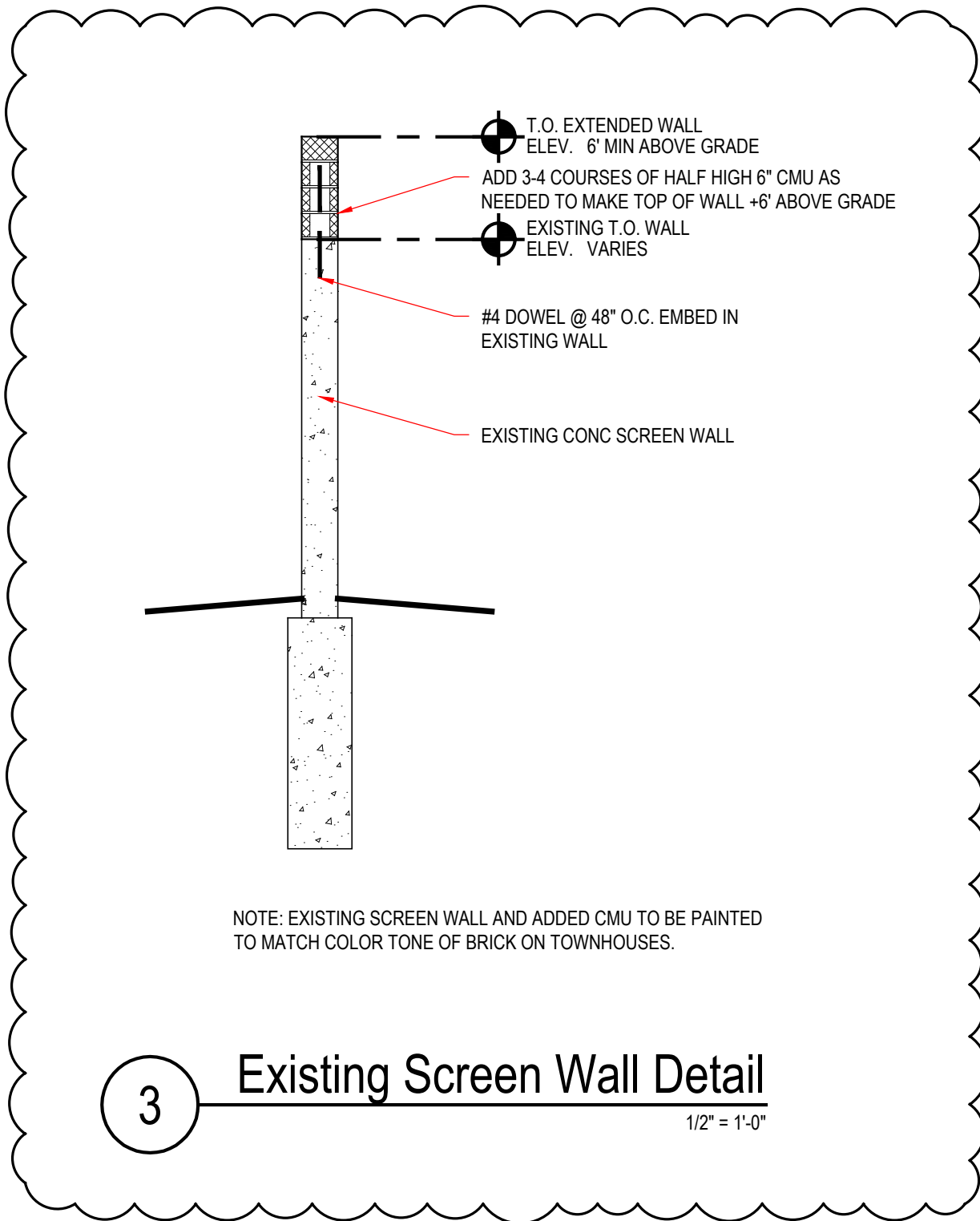
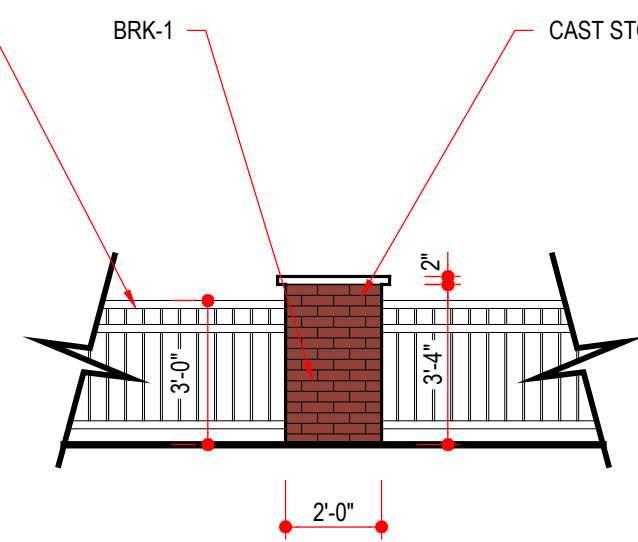


6 Corner Monument Sign
1/4" = 1'-0"

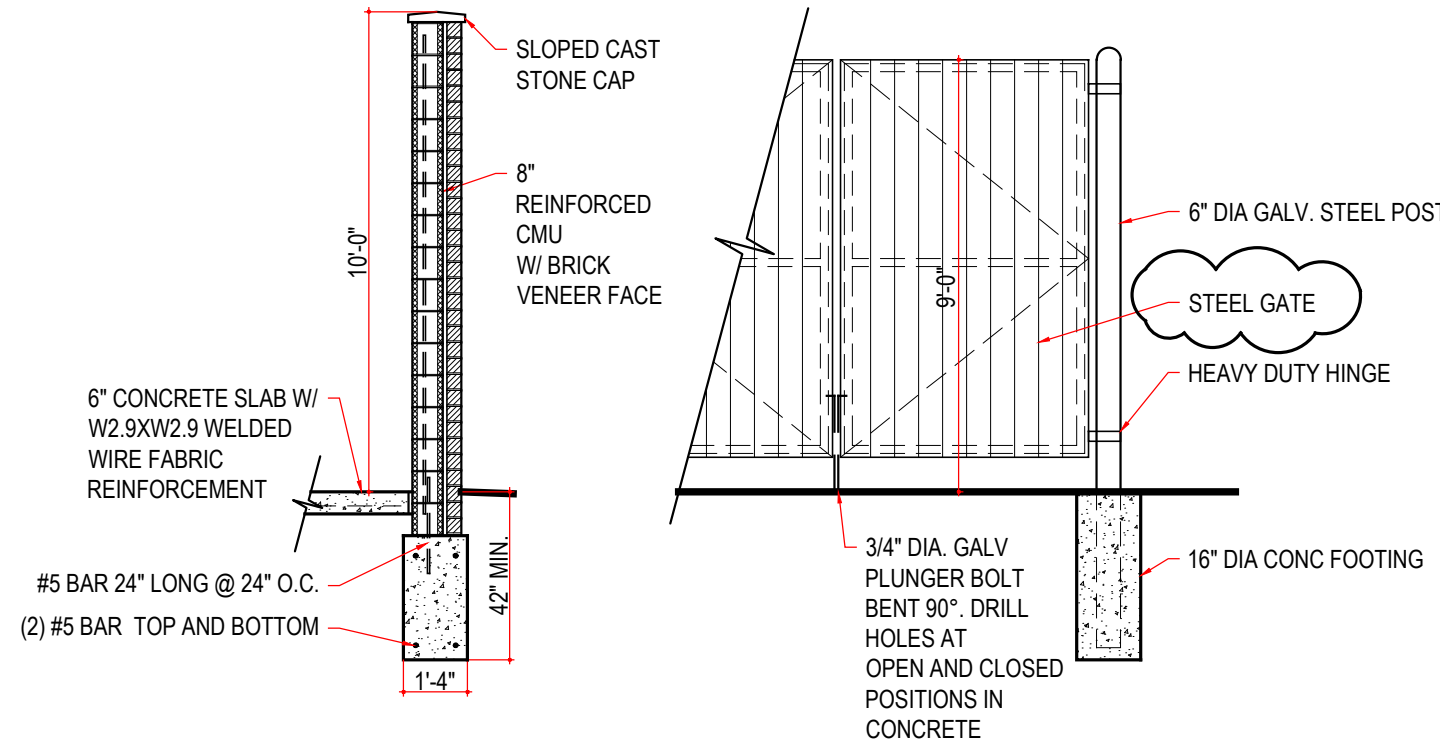


4 Townhome Monument Sign
1/4" = 1'-0"

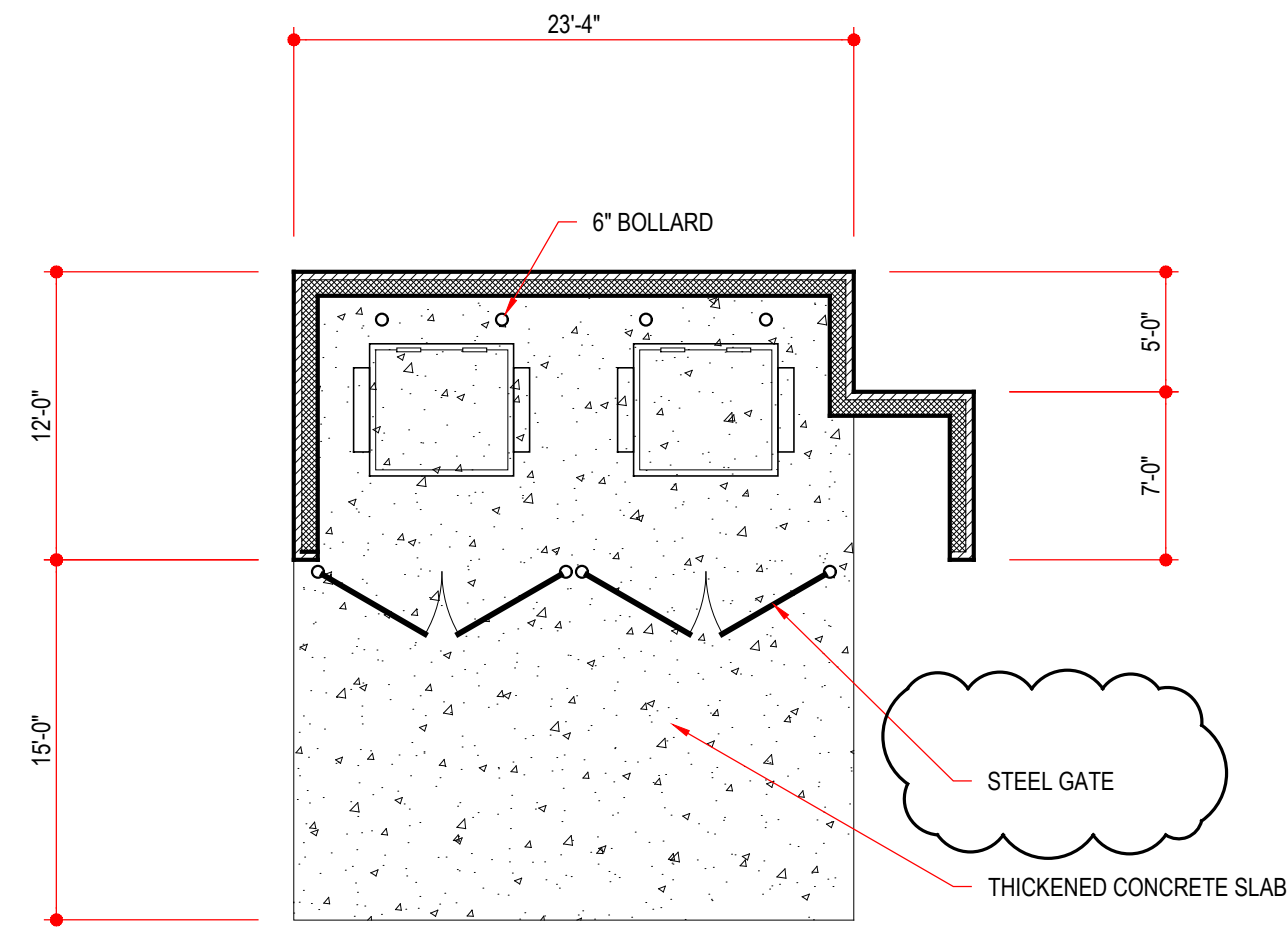
5 Fence Detail
1/4" = 1'-0"



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

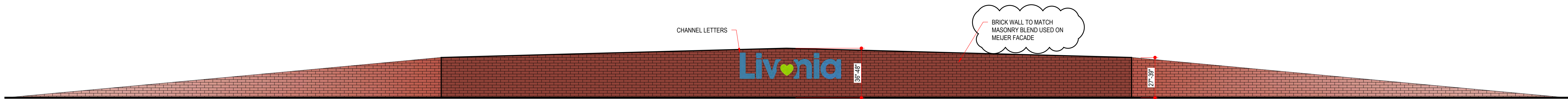
7 Mile & Farmington 7 Mile Livonia, MI	Site Details
S100	
21003	



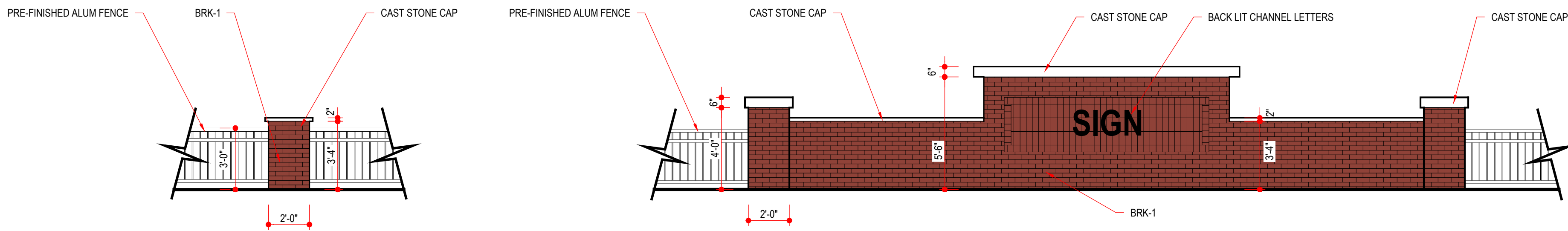




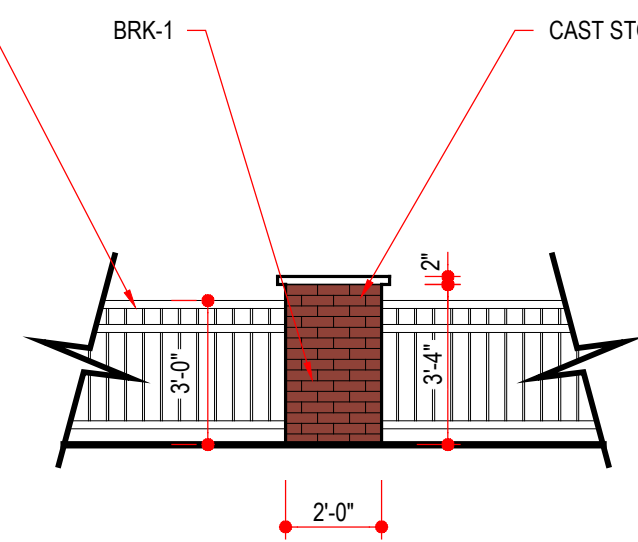




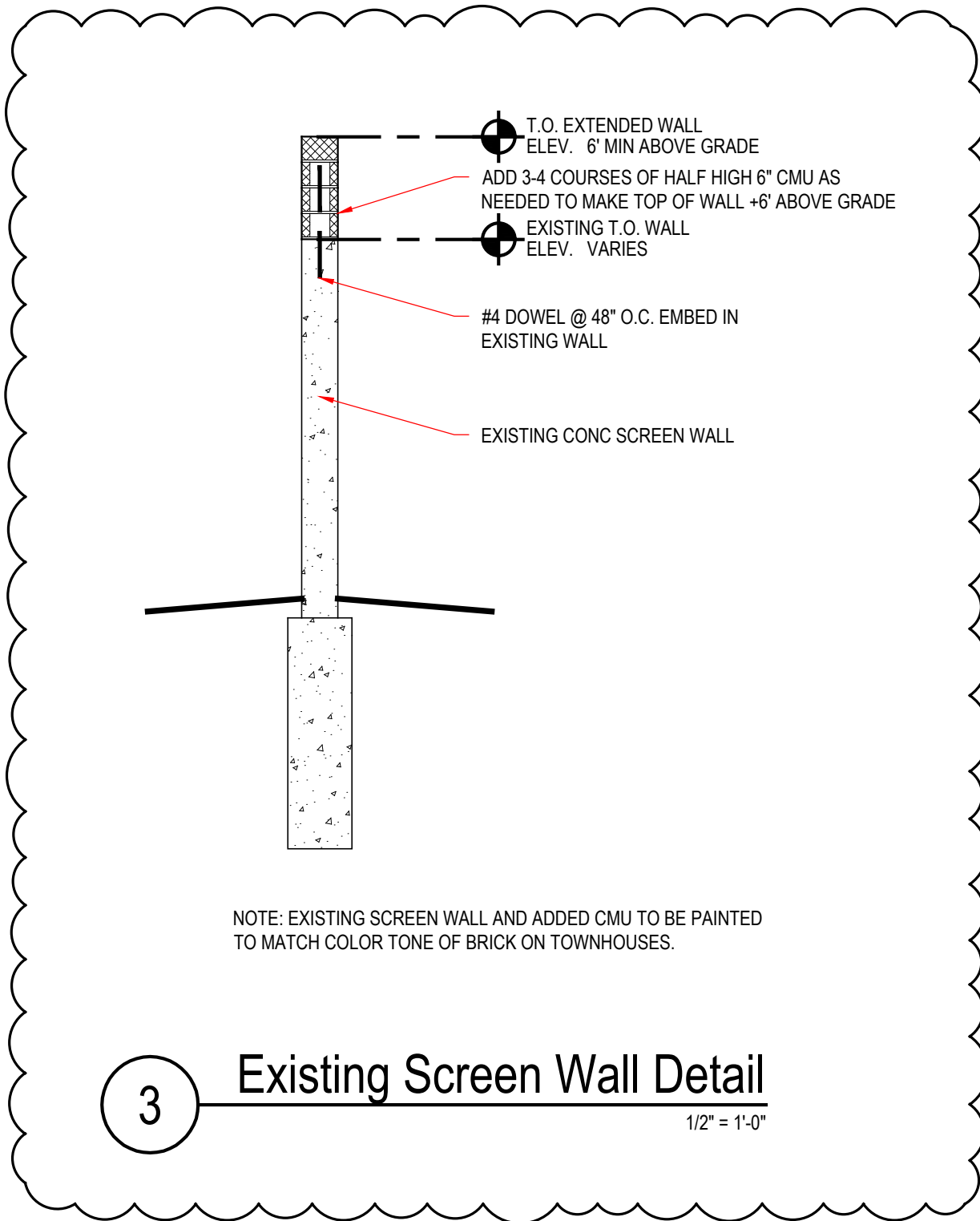
6 Corner Monument Sign
1/4" = 1'-0"



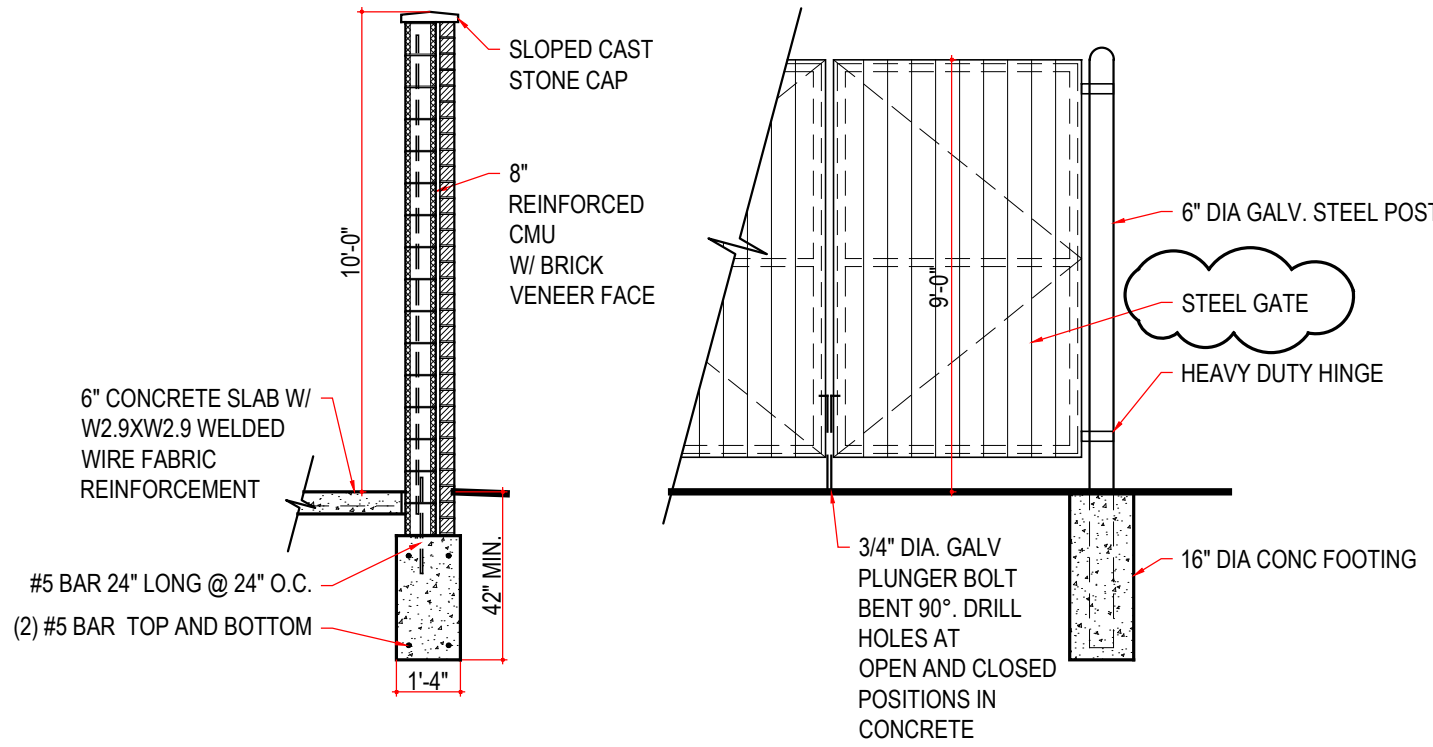
4 Townhome Monument Sign
1/4" = 1'-0"



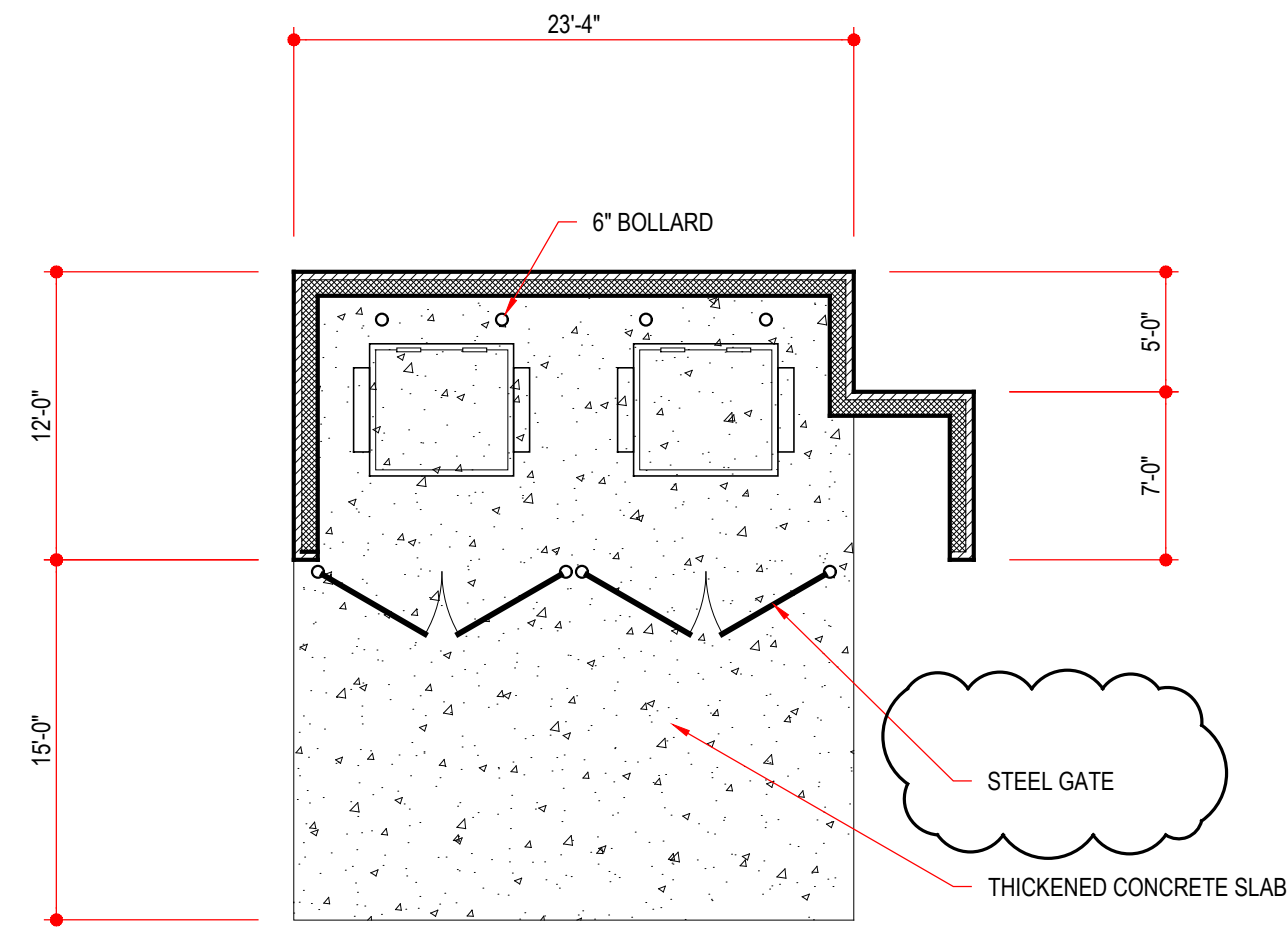
5 Fence Detail
1/4" = 1'-0"



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

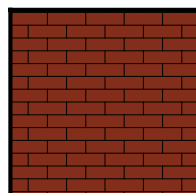
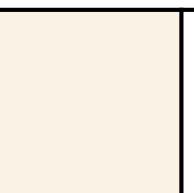
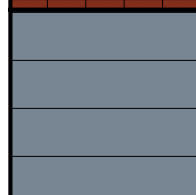
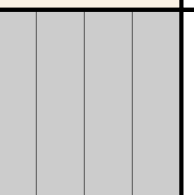
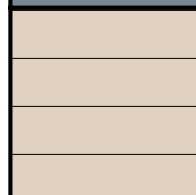
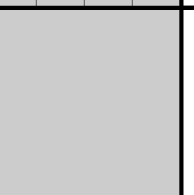


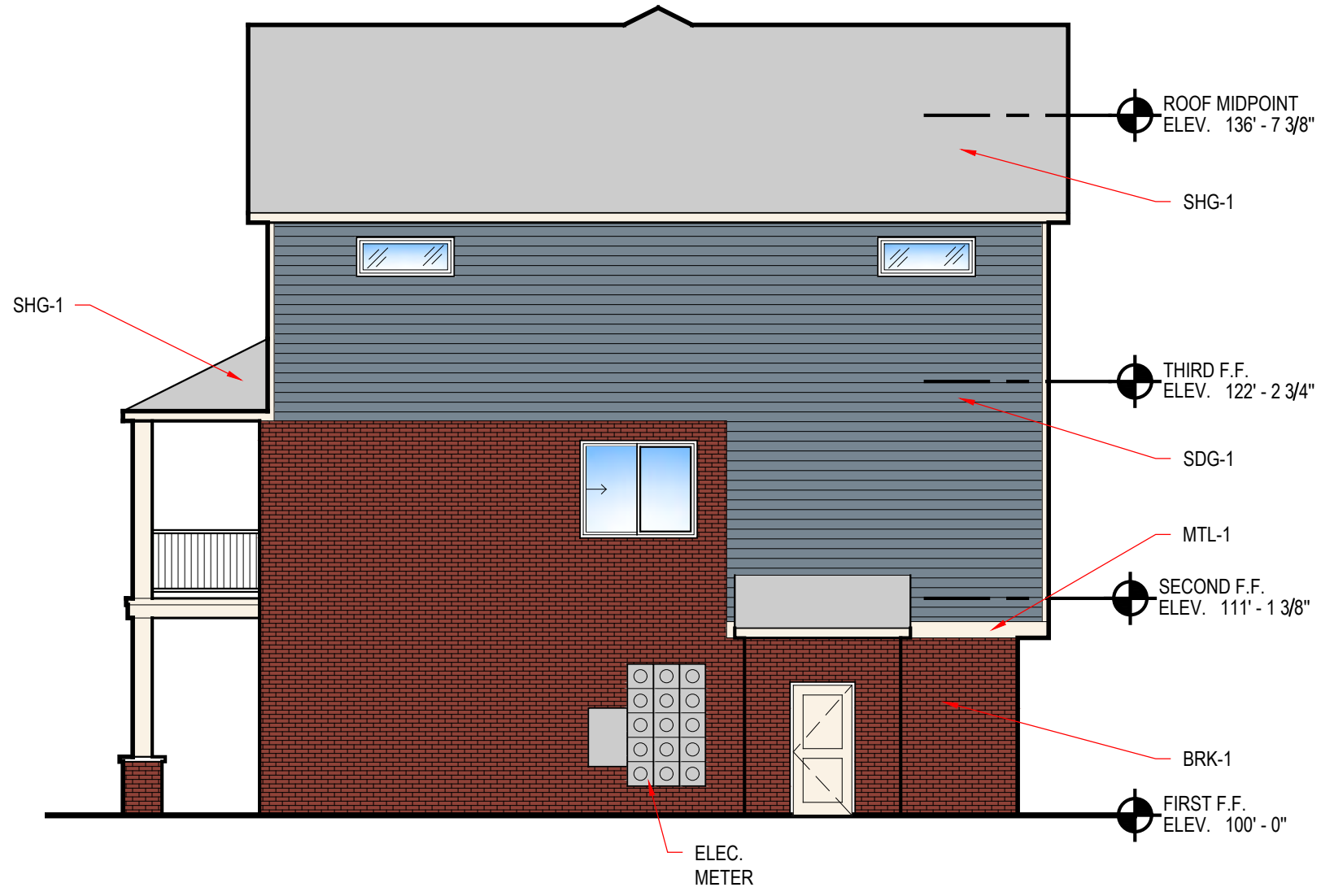
2 Townhome Typ. Dumpster Detail
1/4" = 1'-0"



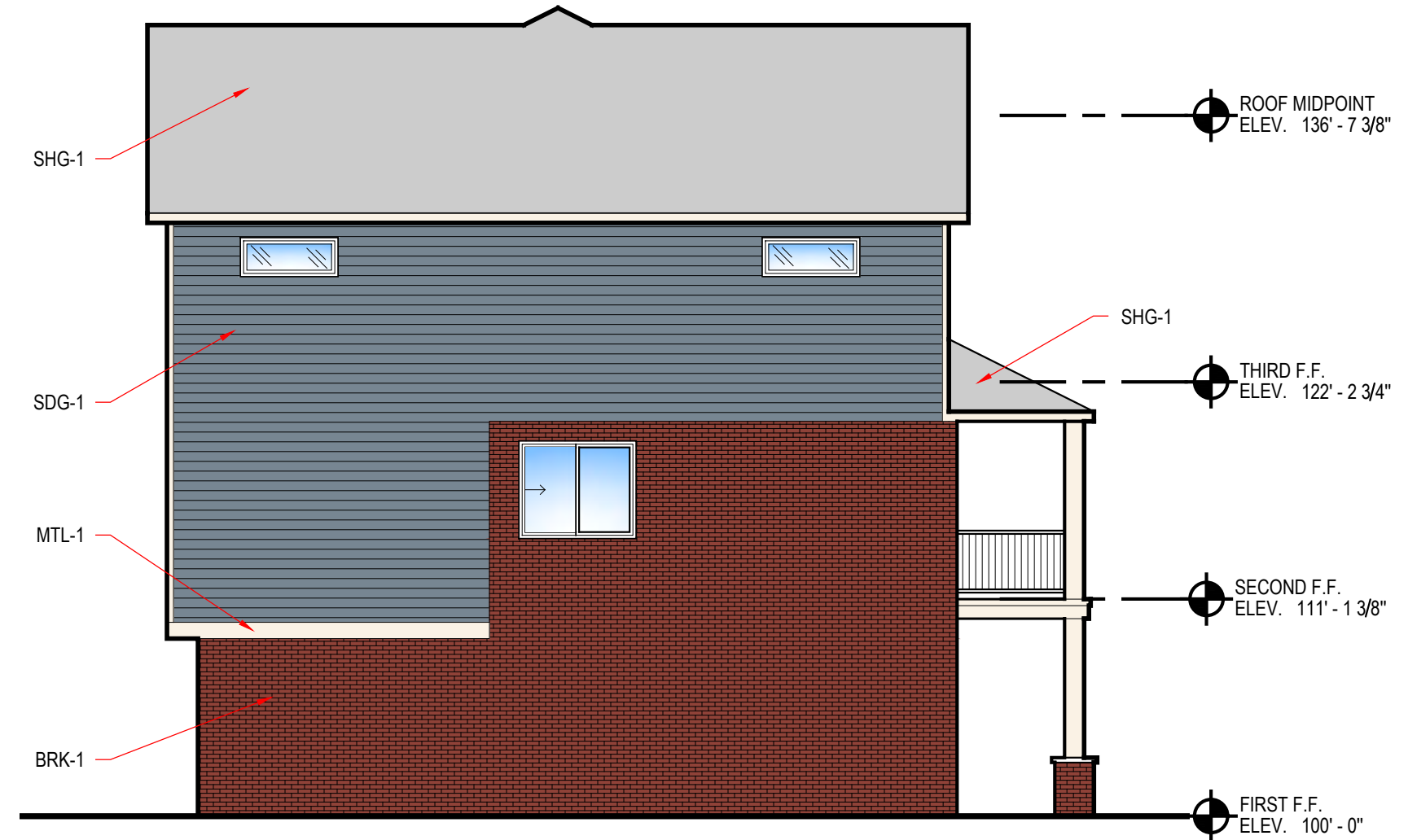
1 Townhome Typ. Dumpster Enclosure
1/8" = 1'-0"

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

	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		



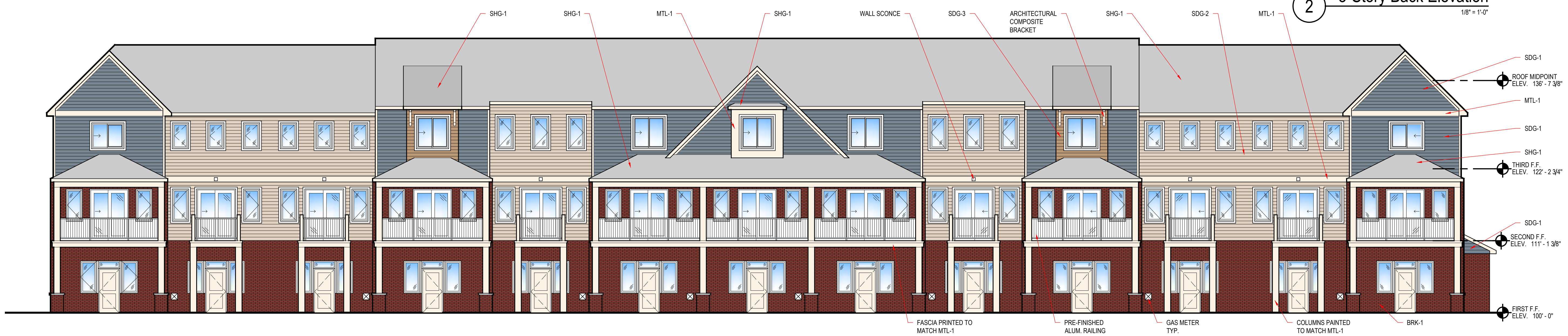
4 3-Story Right Elevation
1/8" = 1'-0"



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"

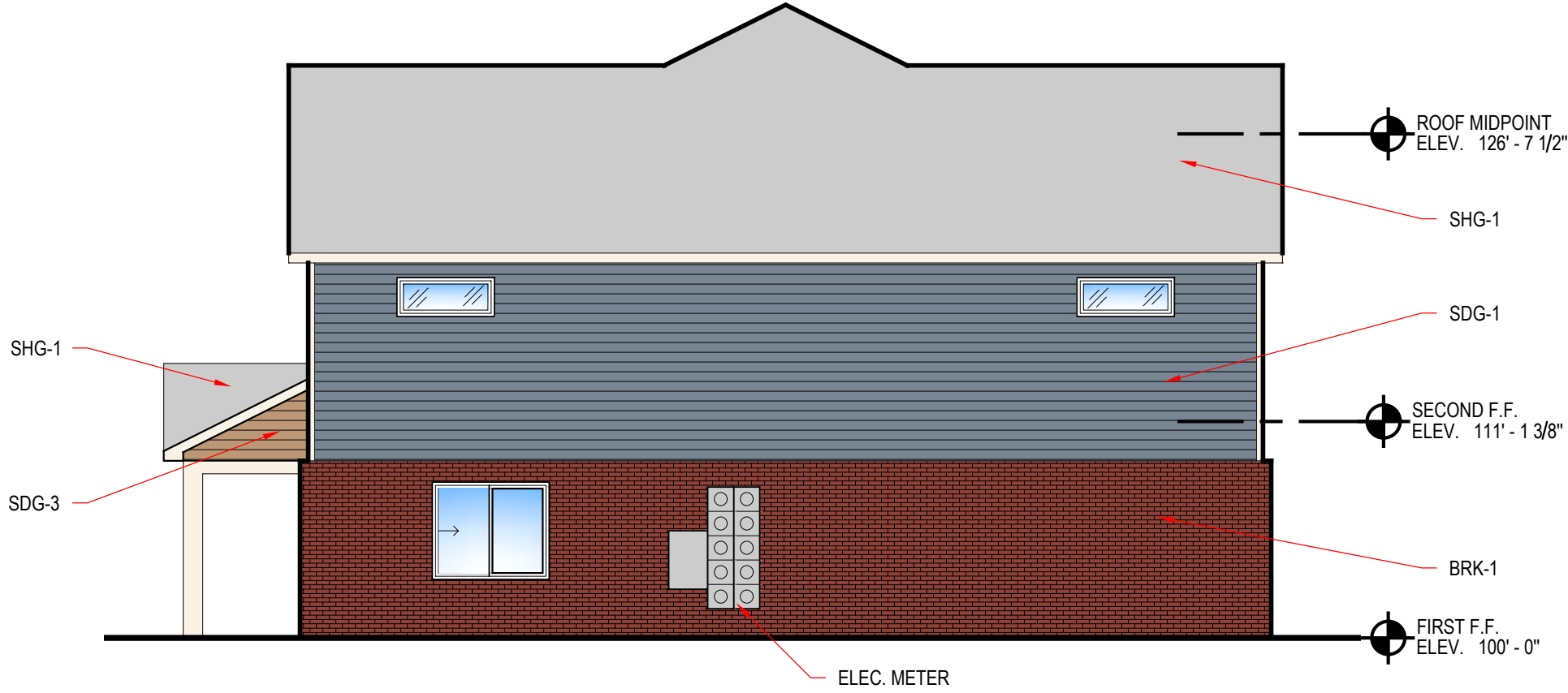


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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington 7 Mile Livonia, MI	3-Story Elevations
A201	
21003	

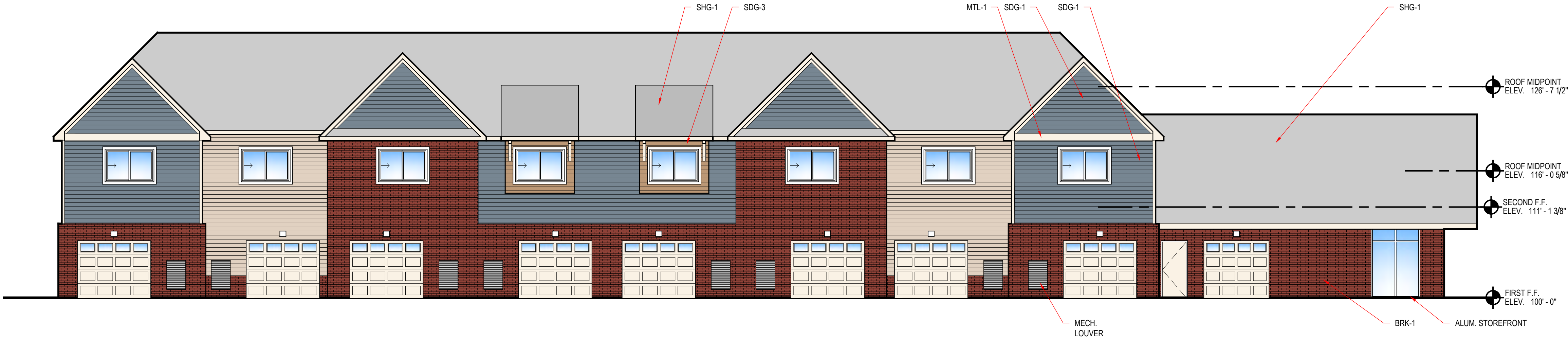
BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD	MTL-1 METAL COLOR: ALMOND
SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTEED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: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



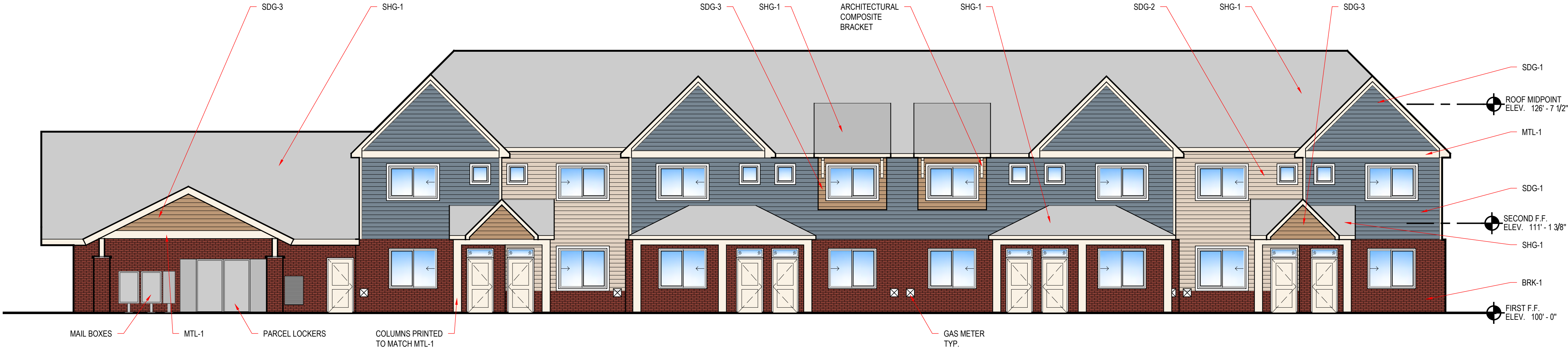
4 2-Bed Right Elevation
1/8" = 1'-0"



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



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

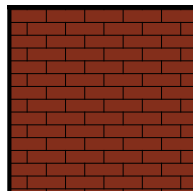
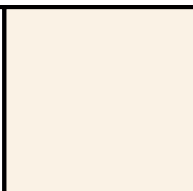
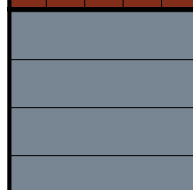
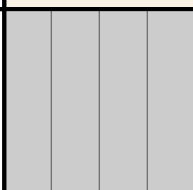
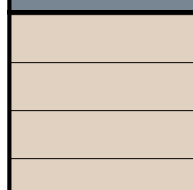
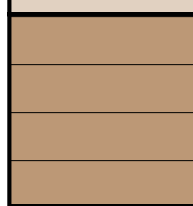


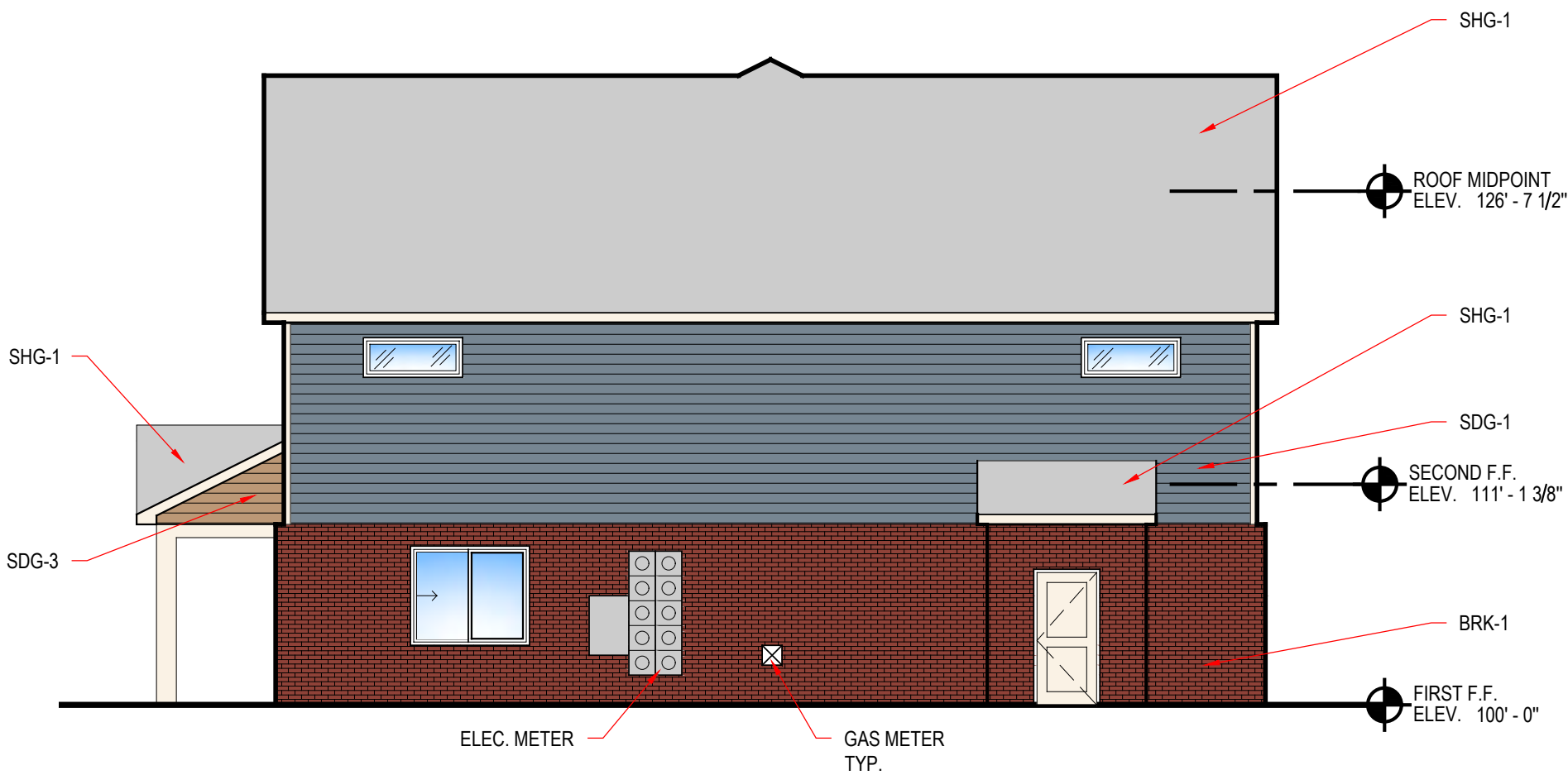
1 2-Bed Front Elevation
1/8" = 1'-0"

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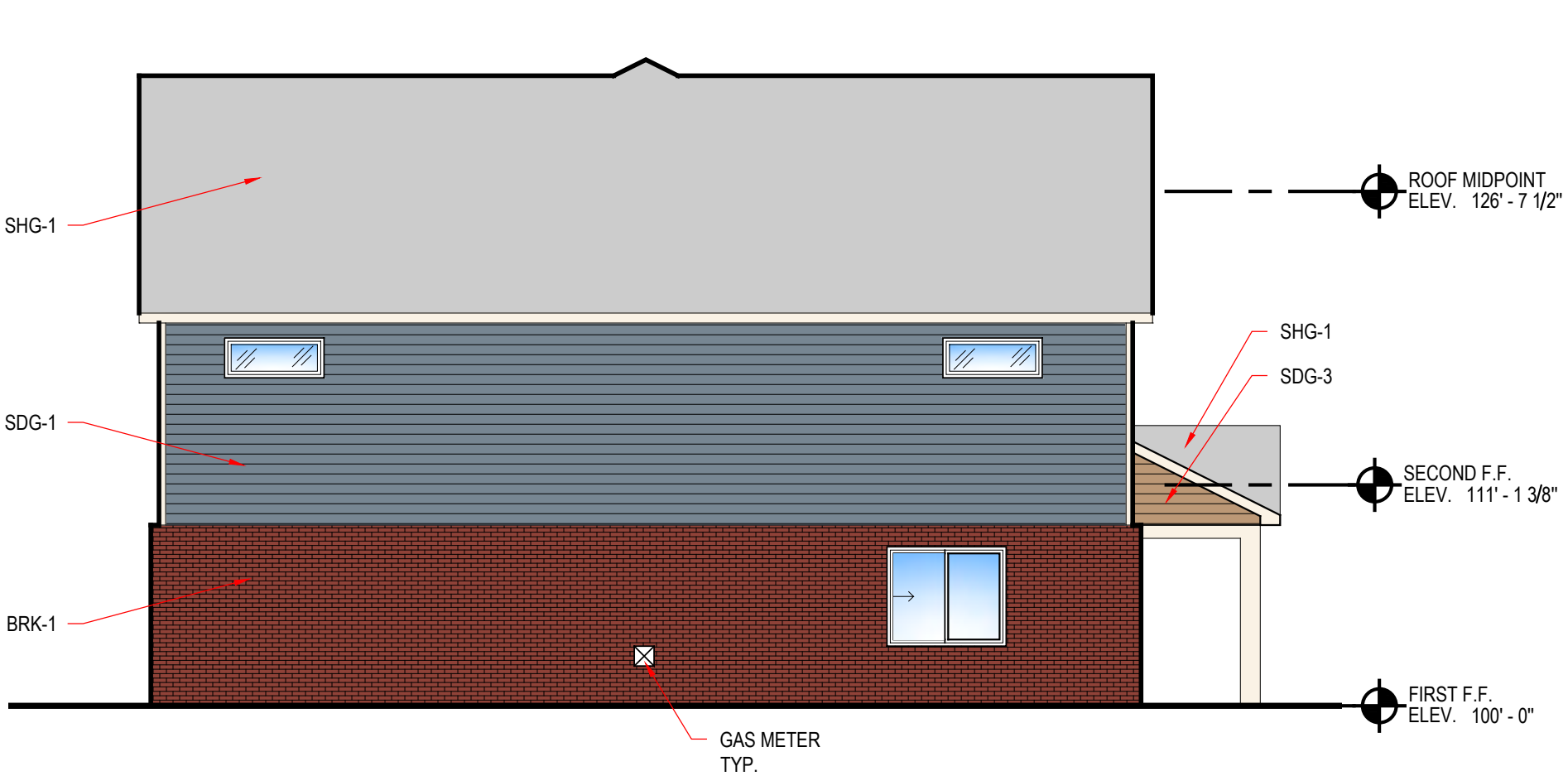
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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		



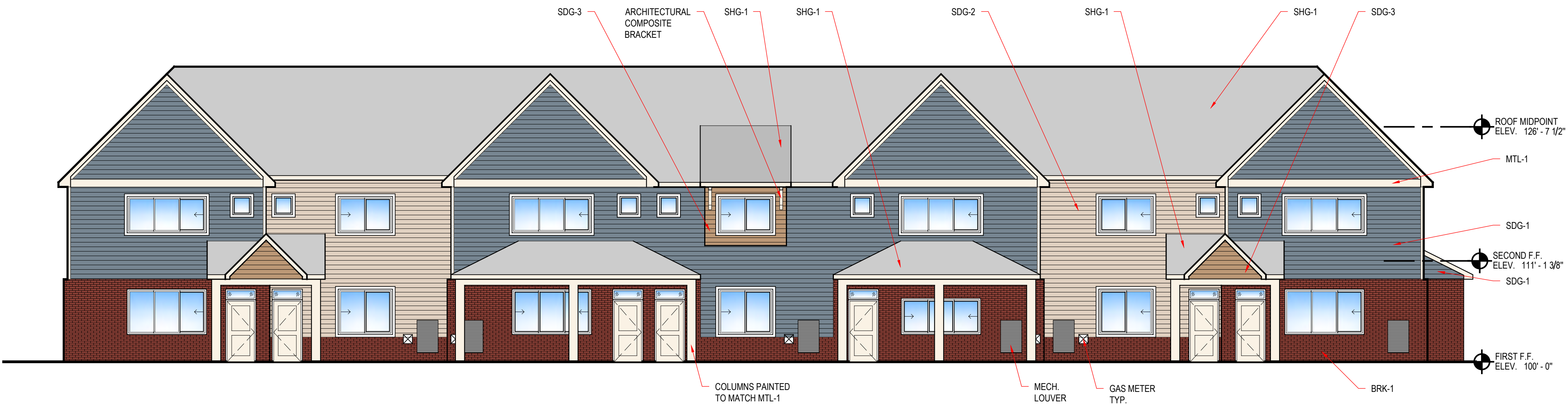
4 3-Bed Right Elevation
1/8" = 1'-0"



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	

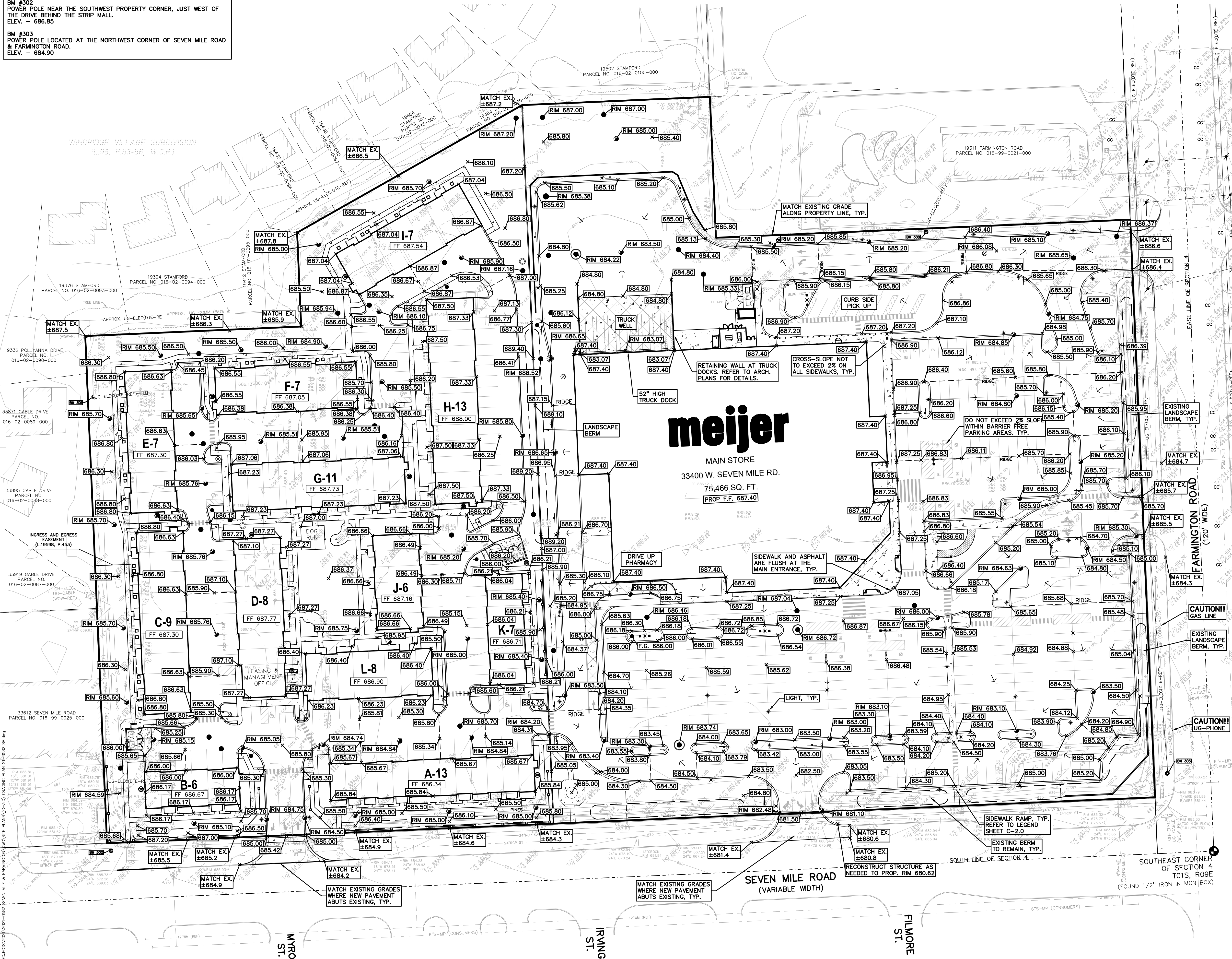
BENCHMARKS
(GPS DERIVED - NAVD88)

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

EXISTING

—OH—ELEC.—W—O ELEC. PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE

—UG—CATV—[] UNDERGROUND CABLE TV, CATV PEDESTAL

—UG—PHONE—[] TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE

—UG—ELEC.—[] ELECTRIC U.G. CABLE, MANHOLE, METER & MANHOLE

GAZ. RAIL VALVE GAS, RAIL VALVE GATE VALVE MARKER

WATER MAIN VALVE GATE VALVE, TAPPING SLEEVE & VALVE

⊗ SANITARY SEWER, CLEANOUT & MANHOLE

⊗ STORM SEWER, CLEANOUT & MANHOLE

⊗ COMBINED SEWER & MANHOLE

⊗ SQUARE RAILROAD & BEEHIVE CATCH BASIN, YARD DRAIN

⊗ POST INDICATOR VALVE, VALVE BOX, SERVICE SHUTOFF

⊗ WATER VALVE BODY/HANDTIGHT VALVE BOX, SERVICE SHUTOFF

⊗ MAIL BOX, TRANSFORMER, IRRIGATION CONTROL VALVE

UNIDENTIFIED STRUCTURE

SPOT ELEVATION

—670— 671

—X—X—X STREET LIGHT

⊗ FENCE

⊗ GUARD RAIL

⊗ STREET LIGHT

⊗ DOUBLE ARMED STREET LIGHT

⊗ SIGN

[] CONC. CONCRETE

[] ASPH. ASPHALT

[] GRAVEL GRAVEL SHOULDER

WETLAND

STB STD. HEAVY R. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

STB STD. HEAVY G. DUTY ON

SYMBOLS: GRADING

PROPOSED SPOT ELEVATION:
TYPICALLY TOP OF PAVEMENT IN GRADED
AREAS, GUTTER GRADE IN CURB LINES.

PROPOSED CONTOUR LINE

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
RIM = RIM 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.



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	5-17-20
REVISED PER PC	6-27-20

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
**PRELIMINARY
GRADING PLAN**

PEA JOB NO.	2021-058
P.M.	J
DN.	W
DES.	SA
DRAWING NUMBER:	

NOT FOR CONSTRUCTION C-3.0



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 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.

DAVID H. JOHNS

Vice President

Development & Construction

Direct: 248 357 6153
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

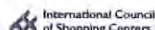
By: Schostak Brothers & Company, Inc.
Its: Managing Agent

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

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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

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- 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 ¼ 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.

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.

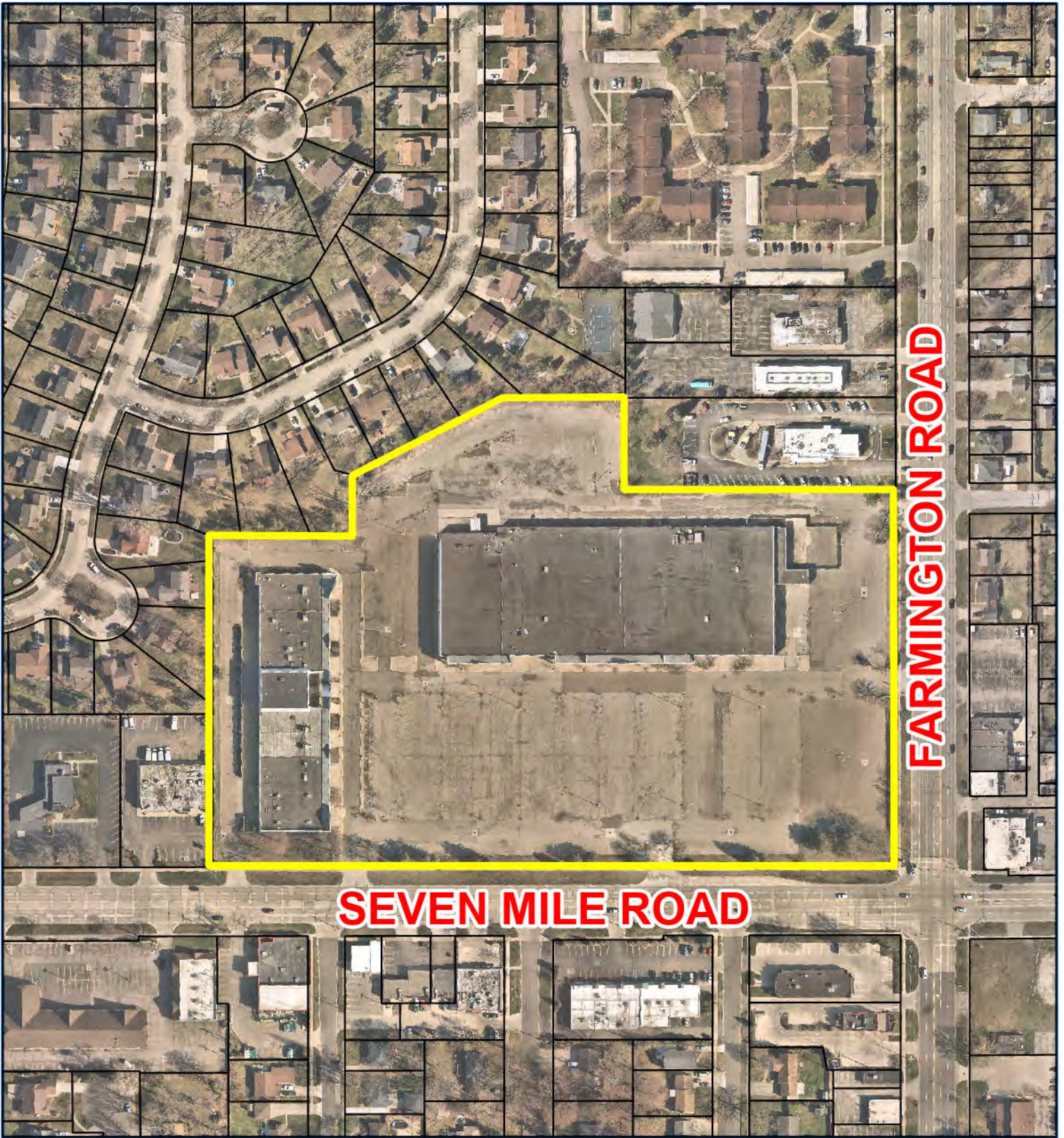
Mr. Wilshaw: Okay. And maker and supporter both be in agreement to that?

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

PENDING ITEMS

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 ¼ 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.

PENDING ITEMS

ITEM 2 PETITION 2023-06-02-07

Page 2

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 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.

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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,

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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.

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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

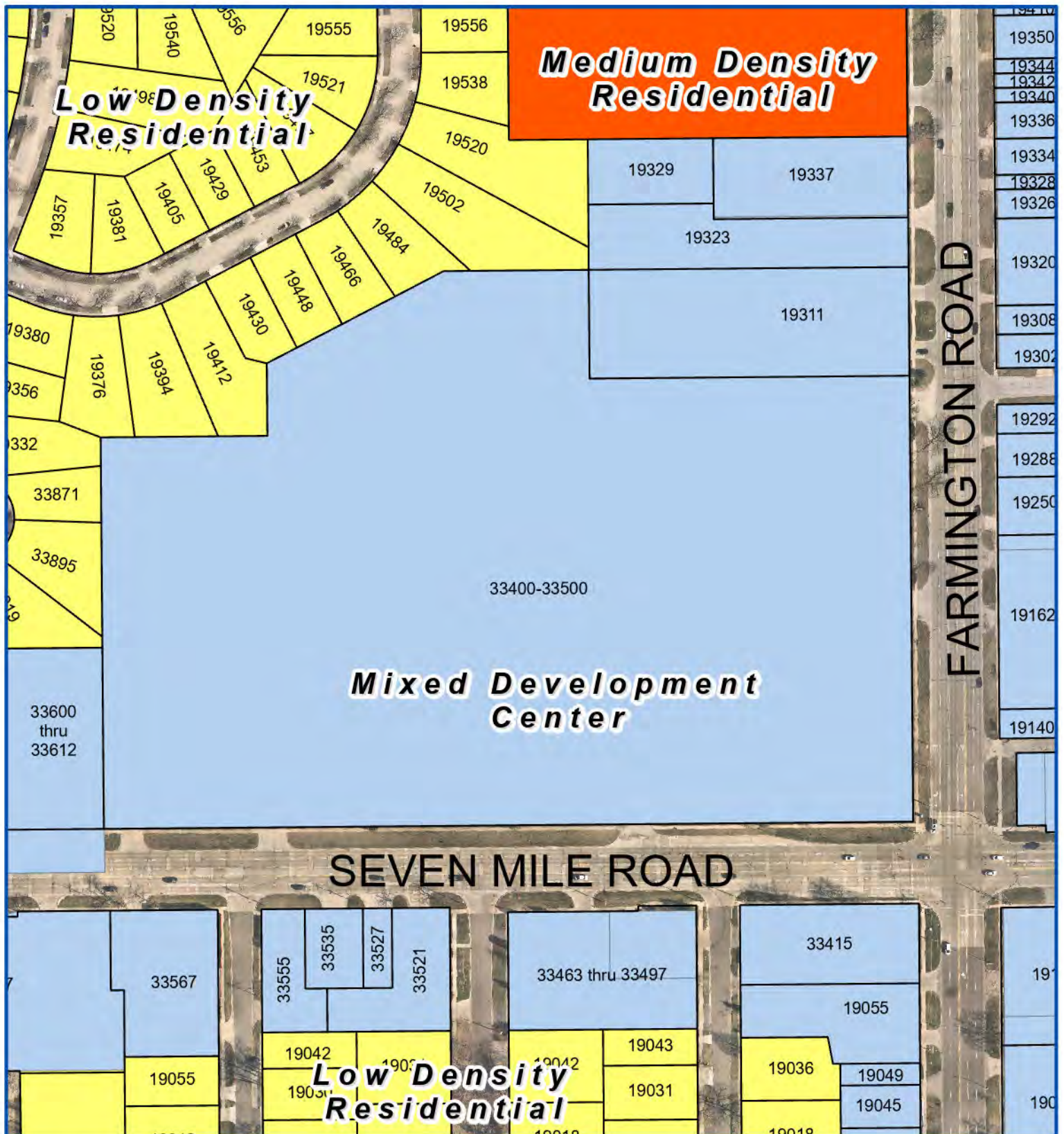
A Traffic Impact Study (TIS) prepared by the Developer has been completed for the proposed development. On average, the number of weekday trips generated by the project would total approximately 7,700. It would be distributed relatively evenly in direction: north and south via Farmington Road and east 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

Page 16

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.)



Future Land Use 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

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

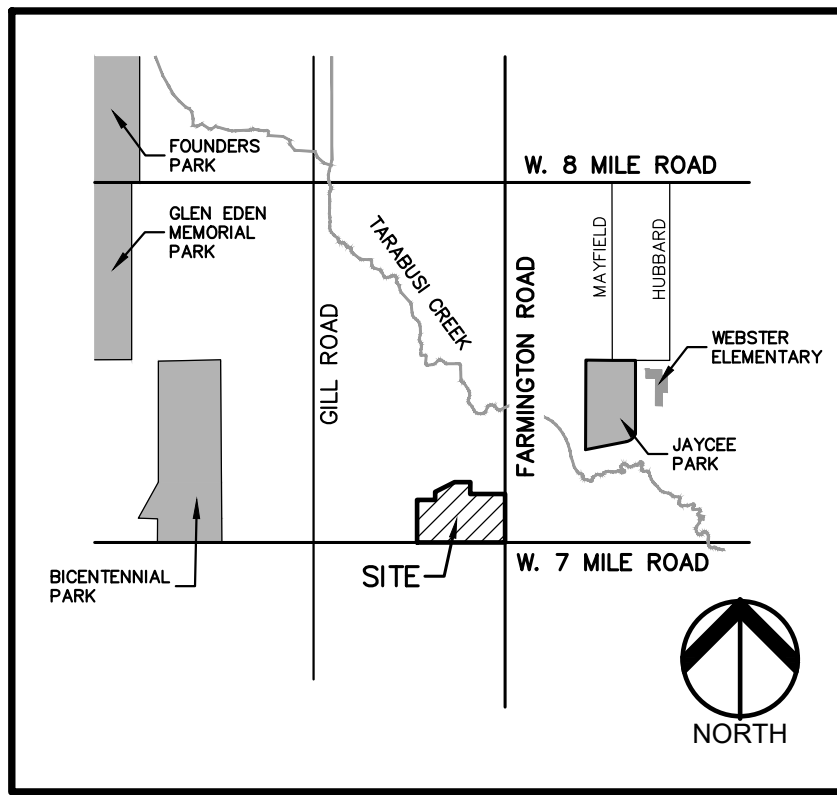
LIVONIA, MICHIGAN, WAYNE COUNTY



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

LEGAL DESCRIPTION
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 NODEG 00M 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1115.20FT TH NODEG 00M 50S W 540FT TH N89DEG 57M 10S E 230FT TH NODEG 00M 50S W 100FT TH N62DEG 55M 45S E 275.11FT TH N89DEG 57M 10S E 200FT TH S00DEG 00M 50S E 150FT TH N89DEG 57M 10S E 441.20FT TH S00DEG 00M 50S E 615FT POB 16.54 AC

7 & FARMINGTON MULTI-FAMILY UNIT SUMMARY				
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	

- GENERAL NOTES:**
THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.
- 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.
 - 'NO PARKING-FIRE LANE' SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
 - REFER TO NOTES & DETAILS SHEET FOR ON-SITE PAVING DETAILS.
 - REFER TO NOTES & DETAILS SHEET FOR ON-SITE SIDEWALK RAMP DETAILS.

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

- SIDEWALK RAMP LEGEND:**
- 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

- SIGN LEGEND:**
- 'NO PARKING FIRE LANE' SIGN (1)
 - 'STOP' SIGN (2)
 - 'BARRIER FREE PARKING' SIGN (3)
 - 'VAN ACCESSIBLE' SIGN (4)
 - 'CROSSWALK' SIGN (5)
 - 'DO NOT ENTER' SIGN (6)
 - PARKING PICK UP SPACE# (A4) (7)
 - 'NO TRUCK TRAFFIC' SIGN (8)
 - 'NO THRU TRAFFIC' SIGN (9)
 - 'PARKING LOT' WAYFINDING SIGN (A6) (10)
 - 'NO LEFT TURN' SIGN (M-F 4 PM TO 7 PM) (12)
 - EV CHARGING SIGNS (B6.1) (13)
 - SPEED LIMIT SIGN (14)
 - PICK UP MONUMENT SIGN (15)
 - MEIJER MONUMENT SIGN (16)
 - REFER TO DETAIL SHEETS C-5.0 AND C-5.2 FOR SIGN DETAILS

- WALL SIGN LEGEND:**
- '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 DETAILS

LEGEND

EXISTING

- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- ELEC. PHONE OR CABLE TV Q.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 & GAS LINE MARKER
- WATERMAIN, HYD. GATE VALVE, TAPPING SLEEVE & VALVE
- SANITARY SEWER, CLEANOUT & MANHOLE
- STORM SEWER, CLEANOUT & MANHOLE
- COMBINED SEWER & MANHOLE
- SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
- POST INDICATOR 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

PROPOSED

- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED
- STD. DUTY ONLY
- HEAVY R.O.W. DUTY ONLY
- STD. DUTY ONLY STRENGTH

SCALE: 1" = 50'

NORTH

PEA GROUP
t: 844.813.2949
www.peagroup.com

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

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. 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

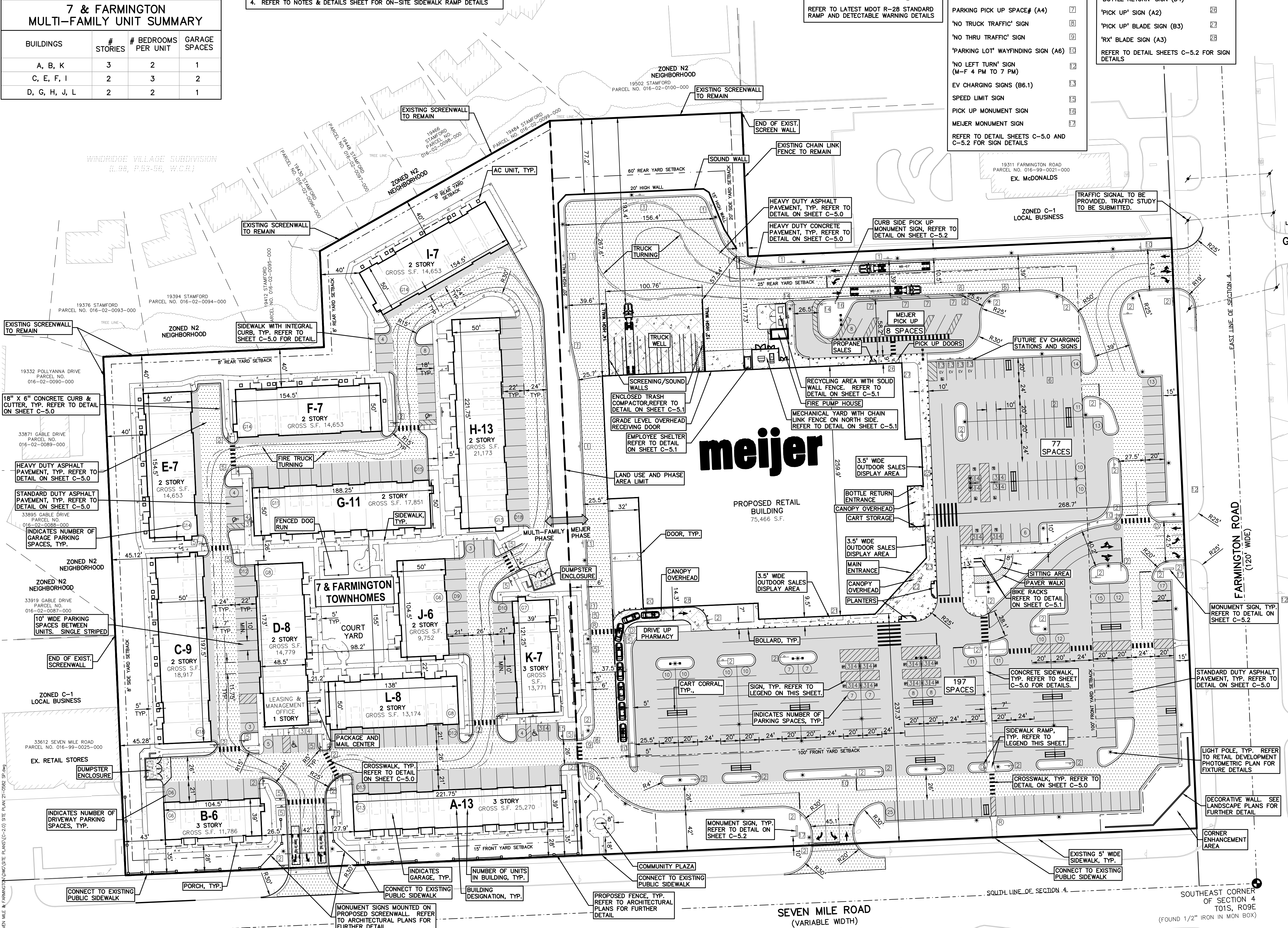
NO.	DESCRIPTION	DATE
1	PLAN REVISED	5-17-24

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
PRELIMINARY SITE PLAN

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

C-2.0



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	6.81 ACRES
RETAIL	9.74 ACRES

IMPERVIOUS AREA PERCENTAGES:

EXISTING CONDITION:	
MULTI-FAMILY SITE AREA:	93%
RETAIL SITE AREA:	90%
OVERALL SITE:	91%
PROPOSED CONDITION:	
MULTI-FAMILY SITE:	69%
RETAIL SITE:	82%
OVERALL SITE:	76%

MULTI-FAMILY RESIDENTIAL:

PROPOSED BUILDING HEIGHT = 2 STORIES 26'-7 1/2"

3 STORIES 36'-7 1/2"

TOTAL GROUND FLOOR BUILDING AREA = 88,184 SQ.FT.

BUILDING LOT COVERAGE = 29.7%

TOTAL GROSS S.F. (ALL TOWNHOMES): 190,432 S.F.

BUILDING SETBACKS: C-2 ZONING PROPOSED

FRONT	100'	237.3' MIN.
SIDE	15'	35' MIN.
REAR	8'	40' MIN.

COMMON SPACE RECREATION AREA: PROVIDED IN COURTYARD: 9,694 SF

RETAIL (GREATER THAN 30,000 SF):

PROPOSED BUILDING HEIGHT = 1 STORY, 35.0'

GROUND FLOOR BUILDING AREA = 75,466 SQ.FT.

BUILDING LOT COVERAGE = 17.8%

BUILDING SETBACKS: C-2 ZONING PROPOSED

FRONT	100'	237.3' MIN.
SIDE	20'	N/A.
REAR	25'	117.7' MIN.
	60' (ADJ. TO RES)	267.6' MIN.

PARKING CALCULATIONS:

MULTI-FAMILY RESIDENTIAL:

UNIT COUNT:

3 STORY 2 BEDROOM =	26 UNITS
2 STORY 2 BEDROOM =	46 UNITS
2 STORY 3 BEDROOM =	30 UNITS

TOTAL UNIT COUNT: 102

PARKING REQUIRED:

2 PER UNIT (1 & 2 BED) + 2.5/UNIT (3 BED)	
72 UNITS x 2 =	144 SPACES
30 UNIT x 2.5 =	75 SPACES
TOTAL REQUIRED PARKING =	219 SPACES

PARKING PROVIDED:

GARAGE SPACES =	132 SPACES
DRIVEWAY SPACES =	95 SPACES
ADDITIONAL SPACES =	31 SPACES
TOTAL SPACES PROVIDED:	258

BARRIER FREE SPACES REQUIRED (BASED ON NUMBER OF ADDITIONAL PARKING/GUEST SPACES): 2 (25-50 SPACES)

BARRIER FREE SPACES PROVIDED: 4

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.
= 75,466/250 = 302 SPACES

PARKING PROVIDED: 282 SPACES

BARRIER FREE SPACES REQ.: 7 (201-300 SPACES)

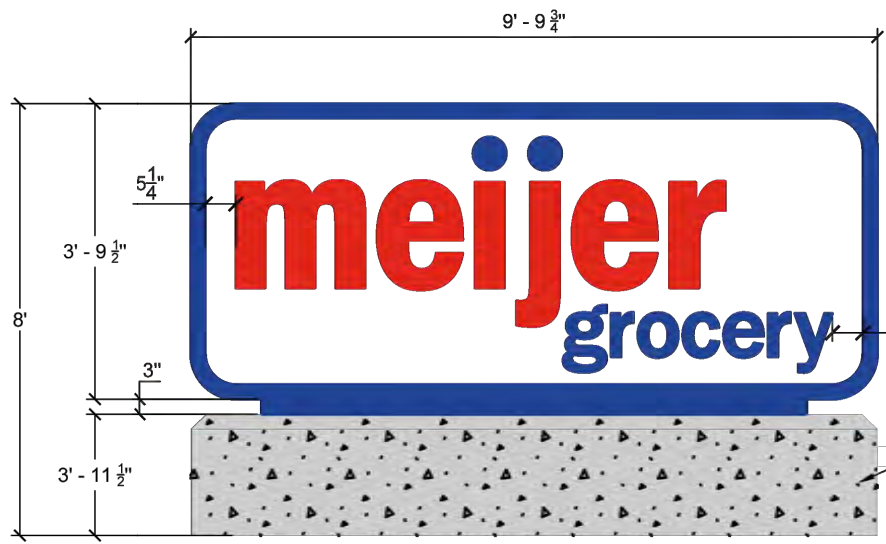
BARRIER FREE SPACES PROVIDED: 13

LOADING SPACES REQUIRED = 3 (PER 1ST 50,000 SF) + 1 (EA. ADD. 50,000 SF) = 4 SPACES

LOADING SPACES PROVIDED: 7 SPACES

S:\PROJECTS\2021\0021-0582 SEVEN MILE & FARMINGTON\MO SITE PLANS\C-2.0 SITE PLAN 71-0582-2P.dwg

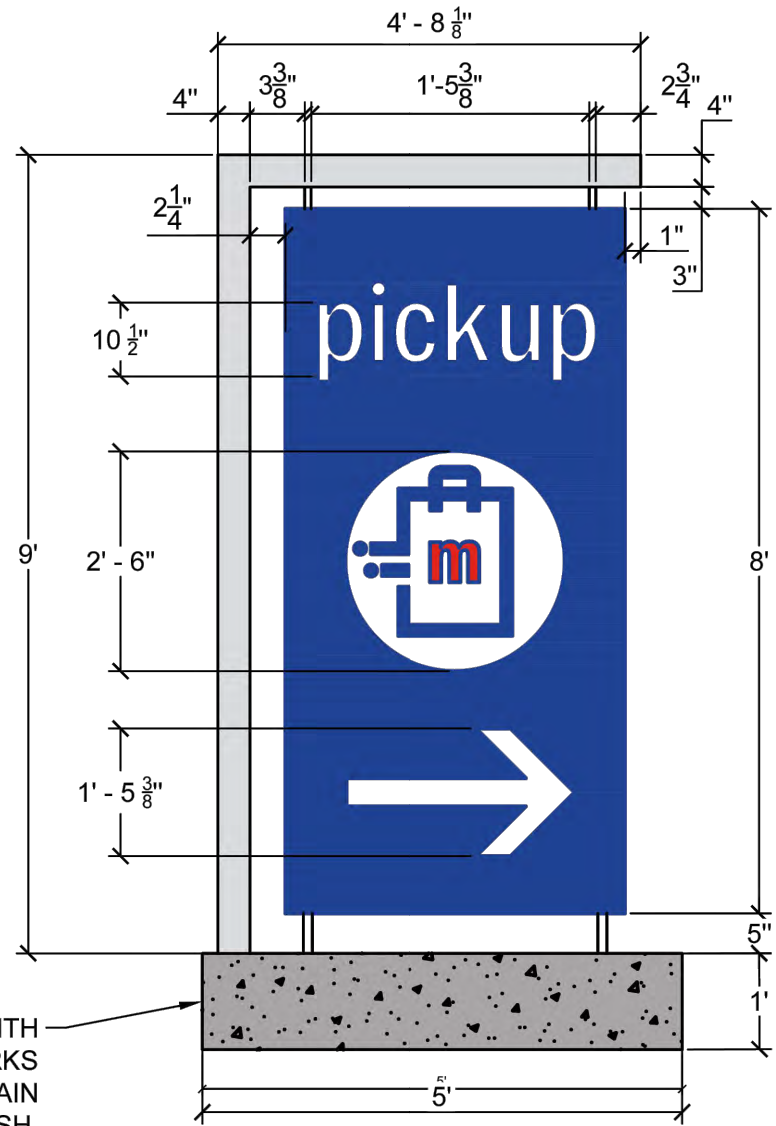
MONUMENT SIGNS



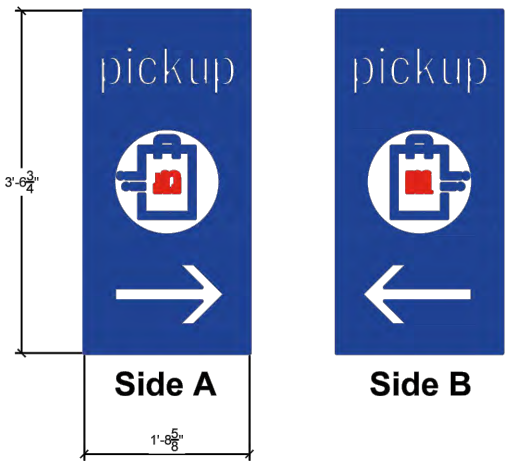
C1 GROCERY MONUMENT SIGN
NTS
DOUBLE FACED INTERNALLY ILLUMINATED LED LOGO
CABINET. CABINET MATERIAL IS ALUMINUM PMS 286C.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 37.2 S.F.
TOTAL 37.2 S.F.

BASE MATERIAL: CAST IN PLACE CONCRETE
WITH SMOOTH FINISH. NO POCK MARKS OR
IMPERFECTIONS. PLAIN CONCRETE FINISH.

CAST IN PLACE CONCRETE WITH
SMOOTH FINISH. NO POCK MARKS
OR IMPERFECTIONS. PLAIN
CONCRETE FINISH.

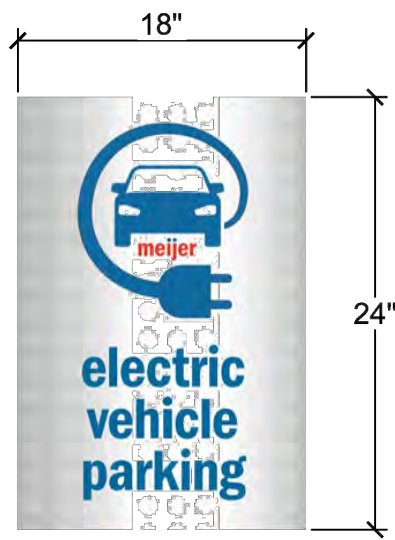


Primary Pylon



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

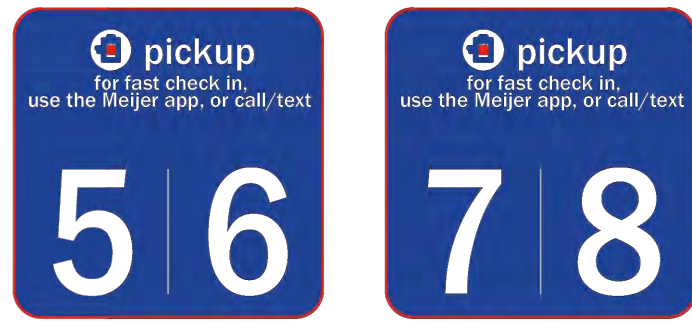
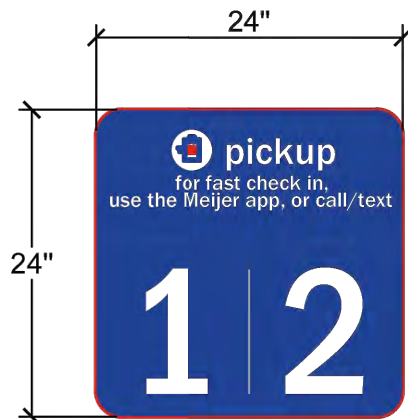
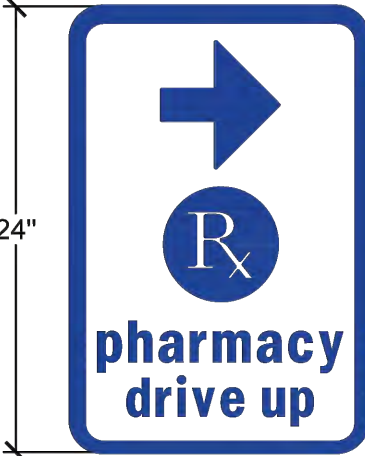
STANDARD SIGNS



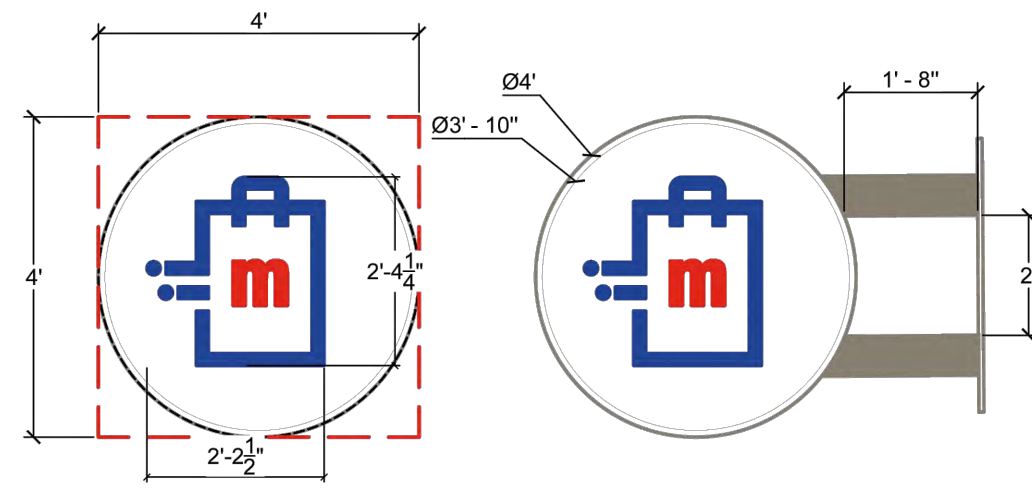
B6.1 EV CHARGING SIGN
NTS
CALCULATED 3.0 S.F.
TOTAL 3.0 S.F.



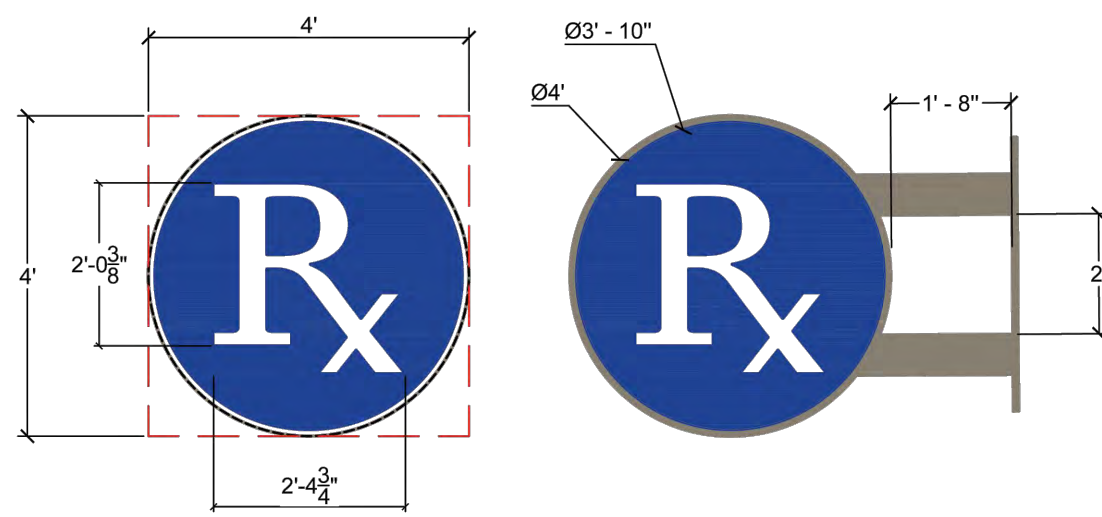
A6 PARKING LOT WAYFINDING
NTS
CALCULATED 3.0 S.F.
TOTAL 3.0 S.F.



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

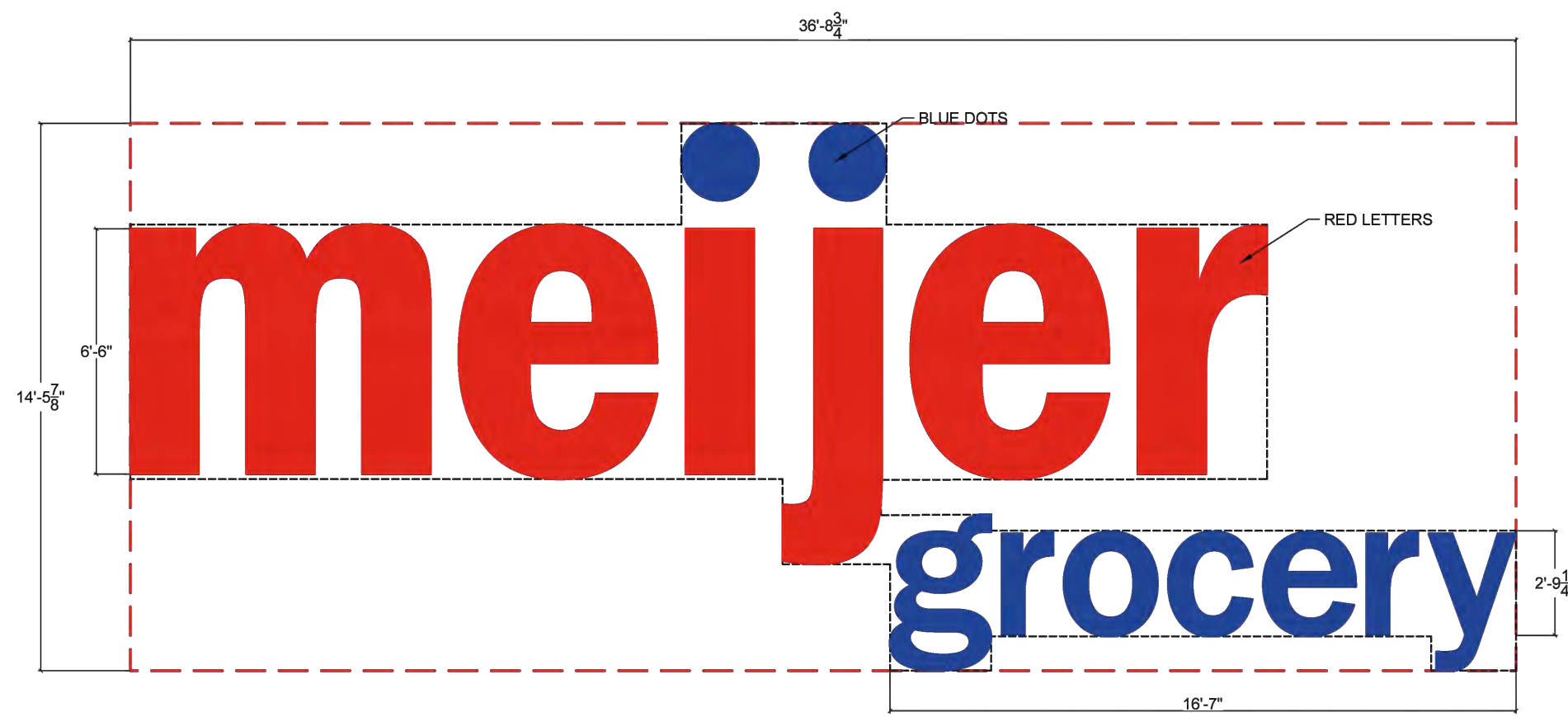


B3 PICKUP BLADE SIGN
NTS
LED INTERNALLY ILLUMINATED. WHITE ACRYLIC SIGN WITH DARK
BRONZE ALUMINUM RETAINER.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 12.6 S.F.
TOTAL 16.0 S.F.

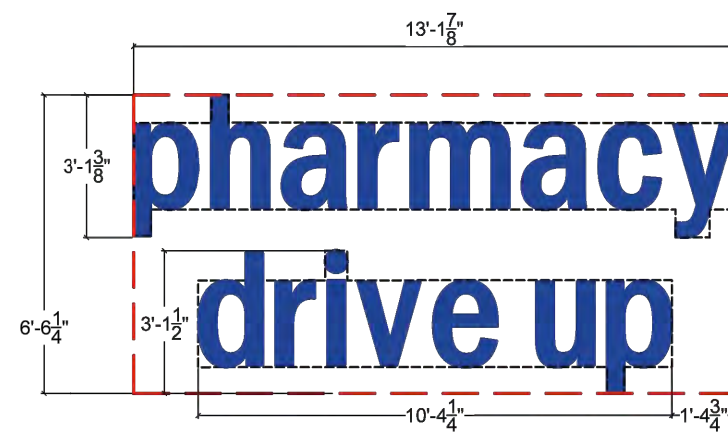


A3 Rx BLADE SIGN
NTS
LED INTERNALLY ILLUMINATED. WHITE ACRYLIC SIGN WITH DARK BRONZE
ALUMINUM RETAINER.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 12.57 S.F.
TOTAL 16.0 S.F.

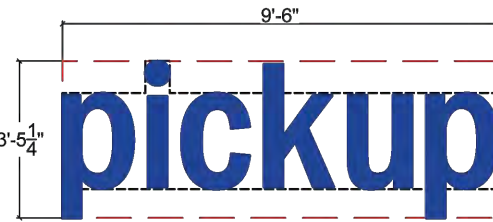
WALL MOUNTED SIGNS



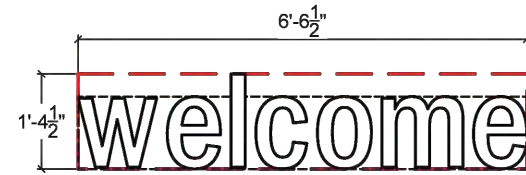
D1 MEIJER GROCERY
NTS
INTERNALLY ILLUMINATED "MEIJER" CHANNEL LETTERS TO MATCH CORPORATE LOGO & COLORS. SIDES OF LETTERS & RETAINERS TO BE
PAINTED TO MATCH RESPECTIVE FACE COLORS.
CALCULATED 275.9 S.F.
TOTAL 332.4 S.F.



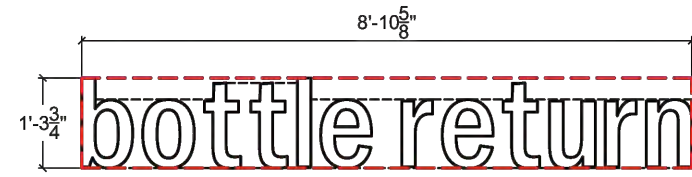
E3 PHARMACY SIGN DRIVE UP
NTS
LOW PROFILE, REVERSE HALO LIT. 1" DEEP EXTERIOR FOAM LETTERS MOUNTED
1.6" OFF WALL. SIDES OF LETTERS TO MATCH FACE FOAM COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 48.3 S.F.
TOTAL 65.8 S.F.



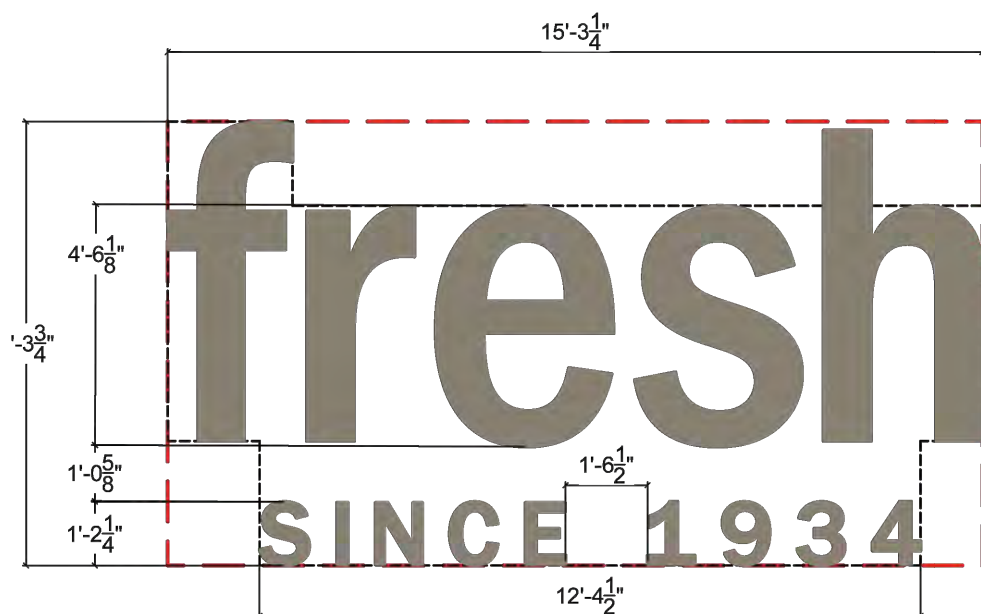
D3 PICKUP SIGN
NTS
LOW PROFILE, REVERSE HALO LIT. 1" DEEP POLY-CARBONATE
LETTERS. SIDES OF LETTER TO MATCH ALUMINUM FACE COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 21.1 S.F.
TOTAL 32.8 S.F.



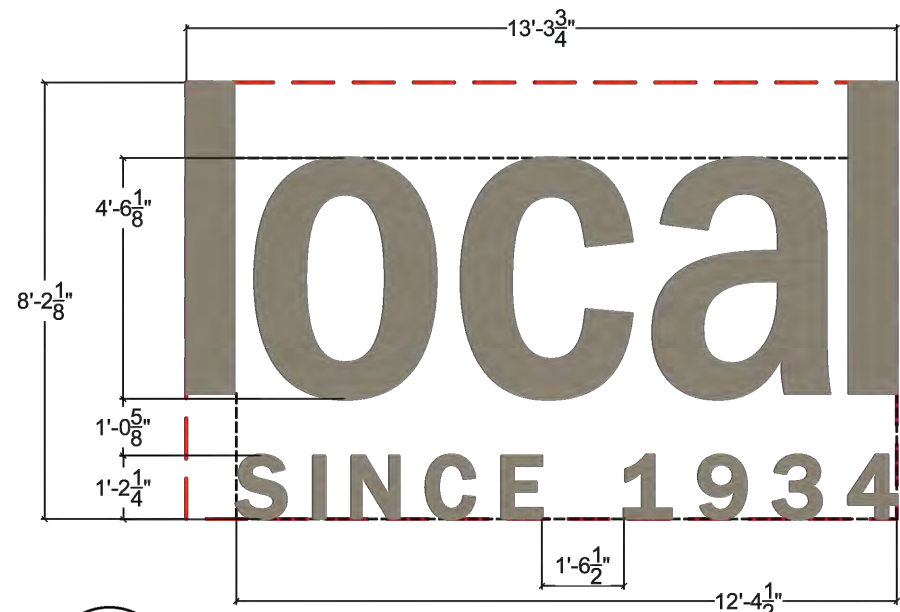
E5 WELCOME SIGN
NTS
NON-ILLUMINATED. DIE-CUT VINYL SURFACED
APPLIED.
CALCULATED 6.9 S.F.
TOTAL 9.1 S.F.



(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!!
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UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY
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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

NOTES PER CITY OF LIVONIA ORDINANCE:
MINIMUM PLANTING SIZES PER CITY ARE:
3" CAL. DEC. TREE, 8" HT. EVG, 2" CAL. ORNAMENTAL
36" HT. DEC. SHRUB AND 30" HT. EVG SHRUB

TREES AND SHRUBS MAY NOT BE PLANTED CLOSER THAN 4' TO
FENCE OR PROPERTY LINE.

NO ROCK, STONE OR PEBBLES PERMITTED IN LANDSCAPE AREAS.

ALL LAWN AND LANDSCAPED AREAS TO HAVE AN UNDERGROUND
IRRIGATION SYSTEM. TYPICAL SCREENING SHOWN
ON SHEET L-1.2, NORTH MATCHLINE AREA, AT BLDG L-7.

NOTE: TREES TO NOT CONFLICT WITH FINAL LOCATION OF
LIGHT POLES, REGULATORY SIGNS AND BUILDING SIGNAGE,
SHIFT TREES AS NECESSARY.

NOTE: FINAL LOCATION OF AC UNITS AND TRANSFORMERS TO BE
SCREENED PER LIVONIA ORDINANCE. TYPICAL SCREENING SHOWN
ON SHEET L-1.2, NORTH MATCHLINE AREA, AT BLDG L-7.

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
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

KEY

— FRONTAGE TREES
FRONTAGE SHRUBS

— INTERIOR PARKING TREES

— GREENBELT BUFFER TREES

— OPEN SPACE TREE AT MULTI FAMILY

— PLANTINGS, PERENNIALS/ ORNAMENTAL
GRASS, TO BE DETAILED DURING
CONSTRUCTION DWGS.

— IRRIGATED SEED LAWN

— IRRIGATED SOD LAWN

— 3" DEPTH SHREDDED
HARDWOOD MULCH
OVER WEED MAT

— RIVER ROCK OVER
WEED FABRIC AT SIGN BASE;
SEE DETAIL SHEET L-1.5

— SNOW STORAGE AREA

— LAND USE AND PHASE
AREA LIMITS BETWEEN RETAIL
BUILDING AND MULTI FAMILY

LANDSCAPE CALCULATIONS: RETAIL

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 = 13, 3" DEC./8" HT. EVG. TREE
ORN. TREE = 530/40 = 13, 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

LANDSCAPE CALCULATIONS: MULT FAMILY

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 X 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 = 85, 3" HT DEC./30" HT. EVG

PARKING LOT SCREENING AT SEVEN MILE RD.

REQUIRED:
5' WIDE YARD WITH EVERGREEN OR DECIDUOUS HEDGE,
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

PEA
GROUP

t: 844.813.2949
www.peagroup.com

STATE OF MICHIGAN
JANET L. EVANS
LANDSCAPE ARCHITECT
NO. 1380
WCSMA

NORTH

0 25 50 100
SCALE: 1" = 50'

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

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

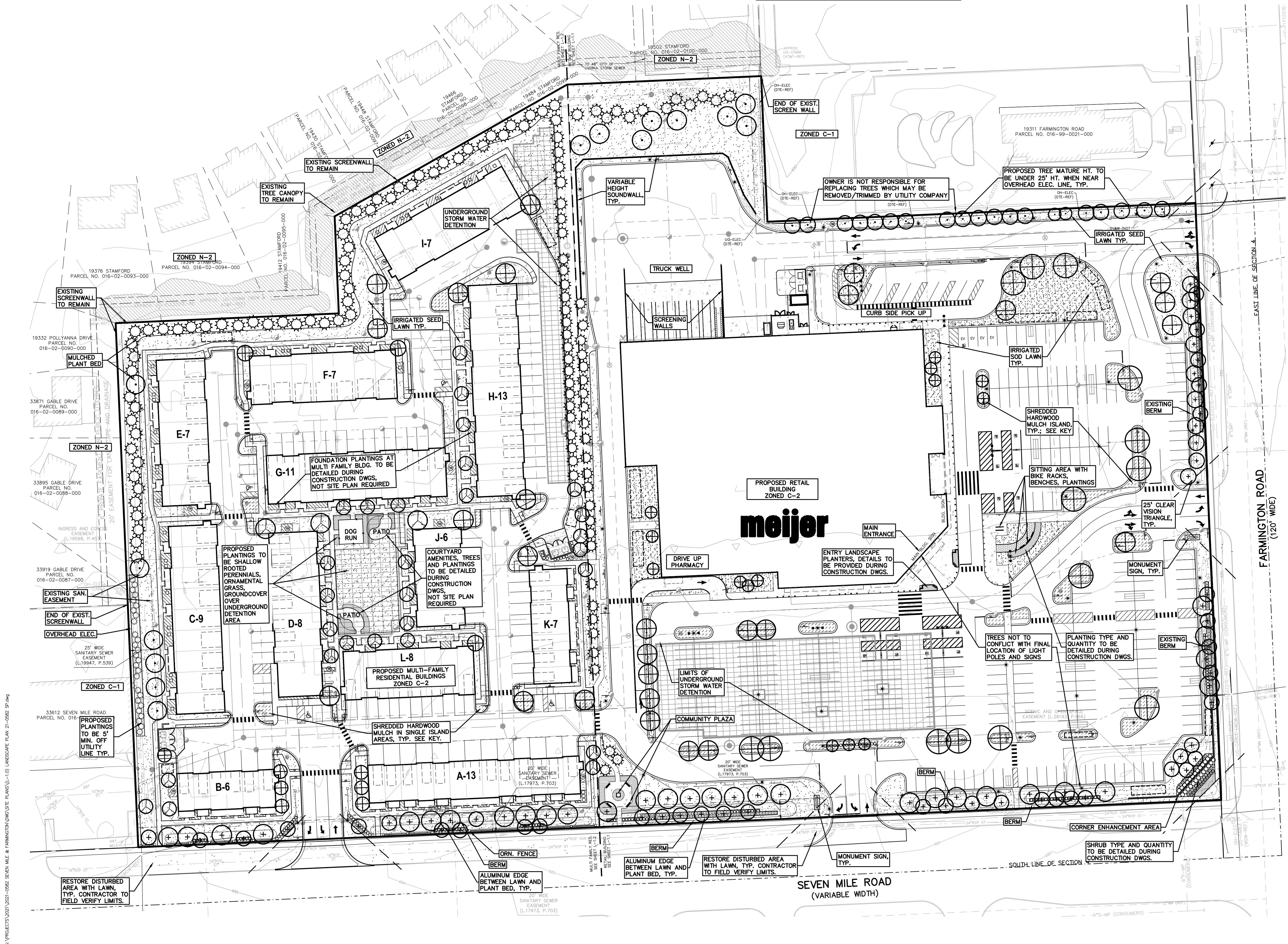
PROJECT TITLE
**7 MILE PLANNED
GENERAL
DEVELOPMENT**
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN 48150

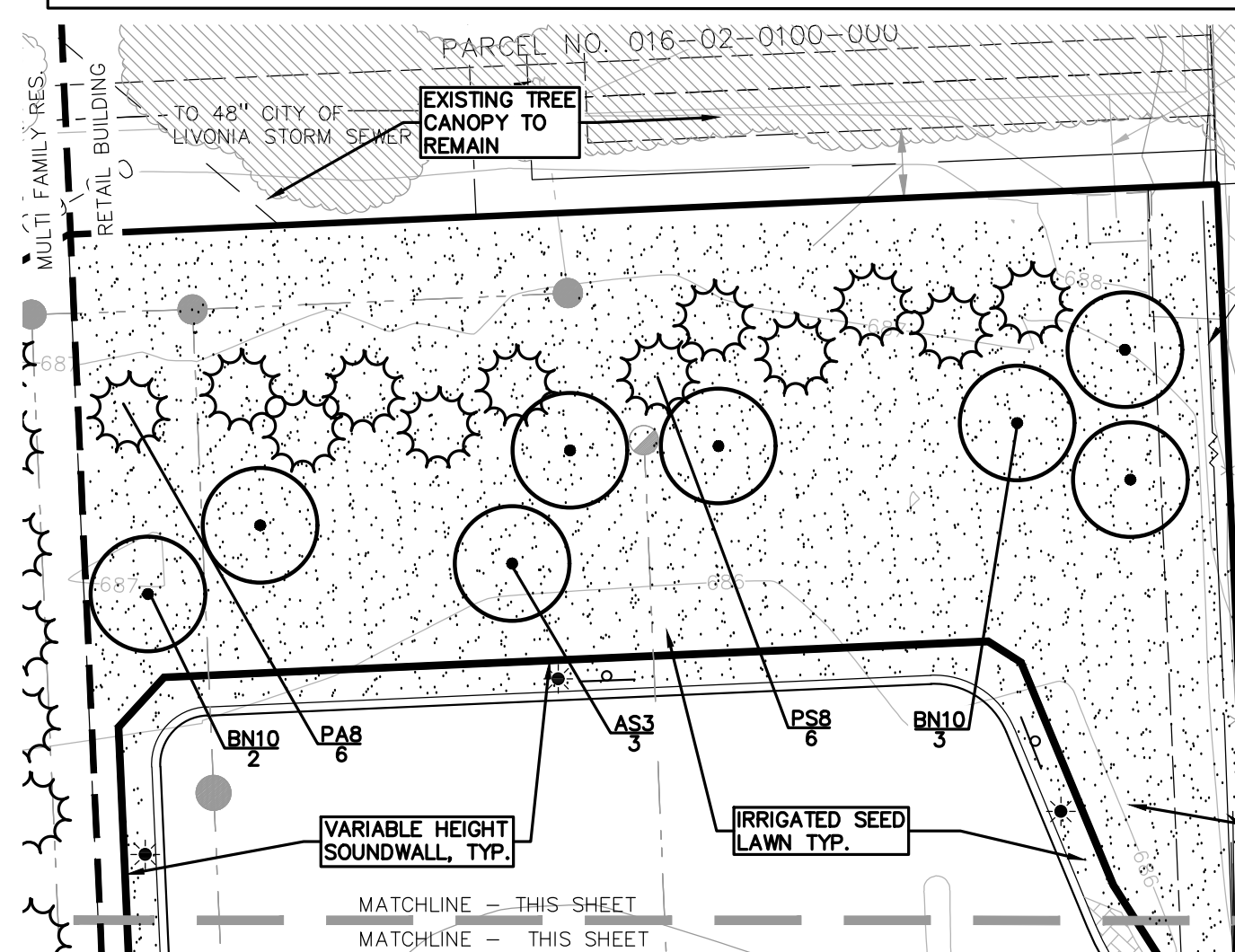
REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE
**PRELIMINARY
OVERALL
LANDSCAPE
PLAN**

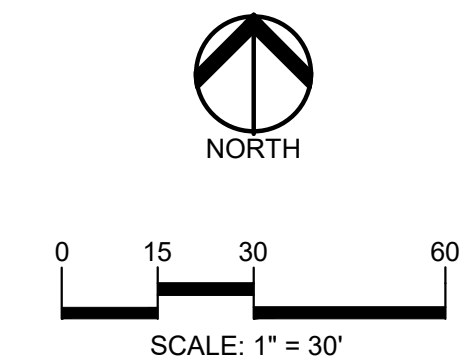
PEA JOB NO. 2021-0582
P.M. JC
DN. AH
DES. JE
DRAWING NUMBER:
L-1.0





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	Skiny 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> (15'x 15' ht. pink, utility tree)	2" Cal.	B&B
6	MJ2	Marilee Crab	<i>Malus 'Jarmini' PP14337</i> (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-KWS PP 14375'</i> (brink pink, upright)	2" Cal.	B&B
6	QG3	Skiny Greens Oak	<i>Quercus alba 'JFS-KW20X' P.A.F.</i> (col./fastigate 10W)	3" Cal.	B&B
7	QS3	Streplespire Oak	<i>Quercus alba 'JFS-KW10X' (columnar)</i>	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				

SHRUB PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
77	C536	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.
99	TM30	Dense Yew	<i>Taxus x media 'Densiformis'</i>	30" Ht. Cont.
249	TOTAL SHRUBS			



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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

REVISIONS	
PLAN REVISED	5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE

**PRELIMINARY
LANDSCAPE
PLAN - RETAIL
BUILDING**

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

L-1.1

NOT FOR CONSTRUCTION

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

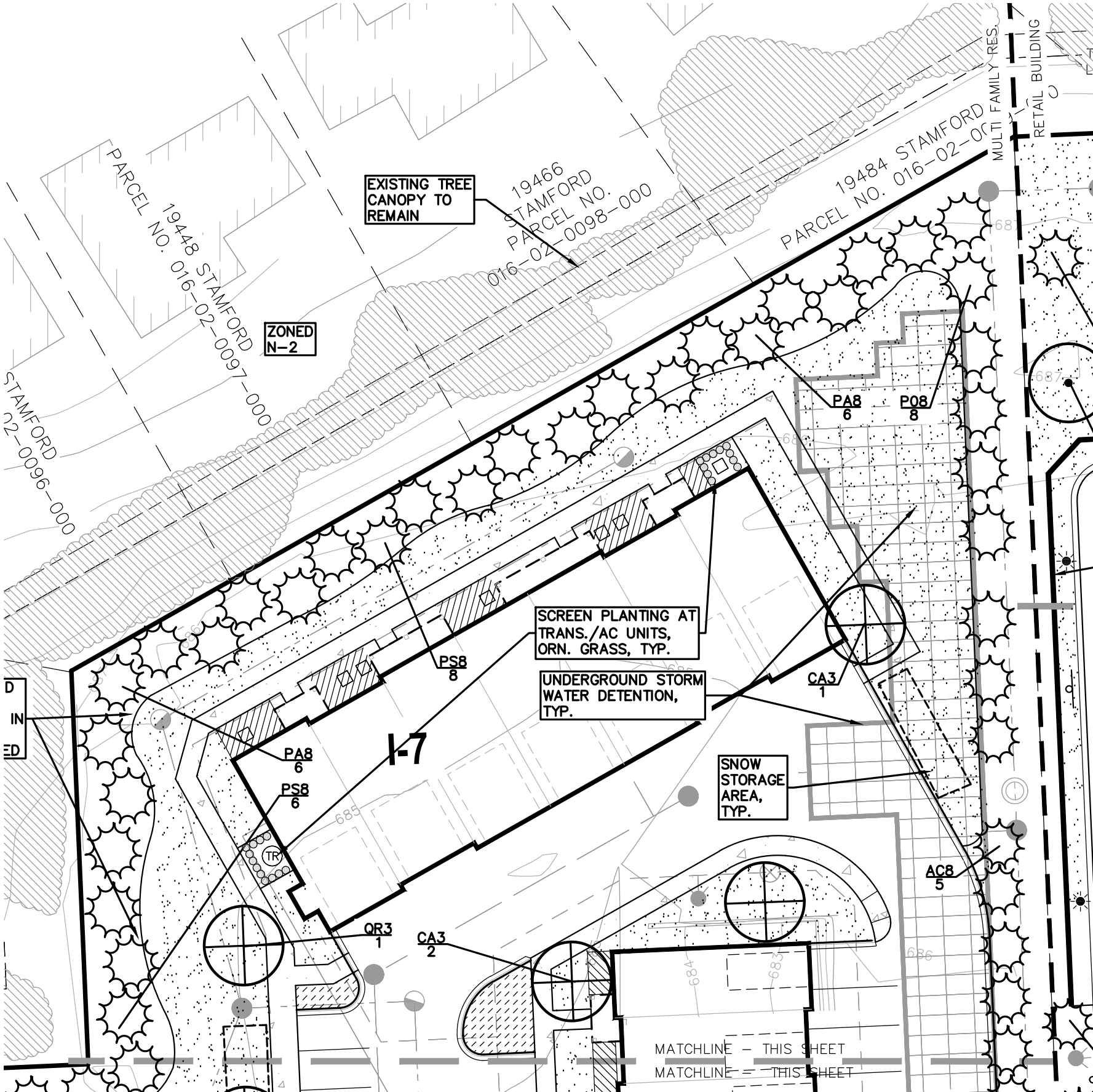
KEY

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.

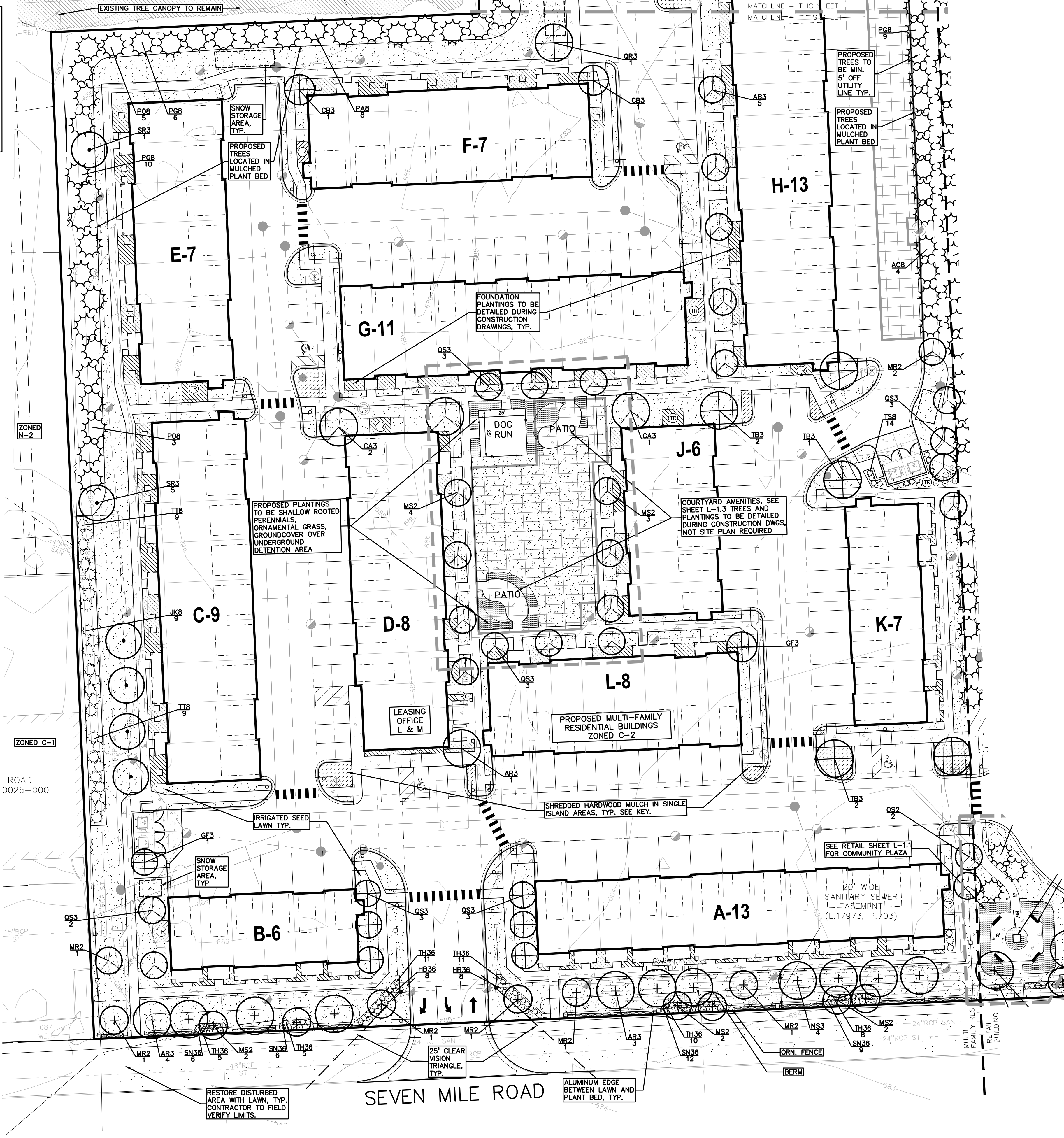
=FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING, AND PERENNIALS/ ORNAMENTAL GRASS AT ROAD FRONTAGE TO BE DETAILED DURING CONSTRUCTION DWGS.

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-KW5 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			



PEA GROUP

t: 844.813.2949
www.peagroup.com

JANET L. EVANS
LANDSCAPE ARCHITECT
NO. 380
LIVONIA, MICHIGAN

NORTH

0 15 30 60
SCALE: 1" = 30'

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

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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 48152

REVISIONS
PLAN REVISED 5-17-24

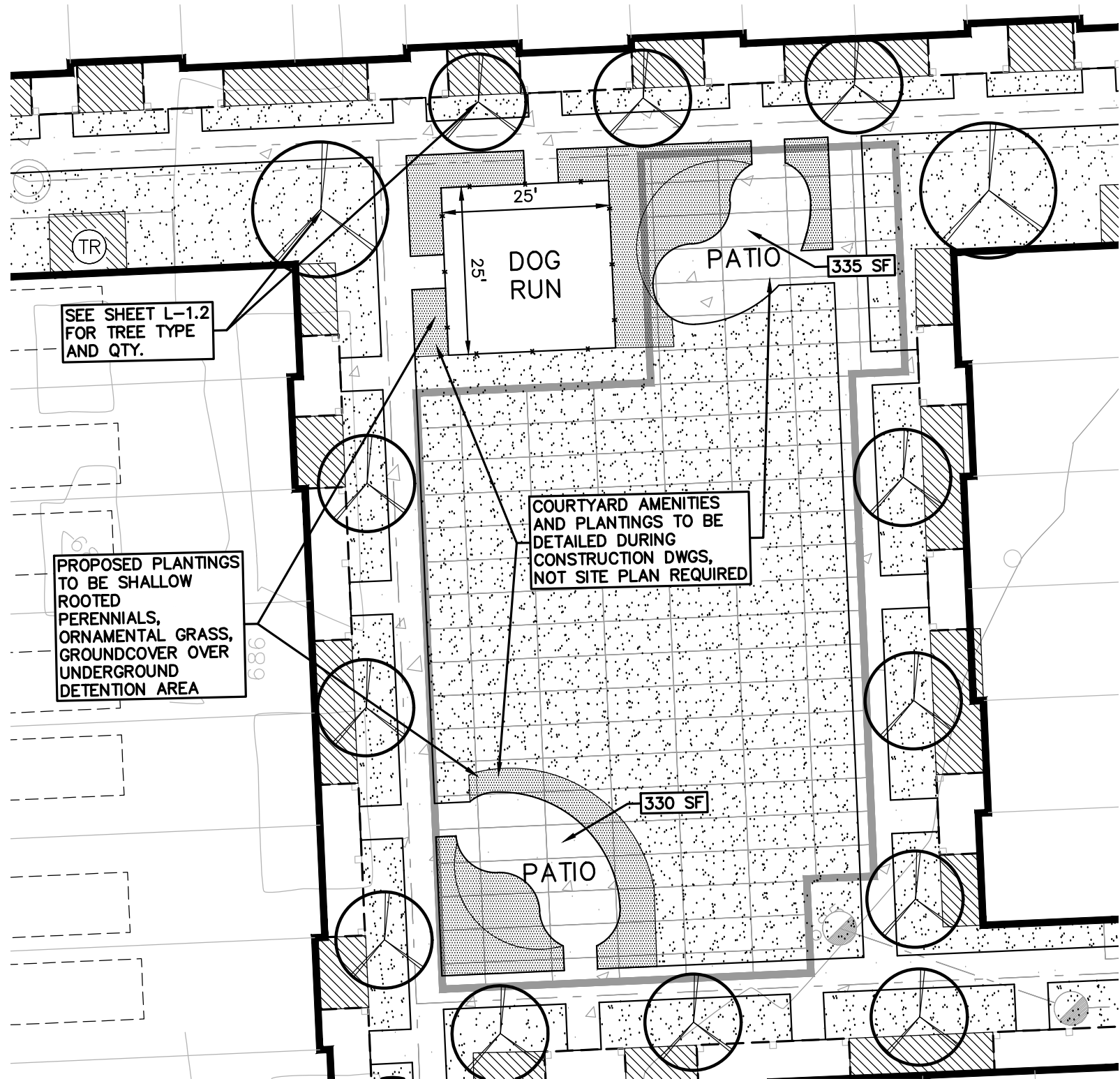
ORIGINAL ISSUE DATE:

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - MULTI FAMILY BLDG.

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

L-1.2

NOT FOR CONSTRUCTION



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

STATE OF MICHIGAN
JANET L. EVANS
LANDSCAPE ARCHITECT
NO. 1380
LANSING, MICHIGAN

NORTH

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

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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

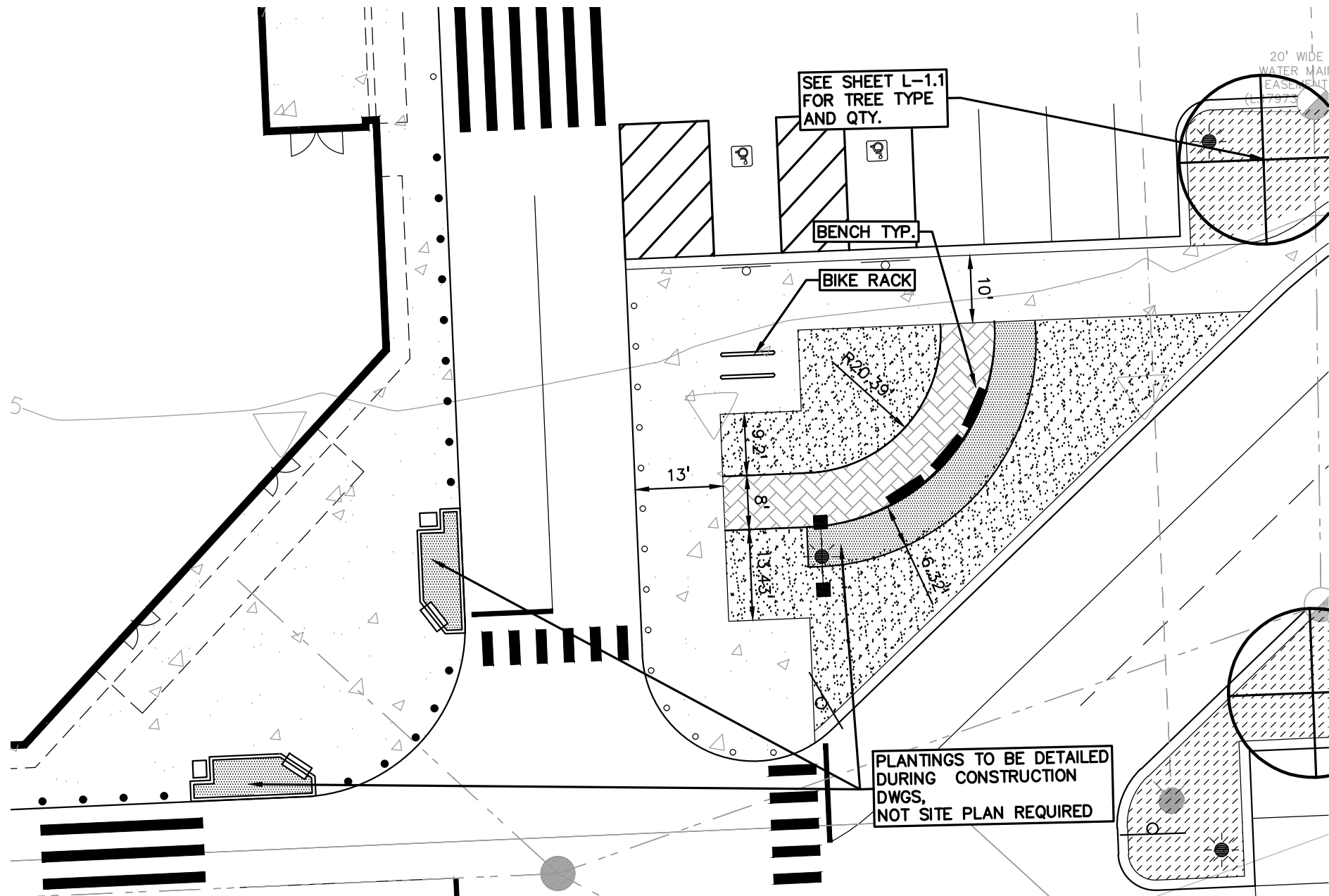
ENLARGEMENT AREAS

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

DRAWING NUMBER:

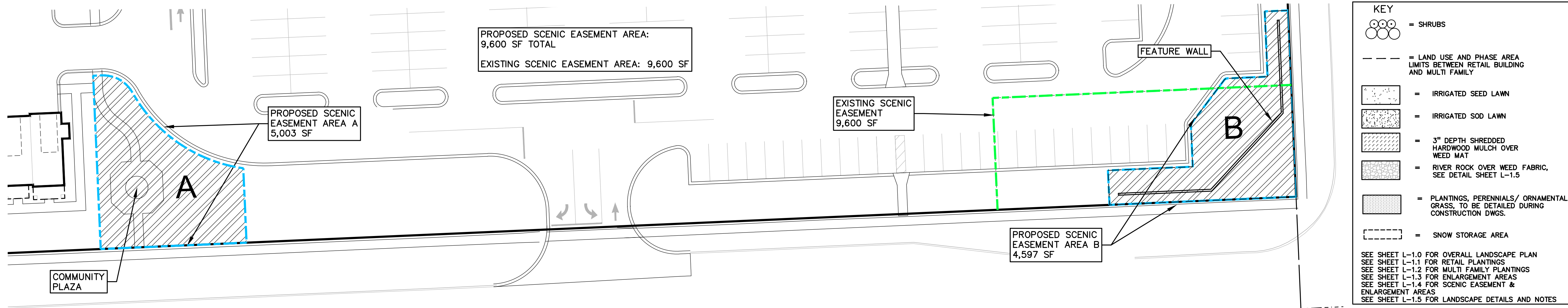
L-1.3

NOT FOR CONSTRUCTION



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





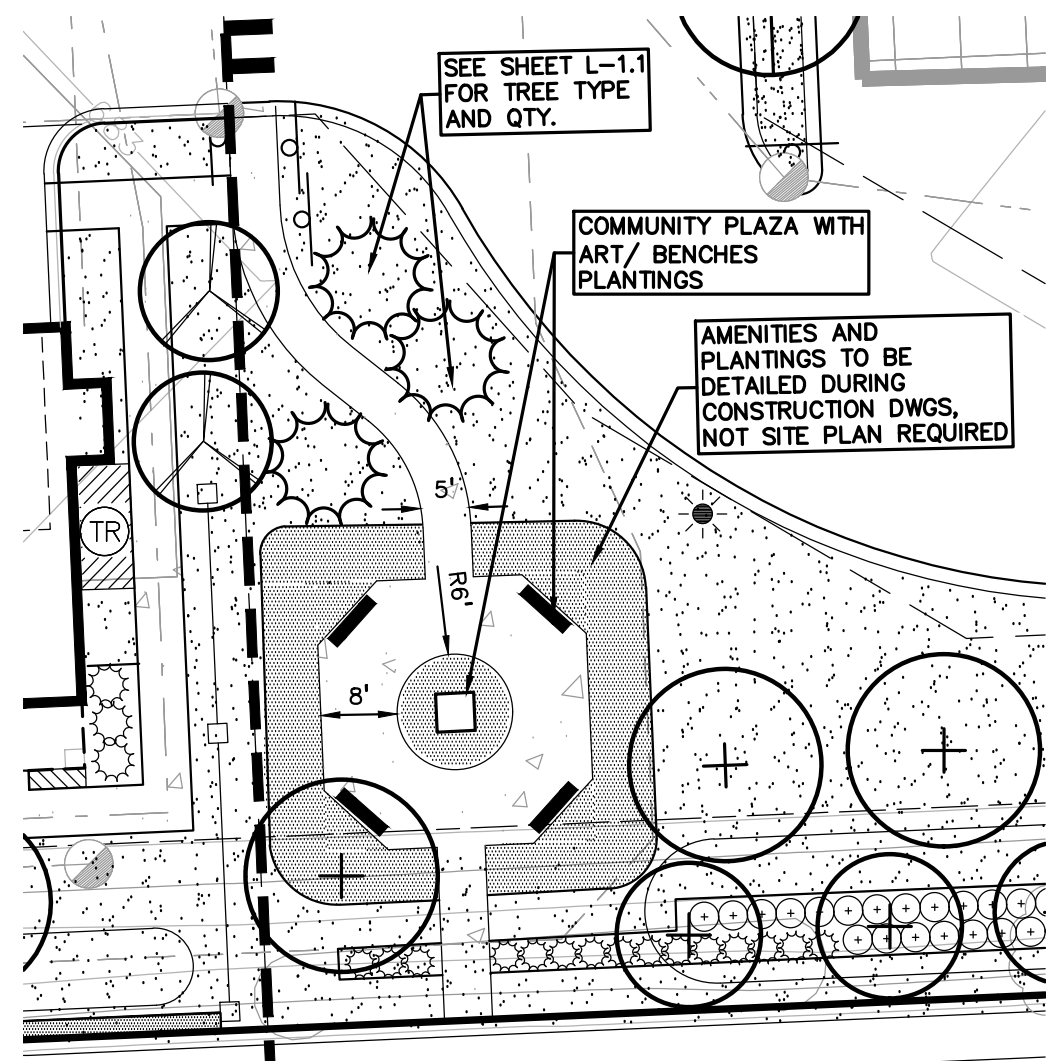
PEA GROUP
t: 844.813.2949
www.peagroup.com

JANET L. EVANS
LANDSCAPE ARCHITECT
NO. 1360
LIVONIA, MICHIGAN

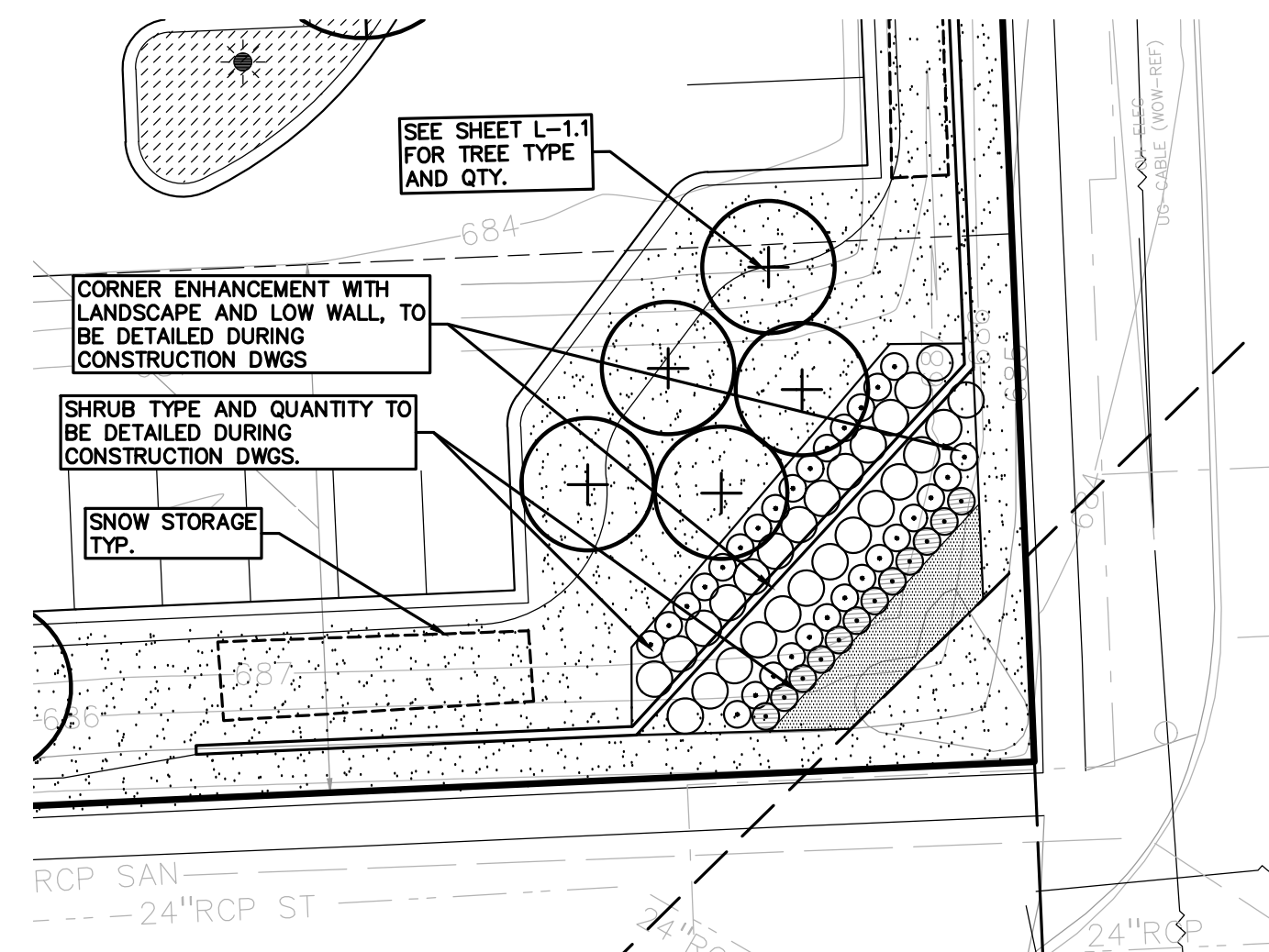
NORTH

SEVEN MILE ROAD
(VARIABLE WIDTH)

SCENIC EASEMENT PLAN
SCALE 1" = 30'



PLAN
SCALE 1" = 20'



PLAN
SCALE 1" = 20'



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

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



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

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

NOT FOR CONSTRUCTION



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 OF THE DEEP. 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
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

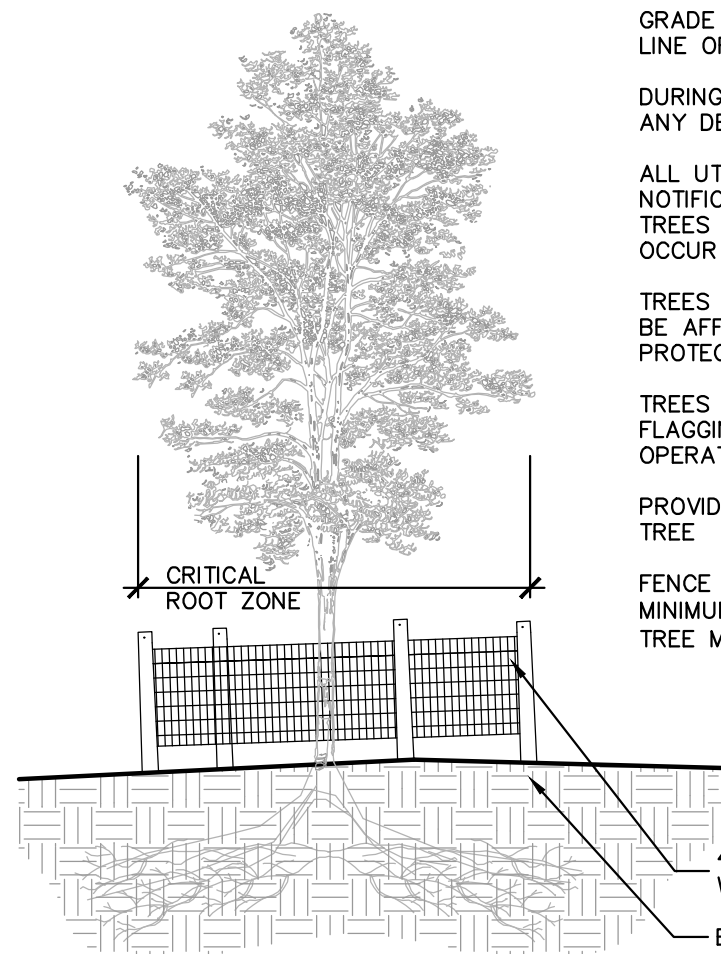
ALL UTILITY SERVICE REQUESTS MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE OF THE PROTECTIVE FENCING

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

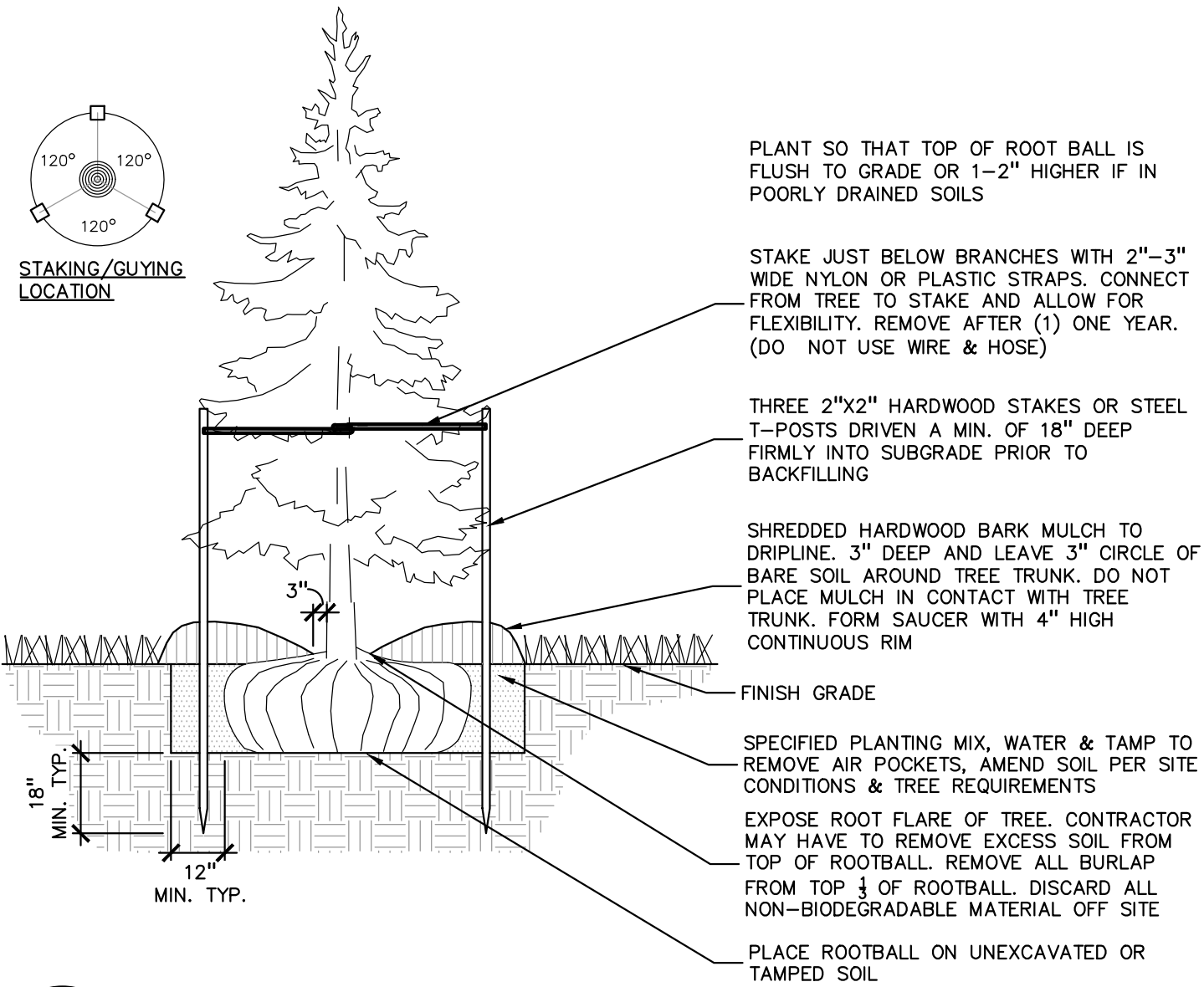
TREES TO BE PRESERVED SHALL BE IDENTIFIED WITH FLAGGING PRIOR TO THE TREE CLEARING OPERATIONS

PROVIDE FENCE AROUND CRITICAL ROOT ZONE OF TREE

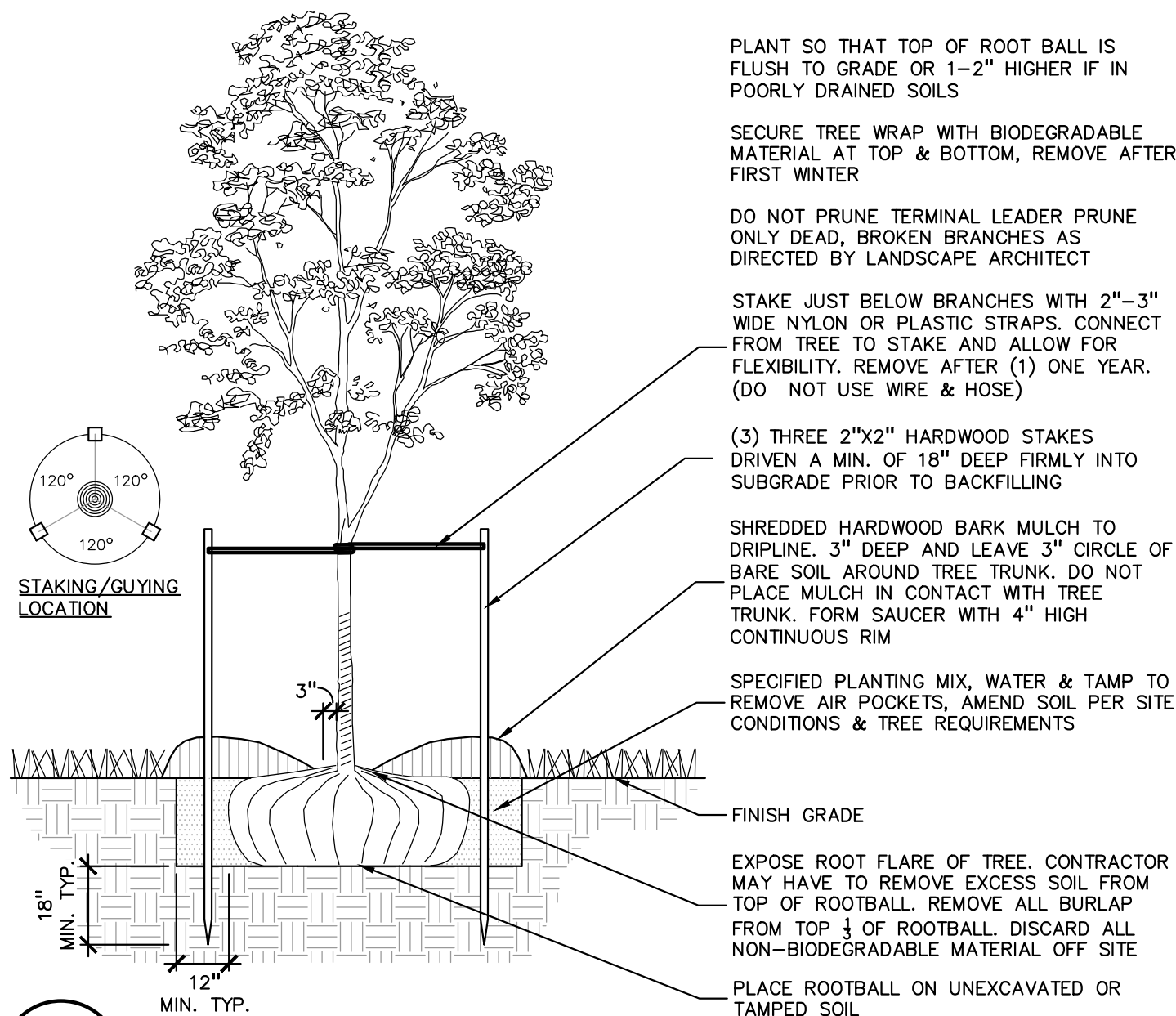
FENCE SHALL BE PLACED IN A CIRCLE WITH A MINIMUM RADIUS OF 1' PER 1" DIAMETER OF THE TREE MEASURED AT 4.5' ABOVE GROUND



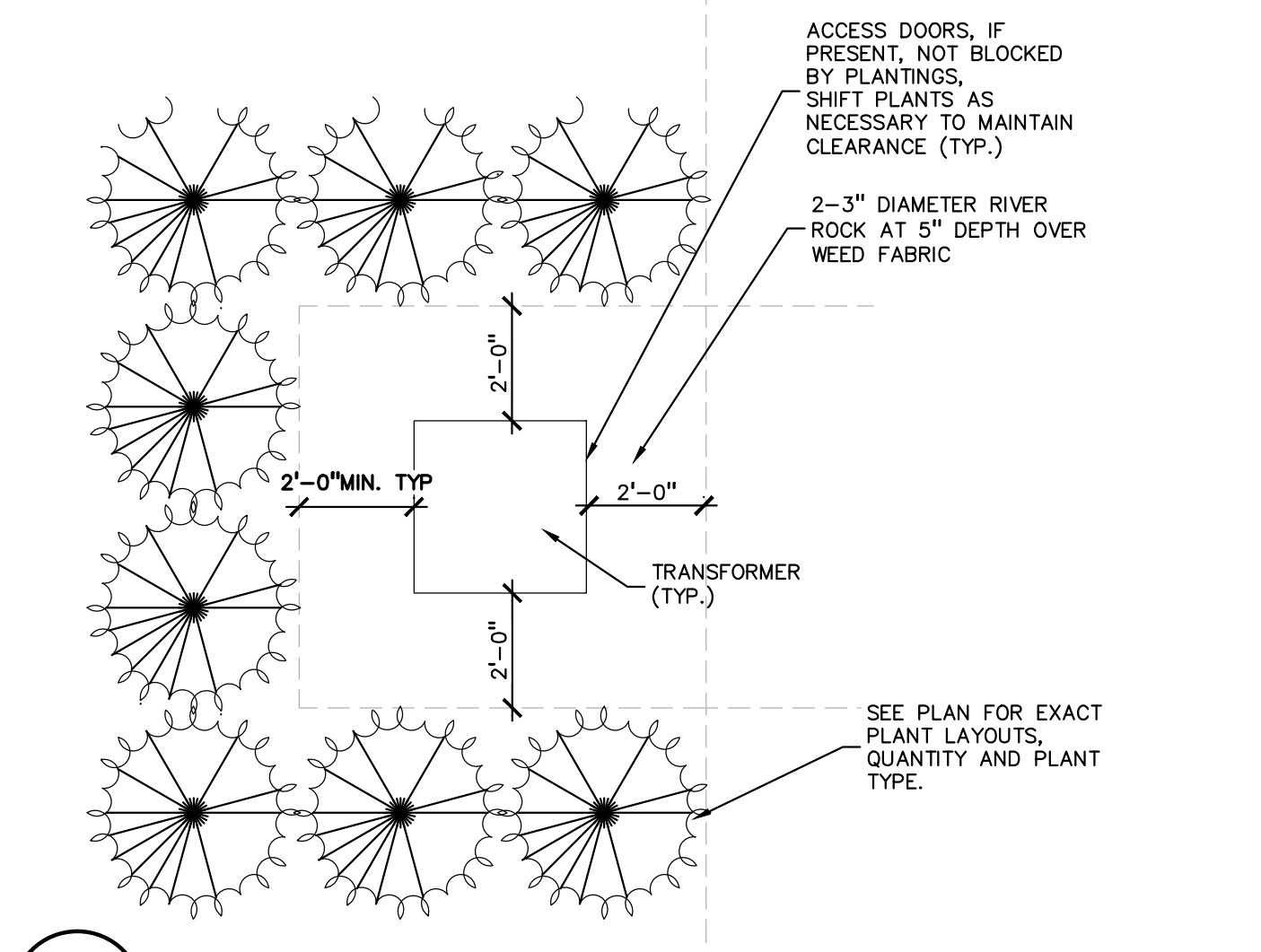
3 TREE PROTECTION DETAIL
SCALE: 1" = 3'-0"



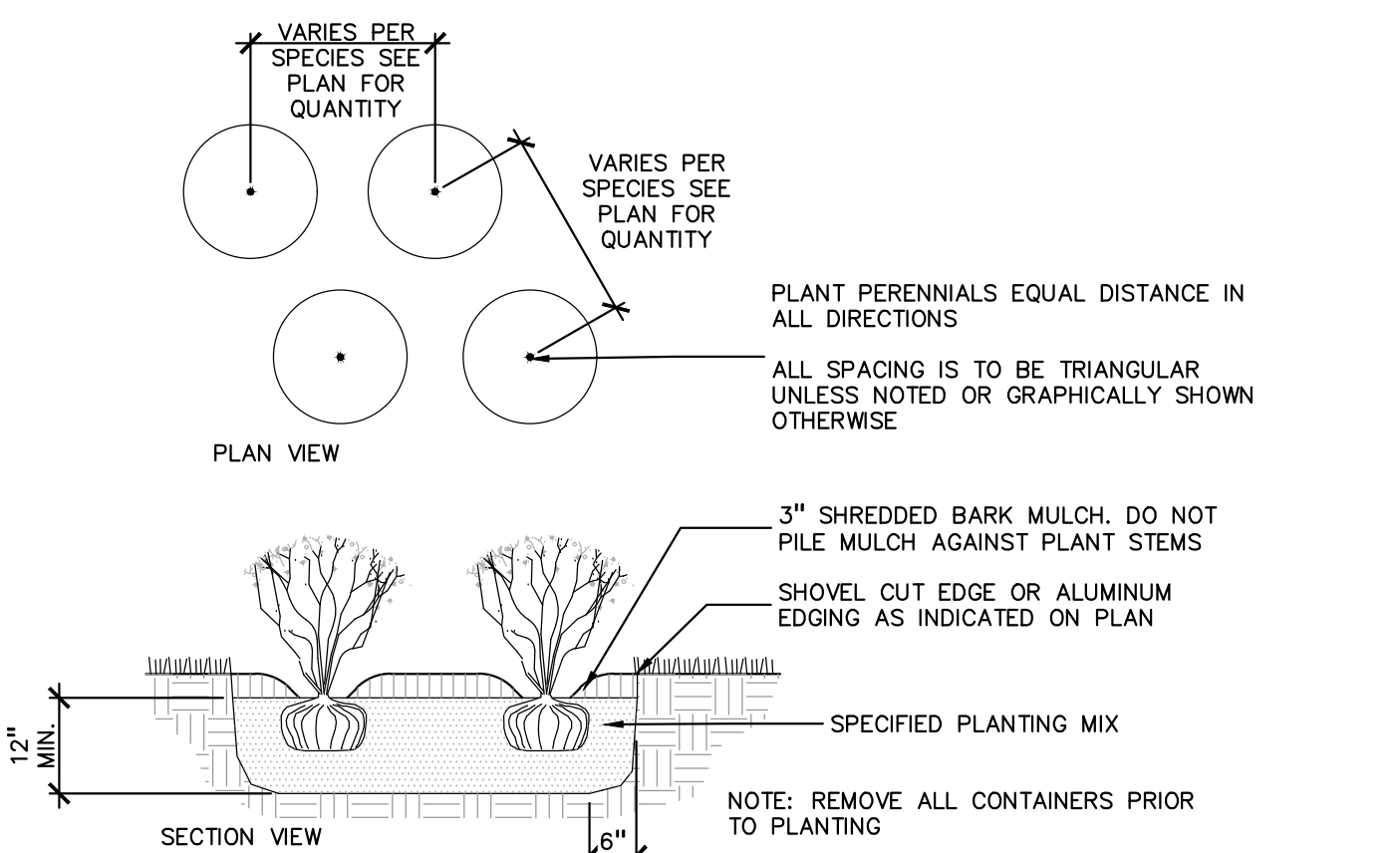
2 EVERGREEN TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



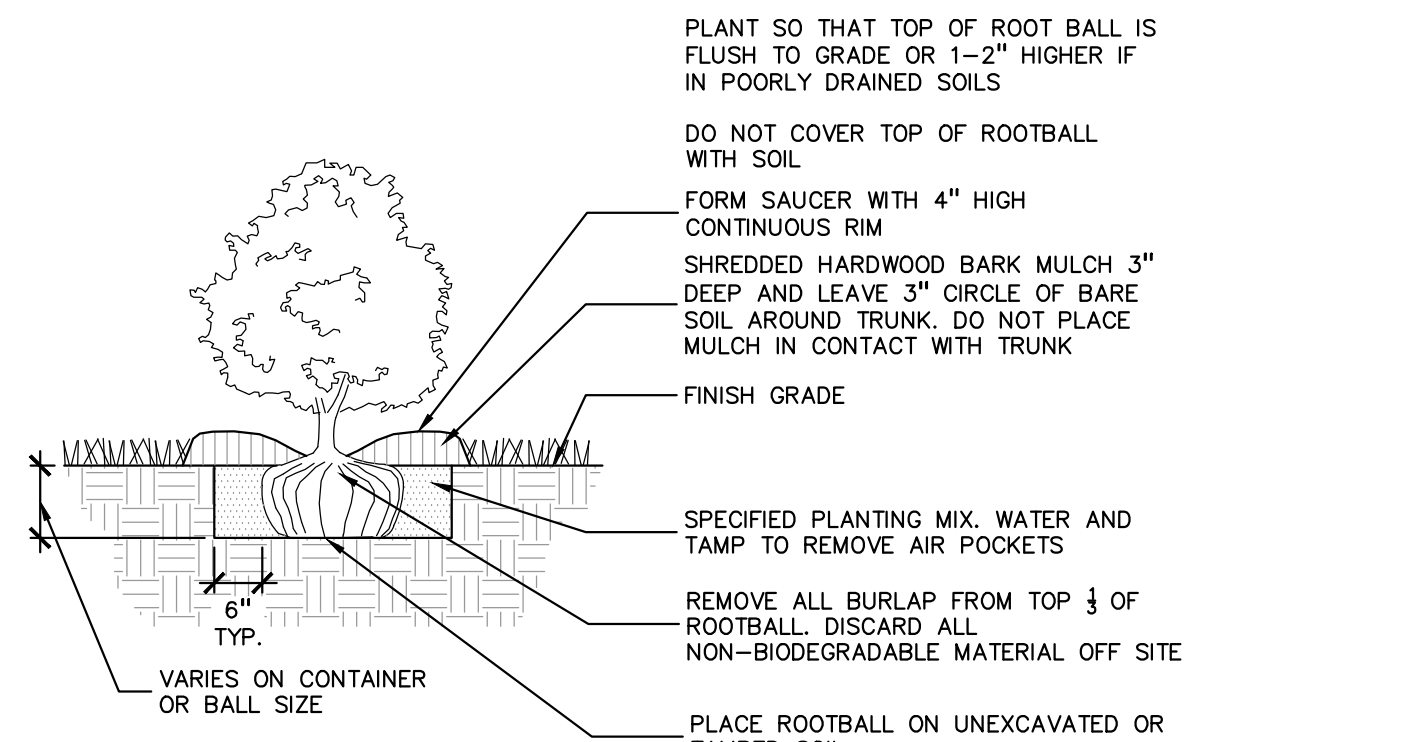
1 DECIDUOUS TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



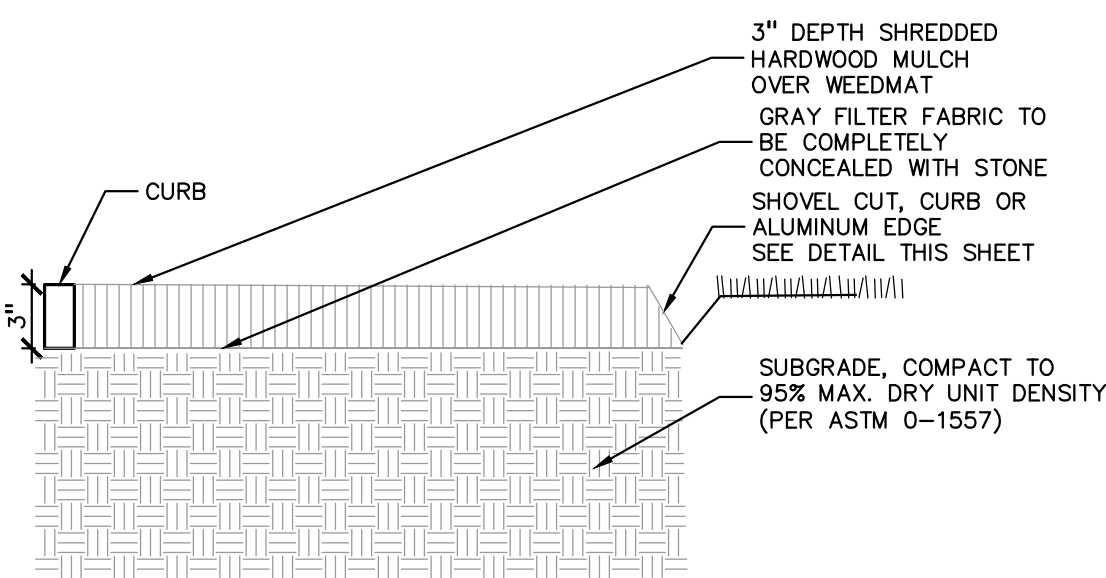
6 TRANSFORMER SCREENING DETAIL-FOR ACCESS REF. ONLY
SCALE: 1" = 3'-0"



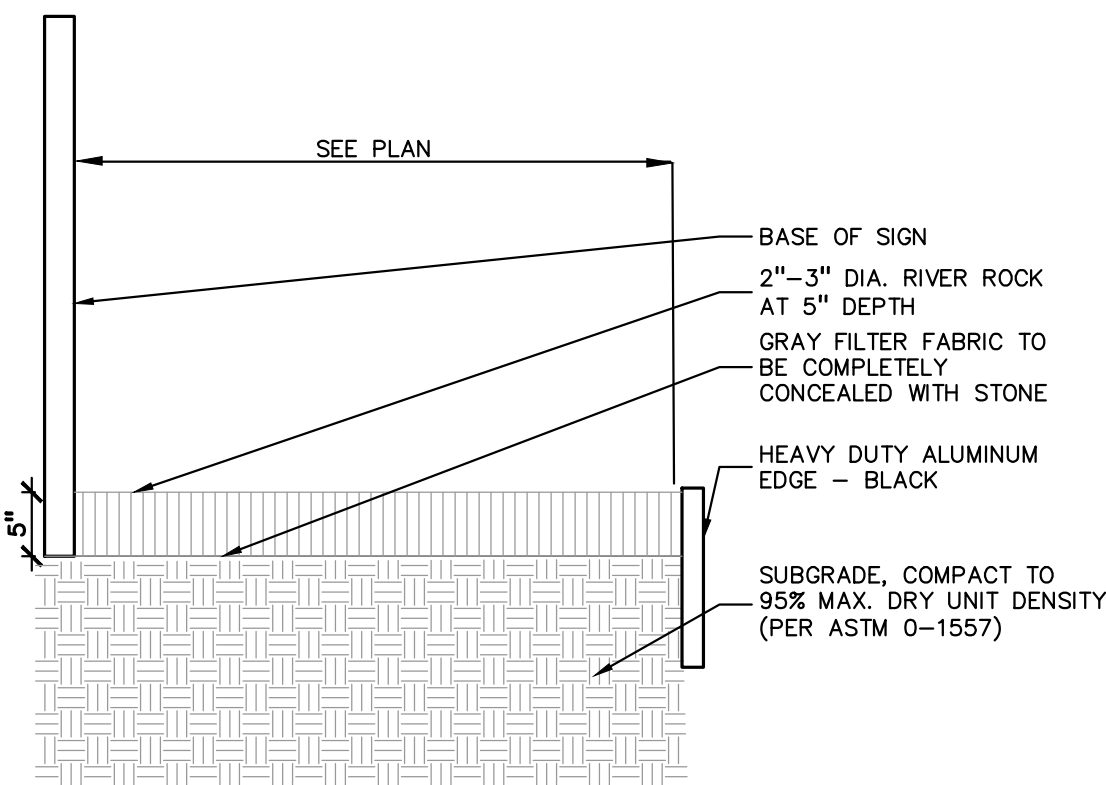
5 PERENNIAL PLANTING DETAIL
SCALE: 1" = 2'-0"



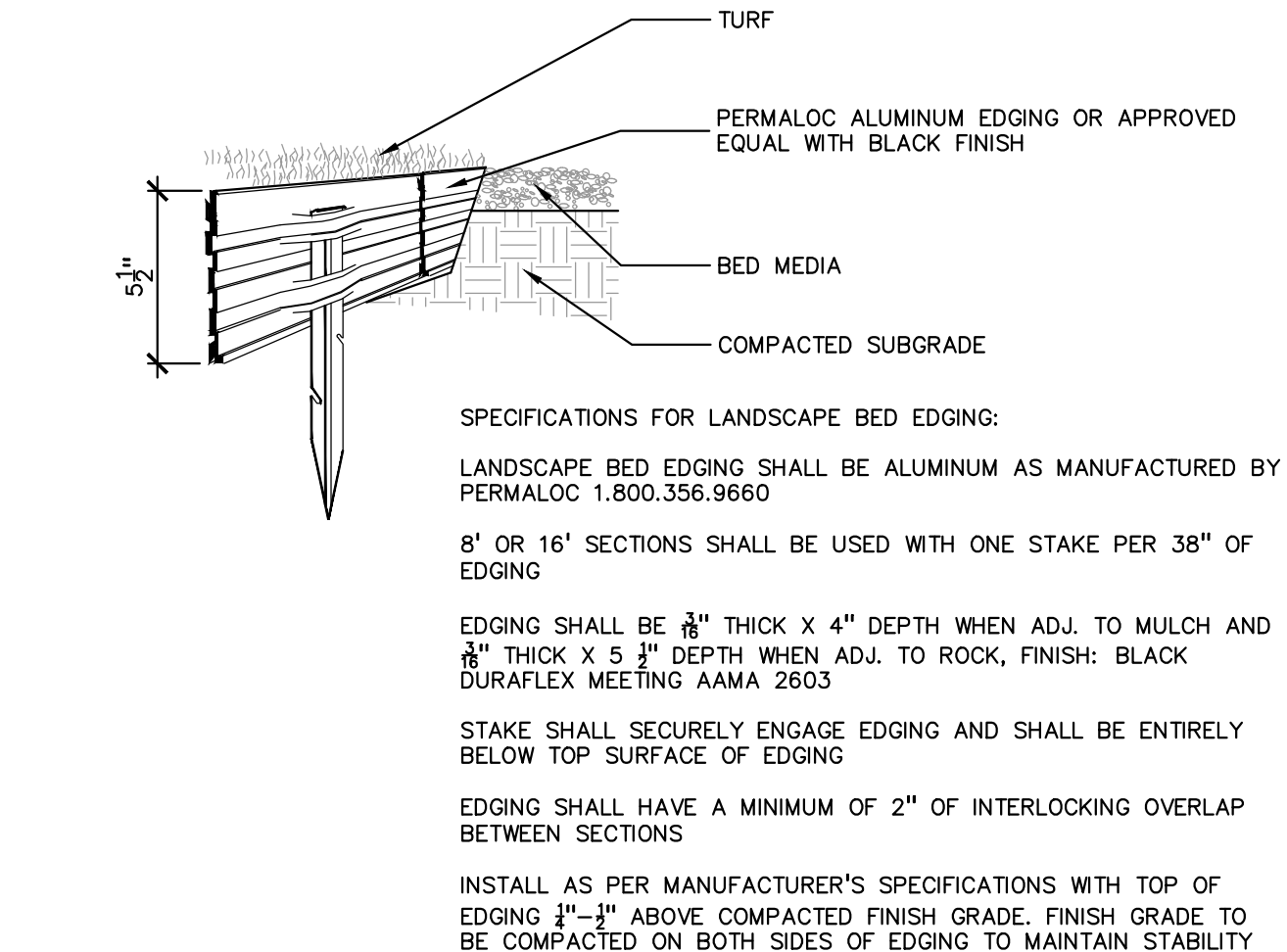
4 SHRUB PLANTING DETAIL
SCALE: 1" = 2'-0"



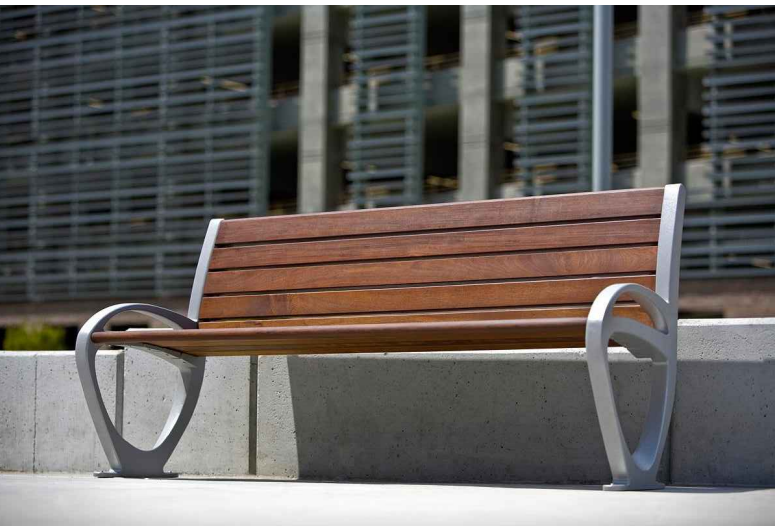
9 MULCH ISLAND DETAIL
SCALE: 1 1/2" = 1'-0"



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.

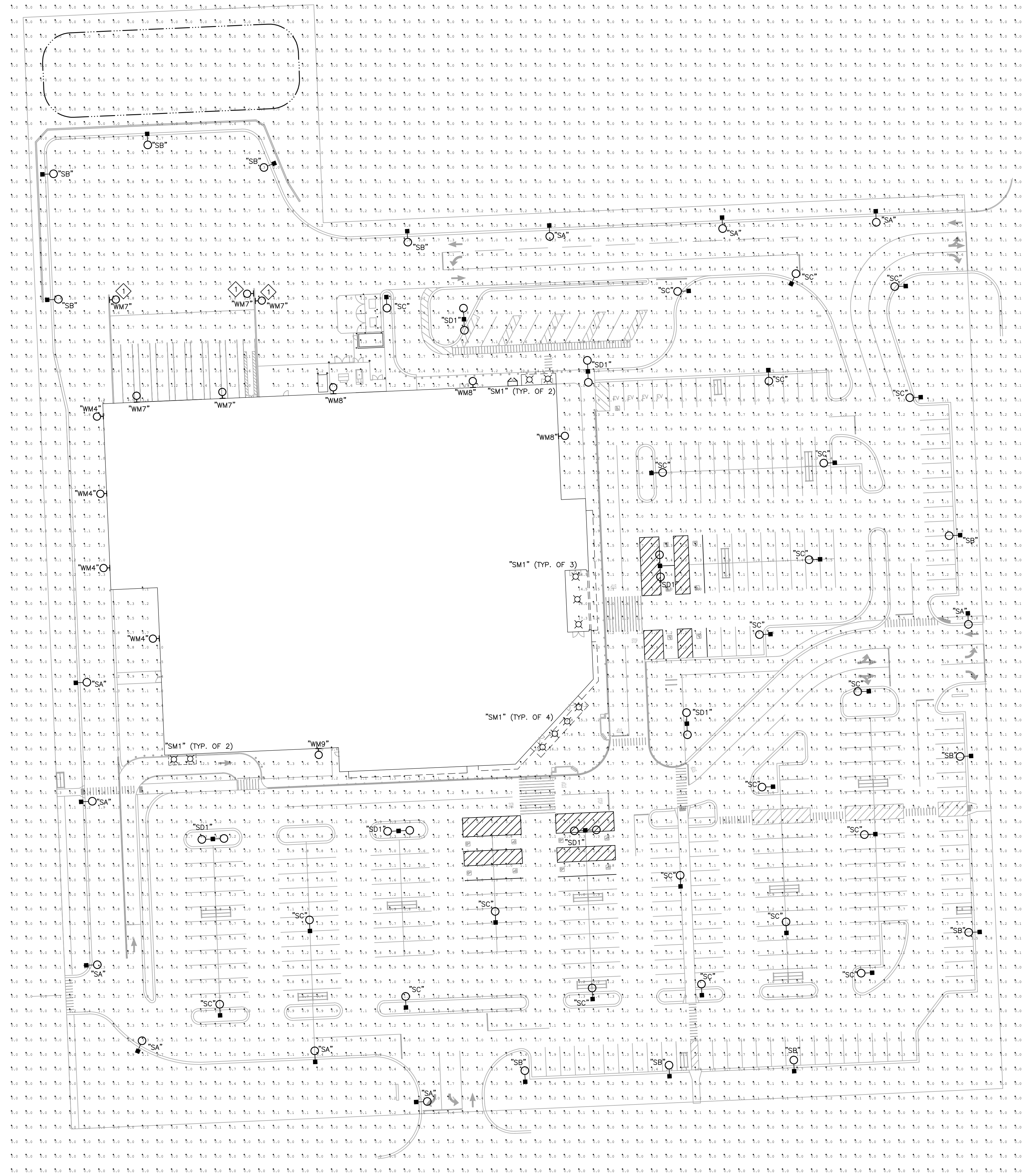
PROJECT NO. LVA

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.

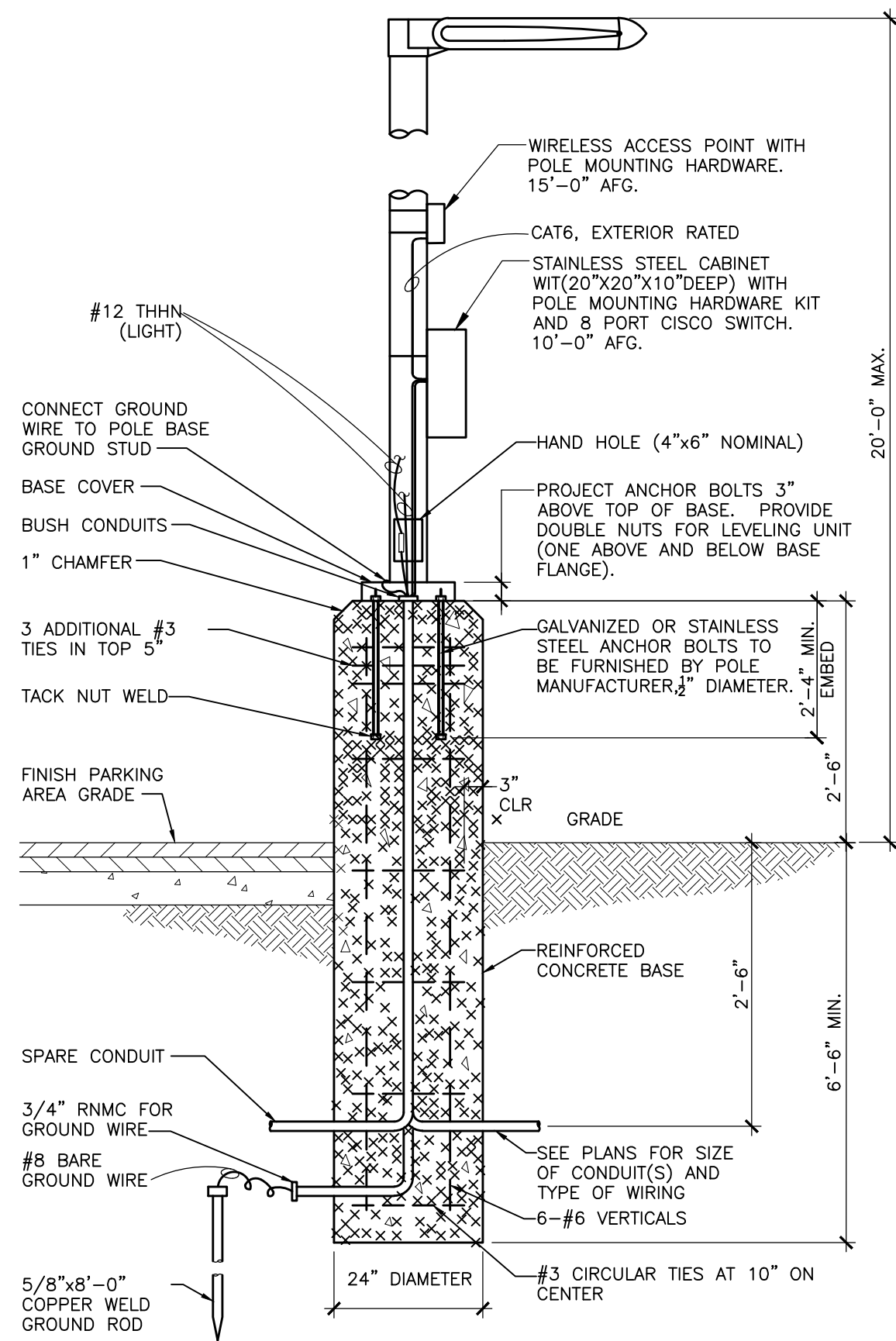
D4 ORDINANCE REQUIREMENTS

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



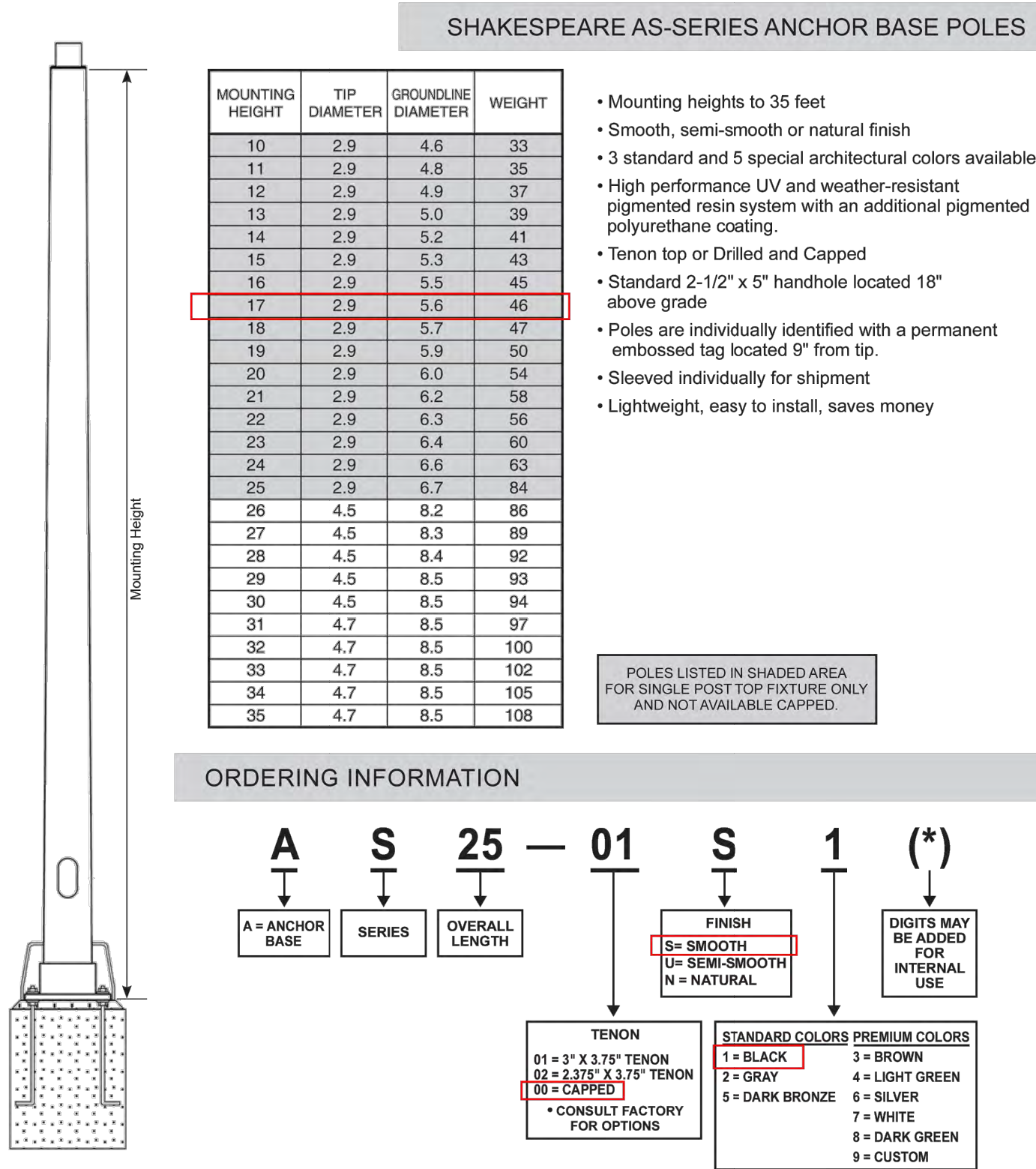
A4 RAISED CONCRETE LIGHTING BASE DETAIL

NTS



AS-SERIES

ROUND TAPERED COMPOSITE LIGHT POLE ANCHOR BASE INSTALLATION



SHAKESPEARE - VALMONT COMPOSITE STRUCTURES, INC. 18845 U.S. HIGHWAY 78 - NEWBERRY, SC 29108 USA
803.276.5504 • 800.800.8008 • FAX: 803.276.8846 SKP-CS.COM

CPY Series - Version C

CPY250[®] LED Canopy/Soft/Luminaire

Product Description

The CPY250[®] LED Canopy/Soft/Luminaire has an extremely thin profile constructed of rugged cast aluminum. It can be surface mounted easily from below the canopy deck and can be pendant mounted. Direct imaging of the LEDs is eliminated with a highly efficient patterned flat or 0.91" (23mm) drop glass lens.

Applications: Petroleum canopies, CNG fueling stations, soffits

Performance Summary

Assembled in the USA by Cree Lighting from US and imported parts.

Initial Delivered Lumens: Up to 21,000

Efficacy: Up to 165 LPW

CRI: Minimum 70 CRI (40K, 50K, 57K); 80 CRI (30K); 90 CRI (40K, 50K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty: 10 years on luminaire/10 years on Colorfast DeltaGuard[®] finish/5 years on PML sensor/1 year on field-installed accessories

IP64 Rated (select models only)

Class I, Division 2 Hazardous Location for select models

*See <http://creeledlighting.com/warranty> for warranty terms

Accessories

Field-Installed

Direct Mount Luminaires
Canopy Upgrade Kits (18 ga. steel, except where noted)
CPY-APGSA - for use with Cree Lighting CAN-30A luminaires, 16 ga. 3032 aluminum
XA-BSCMAY - for use with Jax Philips, 21.40" (544mm) square, white
XA-BSCMAY - for use with Ecco Francisco, 22.16" (563mm) square, white
XA-BSCMAY - for use with LSI Dakota or Masters, 22.50" (572mm) square, white
XA-BSCMAY - for use with Whitway Rivera or Rig-A-Lite, 26.60" (675mm) square, white
XA-BSCMAY - for use with Ecco Merrit, 18.50" (469mm) square, white
XA-BSCMAY - for use with LSI Richmond or Whitway CMC, 23.30" (591mm) L x 13.30" (338mm) W, white

Direct Mount Junction Box Stem Kit
XA-BSCJ-BOX - 4.0" (102mm) H x 3/4" (19mm) NPT Stem
- No-wright
- Rated for feed through 8 in. x 4 out #12 AWC conductors

Direct Mount Beauty Plate
XA-BSCBSPW - 26.17" (665mm) Beauty Plate Only (18 ga. steel), white
XA-BSCBSPW - 26.17" (665mm) Beauty Plate (18 ga. steel) w/12" (305mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening: 12.75" x 13" (324mm x 330mm)

Direct Mount Beauty Plate
XA-BSCBSPW - 26.17" (665mm) Beauty Plate (18 ga. steel) w/14" (355mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening: 12" x 15" (305mm x 379mm)

Pendant Mount Luminaires
Pendant Mount Kits
XA-PS12K1 - 12" (305mm) pendant
XA-PS18K1 - 18" (457mm) pendant
XA-PS24K1 - 24" (609mm) pendant
Includes two conduit fittings and 3/4" x 1.4 NPT pipe threaded on two ends

Hand-Held Remote
XA-SSR524
For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required
Synapse[®] SimplySnap 10W Interface
SM10-220
- 120V-277V
- Requires other Synapse components to complete system
Refer to SM10-220 spec sheet for details

Mounts with (4) Supplied Self-Sealing Sheet Metal Screws
Refer to Page 4 for additional mounts.

Weight
12.5 lbs. (5.7kg)

Refer to Page 4 for additional mounts.

*Must specify color: BK (Black), BZ (Brass), SV (Silver) or WH (White)

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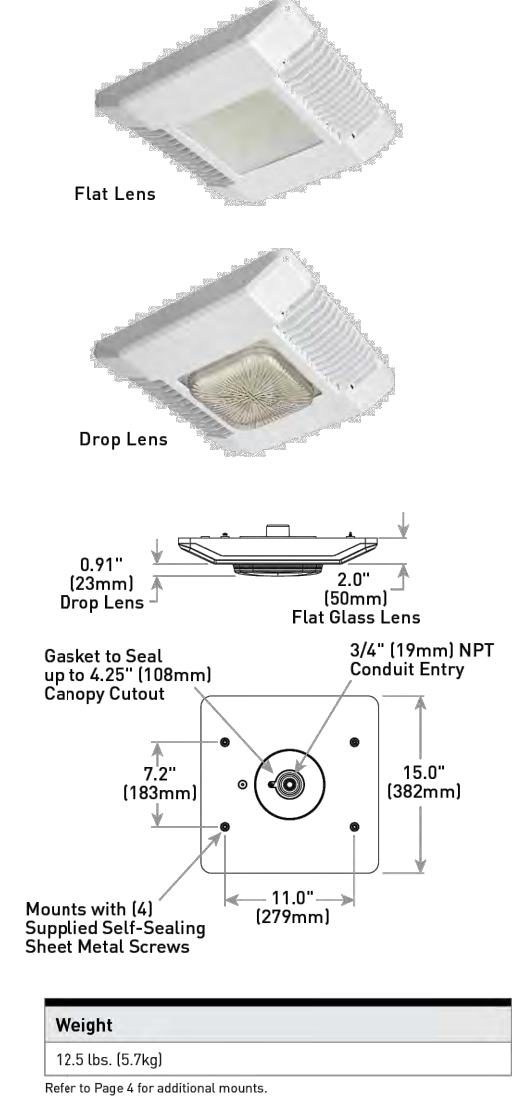
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"SM1"
Rev. Date: V3 02/01/2022

DM Mount / DM Mount with HZ Option



Refer to Page 4 for additional mounts.

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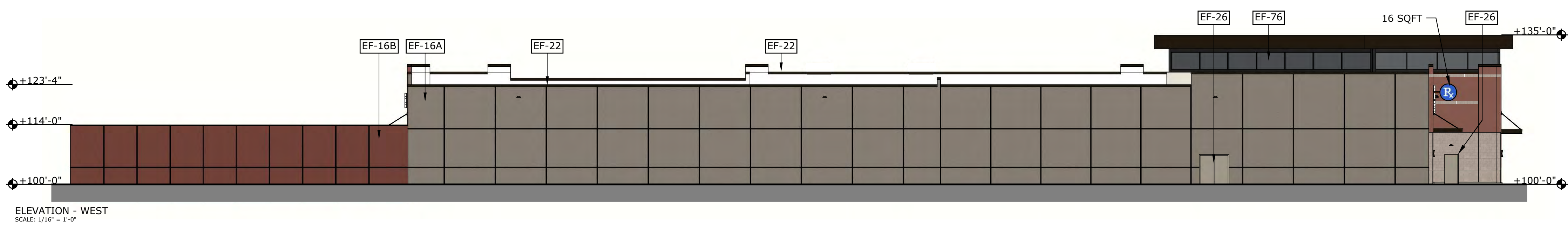
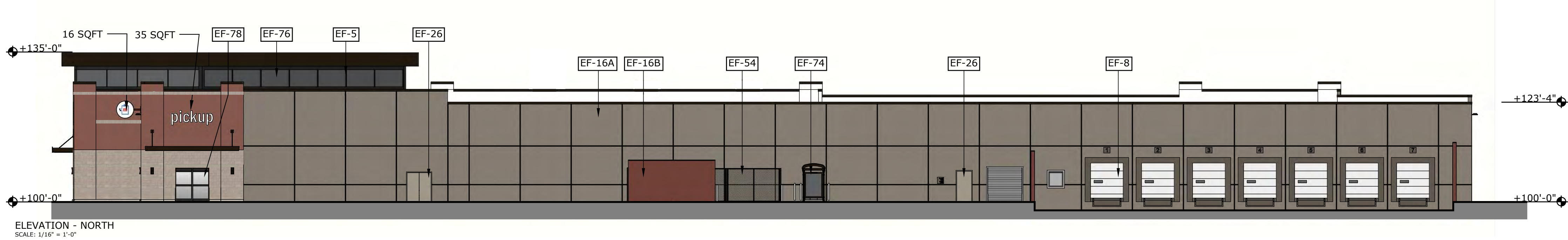
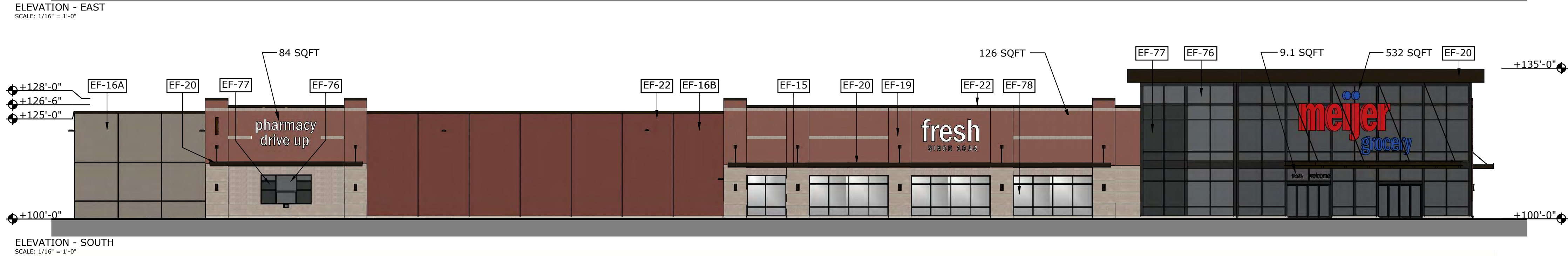
Refer to Page 4 for additional mounts.

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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

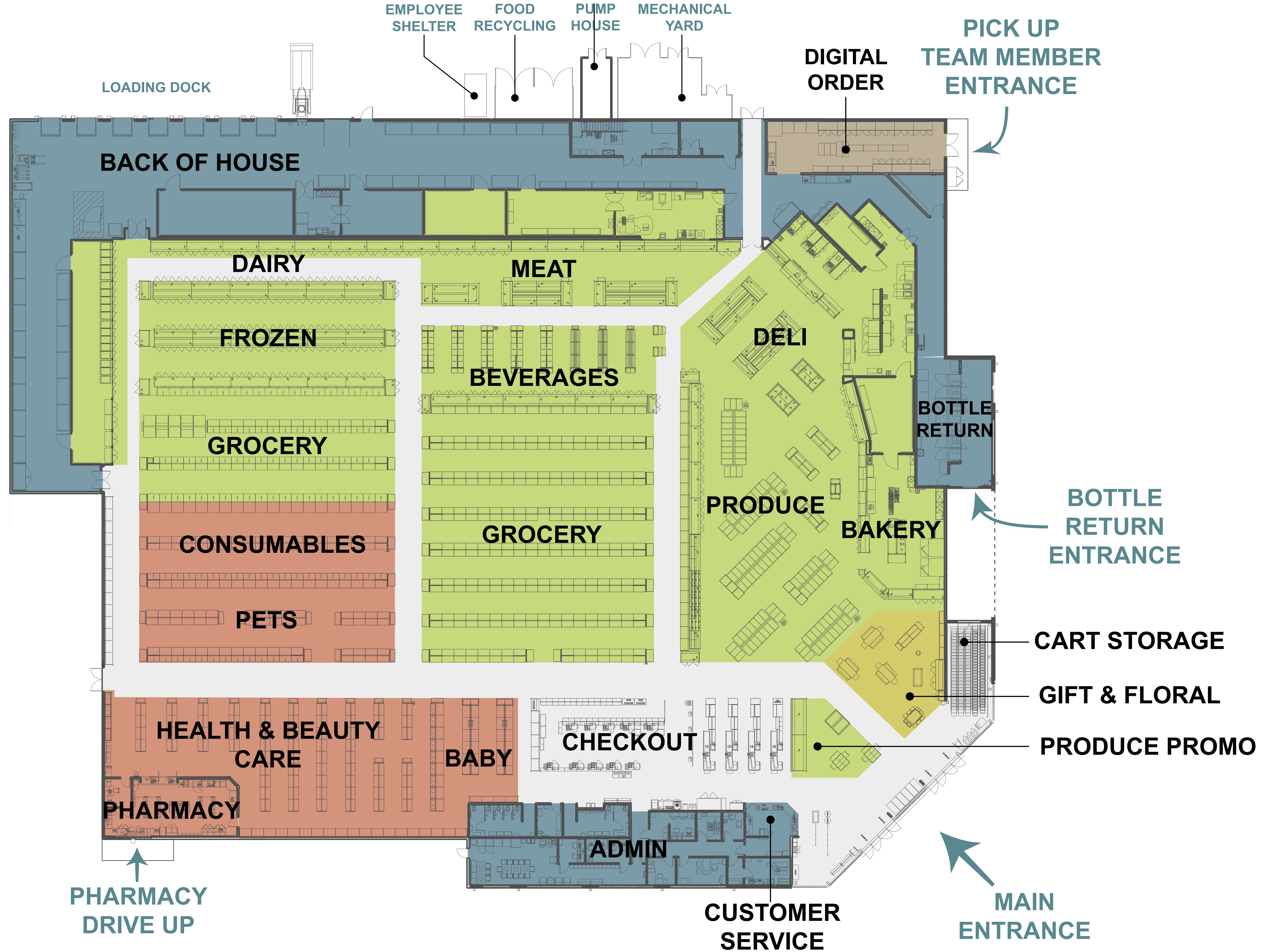
MERCHANDISE 5,000 SF

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



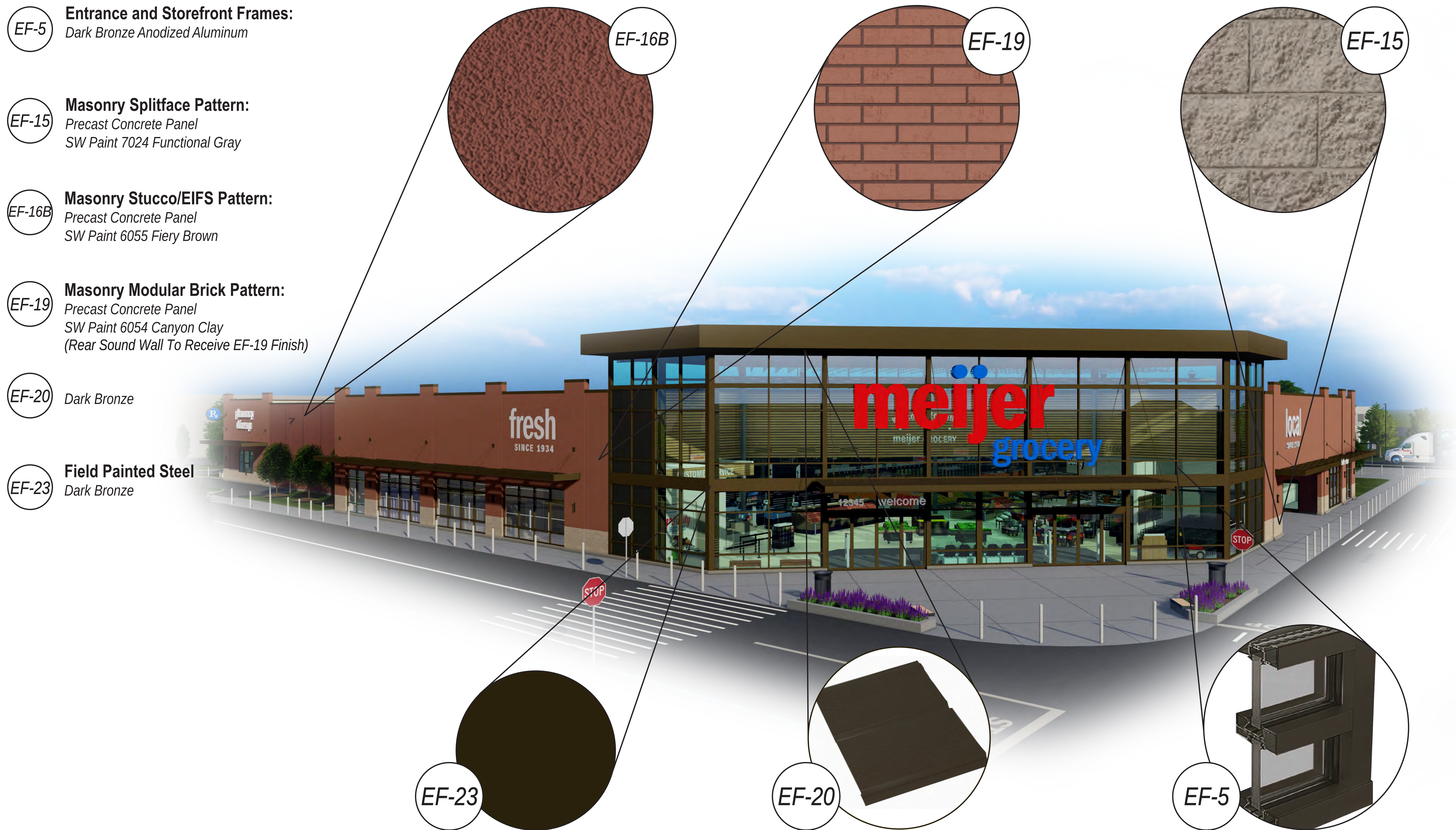
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

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

DATE: 4/12/2024



THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO 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.



Entrance and Storefront Frames:
EF-5 Dark Bronze Anodized Aluminum

Masonry Splitface Pattern:
EF-15 Precast Concrete Panel
SW Paint 7024 Functional Gray

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

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

EF-20 Dark Bronze

Field Painted Steel
EF-23 Dark Bronze

EF-16B

EF-19

EF-15

EF-23

EF-20

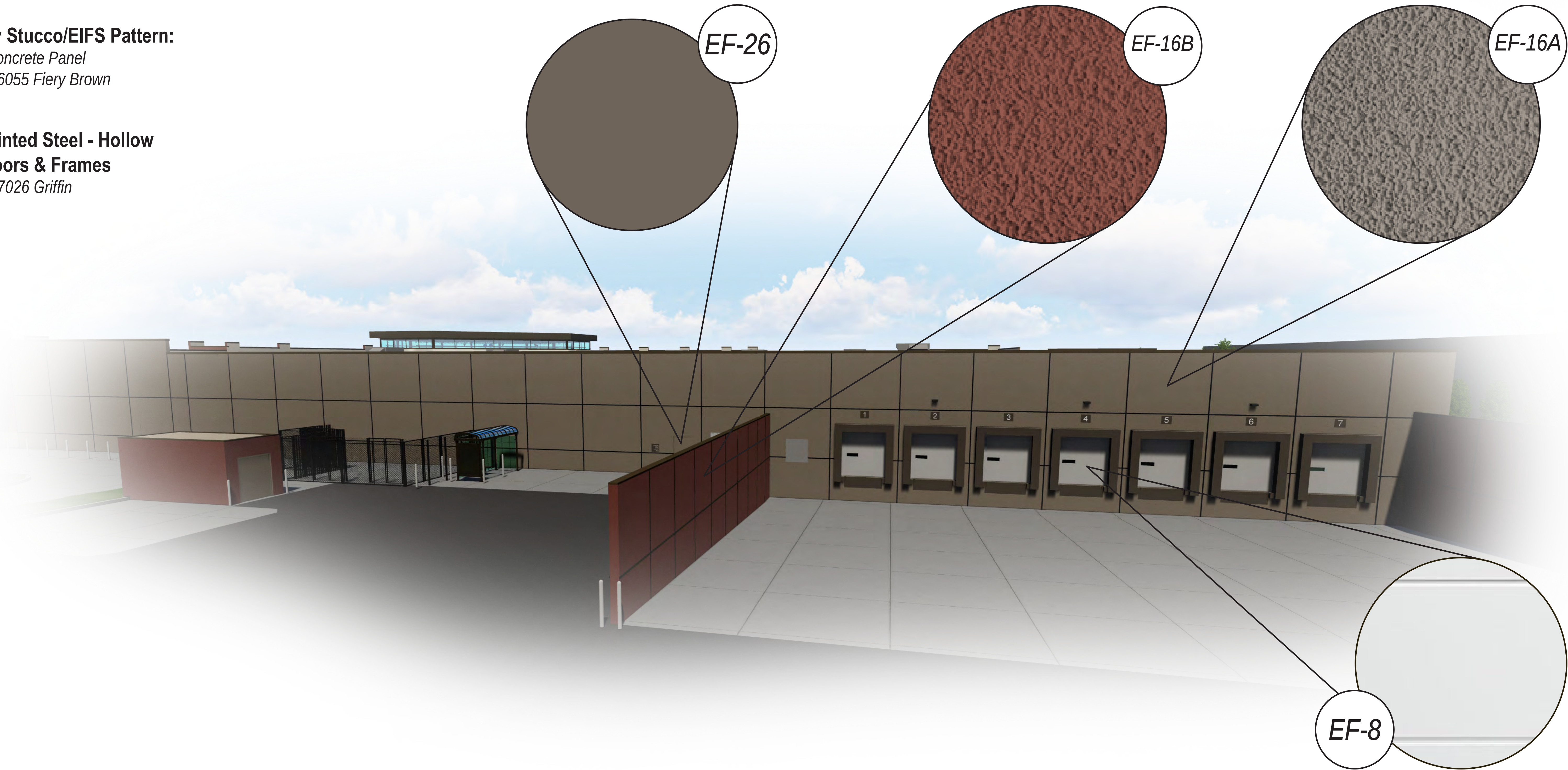
EF-5

EF-8 Sectional Overhead Doors

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

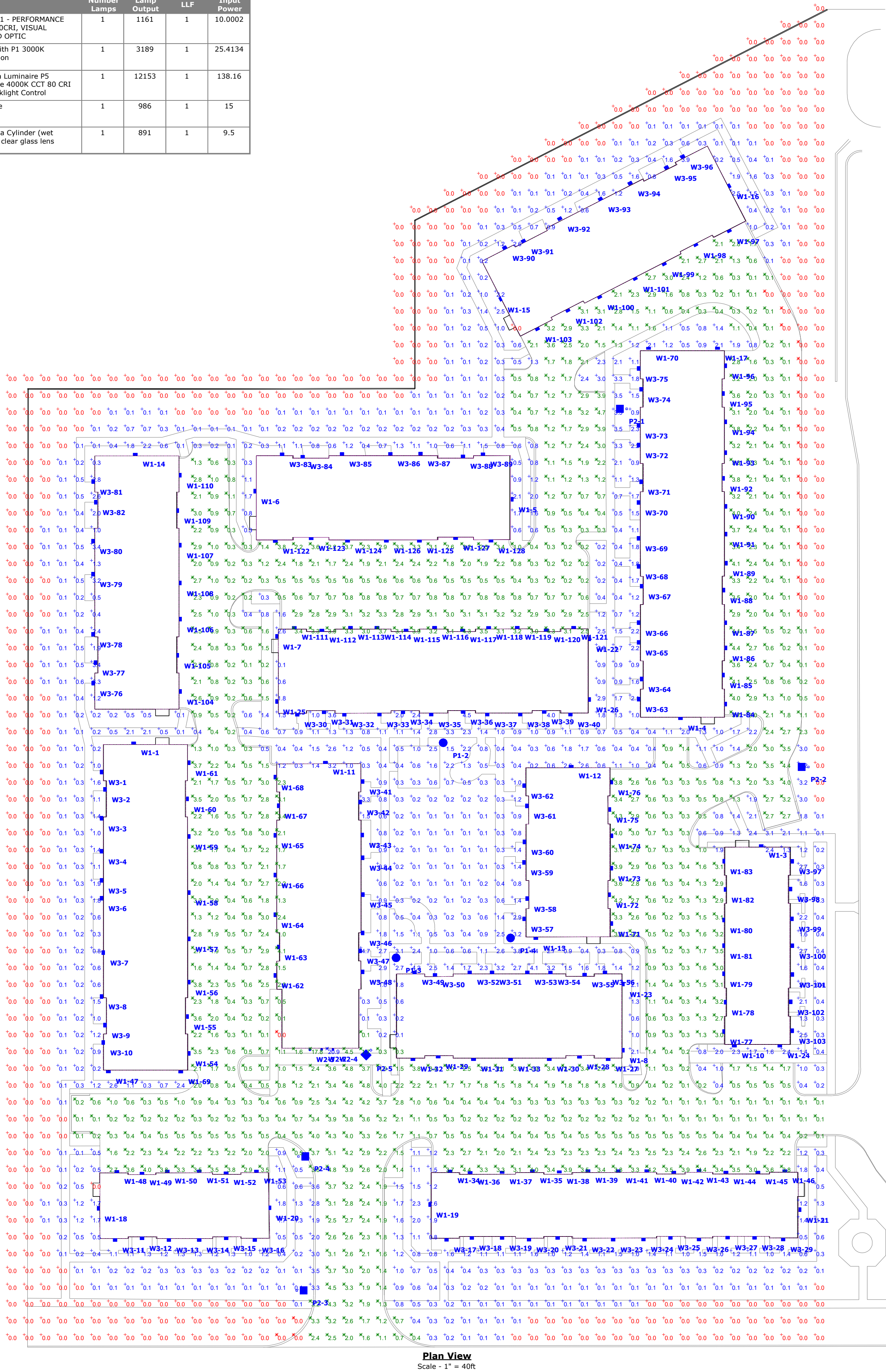
EF-16B **Masonry Stucco/EIFS Pattern:**
Precast Concrete Panel
SW Paint 6055 Fiery Brown

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



Schedule									
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	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	1	10.0002
	P1	3	Lithonia Lighting	RADPT P1 30K SYM	RADEAN Post-Top with P1 3000K Symmetric distribution	1	3189	1	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	1	138.16
	W3	103	ASL Lighting		CKM Outdoor Sconce	1	986	1	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	1	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

MODEL #:

WATTAGE:

VOLTAGE:

KELVIN:

SIZE:

TECHNOLOGY:

PROJECT:

TYPE:

ACCESSORIES:

NOTES:

AREA:

TYPE

W-3

FEATURES

PRODUCT IMAGE

APPLICATION

Indoor

Outdoor

Scenec

LOCATION

Wet



LIGHT PROPERTIES

Available Kelvin Options:

2700K	3000K	3500K	4000K	5000K
WARM	NEUTRAL	NEUTRAL	Cool	Cool

LED CHIPS USED

LG INCHES/SAMSUNG

TESTED

LM82

CRI

90+

LIFE HOURS

50,000

WATTAGE	SOURCE LUMENS BACK	DELIVERED LUMENS	VOLTAGE
9	1259	1007	Standard
12	1520	1216	ND - 120V/277V NON DIMMABLE
15	1750	1400	DV - 120V/277V NON DIMMABLE
20	2494	1995	TD - 120V TRIAC/ELV DIMMABLE
24	2793	2234	DVD - 120V/277V 0-10V DIMMABLE
31	4000	3200	

ASL LIGHTING

725 East state St, Trevion NJ 08699 | info@aslighting.com | www.aslighting.com

TOLL FREE 800-510-1101 | LOCAL 739-369-1100 | Shipping & Receiving: 322 Monmouth Street, Trevion, NJ 08609

Specifications and dimensions are subject to change without notice. Consult your ASL light 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
CW4000C 4" x 4"	10,100 LM 15L 100 LM 20L 100 LM	3000K 3500K 4000K	ND 27° ND 27° ND 27°	80 CRI ND 27° ND 27°	80 CRI ND 27° ND 27°	ND 27° ND 27° ND 27°	ND 27° ND 27° ND 27°
CW4000C 4" x 6"	15,150 LM 20L 150 LM 25L 150 LM	3000K 3500K 4000K	ND 27° ND 27° ND 27°	80 CRI ND 27° ND 27°	80 CRI ND 27° ND 27°	ND 27° ND 27° ND 27°	ND 27° ND 27° ND 27°
CW4000C 4" x 8"	20,200 LM 25L 200 LM 30L 200 LM	3000K 3500K 4000K	ND 27° ND 27° ND 27°	80 CRI ND 27° ND 27°	80 CRI ND 27° ND 27°	ND 27° ND 27° ND 27°	ND 27° ND 27° ND 27°

EXAMPLE: CW4000C/SL35K/NDX/CL/VM/1MM

NOTES: 1. Minimum Ambient Light at 1000 lux. 2. Dimming Factory for Additional Options. 3. Side Mounting Hinge for Outdoor Connections and Fixtures. 4. See Color Page for More Options/Contact Factory for Special Finishes. 5. Standard Finishes.

SPECTRUM LIGHTING

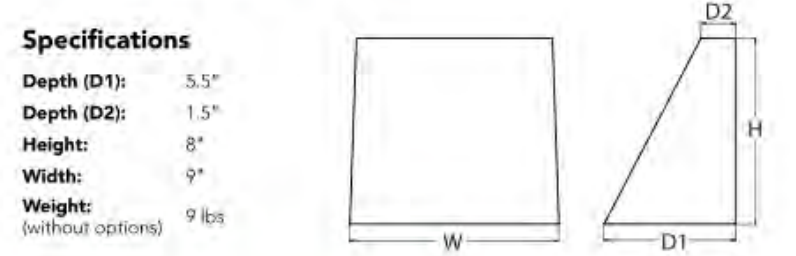
904 JEFFERSON ST FALL RIVER, MA 02721 • 508.678.3333

ILLUMINATING WHAT'S POSSIBLE

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WDGE1 LED

Architectural Wall Sconce



Specifications

Depth (D1): 5.5"

Depth (D2): 1.5"

Height: 8"

Width: 9"

Weight: 9 lbs (without options)

Category

Number

Notes

Type

W-1

Introduction

The WDGE1 family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pivotal light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Lumens	Optics	Scenario (ft. x ft.)	Grid (ft. x ft.)	Beam	Color	Size	Approximate Lumens (Wattage, 90CRI)	Price	Size	Price	Size
WDGE1 LED	Visual Comfort	4W	10W	Standard / Night	750	1,200	2,000	3,000	4,500	6,000	---
WDGE2 LED	Visual Comfort	10W	10W	Standard / Night	750	1,200	2,000	3,000	4,500	6,000	---
WDGE3 LED	Precision Reflective	10W	10W	Standard / Night	750	1,200	2,000	3,000	4,500	6,000	---
WDGE4 LED	Precision Reflective	15W	10W	Standard / Night	6,000	7,500	8,500	10,000	12,000	---	---
WDGE4 LED	Precision Reflective	---	---	Standard / Night	---	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	Life	Distribution	Design	Mounting
WDGE1 LED	P2	27K - 2700K	80CRI	VF	Visual Comfort (Standard)	MVOLT
	P1	30K - 5000K	90CRI	VM	Visual Comfort (Wide)	347
	P2	30K - 5000K	80K	---	---	---

Shipped included

SRM

Surface mounting bracket

VM

Visual Comfort (Wide) (Wide) (Shipped) (Standard)

Shipped separately

SRM

Surface mounting bracket (Shipped)

VM

Visual Comfort (Wide) (Wide) (Shipped) (Standard)

Series	Package	Color Temperature	Life	Distribution	Design	Mounting
WDGE1 LED	P2	27K - 2700K	80CRI	VF	Visual Comfort (Standard)	MVOLT
	P1	30K - 5000K	90CRI	VM	Visual Comfort (Wide)	347
	P2	30K - 5000K	80K	---	---	---

LITHONIA LIGHTING

COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) •

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WDGE1 LED

Rev. 04/25/23

D-Series Size 1

LED Area Luminaire

Specifications

EPA: 0.69 ft² (0.105 m²)

Length: 22.71" (57.9 cm)

Width: 14.26" (36.2 cm)

Height H1: 7.88" (20.0 cm)

Height H2: 2.73" (6.9 cm)

Weight: 54 lbs (24.5 kg)

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.

Ordering Information

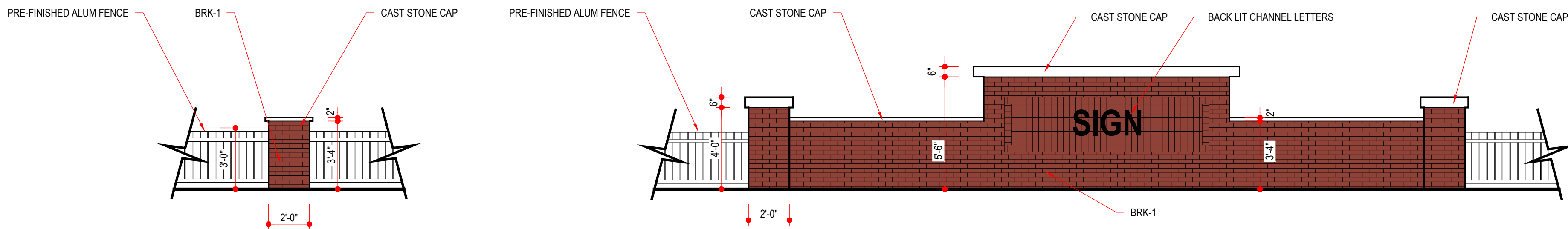
EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAR2 PIRHN DDBXD

Series	LEDs	Color Temperature	Color Rendering Index	Optics/Beam	Beam Spread	Beam Angle	Beam Diameter	Beam Area	Beam Length	Beam Width	Beam Height	Beam Depth	Beam Weight
DSX1 LED	Forward optics	40K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P1	30K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P2	40K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P3	50K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P4	60K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P5	70K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P6	80K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P7	90K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P8	100K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P9	110K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P10	120K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P11	130K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P12	140K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P13	150K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P14	160K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P15	170K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P16	180K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P17	190K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P18	200K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P19	210K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P20	220K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P21	230K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P22	240K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P23	250K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P24	260K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P25	270K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P26	280K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P27	290K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P28	300K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P29	310K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P30	320K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P31	330K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P32	340K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P33	350K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P34	360K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P35	370K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P36	380K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P37	390K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P38	400K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P39	410K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P40	420K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P41	430K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P42	440K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P43	450K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P44	460K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P45	470K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P46	480K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P47	490K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°
	P48	500K	70CRI	T3M	10°	10°	10°	10°	10°	10°	10°	10°	10°

Lighting solutions	Wavelength				Color			
Shipped installed					2000K Black Shadow			
ALC2000 P1000					2000K Black			
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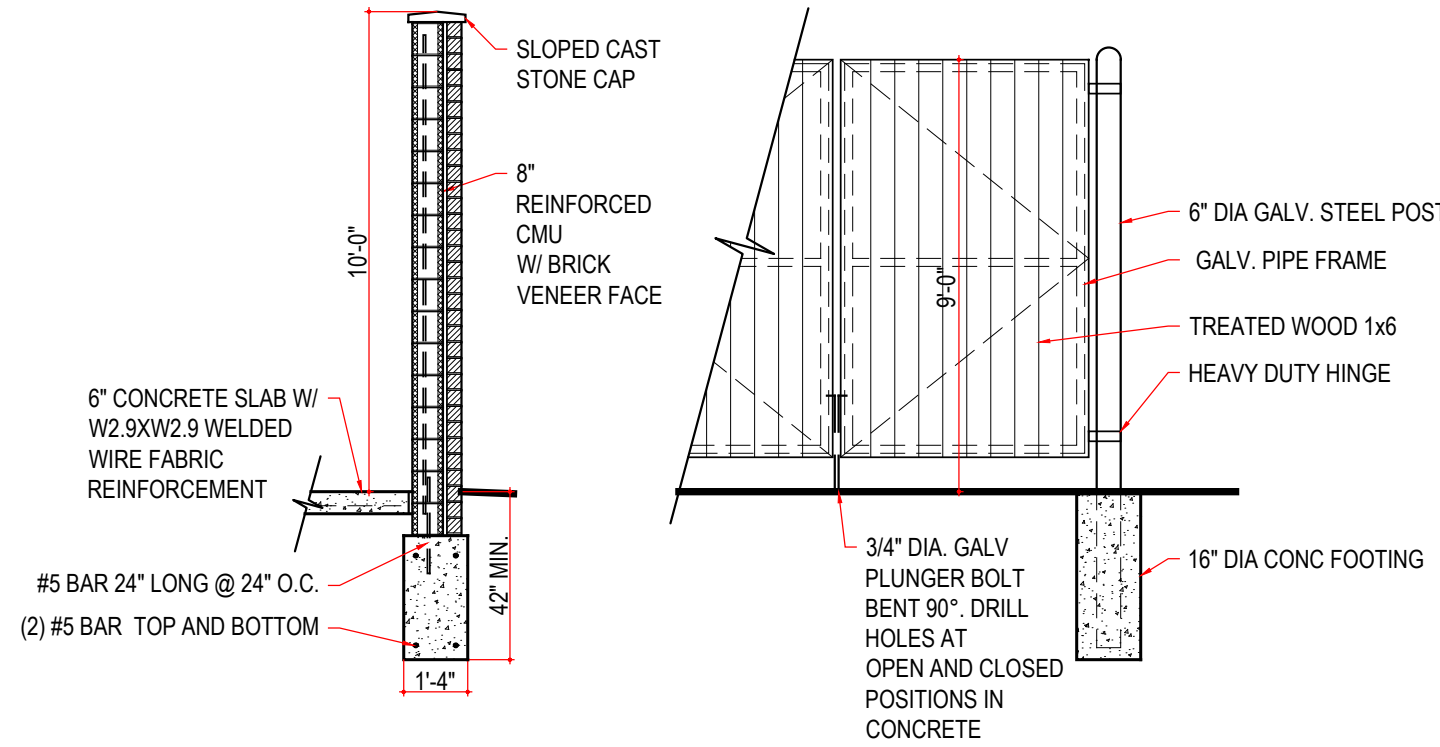


1 Corner Monument Sign
1/4" = 1'-0"

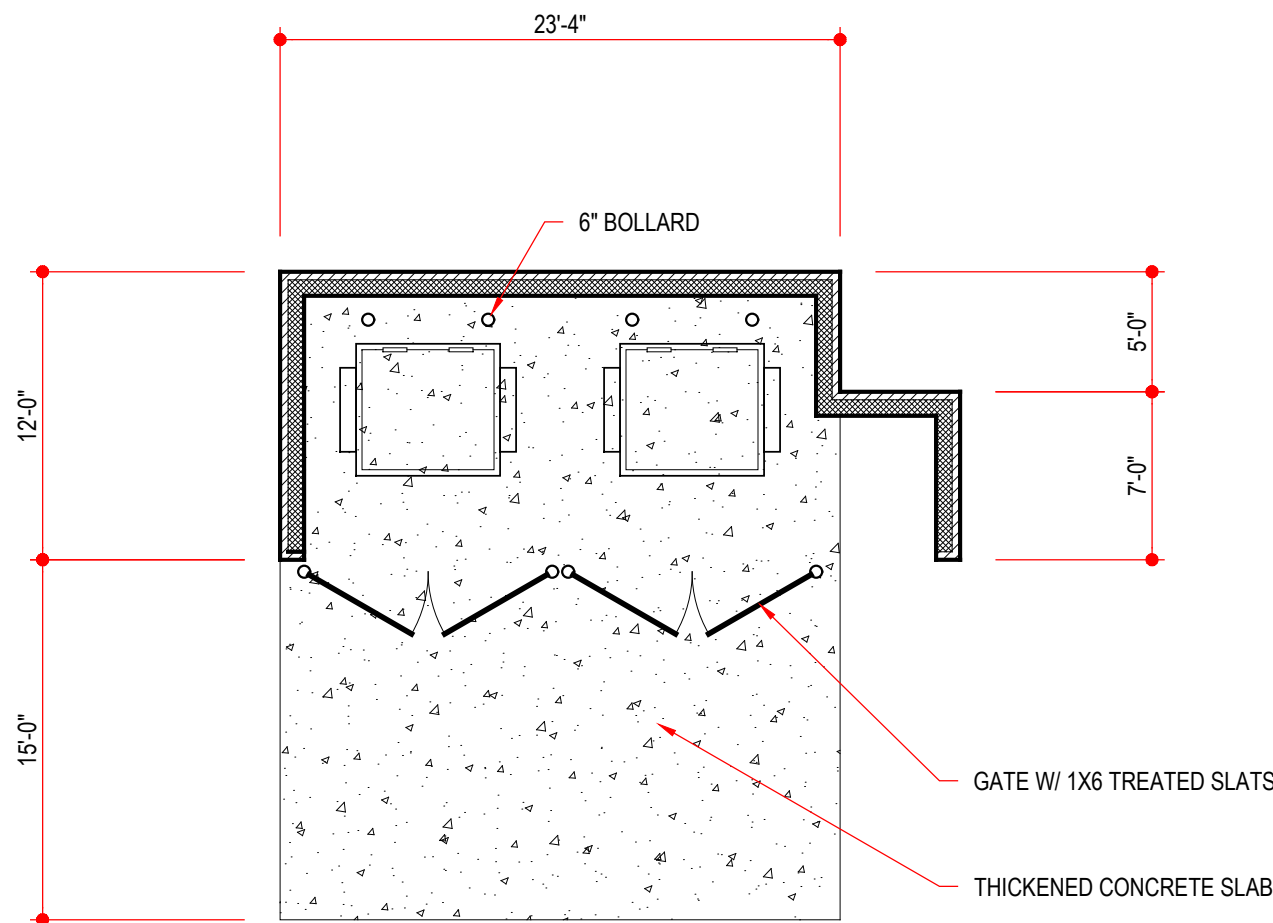


3 Townhome Monument Sign
1/4" = 1'-0"

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	-	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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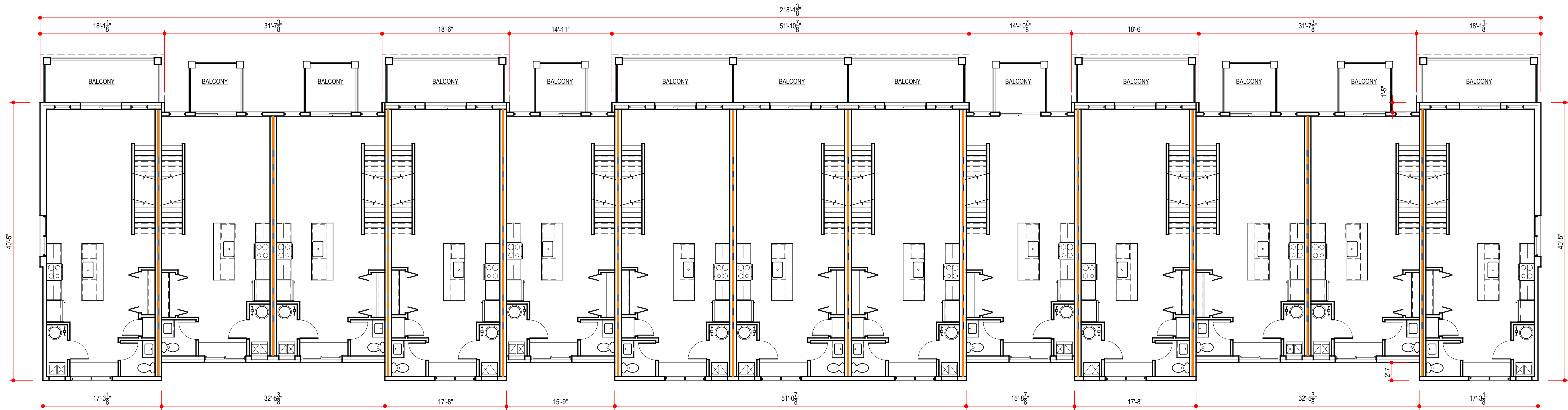
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI

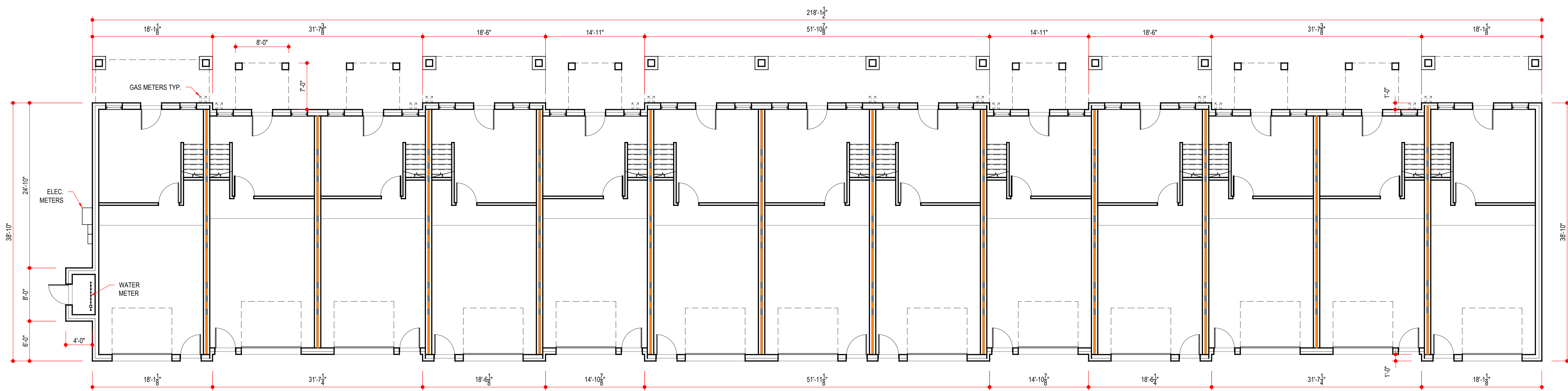
3-Story Typ Floor Plan

A100

21003

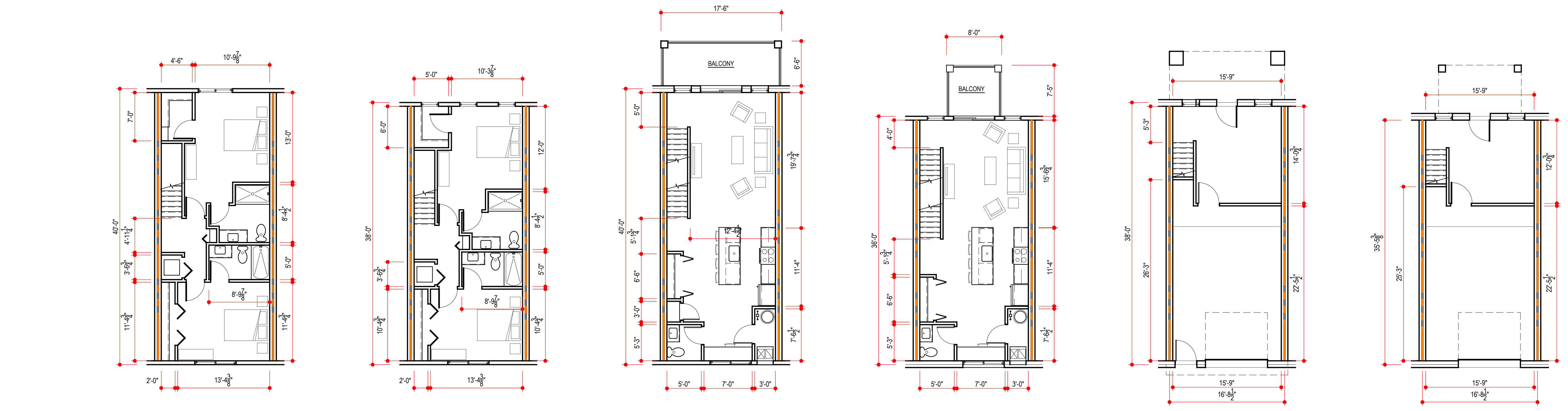


2 3-Story Second Floor Plan
1/8" = 1'-0"

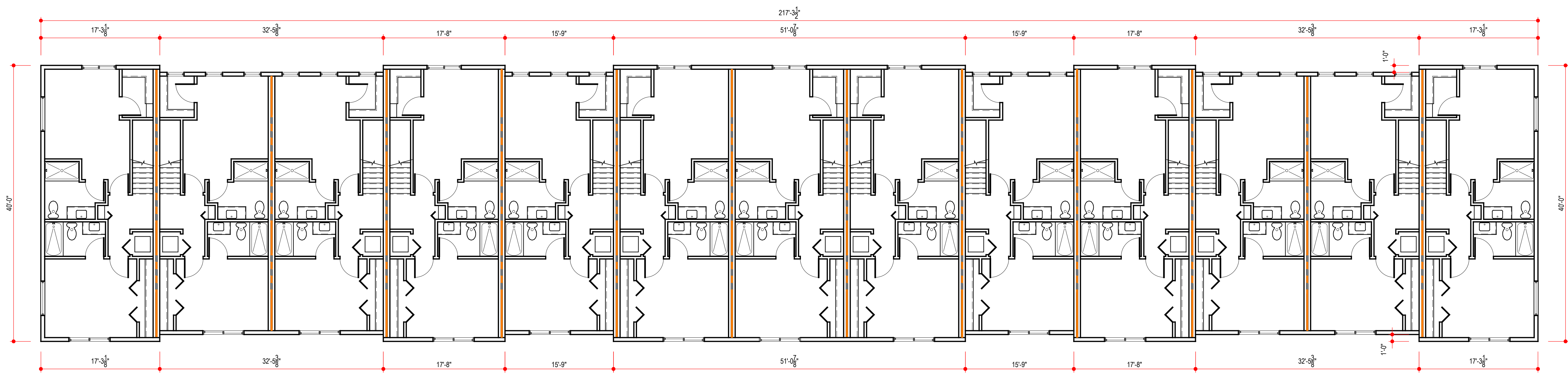


NOTE: THIS BUILDING LAYOUT IS REPRESENTATIVE TO BUILDING A.
LAYOUT FOR BUILDINGS B & K TO BE ADJUSTED FOR UNIT COUNT.

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"



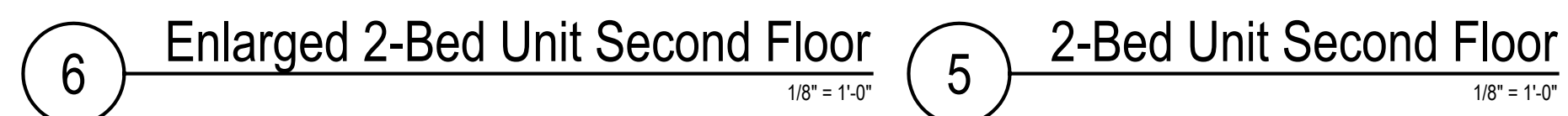
PGD	5.17.24
SUBMITTAL	
REVISION/ISSUE	DATE

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
2-STORY, 3-BED ENLARGED	1,481	428	1,909
2-STORY, 3-BED	1,355	428	1,783

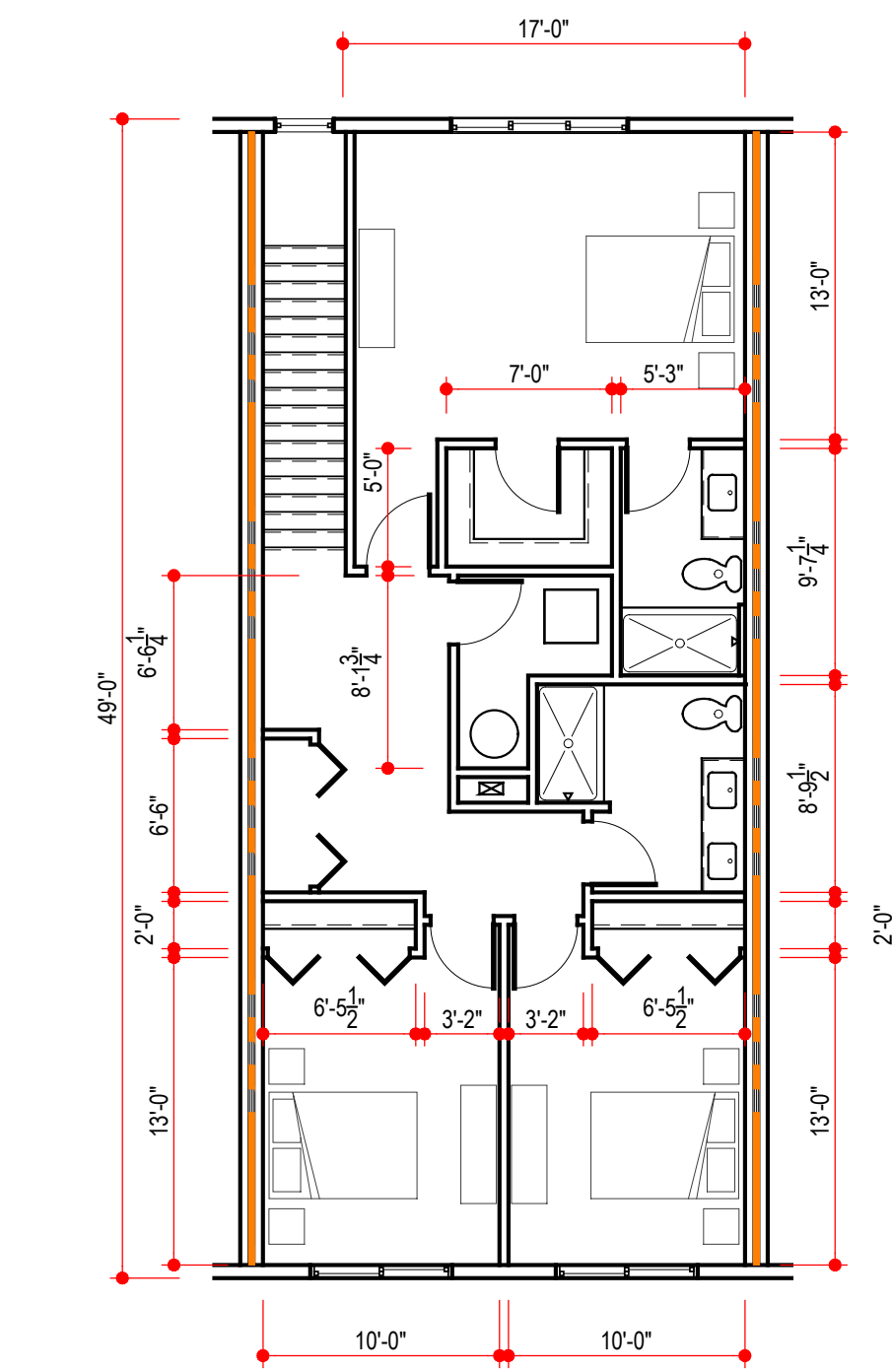
[illegible]

PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

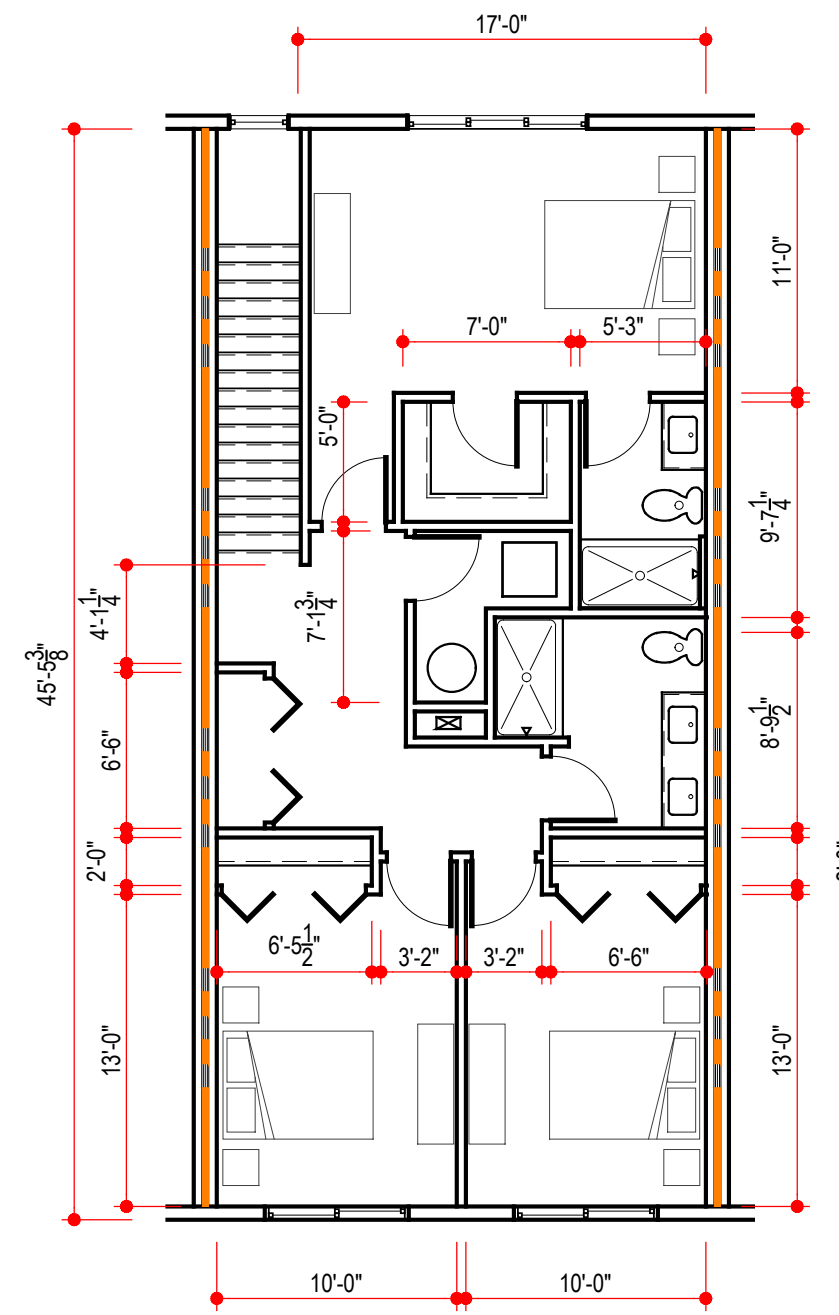
7 Mile & Farmington	7 Mile Livonia, MI	2-Bed Typ Floor Plan
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A102

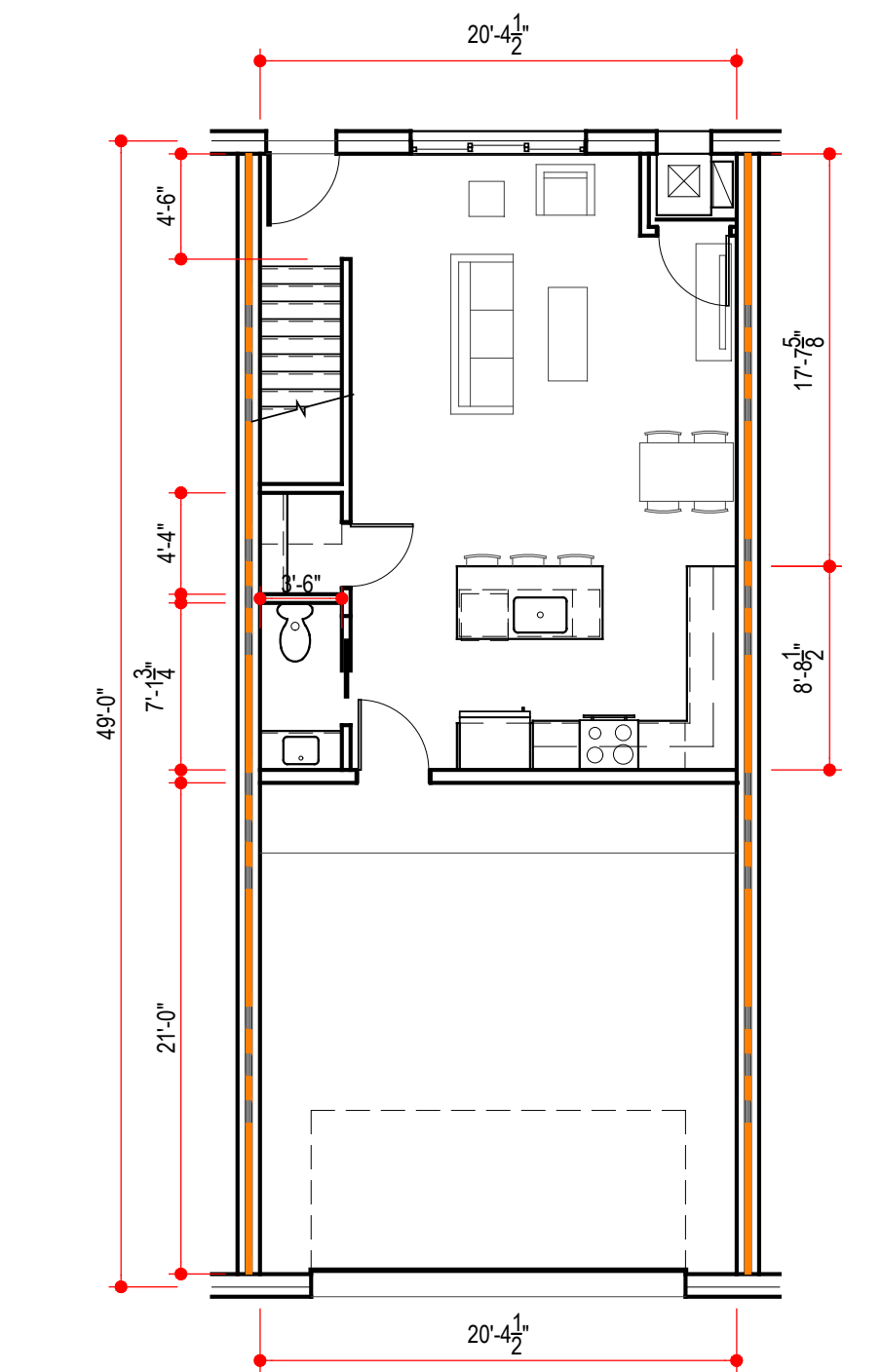
21003



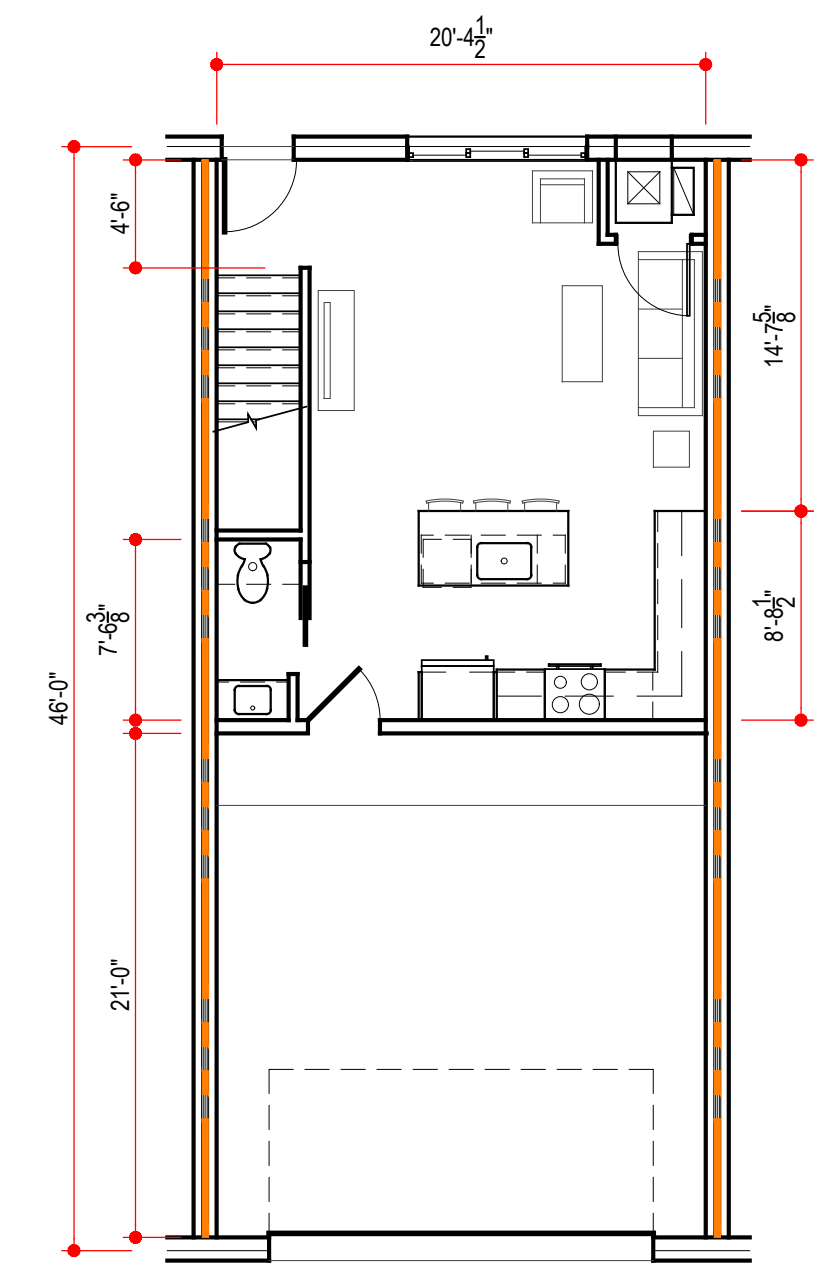
6 Enlarged 3-Bed Unit Second Floor
1/8" = 1'-0"



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



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



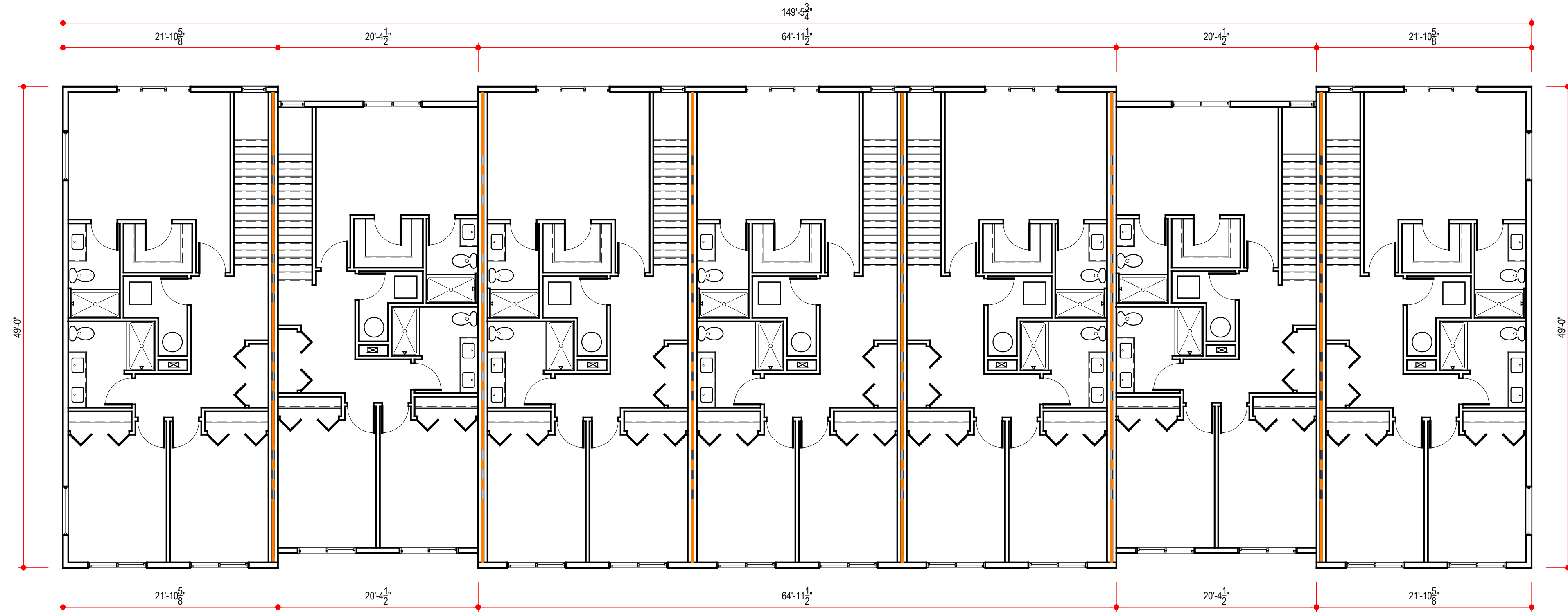
2 3-Bed Unit First Floor
1/8" = 1'-0"

BUILDING UNIT MATRIX

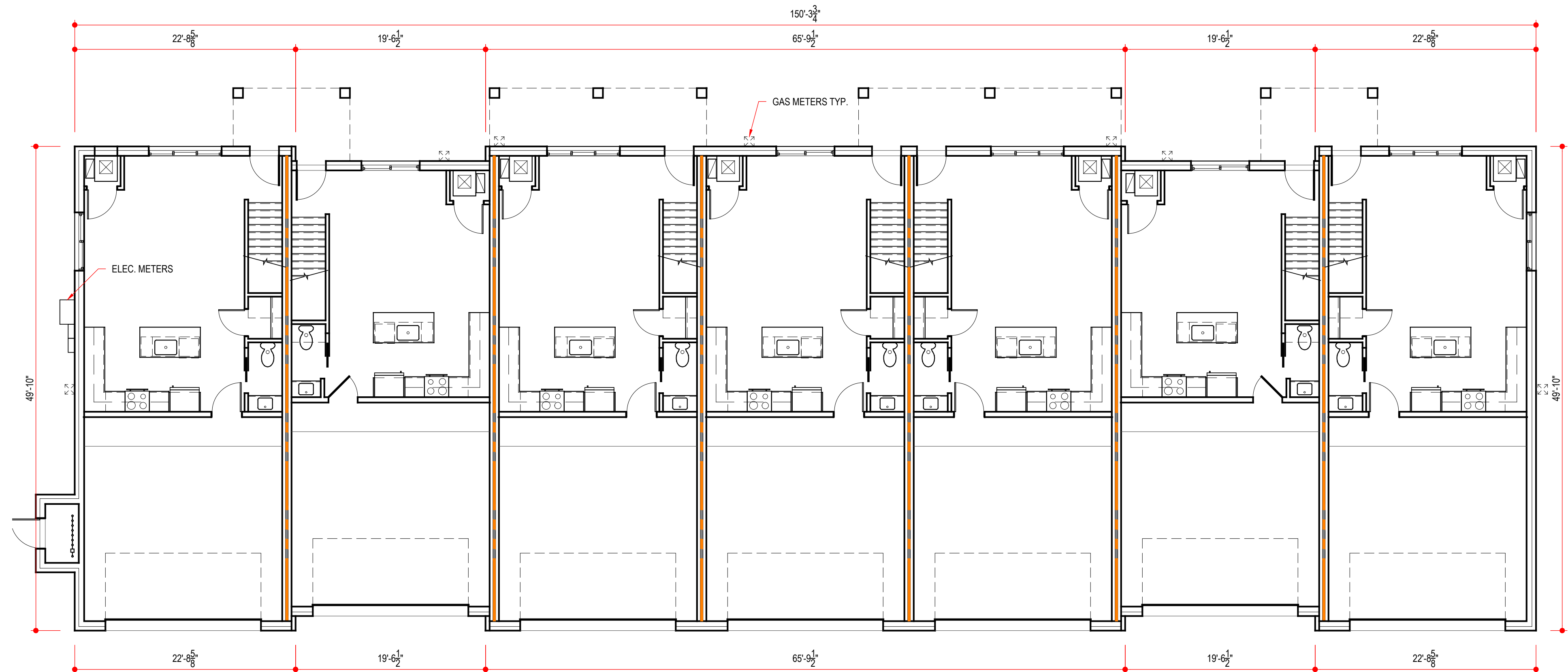
	BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	BLDG F	BLDG G	BLDG H	BLDG I	BLDG J	BLDG K	BLDG L	TOTAL	
3-STORY, 2-BED ENLARGED	7	4	-	-	-	-	-	-	-	-	5	-	16	102
3-STORY, 2-BED	6	2	-	-	-	-	-	-	-	-	2	-	10	
2-STORY, 2-BED ENLARGED	-	-	-	6	-	-	7	9	-	4	-	6	32	
2-STORY, 2-BED	-	-	-	2	-	-	4	4	-	2	-	2	14	
2-STORY, 3-BED ENLARGED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



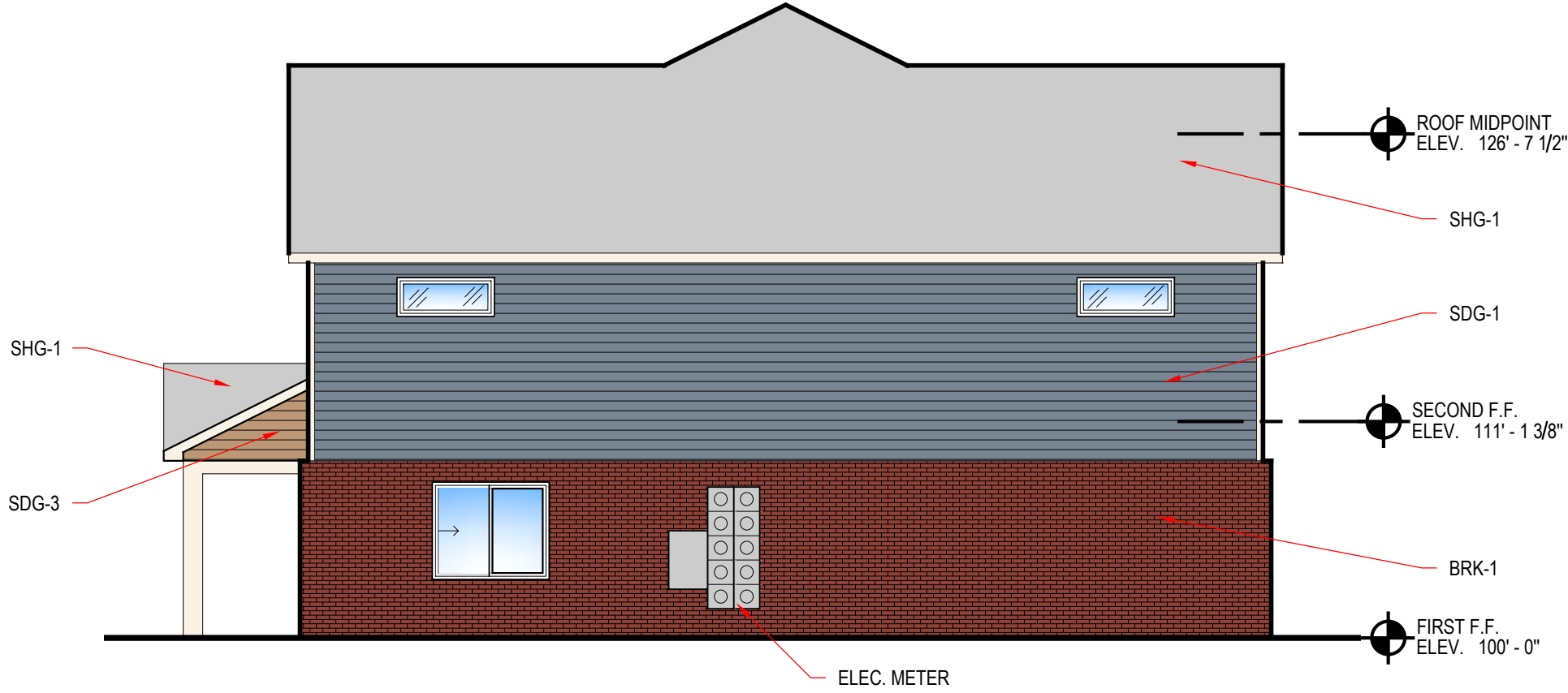
4 3-Bed Second Floor Plan
1/8" = 1'-0"



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.

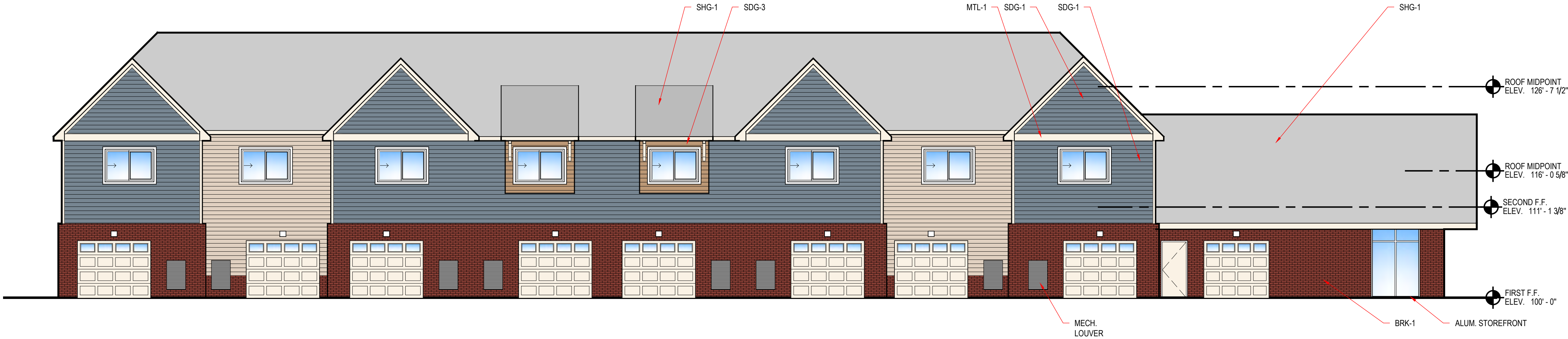
BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD	MTL-1 METAL COLOR: ALMOND
SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTEED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: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



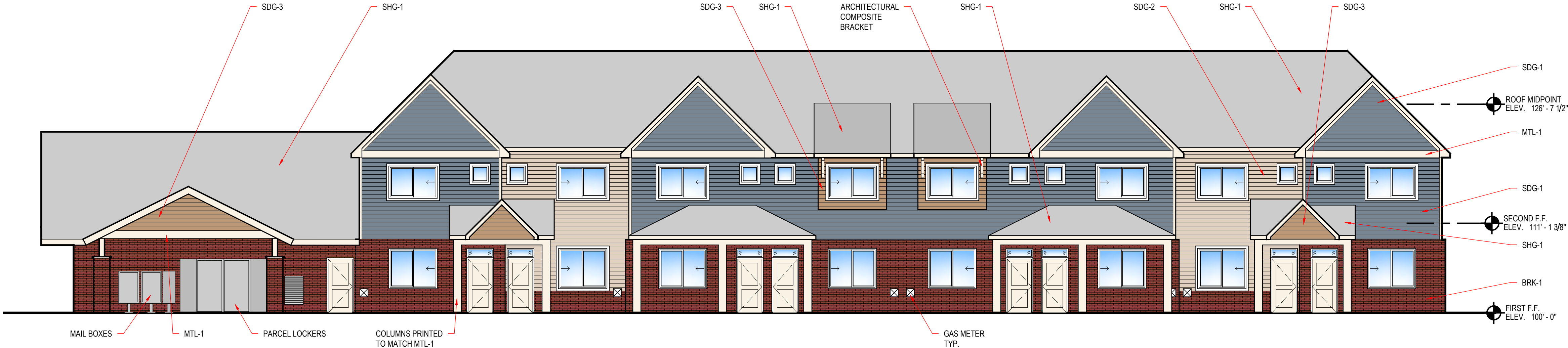
4 2-Bed Right Elevation
1/8" = 1'-0"



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"

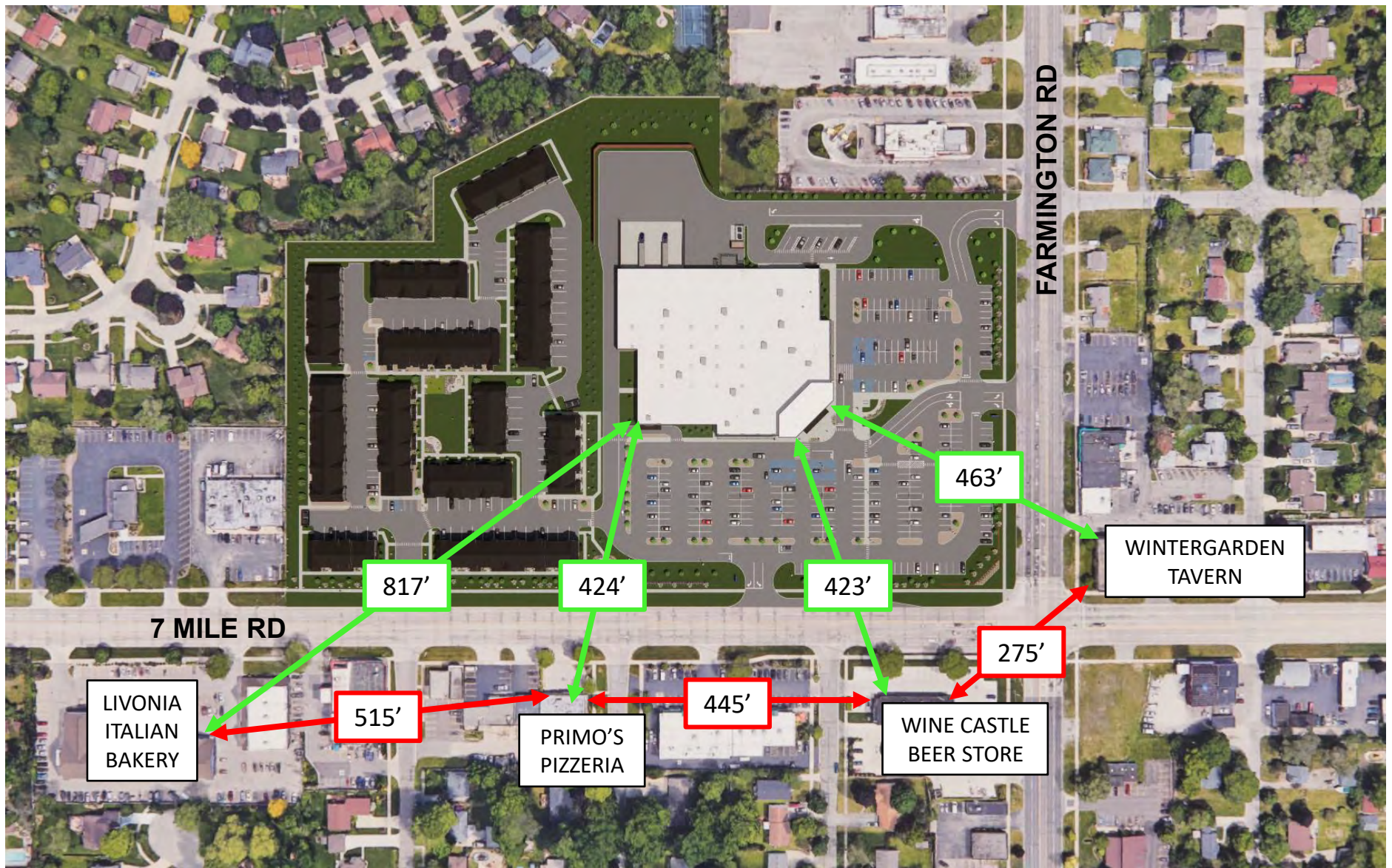
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PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE



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:

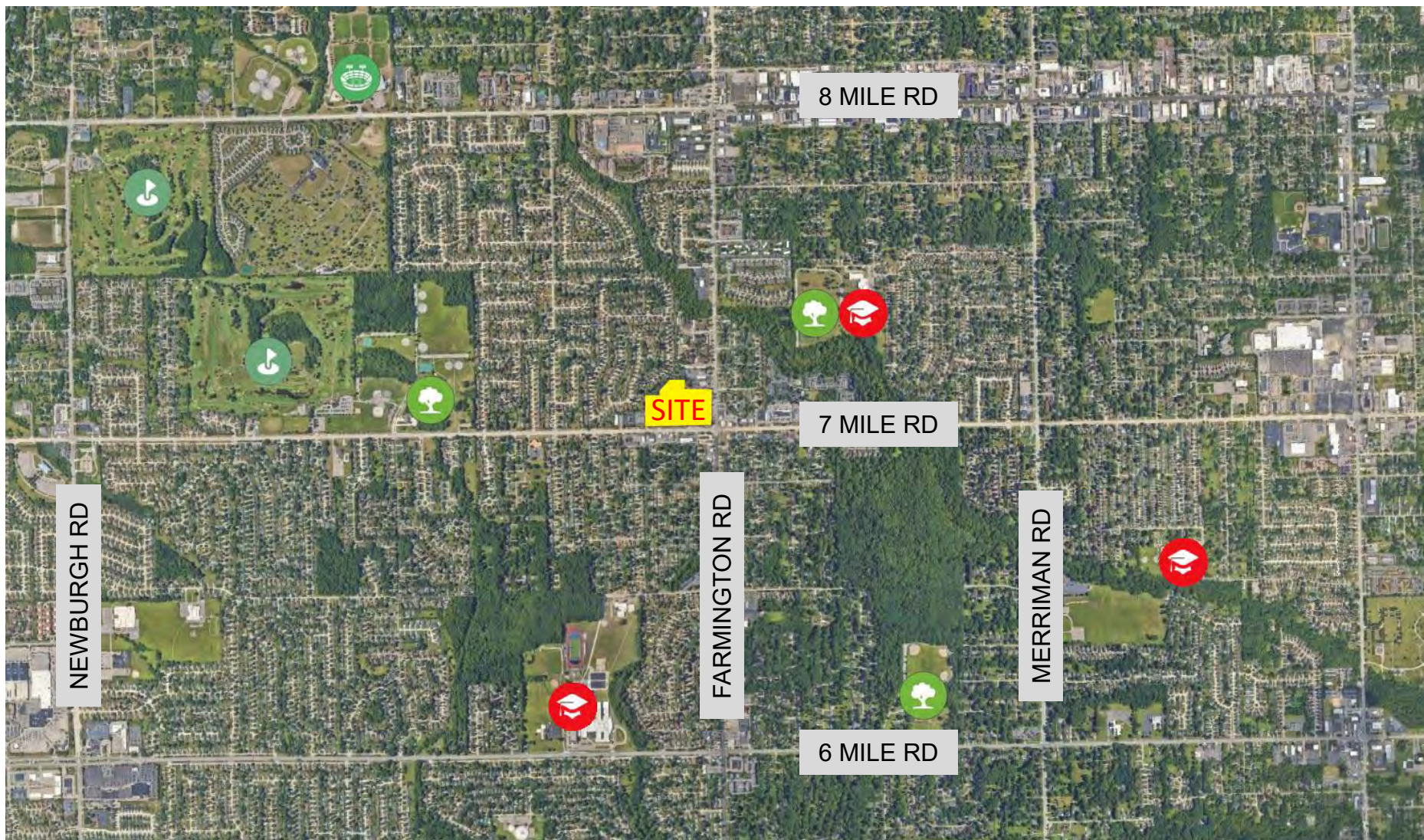


On behalf of Schostak Brothers and Meijer, we are pleased to introduce a Planned General Development (PGD) and Site Plan Approval (SPA) application package to the City of Livonia. This proposed project is an exciting redevelopment that will offer both a Meijer Grocery and a 102-unit multi-family residential 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



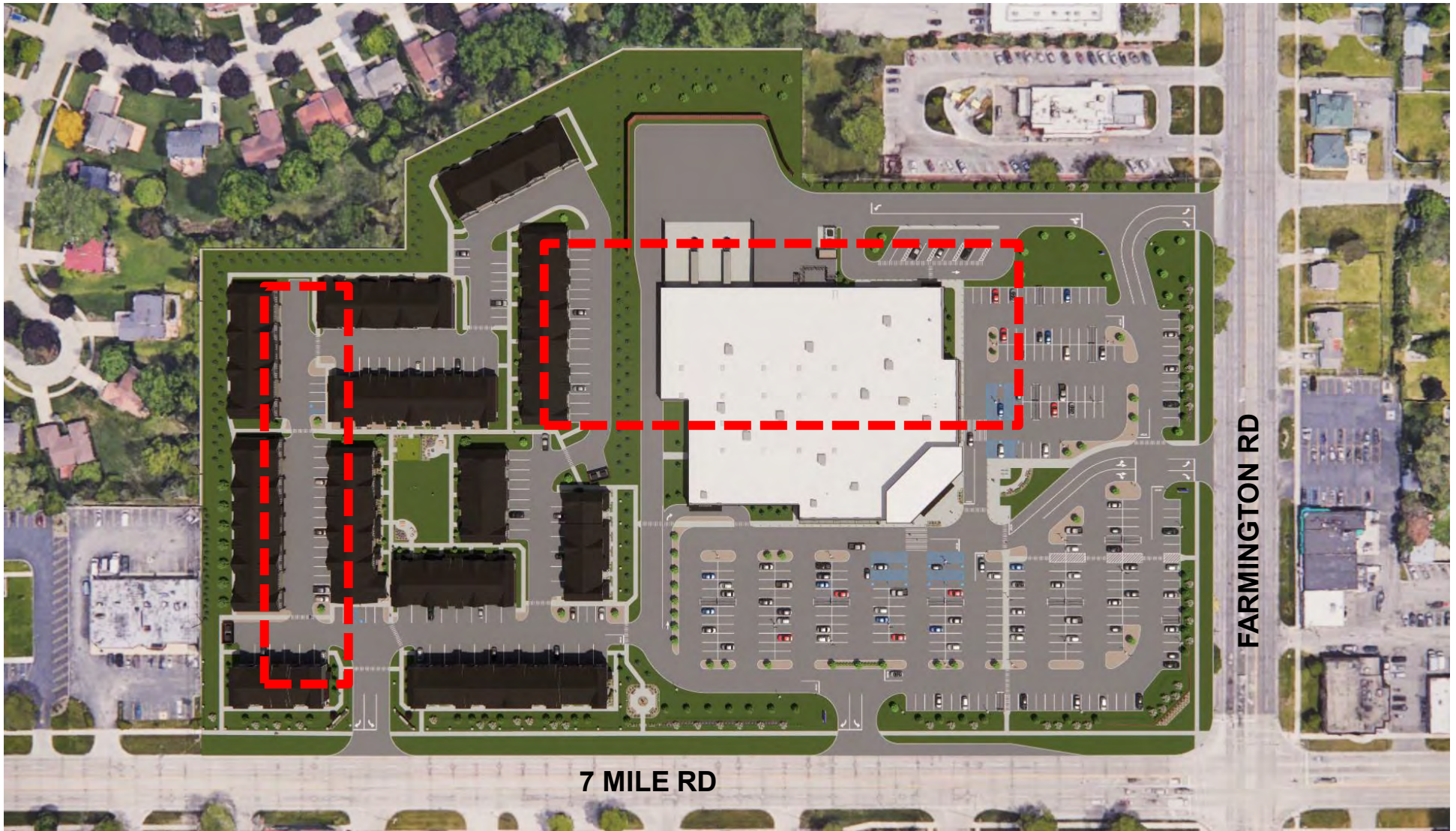
SCHOOL

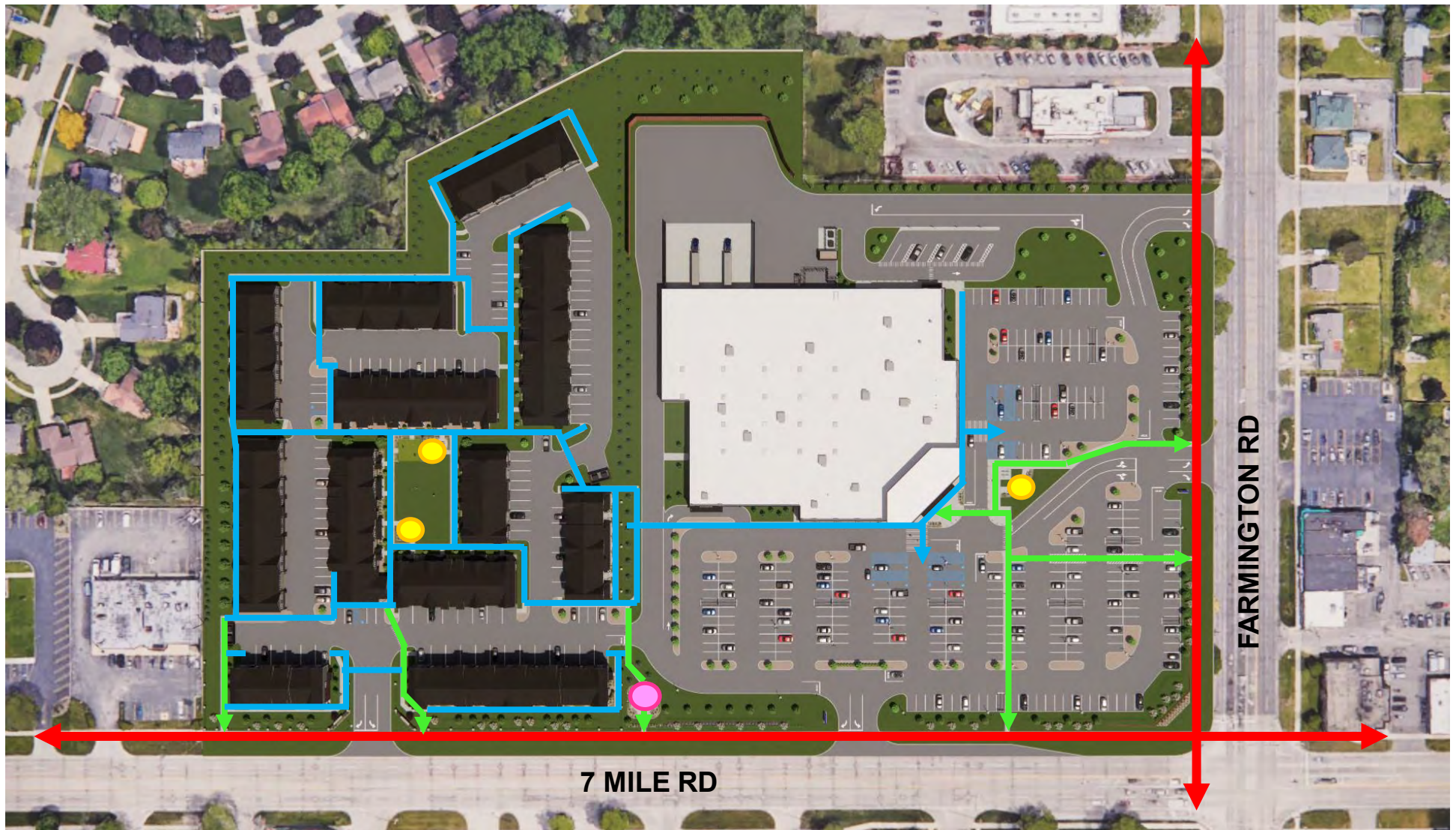












- ← PUBLIC SIDEWALKS
- ← CIRCULATION TO PUBLIC SIDEWALKS
- ← SITE CIRCULATION
- SITTING AREA
- COMMUNITY PLAZA











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

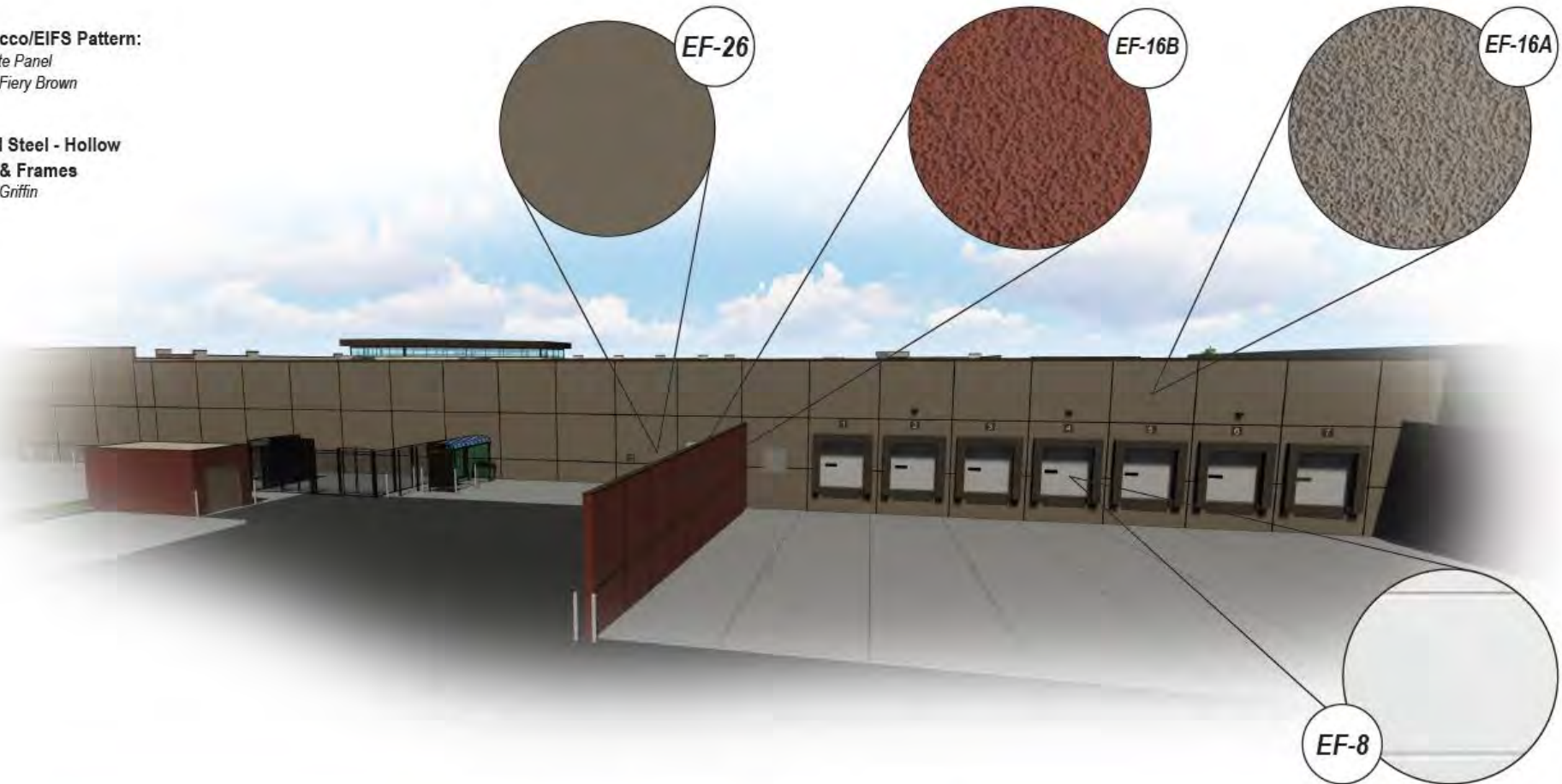


EF-8 Sectional Overhead Doors

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.)**















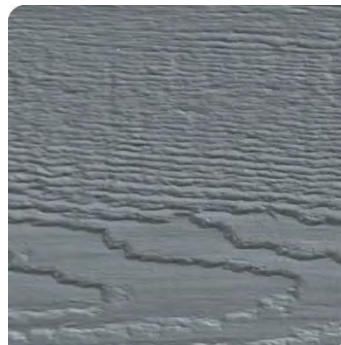








BRK-1
BRICK VENEER
COLOR: TBD



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 RD





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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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.

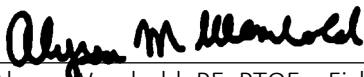
Based on the findings of the HCM operational analyses and site traffic generation, Table 1 provides the recommended future improvements to the study intersections to mitigate impacts to traffic operations.

Table 1 – Proposed Improvements

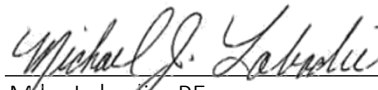
Intersection	Future
Farmington Road and 7 Mile Road	• Increase the cycle length during the p.m. peak hour from 100 seconds to 120 seconds. • Optimize timing splits in the p.m. peak hour. • Update offsets during both peak hours to provide improved traffic progression.
7 Mile Road and Gill Road	• Increase 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:



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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.

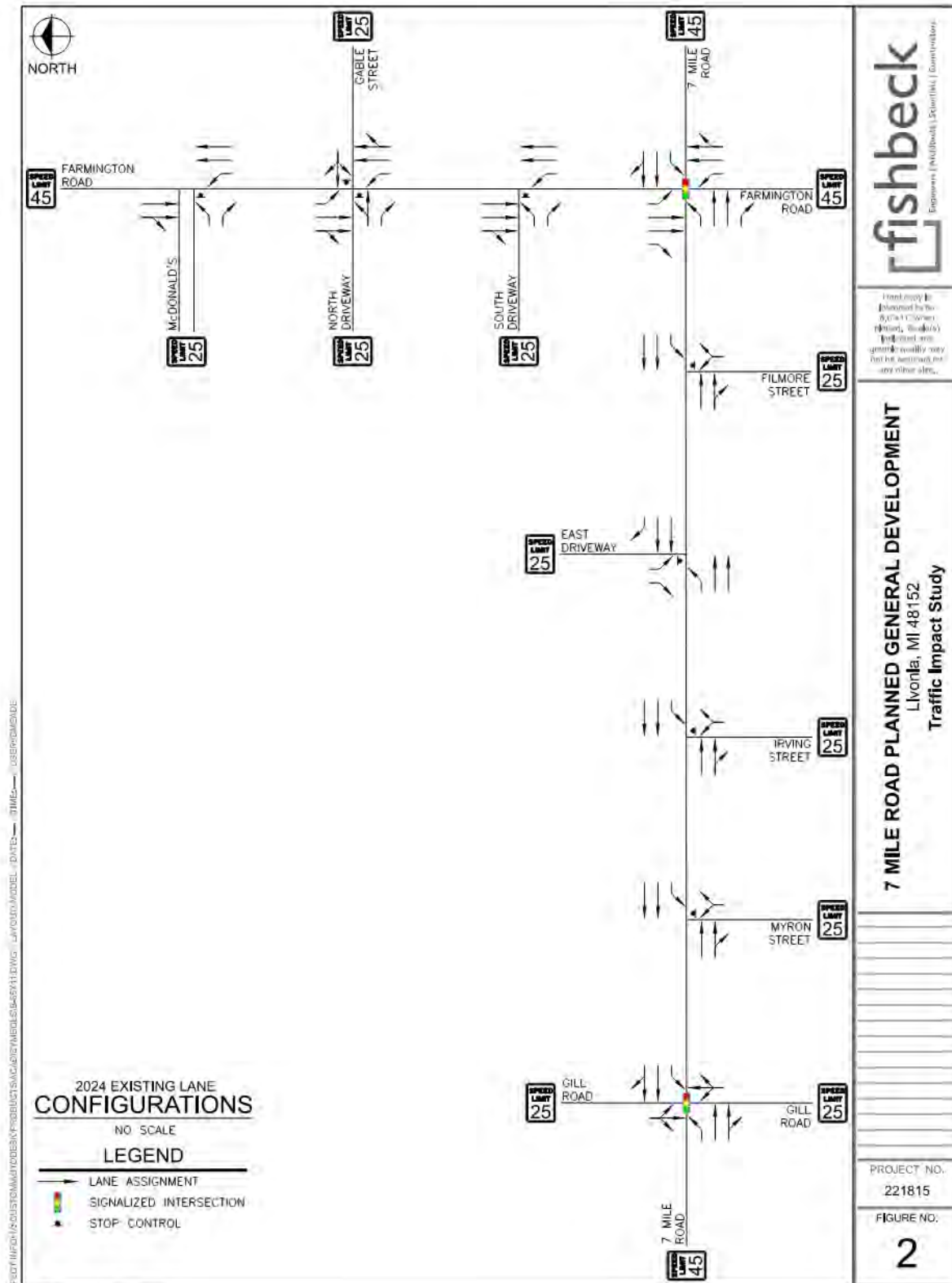
1.3 Intersection Characteristics

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			

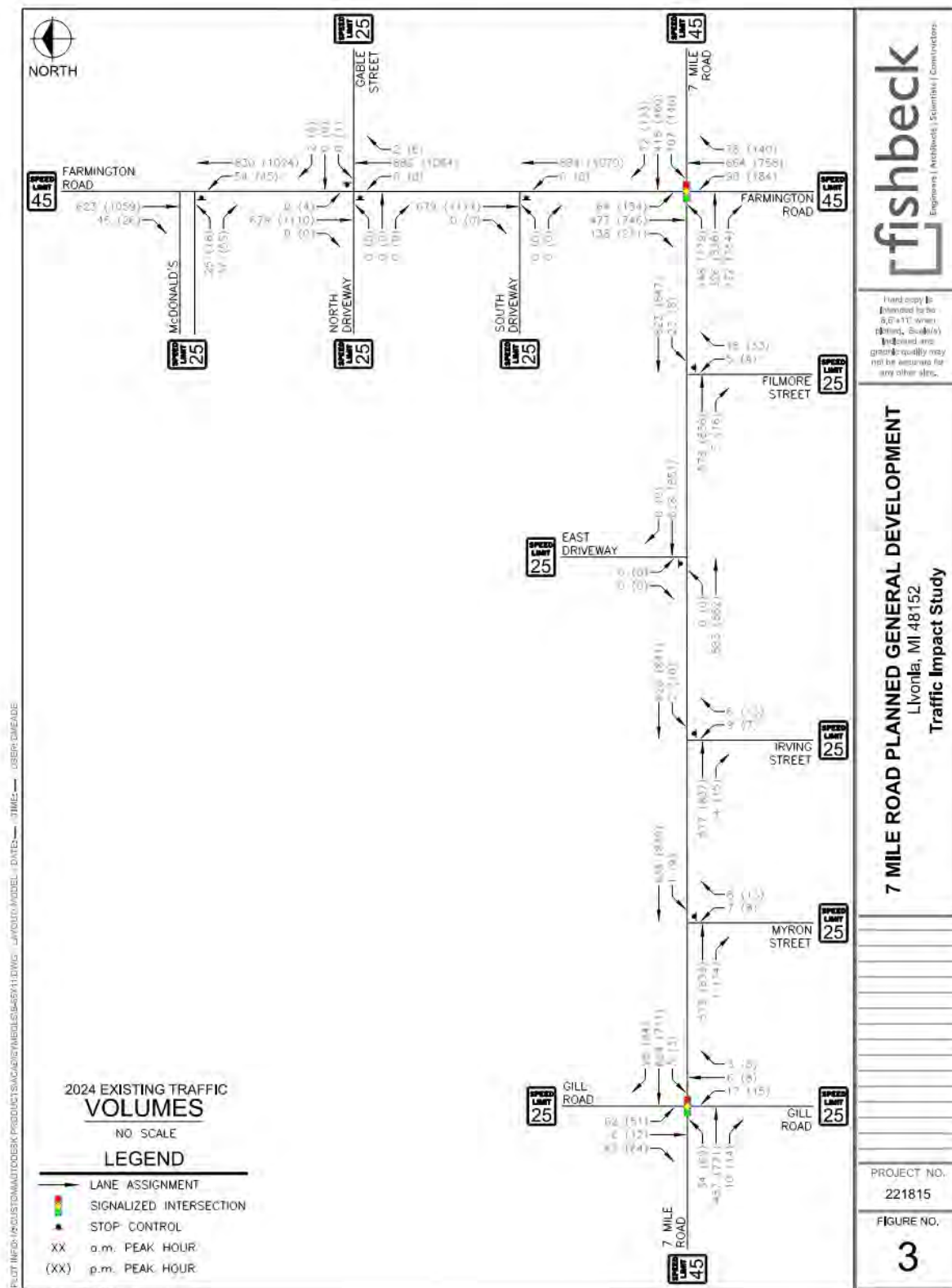
1.5 Existing Traffic Volumes

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:

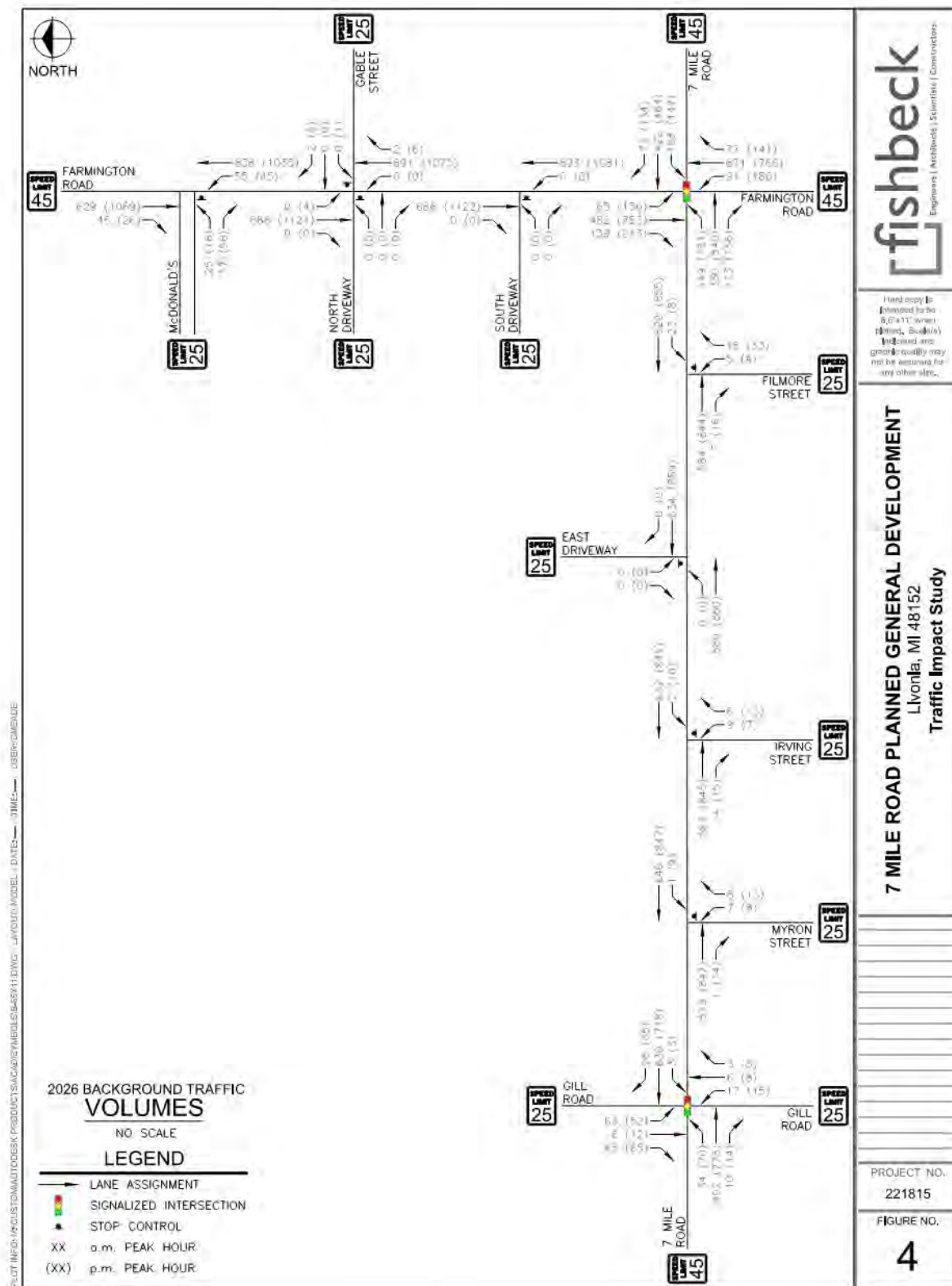
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 300 feet (12 vehicles) and an average queue length of 170 feet (7 vehicles). All queues are contained within the two-way left turn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

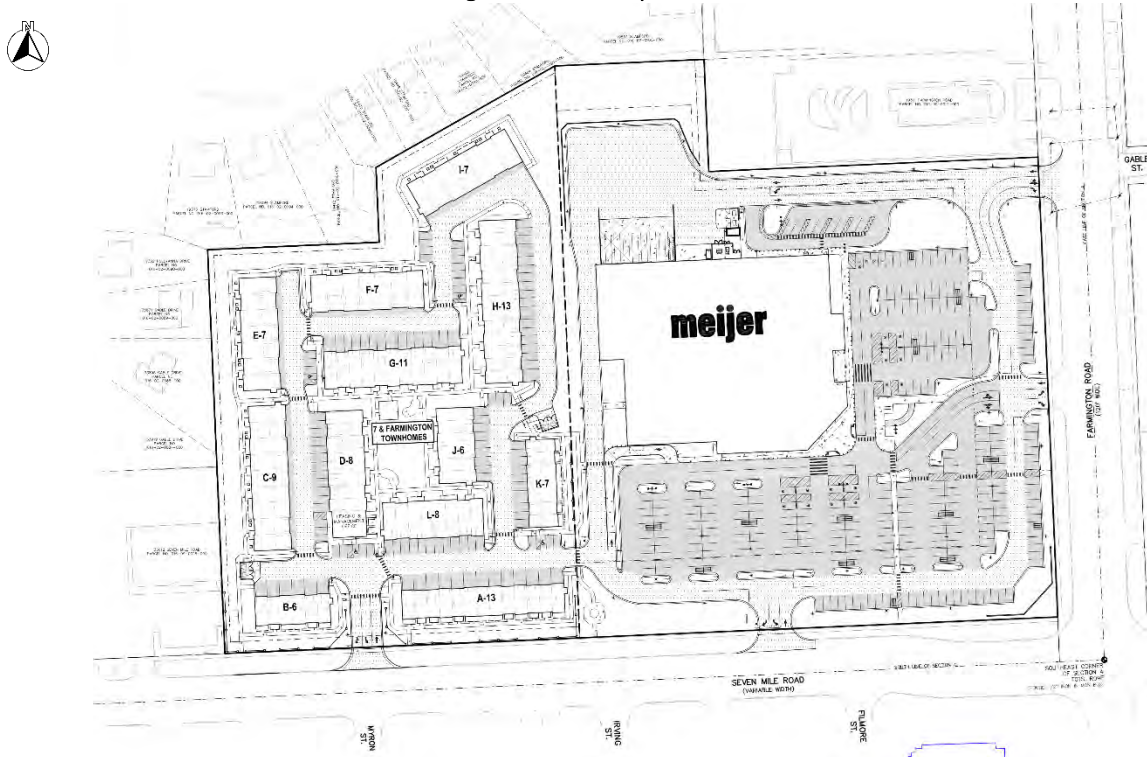
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements would continue to operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 264 feet (11 vehicles) and an average queue length of 160 feet (6 vehicles). All queues are contained within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

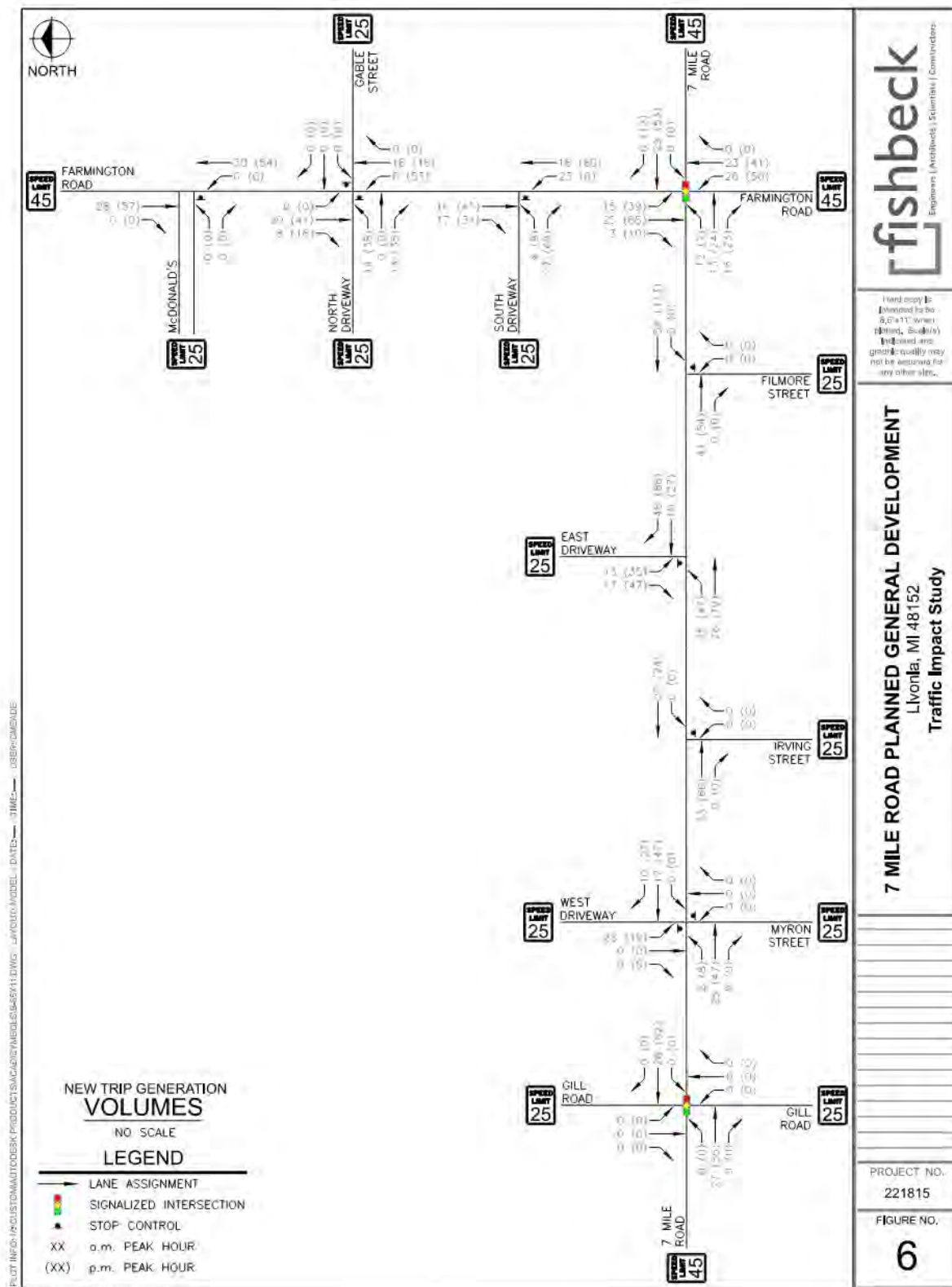


Figure 7 – Pass-By Volumes

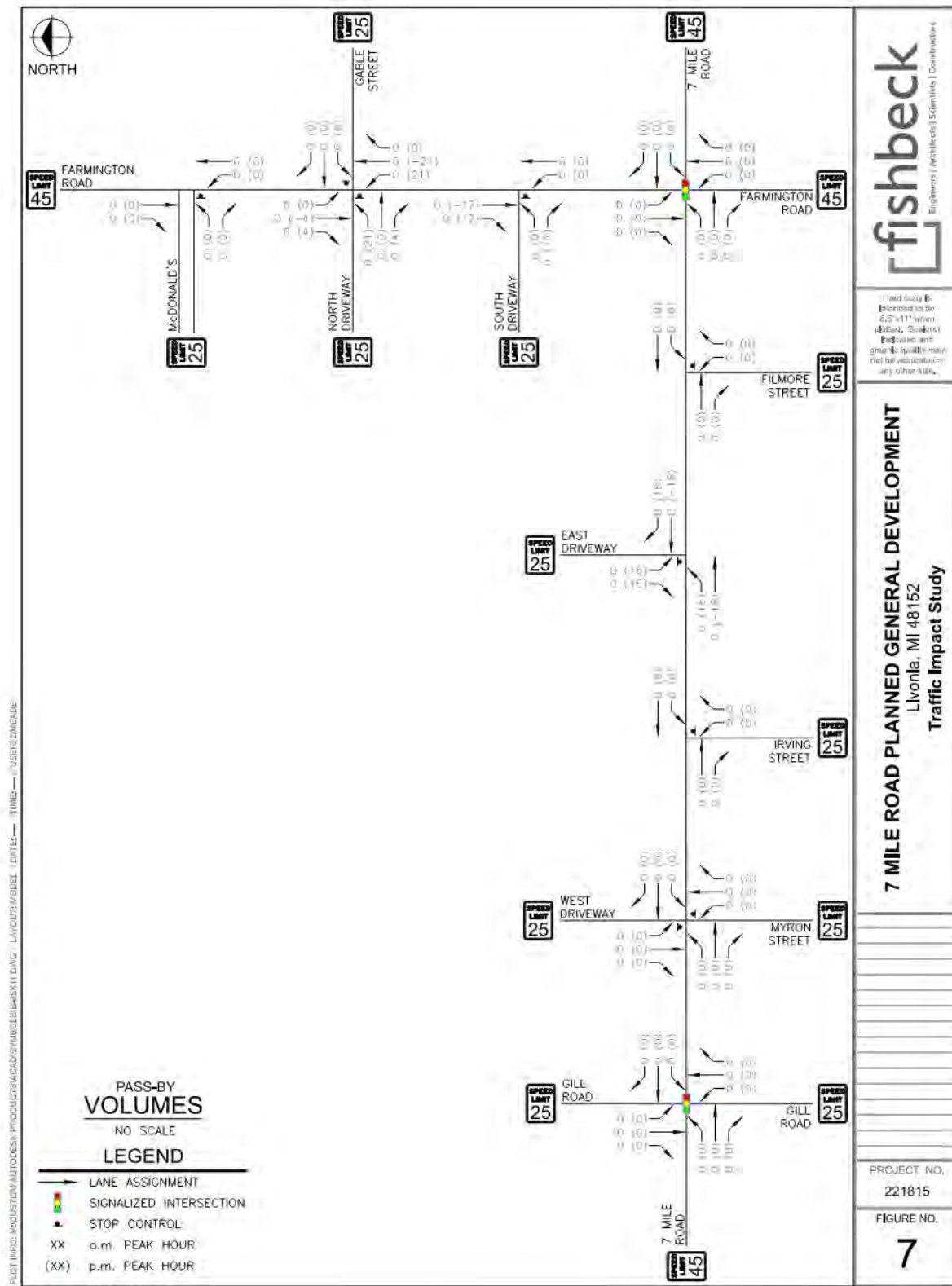
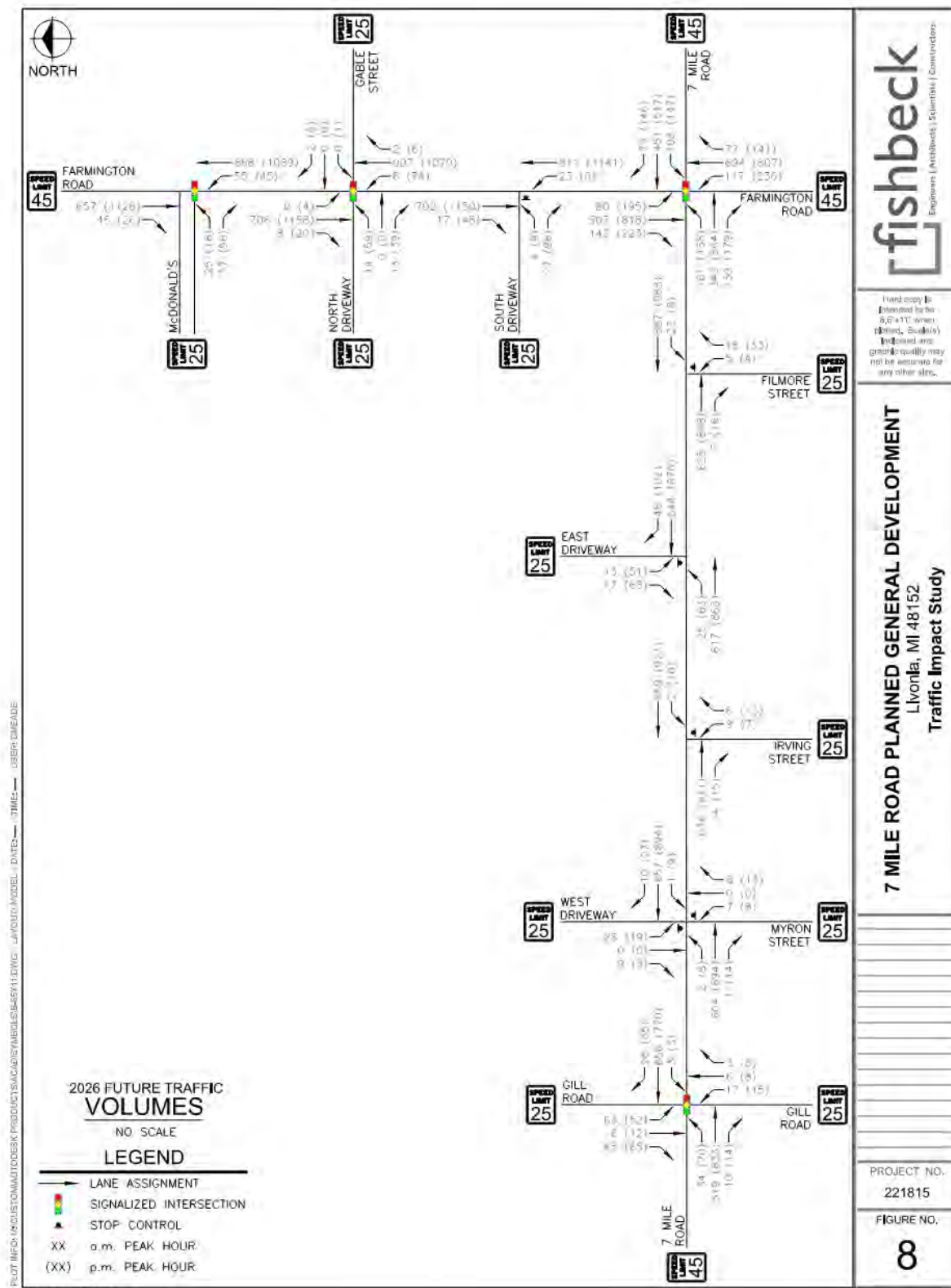


Figure 8 – 2026 Future Traffic Volumes



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	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	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



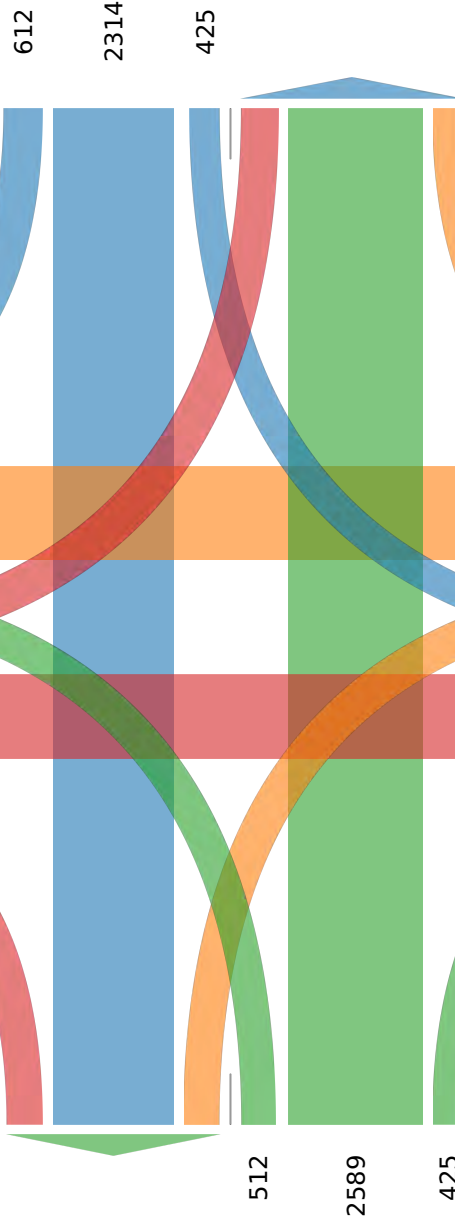
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Farmington

Total: 6951

In: 3351

Out: 3600



[W] 7 Mile

Total: 5528

Out: 2863

In: 2665

582
1536
547

429
1739
546

Out: 2386

Total: 5100

[E] 7 Mile

Out: 3407

In: 3526

Total: 6933

[S] Farmington

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

In: 596

Out: 639

148
326
122

72
411
107

Out: 466 In: 590

Total: 1056

[E] 7 Mile

Out: 706

In: 830

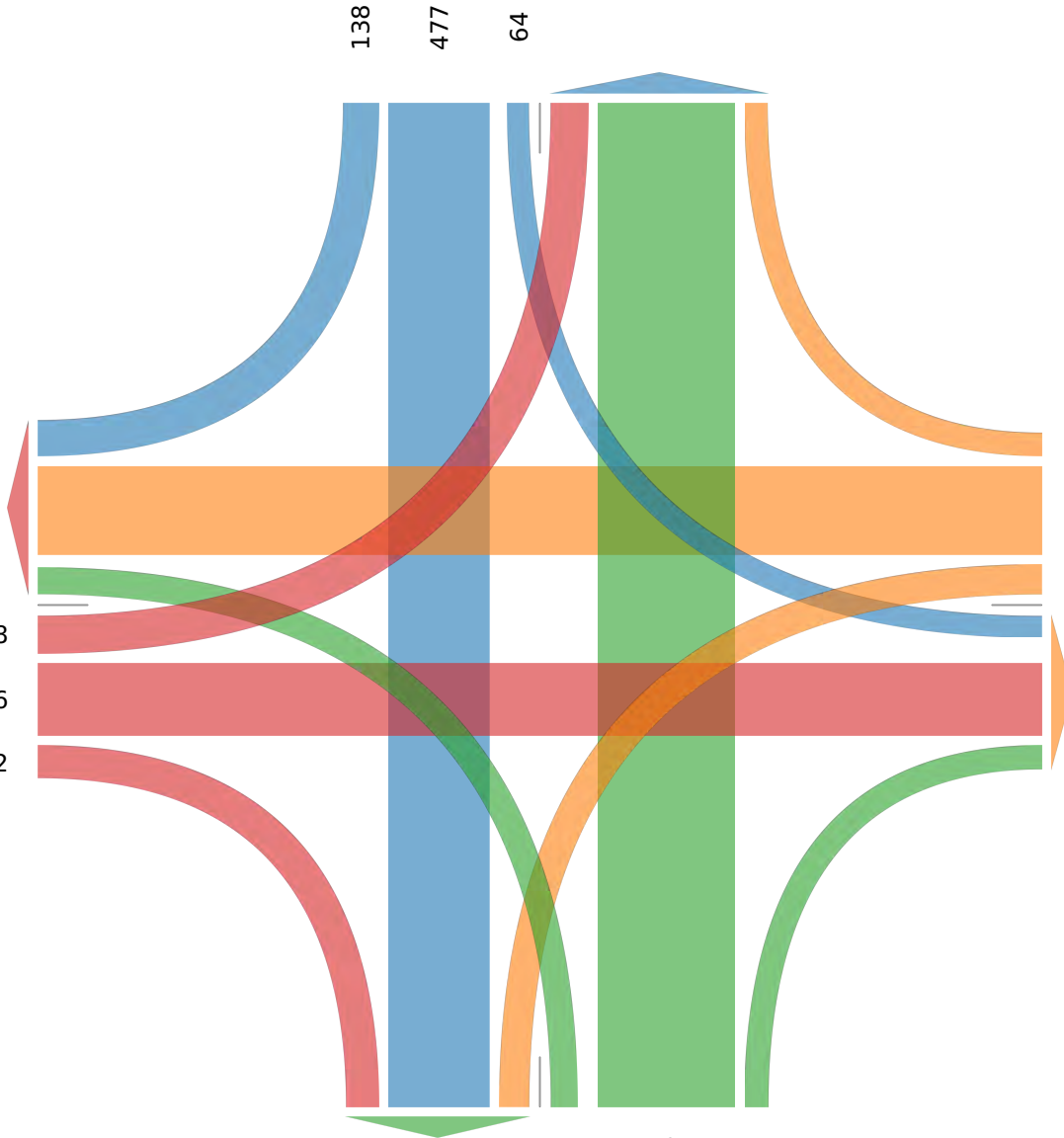
Total: 1536

[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

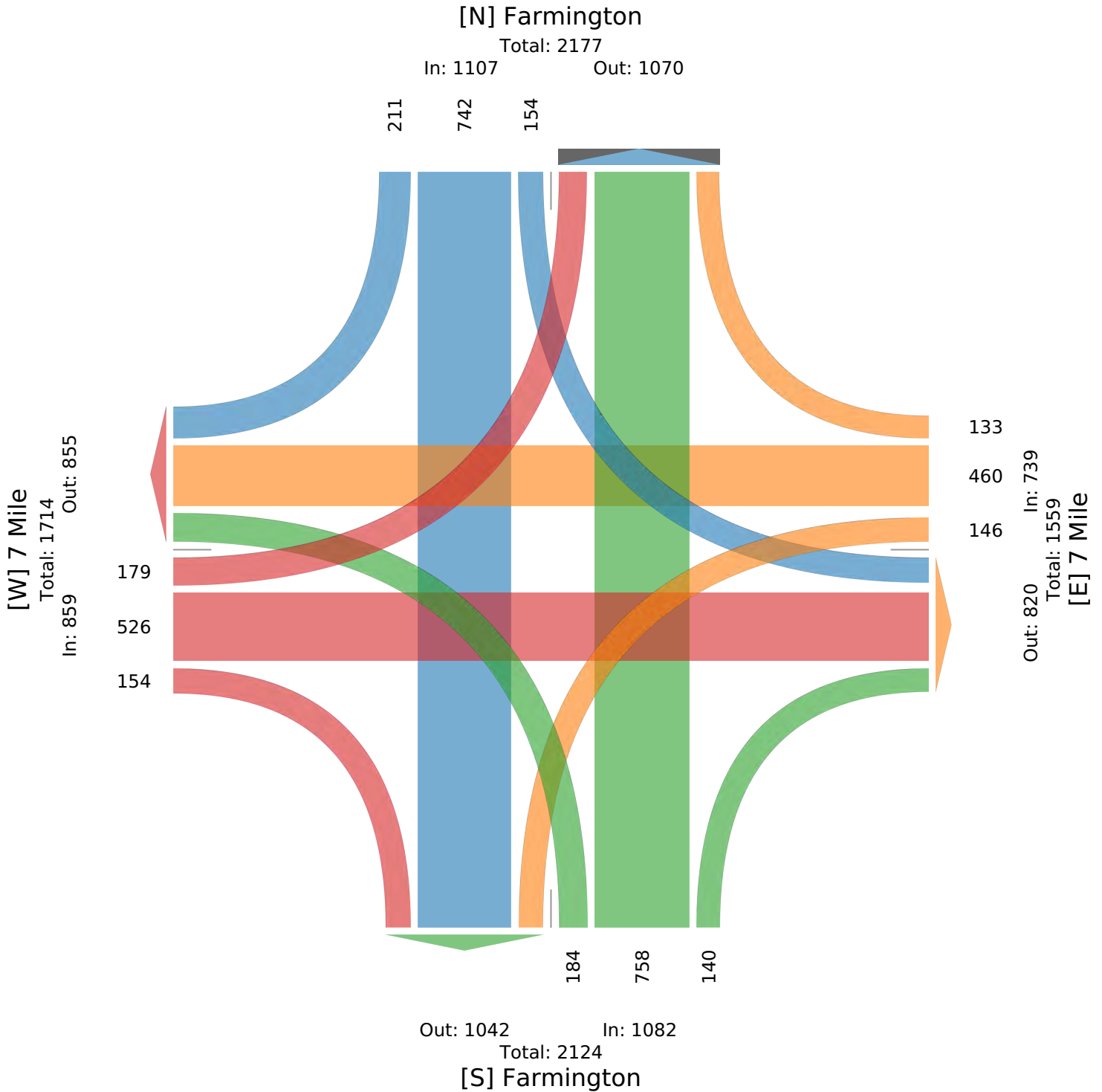
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



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



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)

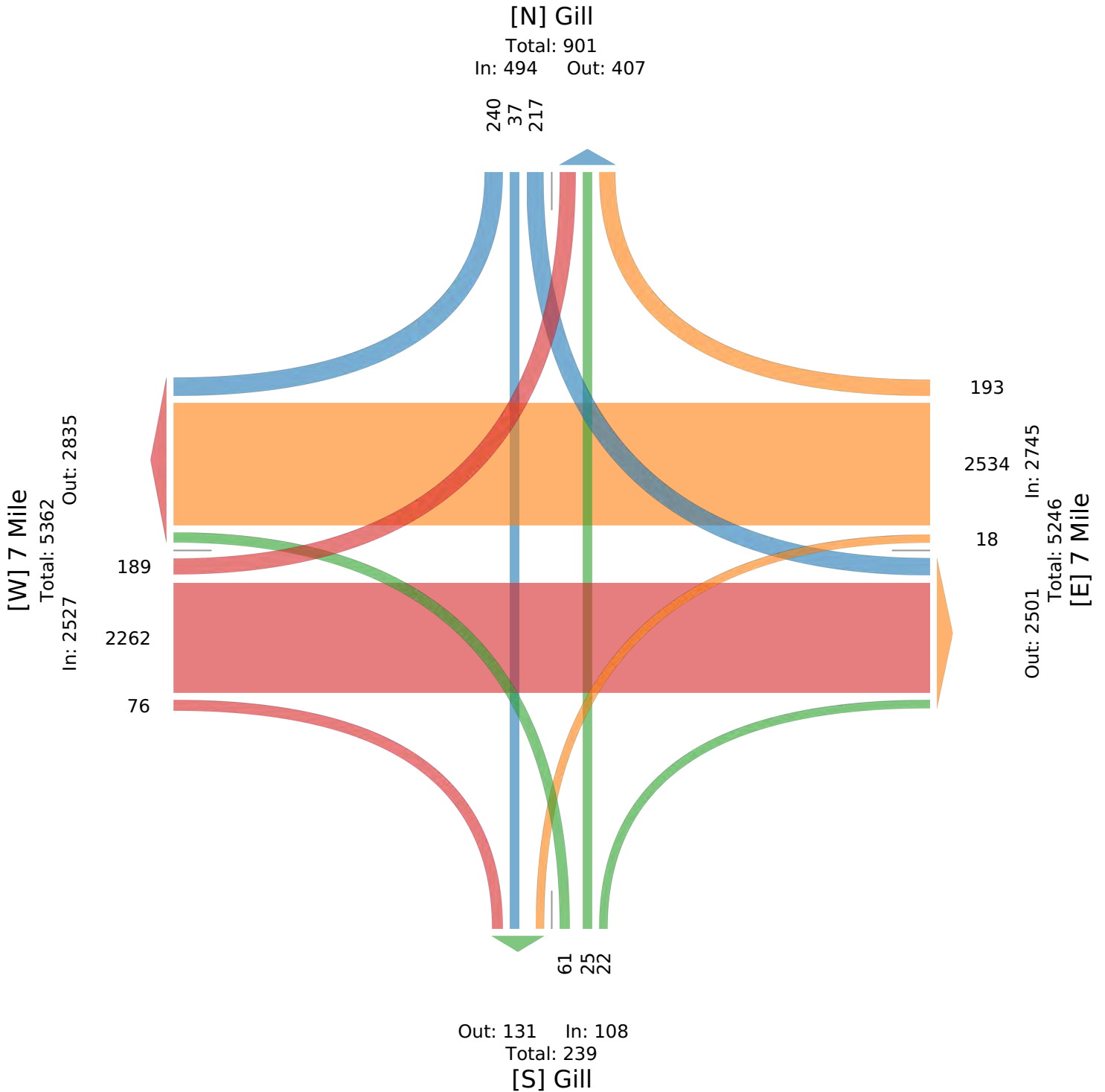
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

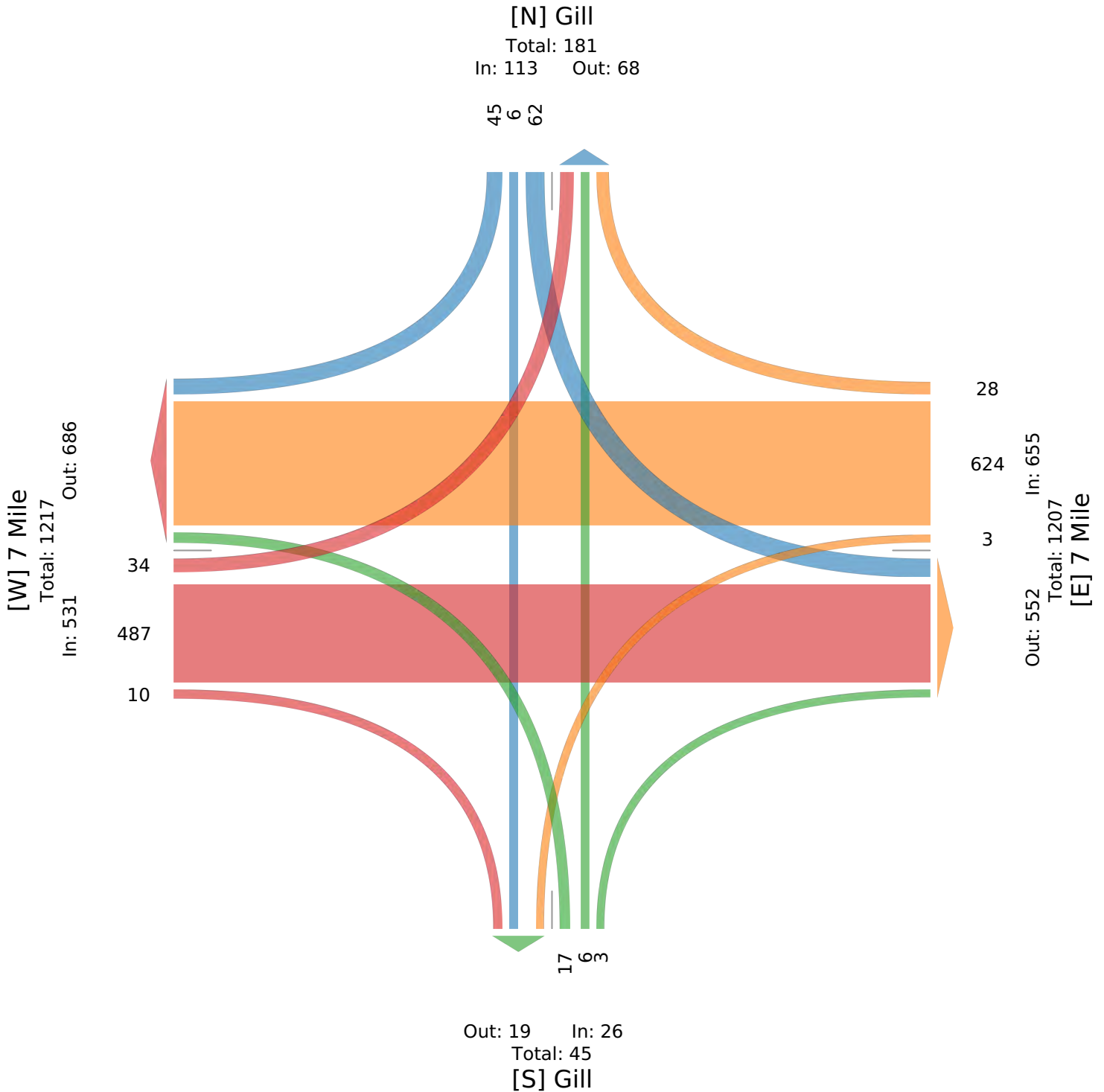
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

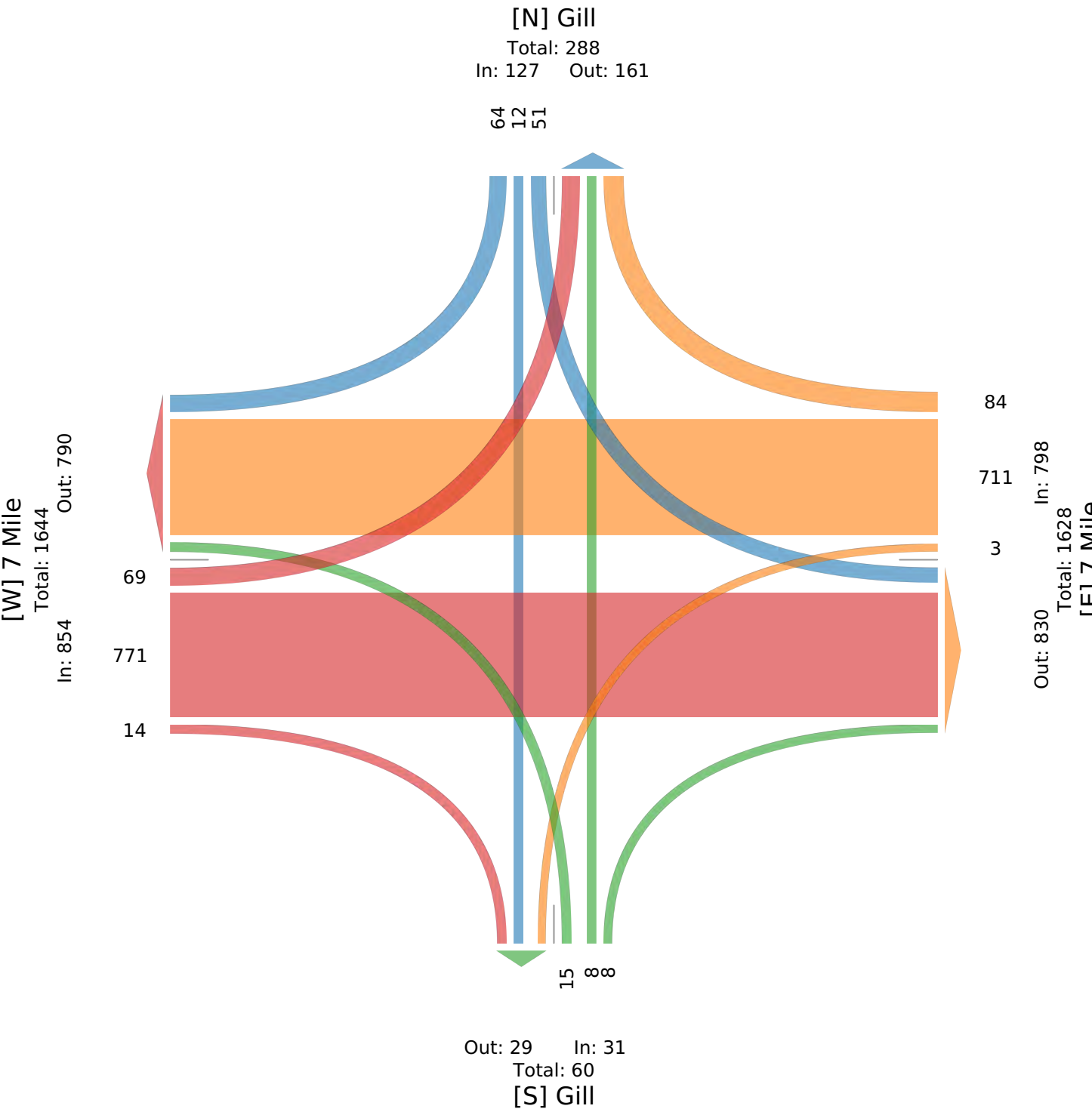


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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



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)

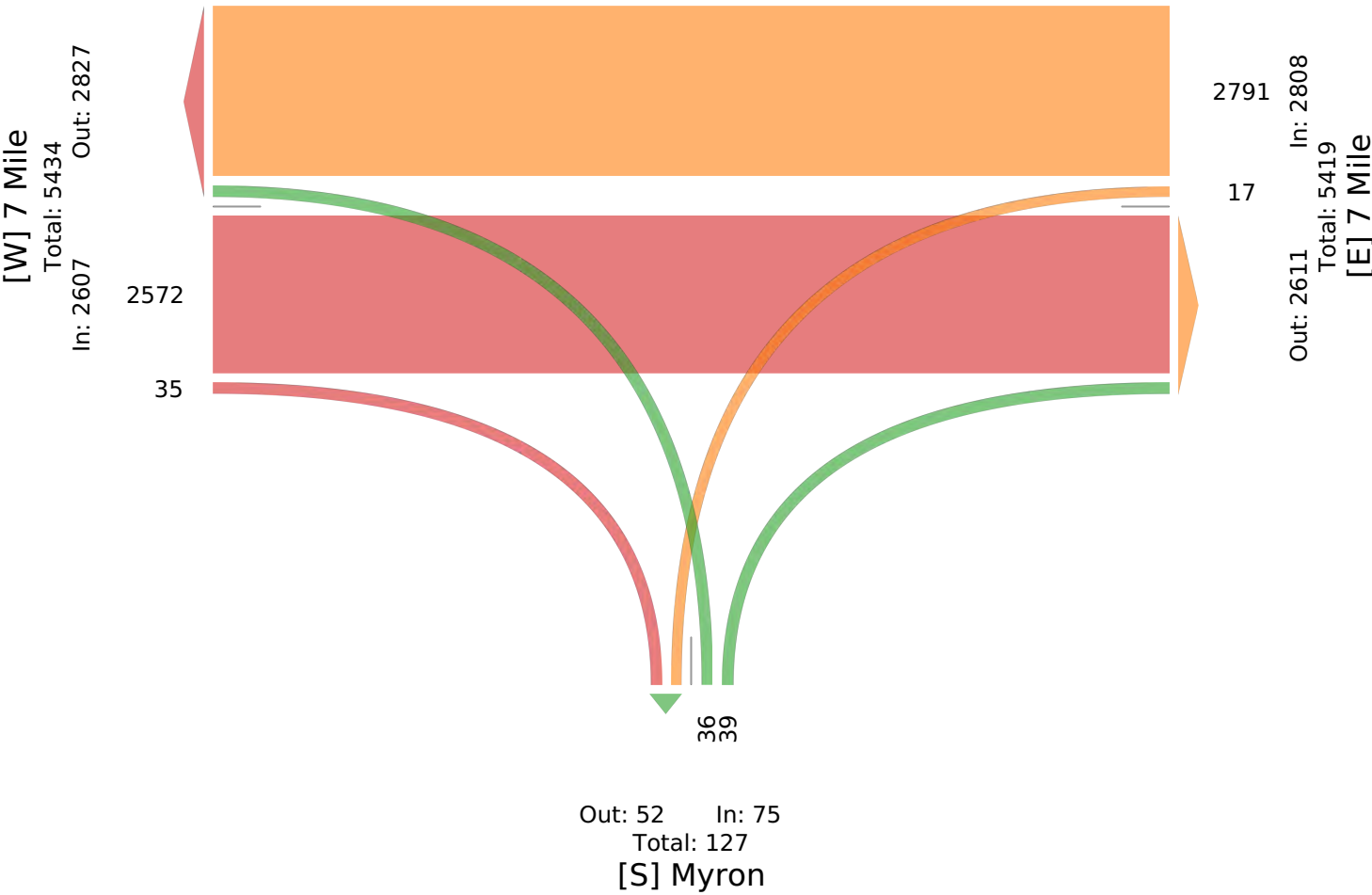
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

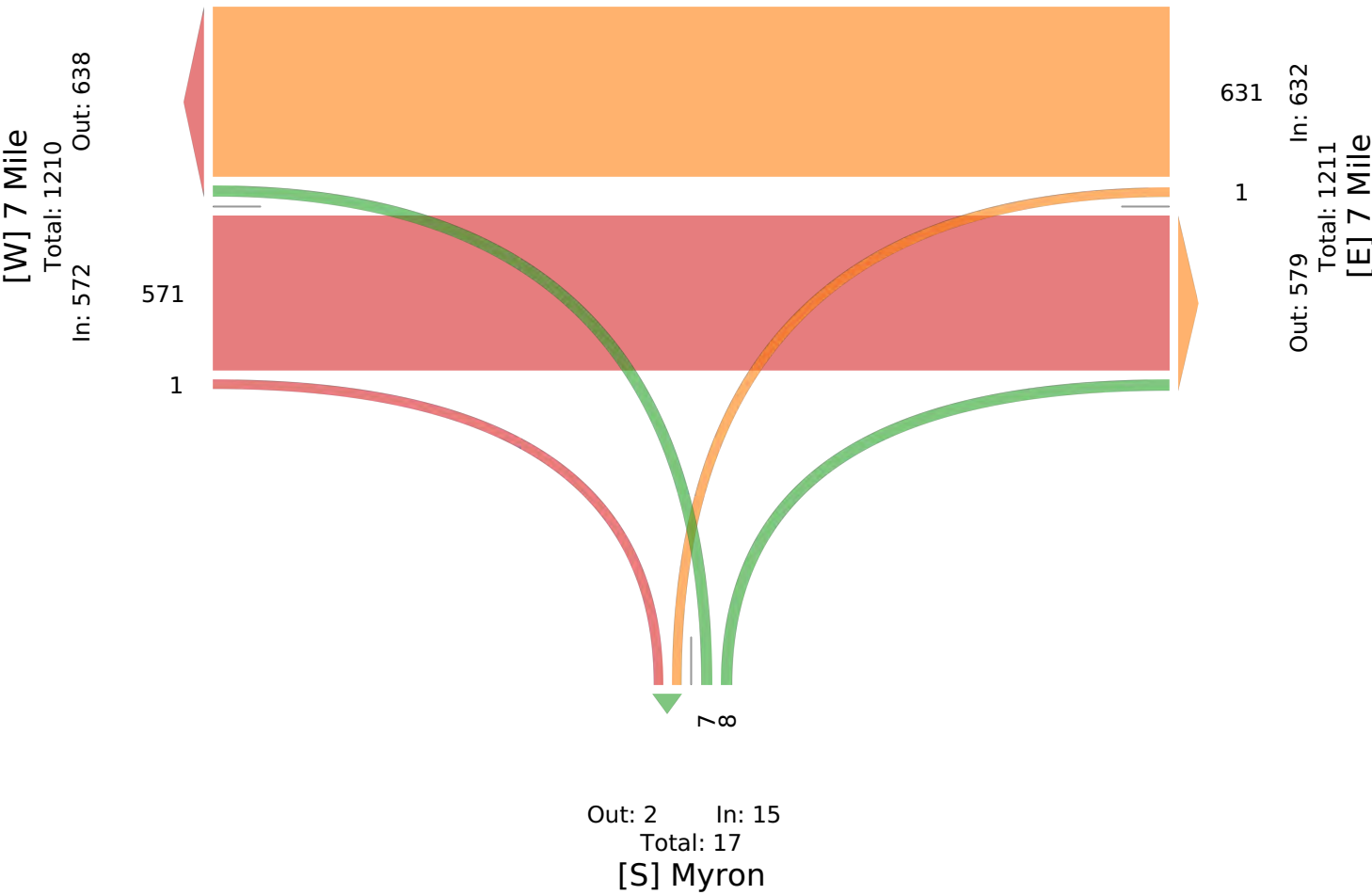
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



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

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

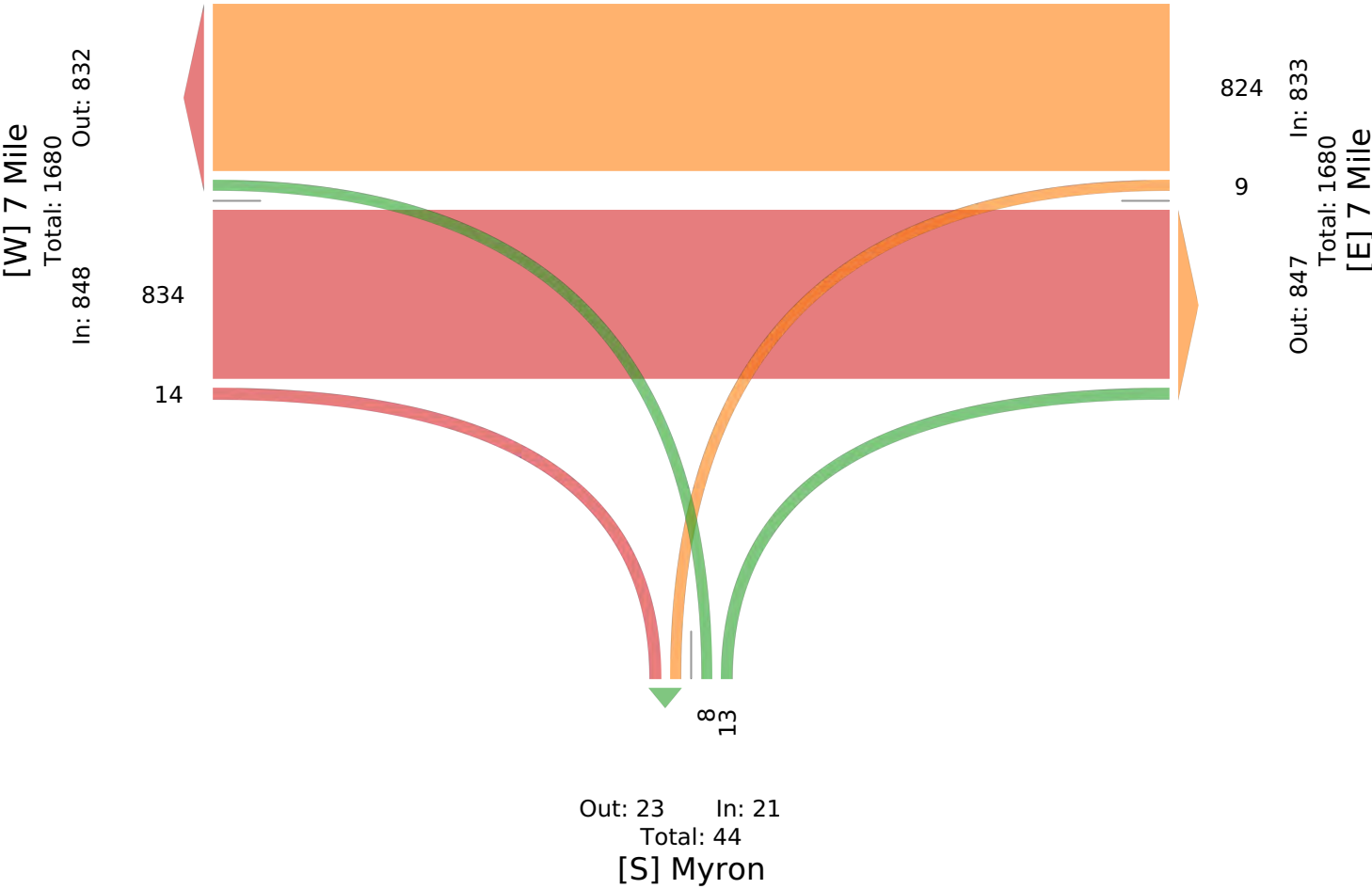
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

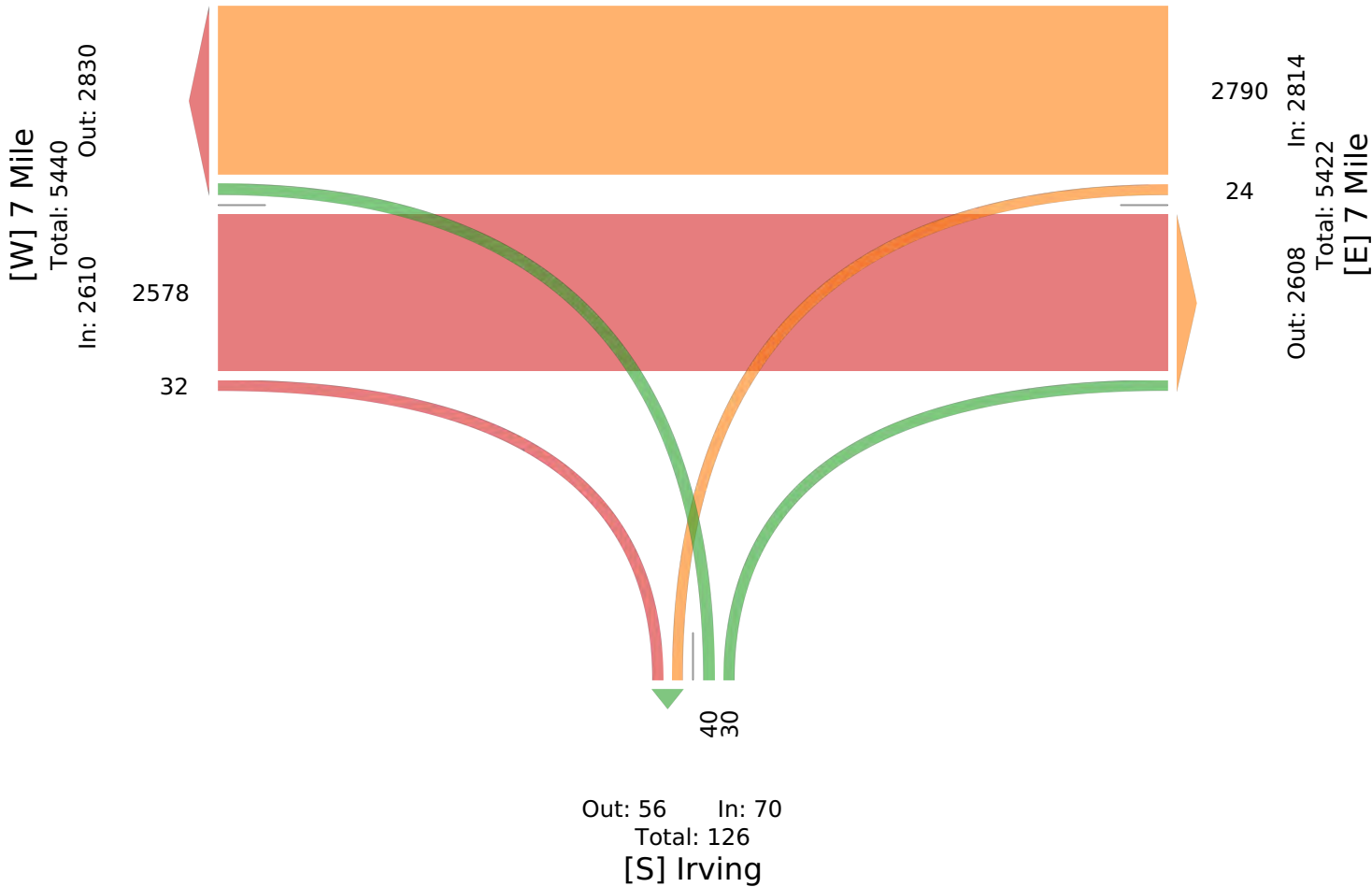
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

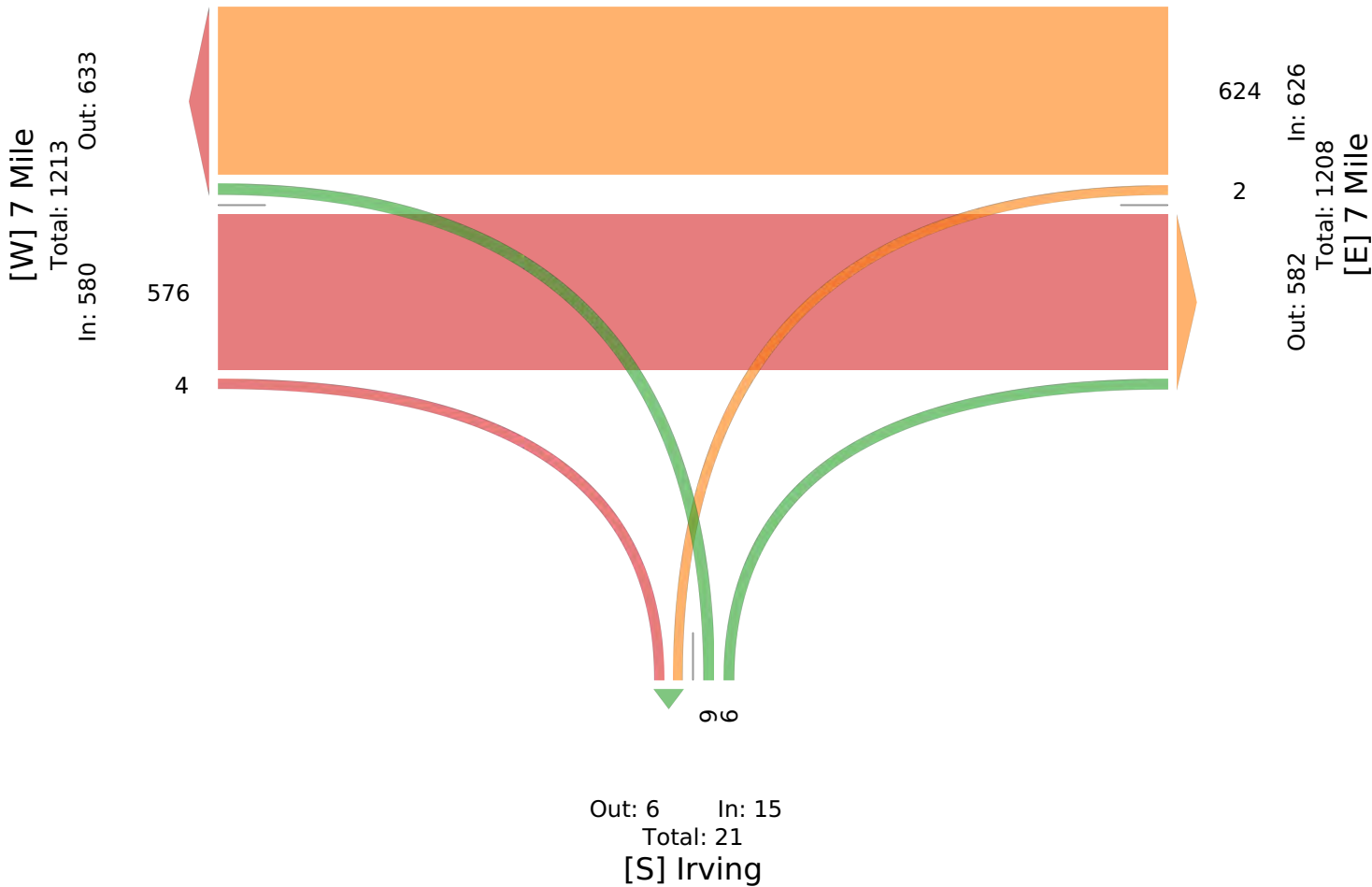
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

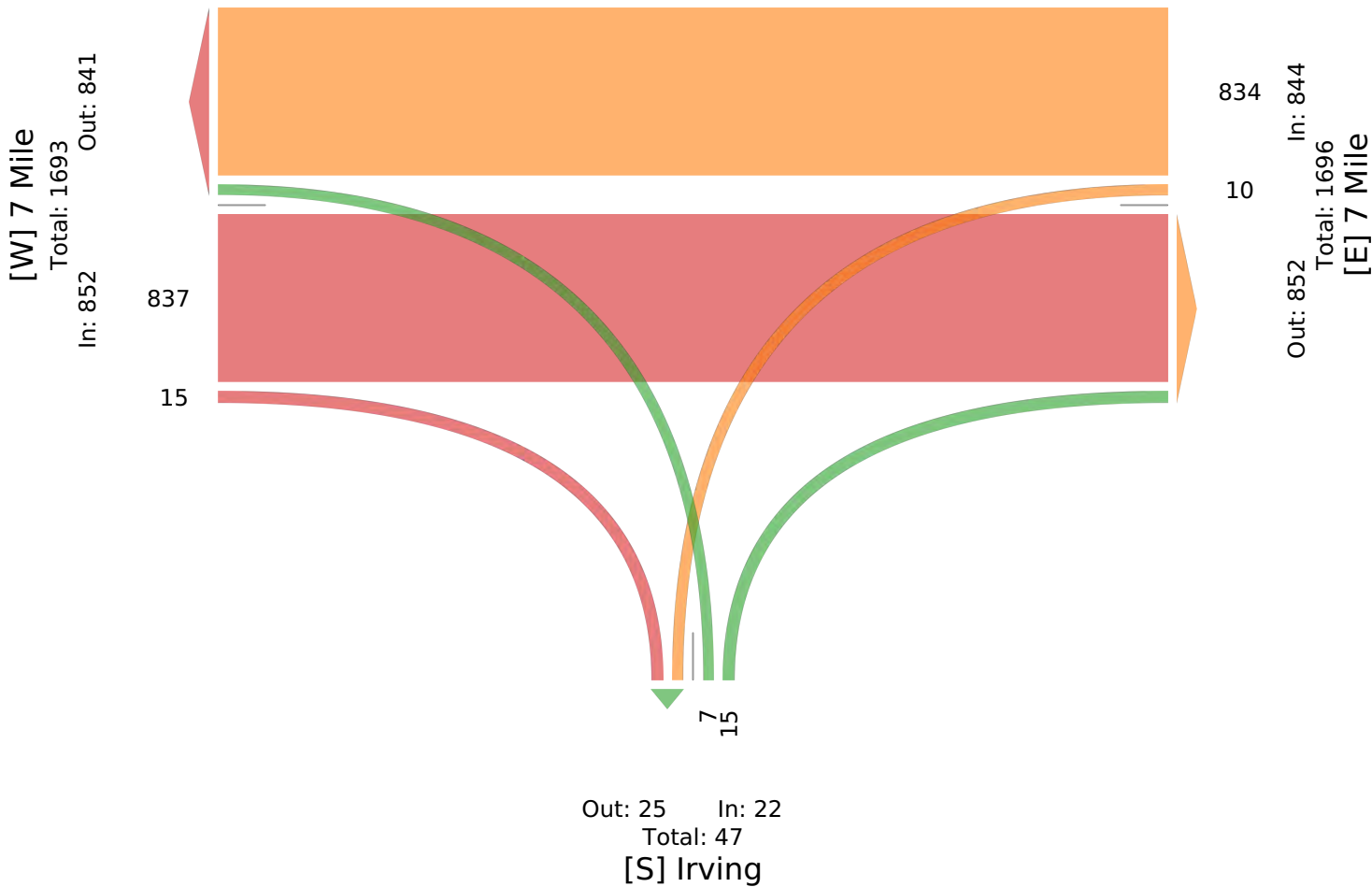
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

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

[N] Access

Total: 1

In: 1 Out: 0

1

[W] 7 Mile
Total: 5414
In: 2596 Out: 2818

2560
36

2800
52
2
Out: 2664 In: 2854
Total: 5518
[E] 7 Mile

Out: 88 In: 119
Total: 207
[S] Filmore

17
102

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)

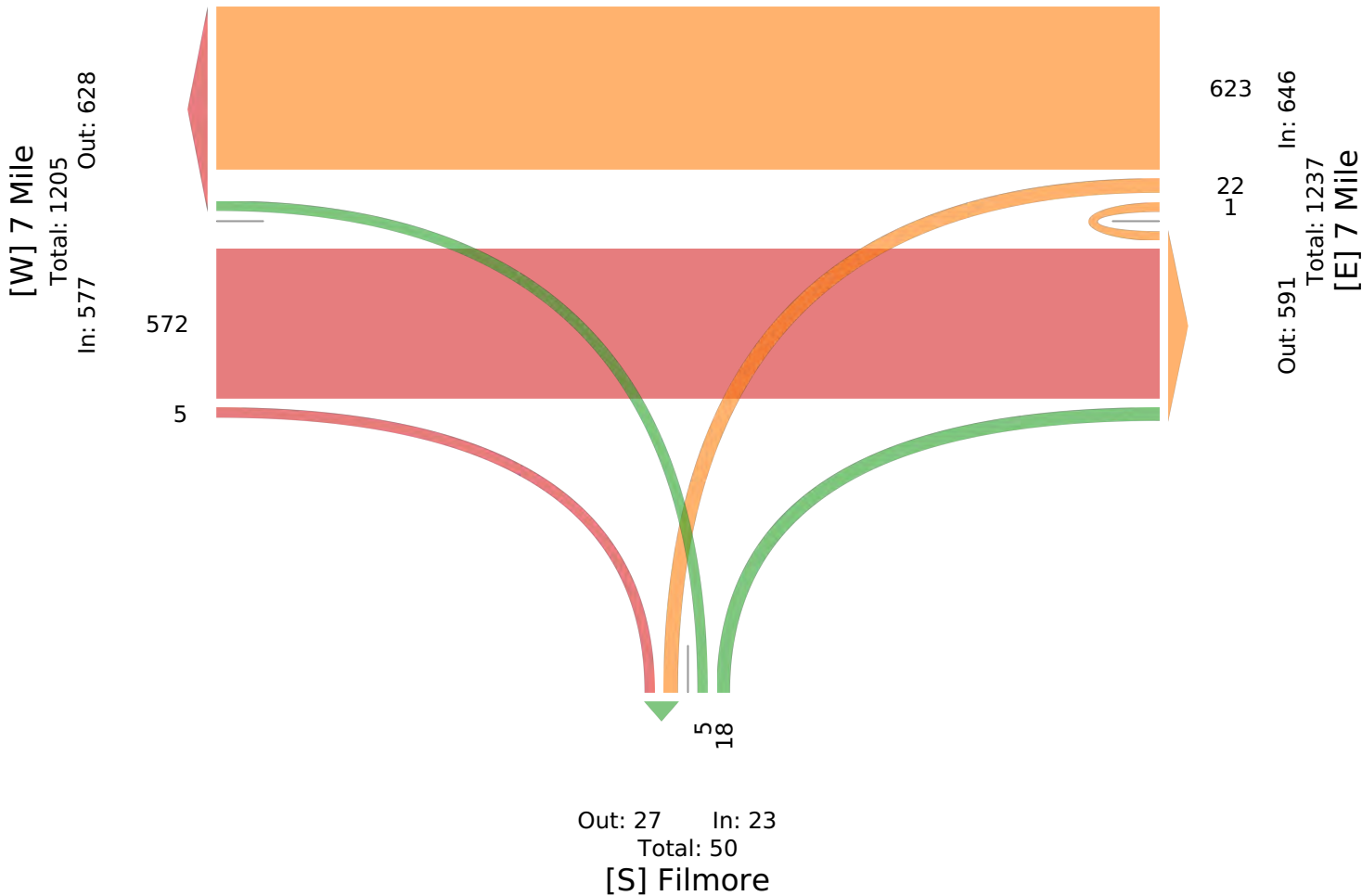
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

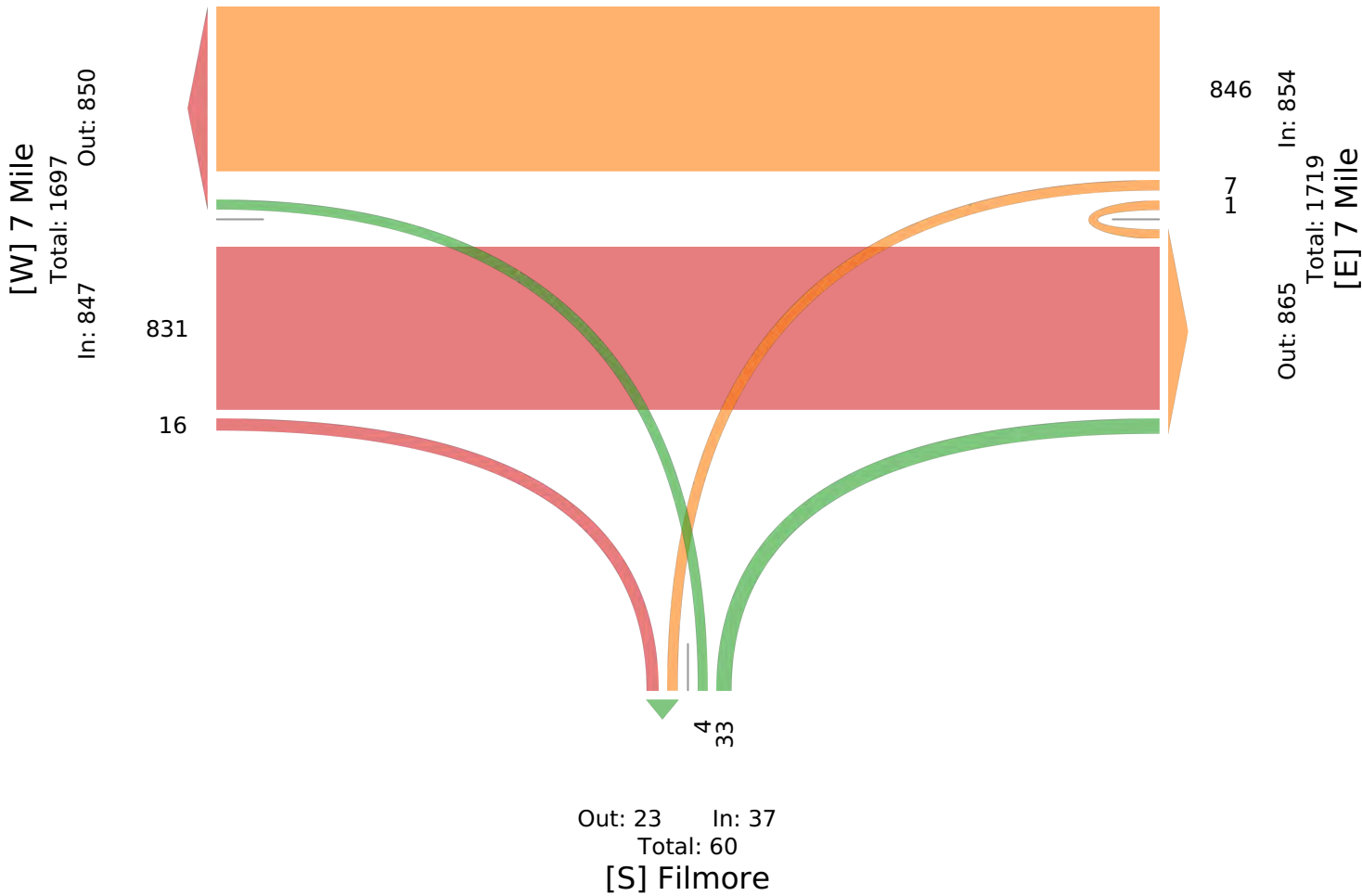
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

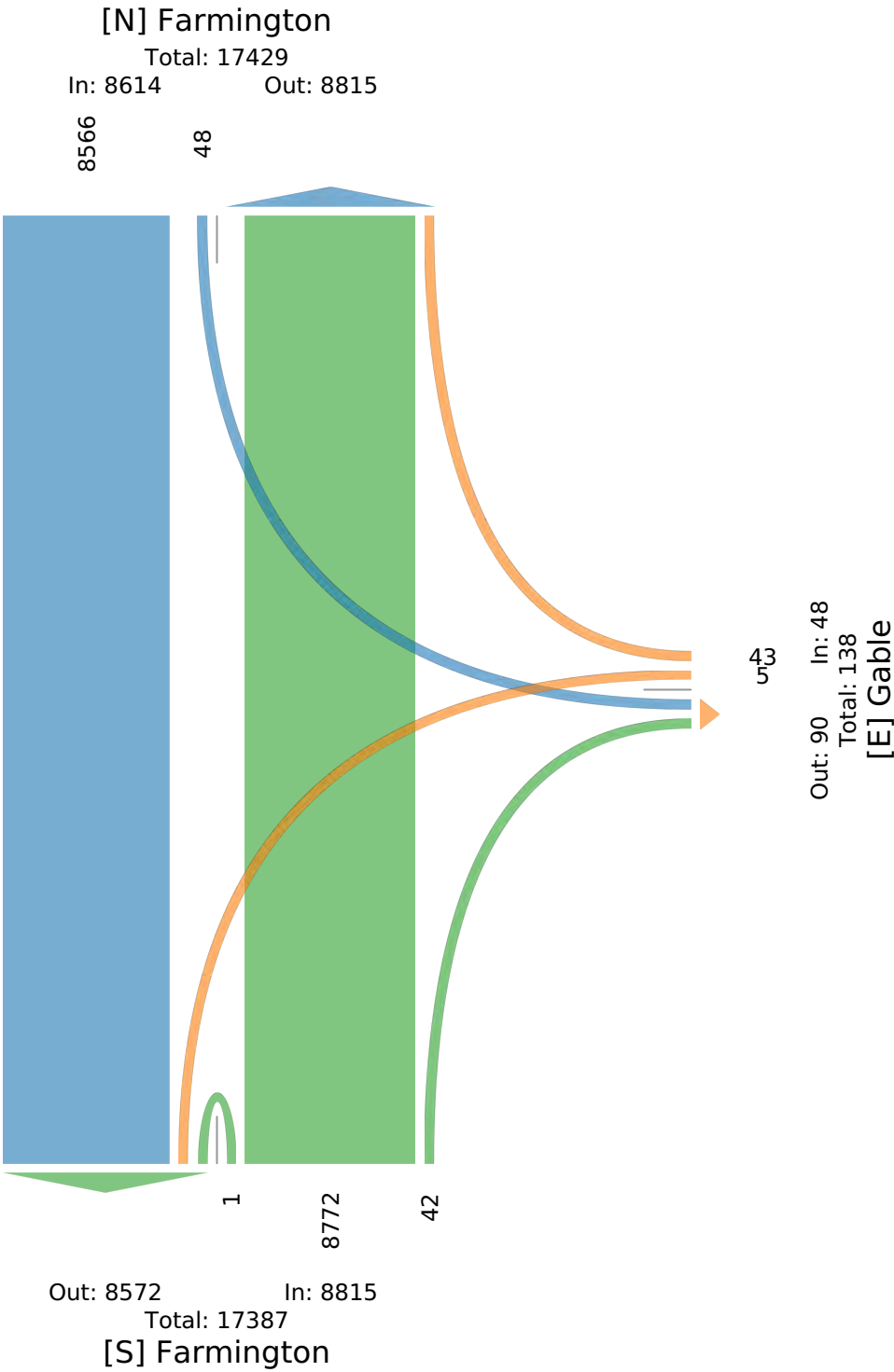
Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
Hourly Total	1	5	0	6	1063	4	0	1067	3	1066	0	1069	2142
6:00PM	0	0	0	0	185	1	0	186	1	220	0	221	407
6:15PM	1	0	0	1	150	1	0	151	0	185	0	185	337
6:30PM	0	0	0	0	134	3	0	137	2	174	0	176	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

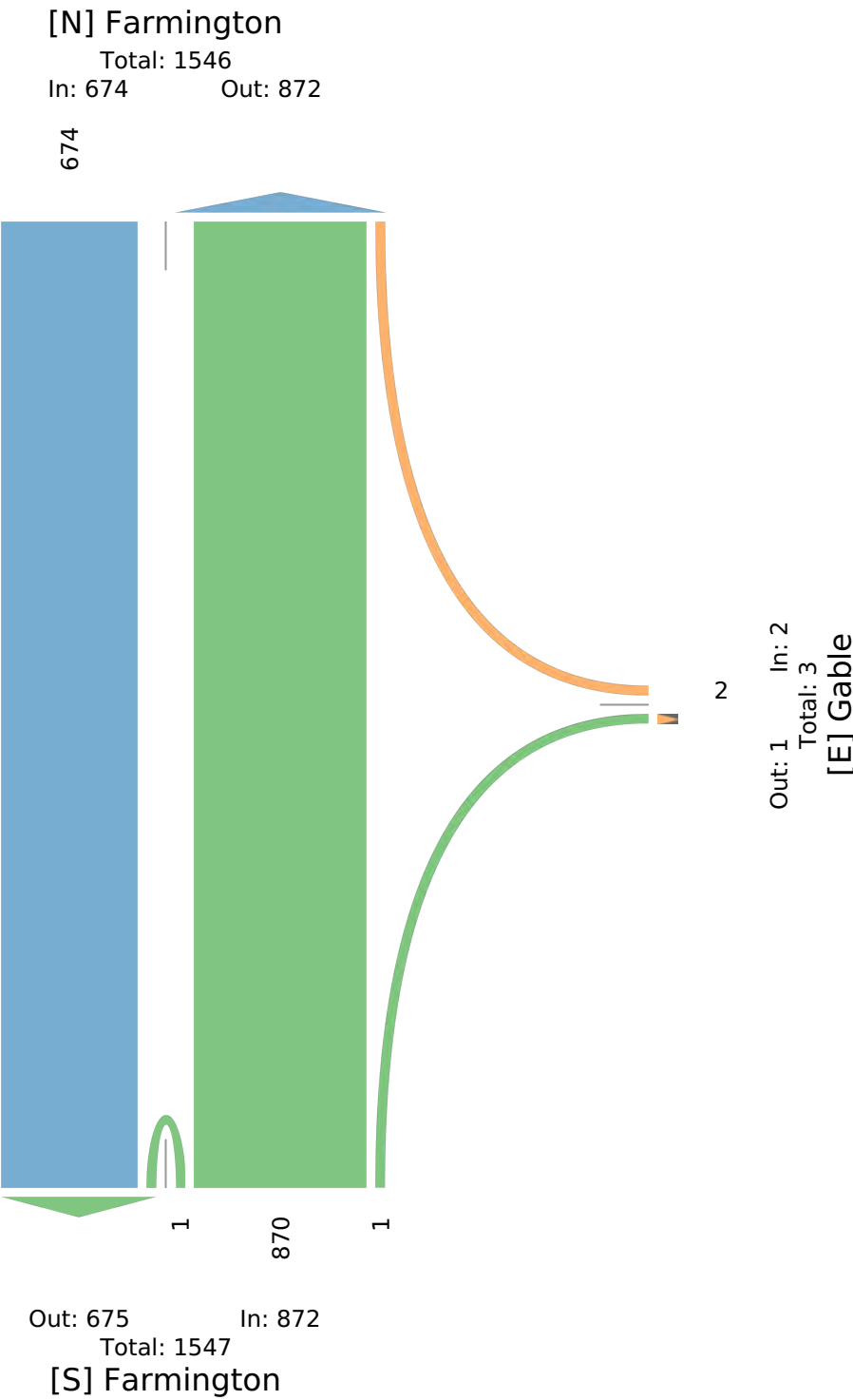


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

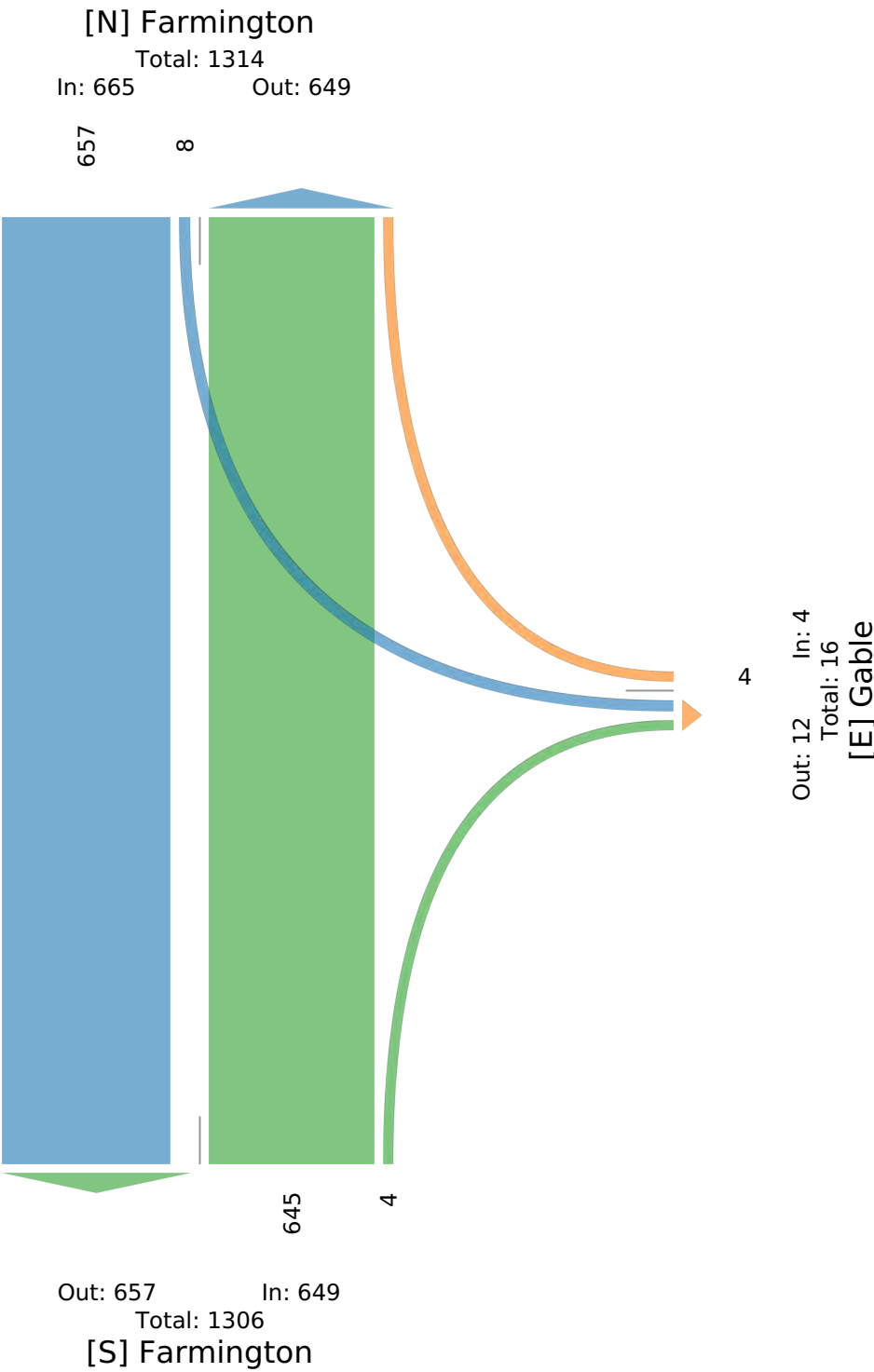


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

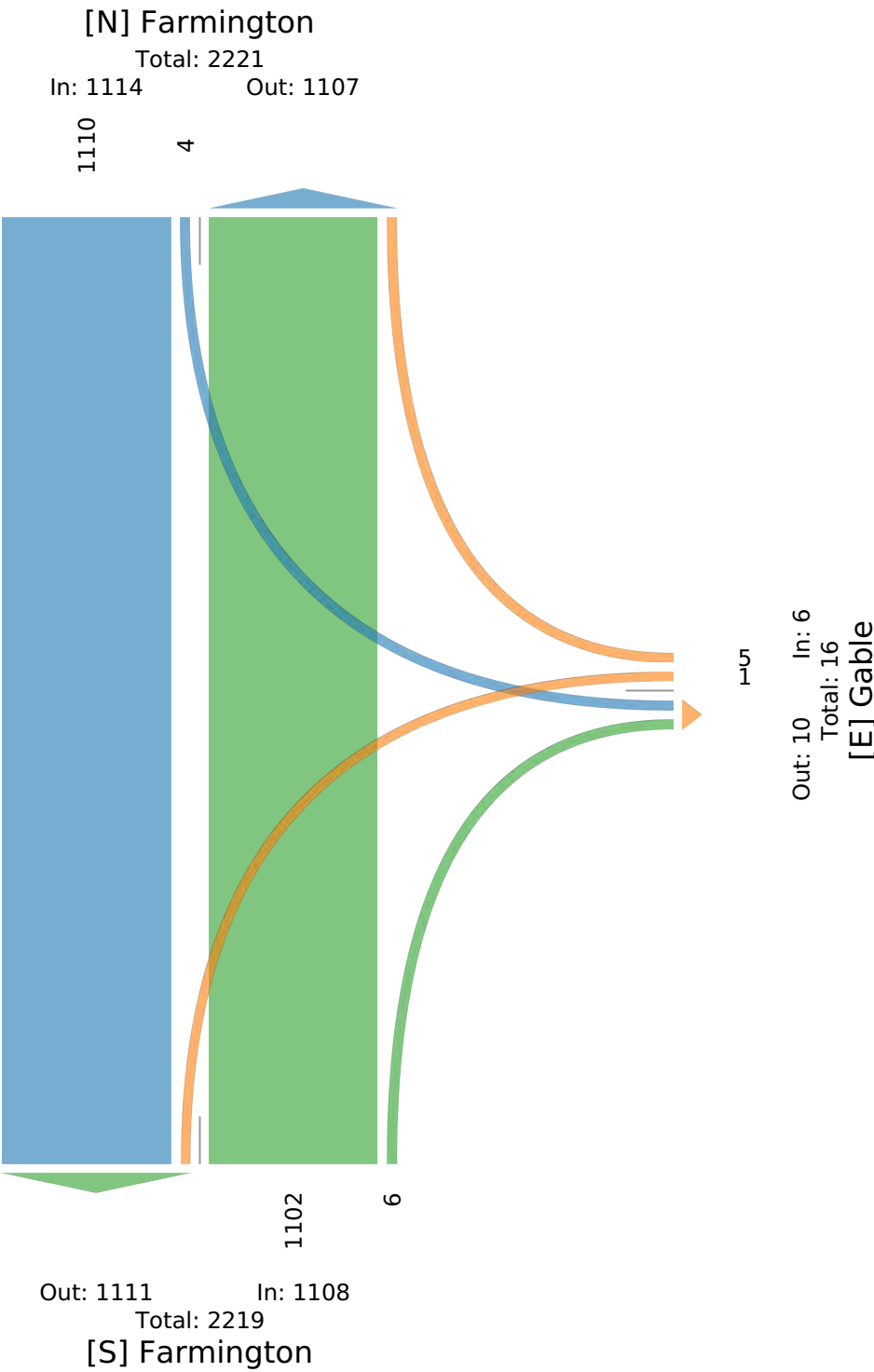


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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



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

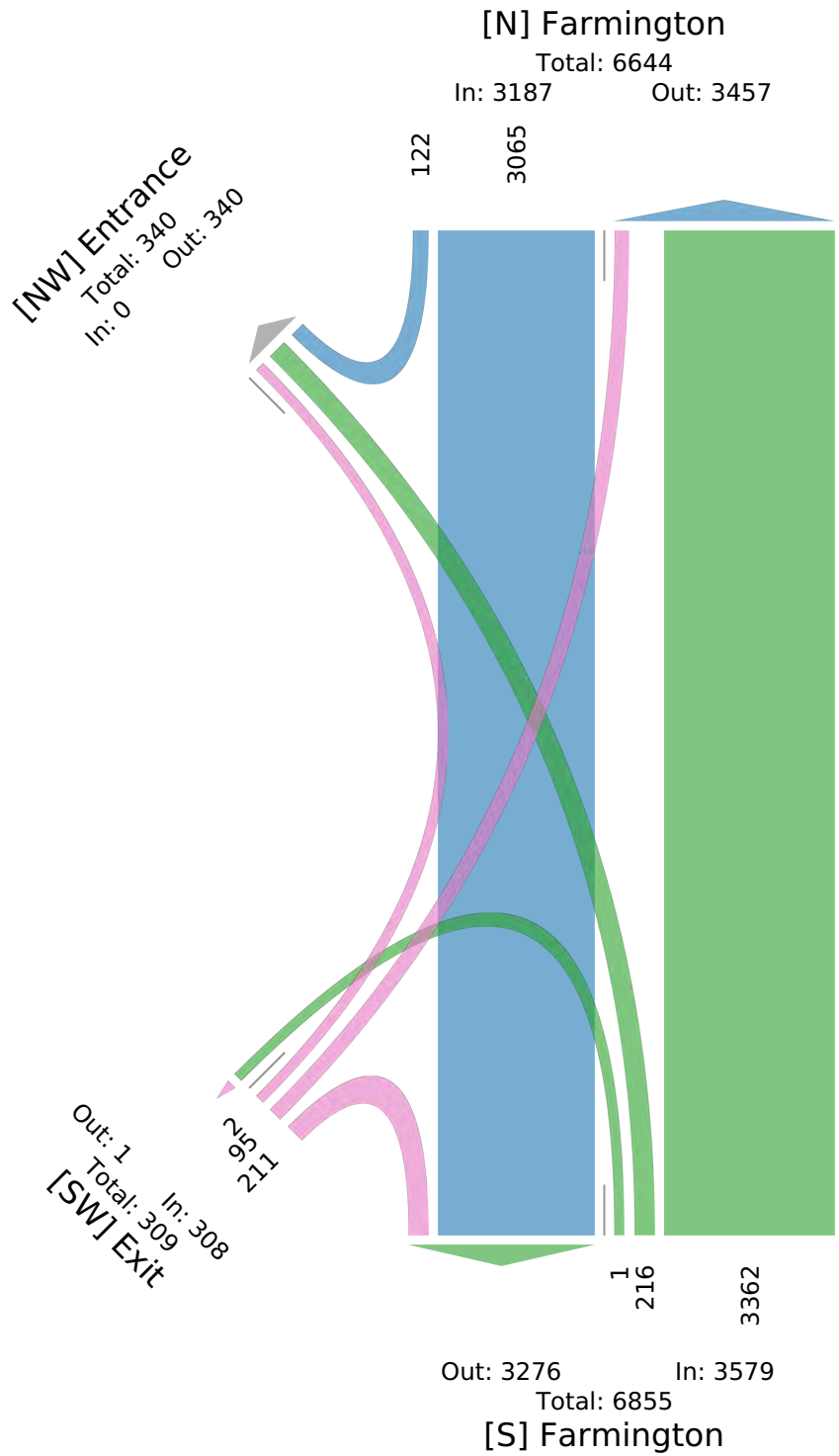


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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 7:00AM	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	0	3	13	0	16	488
5:45PM	0	7	216	0	223	225	0	6	0	231	0	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	0	3	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)

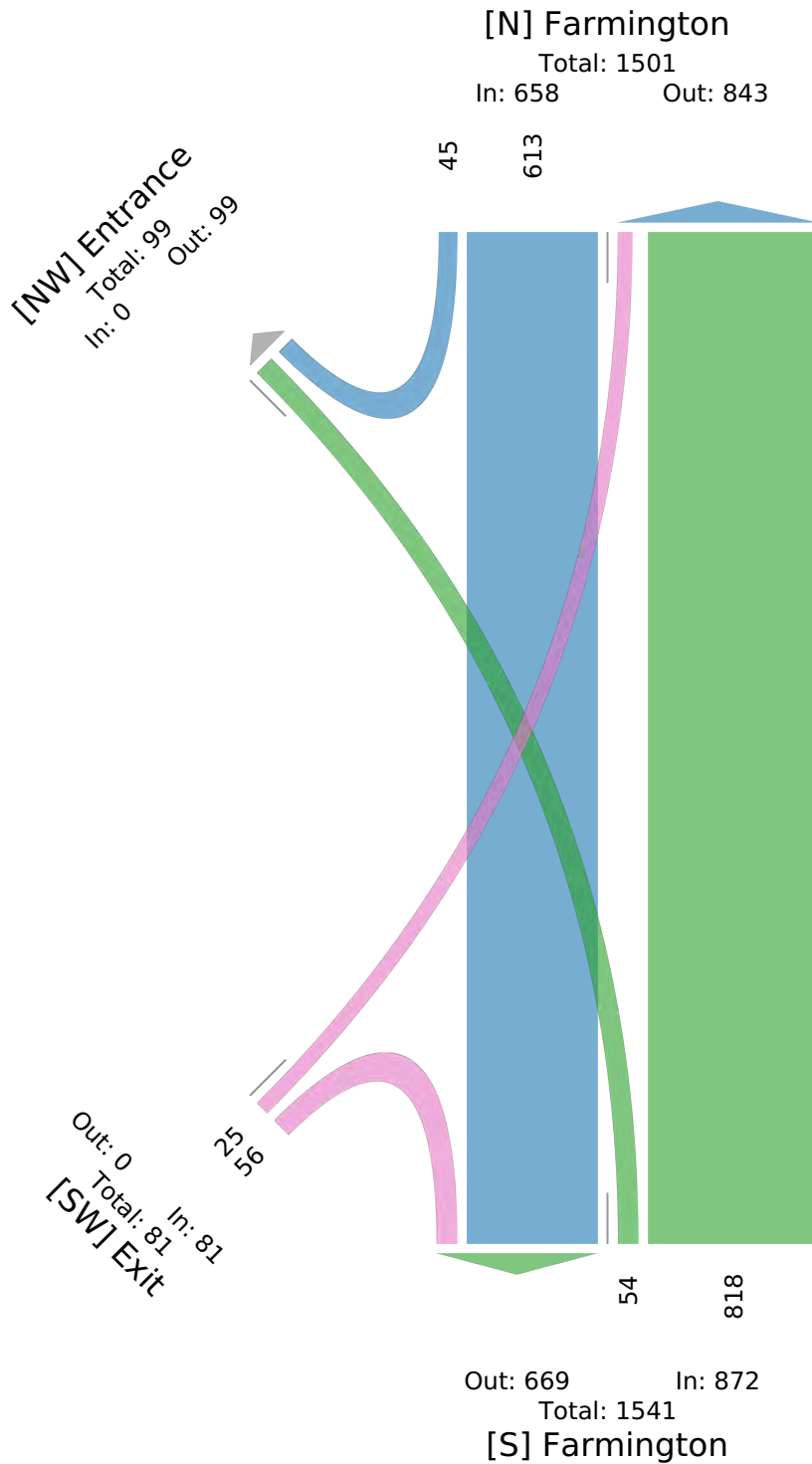
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160438, Location: 42.428187, -83.375039



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

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

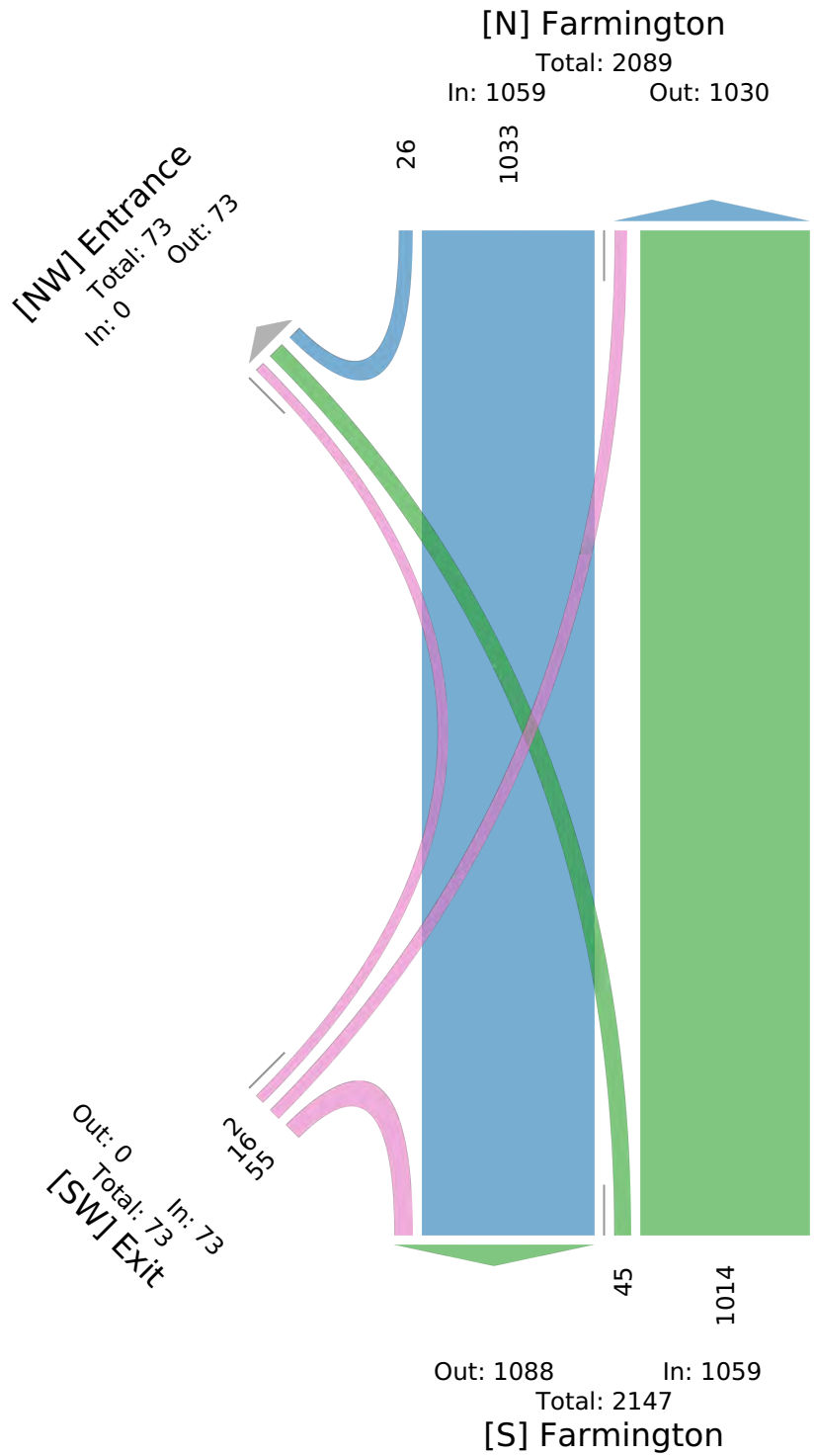


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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 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%	0.1%	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	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	
% 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	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	0	973	319
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	337	-
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	-	-	942	-	241	662
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	942	-	241	662
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	679	-

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	324
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	313	-
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	-	-	934	-	292	678
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	284	678
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.

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	-

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
Stage 1	-	-	-	-	652
Stage 2	-	-	-	-	316
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	-	-	928	-	288
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	681
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	928	-	281
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
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	476
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	-	-	753	-	137
Stage 1	-	-	-	-	358
Stage 2	-	-	-	-	597
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	753	-	135
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

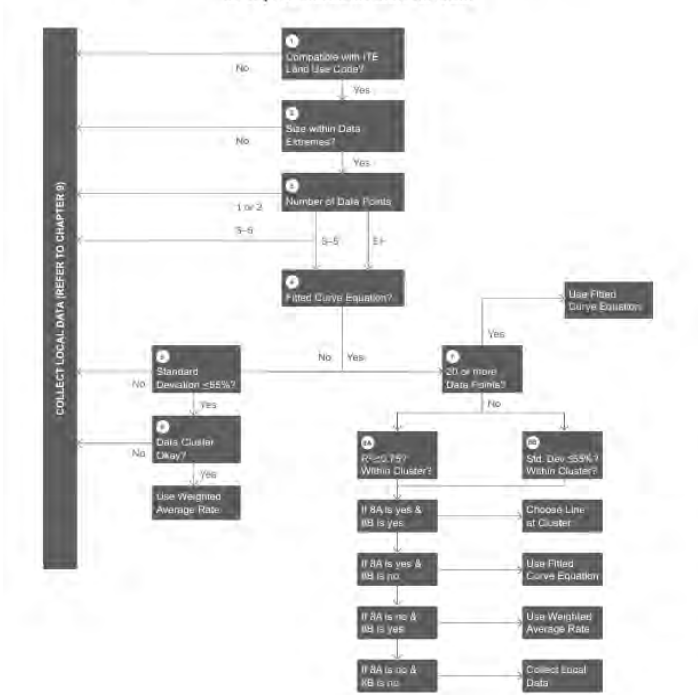
Appendix 4

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*



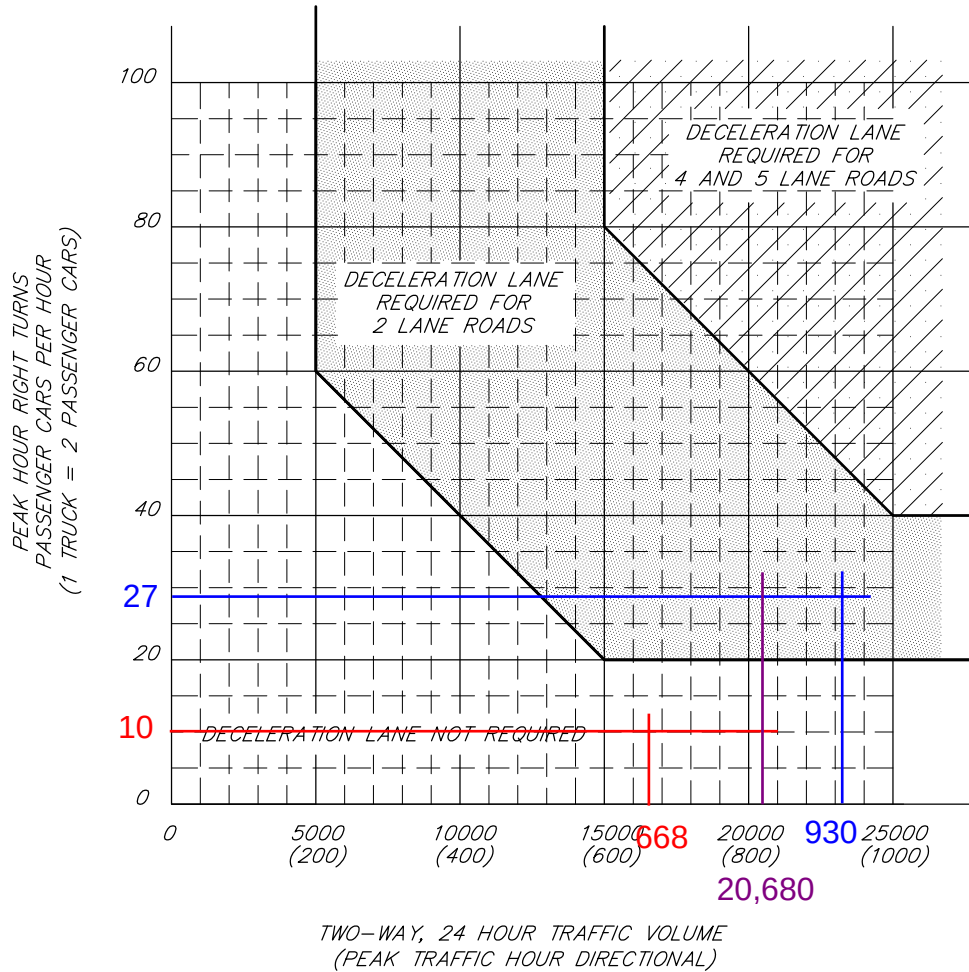
Appendix 5

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

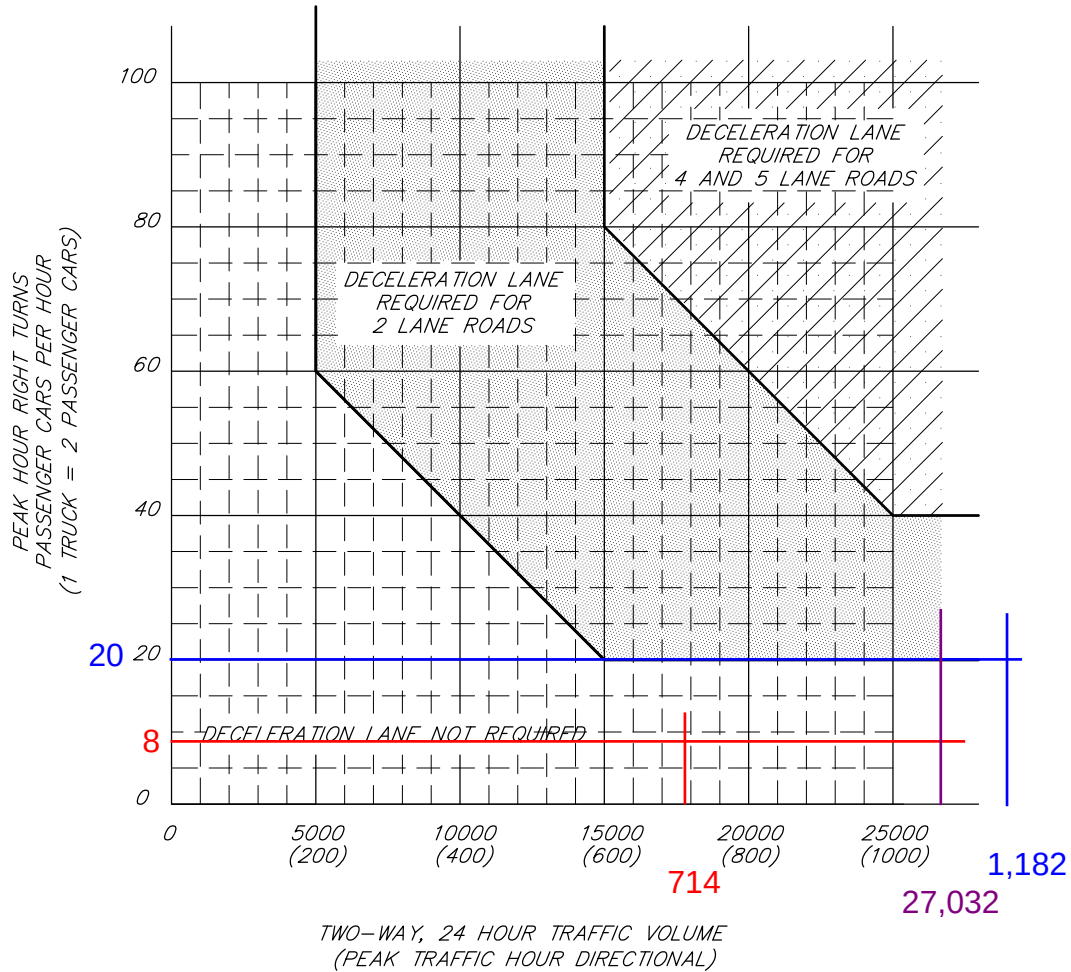
SHEET
1 OF 1

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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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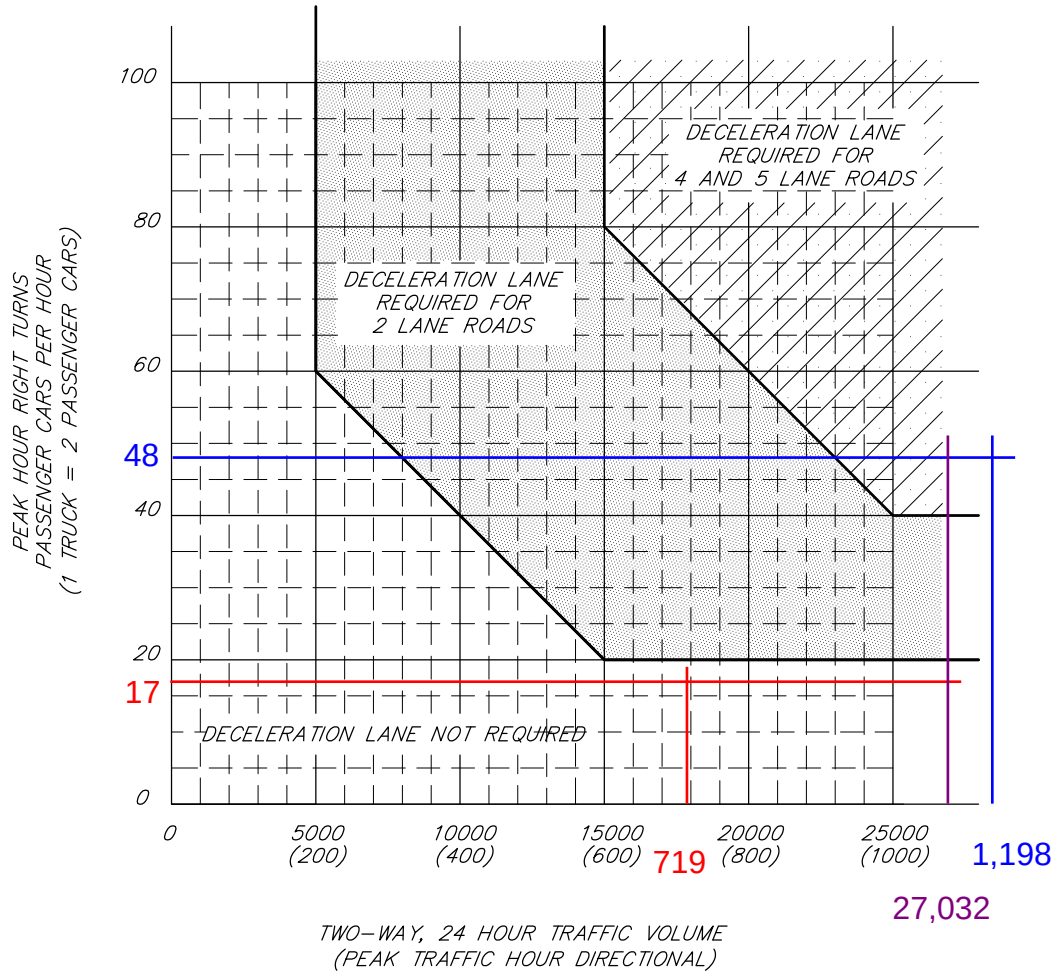
AL-4

SHEET
1 OF 1

a.m. Peak Hour
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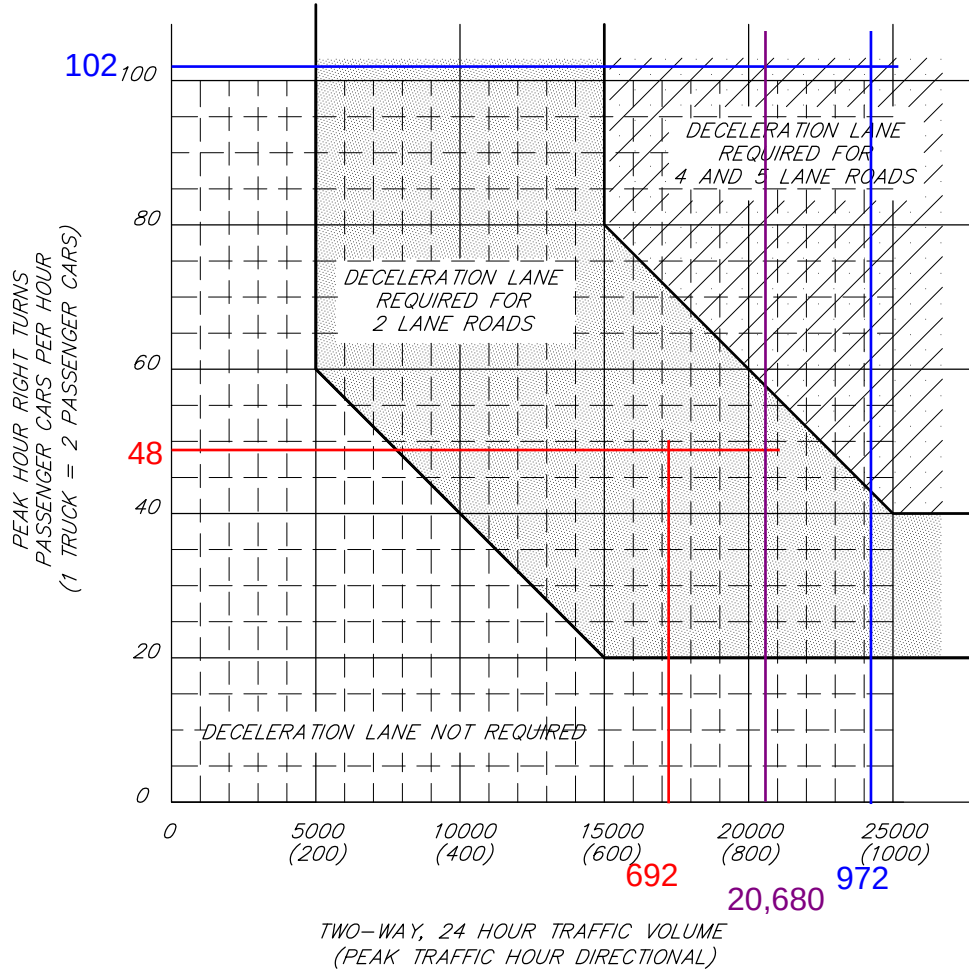
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Appendix 6

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	-

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	-	-

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
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	444
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	-	-	717	-	161
Stage 1	-	-	-	-	327
Stage 2	-	-	-	-	584
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	717	-	159
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

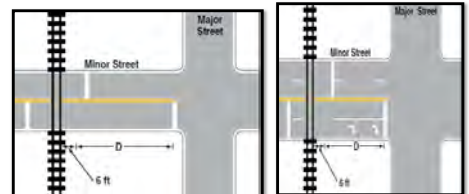
	MAJOR STREET		MINOR STREET				
Intersection of	Farmington Road	at	North Driveway/Gable Street	Analysis Date	3/12/2024	by	Fishbeck
DIRECTION	N-S		E-W	Data Collection Date	2/28/2024		
City/Twp	Livonia						

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)	

1 Lane Approach



Issue to Be Addressed by Signalization:
Minor Street Delays

Farmington Road					North Driveway/Gable Street				
	NORTHBOUND				SOUTHBOUND				
Number of lanes	3				2				
SPEED LIMIT OR 85th Percentile MPH	45				45				
Direction = NB					Direction = SB				
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	
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		
08:00 - 09:00	833		833		650		650		
09:00 - 10:00	589		589		559		559		
10:00 - 11:00	511		511		514		514		
11:00 - 12:00	558		558		543		543		
12:00 - 13:00	649		649		665		665		
13:00 - 14:00	626		626		644		644		
14:00 - 15:00	731		731		711		711		
15:00 - 16:00	936		936		880		880		
16:00 - 17:00	979		979		1010		1010		
17:00 - 18:00	1067		1067		1069		1069		
18:00 - 19:00	600		600		756		756		
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 00:00									
Direction = EB					Direction = WB				
Machine #					Machine #				
Machine Minor Vol # 3		Manual Counts (TMCs)	PED COUNT W-LEG		Machine Minor Vol # 4		Manual Counts (TMCs)	PED COUNT E-LEG	

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

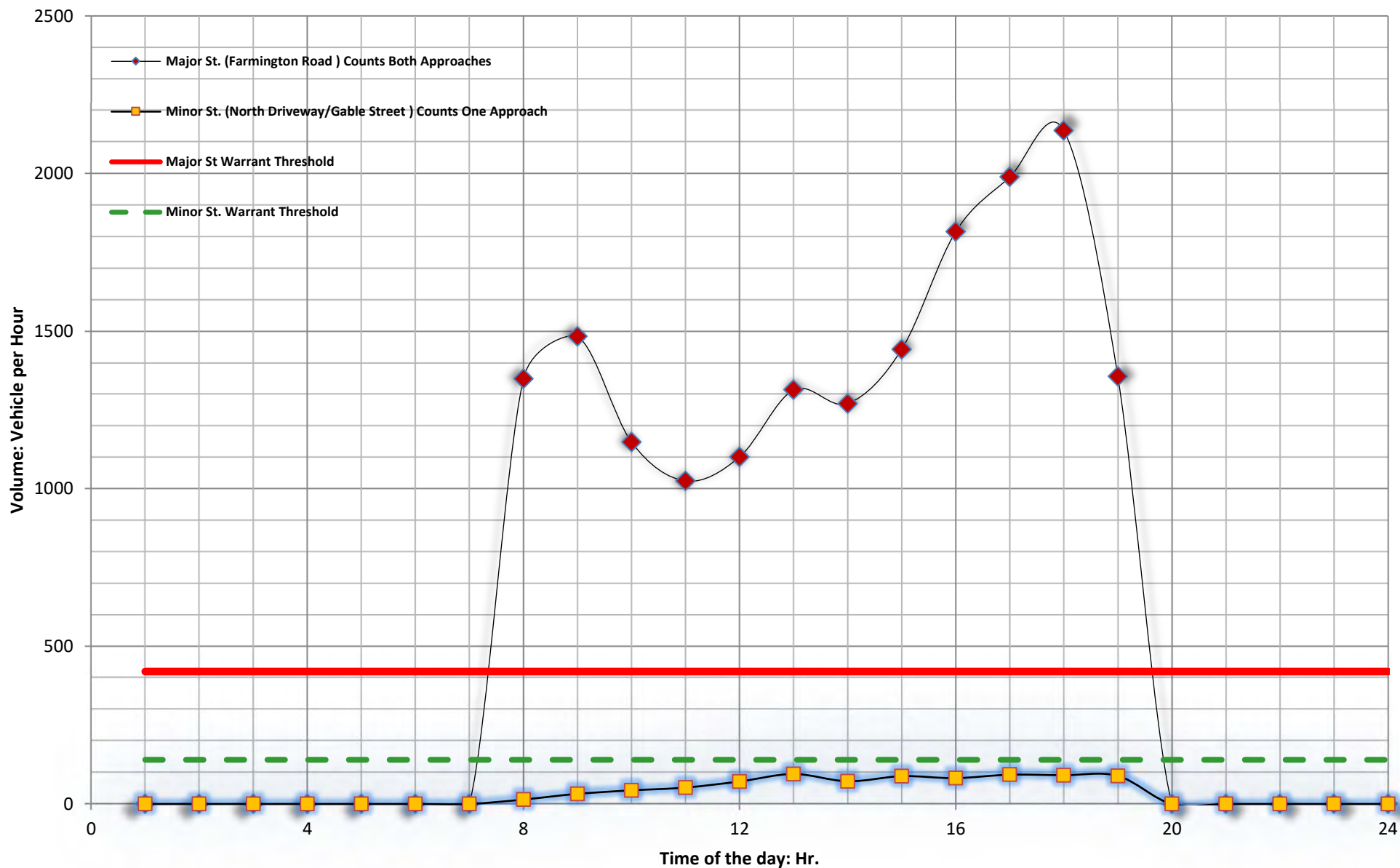


FIGURE 1: WARRANT 1A

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:

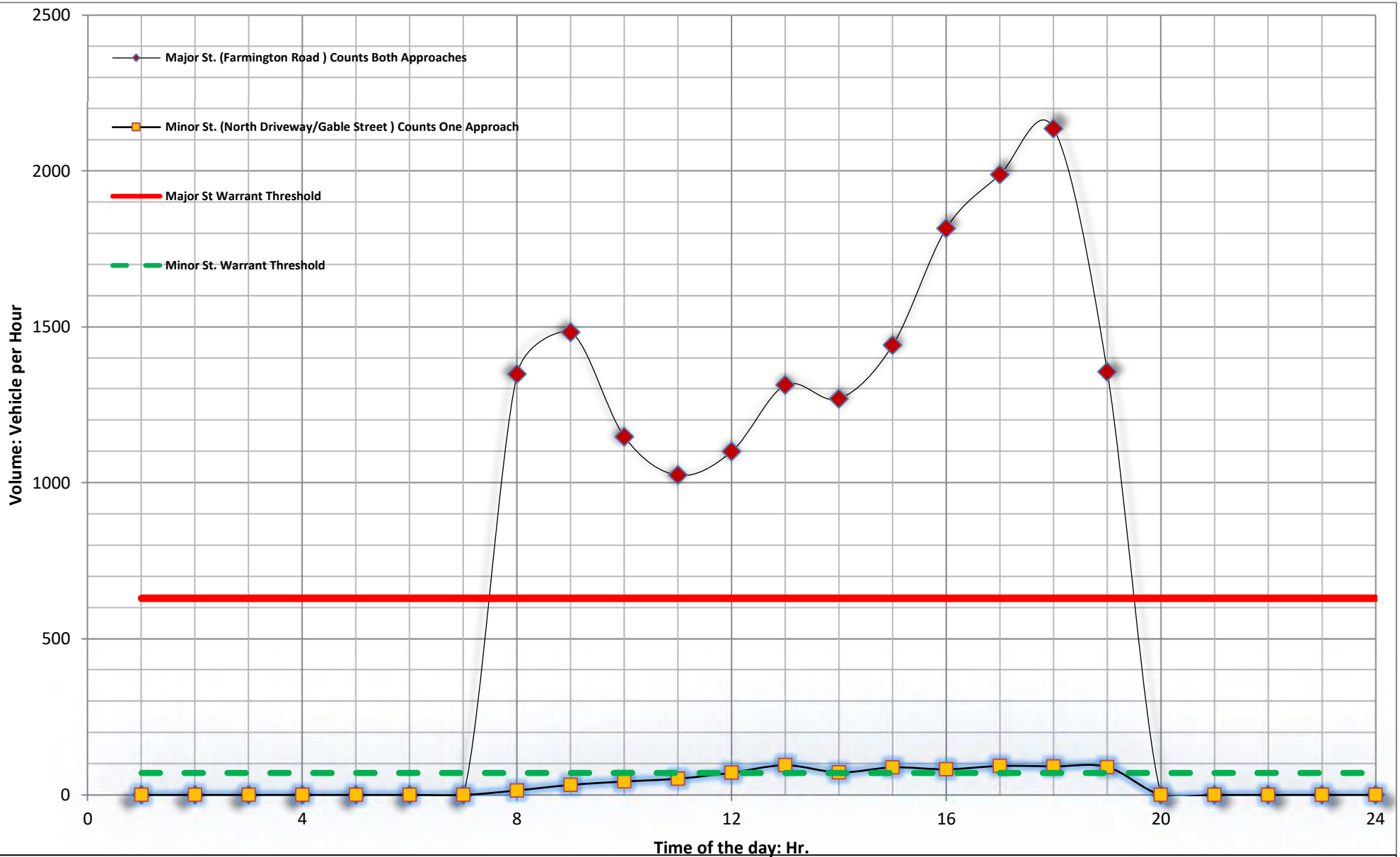


FIGURE 1: WARRANT 1B

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

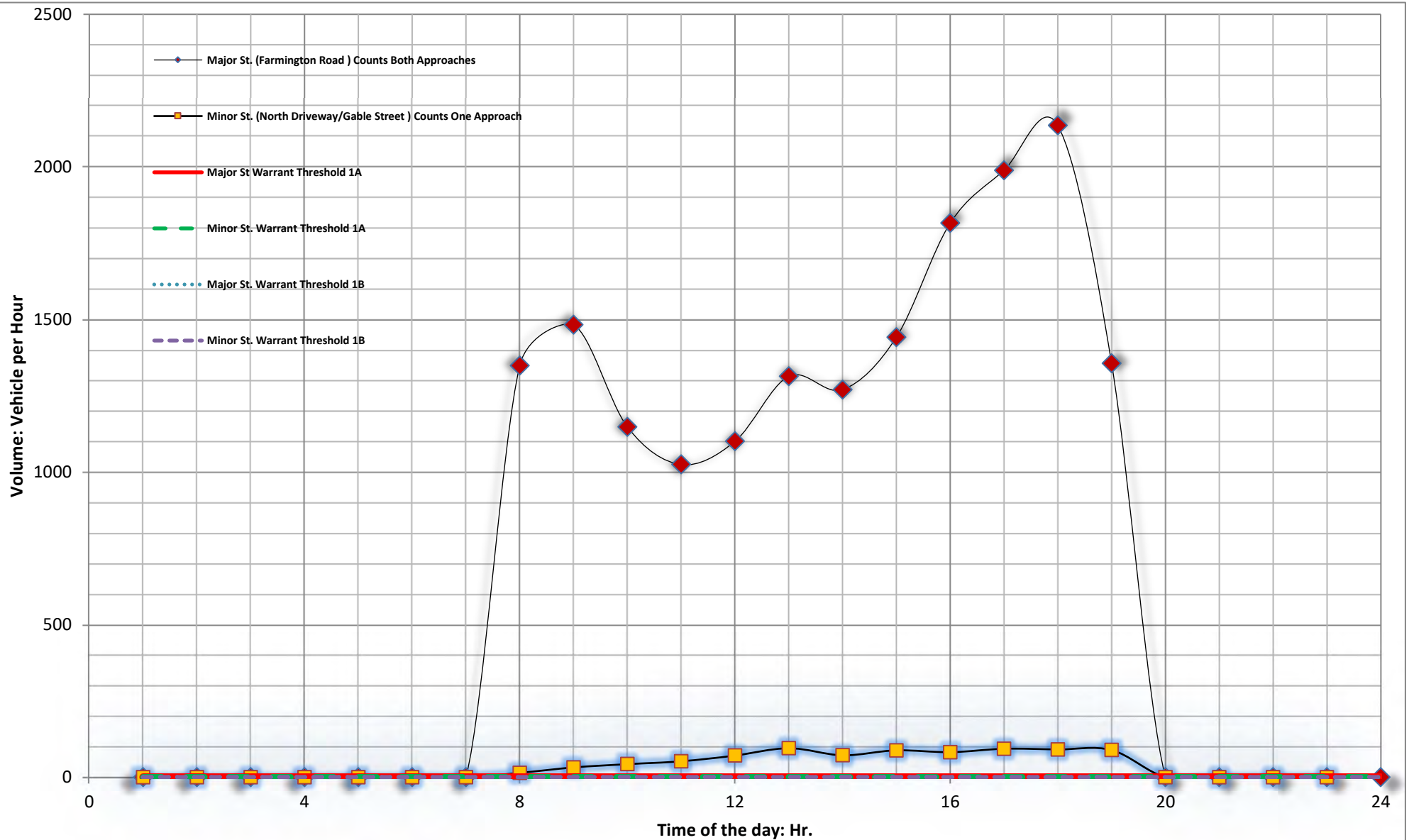


FIGURE 3: WARRANT 1A&B

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

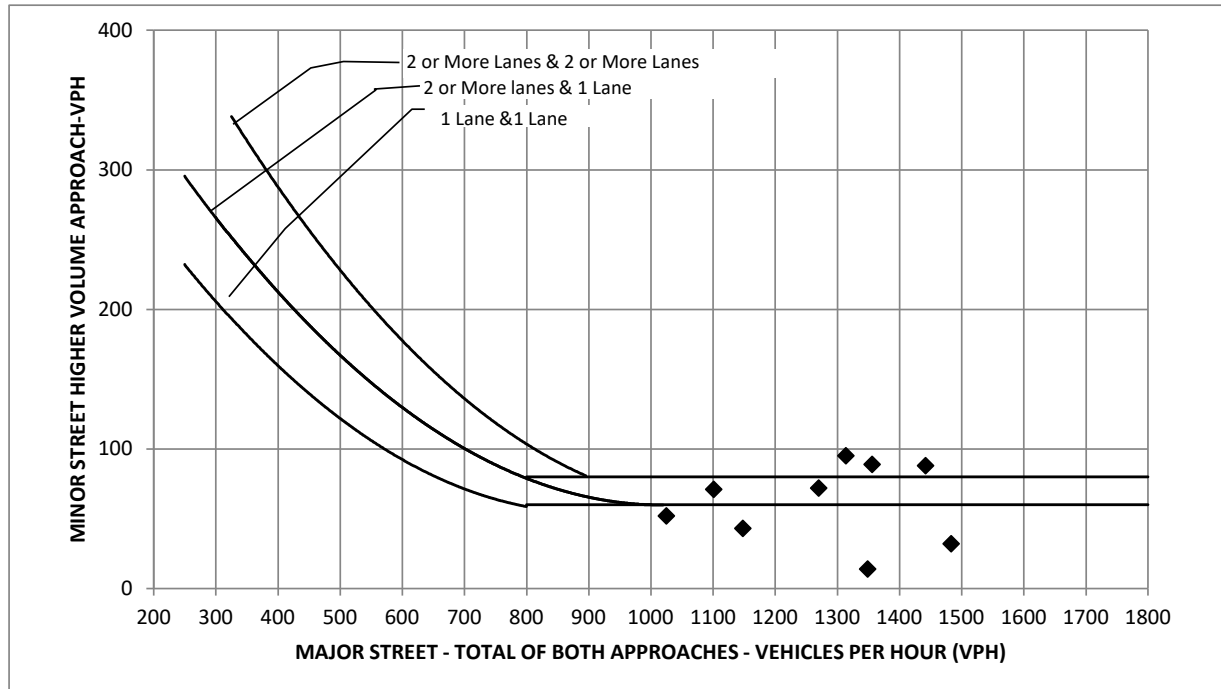
Does this intersection meet Warrant 1A&B for signal installation? N/A

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?

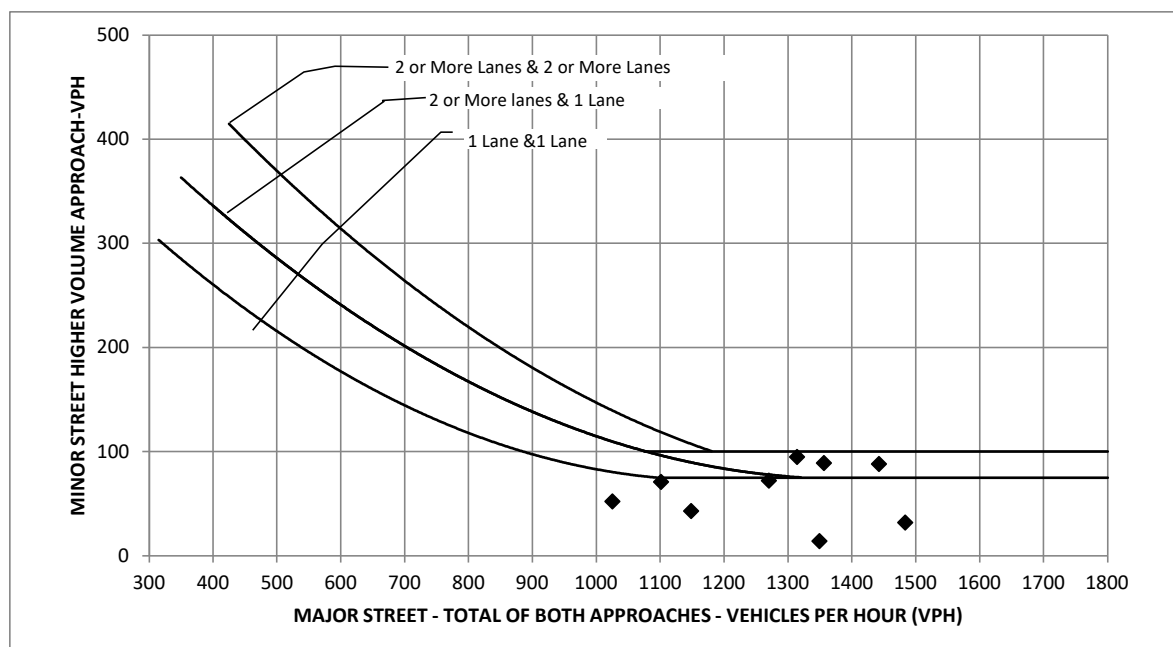
YES

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	-	

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 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 Volume to Capacity ratio		0.41										
Actuated Cycle Length (s)		100.0							19.1			
Intersection Capacity Utilization		51.5%										
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

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Future Improvement 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	-

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
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	444
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	-	-	717	-	161
Stage 1	-	-	-	-	327
Stage 2	-	-	-	-	584
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	717	-	159
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	-	-

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 BROSNAN
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

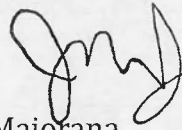
I am sure I might have missed a few smaller stores and markets, but there are at least, including Joe's Produce Gourmet Market, 12 significant choices for Livonia consumers. No one is clamoring for more grocery stores.

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

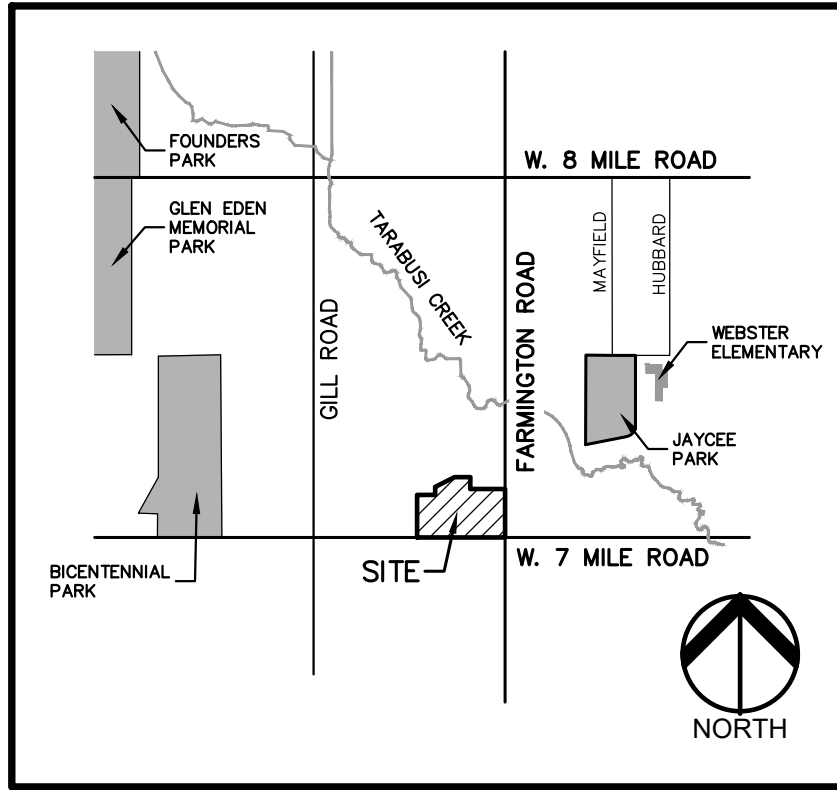


STORE NO.: LVA



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' SIGN (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 BOLT IRON SET NAIL FOUND NAIL AND CAP SET	BRASS PLUG FOUND MONUMENT FOUND MONUMENT SET	SECTION RECORDER MEASURED CALCULATED
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PROPOSED

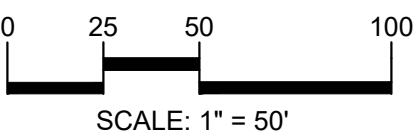
CABLE, ELECT. OR CABLE TV O.H. LINE, POLE & GUY WIRE
 CABLE TV
 TELEPHONE U.S. CABLE, PEDESTAL & MANHOLE
 ELECTRIC U.S. CABLE, MANHOLE, METER & HANDE
 GAS MAIN, VALVE & GAS LINE MARKER
 WATER MAIN, GATE VALVE, TAPPING SLEEVE & VALVE
 SANITARY SEWER, CLEANOUT & MANHOLE
 STORM SEWER, CLEANOUT & MANHOLE
 COMBINED SEWER & MANHOLE
 SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
 POST INDICATOR VALVE
 WATER VALVE BOX/HYDRANT VALVE BOX, SERVICE SHUT-OFF
 MAILBOX, TRANSFORMER, IRRIGATION CONTROL VALVE
 UNDEFINED STRUCTURE

SPOT ELEVATION
 CENTRE LINE
 FENCE
 GUARD RAIL
 STREET LIGHT
 SIGN

CONCRETE
 ASPHALT
 GRAVEL
 GRAVEL SHOULDER
 WETLAND

8TH HEAVY R.O.W. ONLY
 8TH HEAVY DEEP DUTY, STREETEN

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
LIVONIA, MICHIGAN 48152

PROJECT TITLE

**7 MILE PLANNED
GENERAL
DEVELOPMENT**

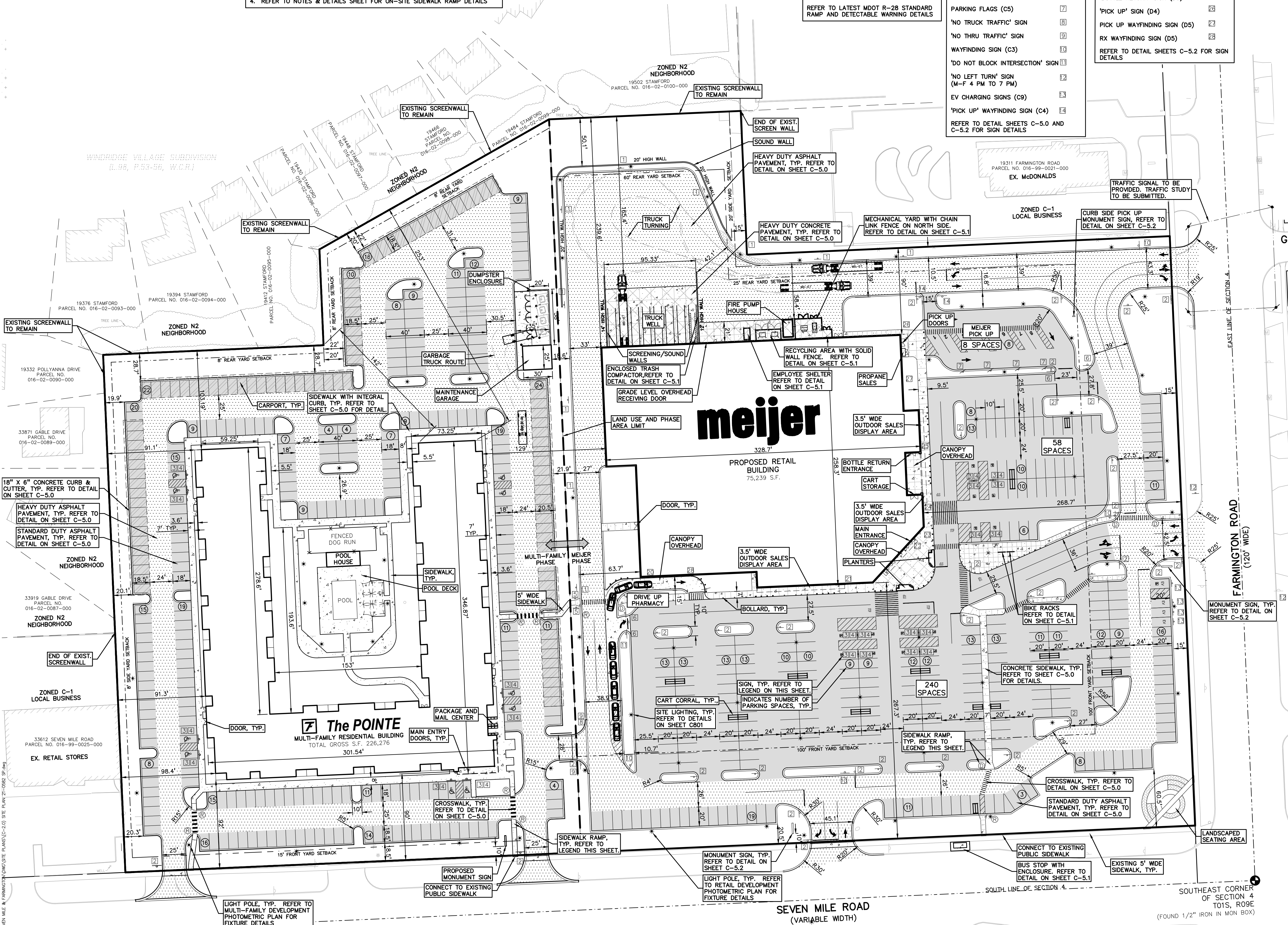
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

[illegible]

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

NOT FOR CONSTRUCTION

C-2.0



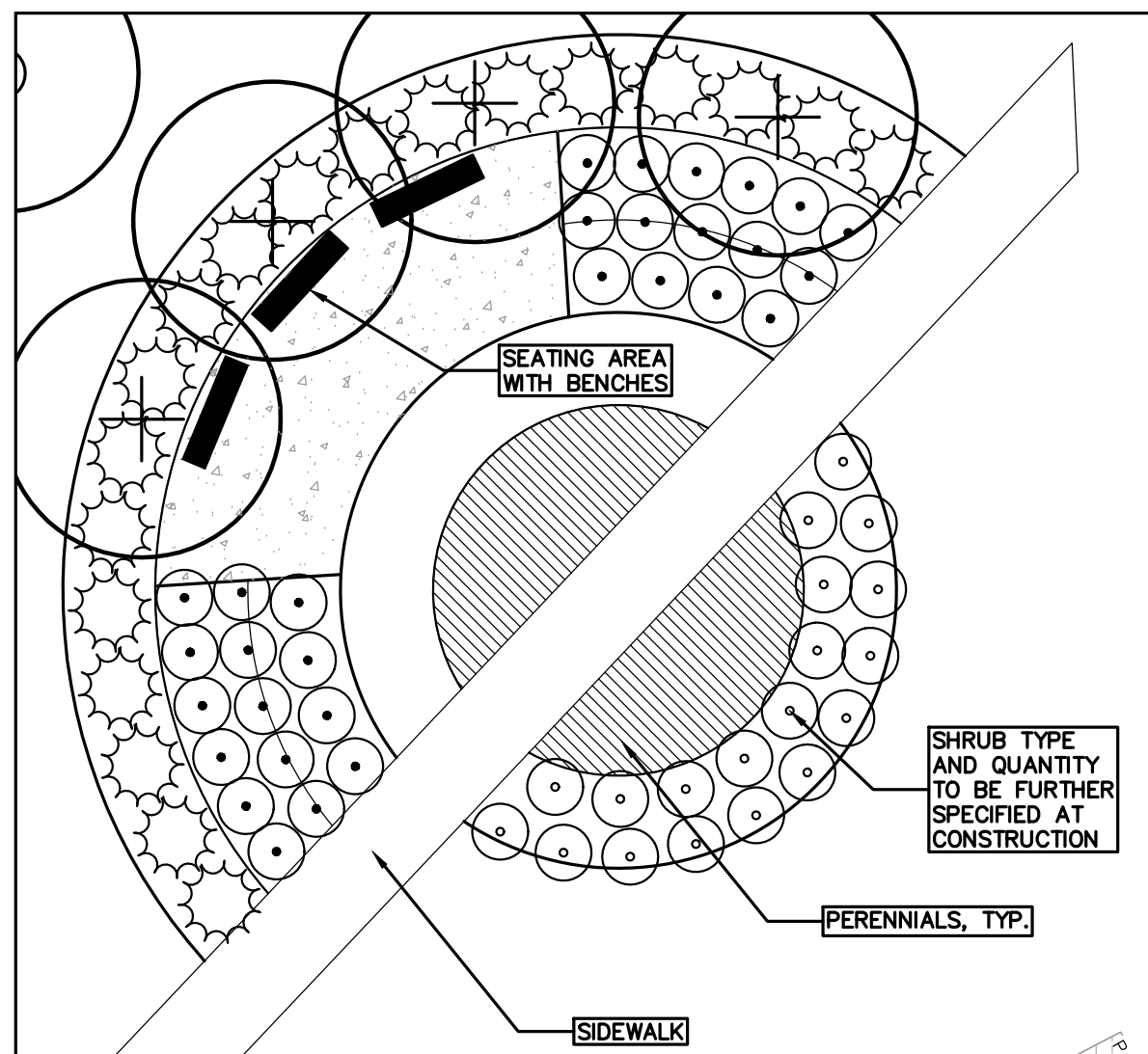
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MYRON
ST.

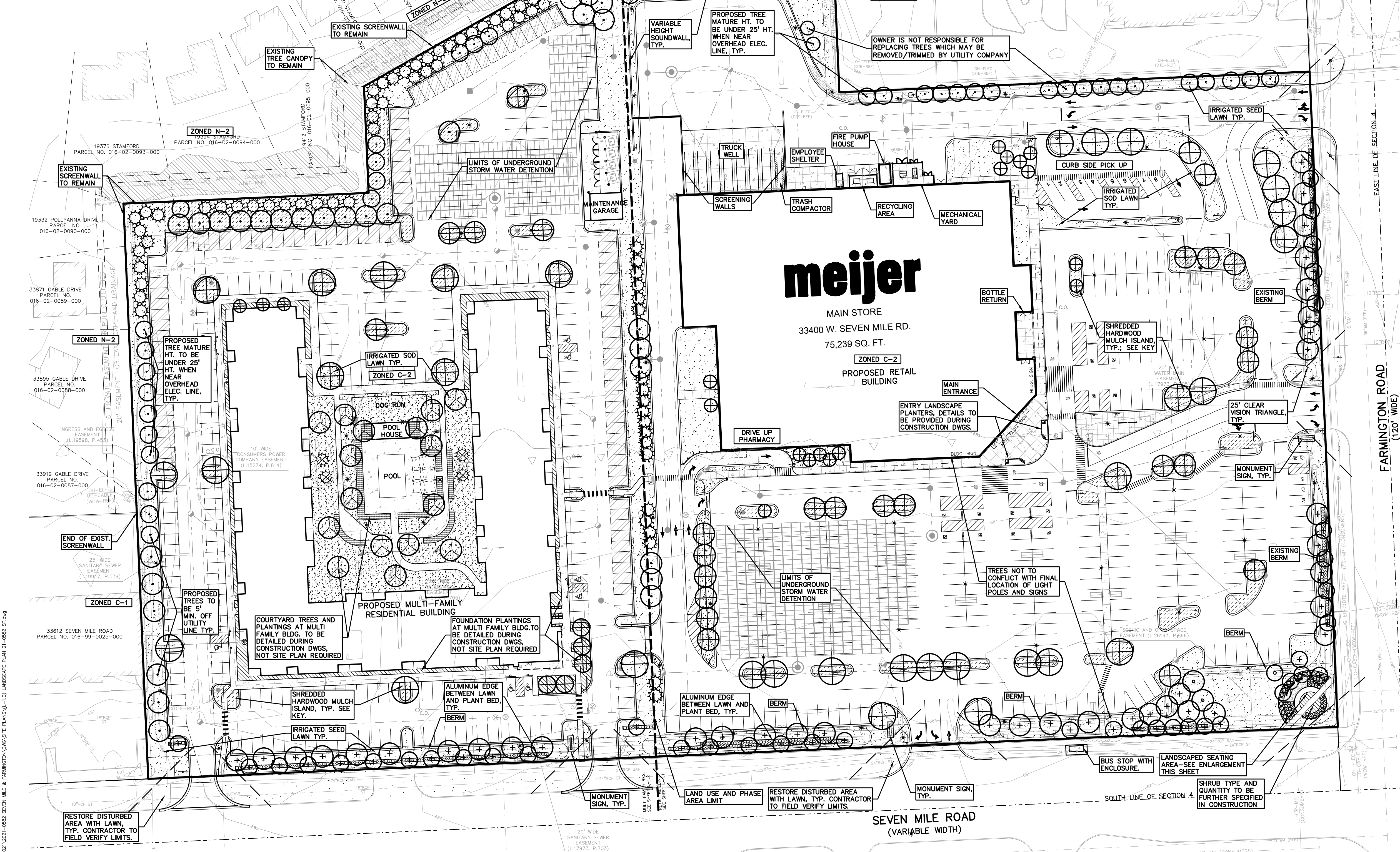
IRVING
ST.

FILMORE
ST.

SOUTHEAST CORNER
OF SECTION 4
T01S, R09E
(FOUND 1/2" IRON IN MON BOX)



LANDSCAPED SEATING AREA ENLARGEMENT



- KEY**
- NOT SITE PLAN REQUIRED AT MULTI FAMILY RESIDENTIAL BUILDING
 - COURTYARD TREE AT MULTI FAMILY RESIDENTIAL BUILDING TO BE DETAILED DURING CONSTRUCTION DWGS.
 - COURTYARD PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING TO BE DETAILED DURING CONSTRUCTION DWGS.
 - FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING TO BE DETAILED DURING CONSTRUCTION DWGS.

NOTES PER CITY OF LIVONIA ORDINANCE:
TREES AND SHRUBS MAY NOT BE PLANTED CLOSER THAN 4' TO FENCE OR PROPERTY LINE.
NO ROCK, STONE OR PEBBLES PERMITTED IN LANDSCAPE AREAS.
ALL LAWN AND LANDSCAPED AREAS TO HAVE AN UNDERGROUND IRRIGATION SYSTEM TO BE DESIGNED BY OTHERS.

NOTE: TREES TO NOT CONFLICT WITH FINAL LOCATION OF LIGHT POLES, REGULATORY SIGNS AND BUILDING SIGNAGE, SHIFT TREES AS NECESSARY.

- KEY**
- FRONTAGE TREES
 - INTERIOR PARKING TREES
 - GREENBELT BUFFER TREES
 - OPEN SPACE TREES
 - IRRIGATED SEED LAWN
 - IRRIGATED SOD LAWN
 - 3" DEPTH SHREDDED HARDWOOD MULCH OVER WEED MAT
 - RIVER ROCK OVER WEED FABRIC AT SIGN BASE; SEE DETAIL SHEET L-1.3

SEE SHEET L-1.1 FOR RETAIL BUILDING PLANTINGS
SEE SHEET L-1.2 FOR MULTI FAMILY PLANTINGS
SEE SHEET L-1.3 FOR LANDSCAPE DETAILS AND NOTES

LANDSCAPE CALCULATIONS:

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' - 57' = 583'
DEC./EVG. = 583/40 = 15, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 583/40 = 15, 2" ORN. TREE
SHRUBS = 583/40 X 8 = 120, 3' HT DEC./30" HT. EVG
FARMINGTON ROAD: 615' - 100' = 515'
DEC./EVG. = 515/40 = 13, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 515/40 = 13, 2" ORN. TREE
SHRUBS = 525/40 X 8 = 104, 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. = 13, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 13, 2" ORN. TREE
SHRUBS = 105, 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;
345,012 SF X 5% = 17,251 SF REQ.
1 TREE/300 SQ FT INTERIOR LANDSCAPE
17,251 SF INTERIOR LANDSCAPE/300 = 58 TREES

PROVIDED: 58 TREES AND 19,194 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 = 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; SE CORNER OF SITE:
8368 SF/ 3000 = 3 TREES
PROVIDED: 3 TREES

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

LANDSCAPE CALCULATIONS:

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' - 55' = 420'
DEC./EVG. = 420/40 = 11, 3" DEC./8' HT. EVG. TREE
ORN. TREE = 420/40 = 11, 2" ORN. TREE
SHRUBS = 420/40 X 8 = 88, 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 = 88, 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 ALONG SEVEN MILE RD.

INTERIOR PARKING LOT LANDSCAPING
LANDSCAPE MUST BE 5% OF PAVED AREA AND 1 TREE/ISLAND;
149,910 X 5% = 7,496 SF REQ.
1 TREE/300 SQ FT INTERIOR LANDSCAPE
7,496 SF INTERIOR LANDSCAPE/ 300 = 25 TREES

PROVIDED: 25 TREES AND 8,794 SF MIN. 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: 9 TREES

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: 90 TREES (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: N/A

NOT FOR CONSTRUCTION

PEA GROUP

t: 844.813.2949
www.peagroup.com



0 25 50 100
SCALE: 1" = 50'



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
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN 48152

REVISIONS

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
PRELIMINARY OVERALL LANDSCAPE PLAN

PEA JOB NO. 2021-0582

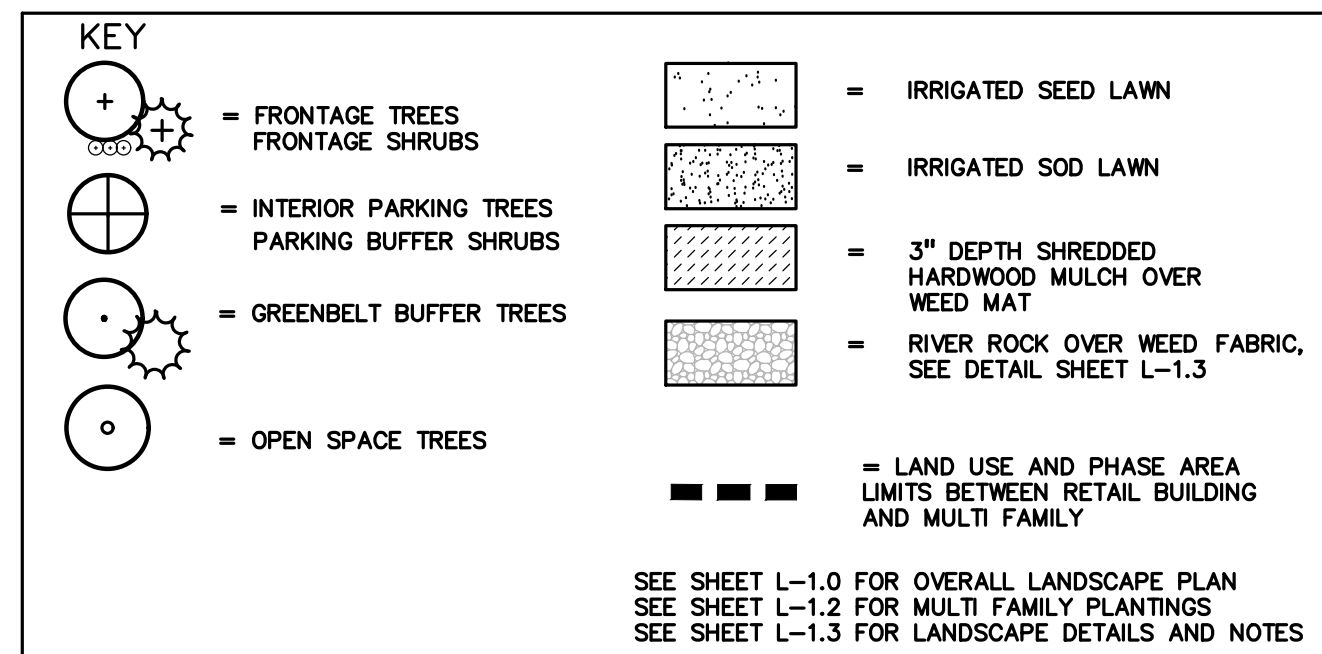
P.M. JC

DN. AH

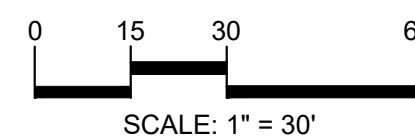
DES. JE

DRAWING NUMBER:

L-1.0



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> 'Fastigiata'	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				



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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

[illegible]

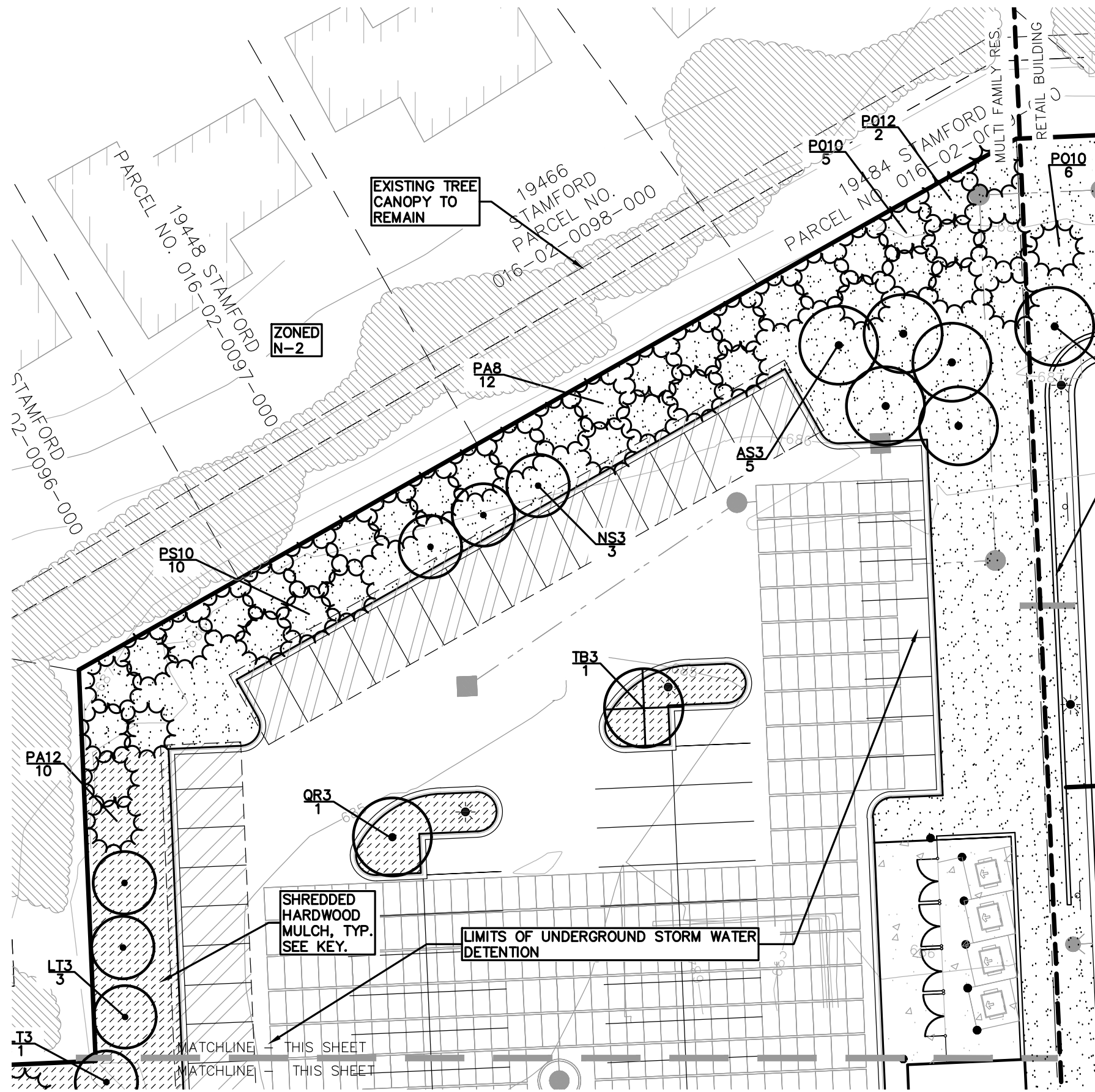
ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
PRELIMINARY
LANDSCAPE
PLAN - RETAIL
BUILDING

PEA JOB NO.	2021-058
P.M.	
DN.	A
DES.	J
DRAWING NUMBER:	

L-1.1

NOT FOR CONSTRUCTION



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
	= RIVER ROCK OVER WEED FABRIC. SEE DETAIL SHEET L-1.3		= LAND USE AND PHASE AREA LIMITS BETWEEN RETAIL BUILDING AND MULTI FAMILY

KEY			
	= COURTYARD TREE AT MULTI FAMILY RESIDENTIAL BUILDING. TO BE DETAILED DURING CONSTRUCTION DWGS.		= COURTYARD PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING. TO BE DETAILED DURING CONSTRUCTION DWGS.
	= FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING. TO BE DETAILED DURING CONSTRUCTION DWGS.		

MULTI FAMILY PLANT LIST SHEET L-1.2

DECIDUOUS TREE PLANT LIST:

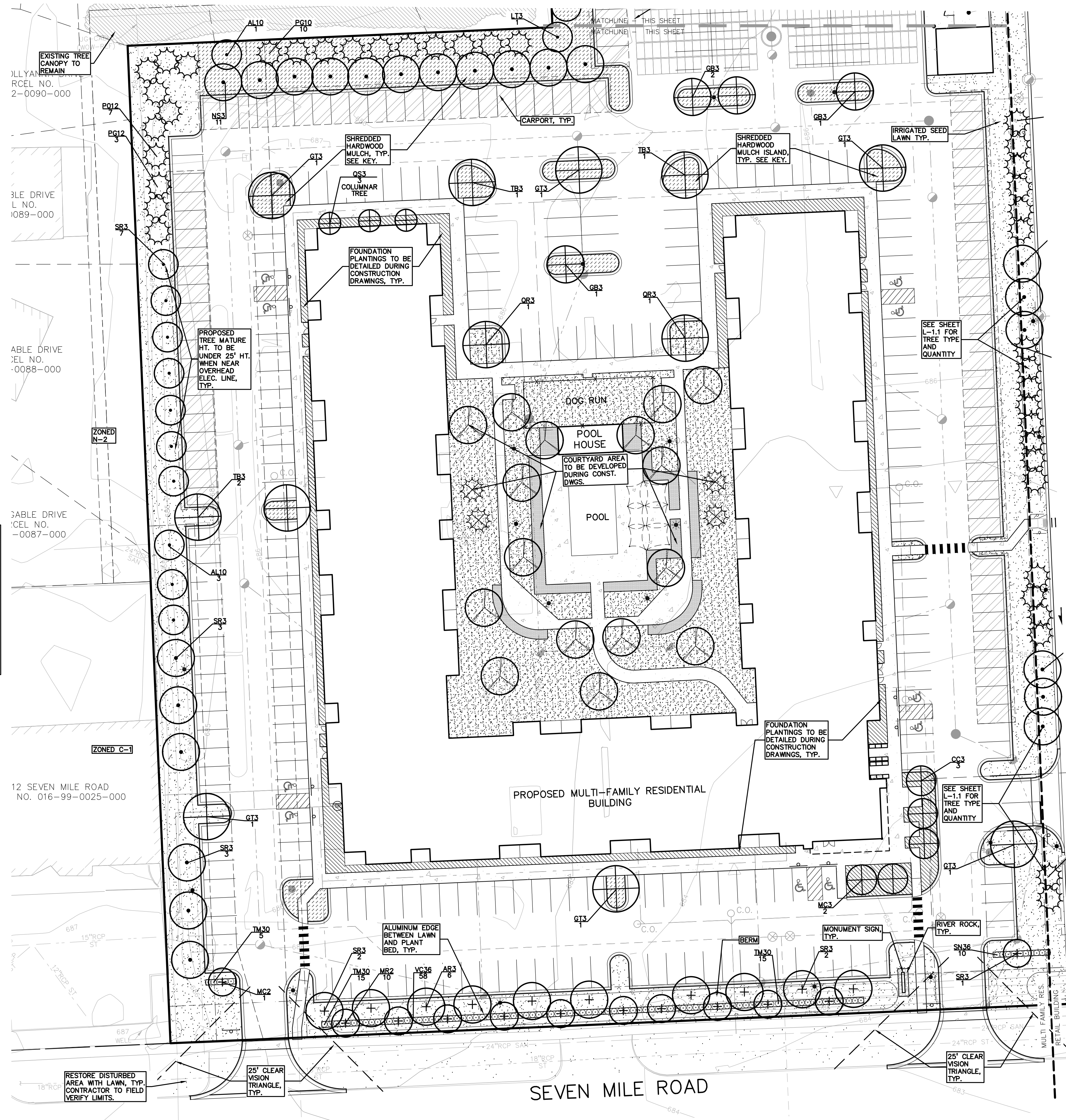
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
4	AL10	Allegheny Serviceberry	<i>Amelanchier laevis</i>	10" Ht.	B&B
6	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal.	B&B
5	AS3	Legacy Sugar Maple	<i>Acer saccharum 'Legacy'</i>	3" Cal.	B&B
3	CC3	Eastern Redbud	<i>Cercis canadensis</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-KWS 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
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0 15 30 60
SCALE: 1" = 30'



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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

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:

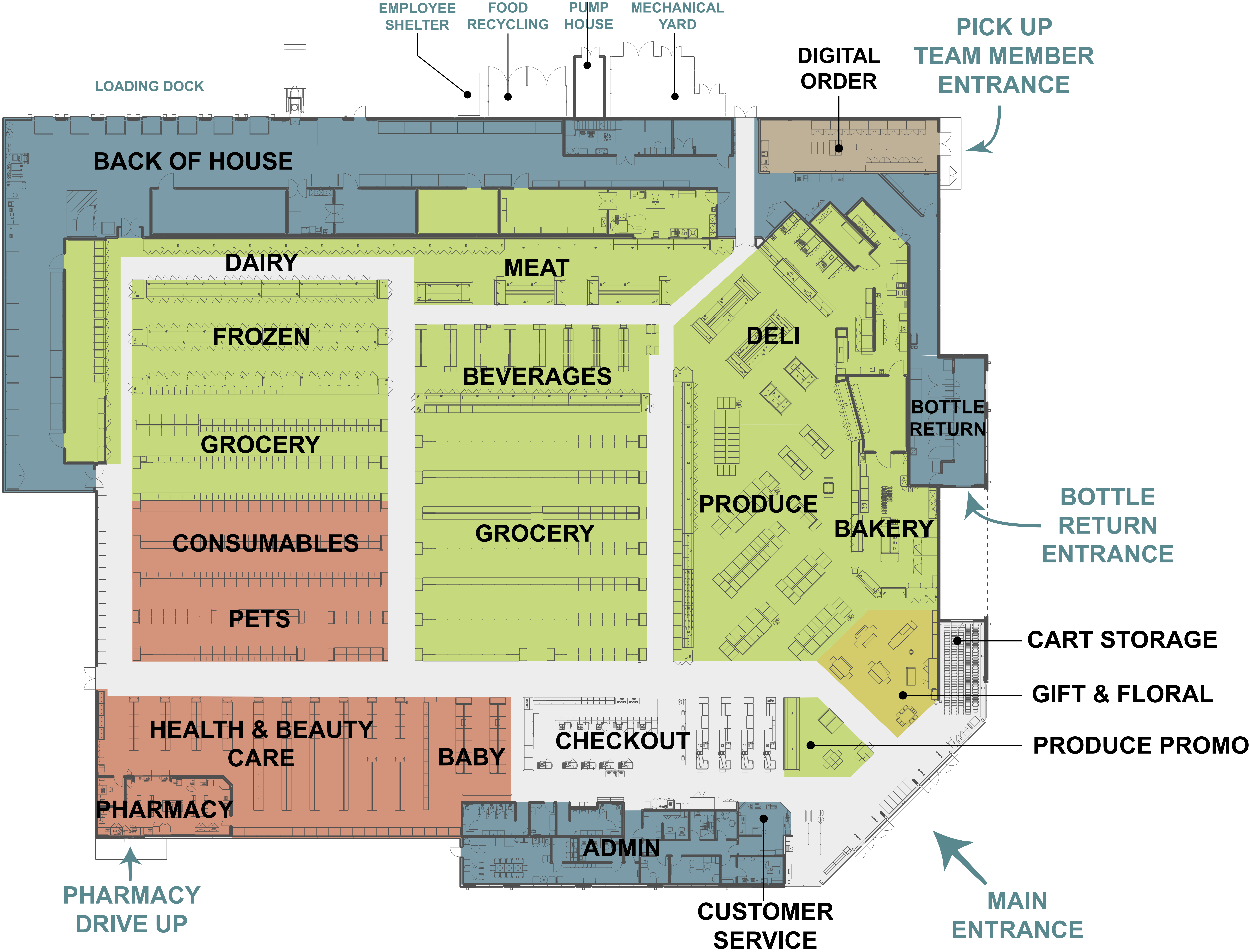
FOOD TOTAL: 32,700 SF
GROCERY
PRODUCE
FROZEN
BEVERAGES
DELI
MEAT
DAIRY
BAKERY
SEAFOOD

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



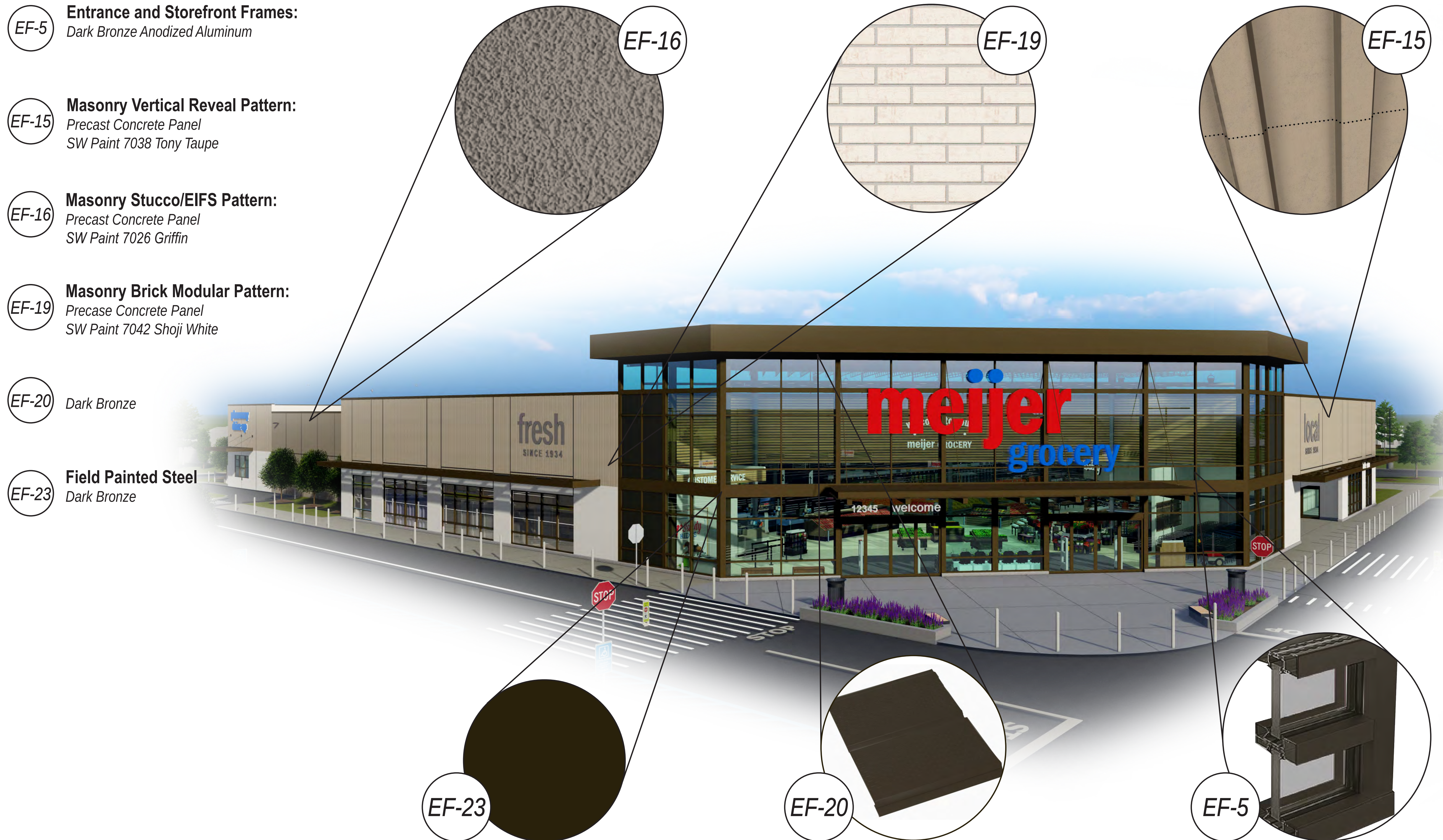
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

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

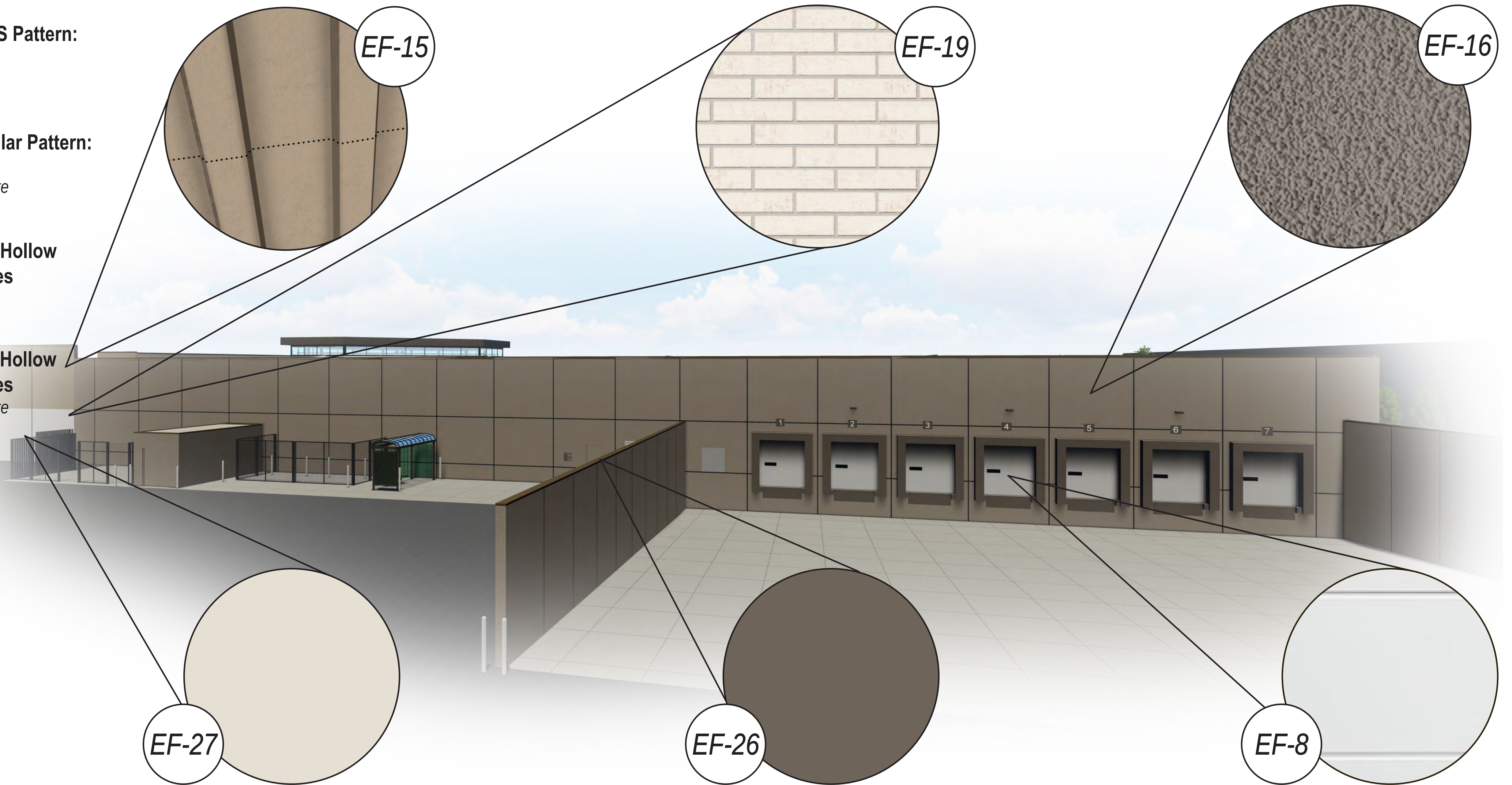
EF-15 Masonry Vertical Reveal Pattern:
Precast Concrete Panel
SW Paint 7038 Tony Taupe

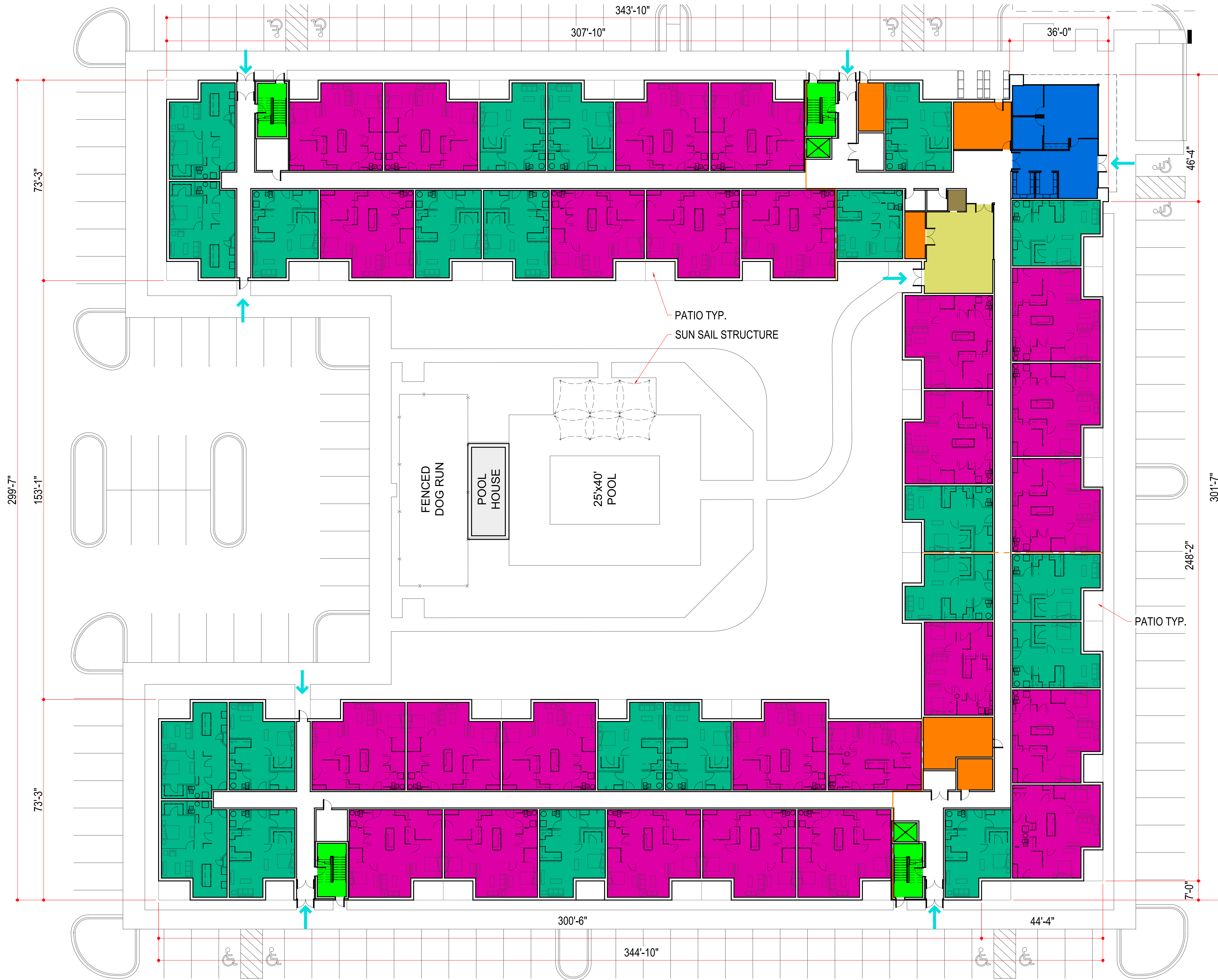
EF-16 Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 7026 Griffin

EF-19 Masonry Brick Modular Pattern:
Precase 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 6.9.23
REVISION/ISSUE DATE

7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152

A101

21003

First Floor Plan



UNIT MATRIX

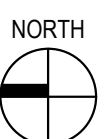
	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199



PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

1 Second Floor Plan

SCALE: 1/16" = 1'



7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152

A102

21003

Second 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



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PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

- 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



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PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

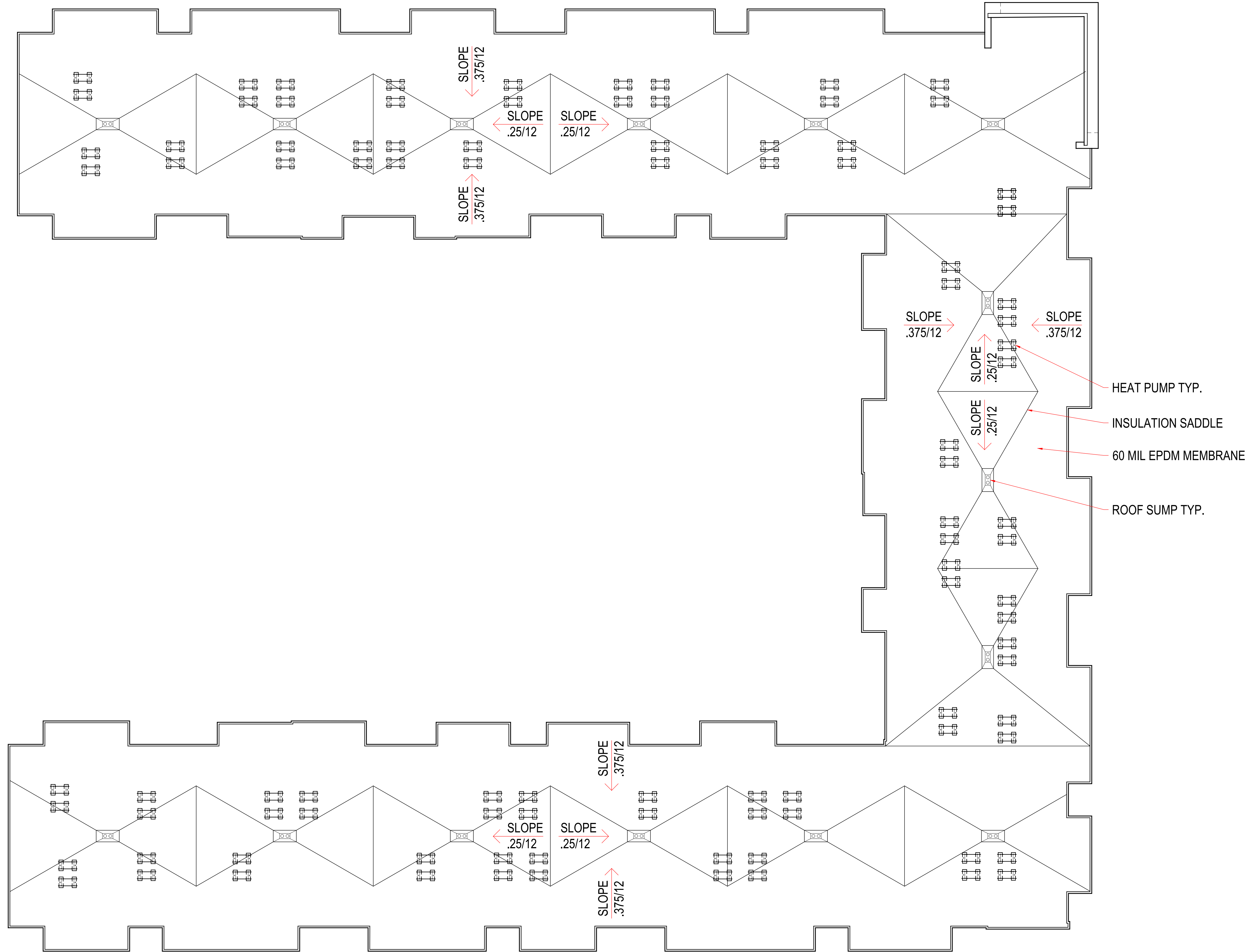
- ONE BED
- TWO BED
- THREE BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1

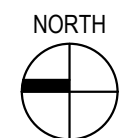
Fourth Floor Plan

SCALE: 1/16" = 1'

NORTH



1 Roof Plan
SCALE: 1/16" = 1'



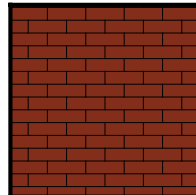
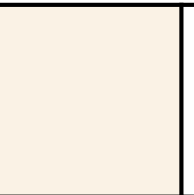
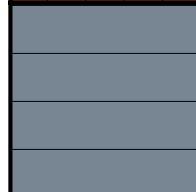
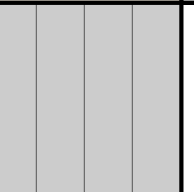
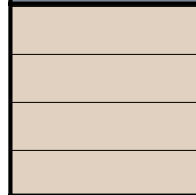
7 Mile & Farmington 33500 7 Mile Livonia, MI 48152		Roof Plan
A105		
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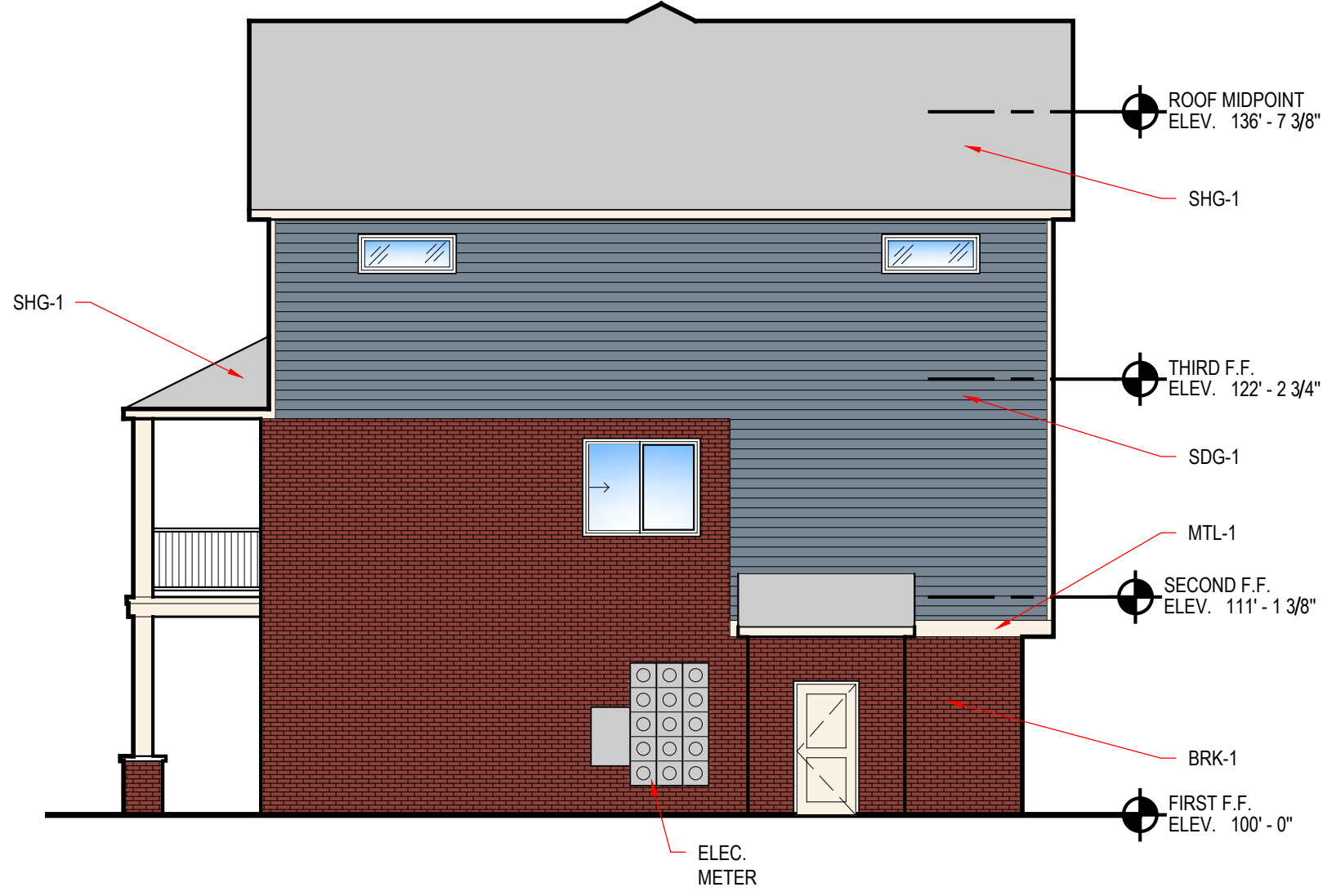


PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

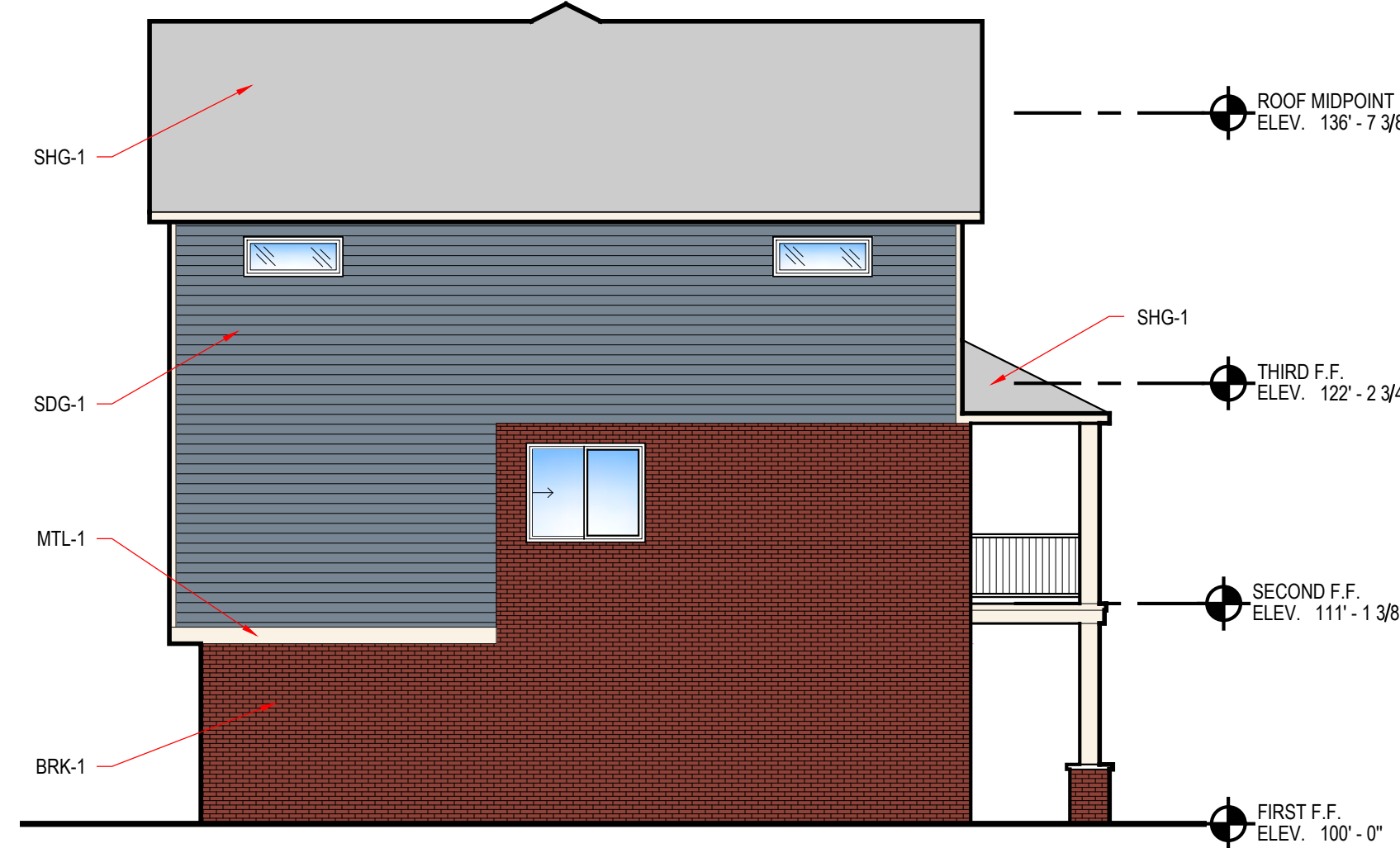
OWNER:
SEVEN MILE/FARMINGTON
VENTURE LP
17000 LABEL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152

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

	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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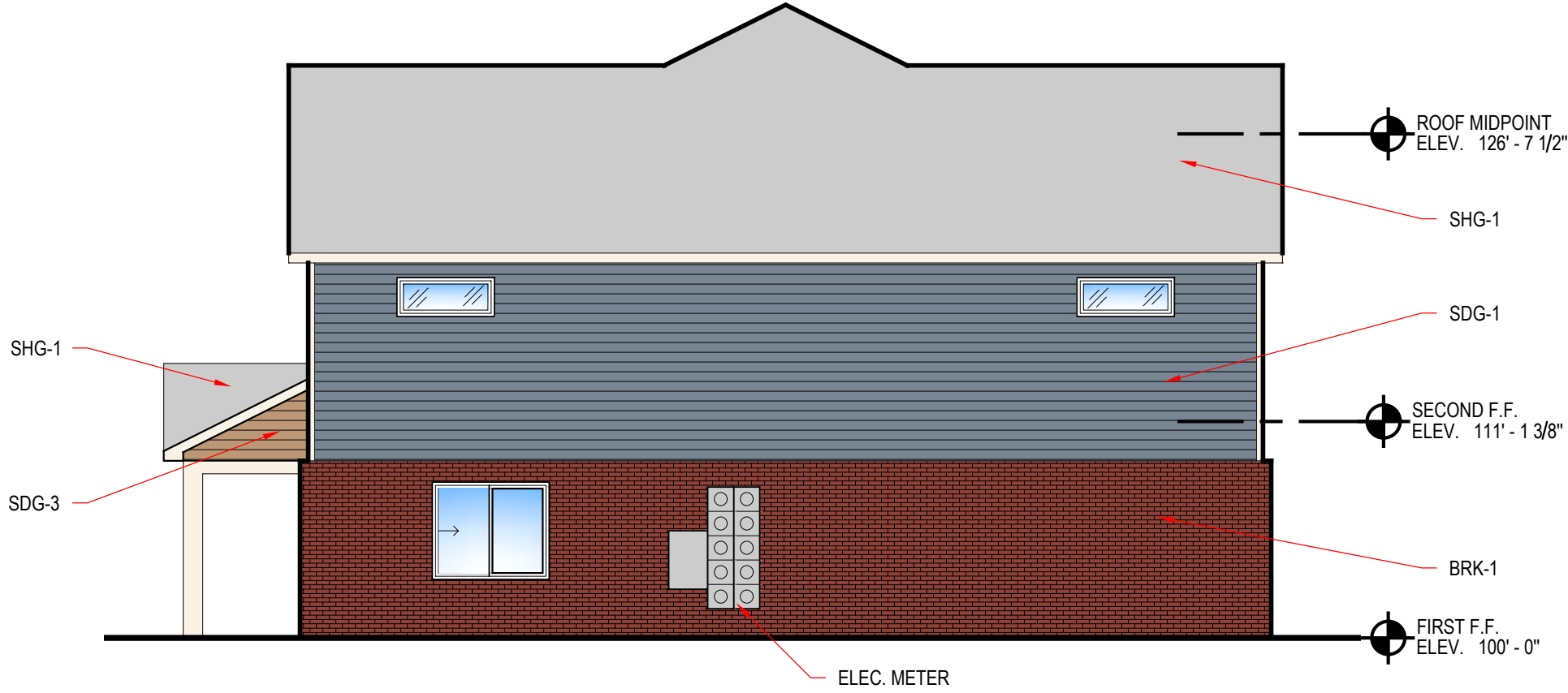
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI
3-Story Elevations

A201

21003

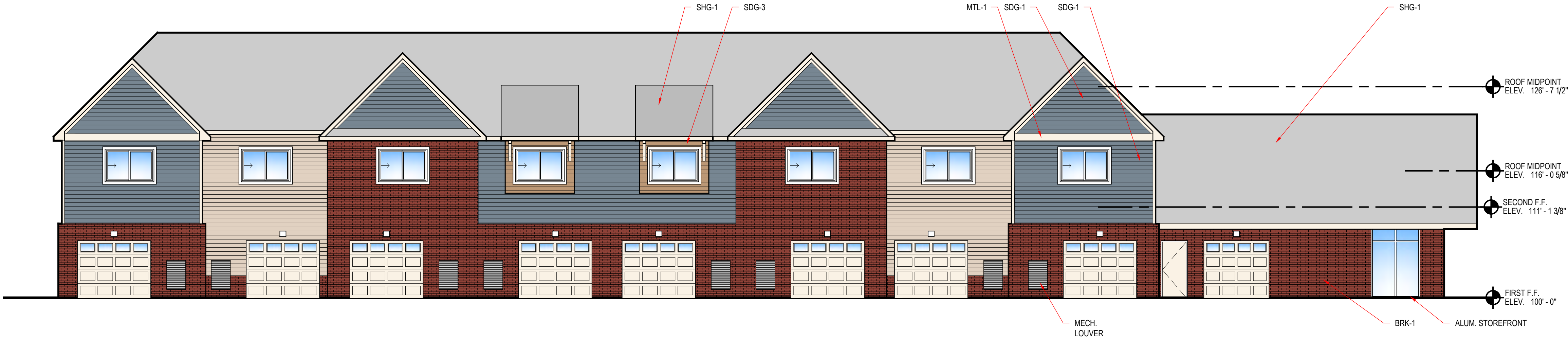
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SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



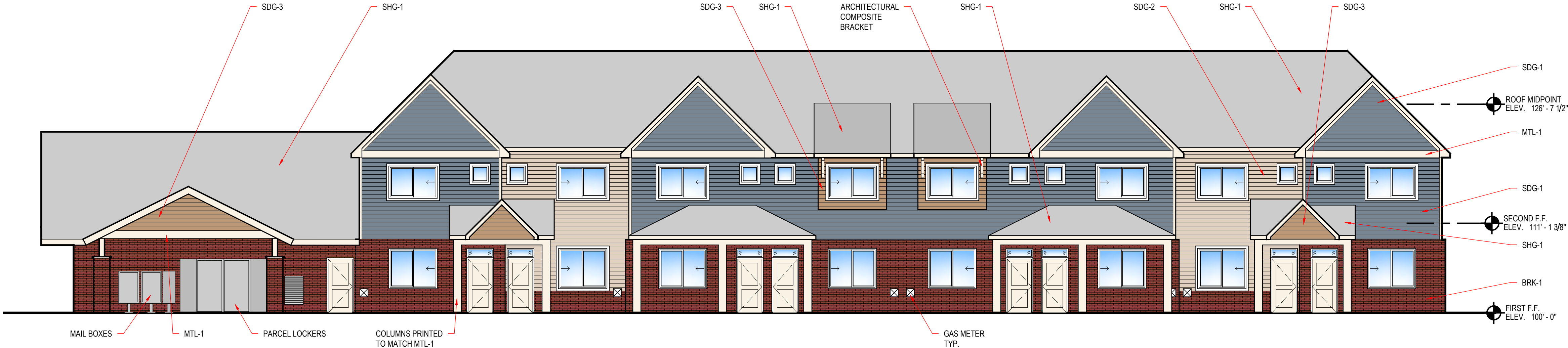
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1/8" = 1'-0"



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	

**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



LETTER TO THE LIVONIA CITY COUNCIL

15.

Law
August 16, 2024

MEETING DATE

R082624

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES, AS AMENDED: Housing Commission and Planning Department, re: to Title 3, Chapter 12 (Senior Citizens Housing Tax Exemption), Sections 030, 050, and 090.

BACKGROUND DETAILS

Attached for your review and consideration are proposed changes to Sections 030, 050 and 090 of Title 3, Chapter 12 (Senior Citizens Housing Tax Exemption) of the Livonia Code of Ordinances.

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

First Reading

ATTACHMENTS

1. Ordinance Amendment 3.12.030, 050 and 090 - Senior Citizens Housing Tax Exemption
2. S080724 Prop Ord to Amend Citizens Housing Tax Exemption Minutes
3. S080724 LTC Sr Cit Housing Tax Exempt
4. CHAPTER_3.12_Draft_04-17-24
5. FINAL Felicians & Livonia Handout

APPROVED BY

Handwritten signature of Carter Fisher in blue ink.

Carter Fisher, City Attorney

Date: August 16, 2024

Handwritten signature of Maureen Miller Brosnan in black ink.

Maureen Miller Brosnan, Mayor

Date: August 20, 2024

**AN ORDINANCE AMENDING SECTIONS 030, 050,
AND 090 OF TITLE 3, CHAPTER 12 (SENIOR
CITIZENS HOUSING TAX EXEMPTION) OF THE
LIVONIA CODE OF ORDINANCES, AS AMENDED.**

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 030 of Title 3, Chapter 12 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.12.030 Definitions. As used in this chapter:

A. "Annual shelter rent" means the total collections during an annual period, as such period is designated by the city council, from all occupants of a housing project representing rents or occupancy charges, exclusive of any charges for gas, electricity, heat or other utilities furnished to the occupants, and exclusive of any housing assistance payments received by the owner under an annual contributions contract with the federal government.

B. "Annual service charge" means the charge which the owner of a housing project exempt from taxation by reason of this chapter shall pay to the city for public services in lieu of all general (real or personal) property taxes which annual service charge shall be the greater of:

1. The tax on the property on which the project is located for the tax year prior to the date when construction of the housing project was commenced; or
2. Ten percent (10%) of the annual shelter rents obtained from the housing project or a lesser amount, subject to the city council's approval.

C. "Authority" means the authority created by the State Housing Development Authority Act of 1966, as amended.

D. "Elderly" means a family in which the head of the household is ~~sixty-two (62)~~ fifty-five (55) years of age or older or a single person who is ~~sixty-two (62)~~ fifty-five (55) years of age or older.

E. "Housing project" means a specific work or improvement for rental undertaken by a nonprofit housing corporation, consumer housing cooperative, limited-dividend housing corporation, or limited-dividend housing association, as such entities are defined in the State Housing Development Authority Act of 1966,

as amended, pursuant to or receiving benefits under said Act to provide dwelling accommodations and such social, recreational and communal facilities as may be incidental or appurtenant thereto.

F. "Low-income or moderate-income persons" means families and persons who cannot afford to pay the amounts which private enterprise, without benefit of Federally-aided mortgages or loans from the Authority, must charge for decent, safe and sanitary housing.

G. "Taxing jurisdiction" means any municipality, county or district, including any school district or any special district, having the power to levy or collect taxes upon real property or in whose behalf such taxes may be levied or collected.

Section 2. Section 050 of Title 3, Chapter 12 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.12.050 Tax exemption – Eligible housing projects. A housing project shall be exempt from all taxes imposed by the state, city, and any public body or taxing district in which the housing project is located, provided that:

A. The housing project contains dwelling accommodations which are residential and which are designated for persons who are not transient in nature, and such social, recreational and communal facilities as are necessarily incidental or appurtenant to such residential land use but which shall not contain or accommodate any use which is industrial in nature; and provided further, that such project shall contain or accommodate only those commercial uses which are ~~designated as permitted uses in Section 29.04(b) of Ordinance No. 543, as amended~~ incidental to and intended to provide necessary goods and services to support the housing project; and

B. The housing project is aided by a loan from the Authority secured by a mortgage naming the Authority, or has a Federally-aided mortgage as defined by MCL 125.1411 ~~as the mortgagee~~; and

~~C. The housing project is located within a zoning district of the city designated and classified as R-7, R-8 or R-9 in Ordinance No. 543, as amended, being the Zoning Ordinance of the city, or which may hereafter be so designated and classified; and~~

~~C.D.~~ The housing project meets all the applicable requirements prescribed by the ordinances and codes of the city, including, but not limited to the Zoning Ordinance, Code of Ordinances, Building Code, Housing Code, Electrical Code, Plumbing Code, Heating Code and Fire Prevention code; and

DE. The housing project shall not be occupied by other than low-income or moderate-income persons, as defined in subsection F of Section 3.12.030; and

EF. All reductions in tax payments due to the exemption granted under this section shall be allocated by the owner of the housing project exclusively to the occupants of the project in the form of reduced housing charges.

Section 3. Section 090 of Title 3, Chapter 12 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.12.090 Tax exemption—Duration. Any housing project exempt from general (real or personal) property taxes pursuant to the provisions of this chapter shall be entitled to such exemption for so long as an Authority-aided or Federally-aided mortgage, as defined by MCL 125.1411, is outstanding upon the property; provided, however, that such exemption shall not exceed a period of fifty (50) years, not including the term of an Authority-aided or Federally-aided construction mortgage for the housing project, so long as such construction mortgage does not exceed a term of eighteen (18) months; provided further that the exemption term may be longer if the City Council determines that a longer aggregate term is necessary in order to maintain adequate affordable housing within the City, in which case the exemption shall be conterminous with the mortgage.

Section 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 5. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD AUGUST 7, 2024**

15.

Meeting was called to order at 8:42 p.m. by Council President McCullough. Present: Scott Morgan, Jim Jolly, Laura Toy, Vice President Martha Ptashnik, Rob Donovic, Carrie Budzinski, and President McCullough. Absent: None.

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

9. REQUEST FOR CONSIDERATION OF A PROPOSED ORDINANCE AMENDMENT: Housing Commission and Planning Department, re: to amend Chapter 3.12, Senior Citizens Housing Tax Exemption.

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

Councilmember Budzinski clarified that the Felician Sisters don't pay taxes on the Mother House.

Councilmember Jolly asked for an explanation of the Felician Sisters status which allows them to not be subject to site plan approval as others are within the community.

Mr. Taormina said the religious institution and educational component aren't required to go through Zoning for site plan reviews. It is treated the same as a residential facility. They will continue to be treated the same going forward. Only the pilot project will require City Council review.

Councilmember Toy offered an approving motion for a First Read on the Consent agenda.

DIRECTION

FIRST READ

REGULAR



LETTER TO THE LIVONIA CITY COUNCIL

9.

Planning
July 17, 2024

MEETING DATE

S080724/R082624

PRESENTED BY

Mark Taormina, Planning and Economic Development Director
Jim Inglis, Director of Housing

AGENDA ITEM

REQUEST FOR CONSIDERATION OF A PROPOSED ORDINANCE AMENDMENT: Housing Commission and Planning Department, re: to amend Chapter 3.12, Senior Citizens Housing Tax Exemption.

BACKGROUND DETAILS

This request seeks to amend Chapter 3.12, Senior Citizens Housing Tax Exemption, sometimes called the "PILOT" Ordinance. PILOT stands for Payment in Lieu of Taxes. Chapter 3.12 provides tax exemptions and authorizes payments in lieu of taxes to nonprofit housing corporations and other organizations pursuant to the Michigan State Housing Development Authority (MSHDA) Act (PA 346 of 1966, as amended). The Ordinance allows owners of housing projects to be exempt from taxation and instead pay for the cost of public services via an Annual Service Charge. Existing housing projects in the City that rely on the PILOT program include McNamara Towers, Zeigler Place, and Brashear Tower. The amount of the PILOT is based on a percentage of the Annual Shelter Rent as determined by the City Council. The proposed ordinance amendments are needed to facilitate the redevelopment of the westerly portion of the Convent/Mother House located on the campus of the Felician Sisters of North America. For approximately the past three years, the Planning Department has been part of a working group tasked with identifying and re-purposing the parts of the Mother House that are no longer in service. Through these efforts, Felician Services, Inc. (FSI) has identified MHT Housing, Inc. (MHT) as its partner in a proposed adaptive reuse development that will create 77 affordable, independent senior housing units. The requested changes to the "PILOT" ordinance are a necessary part of the legal framework and entitlement process that will enable FSI and MHT to obtain financial assistance from MSHDA in the form of Low-Income Housing Tax Credits, resulting in a manageable pro forma and, thus, making the project financially viable. If approved, FSI and MHT will petition the City Council for PILOT.

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

Refer to the Law Department to prepare Ordinance for a First Reading

ATTACHMENTS

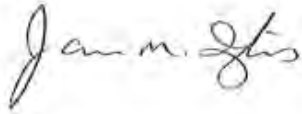
1. CHAPTER_3.12_Draft_04-17-24
2. FINAL Felicians & Livonia Handout

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: July 22, 2024



Jim Inglis, Director of Housing

Date: July 23, 2024



Carter Fisher, City Attorney

Date: July 23, 2024



Maureen Miller Brosnan, Mayor

Date: July 25, 2024

CHAPTER 3.12. SENIOR CITIZENS HOUSING TAX EXEMPTION

Sections:		
	3.12.010	Title for citation.
	3.12.020	Purpose of provisions.
	3.12.030	Definitions.
	3.12.040	Tax exemption—Ineligible housing projects.
	3.12.050	Tax exemption—Eligible housing projects.
	3.12.060	Notification of exemption to project owner—Procedure.
	3.12.070	Tax exemption—Approval by council.
	3.12.080	Annual service charge—Payment in lieu of taxes.
	3.12.090	Tax exemption—Duration.
	3.12.100	Exception to tax-exempt status.
	3.12.110	Annual report by housing project owner.

3.12.010 Title for citation.

The ordinance codified in this chapter shall be known and cited as the "senior citizens housing tax exemption ordinance." (Ord. 1281 § 1 (part), 1976: Ord. 1231 § 1 (part), 1976: prior code § 7-601)

3.12.020 Purpose of provisions.

The purpose of this chapter is to provide tax exemption to and authorize payments in lieu of taxes by nonprofit housing corporations, consumer housing cooperatives and limited-dividend housing corporations pursuant to provisions contained in 1966 PA 346, as amended, known and cited as the State Housing Development Authority Act of 1966, which tax exemptions shall be applicable to a certain category of housing projects within the city of Livonia, and to no other. (Ord. 1231 § 1 (part), 1976: prior code § 7-602)

3.12.030 Definitions.

As used in this chapter:

- A. "Annual shelter rent" means the total collections during an annual period, as such period is designated by the city council, from all occupants of a housing project representing rents or occupancy charges, exclusive of any charges for gas, electricity, heat or other utilities furnished to the occupants, and exclusive of any housing assistance payments received by the owner under an annual contributions contract with the federal government.
- B. "Annual service charge" means the charge which the owner of a housing project exempt from taxation by reason of this chapter shall pay to the city for public services in lieu of all general (real or personal) property taxes which annual service charge shall be the greater of:
 - 1. The tax on the property on which the project is located for the tax year prior to the date when construction of the housing project was commenced; or

-
2. Ten percent (10%) of the annual shelter rents obtained from the housing project or a lesser amount, subject to the city council's approval.
- C. "Authority" means the authority created by the State Housing Development Authority Act of 1966, as amended.
- D. "Elderly" means a family in which the head of the household is ~~sixty-two (62)~~fifty-five (55) years of age or older or a single person who is ~~sixty-two (62)~~fifty-five (55) years of age or older.
- E. "Housing project" means a specific work or improvement for rental undertaken by a nonprofit housing corporation, consumer housing cooperative, limited-dividend housing corporation, or limited-dividend housing association, as such entities are defined in the State Housing Development Authority Act of 1966, as amended, pursuant to or receiving benefits under said Act to provide dwelling accommodations and such social, recreational and communal facilities as may be incidental or appurtenant thereto.
- F. "Low-income or moderate-income persons" means families and persons who cannot afford to pay the amounts which private enterprise, without benefit of federally aided mortgages or loans from the Authority, must charge for decent, safe and sanitary housing.
- G. "Taxing jurisdiction" means any municipality, county or district, including any school district or any special district, having the power to levy or collect taxes upon real property or in whose behalf such taxes may be levied or collected. (Ord. No. 3018, § 1, 10-17-2016; Ord. 1281 § 1 (part), 1976; Ord. 1231 § 1 (part), 1976: prior code § 7-603)

3.12.040 Tax exemption—Ineligible housing projects.

The tax exemption for housing projects as established and set forth in Section 15a, subsection (1), of the State Housing Development Authority Act of 1966, as amended, being MCLA 125.1415a(1), shall not apply to any class or category of housing projects hereinafter designated in Section 3.12.050. (Ord. 1231 § 1 (part), 1976: prior code § 7-604)

3.12.050 Tax exemption—Eligible housing projects.

A housing project shall be exempt from all taxes imposed by the state, city, and any public body or taxing district in which the housing project is located, provided that:

- A. The housing project contains dwelling accommodations which are residential and which are designated for persons who are not transient in nature, and such social, recreational and communal facilities as are necessarily incidental or appurtenant to such residential land use but which shall not contain or accommodate any use which is industrial in nature; and provided further, that such project shall contain or accommodate only those commercial uses which are designated as permitted uses in Section 29.04(b) of Ordinance No. 543, as amended; incidental to and intended to provide necessary goods and services to support the housing project; and
- B. The housing project is aided by a loan from the Authority secured by a mortgage naming the Authority, or has a Federally-aided mortgage as defined by MCL 125.1411, ~~as the mortgagee;~~ and
- ~~C. The housing project is located within a zoning district of the city designated and classified as R-7, R-8 or R-9 in Ordinance No. 543, as amended, being the Zoning Ordinance of the city, or which may hereafter be so designated and classified; and~~
- ~~DC.~~ The housing project meets all the applicable requirements prescribed by the ordinances and codes of the city, including, but not limited to the Zoning Ordinance, Code of Ordinances, Building Code, Housing Code, Electrical Code, Plumbing Code, Heating Code and Fire Prevention code; and

-
- ED.** The housing project shall not be occupied by other than low-income or moderate-income persons, as defined in subsection F of Section 3.12.030; and
- FE.** All reductions in tax payments due to the exemption granted under this section shall be allocated by the owner of the housing project exclusively to the occupants of the project in the form of reduced housing charges. (Ord. No. 3018, § 2, 10-17-2016; Ord. 2798, § 1, 2008; Ord. 1281 § 1 (part), 1976; Ord. 1231 § 1 (part), 1976: prior code § 7-605)

3.12.060 Notification of exemption to project owner—Procedure.

The owner of a housing project who has complied with all of the requirements hereinbefore set forth and who desires the tax exemption shall submit to the assessor of the city a notification for a request for an exemption in an affidavit form provided by the Authority, which form shall state that the housing project is eligible for the exemption, and which notification shall have first been submitted to the Authority for certification by the Authority that the project is eligible for exemption; and which certified notification of exemption shall be filed with the city assessor prior to November 1st of the year preceding the tax year in which the exemption is to begin. (Ord. No. 3018, § 3, 10-17-2016; Ord. 1231 § 1 (part), 1976: prior code § 7-606)

3.12.070 Tax exemption—Approval by council.

Upon receipt of the notification, as hereinbefore provided in Section 3.12.060, the city assessor shall submit it to the city council for review, and if the council finds that the requirements have been met, it shall instruct the city assessor to apply the tax exemption to the property of the housing project as hereinafter provided in Section 3.12.080 of this chapter. (Ord. 1231 § 1 (part), 1976: prior code § 7-607)

3.12.080 Annual service charge—Payment in lieu of taxes.

The owner of a housing project exempt from taxation under the provisions of this chapter shall pay to the city an annual service charge, as defined in Section 3.12.030, in lieu of all general (real or personal) property taxes imposed by the state or by any political subdivision, public body, or taxing district in which the project is located. The annual service charge received by the city in lieu of taxes shall be distributed by the city to the several units levying the general property tax in the same proportion as prevailed with respect to the general property tax in the previous tax year. (Ord. 1281 § 1 (part), 1976: Ord. 1231 § 1 (part), 1976: prior code § 7-608)

3.12.090 Tax exemption—Duration.

Any housing project exempt from general (real or personal) property taxes pursuant to the provisions of this chapter shall be entitled to such exemption for so long as an Authority-aided or Federally aided mortgage, as defined by MCL 125.125.1411, is outstanding upon the property; provided, however, that such exemption shall not exceed a period of fifty (50) years, not including the term of an Authority-aided or Federally aided construction mortgage for the housing project, so long as such construction mortgage does not exceed a term of eighteen (18) months; provided further that the exemption term may be longer if the City Council determines that a longer aggregate term is necessary in order to maintain adequate affordable housing within the City, in which case the exemption shall be conterminous with the mortgage. (Ord. No. 3018, § 4, 10-17-2016; Ord. 1281 § 1 (part), 1976: Ord. 1231 § 1 (part), 1976: prior code § 7-609)

3.12.100 Exemption to tax-exempt status.

The service charge to be paid each year in lieu of taxes for that part of a housing project which is tax-exempt under the provisions of this chapter and which is occupied or used by other than low-income or moderate-income

persons shall be equal to the full amount of the taxes that would be paid on that portion of the project if the project were not tax exempt. (Ord. 2798, § 2, 2008; Ord. 1231 § 1 (part), 1976: prior code § 7-610)

3.12.110 Annual report by housing project owner.

The owner of a housing project exempt from taxation under the provisions of this chapter shall, on or before the first day of May of each year, submit to the city council an annual report of the activities of such housing project for the preceding calendar year. (Ord. 1281 § 1 (part), 1976: prior code § 7-611)

The background of the entire page is a photograph of a large, multi-story brick building with a red-tiled roof. The building has many windows, some of which are arched. In front of the building is a green lawn with several tall, thin evergreen trees. The sky is blue with some white clouds.

Felician Sisters Senior Apartments

Table of Contents

- I. Executive Summary
- II. MHT Background
- III. FSI Background
- IV. Project Boundary Map
- V. Preliminary Floor Plans
- VI. PILOT Calculation
- VII. Key Dates & City of Livonia Support

Executive Summary

MHT Housing, Inc. and Felician Services Inc. (FSI) are excited to present a proposed adaptive reuse development resulting in 77-units of affordable independent living senior units in Livonia, Michigan. Livonia is an area of the state that has tremendous need for attainable housing, including senior affordable housing, but that has traditionally not been a target community for state-assisted affordable housing development through programs like Low-Income Housing Tax Credits. Like most of the state, this has resulted in an insufficient supply of high quality, equitably priced housing, especially for the aging population of the community. With that in mind, MHT and FSI are proud to partner in order to reactivate a portion of the historic Presentation of the Blessed Virgin Mary (BVM) convent to create 77 affordable senior housing units.

FSI, which is a non-profit Catholic organization serving its sponsor, the Felician Sisters' Our Lady of Hope Province, selected MHT through a competitive process to help with the adaptive reuse of a portion of the BVM convent. Built in 1936, the convent consists of over 180,000 square feet. With the number of Felician Sisters only a fraction of what it was at the time of construction, the Felician Sisters occupy only half of the building they once filled, and this has created an opportunity to meet other needs of the broader community. The Felician Sisters through FSI are determined to convert approximately 74,000 sf of the convent into affordable senior housing.

To make the significant building upgrades needed for this conversion from a 1930s convent to modern high-quality housing, MHT and FSI will submit an application for MSHDA's competitive Round 18 Gap Financing Program on September 2nd, 2024 to help secure and leverage new debt and equity to complete substantial rehabilitation and fund the reserves necessary to maintain the beauty and high-quality housing well into the future. It is important to the development team to meet the standards that the Felician Sisters have set over their 100-year history in Livonia and we believe that this adaptive reuse of a vacant portion of this landmark structure will have a profound impact on the immediate community as well as the broader region. The Blessed Virgin Mary convent is advantageously positioned in the middle of the Felician Sisters campus adjacent to Madonna University, the Montessori of Our Lady, Angela Hospice, Trinity Health Livonia Hospital, and the Marywood Nursing Care Center. All these resources will serve the future residents of the Felician Sisters Senior Living Apartments and their families.

Target Market and Rents

Completing this adaptive reuse development will allow MHT and FSI to produce 77 units of affordable housing in the City of Livonia from a portion of the convent building that has been inactive for over a decade. The property will serve a variety of senior residents on the affordable housing spectrum from the 30% Area Median Income up to 80% of the AMI. It is the development team's goal to secure approximately thirty Project-Based Vouchers (PBV) which would cap rent for tenants in those units at 30% of their income. The team hopes to achieve this subsidy through partnership with the Livonia Housing Commission.

Financing

MHT and FSI are proposing to convert the old convent space into affordable senior housing with the following sources:

Uses	
Acquisition	\$ 5,000,000
Construction	\$ 18,738,702
Soft Costs	\$ 4,836,714
Reserves	\$ 771,954
Developer Fee	\$ 2,100,000
Total	\$ 31,447,370

Permanent Sources	
Tax-Exempt Bond Loan	\$ 7,613,621
LIHTC Equity	\$ 10,131,560
MSHDA Gap Dollars	\$ 7,652,189
Sponsor Note	\$ 5,000,000
Deferred Developer Fee	\$ 1,050,000
Total	\$ 31,447,370

Next Steps

As the development team prepares for the September MSHDA application to secure competitive gap funding, we are deep into due diligence and exploring all possible additional soft funding sources. Chief among the priorities by September 2nd is to satisfy City of Livonia development requirements with regards to site planning, zoning, and obtaining a PILOT. Additionally, the team is excited by the prospect of formalizing a partnership with the Livonia Housing Commission. Bringing a community pillar like the LHC into the development would strengthen the proposed development through their technical and resident expertise as well as the potential for project-based subsidy, HOME funding, and wide-array of tenant services.

MHT's Biography



Who We Are

- Largest apartment management company & private owner of apartment communities in the City of Detroit
- 33 Years in Detroit – since 1990
- Owns and/or manages 48 properties within the City of Detroit

What Makes Us Different (Yearly Programs)

- M Training Centers
- Miracle on Vernor
- Food Pantries
- Eviction Diversion Program
- Summer Workforce
- Community Clean Ups
- Backpack Giveaways
- Stormwater Compliant
- Rental Registration
- Taxes Paid in Full



CITY OF DETROIT
AFFORDABLE HOUSING
DEVELOPMENT



\$542,849,245
2,494 Units
of Development
in the City of Detroit
2019-2024



YEAR	TOTAL DEVELOPMENT COSTS	UNITS
2019-2022	\$168,066,385	1,091
2023	\$206,627,935	808
2024	\$168,154,925	595



Felician Services, Inc., (FSI) serves its sponsor, the Felician Sisters' Our Lady of Hope Province (OLHP) in Beaver Falls, PA, as the Sole Corporate Member of the Felician-Sponsored Ministries across North America. As Sole Corporate Member, we provide the Council with expertise and reliable advice to allow the Council to make informed decisions regarding the ministries which carry their name in sponsorship.

The Province entrusts FSI to be the ministry arm that safeguards the Felician Sisters' interests and provides governance, offers resource support, and encourages expansion of the 30+ sponsored ministries of the Province.

By serving as an instrument of continuity across Provincial administrations, FSI supports these ministries in embracing and retaining their Felician identity and empowers lay women and men in managing and leading the Province's Felician-Sponsored Ministries.



Felician Services Inc

Scan to watch a brief video about our history



Mission: Felician Services, Inc., empowers, challenges, and supports ministry leadership in Christ to further the spiritual renewal of the world.

Vision: That God may be known, loved, and glorified in all and by all.

A BRIEF HISTORY

In the late 1980s, the provincial administration of the then Chicago Province of the Felician Sisters, felt that the province had worked to understand health care, school, and childcare ministries, and they wondered what they could possibly do to support the transition to the next provincial administration in taking on other ministries. By 1989, the provincial administration decided they needed an **instrument for continuity**, establishing Felician Services Inc, a Catholic ministry, as the holding company that would manage the reserved powers of the administration. In making a non-profit organization that could support the ministries both canonically and civilly, Felician Services Inc, staffed with both religious and lay people, would serve in the Felician Sisters' best interests.

By 2005, Felician Services had nine employees supporting ministries in two states. In 2009, the newly formed Our Lady of Hope Province chose Felician Services Inc as the Sole Corporate Member. As of now, Felician Services has over two dozen employees supporting over 30 ministries in North America, including the United States and Canada. Additionally, Felician Services supports values-aligned organizations seeking support to broaden the impact of their work.

ANCHORED ON MISSION

In 2009, when the Felician Sisters across North America came together under the Our Lady of Hope Province, they established the most instrumental piece of the Felician-Sponsored Ministries program: the **Mission Integration Policy**.

This clear set of directives gave critical guidelines and clarity as to what was expected of the ministries and provided the heart of decision-making and a mandate for formation for all stakeholders.



Felician Services' Founders (clockwise from top left): SM Laudiose Korb of recent memory, SM Margaret Narloch of recent memory, Joseph W. Parrillo, and SM Clarette Stryzewski.

Oct-22

About Our Logo DESIGNED WITH INTENT



The doves represent the **HOLY SPIRIT**, serving as symbols of **PEACE & TRANSFORMATION**

Together, the four doves join **HEART-TO-HEART** to form a **CROSS**

In line with our Felician-Franciscan heritage, the **CROSS** reminds us that Christ is both **CRUCIFIED & GLORIFIED**

The **HEART CONNECTIONS** signify Felician Services' and the sponsored ministries' call to **MINISTER WITH COMPASSION**



Felician Services Inc

Felician Services Inc

Serving where we are needed.

Current Felician Sisters Affordable Housing

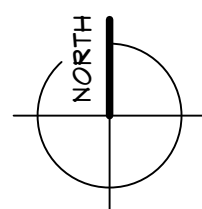
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Angela Court I Philadelphia, PA	Senior Housing New Construction	67	2002
Angela Court II Philadelphia, PA	Senior Housing New Construction	54	2007
Beverly House Los Angeles, CA	Multi Family Housing New Construction	40	2018
Our Lady of Grace Village Newark, DE	Multi Family Housing New Construction	60	2019
Francis House Philadelphia, PA	Senior Housing New Construction	60	2020
Angela's House Buffalo, NY	Senior Housing Renovation	67	2022

TOTAL NUMBER OF UNITS DEVELOPED

348

SHEET NO:
ASP.1

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SCHEMATIC SITE PLAN (THIS IS NOT A SURVEY)

SCALE: 1" = 20'-0"

PROJECT # 1404-23

ISSUANCES

SCHEMATIC DESIGN 08.30.2023

REVISIONS

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SCHEMATIC SITE PLAN

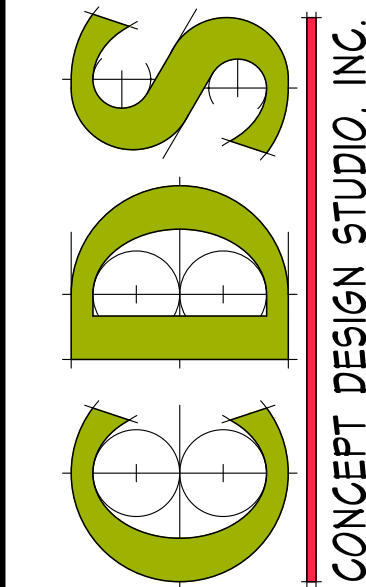
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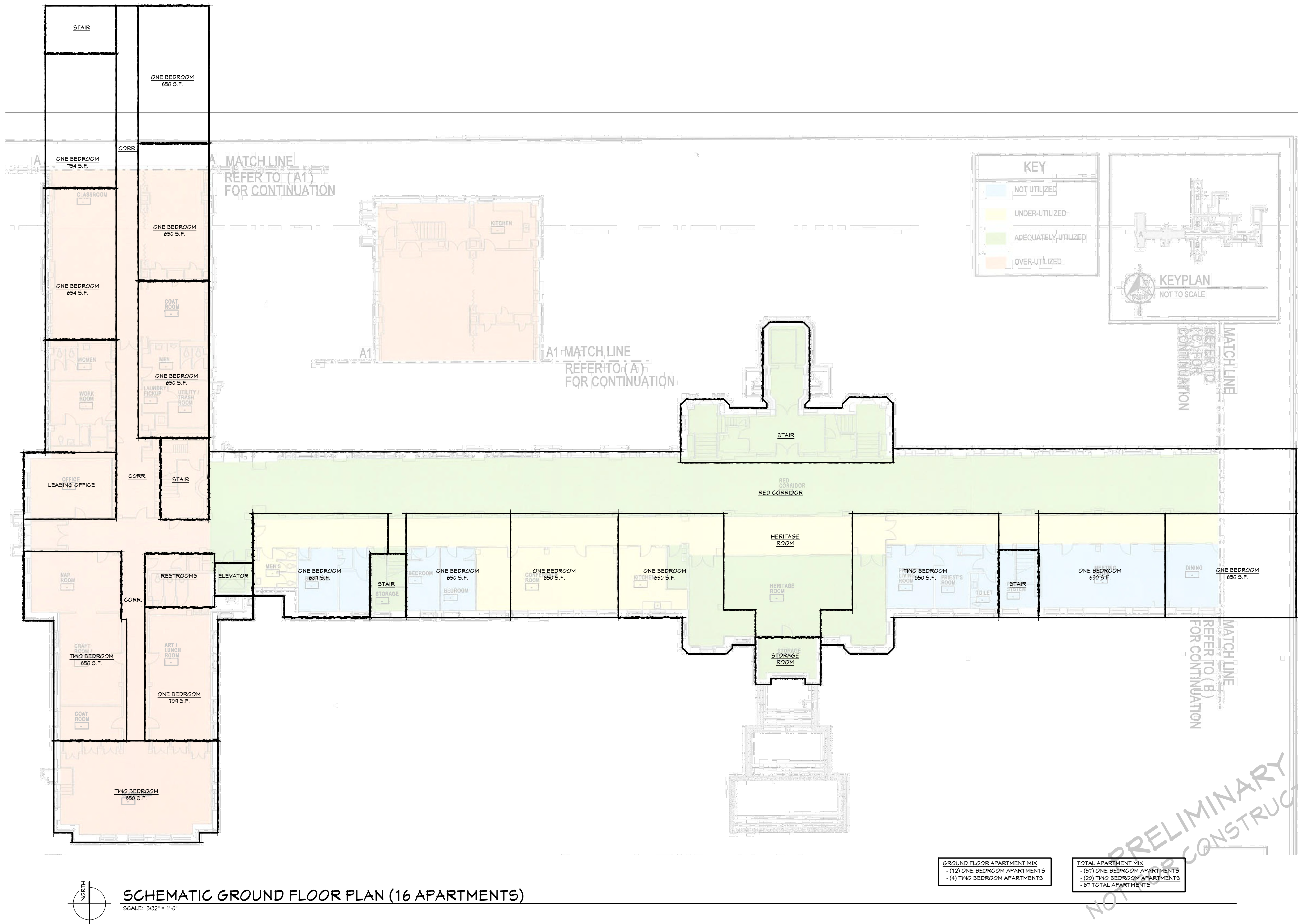
FELICIAN SISTERS - SENIOR

36800 SCHOOLCRAFT ROAD, LIVONIA, MI 48150

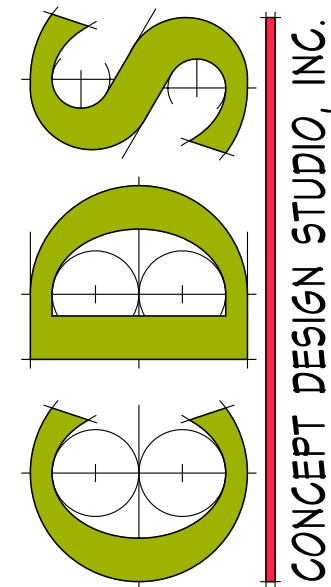


CONCEPT DESIGN STUDIO, INC.
800 E. ELLIS ROAD, SUITE 508
NORTON SHORES, MI 49441
PH. (231) 799-4836
FAX (231) 799-4837

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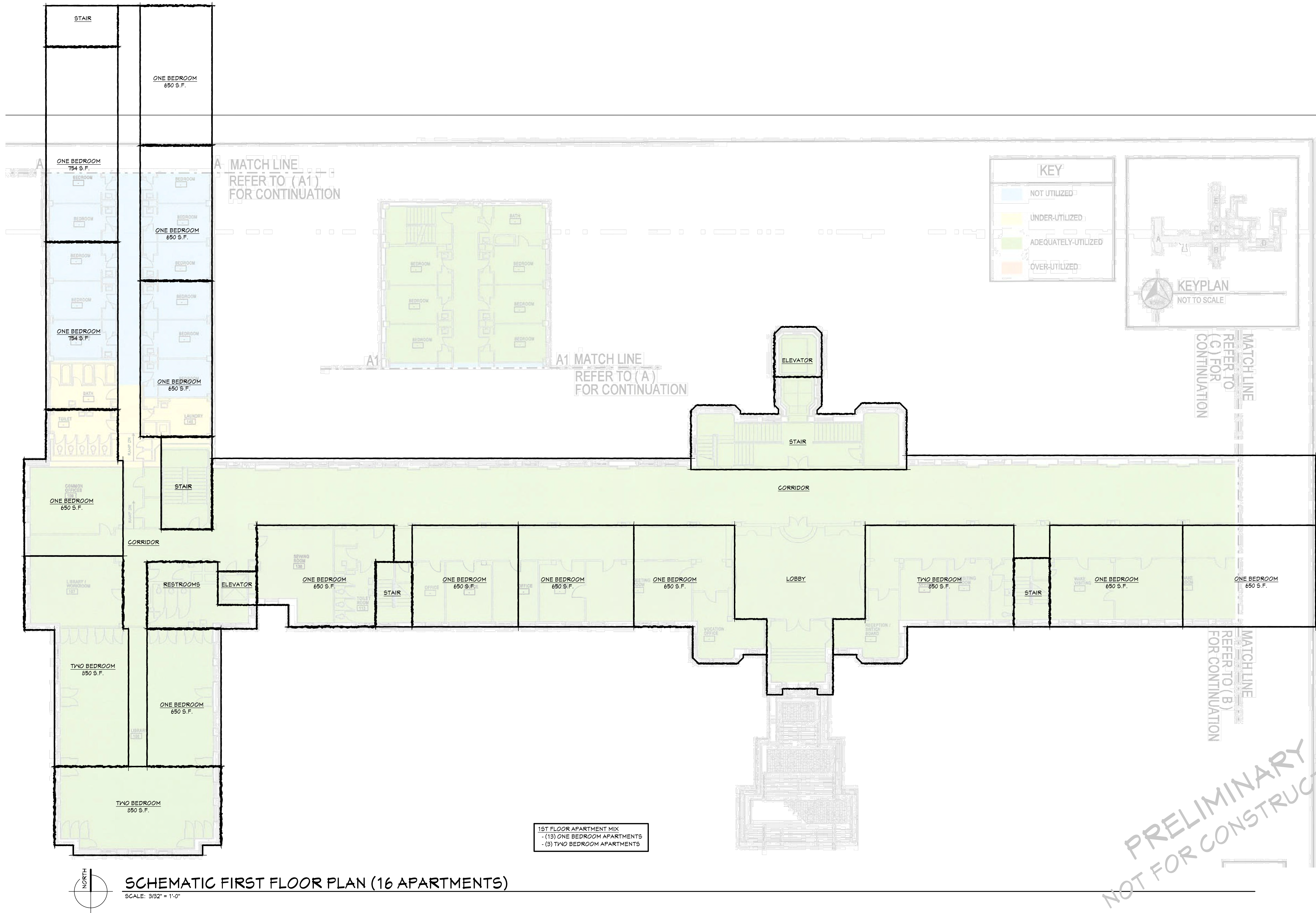
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SCHEMATIC GROUND FLOOR PLAN

SHEET NUMBER

A1.00

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PROJECT #
1404-23

ISSUANCES
SCHEMATIC DESIGN
08.30.2023

REVISIONS

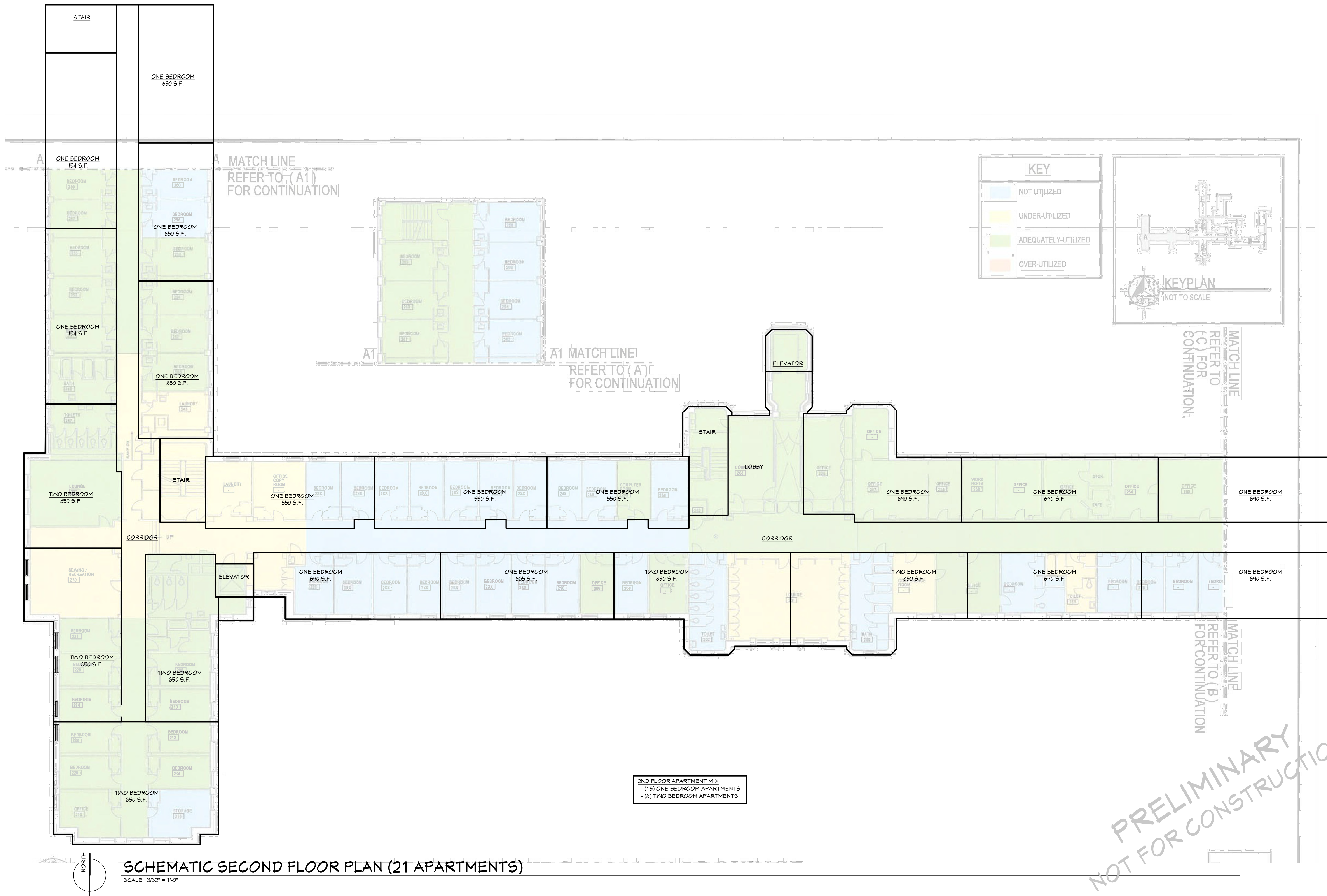
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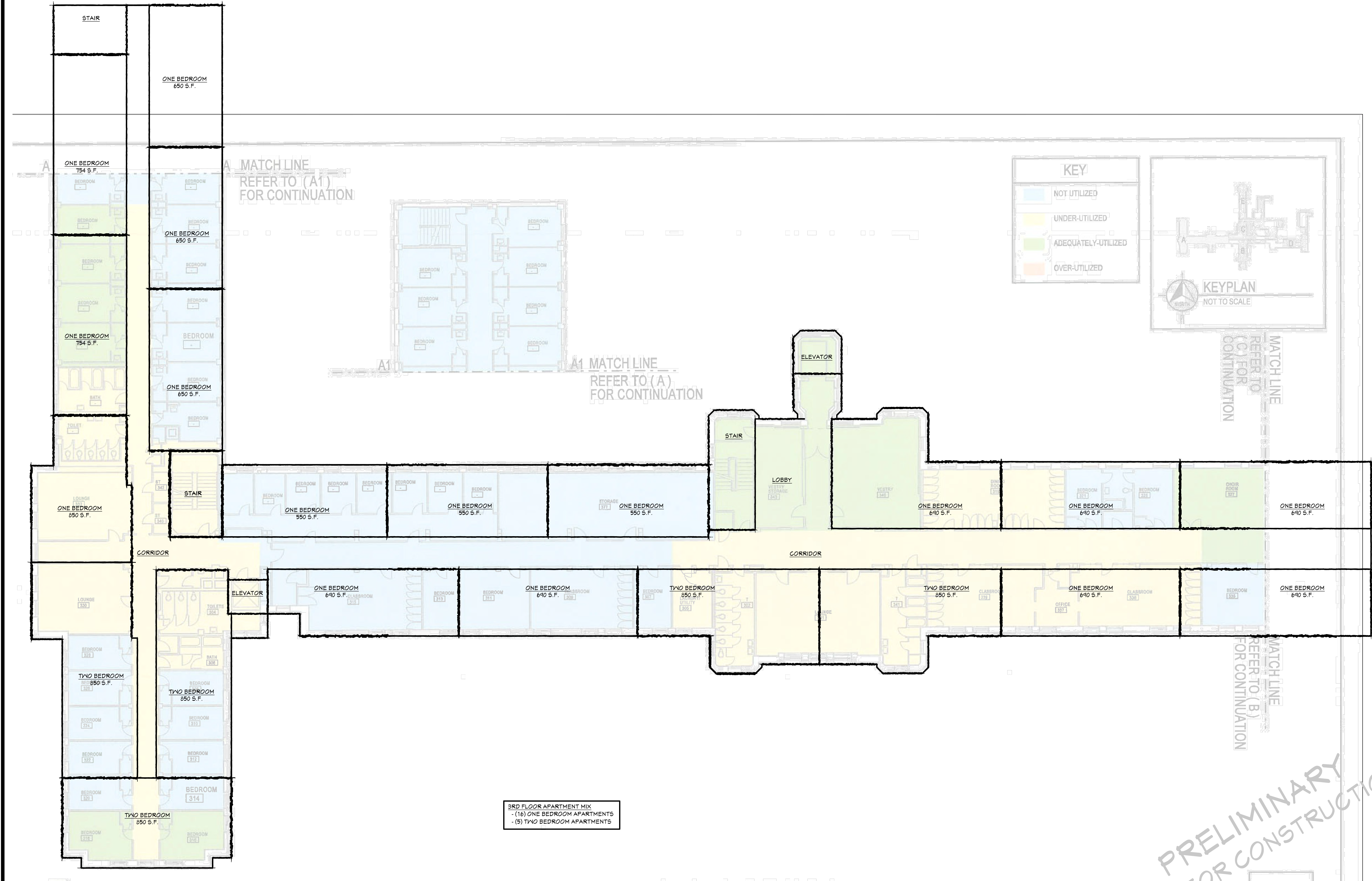
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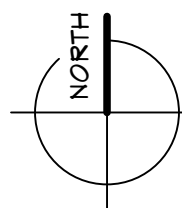


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REVISIONS	
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SHEET NUMBER	A1.02



PRELIMINARY
NOT FOR CONSTRUCTION

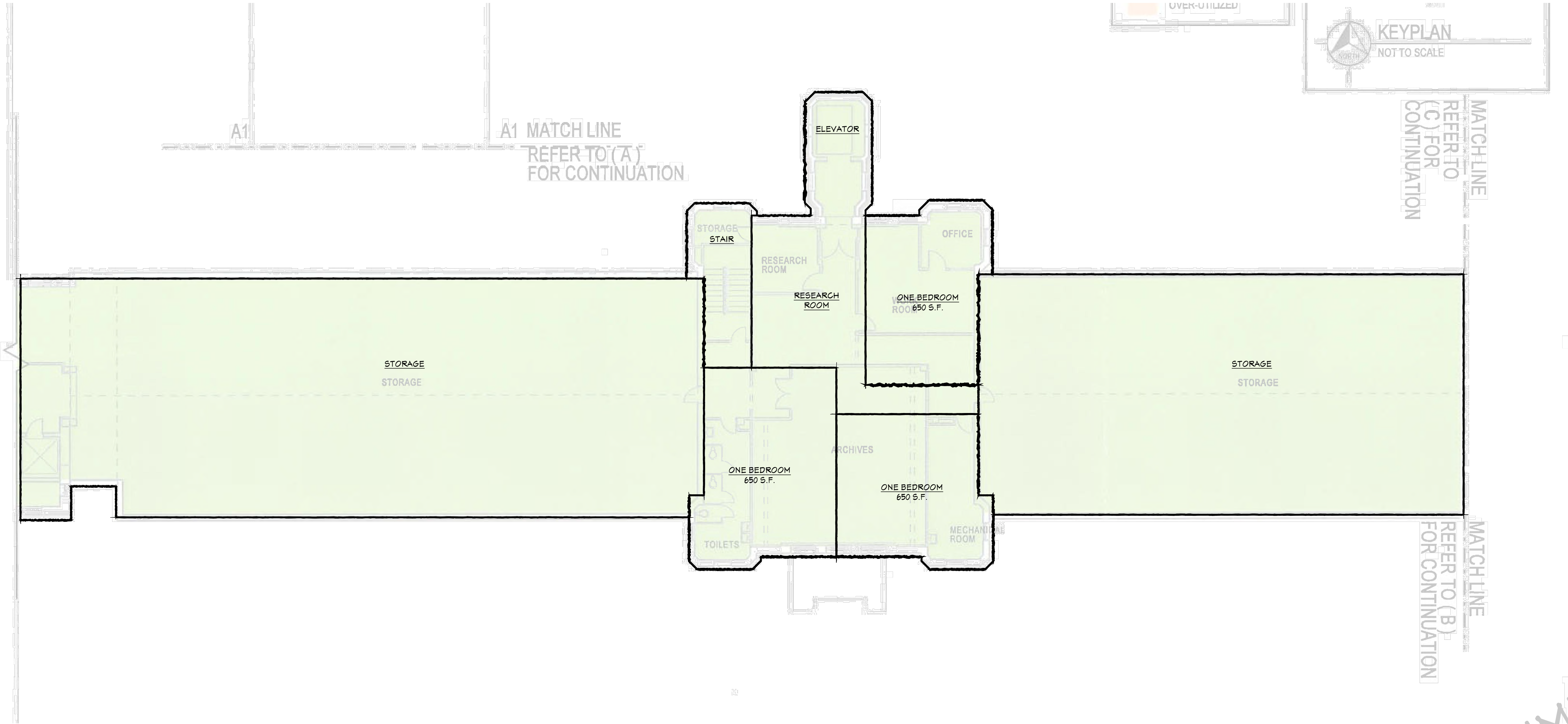
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SCHEMATIC FOURTH FLOOR PLAN (3 APARTMENTS)

SCALE: 3/32" = 1'-0"

4TH FLOOR APARTMENT MIX
- (3) ONE BEDROOM APARTMENTS



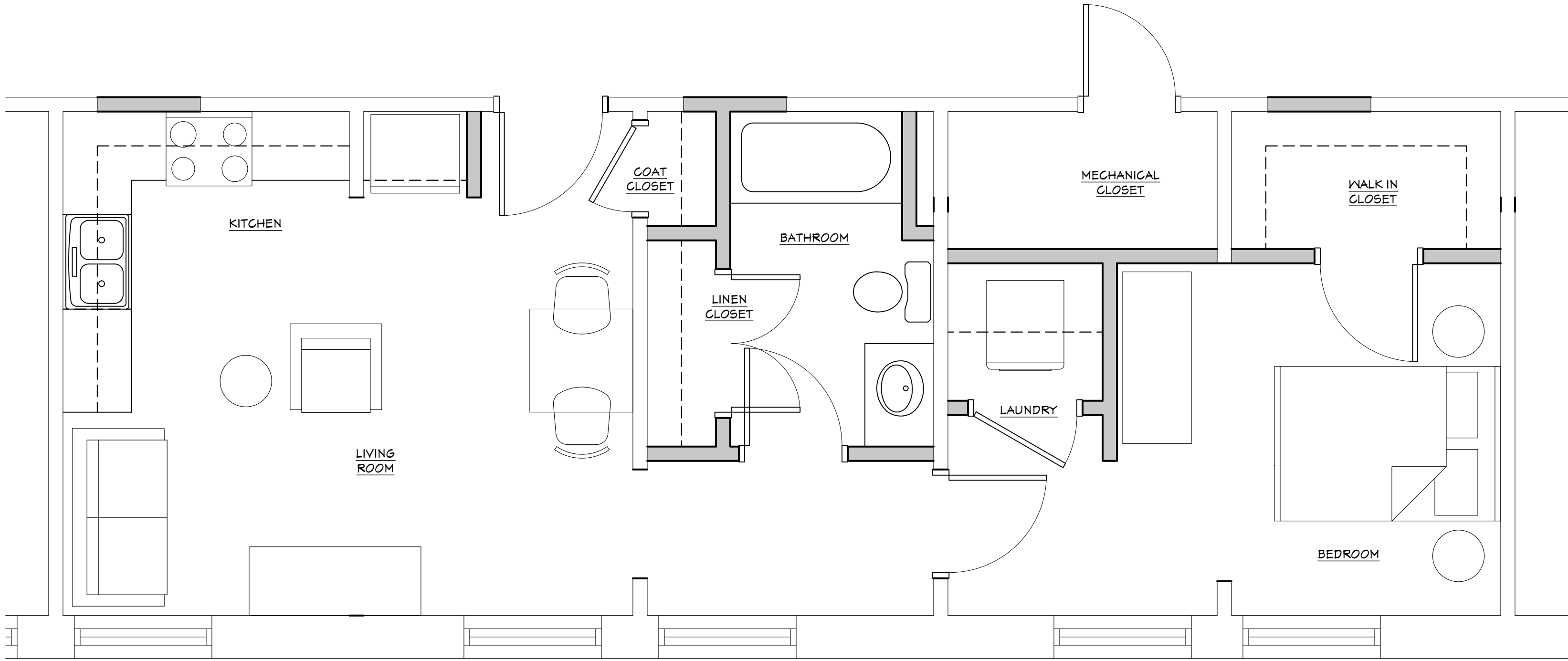
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FELICIAN SISTERS - SENIOR
36800 SCHOOLCRAFT ROAD, LIVONIA, MI 48150

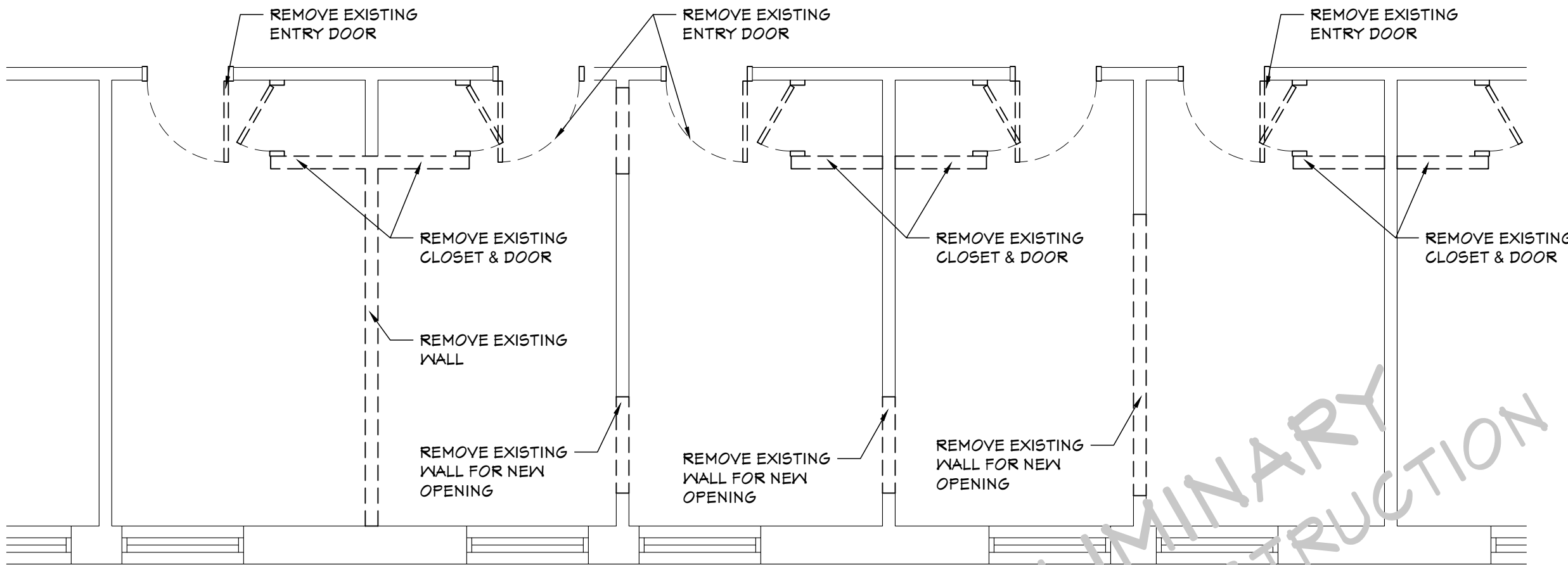
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REVISIONS	
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SHEET NUMBER	A1.04

PROJECT #	1404-23
ISSUANCES	
SCHEMATIC DESIGN	08.30.2023
REVISIONS	
DRAWN BY	KO
SHEET TITLE	ENLARGED ONE-BEDROOM UNIT PLAN
SHEET NUMBER	

WALL MATERIAL LEGEND	
	EXISTING WALL
	WOOD STUD FRAMING W/ 5/8" GYP. BD. BOTH SIDES W/ ACOUSTICAL BATT. INSUL. UNLESS NOTED OTHERWISE
	BRICK WALL
	MASONRY WALL

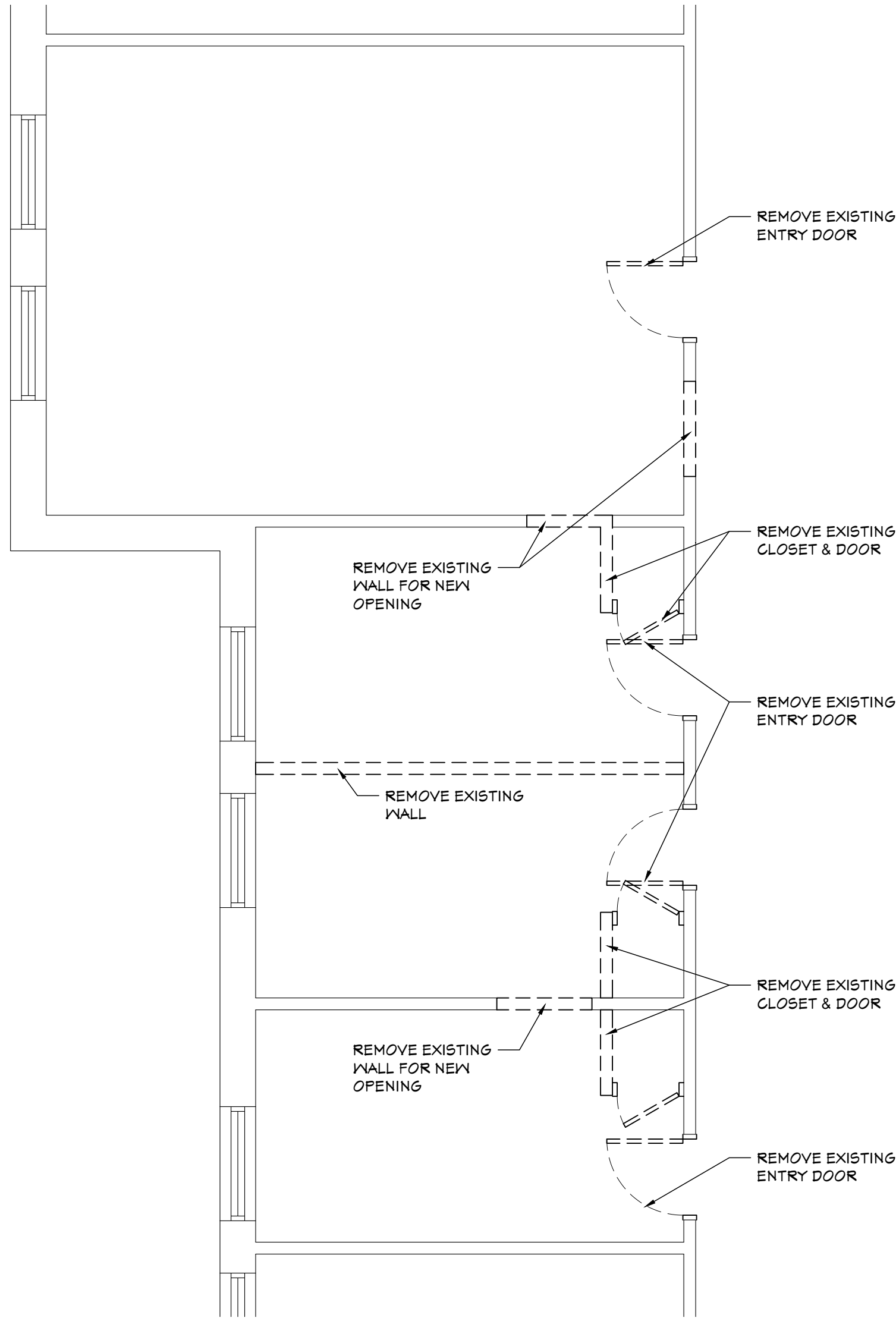


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TYPICAL (1) BEDROOM UNIT FLOOR PLAN
SCALE: 1/4" = 1'-0"

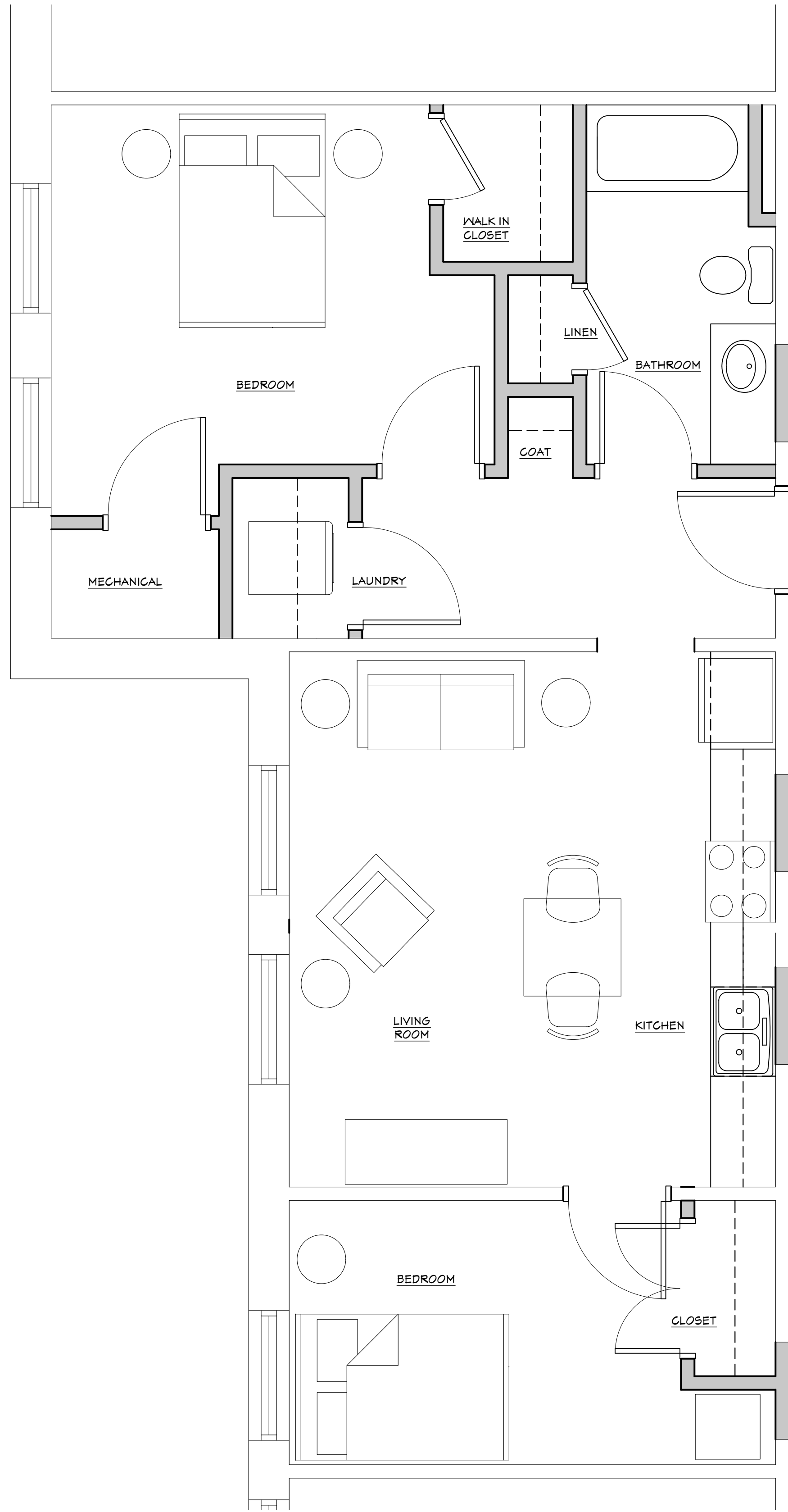


01
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TYPICAL (1) BEDROOM UNIT DEMOLITION PLAN
SCALE: 1/4" = 1'-0"

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04
A1.01
TYPICAL (2) BEDROOM UNIT DEMOLITION PLAN
SCALE: 1/4" = 1'-0"

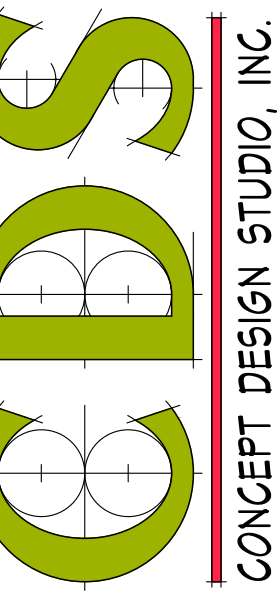


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TYPICAL (2) BEDROOM UNIT FLOOR PLAN
SCALE: 3/8" = 1'-0"

WALL MATERIAL LEGEND	
	EXISTING WALL
	WOOD STUD FRAMING W/ 5/8" GYP. BD. BOTH SIDES W/ ACOUSTICAL BATT. INSUL. UNLESS NOTED OTHERWISE
	BRICK WALL
	MASONRY WALL

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FELICIAN SISTERS - SENIOR
36800 SCHOOLCRAFT ROAD, LIVONIA, MI 48150

PROJECT # 1404-23

ISSUANCES

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SHEET TITLE
ENLARGED (2)
BEDROOM UNIT
PLANS

SHEET NUMBER

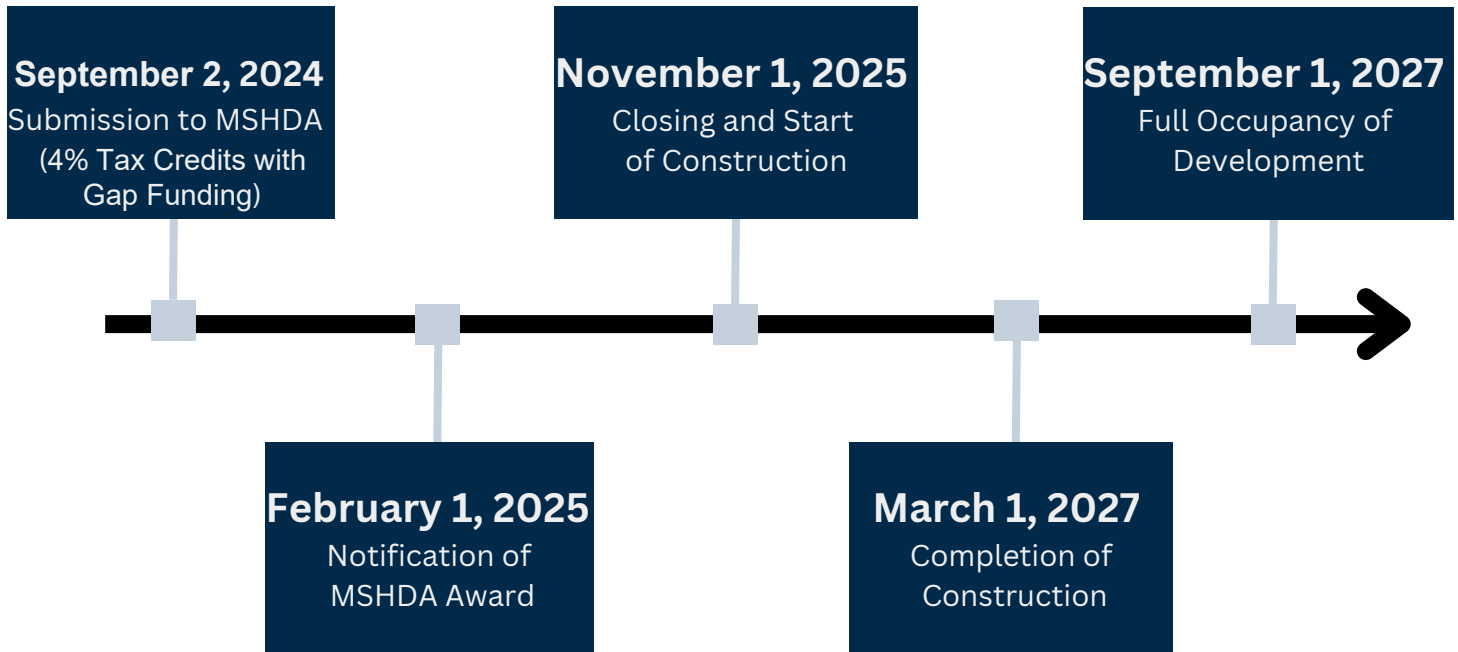
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Felician Sisters Senior Apartments
Payment in Lieu of Taxes
December 31, 2027

THE ANNUAL SERVICE CHARGE SHALL BE EQUAL TO (3%) OF THE ANNUAL SHELTERED RENTS COLLECTED. ANNUAL SHELTER RENT MEANS THE TOTAL COLLECTIONS DURING AN AGREED ANNUAL PERIOD FROM ALL OCCUPANTS OF A HOUSING DEVELOPMENT REPRESENTING RENT OR OCCUPANCY CHARGES, EXCLUSIVE OF CHARGES FOR GAS, ELECTRIC, OR OTHER UTILITIES FURNISHED THE OCCUPANTS

	<u>2027</u>
Rental Income	1,161,365.00
Vacancy Loss	(92,909.00)
Loss to Lease	
Less: Concessions	-
Bad Debt	
Bad Debt Recovery	-
Utilities	(86,625.00)
	<u>981,831.00</u>
 Annual Service Charge	 <u>3.00%</u>
 2027 PILOT	 <u>29,454.93</u>
 TOTAL AMOUNT DUE	 29,454.93

KEY DATES



Support Requested from Livonia by September 2nd Application:

- Site plan approval
- Confirmation of proper zoning on site
- Passage of a PILOT or firm commitment of future passage pending securing of project funding
- Formalized partnership with Livonia Housing Commission including contribution of PBVs and possible gap funding



LETTER TO THE LIVONIA CITY COUNCIL

16.

Police
July 19, 2024

MEETING DATE

R082624

PRESENTED BY

Stephanie Whitney, Program Supervisor

AGENDA ITEM

AWARD OF BID: Division of Police, re: for the construction of a Scenario Training Structure to enhance training at the Livonia Glendale Training Center, from budgeted funds.

BACKGROUND DETAILS

The Livonia Police Department provides comprehensive police law enforcement education and training, including in-service training for active sworn officers. To enhance this training, Livonia Division of Police is requesting authorization to accept a bid to manufacture and build a two-story training facility at its Livonia Glendale Training Center. This facility will be used to create various simulated scenarios that will enhance officer training.

On June 18, 2024, a request for sealed proposals was posted on the Michigan Intergovernmental Trade Network (MITN) by the city Purchasing Manager. Notification of a pre-bid meeting was given along with instructions, requirements, and bid specifications to potential bidders.

On July 12, 2024, a mandatory on-site pre-bid meeting was held at the Livonia Police Department Range. The vendors were provided with the proposal requirements, criteria for selection, scope of work for the project, and were allowed to ask questions. Additional questions were permitted in writing and answered by the Purchasing Manager, Gus Kandah. In response to the questions from the pre-bid meeting and other questions that followed, the Purchasing Manager issued 4 addendums to the original solicitation prior to the bid due date of July 23, 2024. The addendums were issued to address the questions, make minor modifications to the blueprints and make clarifications for all bidders.

On July 23, 2024, five bid proposals were received and opened. Bids were received from:

- The Summit Company, Inc., Keith Norush, 13191 Wayne Rd., Livonia, MI 48150
- Quadrate Constuction, LLC, Michael D'Agostini, 15801 23 Mile Rd., Macomb Twp., MI 48042
- PDSI Contractors, Dequan Travis, 20 W. Huron, Pontiac, MI 48342
- Lockwood Construction Company LLC, Dean Schroeder, 27777 Franklin #146, Southfield, MI 48034
- Bongero Construction Co., David Bongero, 33346 Glendale Ave., Livonia, MI 48150

Bongero Contruction Co. submitted the lowest bid proposal in accordance with specified requirements of this RFP.

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

The Livonia Division of Police requests Council approve and award the bid to Bongero Construction Co. as the lowest bidder meeting all requirements set forth in the solicitation for sealed bids placed on the Michigan Intergovernmental Trade Network (MITN), in accordance with the Finance Ordinance, for this project.

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

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

DETAILED WORK BEING PERFORMED

Manufacture and construction of a 1,700 sq. ft. slab two-story scenario training structure (according to blueprints) at the Livonia Glendale Training Center to include:

- Excavation
- Slab Foundation
- Roofing
- Rough Lumber
- Framed Carpentry & Labor
- Doors, Windows, Lights
- Electrical, Wiring
- Painting
- Permits

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

\$196,547.000 from forfeiture funds budgeted in account #262-333-976-000-Capital Outlay-Building Improvement.

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

David Bogero - Bongero Construction Co.- 33346 Glendale Ave., Livonia, MI 48150 - Lowest Bidder.

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc):

ATTACHMENTS

1. RFP-Livonia PD Scenerio Training Structure_June 18 2024
2. Addendum 1 - LivPDBrookstone-fnd
3. Addendum 2-MIBrookstone-flrpl (1)
4. Addendum 3-MIBrookstone-elev (1)
5. ADDENDUM 4 - Police Shoot Training Facility Q&A final -July 12 2024
6. BONGERO BID_Police Scenario Training Facility (1)
7. Bongero Bid Bond
8. Summit Proposal
9. lockwood Bid
10. PDSI Contractors-Proposal (1)
11. QUADRATE Construction Bid

APPROVED BY



Thomas Goralski, Police Chief

Date: August 02, 2024



Debra Peck Lichtenberg, CPA, Finance Director

Date: August 02, 2024



Carter Fisher, City Attorney

Date: August 05, 2024



Maureen Miller Brosnan, Mayor

Date: August 06, 2024



CITY OF LIVONIA

Police Department

Request for Proposal Construction of Scenario Training Structure

Date of Issue: 06/18/2024

**Proposal Opening Date: July 23, 2024,
At 2:00 PM ET**

Direct all inquiries concerning this RFP to:

**Gus Kandah
Purchasing Manager
Email: GKandah@Livonia.gov**

Telephone Number

Facsimile Number

ATTACHMENT D: STATEMENT OF QUALIFICATIONS

PROJECT REFERENCES

List similar projects completed within the last (3) years:

Project Title: DPW Renovations

Client: City of Southfield

Contact Person: Patrick Ryan Phone: 248-796-4100

Contract Amount: \$1,272,000.00

Start Date: June, 2023 Completion Date: April, 2024

Project Description: Interior Renovations for the City of Southfield's DPW building.

Project Title: City Hall & Police Station Renovations

Client: City of Howell

Contact Person: Erv Suida Phone: 517-546-3502

Contract Amount: \$1,000,000.00

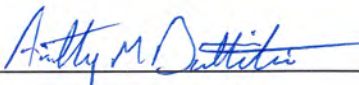
Start Date: January, 2023 Completion Date: December, 2023

Project Description: Interior Renovations to the city hall and police station.

STATEMENT OF QUALIFICATIONS

Project Title: Civic Center Library Break Room Renovations
Client: City of Livonia
Contact Person: Toni LaPorte Phone: 734-466-2491
Contract Amount: \$15,000.00
Start Date: Fall 2021 Completion Date: Fall 2021
Project Description: Renovations to the Civic Center Library break room

Project Title: Replacement of Handicap Ramp at Alexander Blue House
Client: City of Livonia
Contact Person: Emily Tchorz-Fielder Phone: 248-477-7375
Contract Amount: \$10,000.00
Start Date: Fall 2021 Completion Date: Fall 2021
Project Description: Installation of new handicap ramp at Greenmead

Form Completed by: Tony Dattilio
Name - Title

Signature
7/23/2024
Date

ATTACHMENT E: CERTIFICATION OF FINANCIAL CONDITION

Name of Vendor: The Summit Company, Inc.

The undersigned hereby certifies that: [check all applicable boxes]

☒ The Vendor is in sound financial condition and, if applicable, has received an unqualified audit opinion for the latest audit of its financial statements.

Date of latest audit: _____

☒ The Vendor has no outstanding liabilities, including tax and judgment liens, to the Internal Revenue Service or any other government entity.

☒ The Vendor is current in all amounts due for payments of federal and City taxes and required employment-related contributions and withholdings.

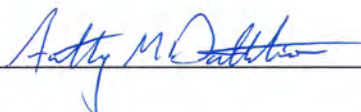
☒ The Vendor is not the subject of any current litigation or findings of noncompliance under federal or City law.

☒ The Vendor has not been the subject of any past or current litigation, findings in any past litigation, or findings of noncompliance under federal or City law that may impact in any way its ability to fulfill the requirements of this Contract.

☒ He or she is authorized to make the foregoing statements on behalf of the Vendor.

Note: This is a continuing certification and Vendor shall notify the Contract Lead within 15 days of any material change to any of the representations made herein.

If any one or more of the foregoing boxes is NOT checked, Vendor shall explain the reason in the space below:

	7/23/2024
Signature	Date
Tony Dattilio	President
Printed Name	Title

[This Certification must be signed by an individual authorized to speak for the Vendor]

AIA[®] Document A310[™] – 2010

Bid Bond

CONTRACTOR:*(Name, legal status and address)*

The Summit Company Inc
13191 Wayne Road
Livonia, MI 48150

OWNER:*(Name, legal status and address)*

City of Livonia
33000 Civic Center Drive
Livonia, MI 48154

BOND AMOUNT: Five Percent (5%) of Amount Bid

SURETY:*(Name, legal status and principal place of business)*

Hudson Insurance Company
100 William Street, 5th Floor
New York, NY 10038

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

PROJECT:*(Name, location or address, and Project number, if any)*

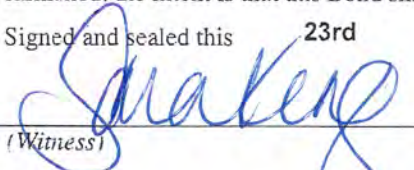
Scenerio Training Structure - LPD

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 23rd day of July, 2024


(Witness)


(Witness)

The Summit Company Inc

(Principal)

(Seal)

(Title)

Hudson Insurance Company

(Surety)

(Seal)

(Title)

Susan L Small, Attorney-in-Fact

Init.

ATTACHMENT E: PRICING (Complete & include in Proposal)

**FORM OF PROPOSAL
FOR
CONSTRUCTION OF SHOOT FACILITY FOR LPD**

Bid of PDSI Contractors hereinafter called Bidder, organizing and existing under the laws of or a resident of the State of Michigan, doing business as a corporation *.

*insert applicable "a corporation", "a partnership" or "an individual"

TO THE CITY OF LIVONIA, MICHIGAN, hereinafter called OWNER:

The undersigned as Bidder hereby declares that this Bid is made in good faith without fraud or collusion with any person or persons bidding on the same Contract; that the Bidder has read and examined the Notice to Bidders, Instructions to Bidders, Bid, General Conditions, Supplementary Conditions, Agreement, Forms of Proposal, Bond, Specifications and Drawings, as prepared by the ENGINEER, and understands all the same; that the Bidder or its representative has made personal investigation at the site and has become fully familiar about the conditions to be met in the execution of this Contract, and the undersigned proposes to furnish all labor, materials, tools, power, transportation, and construction equipment necessary for the construction of the Project and performing related work in full accordance with the aforesaid Contract Documents, including all Addenda officially issued, their receipt of which is hereby acknowledged:

Addendum No.	Addendum Date
<u>1</u>	<u>06/19/2024</u>
<u>2</u>	<u>06/26/2024</u>
<u>3 and 4</u>	<u>07/12/2024</u>

The Contract will be awarded to the lowest responsive, responsible Bidder based on the unit prices for all Work specified.

The Bidder agrees to complete the Project for the following unit prices:

Item No.	Item Description	Total Price (\$)
1	Excavation	
2	Slab Foundation	
3	Roofing	

4	Rough Lumber	
5	Carpentry Labor	
6	Doors, Windows. Lights	
7	Electrical, Wiring	
8	Painting	
9	Permits	

GRAND TOTAL 309,999

If the foregoing Bid shall be accepted by the OWNER, the undersigned agrees to enter the attached form of Agreement within ten (10) days after receiving notice of such acceptance, will furnish the OWNER satisfactory bonds and certificates of insurance coverage, and will complete the Project, at the price and within the time stated in this Bid.

The undersigned further agrees that if the foregoing Bid shall be accepted, work will commence immediately after the Contract has been awarded, the Agreement executed, and a Notice to Proceed received. **The undersigned shall complete the Work to Substantial Completion within 30 days of notice to proceed, and to Final Completion within 45 days of notice to proceed.** Substantial completion shall be met when all the pathways are open for use by the public. Final completion shall be met when all restoration items and punch-list work items have been completed.

The undersigned attaches hereto its Bid security, as required by the Notice to Bidders and Instructions to Bidders. The undersigned agrees that in case it shall fail to fulfill its obligations under the foregoing Bid, and/or shall fail to furnish bonds, as specified, the OWNER may, at its option determine that the undersigned has abandoned its rights and interests in such Contract and that its Bid security accompanying its Bid; has been forfeited to the said OWNER, but otherwise the Bid security shall be returned to the undersigned upon the execution of the Contract and the acceptance of the bonds.

The undersigned also agrees that for each calendar day that he may be in default of Substantial Completion of the Work, within the time specified in this Bid, the OWNER will suffer a damage of **Two Hundred and Fifty dollars (\$250.00)** per day and said OWNER shall be compensated therefore at the rate as liquidated damages in accordance with the Agreement.

In submitting this Bid, it is understood that the right is reserved by the OWNER to accept any bid, to reject any or all BIDS, and to waive irregularities in bidding in the interest of the OWNER.

SUBMITTED on 7/23/24
Date

20 W Huron
Street Address

Pontiac, MI 48342
City, State, ZIP

BY: PDSI Contractors
Name of Bidder

Dequan Travis
Signature

Dequan Travis Lead estimator
Name and Title of Signatory

Telephone Number

Facsimile Number

ATTACHMENT D: STATEMENT OF QUALIFICATIONS

PROJECT REFERENCES

List similar projects completed within the last (3) years:

Project Title: 404 Ditmar

Client: Regina Campbell

Contact Person: Regina Campbell Phone: 248-755-9492

Contract Amount: \$300,000

Start Date: 6/5/23 Completion Date: 10/23/23

Project Description: New home. All site work, framing and finishes included.

Project Title: Franklin Home

Client: Regina Campbell

Contact Person: Regina Campbell Phone: 248-755-9492

Contract Amount: \$330,000

Start Date: 3/9/23 Completion Date: 6/25/23

Project Description: New home. All site work, framing and finishes included.

STATEMENT OF QUALIFICATIONS

Project Title: _____
Client: _____
Contact Person: _____ Phone: _____
Contract Amount: _____
Start Date: _____ Completion Date: _____
Project Description: _____

Project Title: _____
Client: _____
Contact Person: _____ Phone: _____
Contract Amount: _____
Start Date: _____ Completion Date: _____
Project Description: _____

Form Completed by: Dequan Travis

Name - Title
Dequan Travis

Signature
7/23/24

Date

ATTACHMENT E: CERTIFICATION OF FINANCIAL CONDITION

Name of Vendor: PDSI Contractors

The undersigned hereby certifies that: [check all applicable boxes]

- ☐ The Vendor is in sound financial condition and, if applicable, has received an unqualified audit opinion for the latest audit of its financial statements.

Date of latest audit: _____

- ☐ The Vendor has no outstanding liabilities, including tax and judgment liens, to the Internal Revenue Service or any other government entity.
- ☐ The Vendor is current in all amounts due for payments of federal and City taxes and required employment-related contributions and withholdings.
- ☐ The Vendor is not the subject of any current litigation or findings of noncompliance under federal or City law.
- ☐ The Vendor has not been the subject of any past or current litigation, findings in any past litigation, or findings of noncompliance under federal or City law that may impact in any way its ability to fulfill the requirements of this Contract.
- ☐ He or she is authorized to make the foregoing statements on behalf of the Vendor.

Note: This is a continuing certification and Vendor shall notify the Contract Lead within 15 days of any material change to any of the representations made herein.

If any one or more of the foregoing boxes is NOT checked, Vendor shall explain the reason in the space below:

<u>Dequan Travis</u>	<u>7/23/24</u>
Signature	Date
<u>Dequan Travis</u>	<u>Lead estimator</u>
Printed Name	Title

[This Certification must be signed by an individual authorized to speak for the Vendor]

**Conforms with The American Institute of
Architects, A.I.A. Document No. A-310**

20 West Huron, Pontiac, MI 48342

Atlantic Specialty Insurance Company _____, of _____

the State of New York, as Surety, hereinafter called the Surety, are held and firmly bound unto

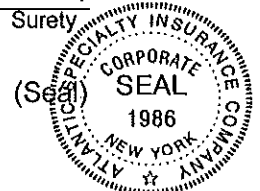
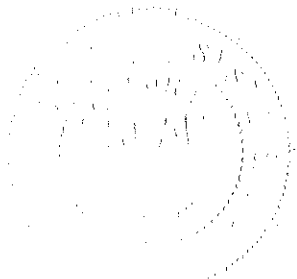
Dollars (\$ _____), for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

NOW, THEREFORE, if the Oblige shall accept the bid of the Principal and the Principal shall enter into a Contract with the Oblige in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give bond or bonds, if the Principal shall pay to the Oblige the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Oblige may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Pontiac Drywall Systems, Inc. dba-PDSI Contractors

Atlantic Specialty Insurance Company

By Melanie Blankenburg
Melanie Blankenburg, Attorney-in-Fact Surety





Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that ATLANTIC SPECIALTY INSURANCE COMPANY, a New York corporation with its principal office in Plymouth, Minnesota, does hereby constitute and appoint: **Melanie Blankenburg, Sharon Brickman, Daniel Fedeli, Kevin S. Keller, Scott Liptak, Logan Liptak, Jill LaBondano**, each individually if there be more than one named, its true and lawful Attorney-in-Fact, to make, execute, seal and deliver, for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof; provided that no bond or undertaking executed under this authority shall exceed in amount the sum of: **unlimited** and the execution of such bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof in pursuance of these presents, shall be as binding upon said Company as if they had been fully signed by an authorized officer of the Company and sealed with the Company seal. This Power of Attorney is made and executed by authority of the following resolutions adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the President, any Senior Vice President or Vice-President (each an "Authorized Officer") may execute for and in behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and affix the seal of the Company thereto; and that the Authorized Officer may appoint and authorize an Attorney-in-Fact to execute on behalf of the Company any and all such instruments and to affix the Company seal thereto; and that the Authorized Officer may at any time remove any such Attorney-in-Fact and revoke all power and authority given to any such Attorney-in-Fact.

Resolved: That the Attorney-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed and sealed by an Authorized Officer and, further, the Attorney-in-Fact is hereby authorized to verify any affidavit required to be attached to bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under the authority of the following Resolution adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the signature of an Authorized Officer, the signature of the Secretary or the Assistant Secretary, and the Company seal may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing an Attorney-in-Fact for purposes only of executing and sealing any bond, undertaking, recognizance or other written obligation in the nature thereof, and any such signature and seal where so used, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, ATLANTIC SPECIALTY INSURANCE COMPANY has caused these presents to be signed by an Authorized Officer and the seal of the Company to be affixed this twenty-seventh day of April, 2020.

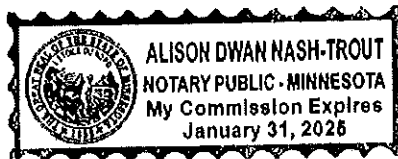


STATE OF MINNESOTA
HENNEPIN COUNTY

By


Paul J. Brehm, Senior Vice President

On this twenty-seventh day of April, 2020, before me personally came Paul J. Brehm, Senior Vice President of ATLANTIC SPECIALTY INSURANCE COMPANY, to me personally known to be the individual and officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, that he is the said officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the seal of said Company and that the said seal and the signature as such officer was duly affixed and subscribed to the said instrument by the authority and at the direction of the Company.

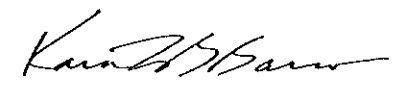



Notary Public

I, the undersigned, Secretary of ATLANTIC SPECIALTY INSURANCE COMPANY, a New York Corporation, do hereby certify that the foregoing power of attorney is in full force and has not been revoked, and the resolutions set forth above are now in force.

Signed and sealed. Dated 23rd day of July, 2024




Kara Barrow, Secretary

This Power of Attorney expires
January 31, 2025

CERTIFICATE OF AUTHORITY

Office of Financial and Insurance Regulation

Effective Date: June 8, 2011

THIS IS TO CERTIFY, that

ATLANTIC SPECIALTY INSURANCE COMPANY
(New York stock insurer)
NAIC No. 27154

is authorized in Michigan to transact the business of insurance, as defined in

Chapter 06 - Section 606 - Disability
Chapter 06 - Section 610 - Property
Chapter 06 - Section 614 - Ocean Marine
Chapter 06 - Section 616 - Inland Marine
Chapter 06 - Section 618 - Legal Expense
Chapter 06 - Section 620 - Automobile Insurance - limited
Chapter 06 - Section 624 - SubSection 1a - Casualty: Steam Boiler, Flywheel & Machinery
Chapter 06 - Section 624 - SubSection 1b - Casualty: Workers' Compensation
Chapter 06 - Section 624 - SubSection 1b - Casualty: Liability
Chapter 06 - Section 624 - SubSection 1b - Casualty: Automobile
Chapter 06 - Section 624 - SubSection 1c - Casualty: Plate Glass
Chapter 06 - Section 624 - SubSection 1d - Casualty: Sprinkler and Water Damage
Chapter 06 - Section 624 - SubSection 1e - Casualty: Credit
Chapter 06 - Section 624 - SubSection 1f - Casualty: Burglary and Theft
Chapter 06 - Section 624 - SubSection 1g - Casualty: Livestock
Chapter 06 - Section 624 - SubSection 1h - Casualty: Malpractice
Chapter 06 - Section 624 - SubSection 1i - Casualty: Misc - Other
Chapter 06 - Section 625 - Disability coverage supplemental to Auto Insurance
Chapter 06 - Section 628 - Surety & Fidelity

of P.A. 218 of 1956 as amended, The Michigan Insurance Code, so long as the insurer continues to conform to the authority granted by this certificate, its corporate articles, the requirements of P.A. 218 of 1956 and all amendments to it and any limitations, conditions or other matters which have been agreed to from time to time between the insurer and the Commissioner.

This Certificate of Authority is granted subject to the laws of the state of Michigan and, as set forth in Sections 405 and 405a of the Michigan Insurance Code (MCL 500.405 and 500.405a), shall be:

AUTOMATICALLY REVOKED 90 DAYS AFTER A CHANGE OF CONTROL WHICH HAS NOT RECEIVED PRIOR APPROVAL OR 90 DAYS AFTER THE INSURER OR AN AFFILIATED INSURER IS MADE SUBJECT TO FORMAL DELINQUENCY PROCEEDINGS UNLESS THE INSURER REQUALIFIES FOR A CERTIFICATE OF AUTHORITY UNDER THE PROVISIONS OF THE MICHIGAN INSURANCE CODE.



R. Kevin Clinton, Commissioner



Atlantic Specialty Insurance Company

Period Ended 12/31/2023

Dollars displayed in thousands

Admitted Assets		Liabilities and Surplus	
Investments:		Liabilities	
Bonds	\$ 2,666,141	Loss Reserves	\$ 1,181,377
Preferred Stocks	-	Loss Adjustment Expense Reserves	401,505
Common Stocks	765,847	Total Loss & LAE Reserves	1,582,881
Mortgage Loans	-		
Real Estate	-	Unearned Premium Reserve	806,718
Contract Loans	-	Total Reinsurance Liabilities	45,897
Derivatives	-	Commissions, Other Expenses, and Taxes due	78,426
Cash, Cash Equivalents & Short Term Investments	194,124	Derivatives	-
Other Investments	9,571	Payable to Parent, Subs or Affiliates	-
Total Cash & Investments	3,835,684	All Other Liabilities	810,774
		Total Liabilities	3,334,795
Premiums and Considerations Due	338,312		
Reinsurance Recoverable	127,403	Capital and Surplus	
Receivable from Parent, Subsidiary or Affiliates	17,691	Common Capital Stock	9,001
All Other Admitted Assets	83,457	Preferred Capital Stock	-
Total Admitted Assets	4,212,548	Surplus Notes	-
		Unassigned Surplus	251,805
		Other Including Gross Contributed	816,948
		Capital & Surplus	877,751
		Total Liabilities and C&S	4,212,548

State of Minnesota
County of Hennepin

I, Kara Barrow, Secretary of Atlantic Specialty Insurance Company do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company, on the 31st day of December, 2023, according to the best of my information, knowledge and belief.

Secretary

Subscribed and sworn to, before me, a Notary Public of the State of Minnesota on this 19th day of March, 2024.

Notary Public





Atlantic Specialty Insurance Company

Period Ended 12/31/2023

Dollars displayed in thousands

Admitted Assets		Liabilities and Surplus	
Investments:		Liabilities	
Bonds	\$ 2,666,141	Loss Reserves	\$ 1,191,377
Preferred Stocks	-	Loss Adjustment Expense Reserves	401,505
Common Stocks	765,847	Total Loss & LAE Reserves	<u>1,592,881</u>
Mortgage Loans	-		
Real Estate	-	Unearned Premium Reserve	808,718
Contract Loans	-	Total Reinsurance Liabilities	45,997
Derivatives	-	Commissions, Other Expenses, and Taxes due	78,425
Cash, Cash Equivalents & Short Term Investments	194,124	Derivatives	-
Other Investments	9,571	Payable to Parent, Subs or Affiliates	-
Total Cash & Investments	<u>3,635,684</u>	All Other Liabilities	<u>810,774</u>
		Total Liabilities	<u>3,334,795</u>
Premiums and Considerations Due	338,312	Capital and Surplus	
Reinsurance Recoverable	127,403	Common Capital Stock	9,001
Receivable from Parent, Subsidiary or Affiliates	17,691	Preferred Capital Stock	-
All Other Admitted Assets	83,457	Surplus Notes	-
Total Admitted Assets	<u>4,212,548</u>	Unassigned Surplus	251,605
		Other Including Gross Contributed	616,948
		Capital & Surplus	<u>877,751</u>
		Total Liabilities and C&S	<u>4,212,546</u>

State of Minnesota
County of Hennepin

I, Kara Barrow, Secretary of Atlantic Specialty Insurance Company do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company, on the 31st day of December, 2023, according to the best of my information, knowledge and belief.

Secretary

Subscribed and sworn to, before me, a Notary Public of the State of Minnesota on this 19th day of March, 2024.

Notary Public



ATTACHMENT E: PRICING (Complete & include in Proposal)

**FORM OF PROPOSAL
FOR
CONSTRUCTION OF SHOOT FACILITY FOR LPD**

Bid of Quadrate Construction, LLC hereinafter called Bidder, organizing and existing under the laws of or a resident of the State of Michigan, doing business as a membership *.

*insert applicable "a corporation", "a partnership" or "an individual"

TO THE CITY OF LIVONIA, MICHIGAN, hereinafter called OWNER:

The undersigned as Bidder hereby declares that this Bid is made in good faith without fraud or collusion with any person or persons bidding on the same Contract; that the Bidder has read and examined the Notice to Bidders, Instructions to Bidders, Bid, General Conditions, Supplementary Conditions, Agreement, Forms of Proposal, Bond, Specifications and Drawings, as prepared by the ENGINEER, and understands all the same; that the Bidder or its representative has made personal investigation at the site and has become fully familiar about the conditions to be met in the execution of this Contract, and the undersigned proposes to furnish all labor, materials, tools, power, transportation, and construction equipment necessary for the construction of the Project and performing related work in full accordance with the aforesaid Contract Documents, including all Addenda officially issued, their receipt of which is hereby acknowledged:

Addendum No.	Addendum Date
<u>1</u>	<u>6/19/2024</u>
<u>2</u>	<u>06/26/2024</u>
<u>3</u>	<u>7/12/2024</u>
<u>4</u>	<u>7/12/2024</u>

The Contract will be awarded to the lowest responsive, responsible Bidder based on the unit prices for all Work specified.

The Bidder agrees to complete the Project for the following unit prices:

Item No.	Item Description	Total Price (\$)
1	Excavation	34,000.00
2	Slab Foundation	45,600.00
3	Roofing	36,330.00

4	Rough Lumber	63,070.00
5	Carpentry Labor	48,600.00
6	Doors, Windows. Lights	20,000.00
7	Electrical, Wiring	13,740.00
8	Painting	6,000.00
9	Permits	3,672.00
GRAND TOTAL		\$ 271,012.00

If the foregoing Bid shall be accepted by the OWNER, the undersigned agrees to enter the attached form of Agreement within ten (10) days after receiving notice of such acceptance, will furnish the OWNER satisfactory bonds and certificates of insurance coverage, and will complete the Project, at the price and within the time stated in this Bid.

The undersigned further agrees that if the foregoing Bid shall be accepted, work will commence immediately after the Contract has been awarded, the Agreement executed, and a Notice to Proceed received. **The undersigned shall complete the Work to Substantial Completion within 30 days of notice to proceed, and to Final Completion within 45 days of notice to proceed.** Substantial completion shall be met when all the pathways are open for use by the public. Final completion shall be met when all restoration items and punch-list work items have been completed.

The undersigned attaches hereto its Bid security, as required by the Notice to Bidders and Instructions to Bidders. The undersigned agrees that in case it shall fail to fulfill its obligations under the foregoing Bid, and/or shall fail to furnish bonds, as specified, the OWNER may, at its option determine that the undersigned has abandoned its rights and interests in such Contract and that its Bid security accompanying its Bid; has been forfeited to the said OWNER, but otherwise the Bid security shall be returned to the undersigned upon the execution of the Contract and the acceptance of the bonds.

The undersigned also agrees that for each calendar day that he may be in default of Substantial Completion of the Work, within the time specified in this Bid, the OWNER will suffer a damage of **Two Hundred and Fifty dollars (\$250.00)** per day and said OWNER shall be compensated therefore at the rate as liquidated damages in accordance with the Agreement.

In submitting this Bid, it is understood that the right is reserved by the OWNER to accept any bid, to reject any or all BIDS, and to waive irregularities in bidding in the interest of the OWNER.

SUBMITTED on 07/23/2024

Date

15801 23 Mile Road

Street Address

Macomb Township, MI 48042

City, State, ZIP

BY: Michael D'Agostini

Name of Bidder

Signature

Michael D'Agostini, Member

Name and Title of Signatory

Telephone Number

Facsimile Number

ATTACHMENT D: STATEMENT OF QUALIFICATIONS

PROJECT REFERENCES

List similar projects completed within the last (3) years:

Project Title: See attached _____

Client: _____

Contact Person: _____ Phone: _____

Contract Amount: _____

Start Date: _____ Completion Date: _____

Project Description: _____

Project Title: _____

Client: _____

Contact Person: _____ Phone: _____

Contract Amount: _____

Start Date: _____ Completion Date: _____

Project Description: _____

STATEMENT OF QUALIFICATIONS

Project Title: See attached

Client: _____

Contact Person: _____ Phone: _____

Contract Amount: _____

Start Date: _____ Completion Date: _____

Project Description: _____

Project Title: _____

Client: _____

Contact Person: _____ Phone: _____

Contract Amount: _____

Start Date: _____ Completion Date: _____

Project Description: _____

Form Completed by: Michael D'Agostini, Member

Name - Title



Signature

07/23/2024

Date



List of References

Macomb Township

<https://www.macomb-mi.gov/>

Frank Viviano, Supervisor
586-992-0710

City of Berkley

<https://www.berkleymich.org/>

Alex Brown, Facilities Manager
248-658-3355

City of Warren

David Koss, Deputy Superintendent
(586) 574-4500

Macomb County Office of Public Defenders

Darren McKenna, Partners in Architecture
(586) 469-3600 ext. 122

Henshaw, Inc.

<https://www.henshawusa.com/>

Justin Clark
(586) 854-5664

LeCom, Inc.

<https://lecomutility.com/>

Joe Lentine
(810) 343-6425

CIE Automotive

www.cieautomotive.com

Joe Carroll
(586) 381-2869

Flagstar Bank

5151 Corporate Drive
Troy, MI 48098
Ted Wahby, Jr.
(586) 580-9741

Current Projects

<u>Project Name & Location</u>	<u>Contract Amount</u>	<u>Type of Work</u>	<u>Owner & Contact Information</u>	<u>Architect & Contact Information</u>	<u>Scheduled Completion Date</u>	<u>Anticipated Completion Dates</u>	<u>Percentage of the work being performed by Quadrate</u>	<u>Prime/Sub</u>
DPW Warren Garage Exterior Wall Improvements	\$ 471,042.40	The scope of the project includes the removal and replacement of the exterior EIFS and windows/doors at the front office section of the Water Garage Building located at 12821 Stephens in Warren, MI. The scope of work involved for this project is as follows: The removal and replacement of benches and concrete slabs, light poles and bases, metal fence with gate, and pond fountain. Rehabilitation of existing tennis courts; Removal of existing asphalt paving for the installation of 4230 sqft of brick pavers; Re-roofing and painting of existing pavilion and gazebo.	Warren Public Service Department Engineering Division One City Square, Suite 300, Warren, MI	Hubbell, Roth & Clark, Inc. 555 Hulet Dr, Bloomfield Hills, MI 48303	May 2024	May 2024	10%	Prime
Heritage Gardens Renovation, Phase II	\$ 877,064.00		Charter Township of Shelby 52700 Van Dyke Ave Shelby Twp, MI 48316	AEW 51301 Schoenherr Rd, Shelby Twp, MI 48315	December 2023	Fall 2025	10%	Prime
Seminole Elementary Academy Bldg. Renovations	\$ 1,652,342.00	Renovations including electrical and mechanical work to the Elementary and Early Childhood Building. Please note that the completion date is an average.	Mout Clemens Community Schools 167 Cass Avenue Mt. Clemens, MI 48043	Partners in Architecture, PLC 65 Market Street, Mount Clemens, MI 48043	January 2023	January 2025	10%	Prime
WWTP Septic and Vactor Receiving Station	\$ 2,975,707.00	A new 1,400 sq.ft. building to house septic and vactor receiving equipment. The building will be comprised of brick and block, with an EPDM roof. A new 24'x 29' open pre-engineered metal building drying area structure. All foundations, including part of the drive will be supported by grade beams and piles. The final use of the building will be a septic and vactor receiving facility	City of Mt. Clemens One Crocker Boulevard Mt. Clemens, MI 48043	AEW 51301 Schoenherr Rd, Shelby Twp, MI 48315	March 2024	December 2024	10%	Prime
Halmich Park Concession Building Improvements	\$ 349,959.87	The removal and replacement of fixtures at interior of the building, updated finishes, and reroofing work at the Concessions Building at Halmich Park, located at 3001 E. Thirteen Mile in Warren, MI.	City of Warren Purchasing Department One City Square, Suite 425 Warren, MI	Hubbell, Roth & Clark, Inc. 555 Hulet Dr, Bloomfield Hills, MI 48303	Fall 2024	Fall 2024	10%	Prime
City of Taylor Animal Shelter Renovation	\$ 3,893,000.00	This project entails the renovation and expansion of the City of Taylor Animal Shelter. The current shelter occupies 5,200 sf of the existing building. This existing 5,200 sf will be renovated, and a new 9,020 sf building addition will be constructed to expand the animal shelter to 14,220 sf. General Description of Work 1. Remove west end of existing poured in place concrete Maintenance Garage and steel barrel vault roof. 2. Construct 2-story masonry and steel Addition for Office and Garage Mezzanine space. Associated new mechanical, electrical, plumbing and interior build-out is included. 3. Pre-engineered entrance canopy at Office is required. 4. Site work, site utilities pavement and landscaping as related to the Addition work.	City of Taylor 23555 Goddard Road Taylor, MI 48180	Sidcock Group 45650 Grand River Ave. Novi, MI 48374	February 2025	February 2025	10%	Prime
Troy Maintenance Facility Renovation & Office Addition	\$ 2,536,283.00		Road Commission for Oakland County 31001 Lahser Road	Hubbell, Roth & Clark, Inc. 555 Hulet Dr, Bloomfield Hills, MI 48303	October 2025	October 2025	10%	Prime

Past Projects

This is a partial list of our signature projects, additional projects upon request.

Project Name & Location	Final Contract Amount	Initial Contract Amount	Type of Work	Owner & Contact Information	Architect & Contact Information	Scheduled Completion Date	Actual Completion Dates	Percentage of the work being performed by Quadrate
MISC Properties Office (Macomb Township)	\$ 1,100,000.00	\$ 1,100,000.00	Expansion and Remodel	MISC Properties, LLC, 16730 Enterprise Dr Macomb, MI 48044	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	May 2023	May 2023	10%
Macomb Township City Hall Basement Buildout (Macomb Twp)	\$ 519,956.00	\$ 609,442.00	A buildout of 15,026 square feet in the basement of the township hall building with minimal demolition of existing elements.	Macomb Township 5411 Broughton Rd, Macomb Twp, MI 48042	AEW 51301 Schoenherr Rd, Shelby Twp, MI 48315	September 2022	September 2022	10%
Berkley DPW Office Improvements (City of Berkley)	\$ 1,007,119.00	\$ 966,208.00	Design build for the town hall of the City of Berkley.	City of Berkley 3338 Coolidge Hwy, Berkley, MI 48072	Hubbell, Roth & Clark, Inc. 555 Hulet Dr, Bloomfield Hills, MI 48303	September 2022	September 2022	10%
Lecom Utility Contractors (Warren)	\$ 6,247,940.00	\$ 5,417,600.00	39,250sf Headquarters for Lecom Utility Contractors. The project involved the demolition of an existing Bowling alley in need of abatement of both Asbestos and Contaminated Soils. Quadrate Handled the Complete Design, Approval process, and construction.	J.A.L Property Investment, Inc. 29377 Hoover Rd, Warren, MI 48093	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	2021	2021	10%
Natrabis (Orion Twp)	\$ 13,753,628.00	\$ 13,255,616.00	49,293 SF Facility Construction	Natrabis BuildingLiberty Technie Center, Lot 3 Orion Twp, MI	Stucky Vitale Architects 27172 Woodward Ave, Royal Oak, MI 48067	2021	2021	10%
JAM Best One (Lansing)	\$ 1,367,500.00	\$ 1,367,500.00	10,449 SF addition consisting of garage with service pit, general office, and show room to an existing facility.	Jam Best One Fleet 6202 Fairfield Dr, Northwood, OH 43619	Coger/Shambarger Architect 4427 Talmadge, Toledo, OH	Spring 2020	Spring 2020	10%
Henshaw (Armada)	\$ 7,114,576.00	\$ 6,895,000.00	75,863 SF Industrial facility to be the new corporate headquarters of Henshaw, Inc., including (4) 5T-10T cranes.	Henshaw 70890 Powell Rd, Armada, MI 48005	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	Spring 2020	Spring 2020	10%
Universal Tool Equipment & Controls (Sterling Heights)	\$ 3,086,219.00	\$ 3,086,219.00	27 Weeks & Done! 116,000sf Industrial facility with 17,000sf of office is located in Sterling Heights, MI and was built for UTEC.	UTEC 42409 Van Dyke, Sterling Heights, MI 48313	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	January 2018	January 2018	10%
CIE Automotive (Macomb Twp)	\$ 15,999,605.00	\$ 16,150,000.00	Design and construct a 297,000 SF building. The project was constructed in 20 weeks and was completed in Summer 2018.	Century Plastics 50413 Utica Dr, Shelby Twp, MI 48315	Frank Salamone Architects 48701 Hayes Rd, Shelby Twp, MI 48315	Summer 2018	Summer 2018	10%
GFL Environmental (Pontiac)	\$ 1,652,000.00	\$ 1,652,000.00	GFL Environmental Material Recycling Facility Pontiac MI. 1 of 4 projects Quadrate was selected to do for GFL. We did Architectural / Structural design for both the renovation of what was left of the Pontiac Fiero Assembly plant along with designing, supplying and erecting a 38,000sf 43' tall, 200' clear span VP building addition.	GFL Environmental, Inc. 6200 Elmridge Dr, Sterling Heights, MI 48313	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	November 2022	November 2022	10%
Lakeside Collision (Shelby Township)	\$ 445,000.00	\$ 445,000.00	Expansion and Remodel	Marilyn Investments II, LLC 14665 23 Mile Rd, Shelby Twp, MI 48315	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	August 2023	August 2023	10%

Henshaw Automation (Armada)	\$ 1,317,892.00	\$ 1,317,892.00	New construction of 9,440sf warehouse	Henshaw, Inc. 100 Shafer Drive, Romeo, MI 48065	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	August 2023	August 2023	10%
Elements Material Technology (Warren)	\$ 4,500,000.00	\$ 4,500,000.00	20,000sf Testing facility addition. The project included Deep Pier concrete foundations, Significant Mechanical systems, upgrading the electrical service to a 3000amp Primary service, and handling of contaminated soils.	Elements Material Technology 27485 George Merrelli Dr, Warren, MI 48092	Quinn Evans 4219 Woodward Avenue, Suite 301, Detroit, MI 48201	June 2023	June 2023	10%
Detroit Animal Hospital (Detroit)	\$ 490,082.00	\$ 490,082.00	Supply and erect pre-engineered building	City of Detroit 7800 Russell, Detroit, MI	Studio Detroit Architects 2040 Park Avenue, Suite 200, Detroit, MI 48226	October 2023	October 2023	10%
Office of Public Defender Renovation (Macomb Township)	\$ 1,120,000.00	\$ 1,120,000.00	Renovations to a portion of the Clemens Center building from old retail and restaurant space into new office and training room space. The renovation area is approximately 9,600 square feet.	Macomb County 1 South Main Street, Mount Clemens, MI 48043	Partners in Architecture, PLC 65 Market Street, Mount Clemens, MI 48043	September 2023	September 2023	10%
CIE Golde (Auburn Hills)	\$ 2,169,068.00	\$ 2,169,068.00	Industrial Warehouse Addition	Golde Auburn Hills, LLC 4000 Pinnacle Court, Auburn Hills, MI 48326	SDA Architects, Inc. 42490 Garfield, Suite 204, Clinton Twp, MI 48038	November 2023	November 2023	10%
G & G Industrial Warehouse (Shelby Township)	\$ 5,300,000.00	\$ 5,300,000.00	Industrial Warehouse Addition	G & G Industries, Inc. 50665 Corporate Dr, Shelby Twp, MI 48042	Gillett Associates Architecture 32969 Hamilton Court, Suite 211, Farmington Hills, MI 48334	December 2023	December 2023	10%
Rochester Medical Office (Rochester Hills)	\$ 2,087,082.00	\$ 2,087,082.00	New construction of a 6,000sf medical office	Eastlake Northwest, LLC 24211 Little Mack, St. Clair Shores, MI 48080	Serra-Marko & Associates 189 E. Big Beaver Rd, Suite 106, Troy, MI 48063	December 2023	December 2023	10%
Culinary Arts Cooler Replacement	\$ 107,528.00	\$ 107,528.00	The project consists of the following: A. Replacement of the existing walk-in cooler at the Tower High School Culinary Arts Program Area. 1. Removal and installation of new gypsum board ceiling and lighting as shown for replacement of the walk-in cooler. 2. Associated mechanical and electrical alterations to the existing walk-in cooler as required for replacement. B. Installation of new rooftop condensing units. 1. Structural steel work associated with new rooftop condensing units is included. 2. Associated roofing work with the installation of the new rooftop condensing units (sawcutting and removal of existing BUR and metal roof deck and flashing in of new curbs). 3. Painting of all steel support (existing and new around new rooftop condensing units). C. Disconnection of mechanical systems to be removed or relocated and alteration to existing electrical systems to accommodate new mechanical systems.	Warren Woods Public Schools 12900 Frazho Road, Warren, MI 48088	Wakely Associates, Inc. 30500 Van Dyke Avenue, Suite 209, Warren, MI 48093	December 2023	December 2023	10%

THE AMERICAN INSTITUTE OF ARCHITECTS



AIA Document A310

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we

Quadrate Construction, LLC
15801 - 23 Mile Road, Macomb Township, MI 48042

as Principal, hereinafter called Principal, and

Liberty Mutual Insurance Company
175 Berkeley Street, Boston, MA 02116

a corporation duly organized under the laws of the State of **Massachusetts**
as Surety, hereinafter called Surety, are held and firmly bound unto

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

as Obligee, hereinafter called Obligee, in the sum of **Five Percent of Accompanying Bid**

Dollars **(5% of Bid)**

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for (Here insert full name, address and description of project)

Construction of Scenario Training Structure at the Police Range

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 23rd day of July, 2024.

Quadrate Construction, LLC

(Principal)

(Seal)

Michael DiAgostini (Title) member

Liberty Mutual Insurance Company

(Surety)

(Seal)

Holly Nichols (Title)
Attorney in Fact



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8198086-013068**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Anne Barick; Holly Nichols; Jason Rogers; Mark Madden; Michael D. Lechner; Nicholas Ashburn; Paul M. Hurley; Richard S. McGregor; Robert D. Heuer

all of the city of Rochester Hills state of MI each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 30th day of November, 2018.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By:

David M. Carey
David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 30th day of November, 2018 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By:

Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 23rd day of July, 2024.



By:

Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary



LETTER TO THE LIVONIA CITY COUNCIL

17.

Finance
July 30, 2024

MEETING DATE

R082624

PRESENTED BY

Debra Peck Lichtenberg, CPA, Finance Director

AGENDA ITEM

REQUEST TO SCHEDULE A FINANCE AND BUDGET COMMITTEE MEETING AND TO ESTABLISH A PUBLIC HEARING DATE: Department of Finance, re: for the Annual Budget for the fiscal year ending November 30, 2025.

BACKGROUND DETAILS

It is respectfully requested that you call a meeting of the Finance and Budget Committee on Monday, September 16, 2024, for presentation of the annual budget (to be held in the 5th floor gallery) and establish a Public Hearing on the annual budget for the fiscal year ending on November 30, 2025, to be held on Wednesday, October 2, 2024.

Thank you for your consideration of this matter.

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

It is respectfully requested that you schedule the meeting.

ATTACHMENTS

None

APPROVED BY

Debra Peck Lichtenberg, CPA, Finance Director

Date: August 02, 2024

Maureen Miller Brosnan, Mayor

Date: August 06, 2024



LETTER TO THE LIVONIA CITY COUNCIL

18.

Law
August 14, 2024

MEETING DATE

R082624

PRESENTED BY

Eric S. Goldstein

AGENDA ITEM

REQUEST TO SCHEDULE A CLOSED COMMITTEE OF THE WHOLE MEETING: Department of Law, re: for the purpose of discussing pending litigation and attorney/client privileged communications with respect to Gail E. Sullivan v City of Livonia; Wayne County Circuit Court Case No. 23-009613-NO.

BACKGROUND DETAILS

It is respectfully requested that the Council, by a two-thirds roll call vote in accordance with Sections 7(1) and 8(d) of the Open Meetings Act, schedule a closed meeting of the Committee of the Whole for the purpose of discussing the subject pending litigation and attorney/client privileged communications.

The following individuals should be invited to the closed meeting: Mayor Maureen Miller Brosnan, City Attorney Carter Fisher, Assistant City Attorney Eric S. Goldstein, Finance Director Debra Lichtenberg.

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

Schedule a Closed Committee of the Whole Meeting

ATTACHMENTS

None

APPROVED BY

Carter Fisher, City Attorney

Date: August 14, 2024

Maureen Miller Brosnan, Mayor

Date: August 15, 2024