

OFFICE OF THE COUNCIL

COUNCIL MEMBERS

BRANDON McCULLOUGH, PRESIDENT
MARTHA PTASHNIK, VICE PRESIDENT
CARRIE BUDZINSKI
ROB GJONAJ DONOVIC
SCOTT MORGAN
LYNDA L. SCHEEL
LAURA M. TOY



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

OFFICE OF THE COUNCIL

**MEETING PACKET FOR
THE REGULAR MEETING OF
MONDAY, FEBRUARY 10, 2025
7:00 P.M.**

**The electronic agenda is compiled, produced and
distributed by the City Council Staff.**

(734) 466-2250

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

2010th Regular Meeting Agenda of the Council of the City of Livonia
Monday February 10, 2025

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 January 27, 2025

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

CONSENT AGENDA

1. [REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Robert Rais, Knights of Columbus, re: to allow a car show with a DJ at Saint Colette's Catholic Church, 17600 Newburgh Road on Saturday, June 7, 2025, from 9:00 a.m. to 3:00 p.m.](#)
2. [REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: David Groff, re: in order to host a party with a band, to be held Friday, July 4, 2025, from 1:00 p.m. to 10:00 p.m. at the homes located at 18111 and 18133 Floral Street.](#)
3. [REVOCATION OF COMMERCIAL REHABILITATION EXEMPTION CERTIFICATE FOR SCHOOLCRAFT LODGE, INC: William Nofar, on behalf of Schoolcraft Lodge, re: to revoke tax exemption certificate #C2020-007 issued for real property located at 31501 Schoolcraft Road, beginning December 31, 2020 and ending December 30, 2027.](#)
4. [REQUEST FOR AUTHORIZATION TO WAIVE THE CITY'S FORMAL BIDDING PROCESS AND PURCHASE COMPUTERS USING THE STATE OF MICHIGAN CONTRACT PRICING. Division of Police, re; to replace multiple computers that are out of warranty and are at end of life, from budgeted funds.](#)
5. [REQUEST TO APPROVE FINAL COST INFORMATION AND TO AUTHORIZE ADDITIONAL APPROPRIATION AND EXPENDITURE; Engineering Division, re: for the 2024 Sidewalk Program - Contract 24-G. \(CR 74-24\)](#)
6. [REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Northridge Livonia, LLC, in conjunction with the construction of a storm drain system that provides adequate drainage for the Kroger Store D-615 Expansion project located at 33523 Eight Mile Road, in the Northeast 1/4 of Section 4.](#)

UNFINISHED BUSINESS – MEETINGS OF THE COMMITTEE

7. [COMMITTEE OF THE WHOLE MEETING OF JANUARY 27, 2025](#)
 - a. [The subject matter of Petition 2024-10-02-16, submitted by Livonia Gas Mart, to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the Southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35.\(CR 03-25\)](#)

8. CAPITAL OUTLAY AND INFRASTRUCTURE MEETINGS OF JANUARY 22, 2025, AND FEBRUARY 5, 2025.
 - a. The subject matter of the planning, design and construction of the new Civic Center Campus. (CR 330-24)

UNFINISHED BUSINESS

9. ROLL CALL: Proposed Amendment to the Livonia Code of Ordinances, as amended, Department of Law, re: Petition 2024-10-03-02, submitted by Andrea and Benjamin Edwards, requesting to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8.
First Reading given by Council Vice President Martha Ptashnik on January 27, 2025
10. REQUEST TO APPROVE THE SEVEN MILE/FARMINGTON VENTURE, LP PLANNED GENERAL DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LIVONIA AND THE SEVEN MILE/FARMINGTON VENTURE, LP: David H. Johns, Schostak Brothers & Company, Inc, on behalf of Seven Mile/Farmington Venture, LP, re: Petition 2023-06-02-07 approved by the Council on August 26, 2024, pursuant to CR 284-24, requesting waiver use approval for 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 located at 33500 W. Seven Mile Road, on the Southeast ¼ Section 4.

NEW BUSINESS

11. ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from Northridge Livonia, LLC, for a twenty-foot-wide public utility easement in connection with the sanitary sewer constructed within the Kroger D-615 Expansion Project, in the Northeast ¼ of Section 4. (Tax I.D. No.46-013-99-0032-007)
12. ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from Northridge Livonia, LLC, for a twelve-foot-wide public utility easement in connection with the water main constructed within the Kroger D-615 Expansion Project, in the Northeast ¼ of Section 4. (Tax I.D. No.46-013-99-0032-007)
13. ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from AEG Livonia Propco, LLC, for a twenty-foot-wide public utility easement in connection with the sanitary sewer constructed for the ClearPath Assisted Living project, in the Northeast ¼ of Section 4. (Tax I.D. No. 46-013-99-0032-002)
14. ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from AEG Livonia Propco, LLC, for a variable width public utility easement in connection with the water main constructed for the ClearPath Assisted Living project, in the Northeast ¼ of Section 4. (Tax I.D. No. 46-013-99-0032-002)

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

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

1.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

1. REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Robert Rais, Knights of Columbus, re: to allow a car show with a DJ at Saint Colette's Catholic Church, 17600 Newburgh Road on Saturday, June 7, 2025, from 9:00 a.m. to 3:00 p.m.

Robert Rais was present on behalf of the Knights of Columbus, He indicated this is an annual car show on the property at Saint Colette's Catholic Church and they have a DJ playing music as well as other family friendly activities.

Vice President Ptashnik indicated she is a parishioner at Saint Colette's and has attended this event before and wished Mr. Rais well.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

1.

Clerk
January 17, 2025

MEETING DATE

S012725

PRESENTED BY

AGENDA ITEM

REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: Robert Rais, Knights of Columbus, re: to allow a car show with a DJ at Saint Colette's Catholic Church, 17600 Newburgh Road, on Saturday, June 7, 2025, from 9:00 a.m. to 3:00 p.m.

BACKGROUND DETAILS

Request for the Annual Car Show in the parking lot of St. Colette Parish, located at 17600 Newburgh Road, with a DJ to provide music from 9:00 a.m. to 3:00 p.m. on Saturday, June 7, 2025.

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

Approve request as submitted.

ATTACHMENTS

1. S012725, Rob Rais, Noise Waiver, June Annual Car Show

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: January 17, 2025

**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: 1-6-25 Date to appear at a Council Meeting: _____

Name of Neighborhood Representative: ROBERT H. RAIS

Address (please include zip code): 39499 NORTHWIND CT NORTHVILLE
48167

Telephone Number with area code: Home: 248-348-0399 Office: _____

Email: bobdebrais@hotmail.com

Please circle what is being requested – ^{CAR SHOW} **“BLOCK PARTY”** and/or **“STREET BARRICADING”**

<u>6-7-25</u>	<u> </u>	<u>9AM-3PM</u>
Date of Block Party and/or Barricading	Rain Date	Start/end time of Block Party and/or Barricading End time is no later than 10:00 p.m.

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

CAR SHOW WITH MUSIC - AT ST. COLETTE PARISH
PARKING LOT, OFF NEWBURGH RD NORTH OF 6 MILE RD.

Type of Event: Briefly (Describe activities planned. Music, barbecue, games, etc.) CAR SHOW WITH A
DJ PROVIDING MUSIC.

How many barricades are you requesting (max. 10)? NONE

Approximate Number Attending: 400

Date of Council Approval/Denial: _____

Council Resolution Number: _____



Knights of Columbus

DR. THOMAS A. DOOLEY COUNCIL, No. 5492
17600 Newburgh Road
Livonia, Michigan 48152

January 3, 2025

To Whom it may Concern,

Saint Colette's Catholic Church , 17600 Newburgh Road , Livonia , MI. 48152 is requesting a waiver of the Noise Ordinance on 06-07-2025. We will be Hosting our 84 Annual Car Show in our parking lot from 9 AM - 3 PM , a DJ will be providing music during this time frame.

The Knights of Columbus Council #5492 from our Parish will be in charge. Please contact Bob Rais at 248-348-0399 or Lou Fiorentino 248-347-7816 , should you have any questions.

Thank You

A handwritten signature in cursive script that reads "Robert H. Rais".

Robert. Rais

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

2.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

2. REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: David Groff, re: in order to host a party with a band, to be held Friday, July 4, 2025, from 1:00 p.m. to 10:00 p.m. at the homes located at 18111 and 18133 Floral Street.

David Groff was present to answer any questions of Council. He stated this will be the second block party with a live band to celebrate the Fourth of July holiday and invited Council members to attend.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

2.

Clerk
January 17, 2025

MEETING DATE

S012725

PRESENTED BY

AGENDA ITEM

REQUEST TO WAIVE THE CITY'S NOISE ORDINANCE: David Groff, re: in order to host a party with a band, to be held Friday, July 4, 2025, from 1:00 p.m. to 10:00 p.m. at the homes located at 18111 and 18133 Floral Street.

BACKGROUND DETAILS

Fourth of July party with a band requesting a noise waiver from David Groff to be held Thursday, July 4, 2025, from 1:00 p.m. to 10:00 p.m., on Floral Street between Curtis and Lathers Streets.

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

Approve as submitted.

ATTACHMENTS

1. S012725, David Groff, Block Party, 18133 Floral

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: January 17, 2025

**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: 1/15/25 Date to appear at a Council Meeting: _____

Name of Neighborhood Representative: David Groff

Address (please include zip code): 18133 Floral 48152

Telephone Number with area code: Home: 313-492-0121 Office: _____

Email: dave99gst@gmail.com

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

<u>JULY 4th 2025</u>	<u>July 5th 2025</u>	<u>1:00 - 10:00</u>
Date of Block Party and/or Barricading	Rain Date	Start/end time of Block Party and/or Barricading End time is no later than 10:00 p.m.

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

Party location will be at 18111 & 18133 Floral
Located on Floral between Curtis & Lathers.
Only plan to barricade off a few houses as to not disrupt traffic

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

Annual neighborhood 4th celebration , Live Music , bbq ,large Water Slide
Volleyball , cornhole. Neighbors are welcome and do attend.

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

Approximate Number Attending: 50 - 60

Date of Council Approval/Denial: _____

Council Resolution Number: _____

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

3.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

3. **REVOCATION OF COMMERCIAL REHABILITATION EXEMPTION CERTIFICATE FOR SCHOOLCRAFT LODGE, INC:** William Nofar, on behalf of Schoolcraft Lodge, re: to revoke tax exemption certificate #C2020-007 issued for real property located at 31501 Schoolcraft Road, beginning December 31, 2020 and ending December 30, 2027.

Mark Taormina, City Planner and Economic Development Director, presented the item to Council and indicated it involves problematic property located at 31501 Schoolcraft Road. Originally the tax exemption certificate was applied for in 2019 but ultimately was approved in 2020. The tax exemption certificate will expire at the end of 2027 and due to market constraints and conditions, the petitioner would like to revoke the certificate at this time. Mr. Taormina indicated the petitioner could reapply for a new tax exemption certificate when the market improves and they are able to proceed with the redevelopment of the property.

William Nofar was present on behalf of Schoolcraft Lodge. He stated this particular property presented many challenges that simply cannot be overcome. Mr. Nofar stated when the market improves, they plan to continue to work out the challenges of this property and will revisit developing the property at that time.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

3.

Clerk
January 17, 2025

MEETING DATE

S012725/R021025

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REVOCATION OF COMMERCIAL REHABILITATION EXEMPTION CERTIFICATE FOR SCHOOLCRAFT LODGE, INC: William Nofar, on behalf of Schoolcraft Lodge, re: to revoke tax exemption certificate #C2020-007 issued for real property located at 31501 Schoolcraft Road, beginning December 31, 2020 and ending December 30, 2027.

BACKGROUND DETAILS

REQUEST REVOCATION FOR THE COMMERCIAL REHABILITATION EXEMPTION CERTIFICATE C2020-007: William Nofar, on behalf of Schoolcraft Lodge, Inc., re: the delay in initiation of the project located at 31501 Schoolcraft Road, in the Northeast ¼ of Section 27(Commercial Rehabilitation District #4), for the CFT Certificate. (CR 216-20)

The Clerk's Office received an email dated January 16, 2025, from William Nofar requesting the Council revoke the CFT for Schoolcraft Lodge, Inc. Mr. Nofar states he would like to reapply when the project is in motion.

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

Approve as submitted.

ATTACHMENTS

1. S012725, William Nofar, Schoolcraft Lodge Revocation Email Request
2. CRE Certificate, Schoolcraft Lodge

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: January 17, 2025

From: william nofar<WILLIAMNOFAR@msn.com>

To: Miller, Lori;Kasprowicz, Sara;DeMarco, Doris

Cc: Liberati, Jacob;robertnofar@msn.com;Gosselin, Linda;Alexander, Julie;Taormina, Mark

Thu 1/16/2025 12:25 PM

Dear Honorable Members of the City Council,

I am requesting a revocation of the CFT for Schoolcraft Lodge Inc. We are in 2025 currently not doing anything on the site because of the following reasons:

Current Interest Rates are too high.

Cost of Construction and Materials is too high.

It is very difficult getting a construction loan at present time.

We would like to reapply at a later date when the project is in motion.

Thank you,

William Nofar

248-787-6507



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

RACHAEL EUBANKS
STATE TREASURER

October 23, 2023

William Nofar
Schoolcraft Lodge Inc.
50102 Drakes Bay Drive
Novi, MI 48374

Dear Sir or Madam:

The State Tax Commission at their October 23, 2023 meeting amended your commercial rehabilitation exemption certificate C2020-007, in accordance with Public Act 210 of 2005, as amended. Enclosed is a copy of the amended certificate issued to Schoolcraft Lodge Inc. for 31501 Schoolcraft Road, located in the City of Livonia, Wayne County.

A party aggrieved by the issuance, refusal to issue, revocation, transfer or modification of an exemption may appeal a final decision of the State Tax Commission by filing a petition with the Michigan Tax Tribunal, www.michigan.gov/taxtrib, within 35 days. MCL 205.735a (6).

If you have any questions regarding this exemption, please contact the Community Services Division at (517) 335-7491 or by email at pte@michigan.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "David A. Buick".

David A. Buick, Executive Director
State Tax Commission

Enclosure
By Certified Mail
cc: Linda K. Gosselin, Assessor, City of Livonia
Clerk, City of Livonia



Commercial Rehabilitation Exemption Certificate

Certificate No. **C2020-007** Amended

Pursuant to the provisions of Public Act 210 of 2005, as amended, the State Tax Commission hereby issues a Commercial Rehabilitation Exemption Certificate for the qualified facility, as described in the approved application, owned by **Schoolcraft Lodge Inc.**, and located at **31501 Schoolcraft Road, City of Livonia, County of Wayne, Michigan**.

This certificate provides the authority for the assessor to exempt the qualified facility for which this Commercial Rehabilitation Exemption Certificate is in effect, but not the land on which the rehabilitated facility is located or the personal property, from ad valorem taxation. This certificate further provides the authority to levy a specific tax known as the Commercial Rehabilitation Tax.

This certificate, unless revoked as provided by Public Act 210 of 2005, as amended, shall remain in force for a period of **10 year(s)**;

Beginning December 31, 2020, and ending December 30, 2030.

The real property investment amount for this obsolete facility is **\$9,180,000**.

The frozen taxable value of the real property related to this certificate is **\$218,500**.

This Commercial Rehabilitation Exemption Certificate is issued on **November 17, 2020**.

This amended Commercial Rehabilitation Exemption Certificate is issued on **October 23, 2023** and supersedes all previously issued certificates.



A handwritten signature in cursive script, reading "Peggy L. Nolde".

Peggy L. Nolde, Chairperson
State Tax Commission

A TRUE COPY
ATTEST:

A handwritten signature in cursive script, reading "Patrick Huber".
Patrick Huber
Michigan Department of Treasury

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

4.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

5. REQUEST FOR AUTHORIZATION TO WAIVE THE CITY'S FORMAL BIDDING PROCESS AND PURCHASE COMPUTERS USING THE STATE OF MICHIGAN CONTRACT PRICING. Division of Police, re; to replace multiple computers that are out of warranty and are at end of life, from budgeted funds.

Chief Thomas Goralski, Livonia Police Department, presented the item to Council. Chief Goralski indicated the request is to purchase old, outdated computers in multiple police cruiser vehicles as well as some desktop computers at LPD which have outlived their purpose. Chief Goralski stated the pricing comes from the State of Michigan contract pricing and there are sufficient funds in the budget for the purchase of these computers.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

5.

Police
January 14, 2025

MEETING DATE

S012725/R021025

PRESENTED BY

Thomas Goralski, Police Chief

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO WAIVE THE CITY'S FORMAL BIDDING PROCESS AND PURCHASE COMPUTERS USING THE STATE OF MICHIGAN CONTRACT PRICING. Division of Police, re; to replace multiple computers that are out of warranty and are at end of life, from budgeted funds.

BACKGROUND DETAILS

The Livonia Division of Police is requesting authorization to purchase forty-four (44) Dell OptiPlex Tower (Plus 7020). This purchase will replace current network and Avigilon desktop computers, which are out of warranty, at end of life and replacement parts are limited or no longer available. The equipment was approved on the State of Michigan Contract Pricing #071B6600111. The requested replacement represents approximately one-third (1/3) of our current desktop computers.

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

The Livonia Division of Police respectfully requests Council's approval to waive the competitive bid process pursuant to Livonia Code of Ordinances, Section 3.04.140 (E) (4), and authorize the purchase of forty-four (44) Dell OptiPlex Tower (Plus 7020) from Dell Inc, utilizing State of Michigan Contract Pricing #071B6600111.

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

Forty-Four (44) OptiPlex Tower (Plus 7020) Computers

Dell Inc.,
One Dell Way
Mail Stop 8129
Round Rock, TX 78682

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

DETAILED WORK BEING PERFORMED

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

The proposed purchase will cost \$45,331.00 from budgeted funds in account #101-306-971-000.

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

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): No Advantage to the City. The proposed quote is subject to the State of Michigan Contract Pricing under agreement # 071B6600111.

ATTACHMENTS

1. Dell Quote

APPROVED BY



Thomas Goralski, Police Chief

Date: January 15, 2025



Debra Peck Lichtenberg, CPA, Finance Director

Date: January 17, 2025



Carter Fisher, City Attorney

Date: January 17, 2025



Maureen Miller Brosnan, Mayor

Date: January 17, 2025

Livonia Police Department



Departmental Correspondence

Date: 12/13/2024

Subject: Request for Council Approval

To: Chief Goralski (thru channels)

Dept: Administration

From: Steven Arslanian

Dept: Computer Services

Chief,

The attached purchase order request for Dell desktops will replace current network and Avigilon desktop computers. These systems are out of warranty, end of life and replacement parts are limited or no longer available.

Total cost (quote attached) will be \$45,331.00, which will come out of budgeted funds in account # 101-306-971-000.

Respectfully submitted,

Steven Arslanian

Steven Arslanian
Computer Services

Attached: Purchase Order Request
Dell Quote

Livonia Police Department

To: Captain Yon through Channels

Subject: ☒ Request for Purchase Order ☐ Request for Payment (invoice must be attached)

☐ Confirming Order (prior Admin. approval required)

DELL Inc.
ONE DELL WAY
MAIL STOP 8129
ROUND ROCK, TX 78682

Name/
Title

15 Jan

101-306-971-000

☒ N/A ☐ Yes

Item / Description / Order Number	Cost each	Quantity	Total Cost
Dell OptiPlex Tower (Plus 7020)	1030.25	44	\$45,331.00
			0.00
			0.00
			0.00
			0.00
			0.00
DELL Quote Attached			0.00
			0.00
			0.00
Subtotal			\$45,331.00
Shipping & Handling (Enter S&H on page 2 if a second page is required, otherwise, enter S&H in "Cost each" column.)			\$0.00
TOTAL			\$45,331.00

Gov Contract Name State of Michigan - 071B6600111, Contract Code C000000009850

Please email PO to Steven.Arslanian@LivoniaPD.com

Steven Arslanian #722

☒ If checked, please send copies to requestor.



Your quote is ready for purchase.

Complete the purchase of your personalized quote through our secure online checkout before the quote expires on **Jan. 12, 2025**.

You can download a copy of this quote during checkout.

Place your order

Quote Name:	LPD 2025 PC Purchase	Sales Rep	Derek Amos
Quote No.	3000184178296.1	Phone	1(800) 456-3355, 6179211
Total	\$45,331.00	Email	Derek_Amos@Dell.com
Customer #	10930484	Billing To	ACCOUNTS PAYABLE
Quoted On	Dec. 13, 2024		LIVONIA PD MI
Expires by	Jan. 12, 2025		15050 FARMINGTON RD
Contract Name	State of Michigan -		LIVONIA, MI 48154-5417
	071B6600111		
Contract Code	C000000009850		
Customer Agreement #	071B6600111		
Deal ID	27184473		

Message from your Sales Rep

Please use the Order button to securely place the order with your preferred payment method online. You may contact your Dell sales team if you have any questions. Thank you for shopping with Dell.

Regards,
Derek Amos

Shipping Group

Shipping To	Shipping Method
STEVEN ARSLANIAN	Standard Delivery
LIVONIA PD MI	
15050 FARMINGTON RD	
LIVONIA, MI 48154-5417	
(734) 466-2390	

Product	Unit Price	Quantity	Subtotal
OptiPlex Tower (Plus 7020)	\$1,030.25	44	\$45,331.00

Subtotal:	\$45,331.00
Shipping:	\$0.00
Non-Taxable Amount:	\$45,331.00
Taxable Amount:	\$0.00
Estimated Tax:	\$0.00

Total: \$45,331.00

Accelerate the power of AI for your data

Take the first step in achieving
Generative AI success

[Learn More](#)

Shipping Group Details

Shipping To

STEVEN ARSLANIAN
LIVONIA PD MI
15050 FARMINGTON RD
LIVONIA, MI 48154-5417
(734) 466-2390

Shipping Method

Standard Delivery

		Unit Price	Quantity	Subtotal
OptiPlex Tower (Plus 7020)		\$1,030.25	44	\$45,331.00
Estimated delivery if purchased today: Dec. 30, 2024 Contract # C000000009850 Customer Agreement # 071B6600111				
Description	SKU	Unit Price	Quantity	Subtotal
OptiPlex Tower Plus 7020 XCTO	210-BLDN	-	44	-
Intel Core i7 processor 14700 vPro (33 MB cache, 20 cores, 28 threads, up to 5.4 GHz Turbo, 65W)	338-CNCK	-	44	-
Windows 11 Pro, English, Brazilian Portuguese PT-BR, French, Spanish	619-ARSB	-	44	-
16 GB: 2 x 8 GB, DDR5	370-BBPQ	-	44	-
M.2 2230 512GB PCIe NVMe SSD Class 35	400-BQSB	-	44	-
M2X3.5 Screw for SSD/DDPE	773-BBBC	-	44	-
NO RAID	817-BBBN	-	44	-
Intel Integrated Graphics	490-BBFG	-	44	-
OptiPlex Tower Plus with 260W Bronze Power Supply	329-BJYQ	-	44	-
System Power Cord (Philippine/TH/US)	450-AAOJ	-	44	-
DVD+/-RW Bezel	325-BDLS	-	44	-
8x DVD+/-RW/RAM 9.5mm Slimline Optical Disk Drive	429-ABFH	-	44	-
CMS Essentials DVD no Media	658-BBTV	-	44	-
No Media Card Reader	379-BBHM	-	44	-
No Wireless LAN Card	555-BKHY	-	44	-
Optional DisplayPort	382-BBKE	-	44	-
Dell KB216 Wired Keyboard English	580-ADJC	-	44	-
Dell Optical Mouse - MS116 (Black)	570-ABIE	-	44	-
No Cover Selected	325-BCZQ	-	44	-
Dell Additional Software	634-CHFP	-	44	-
ENERGY STAR Qualified	387-BBLW	-	44	-
SERI Guide (ENG/FR/Multi)	340-AGIK	-	44	-
Watch Dog SRV	379-BFMR	-	44	-
Quick Start Guide, OptiPlex Tower Plus	340-DMRT	-	44	-
Print on Demand Label	389-BDQH	-	44	-
Trusted Platform Module (Discrete TPM Enabled)	329-BBJL	-	44	-
Shipping Material	340-CNZU	-	44	-
Shipping Label	389-BBUU	-	44	-
Regulatory Label for OptiPlex Tower Plus 7020 260W PSU	389-FGLS	-	44	-

No Hard Drive Bracket, Dell OptiPlex	575-BBKX	-	44	-
Intel® Rapid Storage Technology Driver	658-BFSK	-	44	-
Intel Core i7 Processor Label	340-CUEQ	-	44	-
Desktop BTO Standard shipment	800-BBIO	-	44	-
No Additional Network Card Selected (Integrated NIC included)	555-BBJO	-	44	-
No Additional Add In Cards	382-BBHX	-	44	-
Custom Configuration	817-BBBB	-	44	-
No vPro support	631-BBRD	-	44	-
Internal Speaker	520-AARD	-	44	-
EPEAT 2018 Registered (Silver)	379-BDTO	-	44	-
Dell Limited Hardware Warranty Plus Service	812-3886	-	44	-
ProSupport Plus: Accidental Damage Service, 5 Years	812-3938	-	44	-
ProSupport Plus: Keep Your Hard Drive, 5 Years	812-3939	-	44	-
ProSupport Plus: Next Business Day Onsite 5 Years	812-3940	-	44	-
ProSupport Plus: 7x24 Technical Support, 5 Years	812-3941	-	44	-
Thank you for choosing Dell ProSupport Plus. For tech support, visit www.dell.com/contactdell or call 1-866-516-3115	997-8367	-	44	-

Subtotal:	\$45,331.00
Shipping:	\$0.00
Estimated Tax:	\$0.00
Total:	\$45,331.00

Important Notes

Terms of Sale

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

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

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

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

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

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

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

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

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

^DELL BUSINESS CREDIT (DBC): Offered to business customers by WebBank, who determines qualifications for and terms of credit. Taxes, shipping and other charges are extra and vary. The Total Minimum Payment Due is the greater of either \$20 or 3% of the New Balance shown on the statement rounded up to the next dollar, plus all past due amounts. Dell and the Dell logo are trademarks of Dell Inc.

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

5.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

6. REQUEST TO APPROVE FINAL COST INFORMATION AND TO AUTHORIZE ADDITIONAL APPROPRIATION AND EXPENDITURE; Engineering Division, re: for the 2024 Sidewalk Program - Contract 24-G. (CR 74-24)

Todd Zilincik, City Engineer, presented the item to Council. Mr. Zilincik stated the request is simply a housekeeping matter to approve the final costs to complete the 2024 Sidewalk Program (Contract 24-G). Mr. Zilincik stated the contractor has always done a good job for the City and the work has been completed.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

6.

Engineering
January 13, 2025

MEETING DATE

S012725/R021025

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO APPROVE FINAL COST INFORMATION AND TO AUTHORIZE ADDITIONAL APPROPRIATION AND EXPENDITURE: Engineering Division, re: for the 2024 Sidewalk Program - Contract 24-G. (CR 74-24)

BACKGROUND DETAILS

Council Resolution No. 74-24, adopted February 28, 2024 approved a contract for the 2024 Sidewalk Program with Joe Rotondo Construction Corporation, 38807 Ann Arbor Road, Suite 2, Livonia, Michigan 48150. The final allocation of costs connected to this project are shown on Attachment A. In order to finalize this project, it is recommended that the City Council establish a final project cost at \$1,184,596.88 (this includes the 10% Engineering Division's administrative fee) of which \$301,770.98 is to be charged to Single Lot Assessments and a total of \$882,825.90 which is to be charged to the following City funds; \$728,164.71 to the Road, Sidewalk and Tree Fund, Account No. 204-447-977-010, \$102,021.15 to the Michigan Transportation Fund (Local Road – Distributed Sidewalk Cost), Account No. 203-451-977-010, \$10,908.65 to the Michigan Transportation Fund (Major Road – Distributed Sidewalk Cost), Account No. 202-451-977-010 and \$38,026.75 to the Unexpended Fund Balance of the Water and Sewer Fund (592). Also included in the final project cost is \$3,704.64 for Contractor permitted damaged walk, these costs to be charged to the Forfeited Bond Fund, Account No. 101-000-658-702.

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

In order to finalize this project, it is recommended that the City Council establish a final project cost at \$1,184,596.88 (this includes the 10% Engineering Division's administrative fee) of which \$301,770.98 is to be charged to Single Lot Assessments and a total of \$882,825.90 which is to be charged to the following City funds; \$728,164.71 to the Road, Sidewalk and Tree Fund, Account No. 204-447-977-010, \$102,021.15 to the Michigan Transportation Fund (Local Road – Distributed Sidewalk Cost), Account No. 203-451-977-010, \$10,908.65 to the Michigan Transportation Fund (Major Road – Distributed Sidewalk Cost), Account No. 202-451-977-010 and \$38,026.75 to the Unexpended Fund Balance of the Water and Sewer Fund (592). Also included in the final project cost is \$3,704.64 for Contractor permitted damaged walk, these costs to be charged to the Forfeited Bond Fund, Account No. 101-000-658-702.

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)

\$301,770.98 charged to Single Lot Assessments
\$728,164.71 from Account No. 204-441-977-010 (Road, Sidewalk and Tree Fund)
\$102,021.15 from Account No. 203-451-977-010 Michigan Transportation Fund (Local Road - Distributed Sidewalk Cost)
\$10,908.65 from Account No. 202-451-977-010 Michigan Transportation Fund (Major Road - Distributed Sidewalk Cost)
\$38,026.75 from Unexpended Fund Balance of the Water and Sewer Fund (592)
\$3,704.64 from Account No. 101-000-658-702 (Forfeited Funds)

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

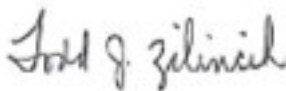
n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): n/a

ATTACHMENTS

1. 1-13-25 Attachment A - Final Cost Breakdown for the 2024 Sidewalk Program
2. CR# 074-24 S.L 24-G Rotondo

APPROVED BY



Todd Zilincik, P.E., City Engineer

Date: January 14, 2025



Don Rohraff, Director of Public Works

Date: January 14, 2025



Debra Peck Lichtenberg, CPA, Finance Director

Date: January 17, 2025



Maureen Miller Brosnan, Mayor

Date: January 17, 2025

ATTACHMENT A

2024 SIDEWALK PROGRAM - Contract Award Amount -- \$1,094,773.20

A. Final Cost Information:

Construction Costs (Rotondo)	\$1,063,303.30
†Construction Costs (Precision)	\$14,963.25
Administrative Fee (10%)	<u>\$106,330.33</u>
Total Project Cost	<u>\$1,184,596.88</u>

B. Apportionment of Costs:	<u>Final Costs</u>	<u>Authorized</u>	<u>Additional to be Authorized</u>
*Total Single Lot Assessment	*\$301,770.98	\$294,694.02	\$7,076.96
Total City Participation			
Tree Root Repairs	\$728,164.71	\$750,000.00	(\$21,835.29)
ADA Ramps			
Local Roads	\$102,021.15	\$102,056.50	(\$35.35)
Major Roads	\$10,908.65	\$16,000.00	(\$5,091.35)
Water & Sewer Repairs	\$38,026.75	\$40,000.00	(\$1,973.25)
Contractor Damaged Walk (Forfeited Bond Fund)	\$3,704.64	\$0.00	\$3,704.64
Total Project Cost	<u>\$1,184,596.88</u>	<u>\$1,202,750.52</u>	

Notes:

*Includes additional homeowner requested walk at 11 locations totaling \$8,509.44

†The Precision Concrete portion of the construction costs uses a grinding technique to repair the lifted walk.

The Contractor damaged walk will be billed and paid for by the respective entities.

A total of 536 locations were completed under this contract (not including the 18 locations (39 corners) where ADA ramps were completed).

Attachment for letter dated January 14, 2025.

LORI L. MILLER
CITY CLERK

DORIS E. DeMARCO
DEPUTY CITY CLERK

OFFICE OF THE CITY CLERK



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2230
FAX: (734) 421-1147

March 12, 2024

Joe Rotondo Construction Corp.
38807 Ann Arbor Road, Suite 2
Livonia, Michigan 48150

Precision Concrete Inc.
1896 Goldeneye Drive
Holland, Michigan 49424

To whom it may concern:

The Council of the City of Livonia, at a Regular Meeting held February 28, 2024, adopted the following resolution:

#074-24 RESOLVED, that having considered a communication from the City Engineer, dated February 1, 2024, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby authorize and accept the quote of Joe Rotondo Construction Corp., 38807 Ann Arbor Road, Suite 2, Livonia, Michigan 48150 ("Rotondo"), for performing all work required in connection with the 2024 Sidewalk Repair Program (Contract 24-G) by extending their Contract 23-G unit prices for Contract 24-G, with the exception of revised unit prices for bid items 1, 2, 3 and 20 (concrete sidewalk of various thickness of 4, 6 or 8-inches, and placement of 4-inch to 6-inch concrete sidewalk with integral curb and agreed upon Inspector Days of 110 based upon the Engineering Division's estimate of units involved) and subject to a final payment based upon the actual units completed in accordance with the unit prices accepted herein, for a total amount not to exceed \$1,202,750.52, which includes Rotondo's bid of \$1,079,773.20, a 10% administrative fee (\$107,977.32); and the saw cutting portion of the project (\$15,000.00) which will be handled by and paid to Precision Concrete, Inc., as set forth below; FURTHER, such action is taken without competitive bidding for the reasons that A) concrete material prices have risen rapidly and this bid largely protects the City from such increases; B) information from other communities' bidding procedures indicates that these prices are favorable for the City, and C) Rotondo is a local contractor and has completed concrete repairs for the City of Livonia over the past several years, including the Sidewalk Programs from 2006 through 2011 and 2013 through 2023, such that there are ample reasons to waive competitive bidding under Code of Ordinances Section 3.04.140.E.3; FURTHER, the Council does hereby authorize a payment in an amount not to exceed \$15,000.00 to Precision

Concrete Inc., 1896 Goldeneye Drive, Holland, Michigan 49424 for the saw cutting portion of the contract; FURTHER, the Council does hereby authorize an advance in the amount of \$294,694.02 (single lot assessments portion of the program) from the Road, Sidewalk and Tree Fund, provided that this fund be reimbursed from that portion of the project which is to be financed by special assessment at such time as funds are subsequently received from the payment of bills and assessments by affected property owners; FURTHER, the Council does hereby authorize an expenditure in the amount of \$16,000.00 from funds budgeted in Account No. 202-451-977-010 (Major Road – Distributed Sidewalk Cost) and \$102,056.50 from funds budgeted in Account No. 203-451-977-010 (Local Road – Distributed Sidewalk Cost) to cover the costs related to the construction or reconstruction of handicap ramps at major and local roads; FURTHER, the Council does hereby authorize an expenditure in the amount of \$40,000.00 from the Unexpended Fund Balance the Water and Sewer Fund for sidewalk work adjacent to and including water and sewer structure repairs; FURTHER, the Council does hereby authorize an expenditure in the amount of \$750,000.00 to repair sidewalks heaved by tree roots from funds budgeted in the Road, Sidewalk and Tree Fund (Account No. 204-447-977-010 Distributed Sidewalk Cost) for the 2024 Sidewalk Repairs; and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties; and the Mayor and City Clerk are hereby authorized to execute a contract for and on behalf of the City of Livonia with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

Very truly yours,

Lori L. Miller

City Clerk

LLM/ljr

Xc: Engineering

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

6.

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

7. REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Northridge Livonia, LLC, in conjunction with the construction of a storm drain system that provides adequate drainage for the Kroger Store D-615 Expansion project located at 33523 Eight Mile Road, in the Northeast 1/4 of Section 4.

Todd Zilincik, City Engineer, presented the item to Council. Mr. Zilincik indicates this request is to accept the Storm Water Facilities Maintenance Agreement for the Kroger store located at 33523 Eight Mile Road.

DIRECTION:

APPROVING

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

7.

Engineering
January 14, 2025

MEETING DATE

S012725/R021025

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO ACCEPT STORM WATER FACILITIES MAINTENANCE AGREEMENT: Engineering Division, re: from Northridge Livonia, LLC, in conjunction with the construction of a storm drain system that provides adequate drainage for the Kroger Store D-615 Expansion project located at 33523 Eight Mile Road, in the Northeast 1/4 of Section 4.

BACKGROUND DETAILS

In conjunction with the development of the property located on Eight Mile Road, west of Farmington Road, the City of Livonia required the proprietor to construct a 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, Northridge Livonia, LLC 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 the Kroger Store D-615 Expansion, located on Eight Mile Road, west of Farmington Road in the N.E. ¼ of Section 4.
- 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)

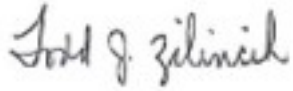
The Engineering Division has approved the storm sewer plans and respectfully recommends that the City Council take the actions:

- Accept the Storm Water Management System (SWMS) for the Kroger Store D-615 Expansion, located on Eight Mile Road, west of Farmington Road in the N.E. ¼ of Section 4.
- Authorize the Mayor and the City Clerk to execute the Storm Water Facilities Maintenance Agreement on behalf of the City.

ATTACHMENTS

1. Signed Kroger Store D-615 Expansion Storm Water Agreement

APPROVED BY



Todd Zilincik, P.E., City Engineer

Date: January 14, 2025



Don Rohraff, Director of Public Works

Date: January 14, 2025



Carter Fisher, City Attorney

Date: January 14, 2025



Maureen Miller Brosnan, Mayor

Date: January 16, 2025

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

Northridge Livonia, LLC

a Michigan limited liability company with principal offices located at 28470 13 Mile Road, Suite 220, Farmington Hills, MI 48334 hereafter "Proprietor".

RECITALS

1. The Proprietor has developed certain property located in the City of Livonia, Wayne County, Michigan, as Kroger Store D-615, 33523 Eight Mile Road, Livonia, Michigan 48152 ("Development") as more particularly described in Exhibit "A" attached hereto.
2. The Proprietor constructed a storm drainage system that provides adequate drainage to the Development.
3. Such storm drainage system encompasses or impacts storm runoff from the Development.
4. The City has issued a permit ("Permit") authorizing the construction, operation and maintenance of the storm drainage system which is located within the Development and/or the City of 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 benefits the Proprietor and the 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:

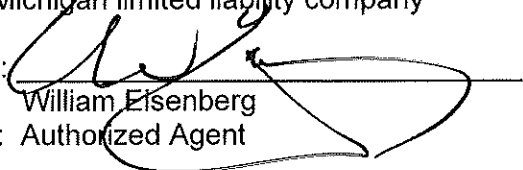
1. The Proprietor shall assume the obligations of the City under the Permit, as follows:
 - a. The Proprietor agrees that Proprietor will maintain, at Proprietor's own expense, the storm drainage system which is located within the Development and/or the City of Livonia's right-of-way and/or drain, and 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 design, construction, use, maintenance, repair or operation (or omission in such regard) of the storm drainage system referred to in the permit hereto, appurtenances, connections and attachments thereto which are the subject of this Agreement. This indemnity and hold harmless shall include any costs, expenses and attorney fees 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.

Northridge Livonia, LLC
a Michigan limited liability company

By: 
William Eisenberg
Its: Authorized Agent

STATE OF Michigan)
COUNTY OF Oakland) ss.

On this 22 day of April, 2022 before me personally appeared William Eisenberg to me personally known, who being by me sworn, did for themselves say that they are the Authorized Agent of Northridge Livonia, LLC which executed the within instrument, and the said instrument was signed and sealed on behalf of said limited liability company and acknowledged said instrument to be the free act and deed of said limited liability company.

JOYCE L. PIKULAS
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Feb 11, 2027
ACTING IN COUNTY OF Oakland


Notary Public Joyce L. Pikulas
County of Oakland
My Commission Expires On: 2-11-2027

CITY OF LIVONIA
a municipal corporation

By: _____
Maureen Miller Brosnan

Its: Mayor

By: _____
Susan M. Nash

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 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 the free act and deed of said municipal corporation.

Notary Public

_____ County, Michigan
My Commission Expires On:

INSTRUMENT DRAFTED BY:

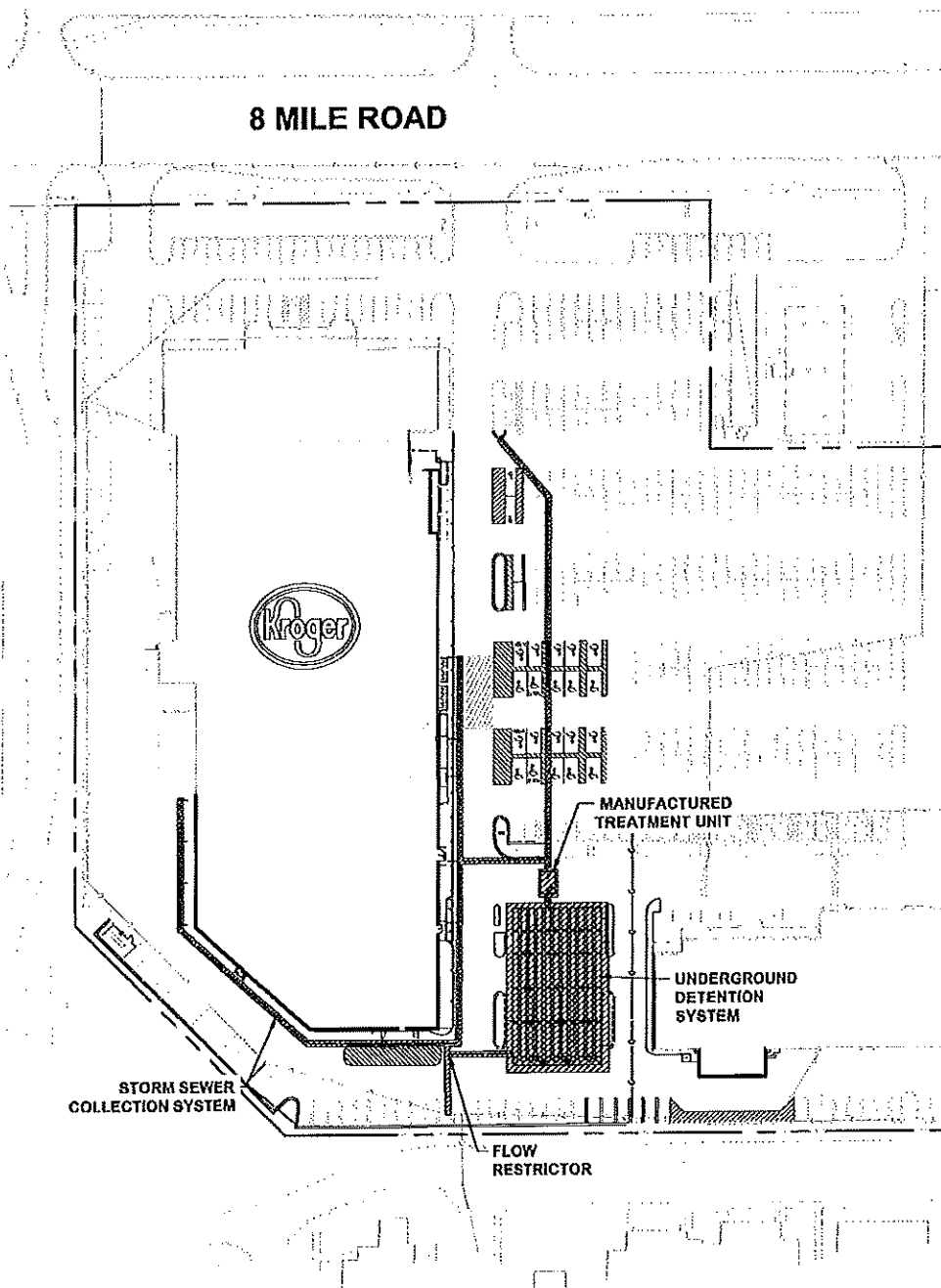
Todd J. Zilincik, P.E.
City Engineer
City of Livonia
12973 Farmington Road
Livonia, MI 48150

WHEN RECORDED RETURN TO:

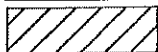
City of Livonia
12973 Farmington Road
Livonia, MI 48150
Attn: Engineering Division

Engineering:M:Storm Water Facilities: Agreement

EXHIBIT "A" - STORM WATER MANAGEMENT SYSTEM PHYSICAL LIMITS



LEGEND



CITY OF LIVONIA
STORM MAINTENANCE RESPONSIBILITY

PROJECT

NORTHRIDGE COMMONS
LIVONIA, MI
33523 8 MILE ROAD
PIN: 46-013-99-0032-007

OWNER

NORTHRIDGE LIVONIA, LLC.
28470 13 MILE ROAD, STE 220
FARMINGTON HILLS, MI 48334
CONTACT: WILLIAM EISENBERG
PHONE: (248) 538-6363

ENGINEER

ATWELL, LLC
12745 23 MILE ROAD
SHELBY TWP., MI 48315
PHONE: (586) 786-9800

DATE: 03-23-2022

0 50 100
SCALE: 1"=100'

SHEET 1 OF 2

EXHIBIT "A" - STORM WATER MANAGEMENT SYSTEM PHYSICAL LIMITS

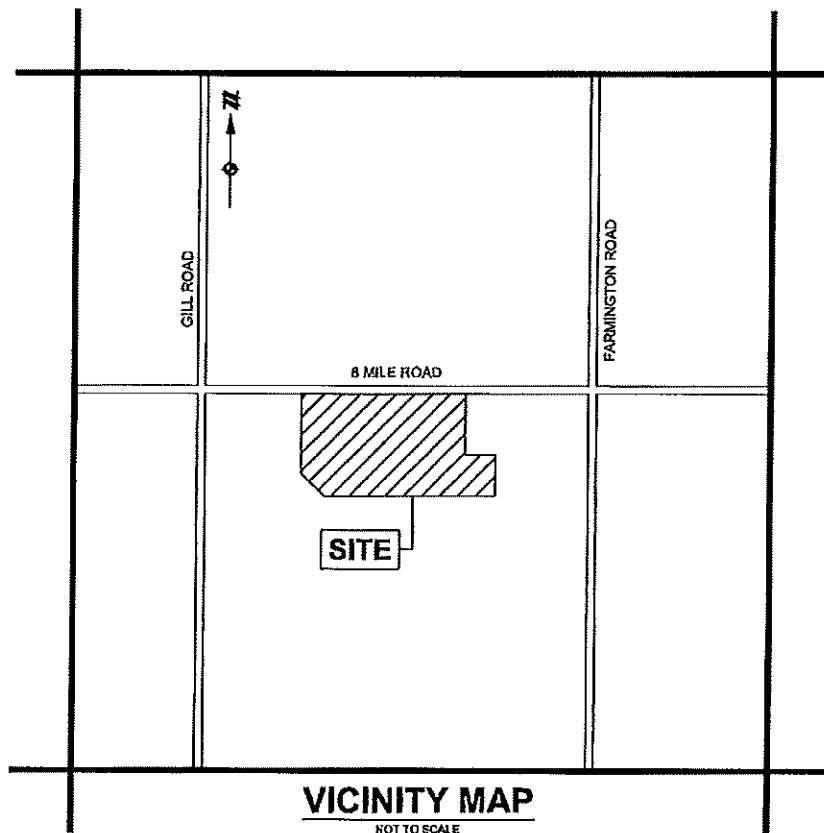
PARCEL DESCRIPTION

SCHEDULE A EXHIBIT "A" LEGAL DESCRIPTION PER COMMITMENT FOR TITLE INSURANCE ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO.: GLT1800451, COMMITMENT DATE: NOVEMBER 15, 2018

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

PARCEL 1:

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE SOUTH 00 DEG. 04' 56" WEST 60.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 680.42 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF EIGHT MILE ROAD (93 FOOT WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH 89 DEG. 41' 00" EAST 462.24 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID EIGHT MILE ROAD; THENCE SOUTH 00 DEG. 19' 00" EAST 180.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 402.36 FEET; THENCE SOUTH 00 DEG. 19' 00" EAST 30.00 FEET; THENCE NORTH 89 DEG. 41' 04" EAST 14.50 FEET; THENCE SOUTH 00 DEG. 19' 19" EAST 464.94 FEET; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE NORTHERLY AND EASTERLY LINES OF ON THE POND CONDOMINIUM, W.C.C.P. NO. 593, MASTER DEED RECORDED AT LIBER 33127, PAGE 556, WAYNE COUNTY RECORDS: SOUTH 89 DEG. 40' 41" WEST 725.60 FEET (RECORDED AS SOUTH 89 DEG. 41' 00" WEST 725.99 FEET), NORTH 45 DEG. 19' 00" WEST 216.94 FEET, AND NORTH 00 DEG. 19' 59" WEST 521.60 FEET (RECORDED AS SOUTH 00 DEG. 19' 00" EAST 521.59 FEET) TO THE PLACE OF BEGINNING, BEING A PART OF THE NORTHEAST 1/4 OF SAID SECTION 4, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN.



VICINITY MAP

NOT TO SCALE

PROJECT	OWNER	ENGINEER	DATE: 03-23-2022
NORTHBRIDGE COMMONS LIVONIA, MI 33523 8 MILE ROAD PIN: 46-013-99-0032-007	NORTHBRIDGE LIVONIA, LLC. 28470 13 MILE ROAD, STE 220 FARMINGTON HILLS, MI 48334 CONTACT: WILLIAM EISENBERG PHONE: (248) 538-6363	ATWELL, LLC 12745 23 MILE ROAD SHELBY TWP., MI 48315 PHONE: (586) 786-9800	
			SHEET 2 OF 2

EXHIBIT 'B' - STORM WATER MANAGEMENT SYSTEM LONG-TERM MAINTENANCE PLAN

A. Physical Limits of the Storm Water Management System

The storm water management system (SWMS) subject to long-term maintenance plan (Plan) is depicted on Exhibit A to the permit and includes without limitation the storm sewers, swales, catch basins, manholes, inlets, manufactured treatment system, underground detention system, flow restrictor structure and outlet pipe that convey flow from the underground detention system to an existing off-site storm sewer system. For the purpose of this plan, the SWMS and all of its components as shown in Exhibit A is referred to as 'Northridge Commons SWMS'.

B. Time Frame for Long-Term Maintenance Responsibility

Northridge Livonia, LLC is responsible for maintaining the Northridge Commons SWMS including complying with applicable requirements of the local or the City of Livonia soil erosion and sedimentation control program until the City of Livonia releases the construction permit. Long-term maintenance responsibility for the Northridge Commons SWMS commences when defined by maintenance permit issued by the County. Long-term maintenance continues in perpetuity.

C. Manner of Insuring Maintenance Responsibility

The City of Livonia has assumed responsibility for long-term maintenance of Northridge Commons SWMS. The resolution by which The City of Livonia has assumed maintenance responsibility is attached to the permit as Exhibit C. Northridge Commons SWMS, through a maintenance agreement with the City of Livonia, has agreed to perform the maintenance activities required by this plan. The City of Livonia retains the right to enter the property and perform the necessary maintenance of the Northridge Commons SWMS if Northridge Livonia, LLC fails to perform the required maintenance activities.

To assure that the Northridge Commons SWMS is maintained in perpetuity, the map of the physical limits of the storm water management system (Exhibit A), this plan (Exhibit B), the resolution attached as Exhibit C, and the maintenance agreement between the City of Livonia and the property owner will be recorded with the Wayne County Register of Deeds. Upon recording, a copy of the recorded documents will be provided to the County.

D. Long-Term Maintenance Plan and Schedule

Table 1 identifies the maintenance activities to be performed, organized by category (monitoring/inspections, preventative maintenance, and remedial actions). Table 1 also identifies site-specific work needed to ensure that the storm water management system functions properly as design.

MAINTENANCE ACTIVITIES	SYSTEM COMPONENTS					FREQUENCY
	STORM COLLECTION SYSTEM (SEWERS, SWALES, CATCH BASINS, MANHOLES)	MANUFACTURED TREATMENT SYSTEM	UNDERGROUND DETENTION SYSTEM	FLOW RESTRICTOR STRUCTURE & OUTLET PIPE	PAVEMENT AREAS, OTHERS	
MONITORING/INSPECTION						
INSPECTION FOR SEDIMENT ACCUMULATION/CLOGGING	X	X	X	X	X	ANNUALLY
INSPECT FOR FLOATABLES, DEAD VEGETATION AND DEBRIS	X	X	X	X	X	ANNUALLY & AFTER MAJOR EVENTS
INSPECT FOR EROSION AND INTEGRITY OF SYSTEM	X				X	ANNUALLY & AFTER MAJOR EVENTS
INSPECT ALL COMPONENTS DURING WET WEATHER AND COMPARE	X	X	X	X	X	ANNUALLY
ENSURE MAINTENANCE ACCESS REMAIN OPEN/CLEAR	X	X	X	X	X	ANNUALLY
PREVENTATIVE MAINTENANCE						
REMOVE ACCUMULATED SEDIMENT	X	X	X	X	X	AS NEEDED (SEE NOTE BELOW)
REMOVE FOR FLOATABLES, DEAD VEGETATION AND DEBRIS	X				X	AS NEEDED
SHEEPING OF PARKING LOT SURFACES (STREET AND PARKING AREAS)					X	AS NEEDED
REMEDIAL ACTIONS						
REPAIR/STABILIZE AREAS OF EROSION	X				X	AS NEEDED
REPLACE DEAD PLANTINGS & RESEED BAR AREAS	X				X	AS NEEDED
STRUCTURAL REPAIRS	X	X	X	X	X	AS NEEDED
MAKE ADJUSTMENTS, REPAIRS TO ENSURE PROPER FUNCTIONING	X	X	X	X	X	AS NEEDED
NOTE: MANUFACTURED TREATMENT SYSTEM AND UNDERGROUND DETENTION SYSTEM TO BE CLEANED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS: AT A MINIMUM, WHENEVER SEDIMENTS ACCUMULATE TO A DEPTH OF 6-12 INCHES, OR IF SEDIMENT RESUSPENSION IS OBSERVED.						

PROJECT	OWNER	ENGINEER	DATE: 03-23-2022
NORTHBRIDGE COMMONS LIVONIA, MI 33523 8 MILE ROAD PIN: 46-013-99-0032-007	NORTHBRIDGE LIVONIA, LLC. 28470 13 MILE ROAD, STE 220 FARMINGTON HILLS, MI 48334 CONTACT: WILLIAM EISENBERG PHONE: (248) 538-6363	ATWELL, LLC 12745 23 MILE ROAD SHELBY TWP., MI 48315 PHONE: (586) 786-9800	
SHEET 1 OF 1			

**COMMITTEE OF THE WHOLE MEETING
JANUARY 27, 2025
6:00PM**

A Committee of the Whole meeting was held on January 27, 2025, in the Council Chambers at Livonia City Hall.

Committee Members Present: Brandon McCullough, Council President and Chair
Martha Ptashnik, Council Vice President
Carrie Budzinski
Rob Gjonaj Donovic
Scott Morgan
Lynda L. Scheel
Laura M. Toy

Committee Members Absent: None

City Officials Present: Carter Fisher, City Attorney

Additional attendees: None

1. The subject matter of Petition 2024-10-02-16, submitted by Livonia Gas Mart, to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the Southeast corner of Plymouth and Merriman Roads in the Northwest $\frac{1}{4}$ of Section 35. (CR -25)

The Committee meeting commenced at 6:06PM.

Council President Brandon McCullough introduced the item and gave the history.

Councilmember Donovic offered an approving motion, with the following conditions:

1. Providing a landscaping plan
2. Addition of bike racks
3. Grass on East side of site plan
4. ADA parking added

The Committee recommends:

The Law Department draft an approving resolution with the above-mentioned conditions.

Note: This item will be out of Committee.

This item is to be placed on the **Regular Meeting Agenda of February 10, 2025**



Brandon McCullough, City Council President



LETTER TO THE LIVONIA CITY COUNCIL

1.

Planning
January 16, 2025

MEETING DATE

PRESENTED BY

S010625/R011525/COW012725/R021025 Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

The subject matter of Petition 2024-10-02-16, submitted by Livonia Gas Mart, to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the Southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35. (CR 03-25)

BACKGROUND DETAILS

At the Regular Meeting of January 15, 2025:

On a motion by Councilmember Donovic, supported by Councilmember Morgan, it was:
#03-25 RESOLVED, that having considered a communication from the City Planning Commission, dated November 18, 2024, approved for submission by the Mayor, which transmits its resolution #10-57-2024, adopted on November 12, 2024, with regard to Petition 2024-10-02-16, submitted by Livonia Gas Mart, requesting waiver use approval of all plans in connection with a proposal to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35, the Council does hereby refer Petition 2024-10-02-16, submitted by Livonia Gas Mart, to the Committee of the Whole for its report and recommendation.

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

To discuss the subject matter as presented.

ATTACHMENTS

1. COW012725 Livonia Gas Mart response to Council questions
2. R011525 Petition 2024-10-02-16 (Livonia Gas Mart) to COW CR 03-25
3. S010625 Petition 2024-10-02-16 (Livonia Gas Mart) Minutes
4. S010625 LTC 2024-10-02-16 Livonia Gas Mart
5. 2024-10-02-16_E-COUNCIL Pkt

APPROVED BY

From: [NAS Flexx](#)
To: [Kasprowicz, Sara](#)
Subject: Re: Committee of the Whole, January 27
Date: Thursday, January 16, 2025 4:26:31 PM
Attachments: [CitySeal100x100_8f7d9122-2022-4a3b-86d9-f05a096c6a3c.png](#)
[Livonia-Logo-250_2521acb0-d42c-429b-900f-b59ac98c1049.png](#)
[SocialLink_Facebook_32x32_15fe2196-de42-486f-ac8c-bd89c9da8fd7.png](#)
[x_32x32_1a1f6106-1b6d-4aba-9879-c78afe8e1328.png](#)
[SocialLink_Youtube_32x32_9b8afb50-3b86-4678-b53d-7e423a9d8771.png](#)

Hi Sara

Thank you for your email.
Please note that the taxes were paid back in December.
The food served will be fried chicken

On Thu, 16 Jan 2025 at 16:06, Kasprowicz, Sara <skasprowicz@livonia.gov> wrote:

The following concerns are what I heard from the Study meeting:

1. Removal of some of the parking spaces
2. Back taxes must be paid
3. Must have ADA compliant parking spaces.
4. What kind of food will be served?
5. Have you hired a landscape architect?
6. Are the other gas stations designed in the same way with tight parking and gas pump locations?
7. Request to add bike racks

There wasn't a strong request for the owner to be at the Committee meeting, but with all of the questions that could not be answered at the Study meeting, it would be in your best interest to have someone attend that could best answer their concerns.

I hope that helps!!

Sara



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



This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable laws. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and/or reply to this e-mail message. Thank you.

From: Kasprowicz, Sara
Sent: Thursday, January 16, 2025 1:17 PM
To: flexx@naserdeanenterprises.com
Subject: Committee of the Whole, January 27

Hi!

President McCullough has scheduled a Committee of the Whole meeting to continue the discussion for your item.

The meeting will be held at **6pm in the Council Chambers on the 2nd floor of City Hall on January 27th.**

This is still a public meeting, but only to discuss specific items in a more casual setting. As of right now, the only item to discuss is your waiver use request.

Stay warm!

Sara

--

Mousaika Issa(Sue)
Naserdean Enterprises,

Office 313.724.6028
Fax 313.406.3563
Mobile 313.414.8383
Address 23930 Carlisle st, Dearborn, MI 48124
Email flexx@naserdeanenterprises.com

image.png



Regular Meeting Minutes of January 15, 2025

On a motion by Councilmember Donovic, supported by Councilmember Morgan, it was:

#03-25 RESOLVED, that having considered a communication from the City Planning Commission, dated November 18, 2024, approved for submission by the Mayor, which transmits its resolution #10-57-2024, adopted on November 12, 2024, with regard to Petition 2024-10-02-16, submitted by Livonia Gas Mart, requesting waiver use approval of all plans in connection with a proposal to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest $\frac{1}{4}$ of Section 35, the Council does hereby refer Petition 2024-10-02-16, submitted by Livonia Gas Mart, to the Committee of the Whole for its report and recommendation.

<i>CONSENT AGENDA ITEM 1 (Regular Meeting of January 15, 2025)</i>
--

Motion:	Donovic
Second:	Morgan
Ayes:	Budzinski, Scheel, Morgan, Toy, Donovic, Ptashnik and McCullough
Nays:	None
Absent:	None

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2025**

Meeting was called to order at 8:20 p.m. by Council President McCullough. Present: Carrie Budzinski, *Lynda Scheel**, Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, and President McCullough. Absent: None. (**Lynda Scheel was appointed to fill vacant Council position at the 256th Special Meeting held immediately preceding the Study Meeting of January 6, 2025.*)

2. WAIVER PETITION: Planning Commission, re: Petition 2024-10-02-16, submitted by Livonia Gas Mart, requesting waiver use approval of all plans in connection with a proposal to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest $\frac{1}{4}$ of Section 35.

Mark Taormina, Planning and Economic Development Director, presented the waiver use petition to Council. Mr. Taormina went over the proposed renovations of the site and the removal of the north driveway on Merriman Road, as well as the additions to the south and east sides of the driveway. Mr. Taormina indicated the restaurant would have a separate entrance and the convenience store would occupy roughly $\frac{2}{3}$ of the floor space.

The architect/designer was present on behalf of the owner, Dr. Fetty, to answer questions of Council.

Following discussion by Council, and because the Petitioner (owner) was not present to provide further detail about what type of food the restaurant would be selling, it was determined the Committee of the Whole would be the best course of action to find out more detail about the restaurant and to see if some of the parking spaces could be reduced, bike racks could be added, a landscaping architect can be employed as recommended by the Planning Commission, and if the turn ratio at the canopy near Plymouth Road would remain the same or could be adjusted.

DIRECTION:

COW

CONSENT



LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
November 18, 2024

MEETING DATE

S010625/R011525

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2024-10-02-16, submitted by Livonia Gas Mart, to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the Southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35.

BACKGROUND DETAILS

December 5, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-10-02-16 - Livonia Gas Mart

Dear Council Members:

At the 1,222nd Public Hearing and Regular Meeting held by the City Planning Commission on November 12, 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)

#10-57-2024 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on November 12, 2024, on Petition 2024-10-02-16 submitted by Livonia Gas Mart requesting waiver use 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 redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35, the Planning Commission does hereby recommend to the City Council that Petition 2014.10-02-16 be approved subject to the following conditions:

1. The Site Plan identified as Sheet No. SP1 dated September 1, 2024, as revised, prepared by M Designers Group Inc., is hereby approved and shall be adhered to.

2. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required. A minimum of five parking spaces on the south side of the building shall be added for employee parking and the number and location of the barrier free parking space(s) shall be provided at the direction of the Planning and Inspection Departments, and
3. The Exterior Building Elevation Plan identified as Sheet No. A2 dated September 1, 2024, as revised, prepared by MA Designers Group Inc., is hereby approved and shall be adhered to.
4. A revised landscape plan is to be submitted in which it meets the city zoning ordinance requirements.
5. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.
6. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.
7. No outside storage, placement or display of merchandise shall be permitted.
8. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.
9. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.
10. The sale of ice shall be restricted to the inside of the building.
11. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
12. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.
13. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.
14. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
15. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,
16. All delinquent property taxes are to be paid in full prior to issuance of a building permit.

17. That the asphalt to the east of the building is to be replaced or be properly landscaped accordingly.

18. That the dumpster enclosure is to be placed to the south of the building at the discretion of Planning staff; and

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

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

ATTACHMENTS

1. 2024-10-02-16_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: December 06, 2024



Maureen Miller Brosnan, Mayor

Date: December 06, 2024

Petition 2024-10-02-16 submitted by Livonia Gas Mart requesting waiver use 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 redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,222nd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, November 12, 2024, the City Planning Commission of the City of Livonia held its 1,222nd 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. 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 #1 PETITION 2024-10-02-16

Livonia Gas Mart

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2024-10-02-16 submitted by Livonia Gas Mart requesting waiver use 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 redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301

Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35.

Mr. Uhazie: Good evening. So as mentioned, this is to redevelop the existing gas station, including the removing the service bays, expanding the building to provide additional retail space and a proposed restaurant. This would also relocate the fuel pumps and rearrange the parking. The current zoning for the site is C-2 (General business). North across Plymouth Road is zoned C-2, east of the petition site is the Plymouth Square Shopping Center zoned C-2, to the South is also zoned C-2, and west at the southwest corner of Plymouth and Merriman is the Citizen Bank, zoned C-1 and just south of that property is an N1 (Neighborhood). Currently, the site operates a gas station and auto repair business with three service bays. The subject site measures 175 feet by 175 feet for a total area of 30,625 square feet. The existing one-story building is approximately 2,055 square feet in size. There are two groups of gas pumps. Four pumps fronting Plymouth Road, and two on Merriman. Four driveways provide ingress and egress to the site. Two on Plymouth Road and two on Merriman. Some background on the site, in 2021 the site was approved to construct an addition and remodel the interior and exterior of the existing Mobil gas station, but no construction was done afterwards. We did receive new plans from the petitioner since the last time we met. The total addition for the gas station would be 4,664 square feet in size, and they would have two separate uses. The first addition is L-shaped and adds 1,152 square feet, 12 feet to the south and 11 feet to the east. This would be used for additional retail area for the gas station. The second addition portion would add 27 feet to the east for a total of 1500 square feet. The site plan notes the use as a proposed takeout restaurant. No further information is provided for that proposal though. The required setbacks for a gas station is 60 feet. On Merriman Road the setback is 64 feet. On Plymouth Road the setback is 70 feet. The zoning ordinance allows for zero setbacks when abutting commercial spaces. There is an eight-foot setback from the southern property and 22 from the eastern property. Access to the site has changed from the original site plan. The northern curb cut closer to the corner along Merriman Road has been removed, and in its place, there is an additional parking spot. The six existing pumps would be replaced by four pumps that can accommodate eight vehicles. The pumps would be located along the Plymouth Road entrances. The pumps are covered by a canopy with a height of 17 feet and a bottom clearance of 14 feet. For parking, the convenience stores require one space for

150 square feet of area, which would be 17 spaces. There's not enough information for the proposed restaurant to get an accurate number of what we would require in the zoning ordinance, but based off of the ITE Parking Generation Manual, we can estimate that 12 spaces would be required for a restaurant of this size. This would be a total of 29 parking spaces. The site plan shows 15, nine-foot-wide spaces and one parallel space in front of the removed drive that I mentioned, plus the eight spots at the pumps. The dumpster enclosure location is another change from the last time we met. The dumpster enclosure has been relocated to the southwest between the building and the two parking spaces. The walls would be six feet high and made of poured concrete and brick pattern and a sloping four inch stone cap. The floor plan shows the gas station, convenience store, removing the service bays and adding a large display sales area, walk-in coolers, restrooms, customer service counter, office and back rooms. As I mentioned, no details are provided for the restaurant area, and there would be no access between the two uses. Elevations show the addition would be constructed out of brick with accent columns constructed out of split face block, and a decorative crown molding surrounding the top edge of the building. Separate entrances are shown for each use with new storefront windows on either side of the convenience store entrance. No renderings have been received for the elevations. For landscaping, the zoning ordinance requires three trees along Plymouth and Merriman Roads, one ornamental tree and 23 shrubs along each right of way. The landscape plan shows two existing trees and three ornamental trees on Plymouth Road and none on Merriman and then a total of 63 shrubs distributed around the right of way. No sign package has been submitted with this petition. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated October 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, but would like to note the following items: 1. The subject parcel is assigned the address of #31301 Plymouth Road. Should additional addresses be needed, the Owner will need to contact this Department once permitting has been completed. 2. The existing parcel is currently serviced by public sanitary sewer and water main, and storm sewer. The*

submitted drawings does not include any proposed utility information, but we do not believe there will be any adverse impacts to the existing systems with the proposed improvements. 3. Although the drawings do not indicate any utility alterations, it should be noted the any proposed development may be required to provide storm water improvements and detention per the Wayne County Stormwater Ordinance. 4. Should the project move forward, the owner will need to submit plans to the Engineering Department for calculation of water and sewer fees associated with the building expansion and new restaurant facilities. 5. Any disturbances with the Middlebelt Road or Plymouth Road right-of-way's will require permits through the Wayne County Department of Public Service or MOOT, including drive approach and sidewalk removals and placements.” The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated October 28, 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.”* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated October 25, 2024, which reads as follows: *“I have reviewed the plans in connection with the petition. The single barrier free space provided in the proposal located on the south side of the business has the access aisle on the driver side of the parking space. Per the Americans with Disabilities Act (ADA), when a barrier free space is located in angled parking, the access aisle must be on the passenger side. Furthermore, two accessible parking spaces should be provided for the number of parking spaces in the proposal per the ADA.”* The letter is signed by Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Finance Department, dated October 24, 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 an email from the Treasurer's Department, dated November 8, 2024, which reads as follows: *“The property owner still owes \$10,526.59 in back property taxes.”* The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

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

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- Mr. Bongero: Thank you, Jacob. Has there been arrangements made on these back taxes that you know of?
- Mr. Uhazie: No, we were originally told that they didn't have anything, but that came back just late last week, that they have back taxes.
- Mr. Bongero: So, as of today we understand it's still...
- Mr. Uhazie: Yeah.
- Mr. Bongero: Okay. Then I do have a question with the parking. So, they're gonna go before Zoning Board of Appeals for the parking, they're deficient, right?
- Mr. Uhazie: They are deficient, yes.
- Mr. Bongero: With the ITE calcs, that just does, like an average of a restaurant that size?
- Mr. Uhazie: They take it into account, they go by settings, is it an urban, suburban, rural...they've looked at many studies to get an average of what the most likely required parking would be.
- Mr. Bongero: Okay, and they're still showing, although it looks like they're changing to the 10-foot spaces, but they're still well short?
- Mr. Uhazie: Yes, correct. And their plans do show nine-foot spaces, but our ordinance requires 10-foot spaces.
- Mr. Bongero: Okay. Thank you. Thanks, Mr. Chair.
- Mr. Wilshaw: Thank you, Mr. Bongero. Any other questions for planning staff?
- Mr. Ventura: Jacob, I want to follow up on Mr. Bongero's question. So, if they go to 10-foot spaces, will they lose spaces?
- Mr. Uhazie: I would imagine, but I've not done the calculations to figure out exactly how many they would lose.
- Mr. Ventura: So, they'd be even more deficient when they go to 10-foot spaces. I noticed when I was on the site today that there are two light poles side by side in the median on the Merriman Road side between the two entrances. Is that going to remain?
- Mr. Uhazie: I'm not aware

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- Mr. Ventura: I see they're on the drawing.
- Mr. Uhazie: Yes, I believe they would remain, but unless otherwise noted by the petitioner.
- Mr. Ventura: So, that has nothing to do with this petition. It just kind of a point of interest.
- Mr. Uhazie: Yeah, I'm not aware of what they would be...
- Mr. Ventura: Okay. Do we have any color renderings?
- Mr. Uhazie: No, we did not receive any color renderings.
- Mr. Ventura: So, is this a demolish and rebuild, or is this a modification, or...
- Mr. Uhazie: I believe it's an addition.
- Mr. Ventura: Thank you.
- Mr. Wilshaw: Thank you. Mr. Ventura. Any other questions for planning staff? If not, the petitioner is in our audience. Feel free to come to our podium. Start with your name and address.

Alex Raichouni, MA Design. I'm representing the owner, Dr Fadi, Naserdean, and I guess the Livonia Gas Mart. I'm not sure how...what the company name is, but yeah, I'll be representing them as the designer and to start...so, as you know, we're proposing to keep the existing building. The building is almost 2,000 square feet. I had 1,966. I think I heard a little bit over 2,000 from, I think Jacob, right? But anyways, we're going to be adding an addition on to the retail area of the store and then a separate proposal...well, I mean, it's all together, of course, but then there's the carry out restaurant that the owner likes to have in all his locations. The owner, right now, you know, presently, probably has like 20 locations. Not all of them are designed exactly the same as this, but the majority of them, and he wants to keep them looking the same way, so he has the retail, you know, area that consists about 3,000 square feet in order for him to have a certain amount of products in there, and a certain design, in order for him to succeed in this gas station business. And that's why he does it this way. He's learned his lesson, you know, for the last 10 years, and this is what he kind of told me, and then he attached this the carry out restaurant. And sometimes he runs them, but most of the time he has a partner that runs it with him, so that's why he's not sure what he wants

to put in there yet. But in most locations that I've seen...there...he has a place called the Eureka Eatery. What that...what kind of foods and stuff like that...I never really visited it, but I did see a lot of pictures in his office about different locations. And he's, you know, that he started to develop in this way. He's, we got, actually, another couple gas stations like this. One in Garden City and one in I think it was Canton that...one in Garden City on Merriman and Ford Road is being proposed, and we'll be going to a meeting on that, and the one in Canton is on 275 And anyways, right next to 275 on Michigan Avenue. So those are the ones I'm working on, but there's more to come. So yeah, and this one he wants to develop right now. This is actually the first, not the first one, but the first one for me that I'm involved in. So we're hoping that we can move forward on that. And as far as some of the questions that arose, I mean, as far as the gas pumps, maybe we could talk about that first, you know, he likes to change the gas pumps to a diamond gas pump, pump orientation. It helps, and people...just the circulation of how people come in and out. I'm the one that proposed to the owner to close that approach. He hates closing any approach. He always feels like, you know, if a customer misses one approach, he's going to find that next one. I mean, he just wants people to come into his site, especially in gas station businesses. But I told him, you know, sometimes the one next to the traffic lights, you know, creates some kind of traffic. You know, it creates accidents and things like that. So let's propose at least closing one, which is the one on Merriman on the northern side. It was proposed by Jacob at one point that somebody mentioned that they were thinking, if we can close also another one, and he wasn't really happy about that one. He wants to comply with the city and really move forward with this. Because you could see that the, you know, the building doesn't look so great, and the repair shop is closed right now. I'm not sure what his predicament is on that, but he really wants to turn it into some of the locations that he has around. So, as far as the parking spaces, so usually, carry out, you know, people that go in are in and out. Actually, I did visit one of his locations. The one on, it's also in Garden City, it's on Ford and Henry Ruff, and I could see that everybody, you know, it's not, it's not like busy to a point where people are coming and parking. When people come in, they come in for their cigarettes, filling gas, bread, whatever, you know, a drink at the same time, if they wanted to carry out something. Usually, they call in before and they come and pick up, they pick up their food now, or they Door dash it, so it's limited amount of traffic that usually park. At these restaurants anymore, even in, you know, downtown districts and

things like that. So if you recalculate it in a sense, or we recalculate it at another time when we do design the restaurant, what I've seen in his restaurant is that 70% was used for his kitchen and service area and all that wash area, prep area, and like I said, it was just you walk in and he has a couple tables where people can just a bench. I seen that people can just sit and wait for an order, but other than that, the place was empty. I mean, people just picking up. I just felt like people were just picking up things. I don't know what else I can add, but we do want to comply. We do want to move forward. We're hoping that you'll be on our side on this. As far as those light posts, those are on private property and those are public light posts, so I'm not sure if we can do anything about that, but other than that, if you have any questions, I'm here to answer them.

Mr. Wilshaw: I appreciate you giving us the background on this petition. What I'll do is go to my fellow commissioners and see if there's some questions for you about the plan. Is there any questions for our petitioner?

Ms. Dinero: I'm really glad to see that this site is getting a revamp, because it is much needed. I do have concerns about the parking. The ADA parking was specifically called out and not having enough parking spaces. So, is there an opportunity to go back and re look at the design to add 10-foot parking spaces, because currently they're at nine feet, and figure out how to get the rest of those parking spots in and get the ADA parking in there?

Mr. Raichouni: So, one of my first sketches is that I proposed parking on an angle, a one way parking coming in and out on an angle. It's not here. I can't show it to you, but the first reaction from Mark, actually that emailed me back was that, you know, maybe it's better to take out the parking that and he actually said, in an email, if I remember correctly, I got to go back to that email. I thought he said that you have enough parking, you could do away from that, so the circulation is better. But I knew...but even when I had those angled parking around the site from coming in from Plymouth, I had angled parking, and then I had the dumpster toward the corner of, you know of where the restaurant was then we moved it with some comments from Mark and maybe even Jacob at one point, but then they were going to circulate in a...in from the northeast approach. They would go in, and they would circle around where they have one way parking also at the front of the building, because I told them it would be nice for people just to park closer to the building, you know, so they can get in and out quicker if they wanted to just

pick up something, instead of just filling gas and waiting at the pump, you know, and getting their stuff. And then they would just back out and circulate and go back off Merriman. And that would be a...that would be a nice little circulation pattern, and we would be able to add more parking. But I thought maybe he didn't, maybe he wasn't in favor of that idea. So, I just wanted to do what was recommended, you know, to me. Other than that, there was another thing that was brought up. This survey that was brought to me, was brought to me by the owner of how we put this architectural site plan together. And what I noticed when Jacob sent me another email saying, you know, you probably have more frontage on Merriman. And it turned out that the gas company that provided him with that survey only provided him with the amount that is set over here, 140 feet. He actually has 173.17 I think it was. He does have that green area on the southern part that is his. He didn't think it was his. I said why don't you look at the legal description and give it to me so I could verify that? But we didn't have enough time to talk about what was brought up by Jacob. And then he, you know, he was reluctant, but he said, if I have to, I'll develop it and we'll put parking back there, but how many people are really going to park back there and walk all the way to the front of that gas station. That's what his comment is. But he said, if that's what they that's what's recommended, then we will do it.

Mr. Wilshaw: Okay. Mr. Dinaro, you still have the floor. Any other questions?

Ms. Dinaro: No. Thank you.

Mr. Wilshaw: Okay, thanks. Any other questions?

Mr. Droze: Thank you. Mr. Chair. So, it's a very tight site, as we kind of look at it, and can understand some of the challenges of fitting this into the site, but, you know, one of the recommendations that was made at the study session was about closing both driveways and I guess, a question to circulation, how are the gas trucks going to get into the site? What's your plan for that? How are they going to maneuver? And how does that affect that driveway on Plymouth Road?

Mr. Raichouni: So, as you can see, this is an existing site, so there's gas trucks that are always coming in already, and it was a lot more complicated, because they had to go through two pumps that were on the Merriman side, and another two pumps with longer islands that were on the Plymouth side. So now, you know it's going to be a lot easier for them to come in from Merriman. And

you know they usually just take up a section of that space trying to give the rest of the traffic an area to come in and out, but they kind of block the area for about 20 minutes or so in order for them to pump that gas back into the tanks and leave. So they do block, but they find their way to get through with the traffic working around them.

Mr. Droze: So, would they, you said, come in off of Merriman, and then would they exit via the easterly drive back to Plymouth?

Mr. Raichouni: Yeah, they would be able to come from and exit from Plymouth. Yes.

Mr. Droze: Okay, so that driveway close to the intersection is not needed for the truck circulation?

Mr. Raichouni: The what?

Mr. Droze: The driveway that's currently, call it 15 feet off the sidewalk, on Plymouth Road is not needed for the trucks.

Mr. Raichouni: The approach that we're proposing to close?

Mr. Droze: No. The one on Plymouth Road. Jacob is showing it with his pointer.

Mr. Raichouni: So, the one on the northeast corner?

Mr. Droze: Yes, the northwest corner.

Mr. Raichouni: Oh, the northwest corner. The one closer to the thing. I mean, he can always circle around, all the way around, and come back this way. I mean, he can do it, if you're asking that question.

Mr. Droze: Just curious.

Mr. Raichouni: It would have been easier for him probably...what he used to do is come in from the southern approach, from Merriman and come out from the northern approach. Maybe that's what he did before, but I'm not sure, I'm just assuming what's happening from sites that I go visit sometimes.

Mr. Droze: Okay. Another question, the new canopy that's proposed. It was not included in our elevations. Do you have details on what that will look like?

Mr. Raichouni: I thought I had that. Let me just double check. You know, I don't, I don't have it, but I can...I mean, if you're asking for that, we can propose that, of course, and we're going to probably have to turn it in when we get permits, but it's your common canopy, you know, we're gonna dress it up with the columns, and the columns will be brick, the red brick as the building. And yeah, on one of my project I did, it was up in Pontiac, I did provide them with the canopy and pumps. I thought I did the same thing with this project, but I don't think it was asked for so...it was asked for toward the end of our emails back and forth, but it wasn't asked before and on my previous projects in Livonia, you know, I probably didn't do a gas statui for a while, but it was never asked when it's never asked. I never, I give it right away, but I will be submitting them for permitting, you know, but it's your regular gas station. Which name brand he's going to have, Citgo, Sunoco, Marathon, I'm not sure which one he's going to have, and usually it's the gas companies that provide the image of it. Anyways, I'm not supposed to be drawing something that I don't know what to draw, and most architects are not going to draw something that usually is provided by the gas companies, the image of it. But as far as the height, it's usually a standard height. It'ss 14 feet to the bottom of the canopy and the canopy itself is three foot high, and it's all made of aluminum. But it's your typical canopy, flat roof made out of steel beams and covered with aluminum.

Mr. Droze: Okay, and I we did mention that at the work session or the study session that I think that's obviously a very prominent thing. This is a major intersection in the city, so I think I would personally like to see that detailed. As you come today with the renderings, it's helpful for us to understand the colors and materials and then I guess the last point is the lighting for the site. Typically, we like to see photometric. So obviously, gas stations are fairly well lit, but just curious to know what your plans are.

Mr. Raichouni: The only lighting that we're proposing is wallpack lighting around the building and I have them labeled on the site plan showing nine lights, three in the front, two in the back, two on the west side and two on the east side. So, the wallpack lighting, I don't have a detail with me here, but I can provide that also, and under the canopy too. Oh, and the canopy, it's going to be...they're all LED lighting, but under the canopy also there. I don't know how many exactly, but it's got to be designed.

Mr. Wilshaw: Thank you, Mr. Droze.

- Mr. Raichouni: And they're flush with the ceiling on the canopy. They're not those protruding lights anymore, like the old style. Yeah, they're flush in within the canopy.
- Mr. Wilshaw: Okay, thank you, sir. Any other questions for our petitioner, Mr. Ventura?
- Mr. Ventura: Thank you, Mr. Chairman. And maybe this is going to be a redundant question. If it is, I won't ask it. But have we gone through the exterior materials? Do we know what's there?
- Mr. Wilshaw: We do not. This is the first time we've seen the rendering.
- Mr. Ventura: Then could you walk us through what's going on in the outside of the building? And I guess my first question is, what percentage of the existing building is going to be replaced? I mean, is the whole thing going to be reskinned, or is there some of the existing building that's going to remain? Or, what's the story?
- Mr. Wilshaw: Sir, what we'll ask you to do if, if you could hold the rendering up and then speak into the microphone, that way our TV audience can hear you as well, as you describe this.
- Mr. Raichouni: Thank you. So, yeah, we're going to, so let's say the portion of the building is in this section right here. This is the existing building. We're going to, yeah, skin, like you said, the whole building down to the eight-inch block. We're going to remove the whole roof and rebuild the brick on the existing building, and if we have to build more block, and then there's going to be a whole new building that's going to be built for the addition from here to here, all the way around. So, the building will consist of a split face block at the...where it's where it's white and red brick. And this is what he has on all his locations.
- Mr. Ventura: So, the entire exterior of the building is brick or block.
- Mr. Raichouni: It's eight-inch block, the main structure. Then there's the four inch veneer. I don't want to call it veneer. It's a four-inch brick. And where the split face block is, it's only an eight-inch split face block. There's no block and brick. So, you have one structure, where the, where the split face is, and like two structures when you build it from eight-inch block to four-inch brick.
- Mr. Ventura: Okay, thank you. And I know Mr. Uhazie commented on the landscaping and in our write up, you are somewhat deficient on

the Merriman Road frontage. Is there a reason that you're not conforming?

Mr. Raichouni: We are deficient on what, sorry, that deficient...

Mr. Wilshaw: Landscaping.

Mr. Raichouni: Oh, landscaping. Okay, so yeah, I was hoping that, you know those questions were brought up in one report, so we could answer all of them at one time. I don't think I received anything like that. I always received, like, an email of jotted items. And if I'm wrong, Jacob, I apologize, but I don't see, I didn't see no report, like, you know, like, you know, some cities give, but, yeah, we could provide every, you know, whatever it says. 20 feet, 25 feet, 40 feet of deciduous maple trees or honey locus, whatever trees that...but we will design certain amount of trees for Merriman that's required.

Mr. Ventura: Okay, and I guess my last question has to do with the number of employees at any given time, how many employees will be working there?

Mr. Raichouni: Usually on most hours and most shifts, there's only one cashier, but a second person will come in just to fill the coolers and things like that. So, at the most, there's only two. This is for the gas station part. Now, as far as the restaurant, the future restaurant that needs to be designed and get permits at a later time. We want it approved within the structure right now, of course, for planning, but in the future, restaurants like this probably need at least three people at one point to, you know, prep and service and cook, you know.

Mr. Ventura: I guess I'm concerned. You're already deficient in parking considerably, and you're going to have five parking places consumed by employees, of the parking that you're providing. I guess if the ownership owns the land to the south, and he's at least amenable to paving part of that for additional parking, I'd like to see some employee parking put there, so that the parking that's on the site adjacent to the gas pumps and the store and the restaurant are there for the customers.

Mr. Raichouni: I think it's a good idea. No problem.

Mr. Ventura: Thank you, sir. Thank you.

Mr. Wilshaw: Thank you. Mr. Ventura. Any other questions for our petitioner's representative?

Mr. Caramagno: I got a couple questions and certainly some concerns, as well. The grass to the east of the building, what's the plan? The pavement rather, east of the building? Why would you leave that pavement there?

Mr. Raichouni: I mean, it's an existing...we didn't need to expand the building more than is needed and you can't really fit, you know, a parking space, or circulate any parking around there, or anything like that. So, it is like a dead space.

Mr. Caramagno: So, you plan on leaving that asphalt, no grass there?

Mr. Raichouni: We could, if you recommend grass, we left the asphalt. He just wants less maintenance all the time. But, and I did have, like I proposed the grass area at one point, as far as my design, but he said, Why don't you leave it asphalt? I don't want to maintain these grass areas and cut them all the time and, you know, it grows. But if you, if you recommend that's you know...

Mr. Caramagno: How long has this owner owned this station?

Mr. Raichouni: I don't know that one. I'm not sure. I never asked him.

Mr. Caramagno: It's clearly run down, and there's little effort to make it something nice, and you know, some of my comments now are going to be, you know, tonight, this presentation is ill prepared as far as I'm concerned and I can't vote for anything here tonight with all the questions that are out there. I mean, we got a color rendering here. The pavement and the parking are certainly an issue. There's no doubt about...I agree with the others. And then we've got the taxes as well. So, we got a multitude of problems here that are an issue and then even in your own comments, sir, you say that your owner wants to comply with the city. Well, I'm not seeing that in anything you're showing us tonight. So, I've got trouble with this case, so I'll leave my comments there.

Mr. Raichouni: I mean, the only, the only thing I can answer on your comment like that is that, yeah, no, he wants to comply.

Mr. Caramagno: I'm not seeing that. I am seeing nine-foot spots and less spots than available. I'm coming in with not hearing us originally to move that building back, not hearing anything about the reducing the driveways. That's not trying to comply with the things we asked for or requested.

Mr. Wilshaw: Let's not debate back and forth. Please. Thank you,

Mr. Raichouni: I just don't agree with that. I'm sorry.

Mr. Wilshaw: I understand.

Mr. Raichouni: I, you know, I'm...

Mr. Wilshaw: Sir, let's not debate back and forth. He's entitled to his opinion. Is there any other questions for our petitioners representative? I see no other questions from any of the commissioners. Is there anyone in the audience wishing to speak on this item? I don't see anyone else wishing to speak. Sir, you get the last word as the petitioner. So, feel free to say anything else you'd like to say before we make our decision.

Mr. Raichouni: Yeah, the only thing I'd like to say is that, you know, when I propose things to the city, I propose it. I, the first thing I do is I, I email stuff and submit things to the Planning Department, and then I get their feedback, and then I and I do, if not 100% 99.99% of the things they recommend, okay, and if I get things, you know that also pops up, you know, very close to the Planning Commission meeting, and I don't have heads up, then I'm not able to answer that in the in a meaningful amount of time. But the thing is, in about for what I could say is that the gas station, the way it is right now, is in a horrible design. It was like an old design that is a horrible design. And what I proposed with the rendering that I sent that shows most of the design that the owner likes to have in all his locations. And I could send the addresses so you guys could go visit those locations and other in other cities, you could see that they don't have half of the parking that I proposed. That's number one. And you can go look at the circulation in those in those locations. One being on Ford Road and Henry Ruff. I think it's easy for you to find that one. And the other thing is, as far as proposing, you know, trying to work with the city in order to propose an approach, closing an approach. I think that's another insight for me, trying to work and trying to propose something that is better for the city. As far as the rest of the design, the parking circulation, the drive in pumps in order to get in and out of building, you know, you want me to move the building all the way to the corner just to cover some asphalt. I mean, I don't understand why I would have to build a bigger building that I can't even fill. I mean, people would...most cities, would say, no, I want less square footage and not a bulky building. Now for me, not to, I have to

utilize the existing building. So that's why, that's my starting point. I'm not able to go, you know, push the whole building, you know, to the to the left, and lose 2,000 square feet and then build a whole new building. That's not what he wanted me to propose, and that's not what he wants to do. And I think he'll just, you know, slam the project if he had to do that. So, at the same time, it has to be feasible for him economically. And I think what we did is way better than what it is right now, with no question, you know, a doubt, that's all I could say. I hope you guys could reconsider. I hope we can get approval. We can go through the planning department and get things done and approved administratively so we don't waste time, because I just don't want owners to change their mind if we have to wait months sure to come back and forth to these meetings. Thank you very much.

Mr. Wilshaw: Thank you for your comments. And we'll see what happens. I'll close the public hearing, and a motion is in order.

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

#10-57-2024 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on November 12, 2024, on Petition 2024-10-02-16 submitted by Livonia Gas Mart requesting waiver use 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 redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest ¼ of Section 35, the Planning Commission does hereby recommend to the City Council that Petition 2014.10-02-16 be approved subject to the following conditions:

1. The Site Plan identified as Sheet No. SP1 dated September 1, 2024, as revised, prepared by M Designers Group Inc., is hereby approved and shall be adhered to.
2. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required. A minimum of five parking spaces on the south side of the building shall be added for employee parking and the number and location of the

barrier free parking space(s) shall be provided at the direction of the Planning and Inspection Departments, and

3. The Exterior Building Elevation Plan identified as Sheet No. A2 dated September 1, 2024, as revised, prepared by MA Designers Group Inc., is hereby approved and shall be adhered to.
4. A revised landscape plan is to be submitted in which it meets the city zoning ordinance requirements.
5. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.
6. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.
7. No outside storage, placement or display of merchandise shall be permitted.
8. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.
9. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.
10. The sale of ice shall be restricted to the inside of the building.
11. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
12. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.

13. Unless approved by the proper local authority, any type of exterior advertising, such as promotional flags, streamers or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.
14. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
15. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,
16. All delinquent property taxes are to be paid in full prior to issuance of a building permit.
17. That the asphalt to the east of the building is to be replaced or be properly landscaped accordingly.
18. That the dumpster enclosure is to be placed to the south of the building at the discretion of Planning staff; and
19. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

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

Mr. Wilshaw: Is there any discussion?

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

AYES:	Dinaro, Droze, Bongero, Ventura, Wilshaw
NAYS:	Long, Caramagno
ABSENT:	None
ABSTAIN:	None

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

2024-10-0

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: 10/1/24 Petition 2024-10-02-16

Site Address: 31301 plymouth Sidwell _____ Zoning of Property _____

Requesting Approval To expand on C-Store

Applicant: Livonia Gas Mart Business/Company: Fadi Naserdean

Applicant's Address: 23930 Cortlyse City: Dearborn State: MI Zip Code: 48124

Applicant's Phone # (313) 414-8383 Applicant's Email flexx@naserdeanenterprises.com

Contact Person: Sue Business/Company: Naserdean enterprises

Contact's Address: 23930 Cortlyse City: DBW State: MI Zip Code: 48124

Contact's Phone # (313) 414-8383 Contact's Email flexx@naserdeanenterprises.com

Please provide the following information:

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

RECEIVED
OFFICE OF THE CITY CLERK
OCT 04
2024 SEP 30 AM 8:45

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
<u>2052</u> 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: Fadi Naserdean

Owner's Address: _____ City: _____ State: _____ Zip Code: 48124

Owner's Phone # (_____) _____ Owner's Email _____

Signature of Owner: _____ Print Name: _____

NADA GHAI

NOTARY PUBLIC - STATE OF MICHIGAN to before me, a Notary Public in and for the County of _____ State of _____

COUNTY OF WAYNE

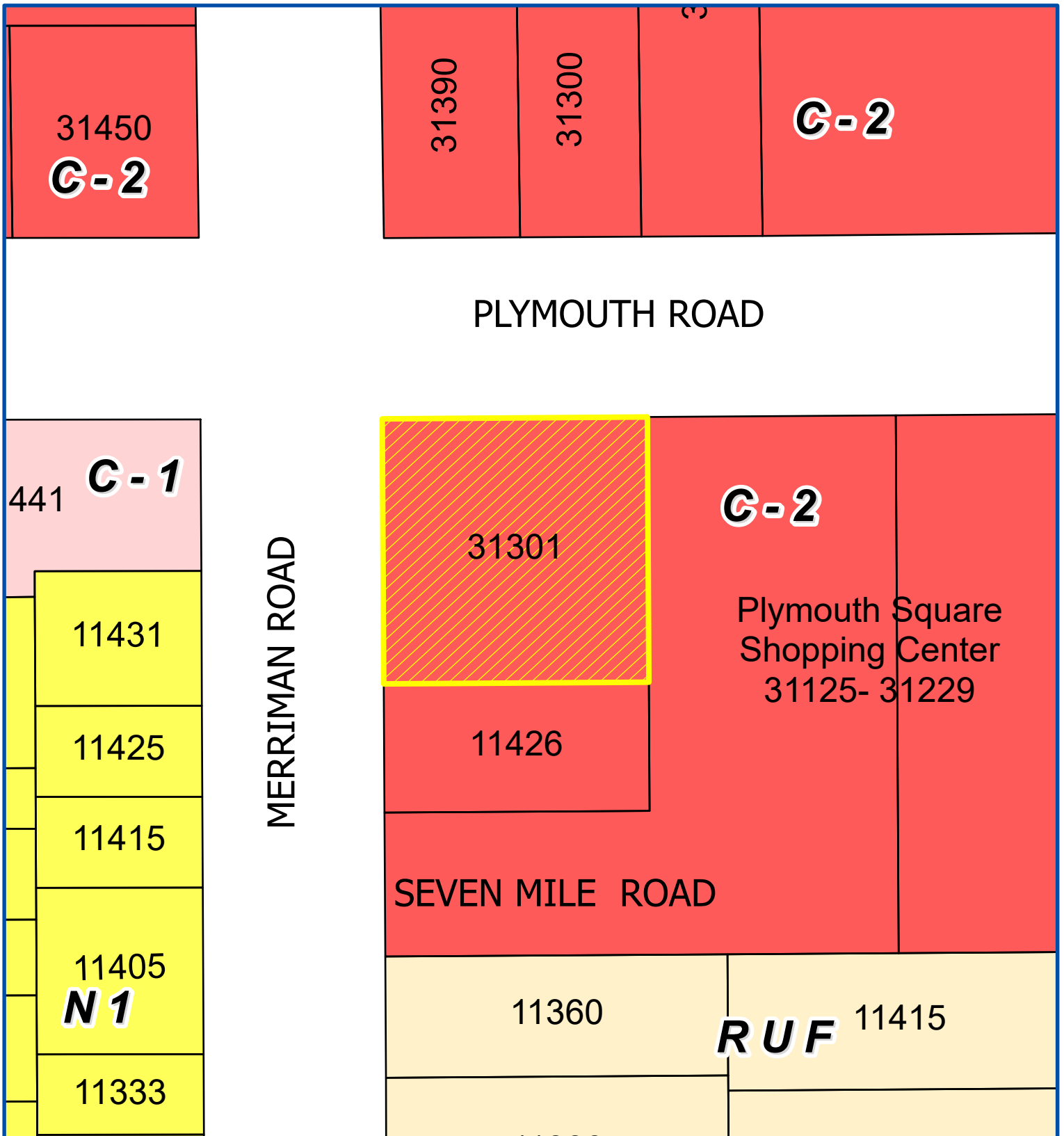
My Commission Expires March 25, 2029

Acting in the County of Wayne day of October 20 24.

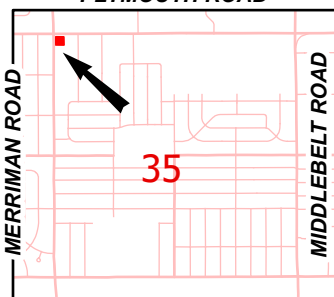
Signature of Notary: Nada Ghai My commission expires _____

Acting in the County of Wayne

RECEIVED
CITY OF LIVONIA
PLANNING COMMISSION
OCT 04 2024



PLYMOUTH ROAD



JOY ROAD

Address & Zoning Map

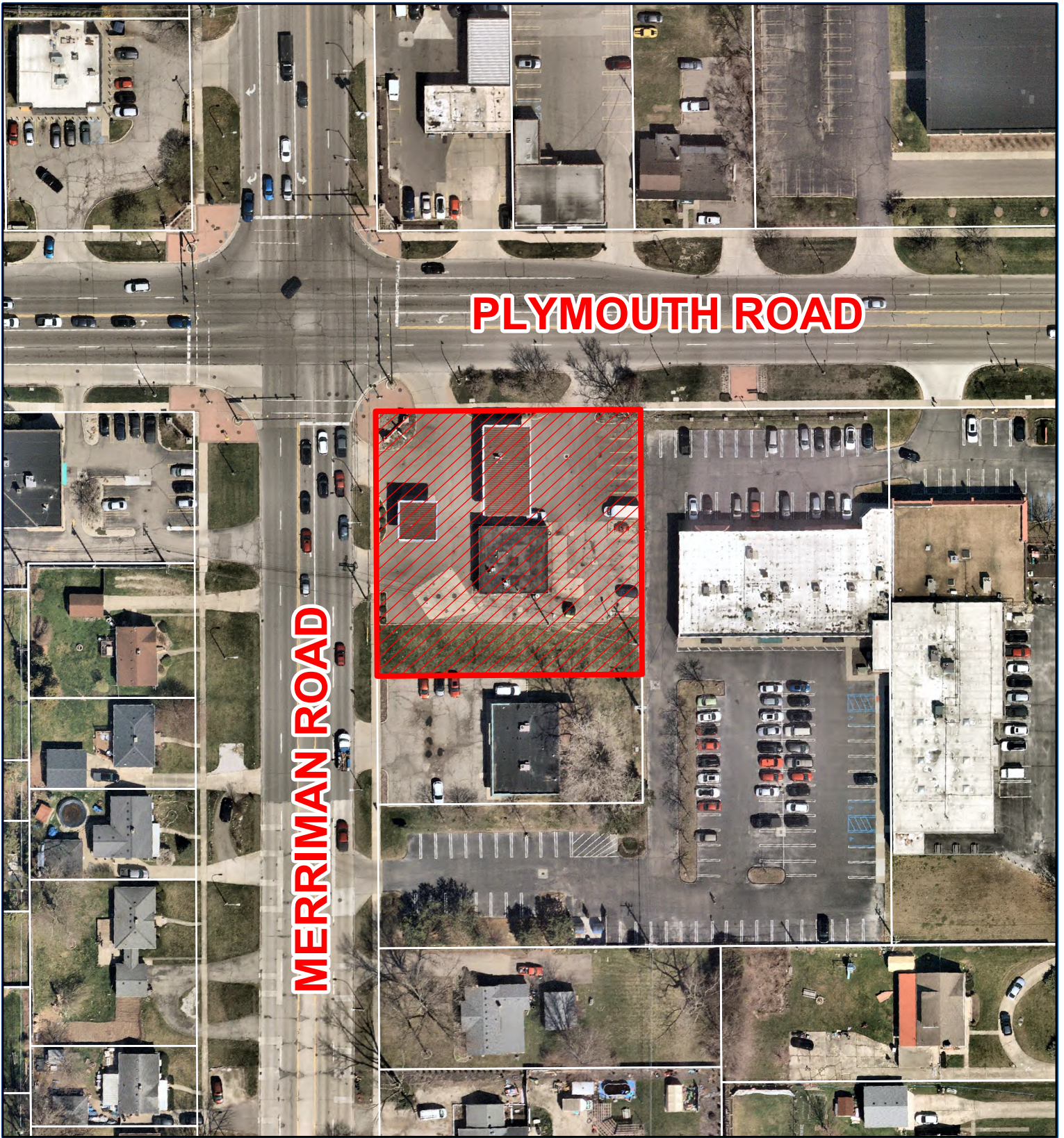
Petition 2024-10-02-16
Livonia Gas Mart
31301 Plymouth Road



Not to Scale

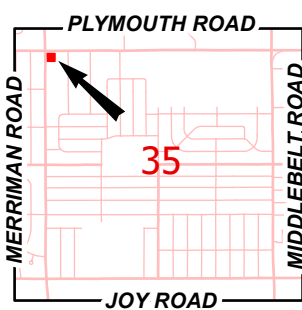


City of Livonia
Planning Department



PLYMOUTH ROAD

MERRIMAN ROAD



Aerial Map

Petition 2024-10-02-16
Livonia Gas Mart
31301 Plymouth Road



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PREHEARING

ITEM 1

Petition 2024-10-02-16 submitted by Livonia Gas Mart requesting waiver use 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 redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space and restaurant, and relocate and increase the number of fuel pumps and parking, at 31301 Plymouth Road, located on the southeast corner of Plymouth and Merriman Roads in the Northwest $\frac{1}{4}$ of Section 35.

October 29, 2024, Study Meeting:

This request involves the expansion and renovation of a gas station located at the southeast corner of Plymouth and Merriman Roads. This site is zoned C-2, General Business. Along with the operation of a gas station, this facility also functions as an auto repair business. Three (3) service bays currently occupy the eastern half of the building.

The subject site measures 175 feet along Plymouth Road by 175 feet along Merriman Road for a total lot area of 30,625 square feet. The existing one-story building contains approximately 2,055 square feet of floor area and is positioned near the middle of the property. There are two (2) separate groups of fuel pumps. Two (2) pumps that can accommodate four (4) vehicles, one on each side, are located between the building and Plymouth Road, and a single pump that can accommodate two (2) vehicles is located between the building and Merriman Road. Over both sets of gas pumps are island canopies. Along the southern edge of the property is an existing thirty-five foot (35') wide grass greenbelt. Four (4) driveways provide ingress and egress to the site, including two (2) on Plymouth Road and two (2) on Merriman Road.

The site plan identifies a one-story addition to the existing building that is shown to have two (2) separate uses. The first proposed addition is "L" shaped and built off the south and east end of the existing building. The addition measures 1,152 square feet and adds twelve feet (12') to the south of the building and eleven feet (11') to the east. The identified use for this portion of the building is for additional retail space. The second portion of the addition extends the building twenty-seven additional feet (27') to the east and measures 1,500 square feet. The second portion is identified on the site plan as a proposed restaurant. The new building would be one-story in height and have a total area of 4,664 square feet.

The required setback for a gas station building is sixty feet (60') from any road rights-of-way. The existing gas station is located approximately seventy-five feet (75') from Plymouth Road and sixty-four feet (64') from Merriman Road. The addition would be constructed flush with the existing building and would not encroach any further into the required setback adjacent to Merriman or Plymouth Roads. Where this property abuts the commercial zoning to the east and south, the Zoning Ordinance allows for zero setbacks subject to applicable building and fire codes. The proposed addition would sit eight feet

(8') from the south property line and approximately twenty-two feet (22') from the east property line.

The project also includes renovations to both the interior and exterior of the existing building. The new floor plan shows the service bays being replaced with a large display/sales area, walk-in cooler, restrooms, a customer service counter, an office and backrooms. The floor plan for the restaurant area has no details on the layout of the 1,500 square foot addition. There is no access between the proposed restaurant addition and the expanded retail area.

The elevation plans show the top edge of the building would be finished with a continuous decorative crown molding. The north elevation shows separate entrances with new storefront windows for the restaurant and existing gas station. New storefront windows would be installed along the east and west elevation of the building with a single door exit on each side. The proposed addition would be constructed out of brick with accent columns constructed out of split-face block.

The site plan shows the six (6) existing gas pumps would be removed. They will be replaced by four (4) new pumps that can accommodate eight (8) vehicles, one on each side, running parallel to Plymouth Road. The pump locations are located between the existing approaches on Plymouth Road. The pumps are covered by a seventeen-foot (17') canopy with a bottom clearance of fourteen feet (14').

Required parking for gas station convenience stores are based on a ratio of one (1) space for each 150 square feet of floor space devoted to retail sales. Based on the floor area of the proposed building ($3,118 \times 80\% \div 150$), this station would require seventeen (17) parking spaces. The petitioner has identified the proposed restaurant as limited service and carry-out restaurants with or without outdoor dining areas. Not enough information is given about the restaurant to determine the parking off the zoning ordinance standard of one (1) parking space for each one hundred (100) square feet of floor area, plus one (1) parking space for each three (3) outside patio seating spaces, plus one (1) parking space for each employee. However, the Zoning Ordinance allows for suitable alternatives including the Institute of Transportation Engineers (ITE) Parking Generation Manual. The ITE does offer a comparable recommendation of 9.91 space per 1,000 square feet of GFA. Based on ITE standards the proposed restaurant requires twelve (12) parking spaces. In total the proposed addition and the restaurant requires a total of twenty-nine (29) parking spaces. The site plan shows twenty striped parking (20) spaces with eight (8) more spaces available at the gas pumps; however, these spaces typically do not count towards the required parking for the store on the basis that the sale of gasoline is treated as a separate use. The site plan shows parking space dimensions are stripped nine feet (9') by twenty feet (20').

The zoning ordinance specifies landscaping requirements to include one (1) deciduous or evergreen trees per forty (40') linear feet of road frontage; one (1) ornamental tree per one hundred (100) linear feet of road frontage; and eight shrubs per forty (40') linear feet. For the purposes of computing length of road frontage, openings for driveways and

sidewalks are not counted in landscaping requirements. The zoning ordinance requires (175' - 60' = 115') three (3) evergreen or deciduous trees, one (1) ornamental tree and twenty-three (23) shrubs along Merriman Road and the same number along Plymouth Road. The landscape plan shows a total of sixty-three (63) shrubs distributed along each throughfare with a concentrated cluster located on the corner. Along Plymouth Road there are two (2) existing deciduous trees and three (3) existing ornamental trees. No trees are identified on the landscape plan along Merriman Road.

Gas stations are permitted one (1) ground sign not to exceed forty (40) square feet in area, twelve feet (12') in height, and a minimum setback of five feet (5') from any right-of-way line. Also allowed are signs attached either to the wall of the building or the canopy fascia, based on two (2) square feet for each one (1) lineal foot of building frontage, with the maximum sign area not to exceed one hundred (100) square feet. The plans do not indicate any type of proposed signage for the site or building; therefore, signage was not reviewed as part of this petition.

A twelve-foot (12') by twelve-foot (12') dumpster enclosure would be constructed at an angle northeast of the proposed restaurant. Based on the site details, Sheet SP-2, the enclosure walls would be six feet (6') in height and constructed of poured concrete with a brick pattern and sloping 4" stone cap. The swing gates would consist of stained wood.

November 12, 2024: Public Hearing:

The petitioner has shared a revised set of plans and identified the following changes:

- The dumpster enclosure has been relocated to the southwest of the site, between the building and two (2) parking spots.
- The northern curb cut, closest to the corner, along Merriman Road has been removed.
- The new parking layout shows fifteen (15) striped parking spaces that are nine feet (9') wide. One (1) parallel parking space that measures ten feet (10') by twenty-three feet (23'), is shown in front of the removed approach.

Approving Resolution: That the request to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space, a new restaurant, as well as relocation and increasing the number of fuel pumps, at 31301 Plymouth Road, is hereby approved, subject to City Council approval and the following conditions:

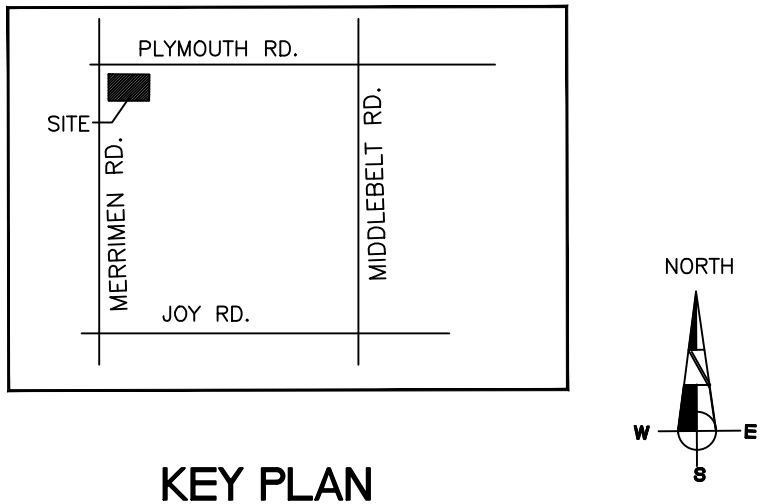
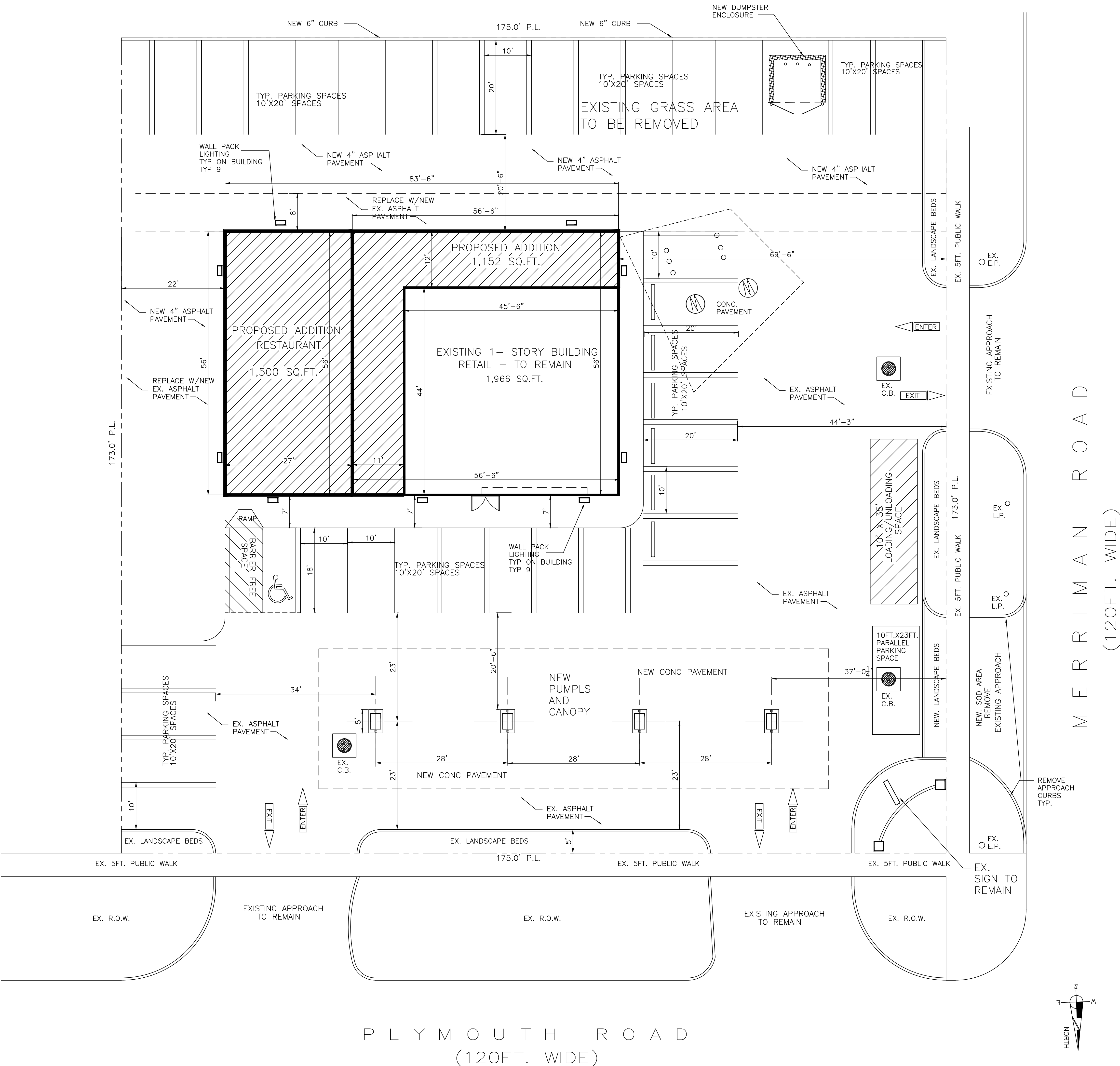
1. The Site Plan identified as Sheet No. SP1 dated September 1, 2024, as revised, prepared by M Designers Group Inc., is hereby approved and shall be adhered to.
2. All parking spaces, except the required barrier free parking, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required, and the number and location of the barrier free parking space(s) shall be provided at the direction of the Inspection Department.

3. The Exterior Building Elevation Plan identified as Sheet No. A2 dated September 1, 2024, as revised, prepared by M Designers Group Inc., is hereby approved and shall be adhered to.
4. That all rooftop mechanical equipment shall be concealed from public view on all sides by screening that shall be of a compatible character, material and color to other exterior materials on the building.
5. Any new light fixtures shall not exceed a height of twenty feet (20') from grade at the base of the light and shall be aimed and shielded to minimize stray light trespassing across property lines or on adjacent roadways.
6. No outside storage, placement or display of merchandise shall be permitted.
7. Pursuant to Section 6.26(11), free air shall be provided and dispensed at the point of service without having to enter the station or perform any extra action to obtain the air without charge.
8. Vacuum equipment or the outdoor placement/storage of propane cylinder storage units is not allowed.
9. The sale of ice shall be restricted to the inside of the building.
10. Only conforming signs are approved as part of this petition, and any additional signs shall be separately submitted for review and approval by the Zoning Board of Appeals.
11. No part of the pump island canopy fascia, except for signage, shall be illuminated, and no LED lightband or exposed neon is allowed on any part of the building, including around the windows or on the overhead canopies.
12. 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.
13. That this approval is subject to the petitioner being granted a variance from the Zoning Board of Appeals for deficient parking and any conditions related thereto.
14. The specific plans referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and,
15. Pursuant to Section 13.13 of the Livonia Vision 21 Zoning Ordinance, this approval is valid for a period of one year only from the date of approval by

City Council, and unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

Denying Reasons: That the request to redevelop and expand the existing gas station, including removing the service bays, expanding the building to provide additional retail space, a new restaurant, as well as relocation and increasing the number of fuel pumps, at 31301 Plymouth Road, is hereby denied for the following reasons:

1. That the petitioner has failed to comply with all general standards and requirements as set forth in Sections 1.02 and 13.13 of the Zoning Ordinance.
2. That the site lacks the capacity to handle the increase in intensity associated with the proposed restaurant and would therefore be detrimental to and not in harmony with the character of the surrounding neighborhood.
3. That the layout and aesthetics of the proposed remodeling would have a negative effect upon the neighboring properties.
4. That the proposal creates significant adverse impacts on adjoining parcels, public services, and community planning efforts; and
5. That the petitioner has failed to comply with all the concerns deemed necessary for the safety and welfare of the City and its residents.



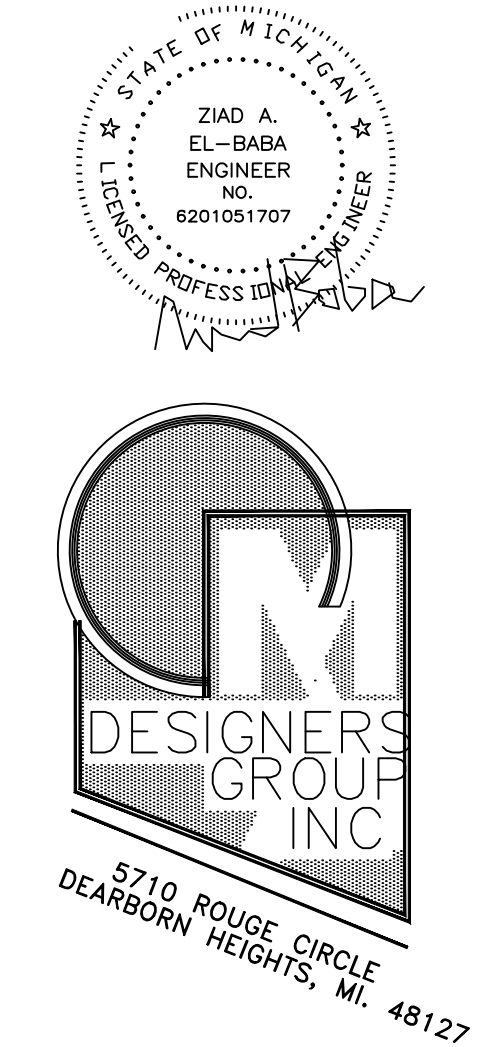
SITE DATA

ZONING	COMMERCIAL - RETAIL BUSINESS
USE GROUP :	M
CONSTRUCTION TYPE :	III B
SITE TOTAL AREA = 24,500 SQ. FT. (.56 ACRE)	
EXISTING BUILDING AREA:	1,966 S.F. (1 STORY)
PROPOSED ADDITION AREA:	2,698 S.F. (1 STORY)
PROPOSED NEW RETAIL STORE:	3,164 S.F. (1 STORY)
PROPOSED NEW RESTAURANT:	1,500 S.F. (1 STORY)
PROPOSED NEW TOTAL BUILDING AREA:	4,664 S.F. (1 STORY)
OCCUPANT LOAD:	
RETAIL AREA: 4,664x.8 = 3,731/100	= 37

PARKING CALCULATIONS:	
RETAIL AREA = 3164 x .8 = 2531/ 150 = 17 SPACES	
FUTURE RESTAURANT SPACE = 1500 X .80 = 1200/200 = 6	
PARKING SPACES REQUIRED = 23	
PARKING SPACES PROVIDED = 27	
PARKING SPACES AT PUMPS = 8	
TOTAL PARKING SPACES PROVIDED = 35	
TYP. PARKING DIM.	10'-0" x 20'-0"
PARALLEL PARKING SPACE	10'-0" x 23'-0"
H.C. PARKING SPACE (B.F.)	16' x 20' (1)

SITE NOTES:	
1. NO OUTDOOR SALES AND DISPLAY AREA'S WILL BE ON SITE.	
SCOPE OF WORK:	
EXPAND EXISTING 1- STORY BLOCK BUILDING. CONSTRUCT NEW 1-STORY BLOCK BUILDING ADDITION. NEW RETAIL STORE AND FUTURE RESTAURANT PROPOSED NEW PUMPS, CANOPY BY OTHERS. PAVEMENT WILL REMAIN EXISTING.	

PROPOSED SITE PLAN
SCALE 1" = 10'-0"



(313)995-1515
MADESIGN19@YAHOO.COM

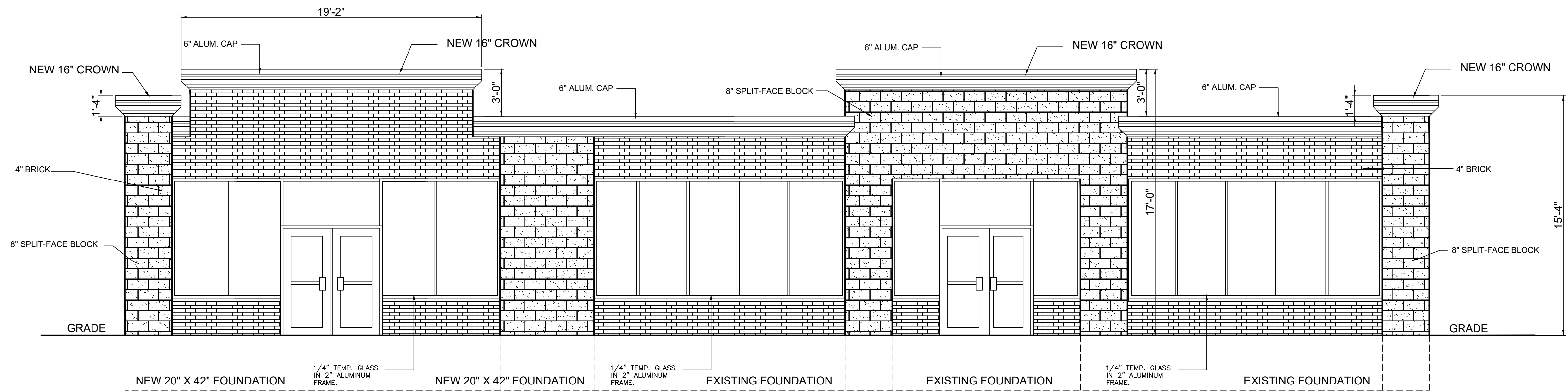
PROJECT NO.: 09012024
FILE NAME: PLYMOUTH-GAS-SP1

PROJECT NAME: PROPOSED NEW ADDITION TO EXISTING 1-STORY BUILDING
31301 PLYMOUTH RD., LIVONIA, MICHIGAN
OWNER: MOBIL GAS STATION 31301 PLYMOUTH RD. LIVONIA, MICHIGAN

DRAWN BY: A.R.
CHECKED BY: H.S.
DATE PLOTTED: 9-1-2024
DATE SUBMITTED: 9-1-2024

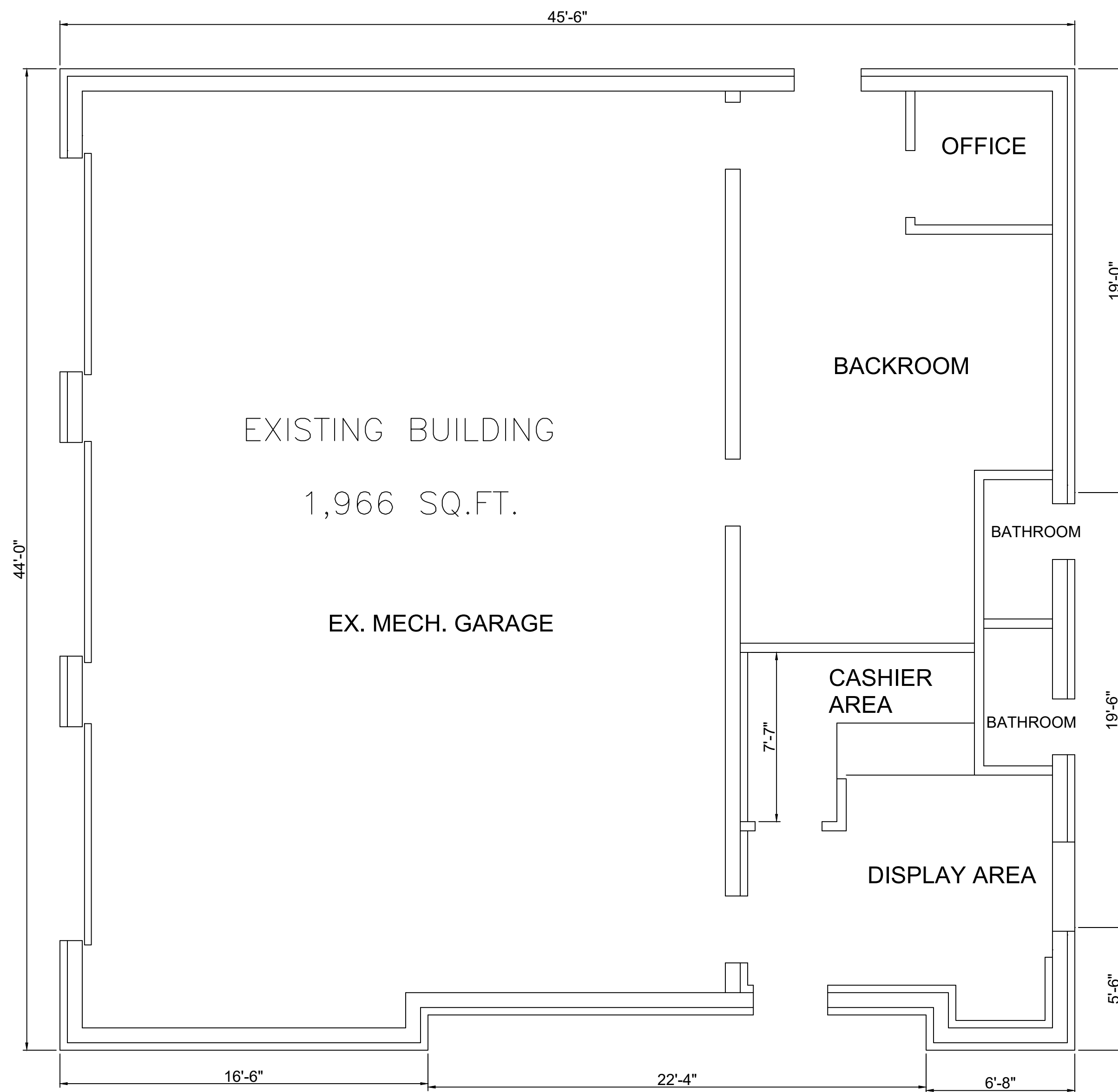
REVISIONS:
11-10-2024
12-2-2024

SHEET NO.: SP-1



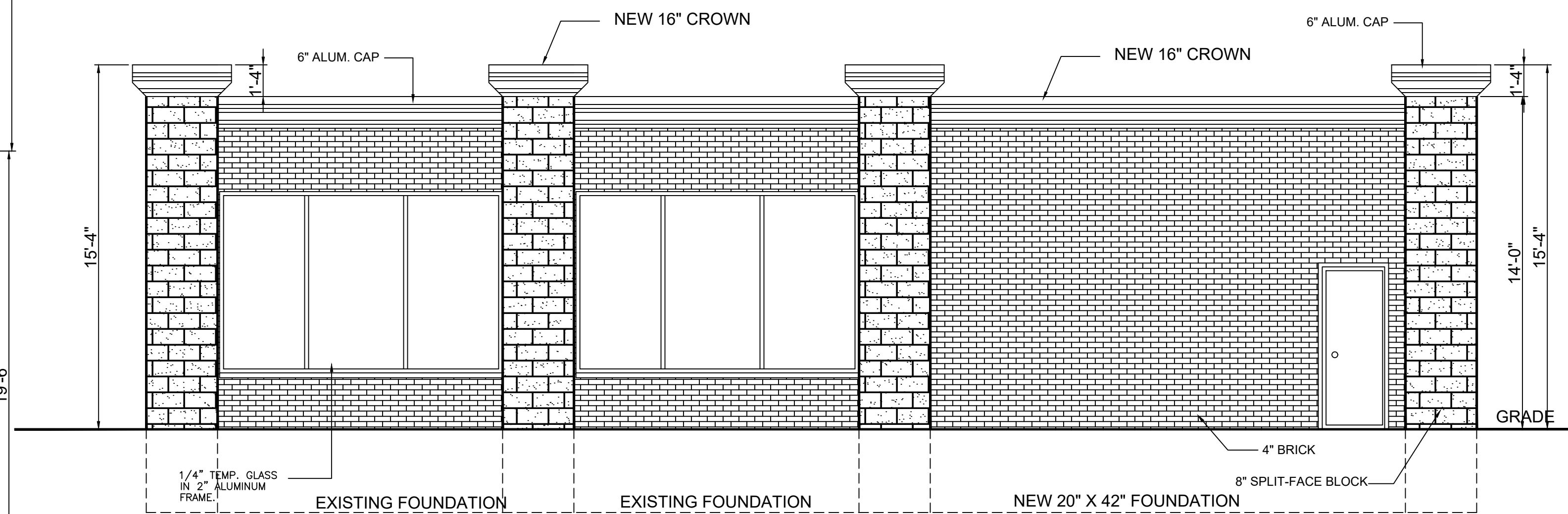
PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"



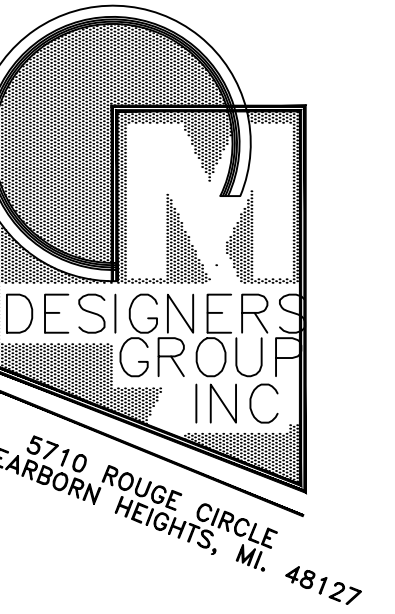
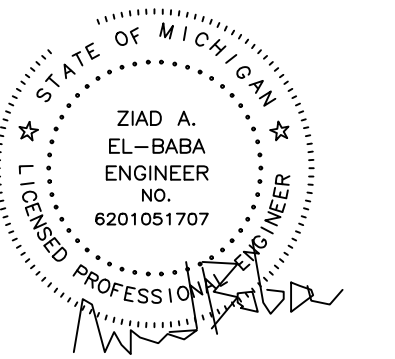
EXISTING FLOOR PLAN

SCALE: 1/4" = 1'-0"



PROPOSED WEST ELEVATION

SCALE: 1/4" = 1'-0"



(313)995-1515
MADESIGN19@YAHOO.COM

PROJECT NO.: 09012024

FILE NAME:
PLYMOUTH-ADD-GAS-A1

PROJECT NAME:
PROPOSED NEW ADDITION
TO EXISTING GAS STATION BUILDING
3301 PLYMOUTH RD., LIVONIA, MICHIGAN

OWNER:
EX. GAS STATION
3301 PLYMOUTH RD.
LIVONIA, MICHIGAN

DRAWN BY: AR

CHECKED BY: H.S.

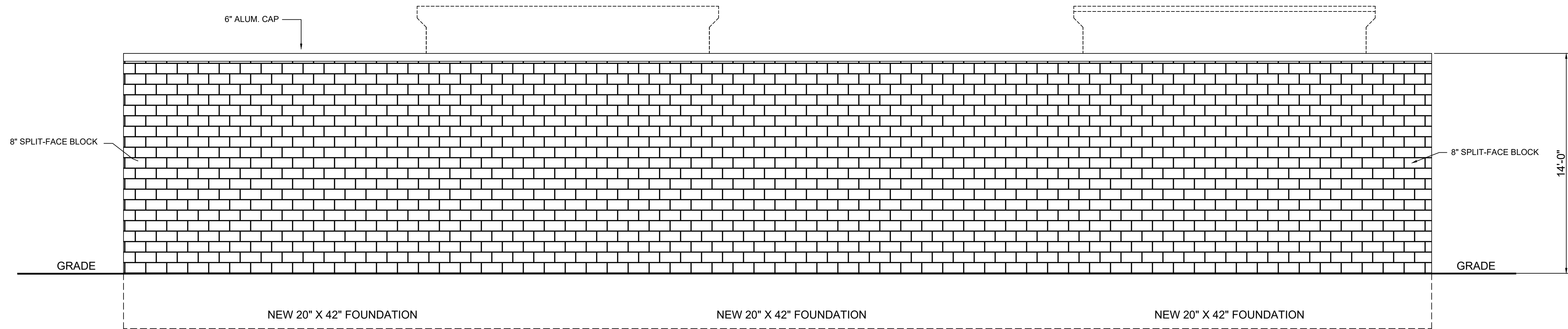
DATE PLOTTED:
9-1-2024

DATE SUBMITTED:
9-1-2024

REVISIONS:

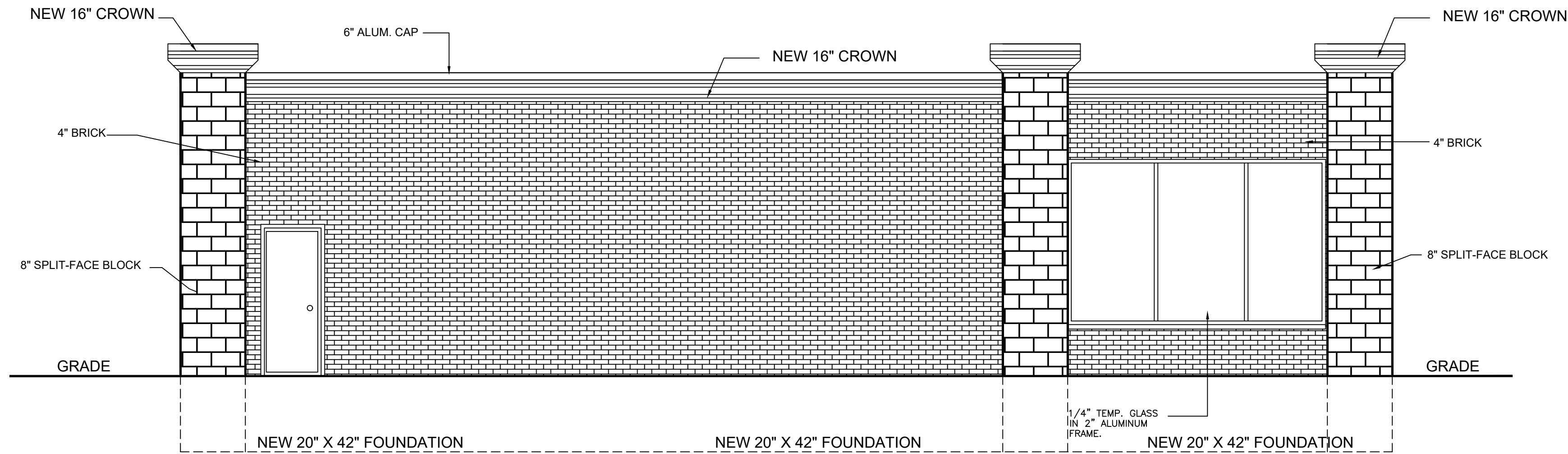
SHEET NO.:

A-2



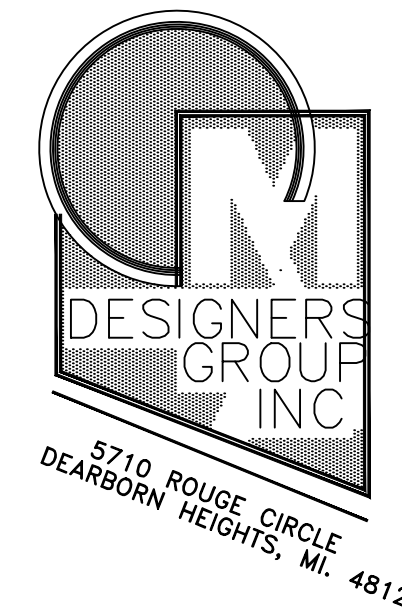
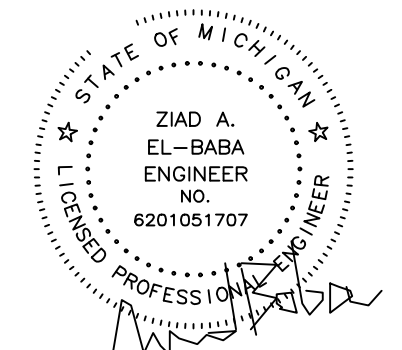
PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"



(313)995-1515
MADESIGN19@YAHOO.COM

PROJECT NO.: 09012024

FILE NAME: PLYMOUTH-ADD-GAS-A1

PROJECT NAME:
PROPOSED NEW ADDITION
TO EXISTING GAS STATION BUILDING
3301 PLYMOUTH RD., LIVONIA, MICHIGAN

OWNER:
EX. GAS STATION
3301 PLYMOUTH RD.
LIVONIA, MICHIGAN

DRAWN BY: AR

CHECKED BY: HS

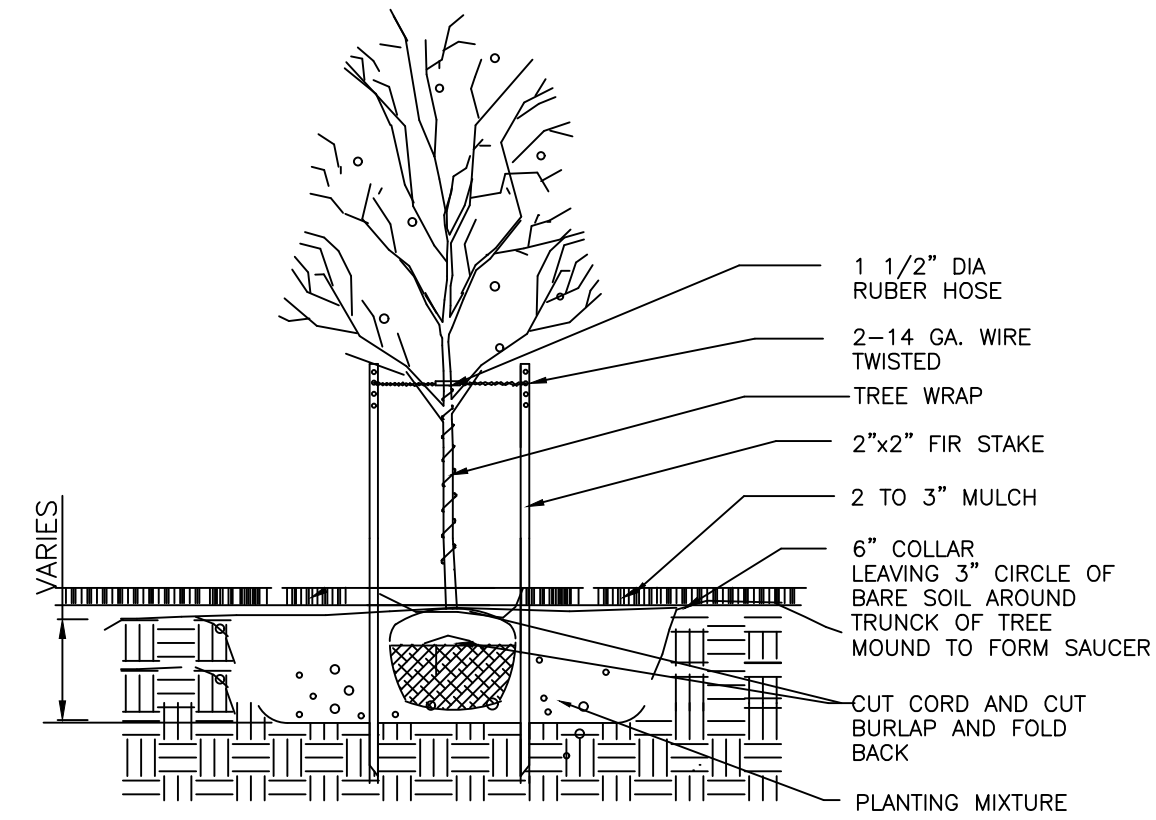
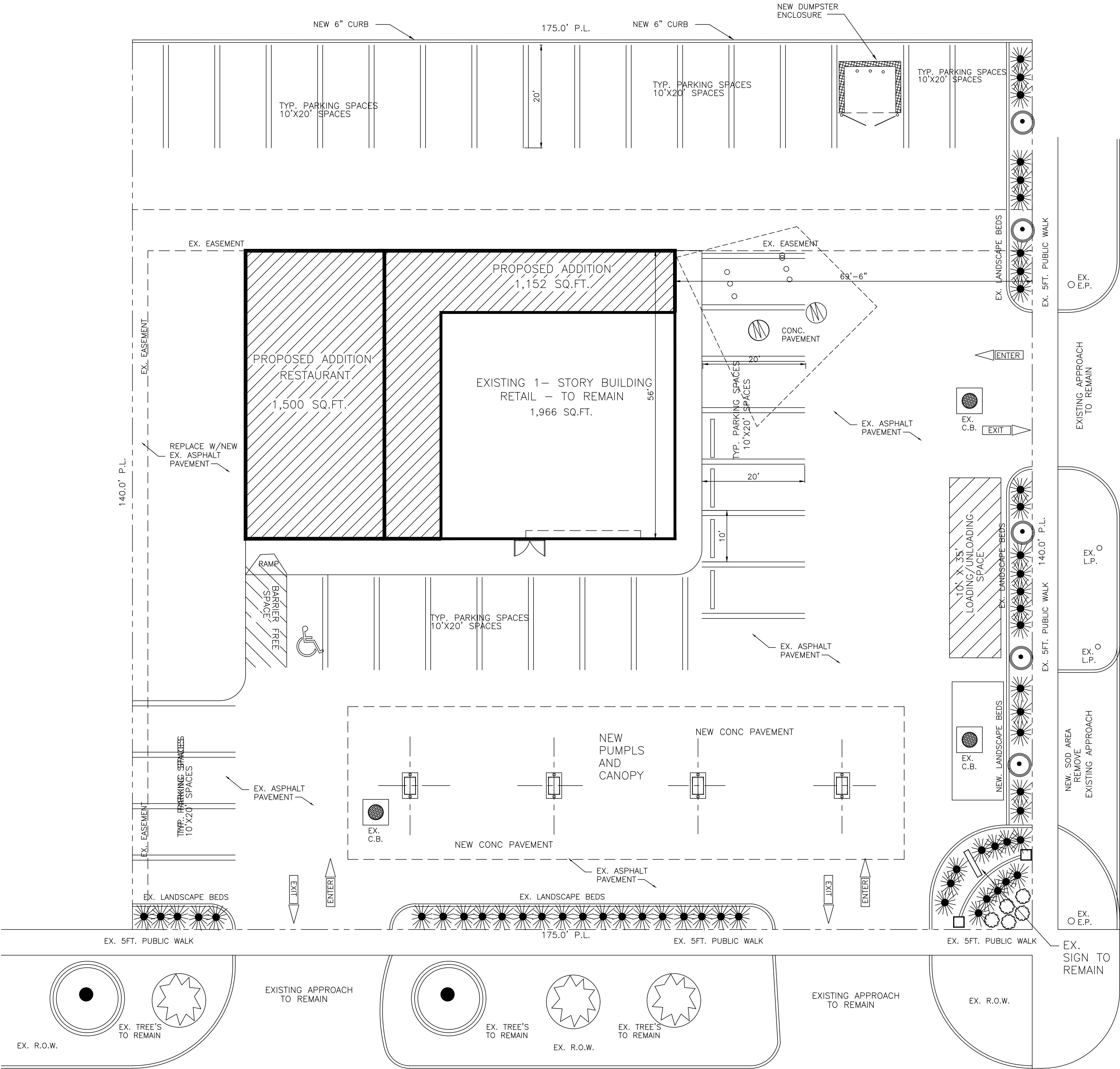
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DATE SUBMITTED: 9-1-2024

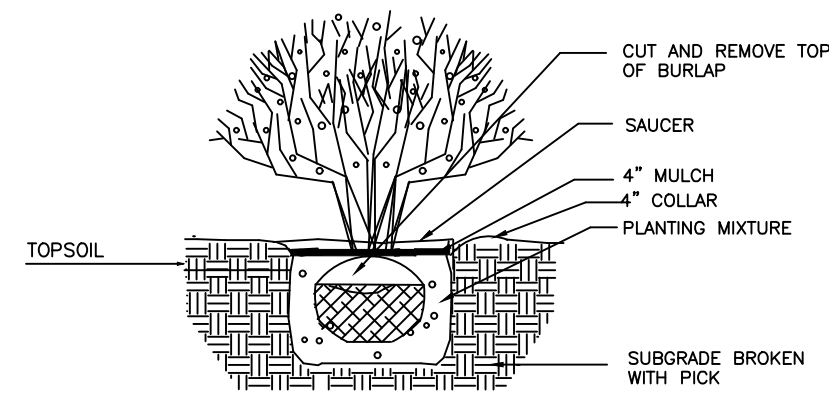
REVISIONS:

SHEET NO.:

A-3



Deciduous Tree Planting NTS

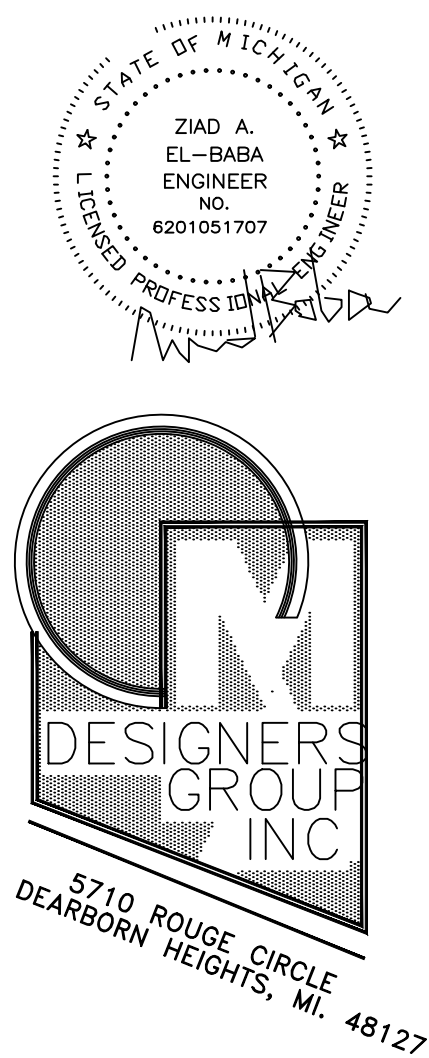


Shrub Planting NTS
LANDSCAPING PLAN

TYPE	SYMBOL	SIZE	BOTANICAL	QUANTITY
NEW BLUE TAM'S JUNIPER	SHRUB	CONT 30" SPREAD	JUNIPERUS S.T. "NEW BLUE"	0
DWARF KOREAN COMMON BOXWOOD		B&B ROOT 1 1/2" cal.	BUXUS SINICA VAR INSULARIS "NANA"	58
DECIDUOUS SUGAR MAPLE		B&B ROOT 2 1/2" CALIP.	ACER SACCHARUM	5
REDSPICE PEAR TREES		3.0" CAL		0

- LANDSCAPING NOTES:
- EXISTING TOP SOIL FOUND TO BE IN GOOD CONDITION TO BE STORED ON SITE AND PROTECTED FROM EXTREME WEATHER CONDITIONS, BAD SOIL TO BE DISPOSED IN LEGAL MANNER.
 - ALL LANDSCAPED AREA (L.S. AREA) TO RECEIVE MIN. 4" TOP SOIL WITH SOD. PROVIDE FERTILIZER UNDER SOD, ALL PER CITY STANDARDS.
 - ALL PLANT MATERIALS ARE TO BE FIRST QUALITY NURSERY STOCK, FREE FROM DISEASE OR OBJECTIONABLE DISFIGUREMENTS, AND PLANTED IN CONFORMANCE WITH SOUND NURSERY PRACTICE.
 - ALL NEW TREES ARE TO BE STAKED WITH TWO 6 FT., CEDAR STAKES GUYED WITH HOSE COVERED WIRE.
 - ALL PLANTING PITS ARE TO RECEIVE 3 AGRIFORM TABS (3-YEAR FERTILIZER) AT TIME OF PLANTING
 - ALL PLANT MATERIALS ARE TO BE GUARANTEED FOR ONE YEAR TO BE IN HEALTHY AND VIGOROUS CONDITION. IT IS UNDERSTOOD THAT THE OWNER WILL PROVIDE ADEQUATE AND TIMELY CARE DURING THE GUARANTEE PERIOD

PROPOSED LANDSCAPE PLAN
SCALE 1" = 10'-0"



(313)995-1515
MADESIGN19@YAHOO.COM

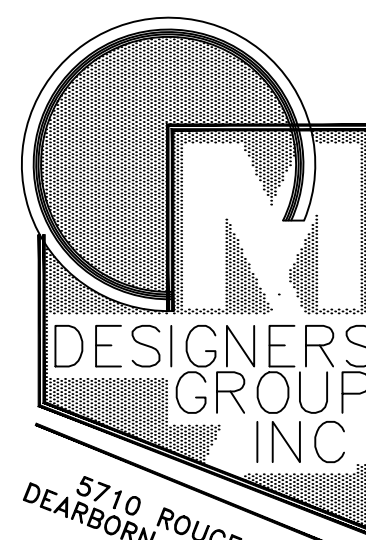
PROJECT NO.: 09012024
FILE NAME: PLYMOUTH-GAS-SP1

PROJECT NAME: PROPOSED NEW ADDITION TO EXISTING 1-STORY BUILDING
31301 PLYMOUTH RD., LIVONIA, MICHIGAN
OWNER: MOBIL GAS STATION
31301 PLYMOUTH RD.
LIVONIA, MICHIGAN

DRAWN BY: A.R.
CHECKED BY: H.S.
DATE PLOTTED: 9-1-2024
DATE SUBMITTED: 9-1-2024

REVISIONS:
11-19-2024

SHEET NO.: L-1



5710 ROUGE CIRCLE
DEARBORN HEIGHTS, MI. 48127

PROJECT NO.: 09012024

FILE NAME: PLYMOUTH-GAS-SF

PROJECT NAME:
**PROPOSED NEW ADDITION
TO EXISTING 1-STORY BUILDING**
31301 PLYMOUTH RD., LIVONIA, MICHIGAN

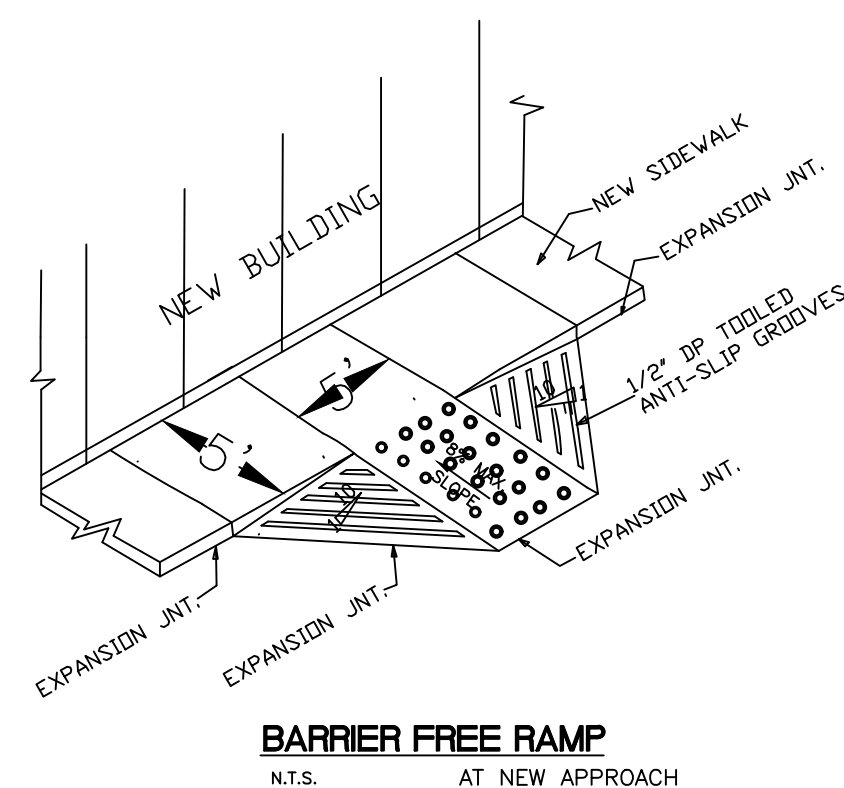
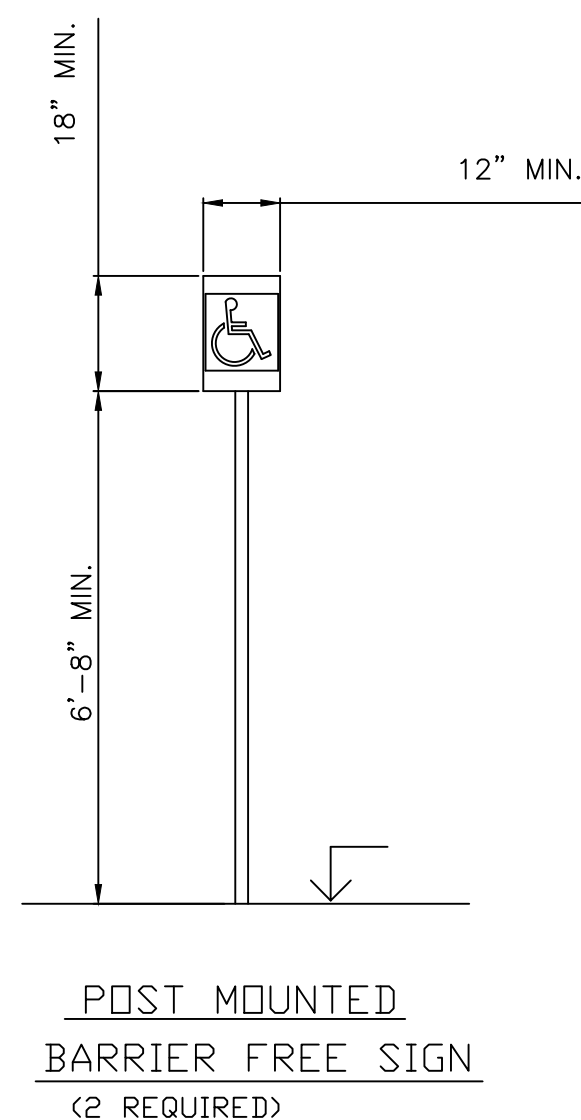
R: MOBIL GAS STATION
31301 PLYMOUTH RD.
LIVONIA, MICHIGAN

DATE SUBMITTED: 9-1-2024

REVISIONS:

SHEET NO.:

SP-2



SIDEWALK RAMP NOTES:

- 1. ALL SIDEWALK RAMPAS AS CALLED FOR ON THE PLANS SHALL HAVE DETECTABLE WARNINGS
- 2. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE.
- 3. DETECTABLE WARNING SHALL BE MODULAR PLASTIC TILE, POLYMER CONCRETE TILE OR OTHER SIMILAR TILE, SET INTO THE FRESH CONCRETE, AS APPROVED BY THE ENGINEER; OR A STAMPED PATTERN IN THE FRESH CONCRETE WITH INTEGRAL COLOR(NOT SHAKE-ON COLOR). ADHESIVE APPLIED DETECTABLE WARNINGS ARE NOT ALLOWED.
- 4. ALL DETECTABLE WARNINGS SHALL HAVE SKID RESISTANT SURFACE.
- 5. SYSTEM AND COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING WORK.

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSINAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

October 25, 2024

Mr. Jacob Uhazie
Assistant Planning Director
City of Livonia

Re: Petition 2024-10-02-16 – #31301 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 waiver use at this time, but would like to note the following items:

1. The subject parcel is assigned the address of **#31301 Plymouth Road**. Should additional addresses be needed, the Owner will need to contact this Department once permitting has been completed.
2. The existing parcel is currently serviced by public sanitary sewer and water main, and storm sewer. The submitted drawings does not include any proposed utility information, but we do not believe there will be any adverse impacts to the existing systems with the proposed improvements.
3. Although the drawings do not indicate any utility alterations, it should be noted the any proposed development may be required to provide storm water improvements and detention per the Wayne County Stormwater Ordinance.
4. Should the project move forward, the owner will need to submit plans to the Engineering Department for calculation of water and sewer fees associated with the building expansion and new restaurant facilities.
5. Any disturbances with the Middlebelt Road or Plymouth Road right-of-way's will require permits through the Wayne County Department of Public Service or MDOT, including drive approach and sidewalk removals and placements.

To: Mr. Jacob Uhazie
Re: Petition 2024-10-02-16 – 31301 Plymouth Road

October 25, 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,



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: October 28, 2024
TO: Scott O. Miller, Planner IV
FROM: Livonia Fire Prevention Division
SUBJECT: Petition #2024-10-02-16 Livonia Gas Mart (Mobil) 31301 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

October 25th 2024

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

Re: Petition 2024-10-02-16 – 31301 Plymouth Road

Mr. Miller,

I have reviewed the plans in connection with the petition. The single barrier free space provided in the proposal located on the south side of the business has the access aisle on the driver side of the parking space. Per the Americans with Disabilities Act (ADA), when a barrier free space is located in angled parking, the access aisle must be on the passenger side. Furthermore, two accessible parking spaces should be provided for the number of parking spaces in the proposal per the ADA.

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

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

October 24, 2024

Mr. Jacob Uhazie
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Petitions 2024-10-02-16 - 31301 Plymouth Road

Dear Mr. Uhazie,

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

October 30, 2024

RE: 31301 Plymouth Rd

Attention Planning Commission

As of today, water and taxes are current with the city in regards to this property

If you have any further questions please contact me

Thank you

Susan Nash

**OTHER ITEMS
RELATED TO THE
PETITION**

**CAPITAL OUTLAY AND INFRASTRUCTURE COMMITTEE MEETING
WEDNESDAY, JANUARY 22, 2025
7:00PM**

A Capital Outlay and Infrastructure Committee meeting was held on Wednesday, January 22, 2025, at Livonia City Hall in the City Council Chambers on the 2nd floor.

Committee Members Present: Martha Ptashnik, Vice Chair
Carrie Budzinski, Member

Committee Members Absent: Rob Gjonaj-Donovic, Chair

City Council Members Present: Lynda L. Scheel

**City Officials
and Others Present:**

Maureen Miller Brosnan, Mayor
Lori Miller, City Clerk
Eric Goldstein, Assistant City Attorney
Dave Varga, Chief of Staff
Debbie Lichtenberg, Finance Director
Mark Taormina, Planning and Economic Development Director
Todd Zilincik, City Engineer
Plante Moran Realpoint Representatives
Plante Moran Technologies Representatives

1. The subject matter of the planning, design and construction of the new Civic Center Campus. (CR 330-24)

The meeting convened at 7:02PM

The meeting began with a discussion of the IT contract and where we are at in the Master Plan.

Plante Moran Realpoint (PMR) Representative, Paul Theriault, explained the IT contract process to hire a separate outside tech company, needed to design and consult on the project. It was posted on MITN with five proposals submitted and three firms were interviewed.

Plante Moran Technologies (PMT) was the recommended firm, offering a \$384,500 contract to provide around \$5M in technology.

PMT was noted to be wholly separate from PMR and spoke about adaptability and growth of technology within the city.

Councilmember Carrie Budzinski offered an approving motion for PMT to be awarded the contract.

PMR Representative, Doug Smith, spoke on the Master Plan process and timeline:

- November 2024: Master Plan launched
- January 2025: Site analysis and Development Program to prepare the Framework Plan, with studies completed for the survey, traffic and environmental
- April/May 2025: PMR to present the final Master Plan, to include many interim meetings between now and then to provide updates

PMR is currently working on the Framework Plan to consider City Hall as the anchor. A decision will need to be made on the layout that makes the most sense to align with Vision 21.

A dynamic City Center is the vision for this project, which is guided by Vision 21, consisting of the following key design strategies:

- New City Center
- Great Mixed Use
- Design to unlock the site's greatest assets
- Pave the way for future development at Five and Farmington

Goals for the project were discussed:

- Livonia Community Green Connectors to allow for a bikeable and walkable area from Rotary Park to Hines, going through the City Center with options for transit
- A welcoming City Center with City Hall, Fire and Police Departments, Library, plazas and parks
- To provide experiential living with branded edges at Five and Farmington, with a possibility of a culinary street and a merchant market

Everything is driven by the budget with important points to consider:

- Decisions must be feasible and sustainable
- City Hall and the Senior Center are the important first steps
- Start small

- First phase must be meaningful and economically viable
- Move existing City Hall and Police Department buildings in order to rebuild
- Clear rules and expectations
- Use of public financing tools

A 20-year phasing strategy must be created for the development. Everyone should understand where we are headed.

Site-planning factors for City Hall:

- Developing an activated plan for the park/plaza connected to City Hall
- Welcoming
- Flexible
- Sustainability/stewardship
- Currently 54,500 sq. ft, down by approximately 40% to be fiscally responsible
- Focus on healthy spaces
- Daylight
- Effective resource management

City plaza to include:

- Wide appeal
- Community first
- Right sized
- Acknowledge adjacencies
- Seasonally appropriate
- Durable and cost effective

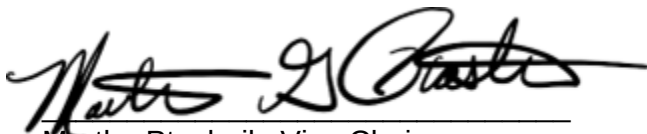
The meeting adjourned at 8:17PM.

The Committee recommends:

For the Law Department to draft an approving resolution awarding the IT contract to PM Technologies.

Note: This item will remain in Committee.

This meeting will be reported at the Regular Meeting of February 10, 2025.



Martha Ptashnik, Vice Chair

CAPITAL OUTLAY & INFRASTRUCTURE COMMITTEE MEETING
WEDNESDAY, JANUARY 22, 2025, 7:00PM

NAME

DEPT OR CONTACT INFO FOR NOTIFICATIONS*
*PERTAINING TO THE SUBJECT MATTER OF THIS MEETING

Marlene Kubafer

Lori Miller

City Clerk

Ava Wisniewski

PMR

Doug Smith

" "

Paul Theriault

" "

Dave Varga

Mayor's Office

TOO ZILINIK

CITY ENGINEER

Stephanie Corona Gilbane Building Co. - Livonia Res.



LETTER TO THE LIVONIA CITY COUNCIL

1.

Council Office
January 13, 2025

MEETING DATE

COI012225

PRESENTED BY

AGENDA ITEM

The subject matter of the planning, design and construction of the new Civic Center Campus. (CR 330-24)

BACKGROUND DETAILS

At the Regular Meeting of December 18, 2024:

Councilmember Donovic reported on the subject of planning, design and construction of new Civic Center Campus.

At the Regular Meeting of October 7, 2024:

#330-24 RESOLVED, that upon the motion by Councilmember Rob Donovic, seconded by Council Vice President Martha Ptashnik, at the Regular Meeting held October 7, 2024, the Council does hereby refer the subject matter of the planning, design, and construction of the New Civic Center Campus to the Capital Outlay and Infrastructure Committee for its report and recommendation.

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

To discuss the subject matter as presented.

ATTACHMENTS

1. COI012225 Minutes
2. COI012225 Technology Consulting Services_Contract Award Recommendation Letter
3. COI012225 LCCP_Tech Consulting Services_Proposal and CBS Summary
4. R121824 FRS new Livonia City Hall CR 432-24
5. R121824 Hobbs + Black new PD CR 433-24
6. COI121124 20241206_LCCP_Police Station_AE_Contract Award Recommendation Letter
7. COI121124 20241206_LCCP_City Hall_CM_Contract Award Recommendation Letter
8. R102124 (X1) CE w proposed contract res - New Data recd 10-21-24
9. R102124 (X1) ProfSurvey w proposed contract res - - New Data recd 10-21-24
10. R102124 (X1) HED - Master Plan w proposed contract res - New Data recd 10-21-24
11. COI101424 Minutes - RD Final
12. COI101424 LTC plan design construction of CC Campus
13. COI101424 Email RE_Award Recommendation Letters and Proposal Summaries
14. COI101424 LCC_City Hall_AE_Contract Award Recommendation Letter_AE- Updated
15. COI101424 LCC_Contract Award Recommendation Letter_CE-Updated

16. COI101424 LCC_Contract Award Recommendation Letter_MP- Updated
17. COI101424 LCC_Survey_Contract Award Recommendation Letter- Updated
18. COI101424 LCC_Traffic Study_Contract Award Recommendation Letter- Updated
19. R100724 Subject matter of plan, design, and construct New Civic Center Campus CR 330-24

APPROVED BY

December 17, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

**RE: Livonia City Center Program – Technology Consulting Services Contract Award
Recommendation**

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional technology consulting firm for the Livonia City Center Program (LCCP). This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend the most qualified firm.

The Technology Consulting Services for the LCCP includes the new City Hall, new Police Station, Fire Station No. 1 expansion and renovation, and outdoor gathering spaces; and is critical for establishing standardization of technology related systems throughout all LCCP facilities. It is also paramount to begin this process quickly in order to meet the program's overall timeline and budget.

SELECTION PROCESS

In October, the Project Team drafted a Scope of Work and request for proposal (RFP). This Scope of Work was also reviewed on several occasions in detail by the project team. PMR also reached out to approximately six technology consulting firms to garner interest in the RFP.

On November 12, 2024, the COL formally posted the RFP documents to MITN. The Project Team conducted a pre-proposal meeting on November 19, 2024, which six (6) firms participated in. After receiving proposals from five (5) firms on December 11, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each firm's Proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals and objectively shortlist three (3) firms for interviews. Selection criteria included the firm's relevant

project experience, proposed team's experience, available manpower, proposed fee, client references, and firm approach to the project.

The Project Team conducted interviews with the shortlisted firms on December 13, 2024. The selection committee consisted of staff from PMR as well as Dave Varga, Mark Taormina, Debbie Lichtenberg, Casey O'Neil, and Nathan Shaw. Upon completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to the firm's experience, team experience, the firm's approach to completing the project on schedule and within budget, and strong presentation/interview.

RECOMMENDATION

The Project Team recommends awarding the contract for Technology Consulting services for the Livonia City Center Program to Plante Moran (separate firm than Plante Moran Realpoint), pending final review of terms by legal counsel.

The total contract award recommendation is **\$384,500** and is further defined as follows:

\$383,500	Proposed Fee 7.67% of the cost of the work
\$ 1,000	Not-to-Exceed Reimbursables
\$384,500	Total Contract Award Recommendation

The fee will be a fixed lump-sum amount based upon the scope, budget, and timeline established in the RFP. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 227-4691 or rick.erickson@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Rick Erickson, AIA
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia
Paul Theriault, Plante Moran Realpoint

Andy Fountain, Plante Moran Realpoint
ENCLOSURES: Proposal/CBS Scoring Summary

**LIVONIA CITY CENTER PROGRAM
TECHNOLOGY CONSULTING SERVICES
PROPOSAL + CBS SUMMARY
DECEMBER 16, 2024**

Category	Communications By Design	Malor + Co.	Metro Technology Services	Plante Moran	Tower Pinkster	AVERAGES
General Information						
Local Office	Grand Rapids, MI	New York, NY	Mt. Clemens, MI	Southfield, MI	Kalamazoo, MI	
Full-Time Personnel at Local Office	11		6	100+		
Headquarters	Grand Rapids, MI		Mt. Clemens, MI	Southfield, MI	Kalamazoo, MI	
Full-Time Personnel for Entire Firm	11		6	100+		
Contact	Sara Easter (616) 304-0044	Garly Benoit (212) 498-9732	Tom Giachino (248) 321-5242	Mark Warner (248) 223-3799	Eric Rinehart (269) 491-1909	
Acknowledge Addenda	Yes	Yes	Yes	Yes	Yes	
Agree to Contract Terms	Yes	Yes	Yes	No	No	
Alternate Contract Language Provided	N/A	N/A	N/A	Yes	Yes	
Required Documents Submitted	Yes	No	Yes	Yes	Yes	
Consultants:	Geotech-Ghassen Gareeb-External Fiber Engineering	None	None	None	Buist Electric	
Firm has proven that they meet the Minimum Qualifications	Yes		Yes	Yes	Yes	
1. In business for ten consecutive years	Yes		Yes	Yes	Yes	
2. Licensed in State of Michigan	Yes		Yes	Yes	Yes	
3. Five public sector clients in last ten years	Yes		Yes	Yes	Yes	
4. Completed \$1M for five public sector clients in ten years	Yes		Yes	Yes	Yes	
Attended Pre-proposal Meeting	Yes	No	No	Yes	Yes	
Proposed Fee/ Hours Information						
Stated Limitation on the Cost of the Work (SLCW)	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Fixed Fee	\$325,000	\$275,000	\$275,000	\$383,500	\$480,000	\$347,700
Percentage Fee (%) for addition or reduction of project scope	6.50%	5.50%	5.50%	7.67%	9.60%	6.95%
Markup on Reimbursables (%)	0.00%	15.00%	0.00%	0.00%	0.00%	3.00%
Not-to exceed reimbursable allowance (\$)	\$2,000	\$10,000	\$0.00	\$1,000	\$30,000	\$8,600
Criteria Based Selection (Criteria / Scores)						
Firm's experience as related to similar projects	100	0	60	100	60	64
Firm's proposed team experience as related to similar projects	60	0	60	60	80	52
Evidence of capabilities to perform all requirements reflected in the RFP	45	0	45	45	45	36
Proposed fees and costs	60	80	80	40	0	52
Client References	15	15	15	15	15	15
Project approach	100	20	60	100	100	76
Total (unfactored)	380	115	320	360	300	295
Quantitative Score (Factored at 70%)	266	81	224	252	210	207
Pre-Interview Ranking	1	5	3	2	4	3
Interview Scores	30	0	138	150	0	64
Total Weighted Scores (Proposal + Interview)	296	81	362	402	210	270
Final Ranking / Scoring	3	5	2	1	4	3
Additional Information						

LIVONIA CITY CENTER PROGRAM
TECHNOLOGY CONSULTING SERVICES
PROPOSAL + CBS SUMMARY
DECEMBER 16, 2024

Relevant Projects	Anchor Bay School District; Caledonia Community Schools; Clarkston Community Schools; Detroit Public Schools; Eastpointe Community Schools; Hudsonville Public Schools; Kentwood Public Schools; Lake Shore Public Schools; Ludington Area School District; Rockford Public Schools; Southfield Public Schools; Woodhaven-Brownstown School District		Macomb County Central Campus Renovation; Macomb County Central Intake and Assessment Center; Chippewa Valley Schools; Warren Woods Public Schools	Birmingham Public Schools; Cerritos College, CA; City of Fort Walton Beach, FL; City of Independence, MO; City of Oregon City, OR; City of Panama City Beach, FL; City of Plainview, TX; City of Wayne, MI; Contra Costa Water District, CA; County of Forsyth, GA; County of Garfield, CO; County of Kent, MI; County of Lee, FL; County of Osceola, FL; DeKalb County Schools District, GA; Detroit Public Schools, MI; Kentwood Public Schools, MI; Lake Orion Community Schools, MI; Southgate Community Schools, MI	Kalamazoo Public Schools district-wide ISIS services; Okemos Public Schools district-wide security upgrades; Judge Charles Pratt Justice Center; WMU miscellaneous ISID security design projects; Catalyst Development tech + security design; New Buffalo Township FD + PD technology; WMU Dunbar Hall renovation	N/A
Experience with PMR	Southfield Schools, Woodhaven Schools, Taylor Schools, Detroit Public Schools, Caledonia Schools	N/A	Macomb County, Oak Park Schools, Madison Schools	Farmington Schools; Novi Schools, Clark Retirement, Grosse Pointe Schools, Lincoln Schools, Harbor Springs Schools	Northview Schools, Grand Rapids Public Schools, Caledonia Schools	N/A

Councilmember Donovic reported on the subject of planning, design and construction of new Civic Center Campus as discussed at the Capital Outlay & Infrastructure Committee meeting of December 11, 2024, and indicated the matter will remain in committee. (CR 330-24)

On a motion by Vice President Ptashnik, supported by Councilmember Morgan, and unanimously adopted, it was:

#432-24 RESOLVED, that having considered correspondence from Plante Moran Realpoint, LLC ("PMR"), dated December 5, 2024, submitted pursuant to PMR's assignment to assist the City in selecting a firm to perform construction management services for the Livonia City Hall Project (the "Project"), setting forth the process by which a Project Team consisting of representatives of PMR, and the City's administration, staff and legal counsel posted a request for proposal and evaluated proposals received, including interviews with short-listed firms, and now recommends awarding the contract for construction management services to Frank Rewold and Sons ("FRS") for a total contract price to be 6.87% of the to be agreed guaranteed maximum price for construction in addition to the pre-construction services which are to be priced at a value not to exceed \$81,380.00, the Council does hereby approve the recommendation and authorizes the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract between the City of Livonia and Frank Rewold and Sons, 303 E. Third Street, Suite 300, Rochester, MI 48307, subject to approval as to form and substance by the City's Department of Law, in an aggregate amount of fees and reimbursables not to exceed \$81,380.00 for pre-construction services and 6.87% of the to be determined guaranteed maximum price for overall construction of the new city hall; FURTHER, the Council does hereby authorize an expenditure of such amounts for such purposes as incurred from Account No. 418-000-813-000 (Professional Fees).

<i>UNFINISHED BUSINESS ITEM 14. (Regular Meeting of December 18, 2024)</i>
--

Motion:	Ptashnik
Second:	Morgan
Ayes:	Ptashnik, Budzinski, Morgan, Donovic and McCullough
Nays:	None
Absent:	Toy

On a motion by Councilmember Donovic, supported by Vice President Ptashnik, and unanimously adopted, it was:

#433-24 RESOLVED, that having considered correspondence from Plante Moran Realpoint, LLC ("PMR"), dated December 5, 2024, submitted pursuant to PMR's assignment to assist the City in selecting a firm to perform professional architectural/engineering services for the construction of a new Police Headquarters, setting forth the process by which a Project Team consisting of representatives of PMR, and the City's administration, staff and legal counsel posted a request for proposal and evaluated proposals received, including interviews with short-listed firms, and now recommends awarding the contract for professional architectural/engineering services to Hobbs + Black for a total contract price of \$1,658,000.00, with the architectural/engineering services priced at a value of 4.79% of the cost of the overall construction of the building, which fee projects to be \$1,628,000.00, and reimbursables priced at a not to exceed value of \$30,000.00, the Council does hereby approve the recommendation and authorizes the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute a contract between the City of Livonia and Hobbs + Black, 100 N. State St., Ann Arbor, MI 48104, subject to approval as to form and substance by the City's Department of Law, in an aggregate amount of fees and reimbursables of \$1,658,000.00; FURTHER, the Council does hereby authorize an expenditure of such amounts for such purposes as incurred from Account No. 418-000-813-000 (Professional Fees).

A representative from Plante Moran Realpoint, LLC, was present to answer any questions of Council.

<i>UNFINISHED BUSINESS ITEM 14. (Regular Meeting of December 18, 2024)</i>
--

Motion:	Donovic
Second:	Ptashnik
Ayes:	Ptashnik, Budzinski, Morgan, Donovic and McCullough
Nays:	None
Absent:	Toy

December 5, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

RE: Livonia City Center – New Police Station Facility
Architectural/Engineering Services Contract Award Recommendation

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional architectural/engineering (A/E) firm for the new Police Station facility. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the new Police Station facility.

The Architectural and Engineering Services for the Police Station Scope of Work is critical to designing the new facility. It is also paramount to begin this process quickly in order to meet the program's overall timeline and budget.

SELECTION PROCESS

In October, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed on several occasions in detail by the project team. PMR also reached out to roughly a dozen architectural/ engineering firms to garner interest in the RFP.

On November 1, 2024, the COL formally posted the RFP documents to MITN. The Project Team conducted a pre-proposal meeting on November 7, 2024, which twelve (12) firms participated in. After receiving proposals from eight (8) firms on November 22, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each A/E firm's Proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals and objectively shortlist three (3) A/E firms for interviews. Selection criteria included the firm's relevant project experience, proposed team's experience, past experience with the COL, available manpower, proposed fee, and firm approach to the project.

The Project Team conducted interviews with the shortlisted firms on December 3, 2024. The selection committee consisted of staff from PMR as well as Mayor Maureen Miller Brosnan, Dave Varga, Martha Ptashnik, Mark Taormina, Dave Lear, Chief Thomas Goralski and Brandon McCullough. Upon completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to the firm's experience, team experience, the firm's approach to completing the project on schedule and within budget, and strong presentation/interview.

RECOMMENDATION

The Project Team recommends awarding the A/E services contract for the new Police Station Facility to Hobbs + Black, pending final review of terms by legal counsel.

The total contract award recommendation is **\$1,658,000** and is further defined as follows:

\$1,628,000	Proposed Fee 4.79% of the cost of the work
\$ 30,000	Not-to-Exceed Reimbursables
\$1,658,000	Total Contract Award Recommendation

The A/E fee will be a fixed lump-sum amount based upon the scope, budget, and timeline established in the RFP. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 227-4691 or rick.erickson@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Rick Erickson, AIA
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia
Paul Theriault, Plante Moran Realpoint
Andy Fountain, Plante Moran Realpoint

ENCLOSURES: A/E Proposal/CBS Scoring Summary

December 6, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

RE: Livonia City Center – New City Hall Facility
Construction Management Services Contract Award Recommendation

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional Construction Management (CM) firm for the new City Hall facility. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the new City Hall facility.

The Construction Management Services for the new City Hall facility play a critical role in ensuring the scope of work reflected in the design/construction documents aligns with the defined project budget; expediting material procurement, and ensuring construction is completed within the schedule parameters. It is also paramount to begin this process quickly to meet the program's overall timeline and budget.

SELECTION PROCESS

In October, the Project Team drafted a Request for Proposal (RFP) outlining the Construction Managers Scope of Work and project parameters. This RFP was reviewed on several occasions in detail by the project team. PMR reached out to approximately ten Construction Management firms to garner interest in the RFP.

On November 1, 2024, the COL formally posted the RFP documents to MITN. The Project Team conducted a pre-bid meeting on November 7, 2024; which twelve (12) firms participated in. After receiving proposals from nine (9) firms on November 22, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each firm's Proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals and

objectively shortlist three (3) firms to interview. Selection criteria included firm's experience as related to similar projects, firm's proposed team as related to similar projects, proposed fees/costs, client references, Experience Modification Rating, and project approach.

The Project Team conducted interviews with the shortlisted firms on November 26, 2024. The selection committee consisted of staff from PMR as well as Dave Varga, Debra Lichtenberg, Mark Taormina, and Brandon McCullough. Upon completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to the firm's experience, team experience, approach to completing the project on schedule and within budget, and strong presentation/interview.

RECOMMENDATION

Based on the information noted above, the Project Team recommends awarding the contract for Construction Management services for the new City Hall Facility to Frank Rewold and Sons (FRS), pending final review of terms by legal counsel.

The total contract award recommendation is **\$81,380** and is further defined as follows:

\$ 81,380	Preconstruction Services
-----------	--------------------------

Construction Services Personnel Costs and Reimbursable Expenses will be determined and submitted for approval upon completion of the Guaranteed Maximum Price (GMP). The Construction Manager's overhead and profit will be 1.9% of the cost of the work. The CM fee will be a percentage of the Cost of the Work as defined in the RFP. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 227-4691 or rick.erickson@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Rick Erickson, AIA
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia

Debbie Lichtenberg, City of Livonia
Paul Theriault, Plante Moran Realpoint
Andy Fountain, Plante Moran Realpoint

ENCLOSURES: CM Proposal/CBS Scoring Summary

AWARD OF CONTRACT: The Mayor's Office, re: for Civil Engineering services to be performed on the Civic Center campus

BACKGROUND:

As part of the process of creating a City Center per the Livonia Vision 21 plan, the City has requested bids from various design professionals to craft the necessary design and construction documents. The City has selected OHM (Orchard, Hiltz & McCliment, Inc.) to perform the required civil engineering services for the project.

The Civil Engineer will develop and convey an understanding of the site's physical characteristics, including opportunities and challenges, through their initial due diligence. As a result, the Civil Engineer will help take the City Center Master Plan's infrastructure from drawing board to reality through their assistance in the design of innovative corridor improvements, phased infrastructure including stormwater management and public spaces that facilitate an economically feasible and sustainable site redevelopment. After working collaboratively with the Master Planner, the Civil Engineer will be expected to engineer site work and utilities including, but not limited to, building pads and utilities within five feet of civic buildings separately designed by Architecture/ Engineer firms whose selection may be simultaneous and/or subsequent to the Master Planner and Civil Engineer. Additionally, they will be expected to coordinate the completion of required due diligence should site issues be uncovered.

Recommended Resolution

RESOLVED, that having considered correspondence from Plante Moran Realpoint, LLC ("PMR"), dated October 14, 2024, submitted pursuant to PMR's assignment to assist the City in selecting a firm to perform civil engineering services for the Livonia City Center Project, setting forth the process by which a Project Team consisting of representatives of PMR, and the City's administration, staff and legal counsel posted a request for proposal and evaluated proposals received, including interviews with short-listed firms, and now recommends awarding the contract for civil engineering services to Orchard, Hiltz & McCliment, Inc. ("OHM"), for a total contract price not to exceed 6.5% of the cost of work, THE COUNCIL DOES HEREBY APPROVE THE RECOMMENDATION AND AUTHORIZES THE MAYOR AND CITY CLERK, FOR AND ON BEHALF OF THE CITY OF LIVONIA, TO EXECUTE A CONTRACT BETWEEN THE CITY OF LIVONIA AND OHM, 34000 PLYMOUTH ROAD, LIVONIA, MICHIGAN 48150, SUBJECT TO APPROVAL AS TO FORM AND SUBSTANCE BY THE CITY'S DEPARTMENT OF LAW, IN AN AGGREGATE AMOUNT OF FEES AND REIMBURSEABLES NOT TO EXCEED 6.5% OF THE COST OF WORK; FURTHER, the Council does hereby authorize an expenditure of such amounts for such purposes as incurred from Account No. 418-000-813-000 (Professional Fees); FURTHER, the Council does hereby authorize such action without competitive bidding because the City undertook an extensive Request for Proposal to develop the foregoing recommendation, and no advantage to the City would result from requiring competitive bidding, and such action is taken in accordance with Section 3.04.140.E.2.b of the Livonia Code of Ordinances, as amended.

AWARD OF CONTRACT: The Mayor's Office, re: for Surveying services to be performed on the Civic Center campus

BACKGROUND:

As part of the process of creating a City Center per the Livonia Vision 21 plan, the City has requested bids from various design professionals to craft the necessary design and construction documents. The City has selected Spalding DeDecker to perform the required surveying services for the project.

The Surveyor will develop a full site map for the project that includes the locations and layout of the site and all built infrastructure. The surveyor will identify utilities, and topographical and other environmental features that might impact the eventual site plan and buildout of the City Center. The Surveyor's work will inform the Civil Engineer and the Master Planner on design requirements for the site and the Survey will be available for future reference on all required buildout and repairs conducted on the campus.

Recommended Resolution

RESOLVED, that having considered correspondence from Plante Moran Realpoint, LLC ("PMR"), dated October 14, 2024, submitted pursuant to PMR's assignment to assist the City in selecting a firm to perform professional survey services for the Livonia City Center Project, setting forth the process by which a Project Team consisting of representatives of PMR, and the City's administration, staff and legal counsel posted a request for proposal and evaluated proposals received, including interviews with short-listed firms, and now recommends awarding the contract for professional survey services to Spalding DeDecker for a total contract price not to exceed \$67,750.00, THE COUNCIL DOES HEREBY APPROVE THE RECOMMENDATION AND AUTHORIZES THE MAYOR AND CITY CLERK, FOR AND ON BEHALF OF THE CITY OF LIVONIA, TO EXECUTE A CONTRACT BETWEEN THE CITY OF LIVONIA AND SPALDING DEDECKER, 27333 MEADOWBROOK ROAD, SUITE 210, NOVI, MICHIGAN 48377, SUBJECT TO APPROVAL AS TO FORM AND SUBSTANCE BY THE CITY'S DEPARTMENT OF LAW, IN AN AGGREGATE AMOUNT OF FEES AND REIMBURSEABLES NOT TO EXCEED \$67,750.00; FURTHER, the Council does hereby authorize an expenditure of such amounts for such purposes as incurred from Account No. 418-000-813-000 (Professional Fees); FURTHER, the Council does hereby authorize such action without competitive bidding because the City undertook an extensive Request for Proposal to develop the foregoing recommendation, and no advantage to the City would result from requiring competitive bidding, and such action is taken in accordance with Section 3.04.140.E.2.b of the Livonia Code of Ordinances, as amended.

AWARD OF CONTRACT - The Mayor's Office, re: for Master Planning services for the new Civic Center and for Architectural and Engineering services for a new City Hall

BACKGROUND:

As part of the process of creating a City Center per the Livonia Vision 21 plan, the City has requested bids from various design professionals to craft the necessary design and construction documents. The City has selected HED as the most qualified candidate to provide both the Master Plan and Architectural work required for this project.

The master planning scope of work will involve collaborating with City Administration, City Council, PMR, other city consultants, and community stakeholders to craft a master plan for the development of the Livonia Civic Center. The Master Plan will become the framework for future redevelopment of the site which is expected to commence in multiple phases over the next several years. The planner is tasked with leveraging 5 Mile and Farmington Road corridor improvements to spur commercial development and redevelopment, along with a mix of new housing alternatives, active and passive public space as well as civic infrastructure.

The vendor will also provide architectural and engineering work including the creation of schematic, design, and construction documents for the new City Hall building. Their work will include all designs for the building's exterior envelope, interior, elevators, HVAC, plumbing, electrical, mechanical, lighting and security systems. The Architect will also coordinate work with the project's civil engineer, construction manager and various specialized consultants such as the City's technology consultant to ensure that all design requirements are being met.

Recommended Resolution

RESOLVED, that having considered correspondence from Plante Moran Realpoint, LLC ("PMR"), dated October 14, 2024, submitted pursuant to PMR's assignment to assist the City in selecting a firm to perform master planning services for the Livonia Civic Center Project (the "Project") and a professional architectural/engineering firm for the Project, setting forth the process by which a Project Team consisting of representatives of PMR, and the City's administration, staff and legal counsel posted a request for proposal and evaluated proposals received, including interviews with short-listed firms, and now recommends awarding the contract for master planning and professional architectural/engineering services to Harley Ellis Devereaux ("HED") for a total contract price not to exceed \$1,839,050.00 with the master planning services priced at a value not to exceed \$322,500.00, and the architectural/engineering services priced at a value not to exceed \$1,516,550.00, THE COUNCIL DOES HEREBY APPROVE THE RECOMMENDATION AND AUTHORIZES THE MAYOR AND CITY CLERK, FOR AND ON BEHALF OF THE CITY OF LIVONIA, TO EXECUTE A CONTRACT BETWEEN THE

CITY OF LIVONIA AND HED, 123 WEST FIFTH STREET, ROYAL OAK, MICHIGAN 48067, SUBJECT TO APPROVAL AS TO FORM AND SUBSTANCE BY THE CITY'S DEPARTMENT OF LAW, IN AN AGGREGATE AMOUNT OF FEES AND REIMBURSEABLES NOT TO EXCEED \$1,839,050.00; FURTHER, the Council does hereby authorize an expenditure of such amounts for such purposes as incurred from Account No. 418-000-813-000 (Professional Fees); FURTHER, the Council does hereby authorize such action without competitive bidding because the City undertook an extensive Request for Proposal to develop the foregoing recommendation, and no advantage to the City would result from requiring competitive bidding, and such action is taken in accordance with Section 3.04.140.E.2.b of the Livonia Code of Ordinances, as amended.

CAPITAL OUTLAY AND INFRASTRUCTURE COMMITTEE MEETING
MONDAY, OCTOBER 14, 2024
7:00PM

A Capital Outlay and Infrastructure Committee meeting was held on Monday, October 14, 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 Councilmember
Laura Toy, Councilmember

City Council Members Present: Martha Ptashnik, Council Vice President

**City Officials
and Others Present:** Maureen Miller Brosnan, Mayor
Carter Fisher, City Attorney
Dave Varga, Chief of Staff
Debbie Lichtenberg, Finance Director
Mark Taormina, Planning and Economic Development
Director
Todd Zilincik, City Engineer
Dave Lear, Assistant City Engineer
Paul Theriault, Plante Moran Realpoint
Doug Smith, Plante Moran Realpoint
Ava Wisniewski, Plante Moran Realpoint

1. The subject matter of the planning, design and construction of the new Civic Center Campus. (CR 330-24)
--

The meeting convened at 7:02 pm, led by Committee Chair, Rob Gjonaj-Donovic.

The Mayor started off the meeting giving us an update on the Civic Center Campus project and the recent interviews of key partners in Professional Services contracts.

Plante Moran Realpoint (PMR), on behalf of the city explained the bids that went out to public bid for multiple professional services.

The Administration is ultimately recommending companies HED for Master Planning services for the entire site and OHM for Civil Engineering for the entire city site. HED for architectural and engineering services for the City Hall project specifically, and Spalding DeDecker for site surveying services and for a traffic study of the existing intersection.

The Project Team, made up of city staff and PMR conducted preproposal meetings with dozens of local and national firms for the above professional services that were all publicly bided.

The traffic study will go out a mile in each direction and is an initial study of current traffic flows and patterns to gather base line data.

PMR explained that as the Project Team creates the master plan, the traffic study vendor will conduct another study to analyze the impact to traffic flows.

There was concealable discussion about the future of the 5 Mile and Farmington Roads intersection and that the 6 lanes of roadway in each direction should be considered for changes to the number of lanes and flow of traffic.

Some mentioned that these lanes and this intersection would need to be altered to capture the identity of a downtown area with walkability and safer access to pedestrian foot traffic for the success of the future Civic Center Campus. But most importantly the safety of pedestrians walking, running, biking, shopping, and living.

Multiple firms bid on the traffic study contract; the administration is recommending the contract be awarded to Spalding DeDecker in the amount of \$17,700. This is under the \$20,000 City Council purchasing threshold, so it doesn't need a Council vote.

This vendor, Spalding DeDecker is a part of the cities already pre-qualified bidders, and our engineering department works with this vendor.

The next item was for Survey Services for the entire Civic Center Campus. Multiple companies publicly bid on the survey services professional contract.

The survey helps the master planners, architects, and engineers determine where underground utilities are. Helps determine where the boundary lines are and determine the topographical layout of the entire site.

Multiple firms bid on the survey services contract; the administration is recommending the contract be awarded to Spalding DeDecker in the amount of \$67,750. This vendor, Spalding

DeDecker is also a part of the cities already pre-qualified bidders, and our engineering department works with this vendor.

The next item was for Civil Engineering firms for the entire Civic Center Campus. Multiple firms publicly bid on Civil Engineering work, they were interviewed by a panel of city staff and PMR.

OHM talked about the future of the 5 mile and Farmington Roads intersection. They would work with Wayne County, who owns the roads, to rework the intersection, boulevards, and thoroughfares. They are very experienced with roads and dealing with the county authorities.

They look for ways to yes as opposed to no. They will work on storm water sewers, and other various utilities services. They work on pedestrian walkways to keep the residents safe and help with the layout of builds in conjunction with our city engineering department and other professional services.

PMR explained the going rate is 5% to 15% for civil engineering services of the project, OHM is 6.5%. The final price is not known yet, PMR explained the city can change to a fixed fee as opposed to percentage base if determinized to be the best deal for the city.

Multiple firms bid on the Civil Engineering services contract; the Administration is recommending the contract be awarded to OHM. This vendor, OHM is also a part of the cities already pre-qualified bidders, and our engineering department works with this vendor. OHM also worked on the Livonia Vision 21 Master Plan.

The next item was for Master Planning firms for the entire Civic Center Campus. Multiple firms publicly bid on Master Planning work, they were interviewed by a panel of city staff and PMR.

HED does a lot of local work but also national, so they have vast experience and creative abilities.

HED is bringing on a sub consultant to assist with the work, Design Works is experienced on the national scale and do a lot of work in neighborhood communities like Livonia.

There was a focus on this project being economically realistic and feasible to the marketplace.

Very throughout scope of work, focused on discovery and focal points of our community and identity. They help set the realistic tone for this project and have worked with other cities in Michigan.

HED will begin working on rendering and plan to bring multiple plans to the City Council in April of 2025. There will be input from the community and Council at multiple points.

Multiple firms bid on the Master Planning services contract; the Administration is recommending the contract be awarded to HED for \$345,000.

HED was also selected by the panel for architectural and engineering services for the design of City Hall. Multiple firms publicly bid on architectural and engineering services work.

This would specifically be for the City Hall.

HED would analyze the Space needs Assessment conducted by PMR over the last few years to design the City Hall. HED has multiple divisions and bandwidth to do both the master planning work for the Campus and architectural and engineering for City Hall.

Council talked about this project price being under control and not being too expensive. Keeping this building under a controlled budget is very important, and this building isn't just an office building, but the people's house, and having a Council Chambers for the Council to meet residents and provide a space for the residents to have their voices heard.

HED architectural is very creative and listen to what our city wants. They recently worked with Redford Township to design some new municipal buildings.

HED should be bringing Council a rendering in summer to fall of 2025, hopefully breaking ground in late 2025 or early 2026.

The funds for these above contracts would come for the 418 fund, Building Improvement Fund.

Bond dollars would cover these professional service expenditures, and the 418 Fund would be reimbursed.

The Bond proposal will come back to the Council in summer of 2025.

All these bids and documents are included in the packet and available to the public. Council explained to the Administration and Mayor it's important to continue to have committee meetings keeping the City Council updated on the status of the Civic Center Campus project.

Councilman Jim Jolly recommended four Council approvals.

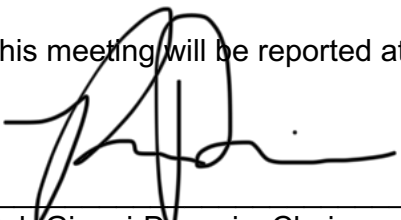
The meeting adjourned at 8:27 pm.

The Committee recommends:

1. For the Law Department to draft the following resolutions for the Civic Center Campus:
 - a. Survey services
 - b. Master Planning services
 - c. Civil Engineering services
 - d. City Hall Architectural services

Note: This item will remain in Committee.

This meeting will be reported at the Regular Meeting of November 6, 2024.



Rob Gjonaj-Donovic, Chair



LETTER TO THE LIVONIA CITY COUNCIL

1.

Council Office
October 7, 2024

MEETING DATE

COI101424/R110624

PRESENTED BY

AGENDA ITEM

The subject matter of the planning, design and construction of the new Civic Center Campus. (CR 330-24)

BACKGROUND DETAILS

At the Regular Meeting of October 7, 2024:

RESOLVED, that upon the motion by Councilmember Rob Donovic, seconded by Council Vice President Martha Ptashnik, at the Regular Meeting held October 7, 2024, the Council does hereby refer the subject matter of the planning, design and construction of the new Civic Center campus to the Capital Outlay and Infrastructure Committee for its report and recommendation.

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

To discuss the subject matter as presented.

ATTACHMENTS

1. COI101424 Email RE_ Award Recommendation Letters and Proposal Summaries
2. COI101424 LCC_City Hall_AE_Contract Award Recommendation Letter_AE- Updated
3. COI101424 LCC_Contract Award Recommendation Letter_CE-Updated
4. COI101424 LCC_Contract Award Recommendation Letter_MP- Updated
5. COI101424 LCC_Survey_Contract Award Recommendation Letter- Updated
6. COI101424 LCC_Traffic Study_Contract Award Recommendation Letter- Updated

APPROVED BY

From: [Lichtenberg, Debra](#)
To: [Kasprowicz, Sara](#)
Cc: [Doug.Smith](#); [Andy.Fountain](#); [Paul Theriault](#); [Rick.Erickson](#); [Taormina, Mark](#); [Kandah, Gus](#); [Fisher, Carter](#); [Varga, Dave](#); [Ava Wisniewski](#)
Subject: RE: Award Recommendation Letters and Proposal Summaries
Date: Monday, October 14, 2024 12:12:06 PM
Attachments: [LCC Contract Award Recommendation Letter MP- Updated.pdf](#)
[LCC Contract Award Recommendation Letter CE-Updated.pdf](#)
[LCC City Hall AE Contract Award Recommendation Letter AE- Updated.pdf](#)
[LCC Survey Contract Award Recommendation Letter- Updated.pdf](#)
[LCC Traffic Study Contract Award Recommendation Letter- Updated.pdf](#)
[image001.png](#)

Sara,

CORRECT VERSIONS ATTACHED.

Attached please find the updated information relevant to the Capital Outlay and Infrastructure Committee Meeting to be held this evening. Please distribute and post the information accordingly.

Thank you!
Debbie

Debra Peck Lichtenberg, CPA
Finance Director
City of Livonia | Finance Department
(734) 466-2260
dlichtenberg@livonia.gov

Debra Peck Lichtenberg, CPA
Finance Director
City of Livonia | Finance Department
(734) 466-2260
dlichtenberg@livonia.gov

From: Ava Wisniewski <Ava.Wisniewski@plantemoran.com>
Subject: Award Recommendation Letters and Proposal Summaries

Good afternoon Livonia City Center team,

Plante Moran Realpoint is pleased to present the award recommendation letters for five services related to the new City Center Program.

1. Master Planning Services- HED
2. Civil Engineering Services- OHM

3. Architect Engineer Services of City Hall- HED
4. Traffic Study Services- Spalding DeDecker
5. Surveying Services- Spalding DeDecker

Please see the attached documents related to these recommendations. We will be there to present these at the Capital Outlay Committee meeting on Monday, October 14.

If there are any questions in the meantime please let us know. Thank you for your time over the last few weeks during this process.

Best,
Ava

Ava Wisniewski | Consultant

Plante Moran Realpoint, 3000 Town Center, Suite 100, Southfield, MI 48075

Direct Dial: 248.223.3998 | Mobile: 313.520.1364

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October 14, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

RE: Livonia City Center – New City Hall Facility
Architectural/Engineering Services Contract Award Recommendation

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional architectural/engineering (A/E) firm for the new City Hall facility. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the new City Hall facility.

The Architectural Engineering Services for City Hall Scope of Work is critical to designing the new facility. It is also paramount to begin this process quickly in order to meet the program's overall timeline and budget.

SELECTION PROCESS

In August and early September, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed on several occasions in detail by the project team. PMR also reached out to roughly a dozen architectural/ engineering firms to garner interest in the RFP.

On September 9, 2024, the COL formally posted the RFP documents to MITN. The Project Team conducted a pre-proposal meeting on September 16, 2024, which twenty-five (25) firms participated in. After receiving proposals from twelve (12) firms on September 30, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each A/E firm's Proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals to objectively shortlist four (4) A/E firms for interviews. Selection criteria included relevant project

experience, proposed staff and team experience, past experience with the COL, available manpower, proposed fee, and firm approach to the project.

The Project Team conducted interviews with the shortlisted firms on October 8, 2024. The selection committee consisted of staff from PMR as well as Mayor Maureen Miller Brosnan, Dave Varga, Debra Lichtenberg, Mark Taormina, Jeannine Laible, and Brandon McCullough along with other City staff. Upon completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to their firm experience, team experience, the firm's approach to completing the project on schedule and within budget, and strong presentation/interview.

RECOMMENDATION

The Project Team recommends awarding the A/E services contract for the new City Hall Facility to HED (Harley Ellis Devereaux), pending final review of terms by legal counsel.

The total contract award recommendation is \$1,516,550 and is further defined as follows:

\$1,510,550	Fixed Lump-Sum Fee (approximately 6.43%)
\$ 6,000	Not-to-Exceed Reimbursables
\$1,516,550	Total Contract Award Recommendation

The A/E fee will be a fixed lump-sum amount based upon the scope, budget, and timeline established in the RFP. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 227-4691 or rick.erickson@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Rick Erickson, AIA
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia

Paul Theriault, Plante Moran Realpoint
Andy Fountain, Plante Moran Realpoint

ENCLOSURES: A/E Proposal/CBS Scoring Summary

October 14, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

RE: Livonia City Center
Civil Engineering Services Contract Award Recommendation

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a firm to perform civil engineering (CE) services for the Livonia City Center Program. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the City Center Program.

The Civil Engineering Services Scope of Work is critical to taking the Master Planner's vision from drawing board to reality. It is also paramount to begin this process quickly in order to meet the program's overall timeline and budget.

SELECTION PROCESS

In August and early September, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed on several occasions in detail by the project team. PMR also reached out to roughly a dozen civil engineering firms to garner interest in the RFP.

On September 9, 2024, the COL formally posted the request for proposal (RFP) documents to MITN. The Project Team conducted a pre-proposal meeting on September 16, 2024, which fourteen (14) firms participated in. After receiving proposals from eight (8) firms on September 30, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each CE firm's proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals to objectively shortlist two (2) firms for interviews. Selection criteria included relevant project

experience, proposed staff and team experience, local presence and experience, available manpower, proposed fee, and firm approach to the project.

The Project Team conducted interviews with the shortlisted firms on October 9, 2024. The selection committee consisted of staff from PMR as well as Mayor Maureen Miller Brosnan, Dave Varga, Debra Lichtenberg, Mark Taormina, David Lear, Jeannine Laible, and Rob Donovic along with other City staff. completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to their firm experience, the team's experience working together, the firm's competitive proposed fee, and strong presentation/ interview.

RECOMMENDATION

The Project Team recommends awarding the CE services contract for the Livonia City Center Program to OHM (Orchard, Hiltz & McCliment, Inc.), pending final review of terms by legal counsel.

The total contract award recommendation is 6.5% of the Cost of Work. The CE fee will be converted to a fixed lump-sum amount based upon the scope, budget, and timeline established in an amendment to the contract at a later date. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 603-5356 or doug.smith@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Doug Smith
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia
Gus Kandah, City of Livonia
Paul Theriault, Plante Moran Realpoint
Andy Fountain, Plante Moran Realpoint

ENCLOSURES: CE Proposal/ CBS Scoring Summary

October 14, 2024

Ms. Maureen Miller Brosnan
Mayor
City of Livonia
3300 Civic Center Dr., Livonia, MI 48154

RE: Livonia City Center
Master Planning Services Contract Award Recommendation

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a firm to perform master planning (MP) services for the Livonia City Center Program. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the City Center Program.

The Master Planning Services Scope of Work is critical to bringing the City's vision for the City Center to life. It is also paramount to begin this process quickly in order to meet the program's overall timeline and budget.

SELECTION PROCESS

In August and early September, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed on several occasions in detail by the project team. PMR also reached out to roughly a dozen master planning firms to garner interest in the RFP.

On September 9, 2024, the COL formally posted the request for proposal (RFP) documents to MITN. The Project Team conducted a pre-proposal meeting on September 16, 2024; which fourteen (14) firms participated in. After receiving proposals from eight (8) firms on September 30, 2024, the Project Team evaluated them over the ensuing days.

The Project Team utilized a criteria-based selection (CBS) process to evaluate each MP firm's proposal. The CBS process used pre-established and weighted criteria to evaluate the proposals to objectively shortlist four (4) firms for interviews. Selection criteria included relevant project

experience, proposed staff and team experience, local presence and experience, available manpower, proposed fee, and firm approach to the project.

The Project Team conducted interviews with the shortlisted firms on October 9, 2024. The selection committee consisted of staff from PMR as well as Mayor Maureen Miller Brosnan, Dave Varga, Debra Lichtenberg, Mark Taormina, David Lear, Jeannine Laible, and Rob Donovic along with other City staff. Upon completion of the interviews and after subsequent discussion, the Project Team completed the CBS scoring process.

This recommendation is based on the fact that the firm achieved the highest CBS score for the proposed Project. This score was achieved due to their firm experience, the team's experience working together, the firm's approach to completing the project on schedule and within budget, and strong presentation/ interview.

RECOMMENDATION

The Project Team recommends awarding the MP services contract for the Livonia City Center Program to HED (Harley Ellis Devereaux), pending final review of terms by legal counsel.

The total contract award recommendation is \$322,500.00 and is further defined as follows:

\$ 345,000.00	Fixed Lump-Sum Fee
- \$25,000	Credit to proposed fee (awarded both MP and AE for City Hall)
\$ 2,500.00	Not-to-Exceed Reimbursables
\$ 322,500.00	Total Contract Award Recommendation

The MP fee will be a fixed lump-sum amount based upon the scope, budget, and timeline established in the RFP. The reimbursables are a not-to-exceed amount and will be billed as incurred.

If you have any questions regarding the above information, please feel free to contact me at (248) 603-5356 or doug.smith@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Doug Smith
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia

Debbie Lichtenberg, City of Livonia

Gus Kandah, City of Livonia

Paul Theriault, Plante Moran Realpoint

Andy Fountain, Plante Moran Realpoint

ENCLOSURES: MP Proposal/ CBS Scoring Summary

October 14, 2024

Ms. Maureen Miller Brosnan
Mayor, City of Livonia
3300 Civic Center Dr.
Livonia, MI 48154

RE: Livonia City Center Program
Contract Award Recommendation - Survey Services

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional surveying firm for the Livonia City Center Program. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the Livonia City Center Program.

The Surveying Scope of Work is an important one in helping the Project Team understand the boundaries of the property, any easements or restrictions contained within, the location and condition of site utilities as well as the site topography.

SELECTION PROCESS

In early September, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed in detail by David Lear and Todd Zilincik with the City, who had great insights into some of the historical conditions on site. PMR also reached out to all four (4) civil engineering firms, which are pre-qualified by the City, to garner interest in the RFP.

On September 18, 2024, the Project Team issued an RFP to the City of Livonia's four (4) pre-qualified civil engineering firms. After clarifying a few questions and issuing responses, three of the four firms submitted proposals on September 27, 2024, and the Project Team evaluated them over the ensuing days.

As the firms were pre-qualified, the Project Team did not utilize a criteria-based selection (CBS) process but did review the proposals for completeness of scope, fees/costs and acceptance of contract terms/conditions.

RECOMMENDATION

For this Project the selection team included staff from PMR as well as Dave Varga, Mark Taormina, David Lear, Todd Zilincik as well as other City staff. The Project Team recommends awarding the surveying services contract for the Livonia City Center Program to Spalding DeDecker, pending final review of terms by legal counsel.

The total contract award recommendation is \$67,750.00 and is further defined as follows:

\$ 67,750	Fixed Lump-Sum Fee
\$ 0	Not-to-Exceed Reimbursables
\$ 67,750	Total Contract Award Recommendation

This recommendation is due to the fact that Spalding DeDecker is pre-qualified by the City, had a very competitive fee, which was within budget, is one of the largest surveying firms in the state, can meet the proposed schedule and that they have previously surveyed several areas of the Civic Center property.

The surveying work is anticipated to be completed by the end of the calendar year, if not sooner.

If you have any questions regarding the above information, please feel free to contact me at (248) 223-3380 or paul.theriault@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Paul Theriault, PE LEED AP
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia
Gus Kandah, City of Livonia
Andy Fountain, Plante Moran Realpoint

ENCLOSURES: Proposal Summary

October 14, 2024

Ms. Maureen Miller Brosnan
Mayor, City of Livonia
3300 Civic Center Dr.
Livonia, MI 48154

RE: Livonia City Center Program
Contract Award Recommendation – Traffic Study Services

Dear Ms. Miller Brosnan:

Please find in this letter an update from Plante Moran Realpoint (PMR) regarding our assignment to assist and advise the City of Livonia (COL) in selecting a professional traffic study firm for the Livonia City Center Program. This update represents the mutual efforts of PMR, COL administration, staff, and legal counsel (the Project Team) to identify, evaluate, and recommend a firm for the Livonia City Center Program.

The Traffic Study Scope of Work is another important piece of information that is essential to the Project Team to understand any existing traffic flow issues in and around the Civic Center site and to assist in the Master Planning and Civil Engineering. This study will extend up to 1 mile in each direction from the corner of 5 Mile and Farmington Roads.

SELECTION PROCESS

In early September, the Project Team drafted a Scope of Work and request for proposals (RFP). This Scope of Work was also reviewed in detail by David Lear and Todd Zilincik with the City, who had good perspective on how far to extend the limits of the study. PMR also reached out to all four (4) civil engineering firms, which are pre-qualified by the City, to garner interest in the RFP.

On September 18, 2024, the Project Team issued an RFP to the City of Livonia's four (4) pre-qualified civil engineering firms. After clarifying a few questions and issuing responses, two of the four firms submitted proposals on September 27, 2024, and the Project Team evaluated them over the ensuing days.

As the firms were pre-qualified, the Project Team did not utilize a criteria-based selection (CBS) process but did review the proposals for completeness of scope, fees/costs and acceptance of contract terms/conditions.

RECOMMENDATION

For this Project the selection team included staff from PMR as well as Dave Varga, Mark Taormina, David Lear, Todd Zilincik as well as other City staff. The Project Team recommends awarding the traffic study services contract for the Livonia City Center Program to Spalding DeDecker, pending final review of terms by legal counsel.

The total contract award recommendation is \$17,700.00 and is further defined as follows:

\$ 17,700	Fixed Lump-Sum Fee
\$ 0	Not-to-Exceed Reimbursables
\$ 17,700	Total Contract Award Recommendation

This recommendation is due to the fact that Spalding DeDecker is pre-qualified by the City, had a very competitive fee, which was within budget, and can meet the proposed schedule.

The traffic study work is anticipated to be completed by the end of the calendar year, if not sooner.

If you have any questions regarding the above information, please feel free to contact me at (248) 223-3380 or paul.theriault@plantemoran.com. The Project Team is also available at the COL's convenience to answer any questions.

Sincerely,

Paul Theriault, PE LEED AP
Plante Moran Realpoint

CC: Dave Varga, City of Livonia
Mark Taormina, City of Livonia
Debbie Lichtenberg, City of Livonia
Gus Kandah, City of Livonia

Andy Fountain, Plante Moran Realpoint

ENCLOSURES: Proposal Summary

Regular Meeting Minutes of October 7, 2024

On a motion by Councilmember Jolly, supported by Vice President Ptashnik and unanimously adopted, it was:

#330-24 RESOLVED, that upon the motion by Councilmember Rob Donovic, seconded by Council Vice President Martha Ptashnik, at the Regular Meeting held October 7, 2024, the Council does hereby refer the subject matter of the planning, design, and construction of the New Civic Center Campus to the Capital Outlay and Infrastructure Committee for its report and recommendation.

<i>RESOLUTION REQUESTED BY COUNCIL (Regular Meeting of October 7, 2024)</i>

Motion:	Jolly
Second:	Ptashnik
Present:	Ptashnik, Donovic, Budzinski, Morgan, Jolly, and McCullough
Absent:	Toy



LETTER TO THE LIVONIA CITY COUNCIL

19.

Law
January 16, 2025

MEETING DATE

R012725/R021025

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES: Department of Law, re: Petition 2024-10-03-02, submitted by Andrea and Benjamin Edwards, requesting to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8.

BACKGROUND DETAILS

At your regular meeting of January 15, 2025, you unanimously approved Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, requesting to vacate an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue, in the Northwest 1/4 of Section 8, and requested the Department of Law to prepare the necessary ordinance amendment.

Accordingly, herewith submitted for your consideration is the proposed ordinance amendment prepared by the Department of Law.

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

First Read

ATTACHMENTS

1. Ordinance for 2024-10-03-02 - Andrea and Benjamin Edwards
2. S010625 Petition 2024-10-03-02 (Andrea and Ben Edwards) Minutes
3. S010625 LTC 2024-10-03-02, Andrea and Ben Edwards
4. 2024-10-03-02_E-COUNCIL Pkt

APPROVED BY

Carter Fisher, City Attorney

Date: January 16, 2025

A handwritten signature in black ink, reading "Maureen Miller Brosnan". The signature is written in a cursive, flowing style.

Date: January 16, 2025

Maureen Miller Brosnan, Mayor

**AN ORDINANCE VACATING THE USE OF PORTIONS
OF STREET, ALLEY AND PUBLIC GROUND.**

THE CITY OF LIVONIA ORDAINS:

Section 1. The report and recommendation of the City Planning Commission, dated December 3, 2024, setting forth its resolution #12-63-2024 on Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, requesting to vacate an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue, in the Northwest 1/4 of Section 8, City of Livonia, Wayne County, Michigan, is hereby accepted and adopted and the Council does hereby approve all proceedings on said Petition 2024-10-03-02, it appearing that a public hearing thereon was held on January 6, 2025, as provided by law and that the proper notices of such hearing were given.

Section 2. Pursuant to Chapter 8 of Title 12 of the Livonia Code of Ordinances, as amended, the City of Livonia's use of the following property is hereby vacated:

That portion of a thirty (30) foot wide storm drainage easement being more particularly described as follows:

The south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North 1/2 of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 91, Pages 100 thru 103 inclusive, Wayne County Records.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 4. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 6, 2025**

Meeting was called to order at 8:20 p.m. by Council President McCullough. Present: Carrie Budzinski, *Lynda Scheel**, Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, and President McCullough. Absent: None. (**Lynda Scheel was appointed to fill vacant Council position at the 256th Special Meeting held immediately preceding the Study Meeting of January 6, 2025.*)

3. VACATING PETITION: Planning Commission, re: Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest $\frac{1}{4}$ of Section 8.

Mark Taormina, Planning and Economic Development Director, presented the vacating petition to Council. Mr. Taormina stated the easement runs the width of the property and the petitioner is seeking to vacate the South 40' of the easement to construct a 200 square foot shed. Mr. Taormina stated there is a 6' x 6' wide private easement on the property for other public utilities which would not be affected. Mr. Taormina stated this has been reviewed by the Engineering Department which has no objections.

Mr. Benjamin Edwards was present to answer any questions of Council.

DIRECTION:	APPROVING	CONSENT
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LETTER TO THE LIVONIA CITY COUNCIL

3.

Planning
December 4, 2024

MEETING DATE

S010625/R011525

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

VACATING PETITION: Planning Commission, re: Petition 2024-10-03-02, submitted by Andrea and Benjamin Edwards, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the Southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8.

BACKGROUND DETAILS

December 4, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-10-03-02 – Andrea & Benjamin Edwards

Dear Council Members:

At the 1,223rd Meeting held by the Livonia City Planning Commission on December 3, 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)

#12-63-2024 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on December 3, 2024, on Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, pursuant to Section 12.08 of the Livonia Code of Ordinances, as amended, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8, the Planning Commission does hereby recommend to the City Council that Petition 2024-10-03-02 be approved subject to the following conditions and for the reasons stated below:

1. The portion of a thirty (30) foot wide storm drainage easement being more particularly described as follows: The south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North ½ of the of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 91, Pages 100 thru 103 inclusive, Wayne County Records.

2. This portion of the storm drainage easement is unnecessary for utility purposes.
3. Vacating will allow the Petitioner to construct a utility shed that complies with the required yard setbacks of the Zoning Ordinance.
4. No reporting City department or public utility has objected to the proposed vacating.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 12.08 of the Livonia Code of Ordinances, as amended.

ATTACHMENTS

1. S010625 LTC 2024-10-03-02, Andrea and Ben Edwards
2. 2024-10-03-02_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: December 06, 2024



Maureen Miller Brosnan, Mayor

Date: December 06, 2024

Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, pursuant to Section 12.08 of the Livonia Code of Ordinances, as amended, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8.

Rec 86905

Petition 2024-10-03-02

Applications must be presented in quadruplicate to the City Clerk, 6600 Civic Center Drive, Livonia, MI 48154-3097. Applications must include property owner's name, address and notarized signature. You are invited and encouraged to review your proposal with the Planning Department staff.

Date Filed: 10/29/24 Petition 2024-10-03-02

Site Address: _____ Sidwell _____

Requesting To Rezone Property From _____ To _____

For the Following Reason (s) building of a shed

Applicant: Andrea/Ben Edwards Business/Company: _____

Applicant's Address: 18536 Comstock City: Livonia State: MI Zip Code: 48152

Applicant's Phone # (810) 875-0977 Applicant's Email andreamsu802@yahoo.com

Please provide the following information:

- 1) Legal Description of the property to be considered. Paper copy must be clearly printed.
- 2) Fully Dimensional Map (3 copies) drawn at an appropriate scale, with a north arrow, dated & legend key to symbols and showing:
 - The land that would be affected by the proposed amendment.
 - The dimensions, square footage & acreage of the land.
 - The existing conditions of the site, including all structures & parking layout.
 - A legal description of the land to be rezoned.
 - All public and private right-of-ways & easements bounding & intersecting the site.
 - A preliminary plan showing the proposed land use(s) of the land under consideration.
 - The zoning classification of all abutting zoning districts.
 - The structures and existing land uses on all property adjacent to the subject parcel and on other such property as may, in the City Planner's determination, be necessary to properly reflect the existing character of the surrounding neighborhood.
- 3) A copy of the Fully Dimensional Map submitted in a pdf. format either on a CD or it can be emailed to Planning@ci.livonia.mi.us

RECEIVED
 OFFICE OF THE CITY CLERK
 2024 OCT 29 AM 10:22

Owner of Property: Andrea & Benjamin Edwards

Owner's Address: 18586 Comstock St. City: Livonia State: MI Zip Code: 48152

Owner's Phone # (810) 875-0977 Owner's Email andreamsu802@yahoo.com

Signature of Owner: Andrea Edwards Print Name: Andrea Edwards

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

on this 29th day of October 2024

Signature of Notary Leslie Rohraff My commission expires 9/28/25

APPROVED AS FORM
Department of Law

By: _____

Date: _____

LESLIE ROHRAFF
 NOTARY PUBLIC, STATE OF MI
 COUNTY OF WAYNE
 MY COMMISSION EXPIRES Sep 28, 2025
 ACTING IN COUNTY OF Wayne

UNAPPROVED MINUTES

1

MINUTES OF THE 1,223rd PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, December 3, 2024, the City Planning Commission of the City of Livonia held its 1,223rd 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	Patrick Droze	David Bongero
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: Peter Ventura Sam Caramagno

Mr. Jacob Uhazie, Planning Director, and Stephanie Reece, Program Supervisor, were also present.

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

ITEM #1 PETITION 2024-10-03-02 Andrea/Benjamin Edwards

Mr. Bongero, Secretary, announced the first item on the agenda, Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, pursuant to Section 12.08 of the Livonia Code of Ordinances, as amended, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8.

Mr. Uhazie: Thank you, Mr. Chairman. This is a request to vacate portions of the private storm drain easement located between Six and Seven Mile Roads just west of Levan Road on the southeast corner of Comstock Avenue and Jay Avenue. The existing easement runs along the entire rear property line and encompasses the rear 30 feet of the petition parcel located in the Gold Manor subdivision. The request is to vacate the South 40 feet and East 30 feet of Lot 239, of the Gold Manor subdivision. A letter with the petition application stated the vacated area would be used to accommodate a utility shed of less than 200 square feet in the southeast portion of the property. They also submitted a drawing that kind of shows the general layout of what they are intending to do, and another site plan. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated November 21, 2024, which reads as follows: *"Pursuant to the October 28, 2024, request from Andrea and Benjamin Edwards, the Engineering Division has reviewed the easements and utilities located on the property in question. We have determined that the request for the vacation of a portion of the private storm drainage easement is acceptable. As stated in their letter, The width of the easement on the abutting property to the rear, render the easement much larger than needed for maintenance operations, and the existing trees and slope on the property would hinder the City from being able to traverse that section of easement in question. In order to proceed, the Engineering Division respectfully requests that the Planning Commission do all things necessary for the vacation of the following storm drainage easement: That portion of a thirty (30) foot wide storm drainage easement being more particularly described as follows: The south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North ½ of the of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Uber 91, Pages 100 thru 103 inclusive, Wayne county Records. A map with the original easement to be vacated is attached."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated November 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*

UNAPPROVED MINUTES

3

have no objections to the proposal.” The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer’s Department, dated November 15, 2024, which reads as follows: *“Taxes and water bills are current”* The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

- Mr. Wilshaw: Are there any questions for the Assistant Planning Director?
- Ms. Dinaro: A couple questions. So is the easement for the drainage, or is it for utilities? Engineering said it's too large anyway.
- Mr. Uhazie: There are actually two easements. There is a utility easement, I believe, but this petition is for the storm water easement that's in the rear of the property. So, the storm water drain is actually located on the adjacent property here, but the easement extends into the petition property.
- Ms. Dinaro: Got it. Is that easement across all of the neighbors? I assume it would be.
- Mr. Uhazie: It goes the length of the drain down to the south.
- Ms. Dinaro: And then the other comment from the from the engineer, he clarifies how he wants us to refer to the legal description in the resolution?
- Mr. Uhazie: We can update it to reflect the one identified by engineering.
- Ms. Dinaro: Okay.
- Mr. Wilshaw: Good questions. Thank you. Any other questions for planning staff? Questions for planning staff? It looks like our petitioners in the audience, feel free to come forward to our podium here. We'll see if there's any questions for you. First, we welcome you to our meeting. Good evening.

Andrea and Ben Edwards, 18586 Comstock, Livonia, MI.

- Mr. Wilshaw: Very good. Thank you for being here tonight. And is there anything else that you'd like to tell us about your request before we see if there's any questions for you.
- Ms. Edwards: The shed, it'll be on the northern part of the east, and I think there's like 60 feet, and there's like 30 on the storm green, and then another 30 on to our yard. So, it'd be the furthest east

piece of the yard so it wouldn't really impact the storm drain. The shed would not be in front of the neighbor's house who just wrote that. But if you've taken a look at his house, we've looked at his house for 16 years, so where he rounds up the entire yard every year with dirt and lots of legal issues over there. So, he complains about absolutely everything. Our children are not allowed to touch his grass, like if they step on his grass. He screams at all the neighbor kids.

Mr. Wilshaw: Understood. Is there any questions from any of our commissioners for the petitioner?

Mr. Bongero: Good evening. I walked it today, and I walked that whole storm drain, and there's on the, I say, on the north side of the drain, there are a couple homes that have, like, patios and gazebos all the way up to about where you want to go, maybe even further. So, it's not... there are structures down there. And at first, when you go look, it looks like your property goes down into the storm drain, but it really doesn't. But my question was, how far back from your property line are you going to move the shed off...from the back property?

Ms. Edwards: As far up as we can?

Mr. Bongero: So, typically, it's like six feet minimum, I believe, off a rear lot. Are you guys going to try to stay to the rears or are you going to go up a little more? You know what I'm saying?

Ms. Edwards: No, we're going to go up as far as we can. There's also electrical easement right there, so we're aware that there's another five foot. We're going to make sure we stay south of that but pretty much up to that.

Mr. Bongero: That's excellent. I did speak to the building department, and they have no issue at all with this. So, after I talked to them, and after I walked it, I don't see an issue with this. On my behalf, I feel like it's a reasonable petition.

Ms. Edwards: Would a neighbor complaint stop it?

Mr. Wilshaw: Not necessarily. Public comments are always welcome, either for or against. Sometimes people write us in support, sometimes they rise in opposition. But we do take those things into consideration as we make our decisions. But that's not necessarily a determining factor.

Ms. Edwards: Like we said before, we have to be able to put this new zero turn somewhere. It doesn't go in the garage.

Mr. Wilshaw: Any other questions from any of the commissioners for our petitioner? Questions? is there anyone else in our audience wishing to speak for or against this item? No one's coming forward. I do have one question that I'm going to ask. You shed, I assume you're going to get permits for this through the building department? It'll have, I believe, usually there's a rat wall needed things like that. So you're going to follow all the requirements. This isn't just going to be plopped on the grass, right?

Mr. Edwards: Correct.

Ms. Edwards: I have the list of the requirements already. We're probably going to hire somebody to set it, you know, the rat wall, and we'll make sure everything's level and set to code.

Mr. Wilshaw: Excellent. Okay, very good. Thank you. If there's no further questions anyone, then a motion is in order.

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

#12-63-2024 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on December 3, 2024, on Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, pursuant to Section 12.08 of the Livonia Code of Ordinances, as amended, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest ¼ of Section 8, the Planning Commission does hereby recommend to the City Council that Petition 2024-10-03-02 be approved subject to the following conditions and for the reasons stated below:

1. The portion of a thirty (30) foot wide storm drainage easement being more particularly described as follows: The south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North ½ of the of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 91, Pages 100 thru 103 inclusive, Wayne County Records.

2. This portion of the storm drainage easement is unnecessary for utility purposes.
3. Vacating will allow the Petitioner to construct a utility shed that complies with the required yard setbacks of the Zoning Ordinance.
4. No reporting City department or public utility has objected to the proposed vacating.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 12.08 of the Livonia Code of Ordinances, as amended.

Ms. Edwards: Do we come back up on the 18th?

Mr. Wilshaw: You will not need to come back. We're going to make our decision right now and you will move forward with that decision.

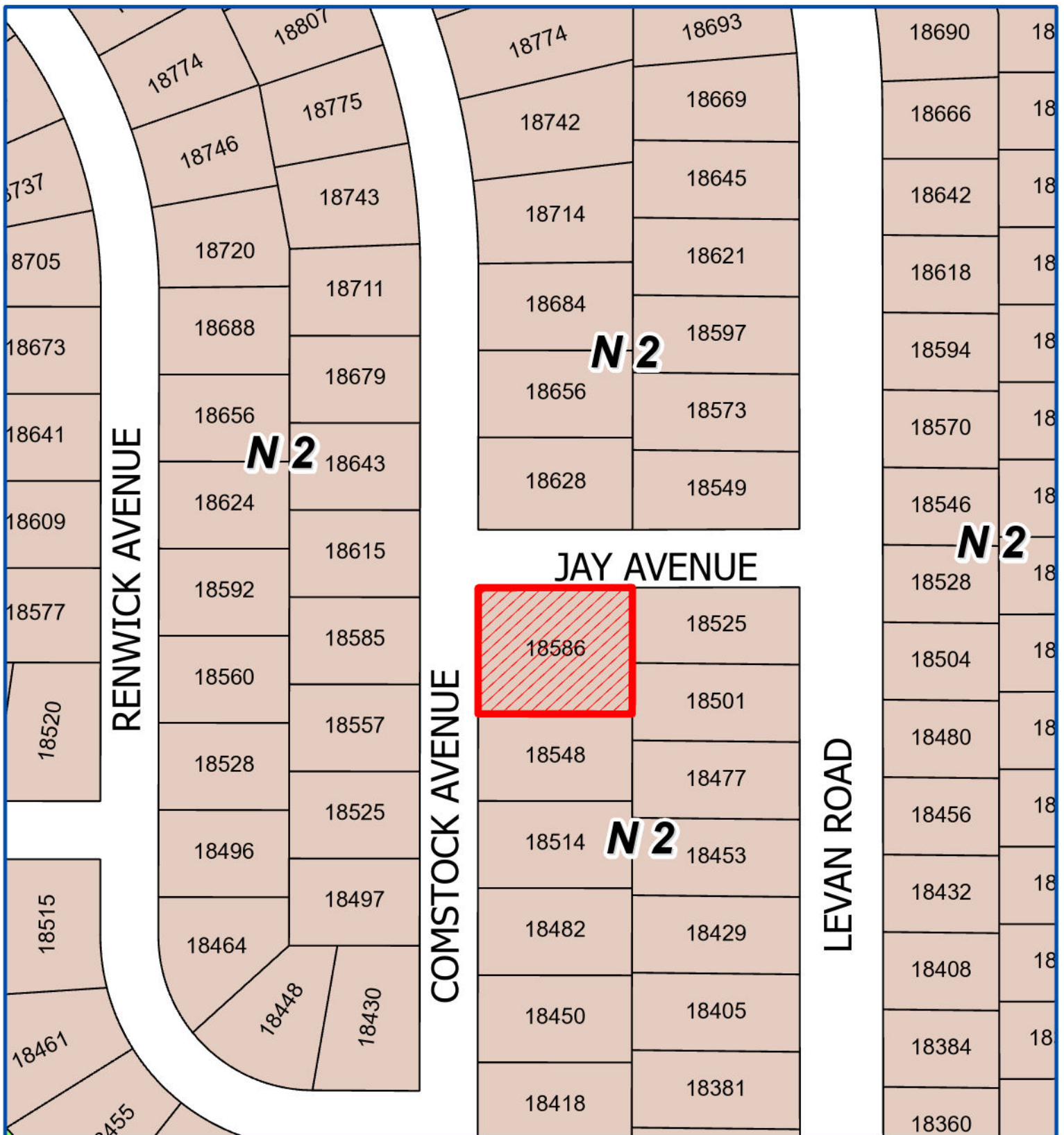
Mr. Uhazie: You'll be contacted when it moves on to City Council. City Council makes the final determination.

Mr. Wilshaw: Yeah, what happens is, once we make...we're recommending an approval or denial that goes to City Council. City Council will schedule a meeting as well. We don't know when that'll be though. It's based on their calendar and their schedule, but they'll notify you, and they'll have a study meeting and a regular meeting, just like we did.

Ms. Edwards: Well, we should attend that meeting in case they have questions?

Mr. Wilshaw: Yes, certainly. Is there any discussion?

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



Address & Zoning Map

Petition 2024-10-03-02
Edwards
18586 Comstock Avenue



Not to Scale



City of Livonia
Planning Department



Aerial Map

Petition 2024-10-03-02
Edwards
18586 Comstock Avenue



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PREHEARING

ITEM 1

Petition 2024-10-03-02 submitted by Andrea and Benjamin Edwards, pursuant to Section 12.08 of the Livonia Code of Ordinances, as amended, to determine whether or not to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue, located on the southeast corner of Comstock Avenue and Jay Avenue in the Northwest $\frac{1}{4}$ of Section 8.

November 19, 2024: Study Meeting:

This request is to vacate a forty (40') by thirty (30') foot portion of a stormwater drainage easement that runs through the rear of 18586 Comstock Avenue. The property is located on the southeast corner of Comstock Avenue and Jay Avenue. Situated on the property is a single house and an attached garage. The easement, recorded with the original subdivision plat, is thirty feet (30') wide and runs along the entire rear property line. A letter from the property owner submitted with the request explains that the reason for the vacating is to accommodate a utility shed of less than 200 square feet in the southeast portion of the property.

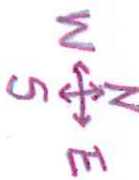
The City Engineering Division has no objections to the request and has provided a legal description for that portion of the easement to be vacated. City ordinance requires that vacating petitions first have a public hearing by the Planning Commission, with a report and recommendation submitted to the City Council. Notice of this petition to vacate the easement has been provided to all known utility and communications companies.

December 3, 2024: Public Hearing:

Approving Resolution: The request to vacate portions of an existing storm drainage easement at 18586 Comstock Avenue is hereby approved subject to the following conditions and for the reasons stated below:

1. The portion of the thirty (30) foot wide storm drainage easement to be vacated shall be the south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North $\frac{1}{2}$ of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne, County, Michigan as recorded in Liber 91, Pages 100 thru 103, inclusive, Wayne County Records.
2. This portion of the storm drainage easement is unnecessary for utility purposes.
3. Vacating will allow the Petitioner to construct a utility shed that complies with the required yard setbacks of the Zoning Ordinance.
4. No reporting City department or public utility has objected to the proposed vacating.

18586 Comstock (60) Street



STREET FRONTAGE

FRONT YARD

Drive way

Garage

18586 Comstock

SIDE YARD

SIDE YARD

Slab

REAR YARD

JAY STREET

STREET FRONTAGE

200 or 192 S.F. PROPOSED SHED

40 Feet

20 ft

10 ft

Door

Door

- PROPOSED SHED
- 40 ft x 30 ft REQUESTED EASEMENT

30 Feet of easement

20 Feet of easement

Property line

← Drainage Ditch →

56 feet of easement

18643

18615

18585

18557

18525

STOCK AVENUE

18618

1858

18548

40ft
SHED
VACATE
EASEMENT
40ft

18549

18625

18501

18417

10-28-2024

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

Dear Members of the Planning Commission and City Council,

We, Andrea and Benjamin Edwards, are writing to petition for the vacation of a portion of the easement located in the southeast portion of our property. We request this vacation to accommodate a utility shed of less than 200 square feet, which we intend to use for storing our lawn mower, snow blower, and gardening equipment.

Our property is just under half an acre, and the east side, where the easement is located, has a downward slope. To effectively utilize our space, we would like to place the shed approximately 5 feet east of the power grid easement. We currently have a total of 36 feet of easement on our property, in addition to an adjacent 20 feet of easement owned by our neighbor to the east. This totals 56 feet of accessible easement for the city.

We are requesting a vacation of a 40x30-foot section of the easement to allow for the placement of either a 12x16 or a 10x20 foot shed. Given that our property is accessible from Jay Street, we believe there is ample space—100 feet—for the city to access the drainage ditch along our property should our proposal be approved.

We believe that adding this shed will not only enhance our household's functionality but will also contribute positively to the property values in the neighborhood. We have reviewed and understand the zoning rules regarding this matter and look forward to the opportunity to build our shed.

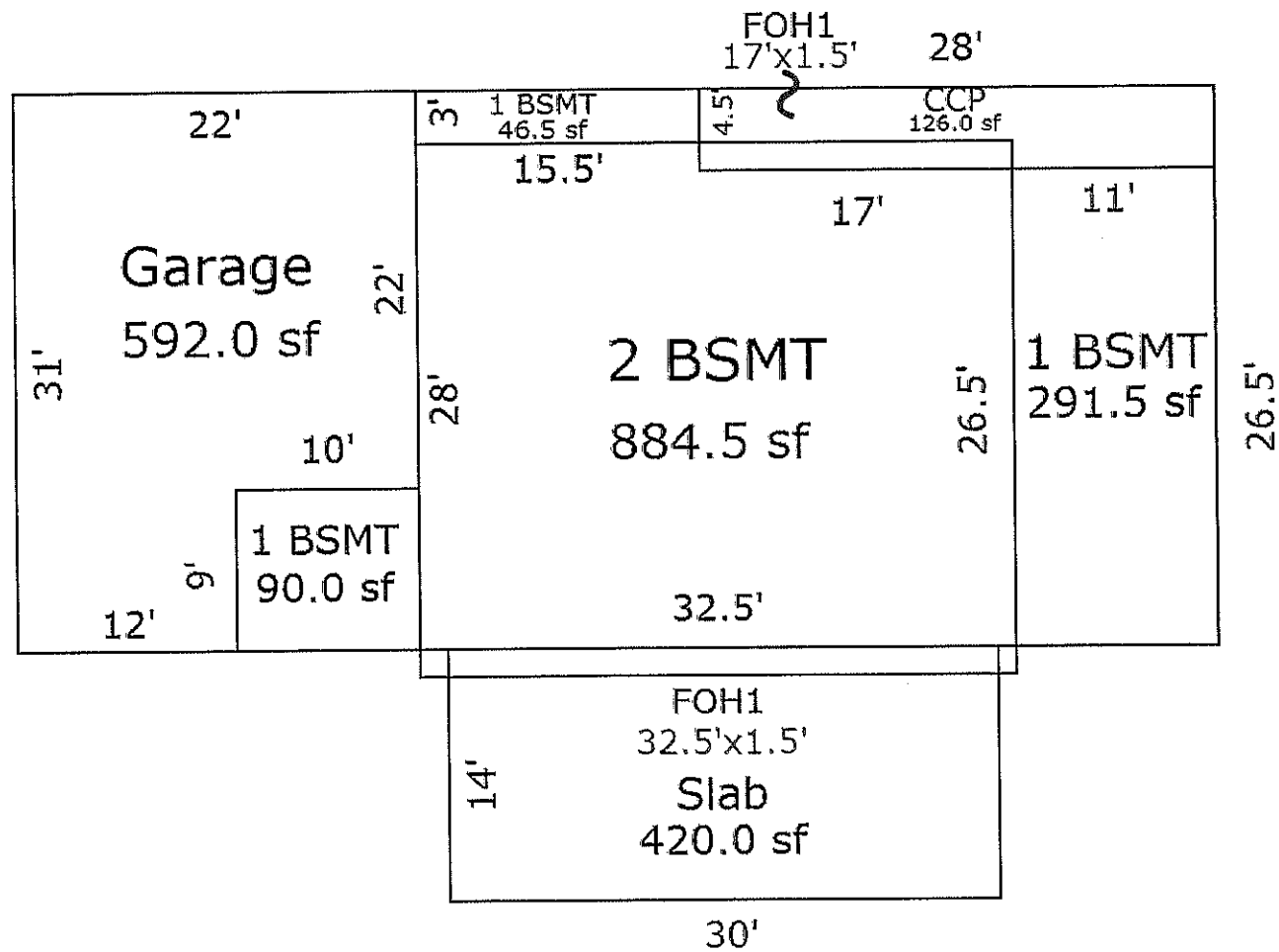
Thank you for considering our request. We appreciate your attention to this matter and hope for a favorable response.

Sincerely,

Andrea and Benjamin Edwards
18586 Comstock Street
Livonia, Michigan 48152

810-875-0977 (Mobile)

734-658-8730 (Mobile)

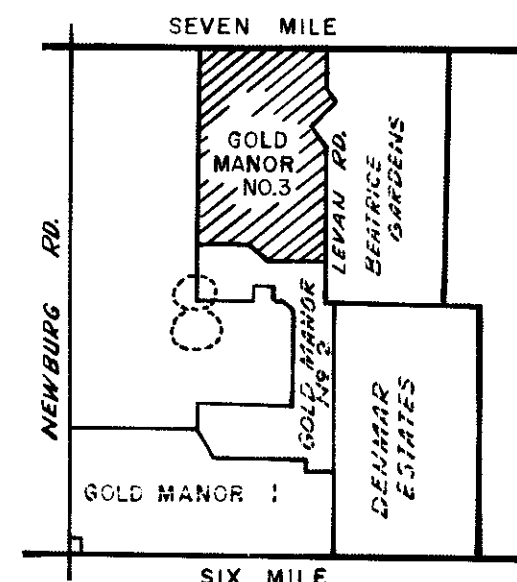


Sketch by Apex Sketch

*** Information herein deemed reliable but not guaranteed***

GOLD MANOR SUBDIVISION NO. 3

PART OF THE NORTH 1/2 OF SECTION 8, T.1S., R.9E., CITY OF LIVONIA, WAYNE COUNTY, MICH.



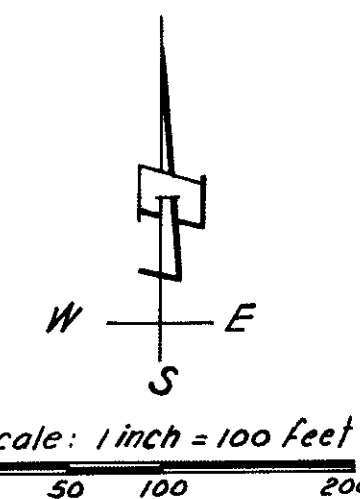
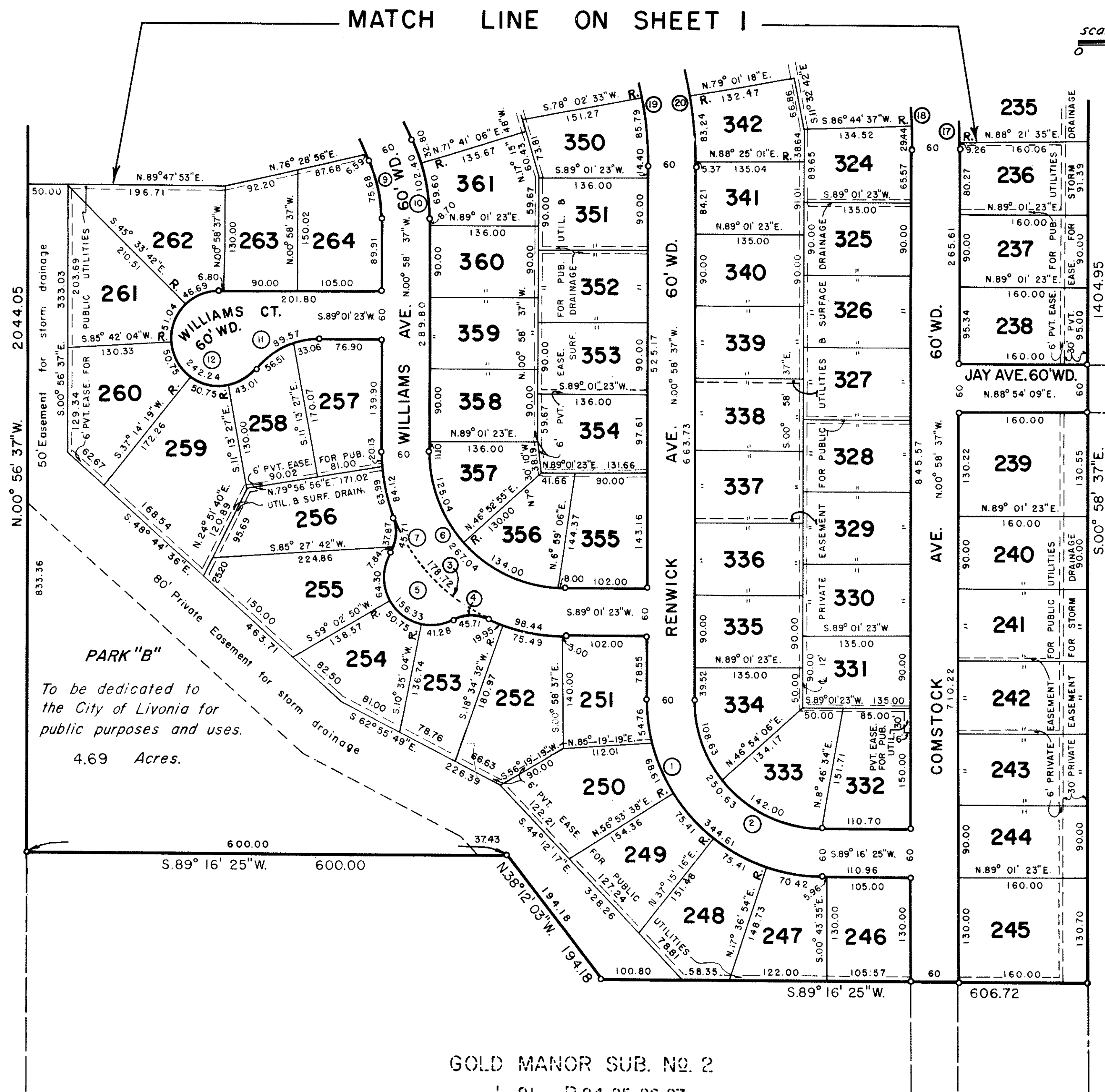
VICINITY MAP

PLAT LEGEND

All dimensions are shown in feet
All curvilinear dimensions are shown along the arc
The symbol "o" indicates a concrete monument
The symbol "•" indicates no monument placed
All lot markers are 1/2" iron pipes and are 18" long
All bearings are related to the adjacent plat of GOLD MANOR SUBDIVISION NO. 2, as recorded in L.91, P.24, 25, 26, 27.
Ingress and egress to Park "B" is provided by Public Walkway in Gold Manor Subdivision No. 2.

CURVE DATA

NO.	RAD.	ARC	Δ	CHORD	CH. BEARING
1	220.00	344.61	89° 44' 58"	310.45	N.45° 51' 06"W.
2	160.00	250.63	"	225.78	"
3	230.00	361.28	90° 00' 00"	325.27	S.45° 58' 37"E.
4	50.00	45.71	52° 22' 56"	44.14	N.87° 21' 17"E.
5	60.00	156.33	149° 17' 14"	115.72	N.44° 11' 34"W.
6	170.00	267.04	90° 00' 00"	240.42	S.45° 58' 37"E.
7	50.00	45.71	52° 22' 56"	44.14	N.4° 15' 35"E.
8					
9	170.00	75.65	25° 30' 28"	75.06	S.13° 43' 51"E.
10	230.00	102.40	"	101.55	"
11	100.00	89.57	51° 19' 04"	86.60	N.63° 21' 51"E.
12	60.00	242.24	231° 19' 04"	108.17	S.26° 38' 09"E.
13					
14					
15					
16					
17	800.00	559.94	40° 06' 09"	548.58	S.21° 01' 42"E.
18	740.00	517.94	"	507.43	"
19	447.62	400.79	51° 18' 04"	387.53	S.26° 37' 39"E.
20	507.62	454.51	"	439.48	"

BEATRICE GARDENS SUB.
L.88, P. 22, 23 & 24

GOLD MANOR SUB. NO. 2

L. 91, P. 24, 25, 26, 27

7/1/01
D.K. M.S.D.

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
(734) 466-2571
FAX: (734) 466-2195

MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

RECEIVED
NOV 21 2024

CITY OF LIVONIA
PLANNING COMMISSION

November 21, 2024

Honorable Members of the City Planning Commission
City of Livonia

**Re: Vacation of the Surface Drainage Easement in N.W. ¼ of Section 8
Parcel I.D. 46 030-01-0239-000 (#18586 Comstock Avenue)**

Ladies and Gentlemen:

Pursuant to the October 28, 2024, request from Andrea and Benjamin Edwards, the Engineering Division has reviewed the easements and utilities located on the property in question. We have determined that the request for the vacation of a portion of the private storm drainage easement is acceptable.

As stated in their letter, The width of the easement on the abutting property to the rear, render the easement much larger than needed for maintenance operations, and the existing trees and slope on the property would hinder the City from being able to traverse that section of easement in question.

In order to proceed, the Engineering Division respectfully requests that the Planning Commission do all things necessary for the vacation of the following storm drainage easement:

**That portion of a thirty (30) foot wide storm drainage easement
being more particularly described as follows:**

The south forty (40) feet of the east thirty (30) feet of Lot 239, Gold Manor Subdivision No. 3, a subdivision located in the North ½ of the of Section 8, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan as recorded in Liber 91, Pages 100 thru 103 inclusive, Wayne county Records.

A map with the original easement to be vacated is attached:

To: Honorable Members of the City Planning Commission
Re: **Vacation of the Public Utility Easement**
#18586 Comstock Avenue (North ½ of Section 8)

November 21, 2024
Page 2 of 2

Should you have any questions, please feel free to contact this office.

Sincerely,

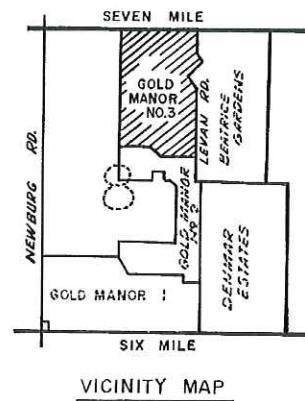


David W. Lear, P.E.
Asst. City Engineer

Attachment
cc: File

GOLD MANOR SUBDIVISION NO. 3

PART OF THE NORTH 1/2 OF SECTION 8, T.1S., R.9E., CITY OF LIVONIA, WAYNE COUNTY, MICH.

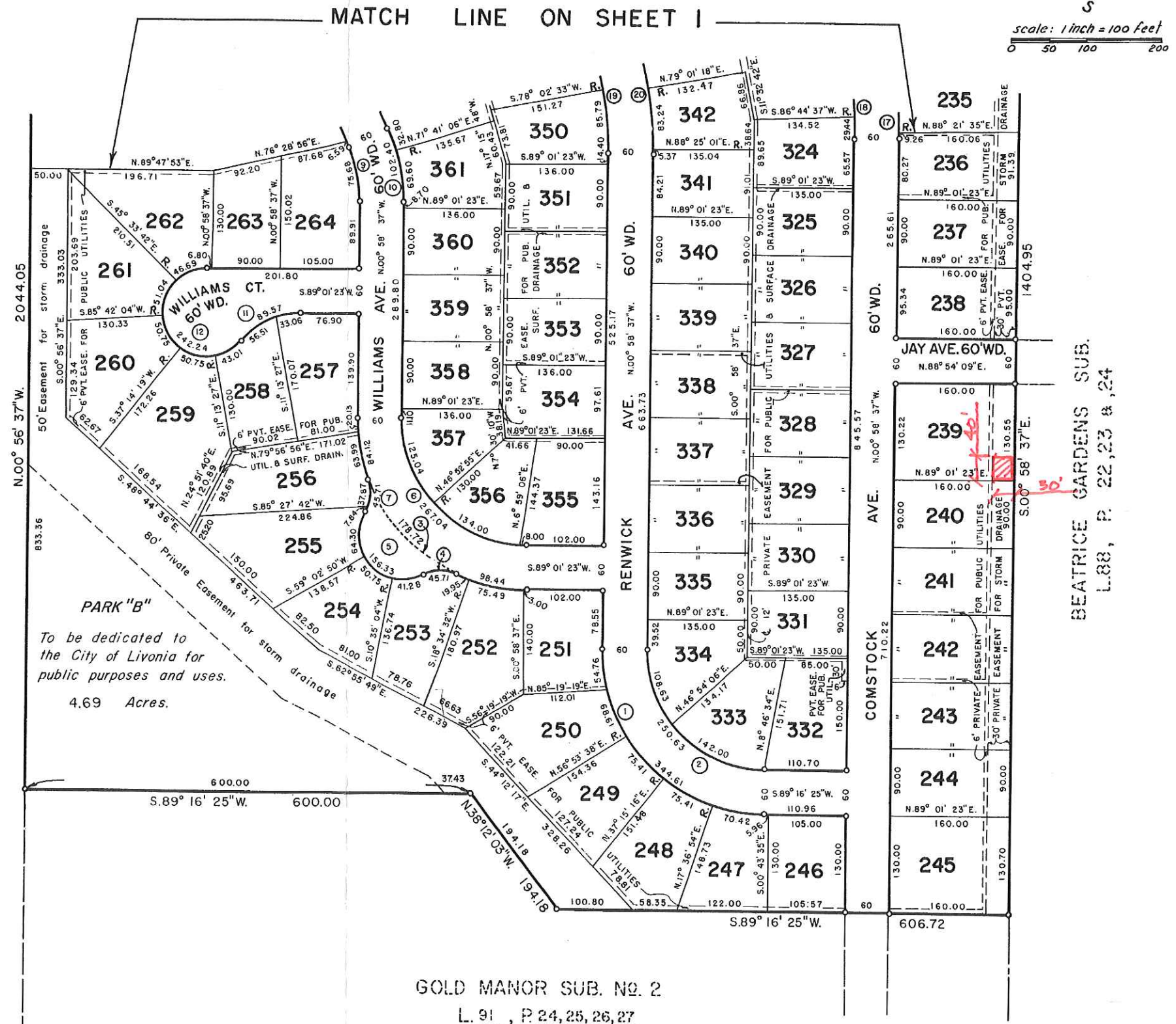


PLAT LEGEND

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20	507.62	454.51	"	439.48	"



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

November 26, 2024

Mr. Jacob Uhazie
Planning Commission
33000 Civic Center Drive
Livonia, MI 48154

Vacating Petition 2024-10-03-02 – 18586 Comstock

Dear Mr. Uhazie,

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: Friday, November 15, 2024 2:44 PM

To: Uhazie, Jacob <juhazie@livonia.gov>; Gosselin, Linda <LGosselin@livonia.gov>; Siterlet, Kathie <ksiterlet@livonia.gov>; Kumpula, Connie <ckumpula@livonia.gov>

Cc: Reece, Stephanie <SReece@livonia.gov>

Subject: RE: Vacating Petition 2024-10-03-02

Tax and water bills are current

Susan Nash

City Treasurer

City of Livonia | Treasurer's Office

(734) 466-2244

snash@livonia.gov

**OTHER ITEMS
RELATED TO THE
PETITION**

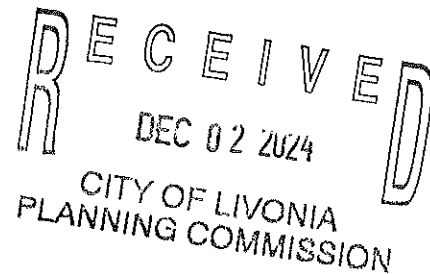
12/2/2024

City Planning Commission

33000 Civic Center Drive

Livonia, MI 48154

Petition #2024-10-0302



Committee:

I am a neighbor situated across from the proposed shed sight.

I've enclosed five photos of the open landscape that would be destroyed by the unsightly placement of a shed.

No one in this established area has a visible shed, that I'm aware of, and I do oppose this placement.

I am unable to attend the scheduled meeting, and wished to make my voice heard.

Respectfully,

John A. Tomei

18515 Levan Road

Livonia, MI 48152

View number one destroyed by an unsightly shed.

1 message

John A Tomei <johnatomei@gmail.com>
To: John A Tomei <johnatomei@gmail.com>

Sun, Dec 1, 2024 at 9:22 PM



View number two destroyed by an unsightly shed.

1 message

John A Tomei <johnatomei@gmail.com>

Sun, Dec 1, 2024 at 9:23 PM

To: John A Tomei <johnatomei@gmail.com>



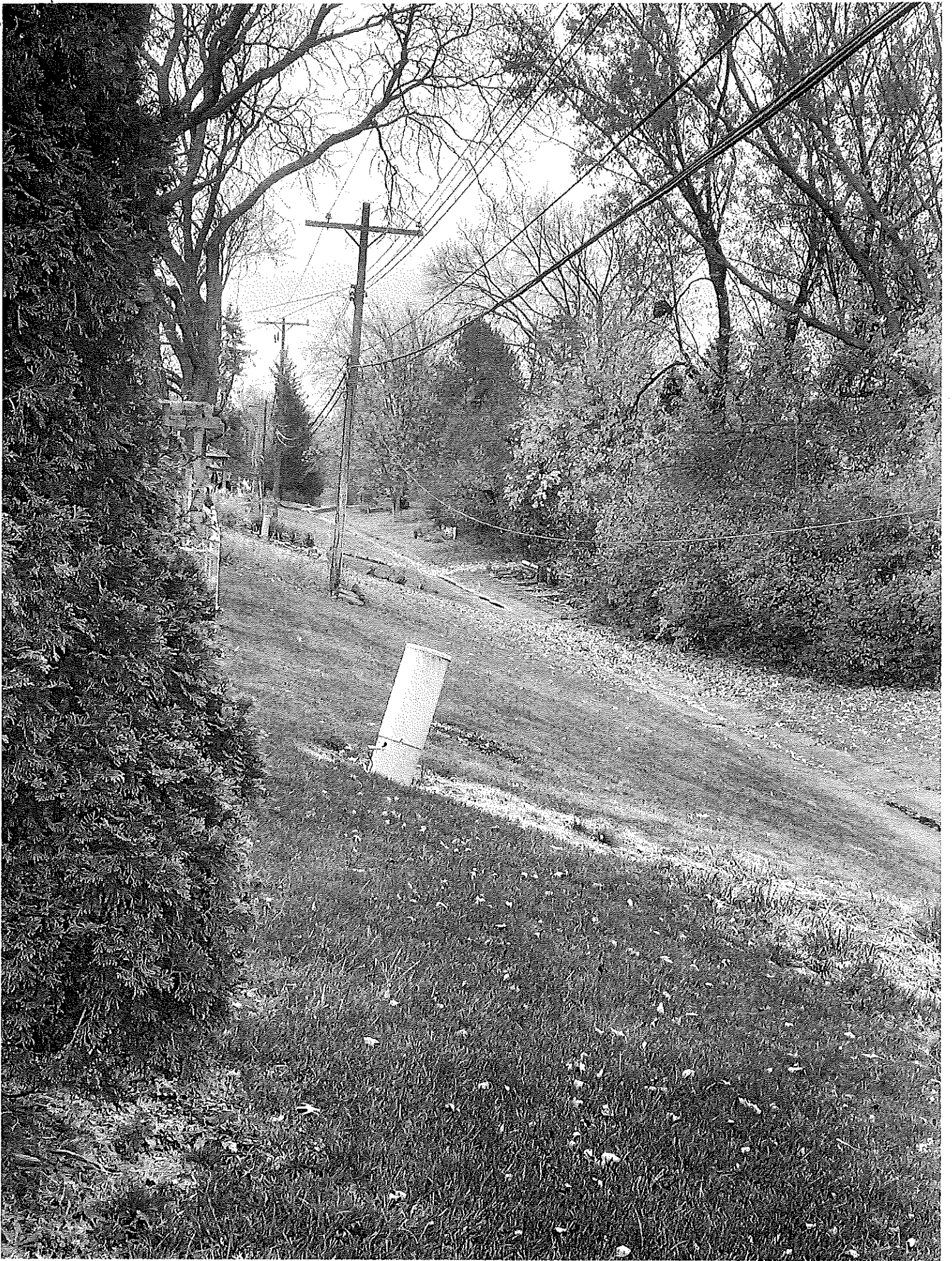
View number three destroyed by an unsightly shed.

1 message

John A Tomei <johnatomei@gmail.com>
To: John A Tomei <johnatomei@gmail.com>

Sun, Dec 1, 2024 at 9:23 PM





View number five destroyed by an unsightly shed.

1 message

John A Tomei <johnatomei@gmail.com>
To: John A Tomei <johnatomei@gmail.com>

Sun, Dec 1, 2024 at 9:24 PM



**CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JANUARY 27, 2025**

Meeting was called to order at 9:55 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Martha Ptashnik, Carrie Budzinski, Lynda Scheel, 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 Morgan led the meeting with the Pledge of Allegiance.

4. REQUEST TO APPROVE THE SEVEN MILE/FARMINGTON VENTURE, LP PLANNED GENERAL DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LIVONIA AND THE SEVEN MILE/FARMINGTON VENTURE, LP, David H. Johns, Schostak Brothers & Company, Inc, on behalf of Seven Mile/Farmington Venture, LP, re: Petition 2023-06-02- 07 approved by the Council on August 26, 2024, pursuant to CR 284-24, requesting waiver use approval for 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 located at 33500 W. Seven Mile Road, on the Southeast $\frac{1}{4}$ Section 4.

The Petitioner was present to answer any questions from the Council. Mr. Schostak indicated the request is to allow time for the developer to stage out the townhome part of the development. Meijer is on track to demolish the old K-Mart building starting in March of this year and will raze the retail center to the west of the property. Because construction of the Meijer store will take approximately 18 months to complete, the property will be a construction site until completion. Due to the current challenges in the real estate market, they would like to pause before moving forward on the townhome construction.

Councilmember Donovic indicated he felt it was crucial for the City and Council work together with developers who are taking on these large projects to redevelop pieces of property that have sat vacant and may be too challenging for others developers to take on. Councilmember Donovic suggested the Planning Department, work together with the Petitioner to iron out some details but would be comfortable with the revised Planned General Development Agreement have a clause stating construction of the townhome phase of the project must be started no later than December 31, 2026. Councilmember Donovic stated this would help alleviate any concerns for both parties and is more concrete than simply requiring building permits must be applied for by the end of 2026.

DIRECTION:

APPROVING

REGULAR



LETTER TO THE LIVONIA CITY COUNCIL

4.

Clerk
January 15, 2025

MEETING DATE

S012725

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO APPROVE THE SEVEN MILE/FARMINGTON VENTURE, LP PLANNED GENERAL DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LIVONIA AND THE SEVEN MILE/FARMINGTON VENTURE, LP, David H. Johns, Schostak Brothers & Company, Inc, on behalf of Seven Mile/Farmington Venture, LP, re: Petition 2023-06-02-07 approved by the Council on August 26, 2024, pursuant to CR 284-24, requesting waiver use approval for 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 located at 33500 W. Seven Mile Road, on the Southeast ¼ Section 4.

BACKGROUND DETAILS

REQUEST TO APPROVE THE SEVEN MILE/FARMINGTON VENTURE, LP PLANNED GENERAL DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LIVONIA AND THE SEVEN MILE/FARMINGTON VENTURE, LP, David H. Johns, Schostak Brothers & Company, Inc, on behalf of Seven Mile/Farmington Venture, LP, re: Petition 2023-06-02-07 approved by the Council on August 26, 2024, pursuant to CR 284-24, requesting waiver use approval for 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 located at 33500 W. Seven Mile Road, on the Southeast ¼ Section 4.

A letter dated January 15, 2025, received from David H. Johns, was emailed to the Clerk's Office requesting to be placed on the next Study Agenda to review and approve the proposed development agreement.

The agreement is required pursuant to CR #284-24, which was approved on August 26, 2024. Additionally, a revised traffic signal plan for the referenced project is being submitted for the Council's review. Both items are attached. The agreement, in large part, mirrors other PGD agreements that the Council has approved. However, two (2) provisions of the Seven Mile/Farmington Venture, LP agreement require special consideration.

The first is the timing of the residential phase of the development. The ordinance states: "No structure designed or intended to be used in part or in whole, for commercial purposes shall be constructed prior to the construction of not less than thirty (30) percent of the dwelling units...".

Paragraph 1.2 of the agreement requests that the permitting and construction schedule of the two (2) mixed uses (i.e., the retail and residential) be fully independent, with an August 1, 2026, deadline for issuing a building permit for the residential phase. Therefore, it is likely that the grocery store would be fully built and occupied before the issuance of any permits for the townhomes.

The other issue relates to the timing of the traffic signal on Farmington Road. CR #284-24 stipulates that installation of the signal shall be deferred until after the grocery store has been opened for at least one (1) year, with a follow-up study by the developer and consensus thereafter from Wayne County and the Livonia Traffic Bureau that the signal is warranted. According to the Petitioner, Wayne County requires that the signal be installed concurrently with the development of the grocery store and that the location and geometrics of the two (2) driveways on Farmington Road be modified, as shown on the attached plan. Paragraph 3.7 addresses these changes and would supersede condition #8 of the Council Resolution.

With respect to the first item, the Council may wish to consider that a bond for some other form of surety be provided by the Developer to ensure the residential phase of the project proceeds in timely manner.

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

Approve as submitted.

ATTACHMENTS

1. Planned General Development Agreement
2. 7 MILE PGD (SCHOSTAK) - REVISED SITE PLAN FOR DRIVEWAY LOCATION CHANGES ON FARMINGTON RD 2024-11-07
3. R082624 Meijer CR 284-24
4. Request for Council Jan 27 2025 Study Meeting Placement
5. COW081924 LTC Petition 2023-06-02-07
6. S071524 Petition 2023-06-02-07 Minutes
7. R080724 New Data - Petition 2023-06-02-07 - Resident Response Recd 7-17-24
8. S071524 Additional New Data - Petition 2023-06-02-07 Item 7 Recd 7-15-24
9. S071524 New Data - Petition 2023-06-02-07 Item 7 Recd 7-15-24
10. S071524 New Data - Petition 2023-06-02-07 recd 7-12-24
11. S071524 LTC Petition 2023-06-02-07
12. S071524 Petition 2023-06-02-07 Resident Responses Recd 6-24-24
13. 2023-06-02-07_E-COUNCIL Pkt (Revised)

APPROVED BY

Doris DeMarco, Deputy Clerk

Date: January 17, 2025

PLANNED GENERAL DEVELOPMENT AGREEMENT

[TAX PARCEL NO.]

THIS AGREEMENT (this "Agreement") made _____ 2024, by and between the City of Livonia, a Michigan municipal corporation, whose address is 33000 Civic Center Drive, Livonia, Michigan 48154 (the "City") and Seven Mile/Farmington Venture Limited Partnership, a Michigan limited partnership, whose principal address is 17800 Laurel Park Dr. N., Suite 200C, Livonia, Michigan 48512 ("Developer"). The City and Developer are sometimes referred to herein as a "party" and collectively, as the "parties."

RECITALS

A. Developer is the record owner of that certain parcel of real property located at the intersection of 7 Mile Road & Farmington Road in the City of Livonia, Wayne County, Michigan, as legally described on **Exhibit A** attached (the "Land").

B. The City wishes to assure, and Developer intends to provide, a high-quality redevelopment of the Land (the "Project"), consisting of: (i) a grocery store (the "Store") including drive-thru pharmacy, grocery pickup, bottle return, and outdoor sales display (for merchandise sales) as all such areas are set forth on the Site Plan as defined below (the "Retail Store Development"); and (ii) multi-family residential town houses (the "Residential Development"). Each of the Retail Store Development and the Residential Development will be in accordance with the City's building codes ("Codes") and zoning ordinance (the "Zoning Ordinance") as well as the site plan as shown on **Exhibit B** (the "Site Plan") approved by the City's governing body in CR#284-24 (the "Resolution"), which is attached hereto as **Exhibit C**, and the conditions set forth in the Resolution and this Agreement. It is acknowledged by the City and Developer that the Site Plan contains all elements of a "site plan" as defined pursuant to the City of Livonia Ordinances, including Sections 2.02(2) and 5.02 thereof, except building signage approvals, which, to the extent that the same do not comply with the Zoning Ordinance, for the initial building signage, shall be addressed by the City Zoning Board of Appeals, in accordance with this Agreement and, to the extent applicable, the City's Ordinance and the terms and conditions of the Resolution.

C. The parties desire to enter into this Agreement pursuant to Section 5.02(5)(D) of the Zoning Ordinance and Section 19 of CR#284-24 (which provides that this Agreement shall address items pertinent to the construction of the Project and its long-term operation, such as land divisions, the phasing of the Project, timing of the construction of the Residential Development in relation to the occupancy of the Retail Store Development, and other matters).

NOW, THEREFORE, the City and Developer agree as follows:

1. Development.

1.1. Nothing in this Agreement requires Developer or any Owner of the Land (as hereinafter defined) to develop the Land at all, or to commence or continue operation of any business on the Land. But if: (a) the Retail Store Development is developed, it will be developed according to the Site Plan as it may from time to time be modified through the process set forth in the Zoning Ordinance for amendments to a site plan; and (b) the Residential Development is developed, it will be developed according to the Site Plan as it may from time to time be

modified through the process set forth in the Zoning Ordinance for amendments to a site plan. As used in this Agreement, "Owner of the Land" means Developer and as applicable, all future owners of legal and/or equitable title to all or any part of the Land.

1.2. The permitting and construction schedule of the two mixed uses (i.e., the Retail Store Development and the Residential Development) shall be fully independent of each other. The City shall issue all permits relative to the Retail Store Development as set forth in this Agreement regardless of the status of the Residential Development. If the Owner of the Land (or a tenant of the Owner of the Land) obtains a building permit to construct the Retail Store Development, it shall be developed (and the City shall allow its development regardless of the status of the Residential Development) in accordance with the Site Plan, as it may from time to time be modified or amended in accordance with the Zoning Ordinance for amendments to a site plan. The City shall issue all permits relative to the Residential Development as set forth in this Agreement regardless of the status of the Retail Store Development. If the Owner of the Land obtains a building permit to construct the Residential Development, it shall be developed (and the City shall allow its development regardless of the status of the Retail Store Development) in accordance with the Site Plan, as it may from time to time be modified through the process set forth in the Zoning Ordinance for amendments to a site plan. If a building permit is issued with respect to the Retail Store Development on or before the deadline for the same as set forth in the Site Plan, then the deadline for issuance of a building permit for the Residential Development shall be automatically extended until August 1, 2026. Further, Section 5.02(5)(G) of the Zoning Ordinance shall not apply with regard to the Project.

1.3. The Residential Development, if any, is intended to be flexible, such that the amount of the residential Units (as defined below) need not reach the maximum allowed by the Site Plan until such Residential Development evolves at the sole discretion of the Owner of the Land. With respect to the Residential Development, the Owner of the Land may seek, and the City shall issue, building permits individually for each of the twelve (12) townhouse buildings (each a "Unit" and collectively, the "Units"). Further, certificates of occupancy and final approvals will be given with regard to any particular townhouse in a Unit (as long as site access, the townhouse itself, and parking for the townhouse is completed) and shall not require that the entire Residential Development (or any Unit) be completed.

1.4. The Retail Development, if any, is intended to be flexible, such that (i) the amount of square footage of the Store (as shown on the Site Plan) need not reach the maximum square footage allowed by the Site Plan, and (ii) the Store may be used for any retail development, provided that such retail development is in accordance with the Site Plan, as it may from time to time be modified through the process set forth in the Zoning Ordinance for amendments to a site plan.

1.5. The Owner of the Land shall not be responsible for any off-site improvements to public roads, public utilities or other public facilities, or any costs related to such improvements, unless specifically set forth and agreed to in this Agreement or as shown on the Site Plan or any amendments thereto or any other governing agreement signed by an Owner of the Land which such improvement benefits or burdens.

1.6. By executing this Agreement, the City acknowledges that (i) it has granted Developer final site plan approval for the Land and the Project, as shown in the attached Site Plan, **Exhibit B**, as set forth in the Resolution, and (ii) it has granted the waiver necessary for the Retail Development to receive a Specially Designated Merchant license to sell beer wine, and mixed spirit drink products for consumption off the premises. Whenever the consent or approval of any party bound by this Agreement is required, such consent or approval shall not be unreasonably delayed, conditioned or withheld. Any subsequent amendments, changes or modifications to the Site Plan shall be in accordance with this Agreement and, to the extent applicable, Section 3.11 of the Zoning Ordinance

consistent with the terms of this Agreement; provided, further that such amendments, changes or modifications may be approved through the site engineering and building plan process upon the Owner of the Land submitting the same for permitting. Notwithstanding the above, minor, immaterial modifications to the Site Plan, not inconsistent with the spirit of the terms of this Agreement, shall not require the further approval of the Planning Commission or the City Council, and may be made without the necessity of amending this Agreement so long as the Owner of the Land upon which the modification is sought receives approval of the City's Planning Director or the Chief Building Official. Other modifications to the Site Plan may require an amendment to this Agreement and shall require the approval of the City in accordance with the provisions of the Zoning Ordinance applicable to the modifications to site plans. This Agreement does not prohibit any Owner of Land from applying for a new or revised site approval not inconsistent with the spirit and intent of this Agreement. The City's Planning Director or the Chief Building Official may authorize minor, immaterial modifications to the Site Plan that are consistent with the spirit of the terms of this Agreement, without the further approval of the Planning Commission or City Council. The City's Planning Director or the Chief Building Official shall, promptly after making such modifications, notify City Council of such modifications; provided, however, the failure of the City's Planning Director or the Chief Building Official to so notify City Council shall not affect such modification(s) approved by the City's Planning Director or the Chief Building Official.

1.7. The parties recognize that the Land requires demolition and other preparatory work prior to commencement of development activities and construction of buildings. Therefore, Developer and/or the Owner of the Land and/or their agents and contractors, individually and/or collectively referred to herein as "applicant," may apply for and obtain permits for: (a) demolition, (b) grading, partial infrastructure construction, water, sanitary sewer, and/or (c) other work on all or a portion of the Land to prepare the Land for future development (which future development, other than as described or depicted in the Site Plan, will be subject to site plan approval), without the necessity of applying for or obtaining building permits. The application and construction/engineering plans for those permits shall be reviewed administratively by and the permits issued by the City department(s) having jurisdiction. Those permits shall be issued by the City if the proposed demolition and/or preparatory work complies with the Site Plan and all applicable City ordinances and federal and state laws, and the applicant submits a complete engineering plan(s) for the work showing the demolition and/or preparatory work for which the applicant seeks the permit, and either the City's Engineering Division or an independent engineer chosen by the City's Engineering Division approves the plan.

2. Divisions, Leasing, and Separation of Ownership.

2.1 The Owner of the Land shall have the right to sell, lease, ground lease, transfer, assign and/or mortgage all or any parts of the Land. The Owner of the Land shall have the right to divide and subdivide the Land and obtain the maximum number of land divisions or subdivisions pursuant to the Michigan Land Division Act and the Livonia Land Division Ordinance to subdivide it, replat it, or subject it to a condominium in accordance with the Michigan Condominium Act, in whole or in part. All such conveyances and divisions shall be in accordance with state law and local ordinances and shall be approved by the City if they are in accordance with applicable law. It is further provided that resulting parcels need not have frontage on a public road, provided they are accessible as that term is defined by the Michigan Land Division Act. In the event that the Owner of the Land shall sell, lease, ground lease, transfer, assign, mortgage, divide and/or subdivide all or any portion of the Project, the terms and conditions of this Agreement shall benefit, be enforceable by, and shall be binding on the successors in title, vendees, lessees, transferees, assignees, mortgagees, and beneficiaries of divisions or subdivisions. In such event, this Agreement may continue to be binding upon the Owner of the Land, as may be applicable as a matter of law. All easements required by the City, including any easements for ingress and egress, that are necessary or reasonably desirable for the Project shall

be approved by the Owner of the Land and shall be recorded at the expense of the Owner of the Land upon which the easement is located. The form and substance of the easement agreement setting forth such easements, however, shall be subject to the approval of the Owner of the Land, which approval shall not be unreasonably withheld, delayed, or conditioned. The City hereby approves all proposed land divisions, plats, and condominiums that comply with the City's ordinances and federal and state laws without the imposition of conditions other than those set forth in this Agreement and in laws that are generally applicable to all such land divisions, plats or condominium approval requests.

2.2 Without limiting the number of land divisions available to the Owner of the Land, the City acknowledges and approves the division of the Land into two (2) parcels, each as depicted and described on Exhibit A: The Retail Store Parcel; and the Residential Parcel. The City acknowledges that each of the foregoing parcels will be created in accordance and in compliance with all City laws, rules, regulations and ordinances and shall, upon timely submission of the pertinent information to the City Assessor, cause a separate tax parcel identification number to be issued to each parcel effective with the next real estate tax bill issued by the City. All other divisions of the Land shall be governed by the provisions of this Agreement.

2.3 The City acknowledges that the Owner of the Land intends to: (a) enter into certain easements for ingress and egress within the Project, (b) vacate that certain Natural Use, Scenic And Open Space Easement of record against the Land, and (c) vacate that certain Grant of Easement recorded in Liber 17973, page 705.

3. **Site Design Standards.**

3.1. The predominant material of buildings in the Project shall be in accordance with the design that is included in the approved Site Plan. The architectural theme for the Development is depicted in the building drawings attached to and made a part of this Agreement as **Exhibit D**. Typical or sample exterior materials contained in **Exhibit D** are hereby approved. Roofing materials and maximum building height shall be as shown in the approved Site Plan. All dumpsters will be screened from view of public roads by use of a screen wall substantially in accordance with the design that is included in the Site Plan.

3.2. The Project shall be served by an internal integrated drive, aisle, parking, and pedestrian network as shown on the Site Plan. The general alignment for such internal traffic system is specified in the Site Plan but may be revised depending upon the needs and timing of the Project.

3.3. Sidewalks and pedestrian routes will be provided and shall be designed to accommodate pedestrian movements both internal to the Project and also providing linkages to the existing public sidewalks on the perimeter and adjacent to the Land as shown on the Site Plan.

3.4. There shall be unified landscaping substantially in accordance with the landscape plan that is included in the Site Plan and any amendments made thereto, which shall be provided throughout the Project. The selection of tree species shall be in accordance with Section 10.04 of the Zoning Ordinance, except as provided in the Site Plan.

3.5. All parking, accent, pedestrian, building mounted and other lighting shall be constructed as shown on the Site Plan. All pole-mounted light fixtures shall not exceed a height of 20 feet above grade, exclusive of any security cameras mounted on top of any lighting fixture.

3.6. The Project is proposed to be serviced by certain Storm Water Management Facilities consisting of underground stormwater detention systems (pipes and associated facilities), which shall be as shown on the Site Plan. With respect to Storm Water Management Facilities that are under the jurisdiction of the City, the City shall not assign or transfer jurisdiction of the same to any person or entity.

3.7. The City acknowledges that installation of the traffic signal on Farmington Road is within the jurisdictional purview of Wayne County, Michigan. Accordingly, and notwithstanding anything to the contrary contained in the Resolution, if Wayne County approves and issues a permit for the installation of a new traffic signal on Farmington Road and subjects such approval upon: (a) changes to the two driveways that currently exist on Farmington Road (e.g., shifting both driveways approximately 50 feet south and/or with regard to the southerly driveway, changing it to a right in- right out driveway only as compared to existing configuration that allows full movements [including left turns in and out]), and/or (b) installation of the traffic signal prior to one (1) year after the Store has been open, then the Site Plan shall automatically be revised to conform to the requirements of the County of Wayne and the installation of the traffic signal shall be completed immediately as required by the County of Wayne. The Owner of the Land shall provide the City with any traffic study as provided by the Owner of the Land to Wayne County, and the Livonia Traffic Bureau and the City of Livonia Engineering Department (and any other required department of the City or the City Council) shall automatically approve all aspects of the traffic signal and its installation in conformity with what was approved by Wayne County.

4. Storm Water Maintenance.

4.1 The Owner of the Land (or if provided for in a ground lease of that portion of the Land constituting the Retail Development, the tenant of an Owner of the Land) shall perform any maintenance, repair, and/or replacement of the Storm Water Management Facilities necessary to ensure that they continuously perform their designed function as part of the storm water drainage system for the Project. Without limitation, the Owner of the Land shall ensure that the Storm Water Management Facilities: (a) are kept clear and clean; (b) do not become a public nuisance; (c) are maintained in a structurally sound condition; (d) are adequately vegetated and free of significant erosion as applicable.

4.2 Any basins or structures, either above or below ground, shall not be filled, or otherwise altered in a manner which would reduce their capacity without the consent of the City.

4.3 In the event an Owner of the Land fails to maintain the Storm Water Management Facilities and the City, after written notice and at least a thirty (30) day opportunity to cure, undertakes such maintenance, the Owner of the Land shall reimburse the City (on a prorated basis, based upon acreage) for any maintenance or repair costs incurred by the City for such maintenance or repair.

5. Waiver Use.

By granting its final approval and upon execution and recording of this Agreement, the City has and shall be deemed to have granted the petition for a Waiver Use permit on the Land for a Planned General Development (PGD), as is described in Section 5.02 (1) of the Zoning Ordinance, in accordance with the provisions set forth in the Zoning Ordinance and this Agreement.

6. Integration.

This Agreement contains the entire agreement between the parties. No statements,

promises or endorsements made by either party or agent of either party that are not contained in this Agreement shall be valid or binding. This Agreement may not be amended except in writing signed by the Owner of the portion of the Land which such amendment affects or their successors or assigns and recorded in the same manner as this Agreement and as provided by the City's General Development ordinance provisions existing as of the date of this Agreement. Amendments shall become effective only when recorded in the office of the Wayne County Register of Deeds.

7. Severability.

If any part, term or provision of this Agreement is finally held by the courts to be illegal or in conflict with any law of the State of Michigan or the United States, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term or provision held to be invalid.

8. Governing Law.

This Agreement shall be governed by the laws of the State of Michigan, both as to interpretation and performance. Any and all suits for any and every breach of this Agreement may be instituted and maintained in any court of competent jurisdiction in the County of Wayne, State of Michigan.

9. Non-waiver.

No waiver of any breach of this Agreement shall be held to be a waiver of any other subsequent breach, all remedies afforded in this Agreement shall be cumulative and in addition to every other remedy provided by law.

10. Authority.

Developer warrants that it owns the Land in fee simple and has voluntarily assumed both the undertakings and limitations set forth in this Agreement. The signers of this Agreement warrant and represent that they have the authority to sign this Agreement on behalf of their respective principals and the authority to bind each party to this Agreement according to its terms. Further, each of the parties represents that the execution of this Agreement has been duly authorized and is binding on such party and is valid and binding on such party in accordance with the terms hereof. This Agreement shall bind the heirs, successors, successors-in-title, and assigns of the parties.

12. Burdens and Benefits Appurtenant.

This Agreement shall run with the Land and bind the parties, their heirs, successors, and assigns. Developer shall record this Agreement in the office of the Wayne County Register of Deeds and shall deliver a recorded copy to the City forthwith. It is understood that the Land is subject to changes in ownership and/or control at any time, but that successors shall take their interest subject to the terms of this Agreement. In the event that the Owner of the Land shall sell, lease, ground lease, transfer, assign, mortgage, divide and/or subdivide all or any portion of the Development, the terms and conditions of this Agreement shall benefit, be enforceable by, and shall be binding on the successors in title, vendees, lessee, transferees, assignees, mortgagees, and beneficiaries of divisions or subdivisions. In such event, the Agreement may continue to be binding upon the Owner of the Land, as may be applicable as a matter of law.

13. Several Non Joint Owner Liable.

In the event the Land, or any part thereof, is owned by more than one person or entity, any breach of this Agreement or violation of any applicable provision of the Ordinances of the City occurring on any part of the Land will only be the responsibility and liability of the person or entity who or which owns that part of the Land on which the breach or violation occurs and no other Owner shall be liable therefor.

14. Conflict.

It is the belief and expectation of the City and Developer that this Agreement complies with the current Zoning Ordinance. In the event of a conflict between the current or future codes and ordinances of the City and this Agreement, the terms of this Agreement shall prevail unless written consent is provided by both parties.

15. Cooperation.

In the event that a third party challenges the legal effect of this Agreement, or any part of it, each of the Owner of the Land and the City shall cooperate to defend such challenge and shall affirmatively act to support the validity and enforceability of this Agreement. In addition, in order to commence demolition and the construction of the Project in the most expedient fashion, the City shall expedite reviews (including not withholding any permitting and project start dates due to reviews and approvals by Wayne County or other agencies [e.g., EGLE water or sanitary sewer if needed], and only charge typical review and permitting costs. Notwithstanding anything to the contrary contained in this Agreement, this Agreement shall terminate and be of no force and effect (and the City shall execute a discharge of this Agreement to eliminate it as of record) if either (i) the City fails to issue building permits to allow the construction of the Project, or (ii) prior to the commencement of construction of any portion of the Project, the parties terminate this Agreement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGE TO FOLLOW]

SIGNATURE PAGES OF PLANNED GENERAL DEVELOPMENT AGREEMENT
BETWEEN CITY OF LIVONIA AND DEVELOPER

CITY OF LIVONIA,
a Michigan municipal corporation

By: _____ -

Its: Mayor

By: _____

Its: City Clerk

STATE OF MICHIGAN)
) ss.
COUNTY OF WAYNE)

The foregoing instrument was acknowledged before me this ___ day of _____, 2024
by _____, the Mayor, and _____, the Clerk of the City of Livonia, a Michigan
municipal corporation, on behalf of said corporation.

_____, Notary Public
State of Michigan, County of _____
My Commission Expires _____
Acting in Wayne County

DEVELOPER:

SEVEN MILE/FARMINGTON VENTURE LIMITED
PARTNERSHIP,
a Michigan limited partnership

By: _____

Its: _____

STATE OF MICHIGAN)
) SS.
COUNTY OF WAYNE)

The foregoing instrument was acknowledged before me this ____ day of _____ 2024, by
_____ of Seven Mile/Farmington Venture Limited Partnership, a Michigan
limited partnership, on behalf of the limited partnership.

_____, Notary Public
State of Michigan, County of _____
My Commission Expires: _____
Acting in Oakland County

Drafted by and when recorded return to:

EXHIBIT A
Property Legal Description
for
33500 Seven Mile Rd, Livonia

PROPERTY DESCRIPTION

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

PT OF SE 1/4 SEC 4 T1S R9E BEG S89DEG 57M 10S W 60FT AND N0DEG
00M 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1116.20FT
TH N0DEG 00M 50S W 540FT TH N89DEG 57M 10S E 230FT TH N0DEG 00M
50S W 100FT TH N62DEG 55M 45S E 275.11FT TH N89DEG 57M 10S E
200FT TH S0DEG 00M 50S E 150FT TH N89DEG 57M 10S E 441.20FT TH
S0DEG 00M 50S E 615FT POB 16.54 AC

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 1118.20FT 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 16.34 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.
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

NOTES:
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 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

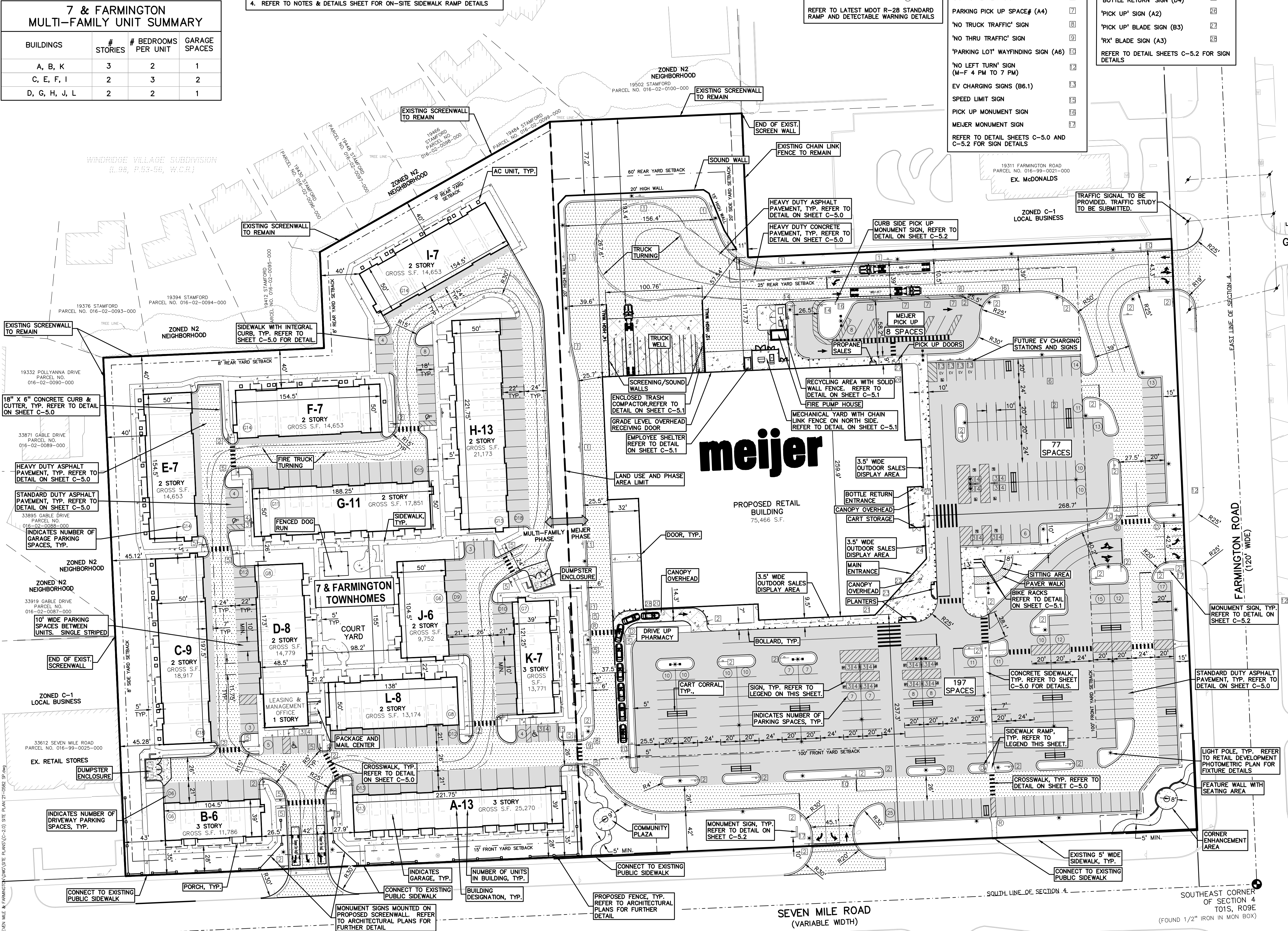
SIGN LEGEND:
'NO PARKING FIRE LANE' SIGN (1)
'STOP' SIGN (2)
'BARRIER FREE PARKING' SIGN (3)
'VAN ACCESSIBLE' SIGN (4)
'CROSSWALK' SIGN (5)
'DO NOT ENTER' SIGN (6)
'PARKING PICK UP SPACE# (A4)' (7)
'NO TRUCK TRAFFIC' SIGN (8)
'NO THRU TRAFFIC' SIGN (9)
'PARKING LOT' WAYFINDING SIGN (A6) (10)
'NO LEFT TURN' SIGN (M-F 4 PM TO 7 PM) (11)
EV CHARGING SIGNS (B6.1) (12)
SPEED LIMIT SIGN (13)
PICK UP MONUMENT SIGN (14)
MEIJER MONUMENT SIGN (15)
REFER TO DETAIL SHEETS C-5.0 AND C-5.2 FOR SIGN DETAILS

WALL SIGN LEGEND:
'PHARMACY DRIVE UP' SIGN (E3) (16)
'FRESH' SIGN (C3) (17)
'MEIJER GROCERY' SIGN (D1) (18)
'WELCOME' SIGN (E5) (19)
'LOCAL' SIGN (C4) (20)
'BOTTLE RETURN' SIGN (D4) (21)
'PICK UP' SIGN (A2) (22)
'PICK UP' BLADE SIGN (B3) (23)
'RX' BLADE SIGN (A3) (24)
REFER TO DETAIL SHEETS C-5.2 FOR SIGN DETAILS

LEGEND
EXISTING
-OH-ELEC-W- C ELEC. PHONE OR CABLE TV Q.H. LINE, POLE & GUY WIRE
-UG-CATV- C UNDERGROUND CABLE TV, CATV PEDESTAL
-UG-PHONE- C TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
-UG-ELEC- C ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
-GASMAN- 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
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED
PROPOSED
-OH-ELEC-W- C ELEC. PHONE OR CABLE TV Q.H. LINE, POLE & GUY WIRE
-UG-CATV- C UNDERGROUND CABLE TV, CATV PEDESTAL
-UG-PHONE- C TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
-UG-ELEC- C ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
-GASMAN- 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
SEC. CORNER FOUND
R RECORDED
M MEASURED
C CALCULATED
PROPOSED

PEA GROUP
t: 844.813.2949
www.peagroup.com
**EXHIBIT B
SITE PLAN**

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 48152
REVISIONS
PLAN REVISED 5-17-24
PLAN REVISED 8-19-24
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' 35' MIN.
SIDE 20' 40' 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

President McCullough reported on the Committee of the Whole Meeting of August 19, 2024 regarding 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 $\frac{1}{4}$ of Section 4. (CR 257-24)

Cris Jones, Senior Real estate Manager for Meijer, thanked Council and spoke about the SDM. He explained that it is a critical component of a grocery store.

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1. The Preliminary Site Plan, identified as drawing C-2.0, dated August 19, 2024, as revised and prepared by PEA Group, is hereby approved and shall be adhered to;
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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;

Regular Meeting Minutes of August 26, 2024

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 July 10, 2024, is hereby approved;
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 warranted, as determined by the traffic study and confirmed by Wayne County and the City of Livonia. However, if traffic conflicts or excessive delays related to traffic patterns result six (6) months 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;

Regular Meeting Minutes of August 26, 2024

13. All signs shall conform with the plans entitled #683 Exterior Signage Review, dated August 15, 2024, as prepared by Meijer Real Estate Store Development, subject to the approval and any changes by the Zoning Board of Appeals;
14. The existing privacy wall shall be extended to a minimum height of six (6) feet and repainted;
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17. Stationary outdoor art shall be installed and permanently maintained in good condition and repair by the development owner after consulting with and receiving suggestions from the Livonia Art Commission;
18. Shade trees shall be installed and permanently maintained in healthy condition in the public outdoor seating and gathering areas around the exterior of the development;
19. 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; and
20. 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 and construction commences, this approval shall be null and void at the expiration of said period.

Regular Meeting Minutes of August 26, 2024

Marsha McLean, 20075 Edgewood Ave, thanked the resident who spoke about building materials at a past meeting and voiced concerns about the proposed closing time.

The following residents spoke in favor of the project:

Christopher Martin

Bob Klanseck, 17786 Country Club

President McCullough passed the gavel to Vice President Ptashnik at 8:08 p.m. to speak in favor of the project. He resumed the gavel at 8:16 p.m.

<i>UNFINISHED BUSINESS ITEM 14. (Regular Meeting of August 26, 2024)</i>
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Motion:	Morgan
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Second:	Donovic
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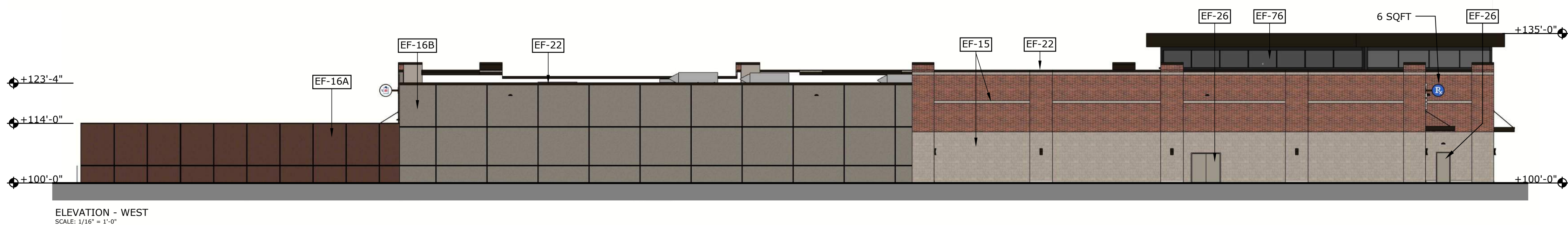
Ayes:	Morgan, Toy, Jolly, Ptashnik, Donovic, Budzinski, McCullough
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Nays:	None
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Absent:	None
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NOTE: SIGNAGE SHOWN HAS BEEN UPDATED TO REFLECT SIGNAGE PER THE PLANS ENTITLED #683 EXTERIOR SIGNAGE REVIEW, DATED AUGUST 15, 2024, AS PREPARED BY MEIJER REAL ESTATE STORE DEVELOPMENT.



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

EXHIBIT D BUILDING ELEVATIONS



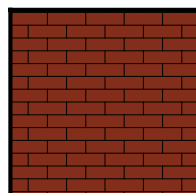
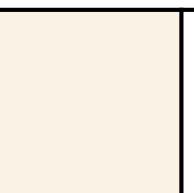
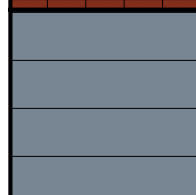
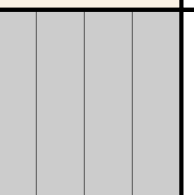
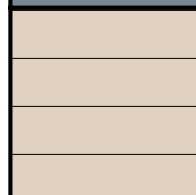
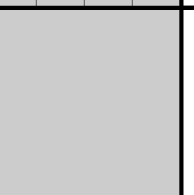
MEIJER LVA (75K) - GROCERY FORMAT

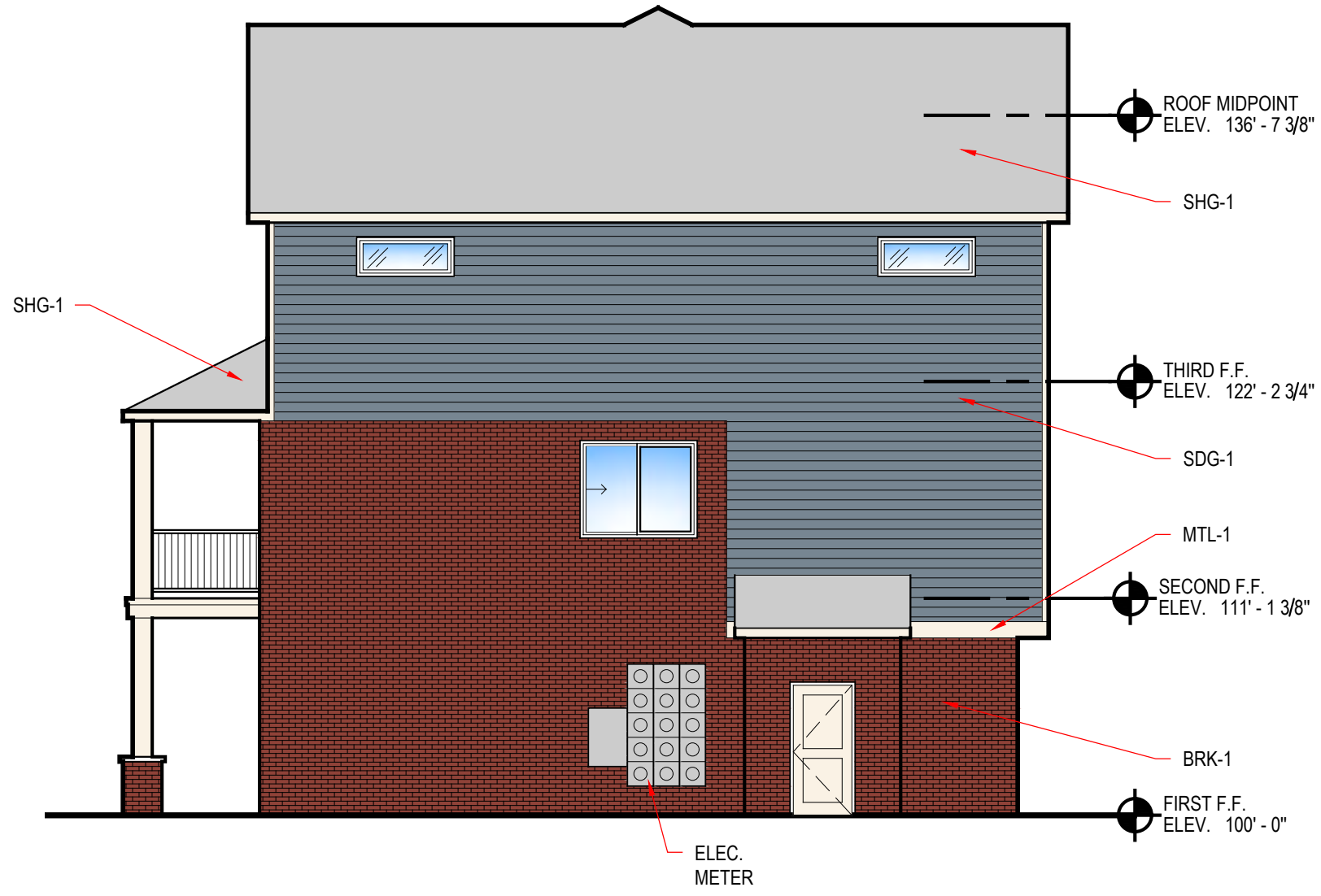
Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO APPROXIATIONS. BECAUSE INK VARIATIONS AND DIFFERENCE IN PRINTER, AN EXACT COLOR MATCH CANNOT BE ACHIEVED. 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.

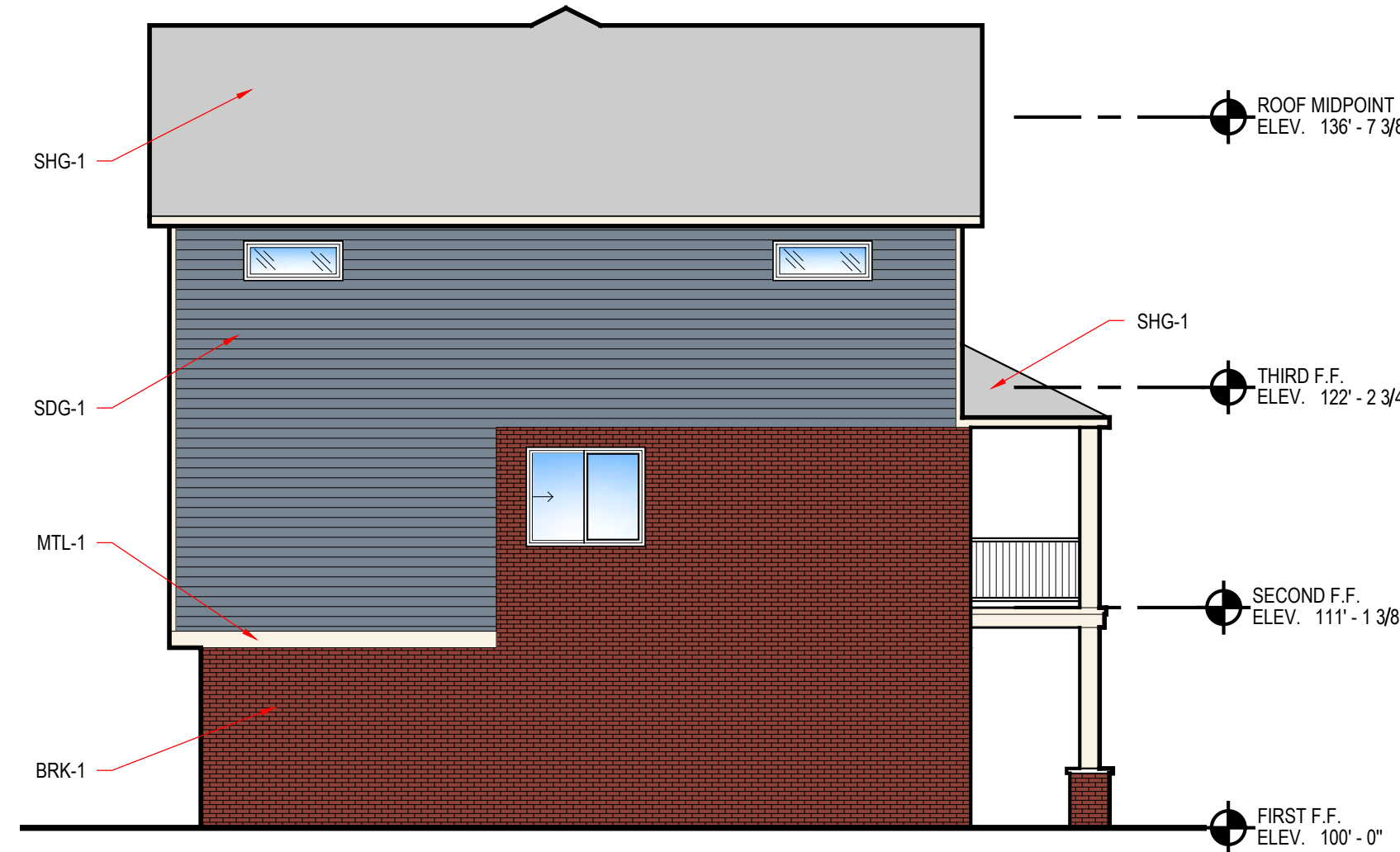
DATE:7/10/2024



	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"



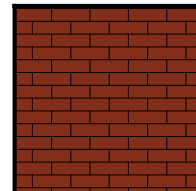
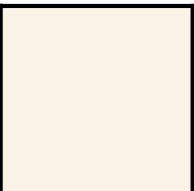
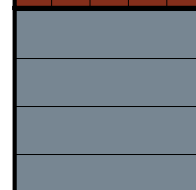
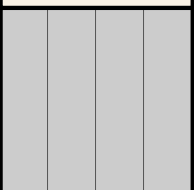
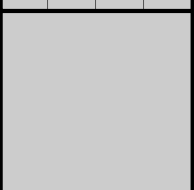
3 3-Story Left Elevation
1/8" = 1'-0"

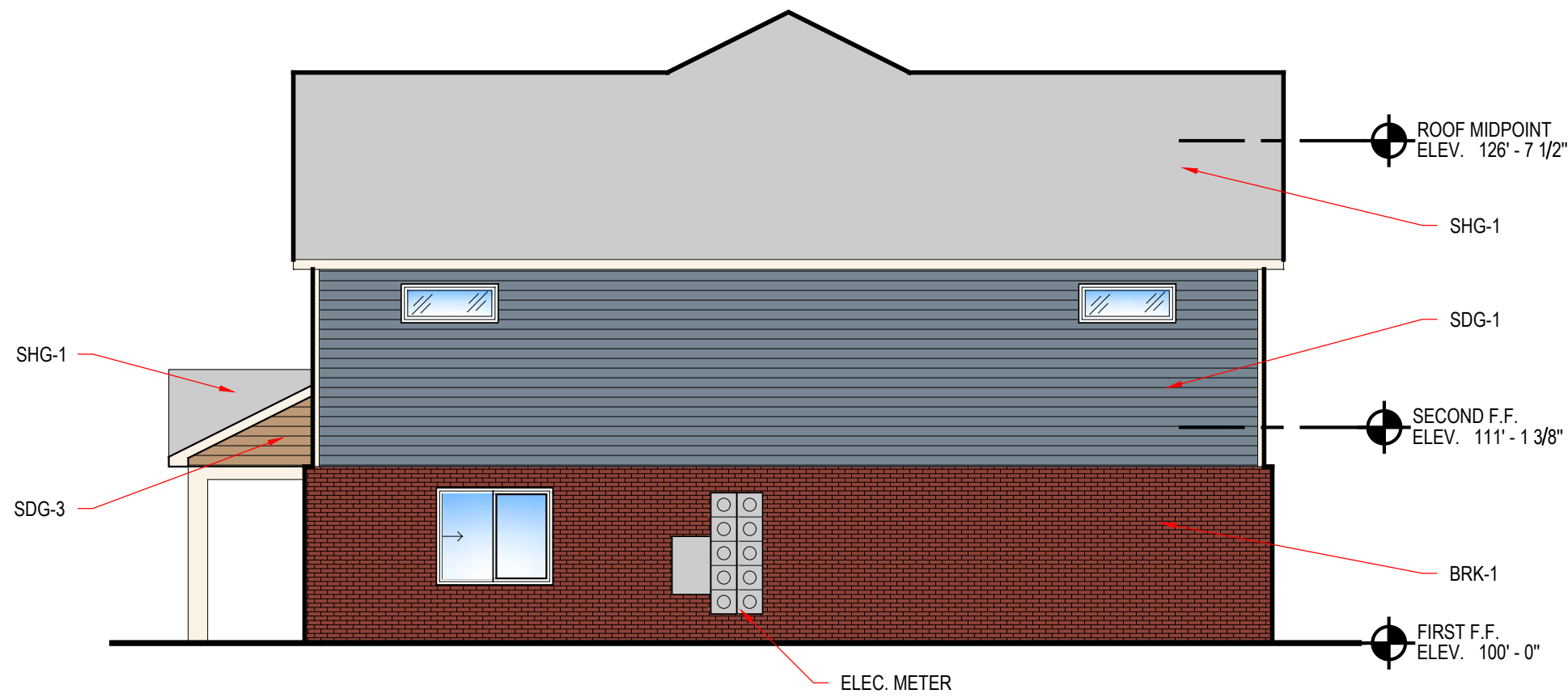


2 3-Story Back Elevation
1/8" = 1'-0"



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

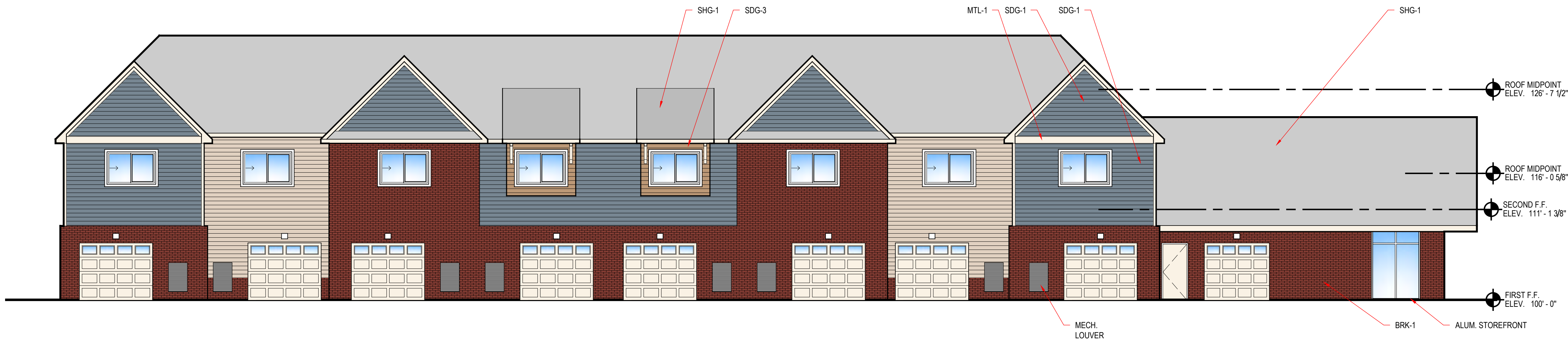
	BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD		MTL-1 METAL COLOR: ALMOND
	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING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



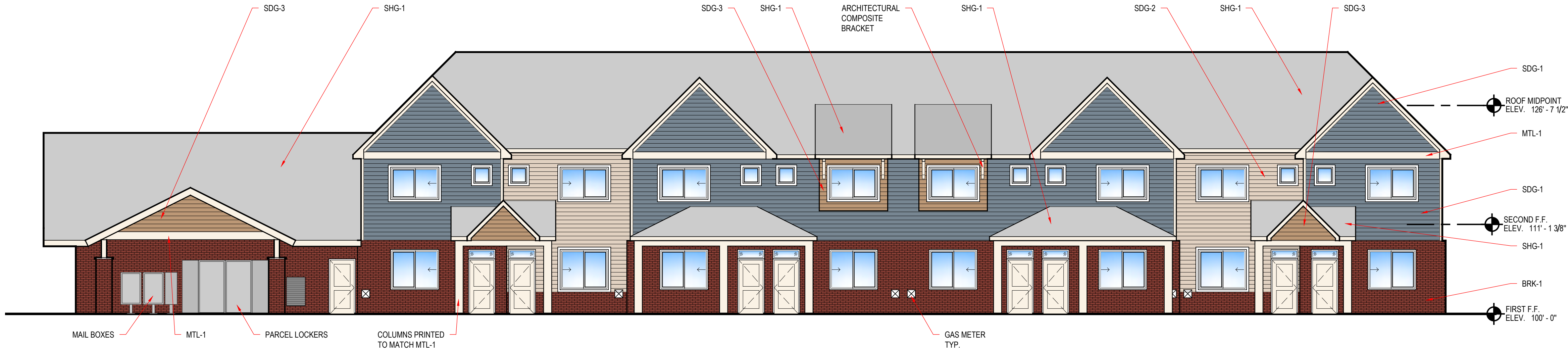
4 2-Bed Right Elevation
1/8" = 1'-0"



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



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



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



...	...
...	...
...	...
...	...
...	...
...	...

Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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

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

REVISIONS

DRAWING TITLE
OVERALL PLAN
FOR DRIVEWAY
LOCATION CHANGES ON
FARMINGTON ROAD

DRAWING NUMBER:

NOT FOR CONSTRUCTION

Regular Meeting Minutes of August 26, 2024

President McCullough reported on the Committee of the Whole Meeting of August 19, 2024 regarding 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 $\frac{1}{4}$ of Section 4. (CR 257-24)

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Regular Meeting Minutes of August 26, 2024

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Regular Meeting Minutes of August 26, 2024

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Regular Meeting Minutes of August 26, 2024

Marsha McLean, 20075 Edgewood Ave, thanked the resident who spoke about building materials at a past meeting and voiced concerns about the proposed closing time.

The following residents spoke in favor of the project:

Christopher Martin

Bob Klanseck, 17786 Country Club

President McCullough passed the gavel to Vice President Ptashnik at 8:08 p.m. to speak in favor of the project. He resumed the gavel at 8:16 p.m.

<i>UNFINISHED BUSINESS ITEM 14. (Regular Meeting of August 26, 2024)</i>
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Motion:	Morgan
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Second:	Donovic
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Ayes:	Morgan, Toy, Jolly, Ptashnik, Donovic, Budzinski, McCullough
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Nays:	None
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Absent:	None
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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

January 15, 2025

Via Email

City Council
City of Livonia
33000 Civic Center Drive
Livonia, MI 48154-3097

**RE: Request to be placed on January 27, 2025, City Council Study Meeting Agenda
Seven Mile Planned General Development
33500 Seven Mile Road
Livonia, MI**

Dear Honorable City Council,

We respectfully request to be placed on the January 27, 2025, City Council Study Meeting Agenda for consideration of the Proposed Planned General Development Agreement for the Seven Mile Planned General Development project.

Please let me know if you have any questions or require any additional information.

Sincerely,

SEVEN MILE/FARMINGTON VENTURE, LP

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

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

DHJ/amg

ec: Doris DeMarco – City of Livonia
Sara Kasprovicz – City of Livonia
Mark Taormina – City of Livonia
Erik Fix – Schostak Brothers & Company, Inc.





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

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

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

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

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Thank you!

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



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



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

Hello Sara and Mark,

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

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

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

Thank you,

David H. Johns

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

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

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

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

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

Mark Schovers

S P I R E design group

115 E. 4th St.

Rochester, MI 48307

248.921.0794

www.spiredg.com



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.

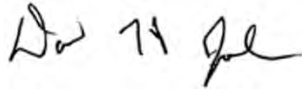
The above enhancements demonstrate our many detailed positive steps and commitment taken toward the project and the City of Livonia Vision 21 since the June 18, 2024 Planning Commission Meeting. We believe this transformational, mixed-use project for the City of Livonia, Neighborhood and Community is 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/j83l1o7ddr7qhipv3gxxz/AJthbOmSSBVbEJNaROEUWkY?rlkey=3qx7j59j9zeq4txi8kg3xbatx&st=ejo8rv5&dl=0>

Mark Schovers

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



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



MEIJER LVA (75K) - GROCERY FORMAT

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

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

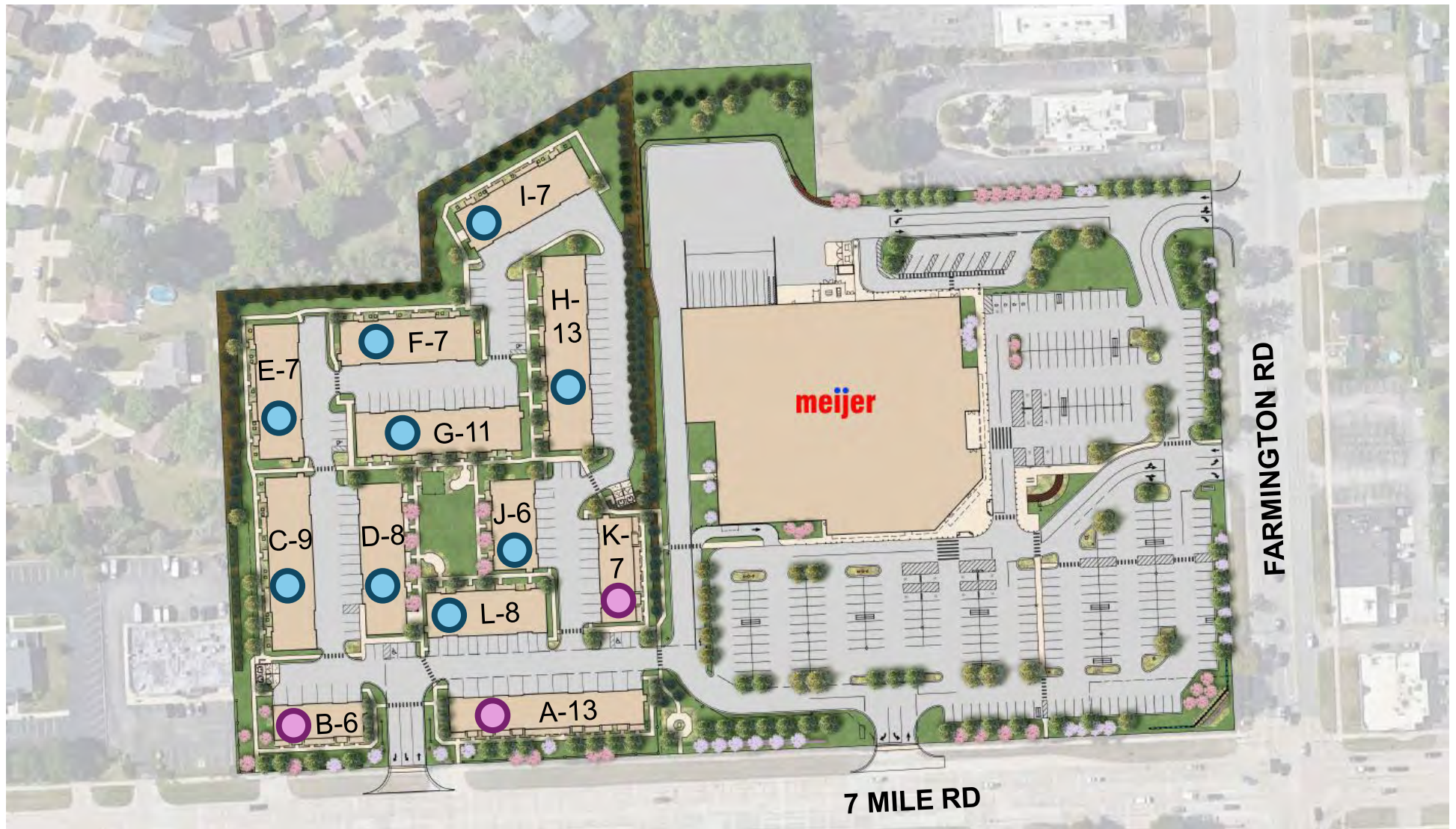
DATE:7/10/2024





7 MILE & FARMINGTON LIVONIA, MI

**PLANNED GENERAL DEVELOPMENT
JULY 15, 2024**



 BUILDINGS A, B, K – 3 STORIES

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





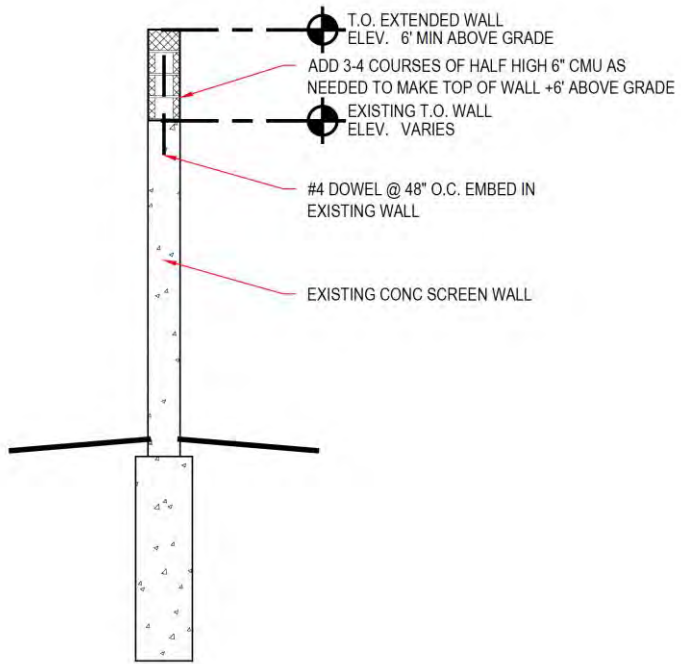






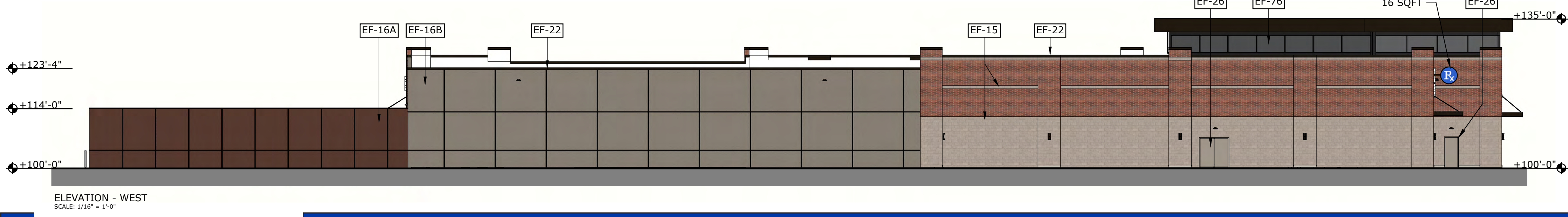
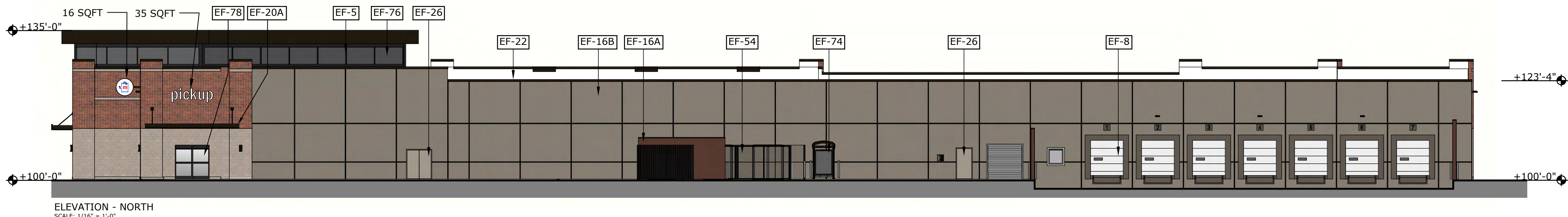
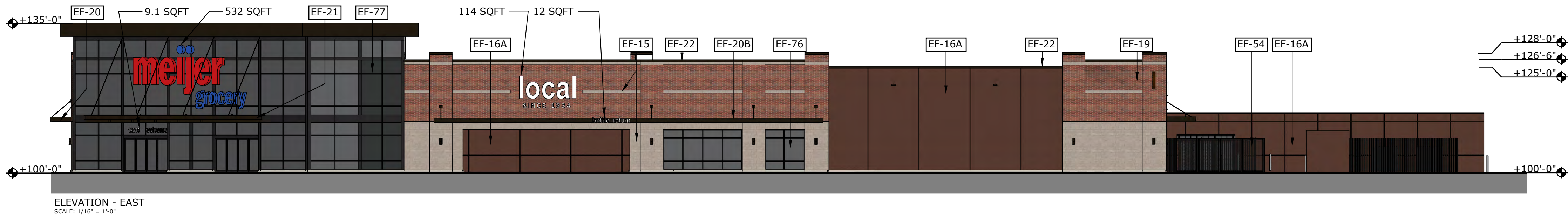












RENDERING FINISH LEGEND			
CODE	FINISH	PRODUCT	COLOR
EF-5	ENTRANCE AND STOREFRONT FRAMES	TUBELITE STOREFRONT	DARK BRONZE
EF-8	SECTIONAL OVERHEAD DOORS	--	WHITE
EF-15	CMU INLAY - INSULATED PRECAST CONCRETE WALL	BURNISHED MODULAR CMU INLAY	SEA SALT (63-218C)
EF-16A	STUCCO/EIFS PATTERN, PAINTED INSULATED 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



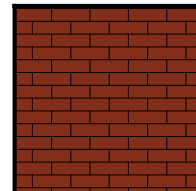
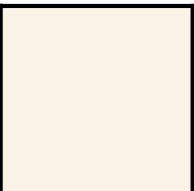
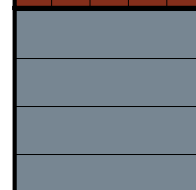
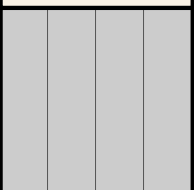
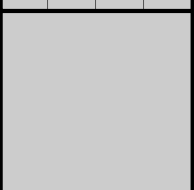
MEIJER LVA (75K) - GROCERY FORMAT

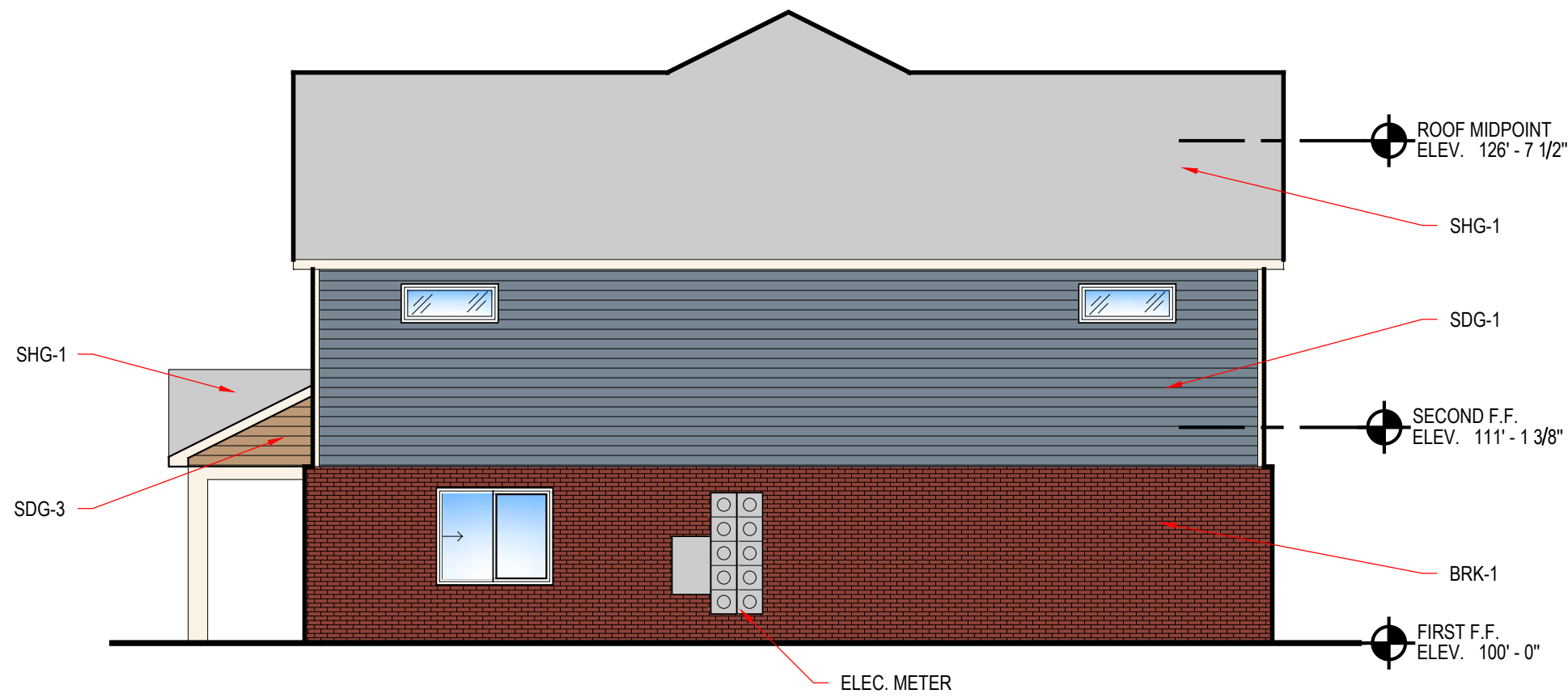
Seven Mile Rd. & Farmington Rd.
Livonia, MI 48042

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



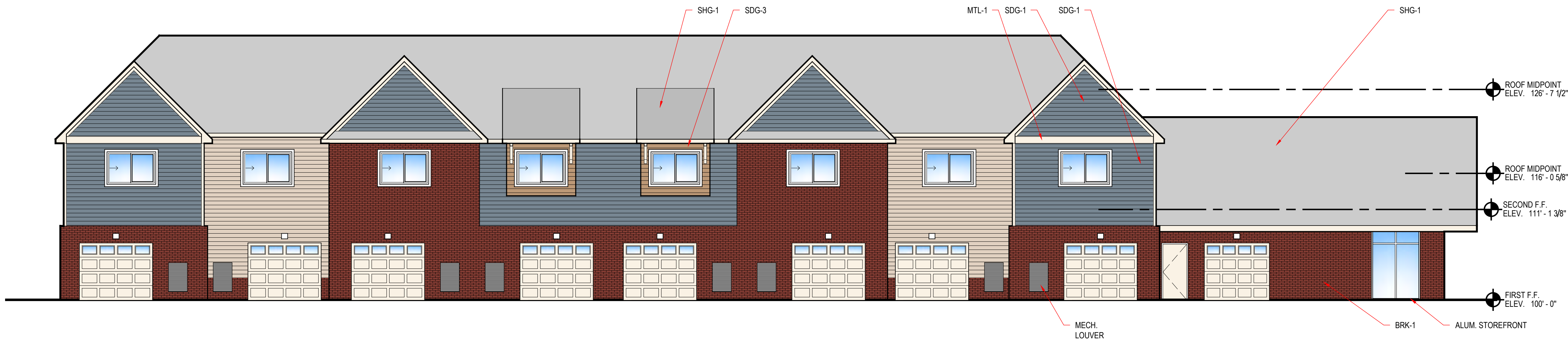
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	SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD		MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
	SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD		SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



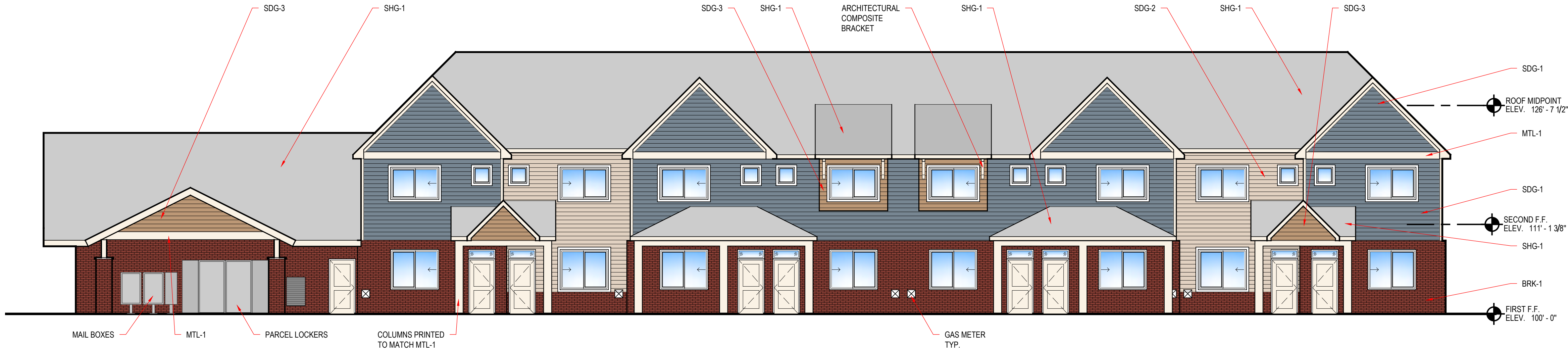
4 2-Bed Right Elevation
1/8" = 1'-0"



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



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

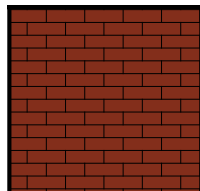
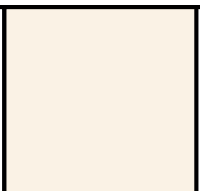
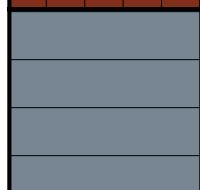
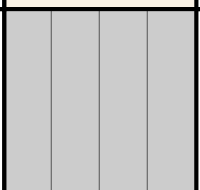
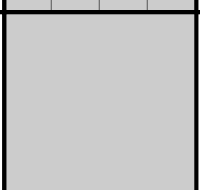


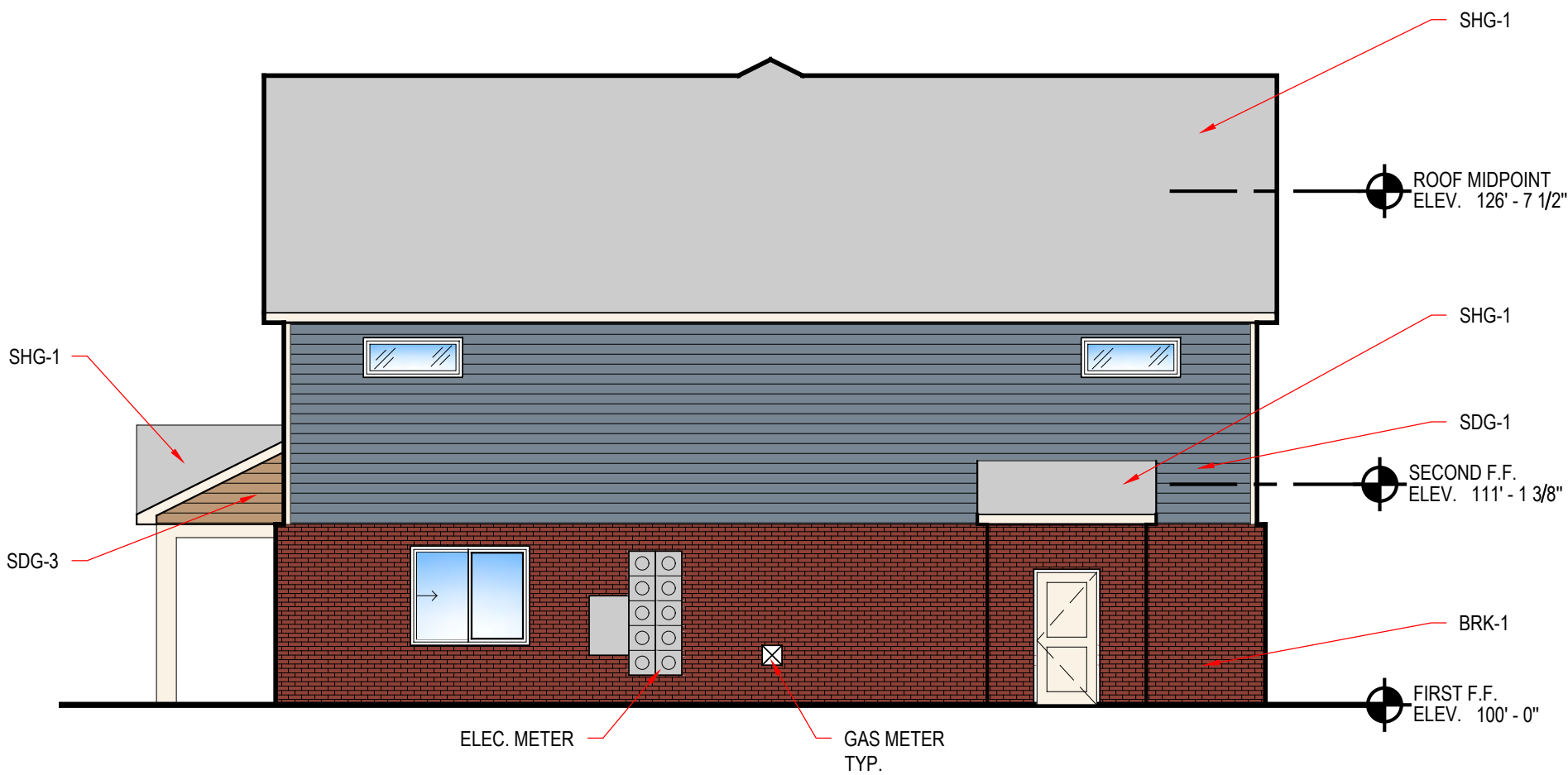
1 2-Bed Front Elevation
1/8" = 1'-0"

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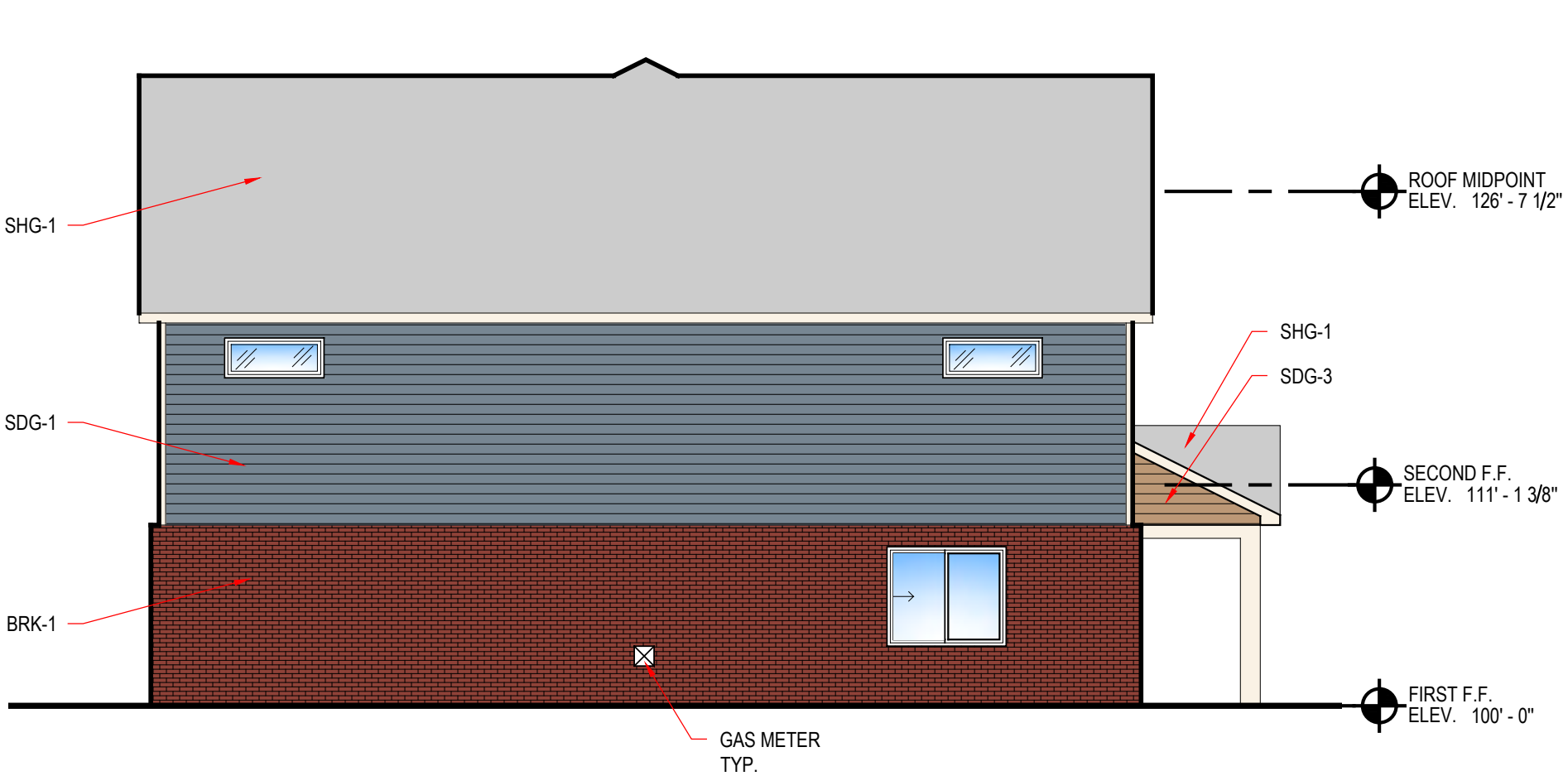
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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: CERTANTEED COLOR: MORIE BLACK
	SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD		



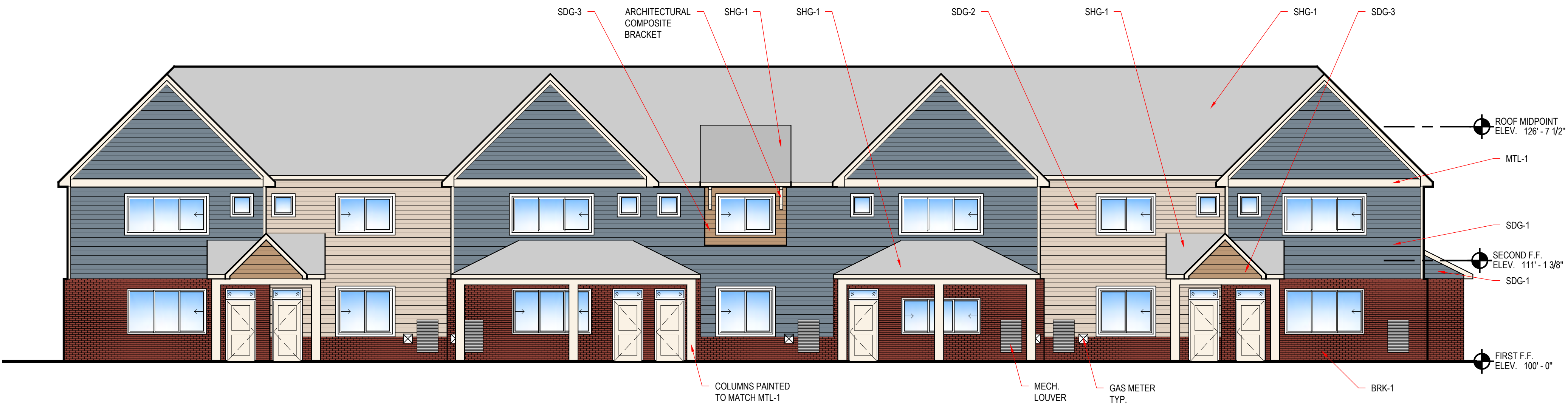
4 3-Bed Right Elevation
1/8" = 1'-0"



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	

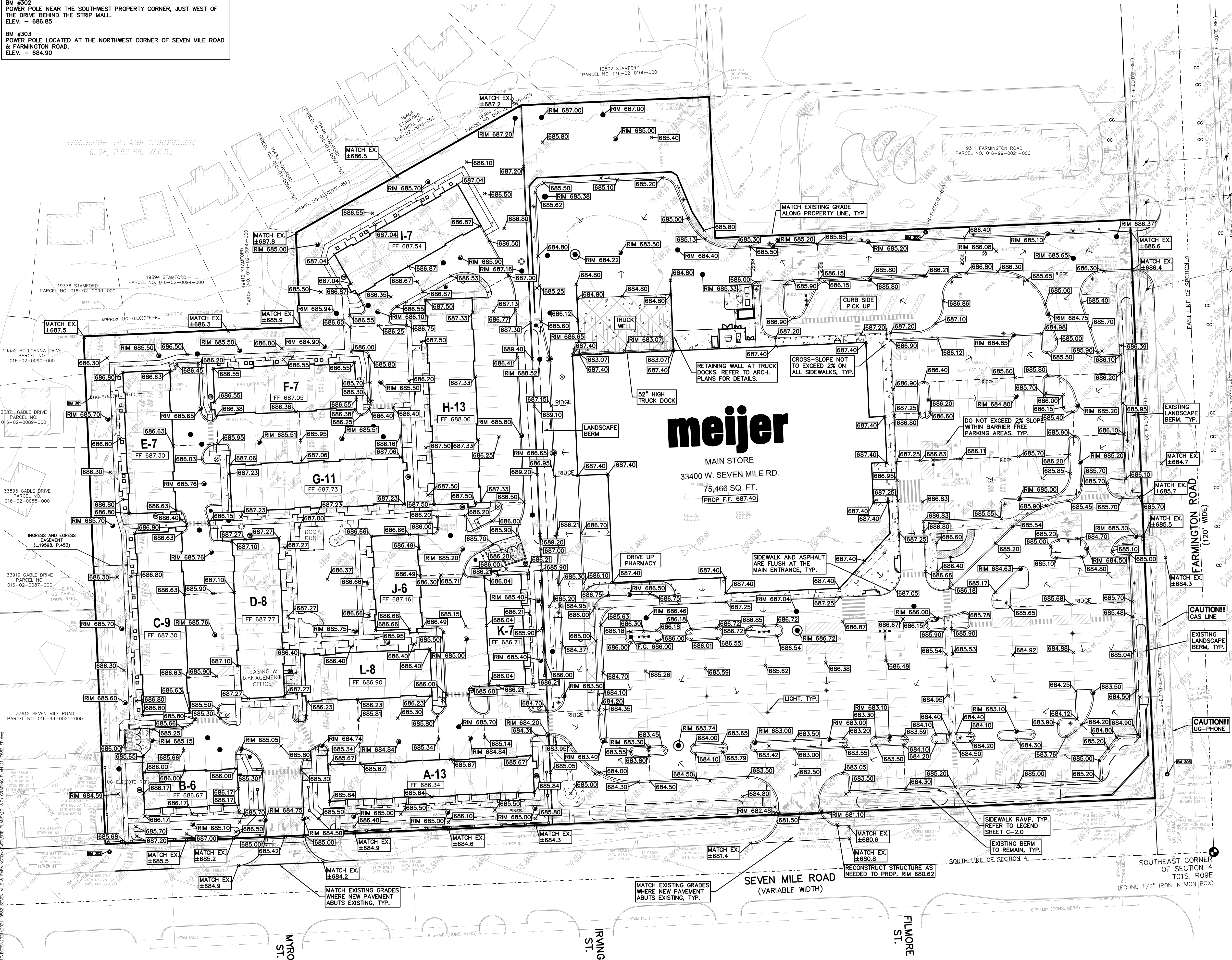
BENCHMARKS
(GPS DERIVED - NAVD88)

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

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

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

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

[illegible]

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
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
R.W. = RIM ELEVATION
F.F. = FINISH FLOOR

RETAINING WALL NOTE:
TOP OF WALL (T/W) AND BOTTOM OF WALL (B/W)
TYPICALLY TO BE 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.

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

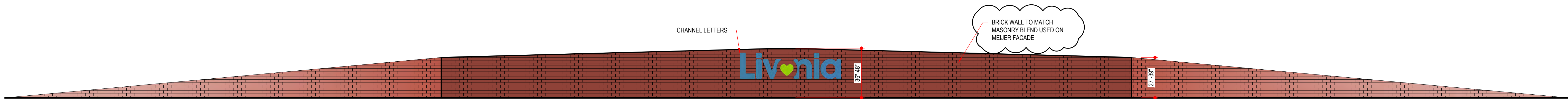
REVISIONS	
PLAN REVISED	5-17-20
REVISED PER PC	6-27-20

ORIGINAL ISSUE DATE:
JUNE 9, 2023

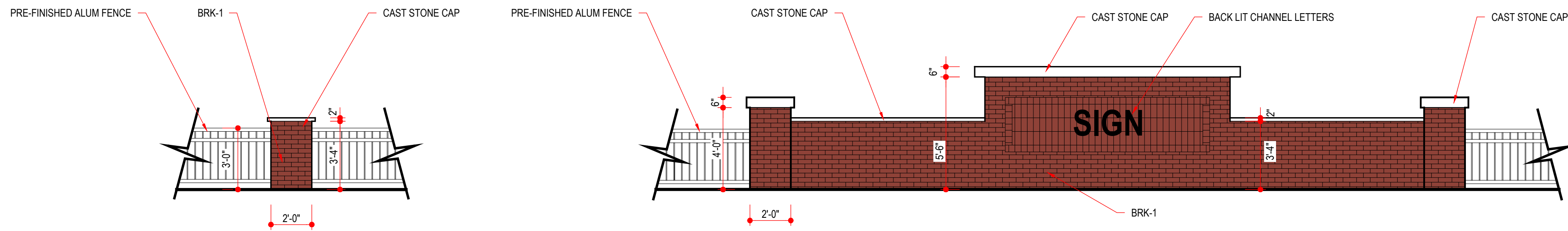
DRAWING TITLE
**PRELIMINARY
GRADING PLAN**

PEA JOB NO.	2021-058
P.M.	J
DN.	W
DES.	SA
DRAWING NUMBER:	

NOT FOR CONSTRUCTION C-3.0

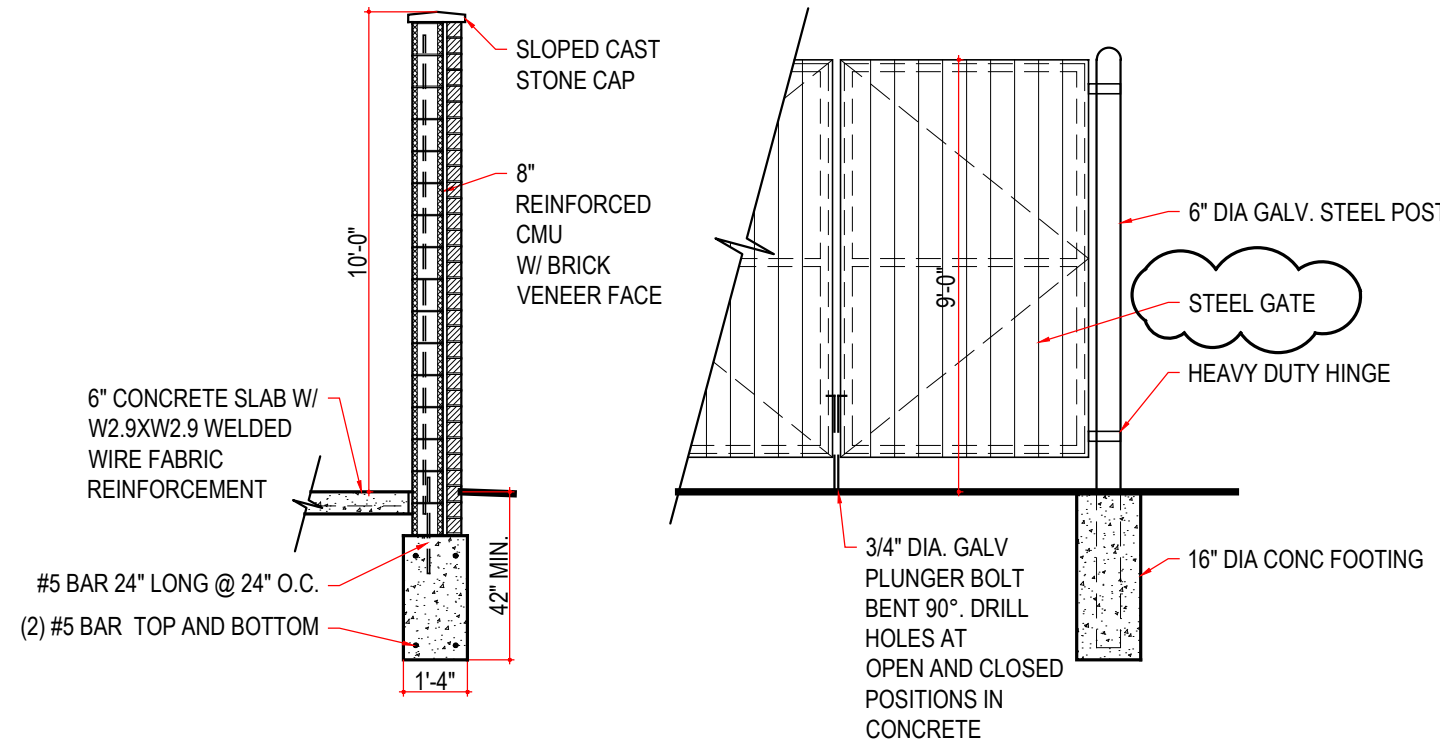
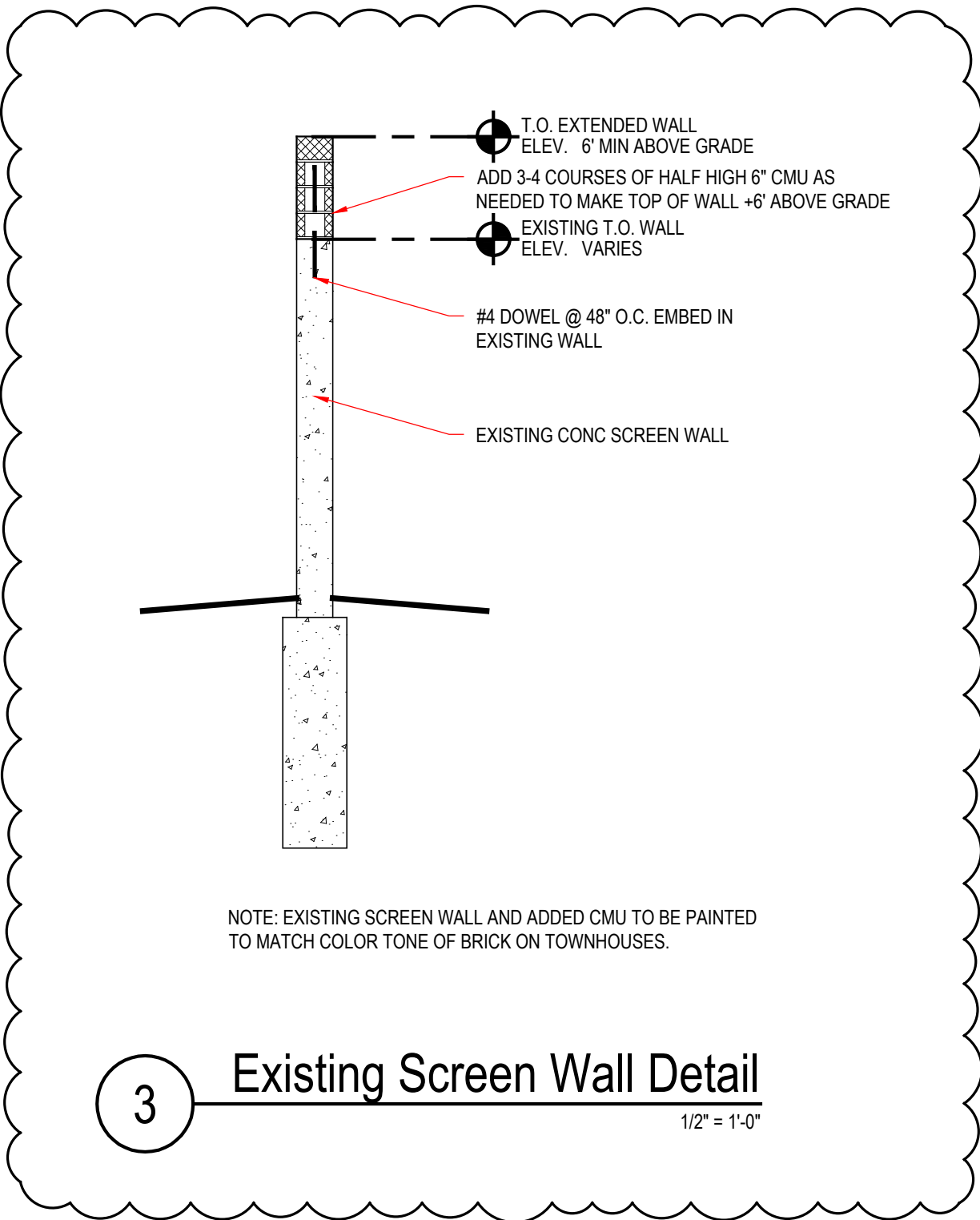
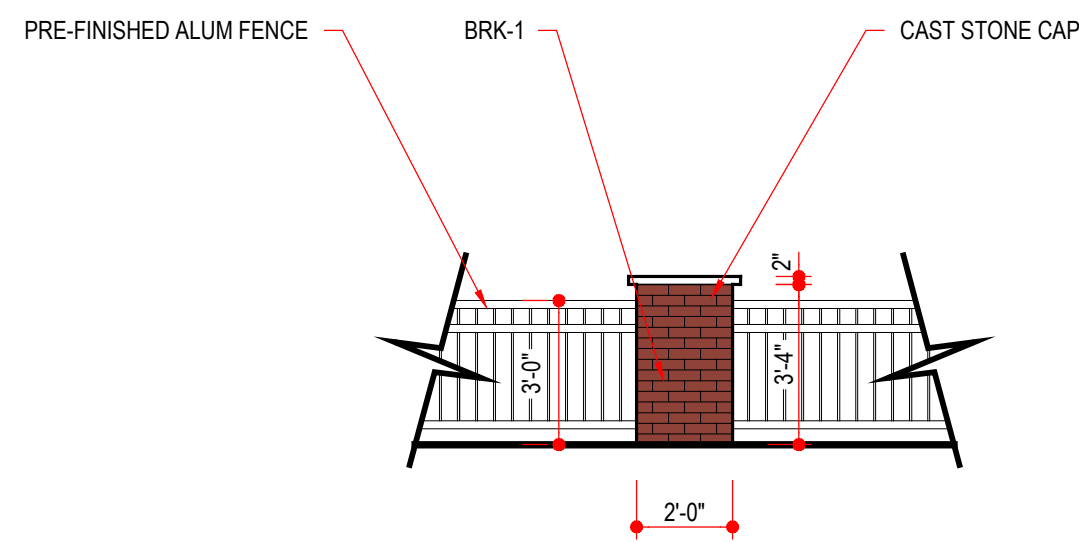


6 Corner Monument Sign
1/4" = 1'-0"

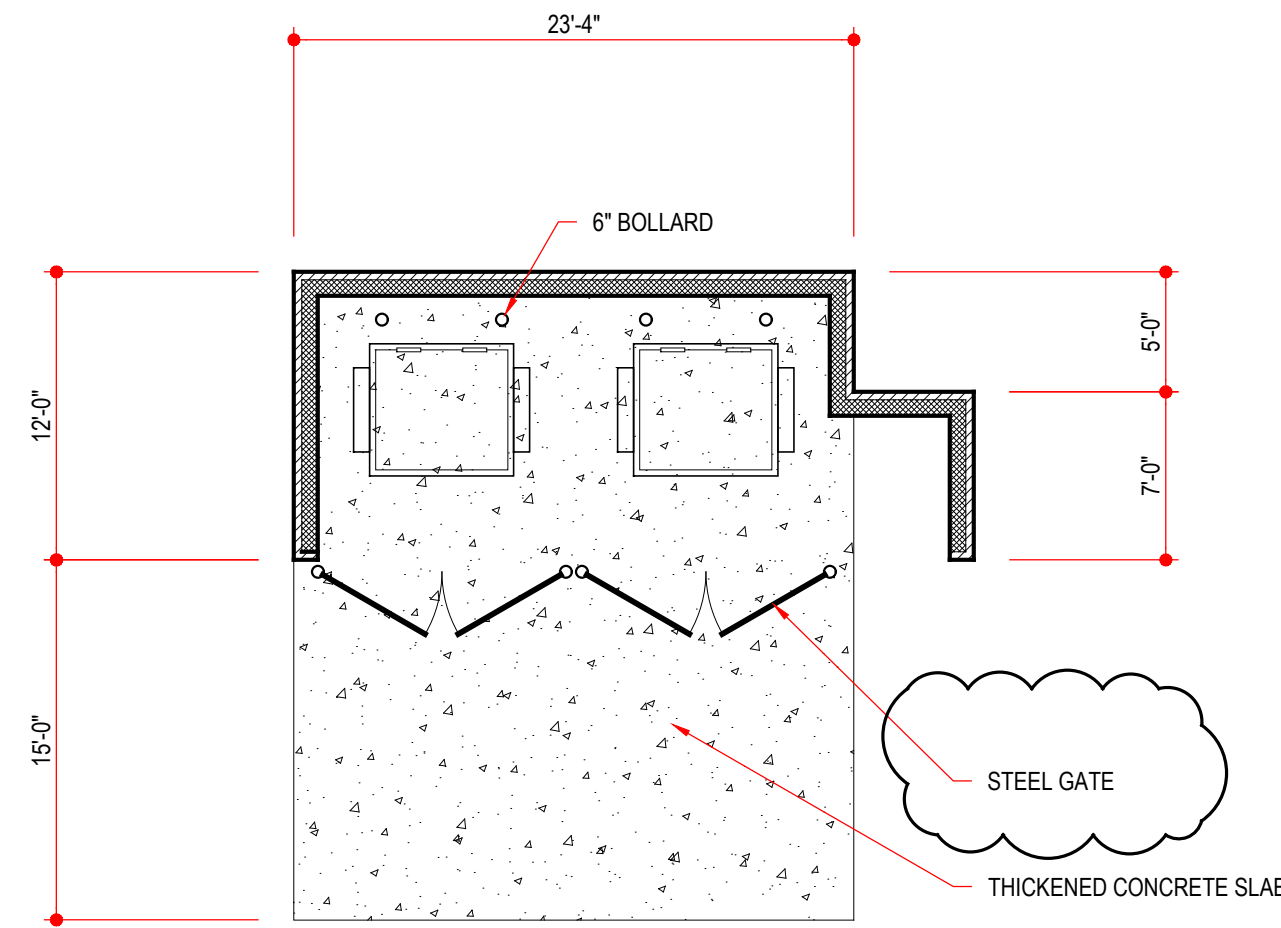


4 Townhome Monument Sign
1/4" = 1'-0"

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



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



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

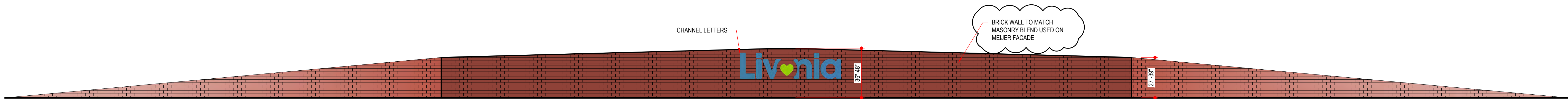
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C.C. PGD SUBMITTAL	7.10.24
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE



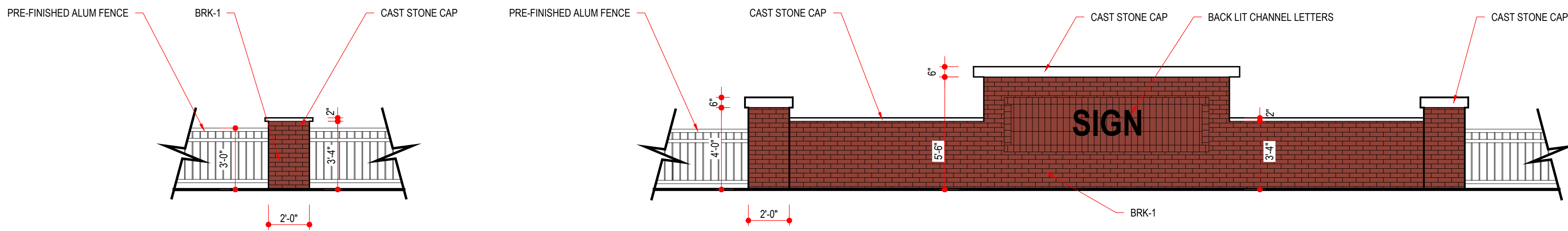




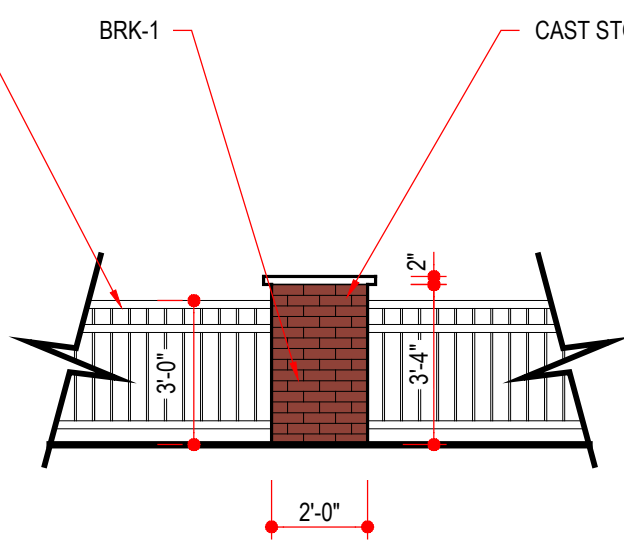




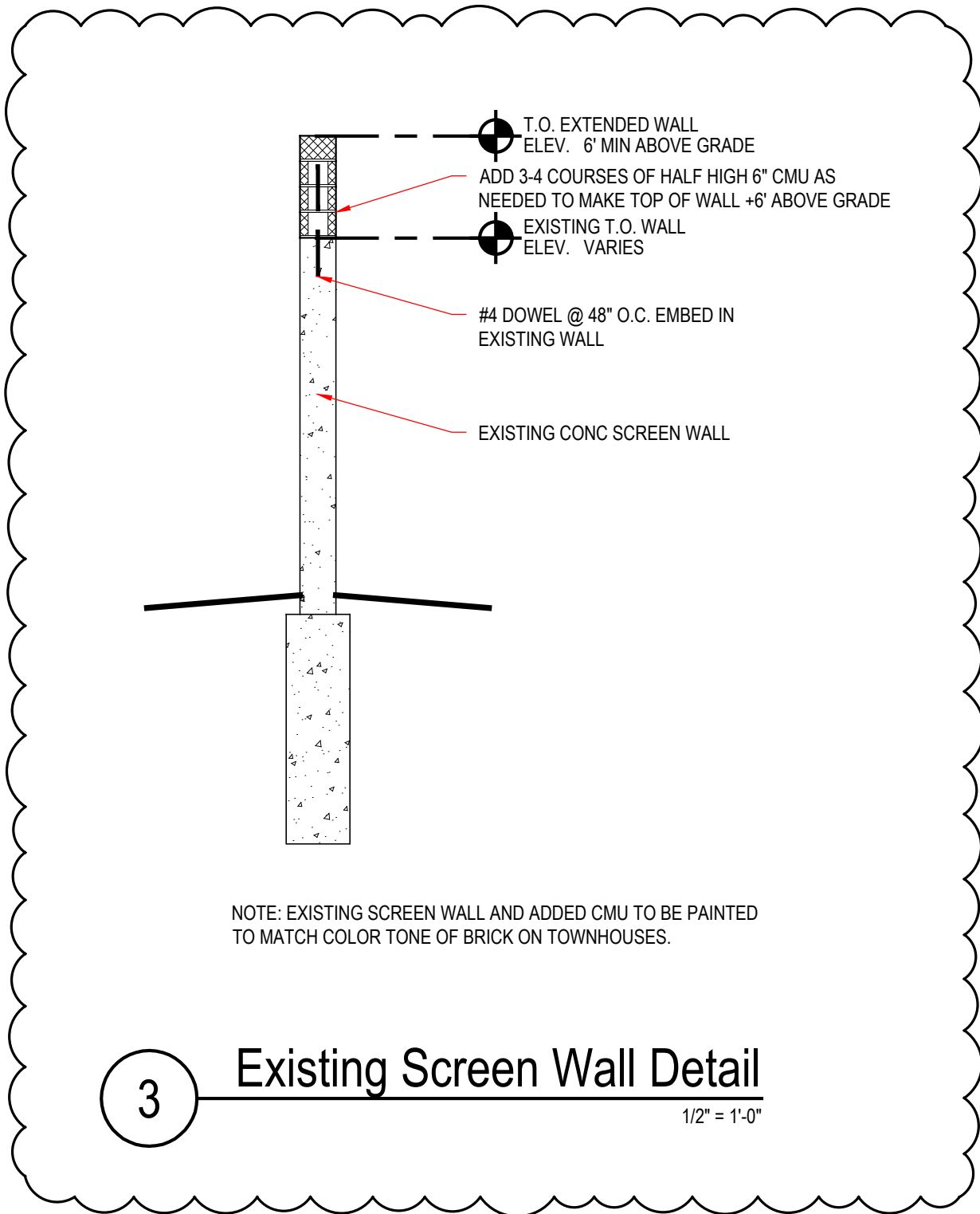
6 Corner Monument Sign
1/4" = 1'-0"



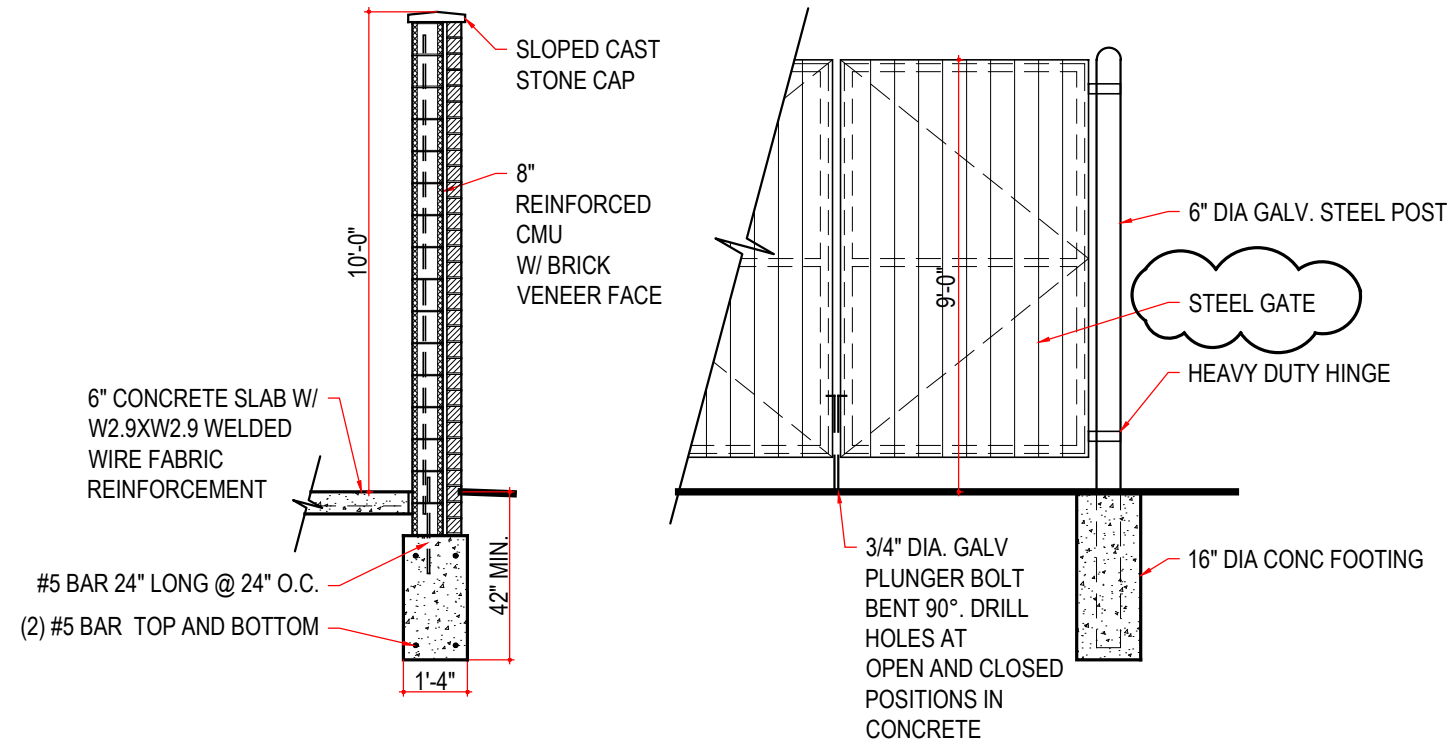
4 Townhome Monument Sign
1/4" = 1'-0"



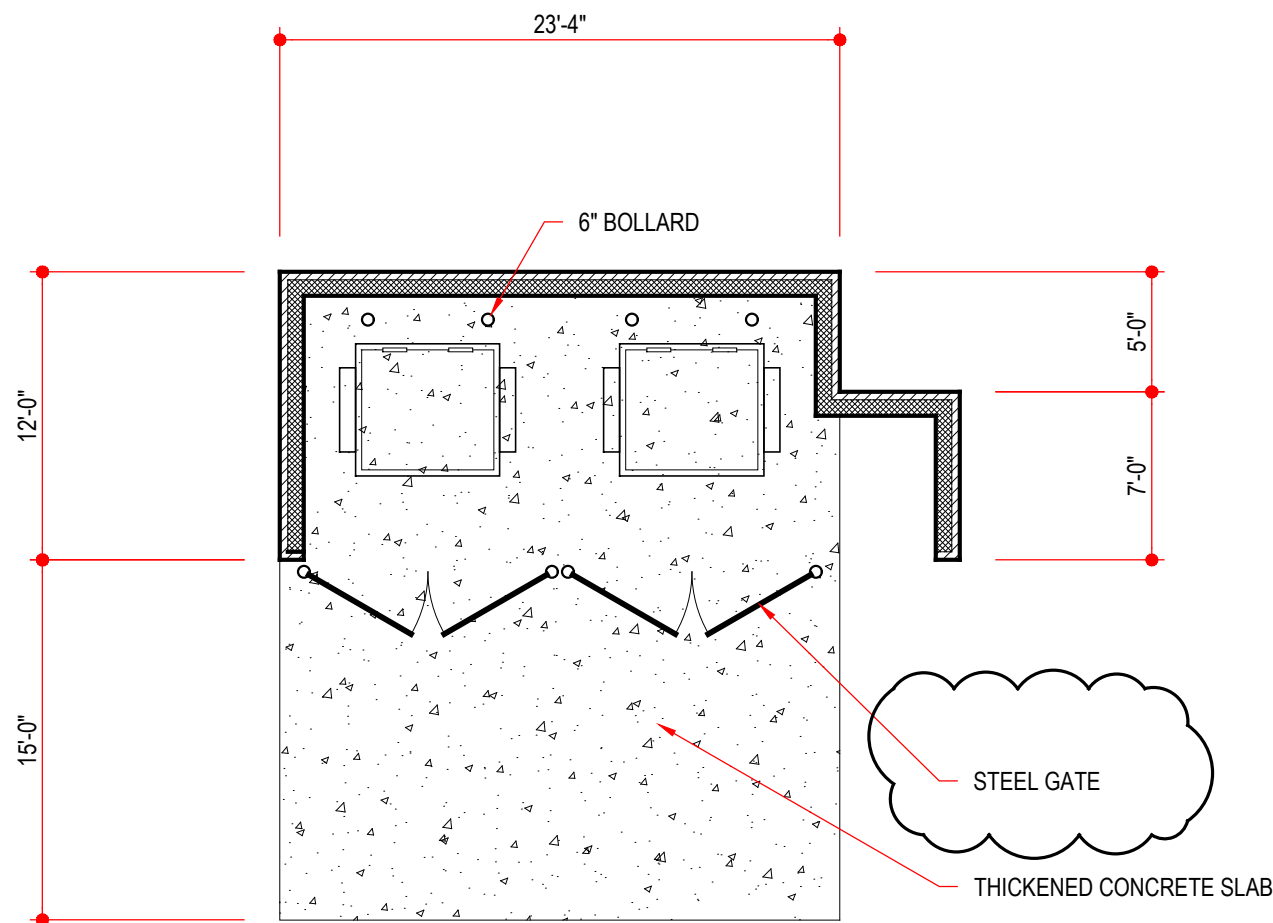
5 Fence Detail
1/4" = 1'-0"



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



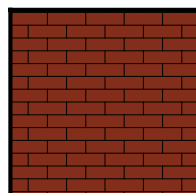
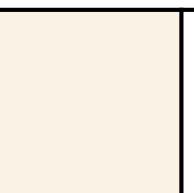
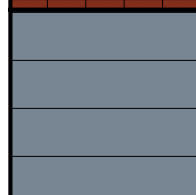
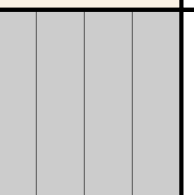
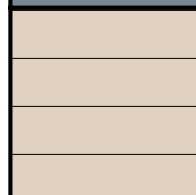
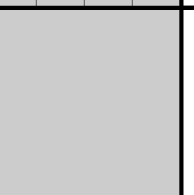
2 Townhome Typ. Dumpster Detail
1/4" = 1'-0"

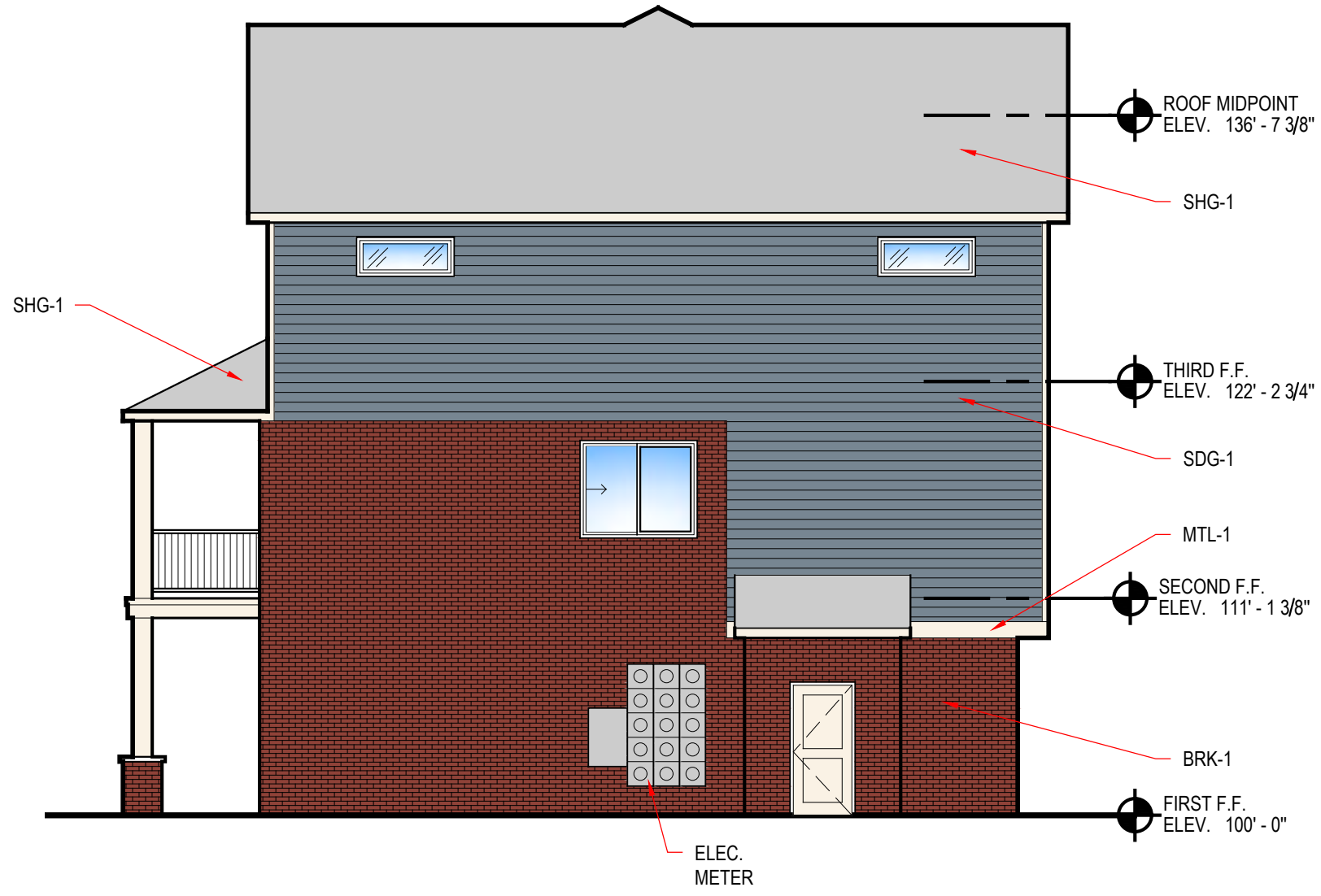


1 Townhome Typ. Dumpster Enclosure
1/8" = 1'-0"

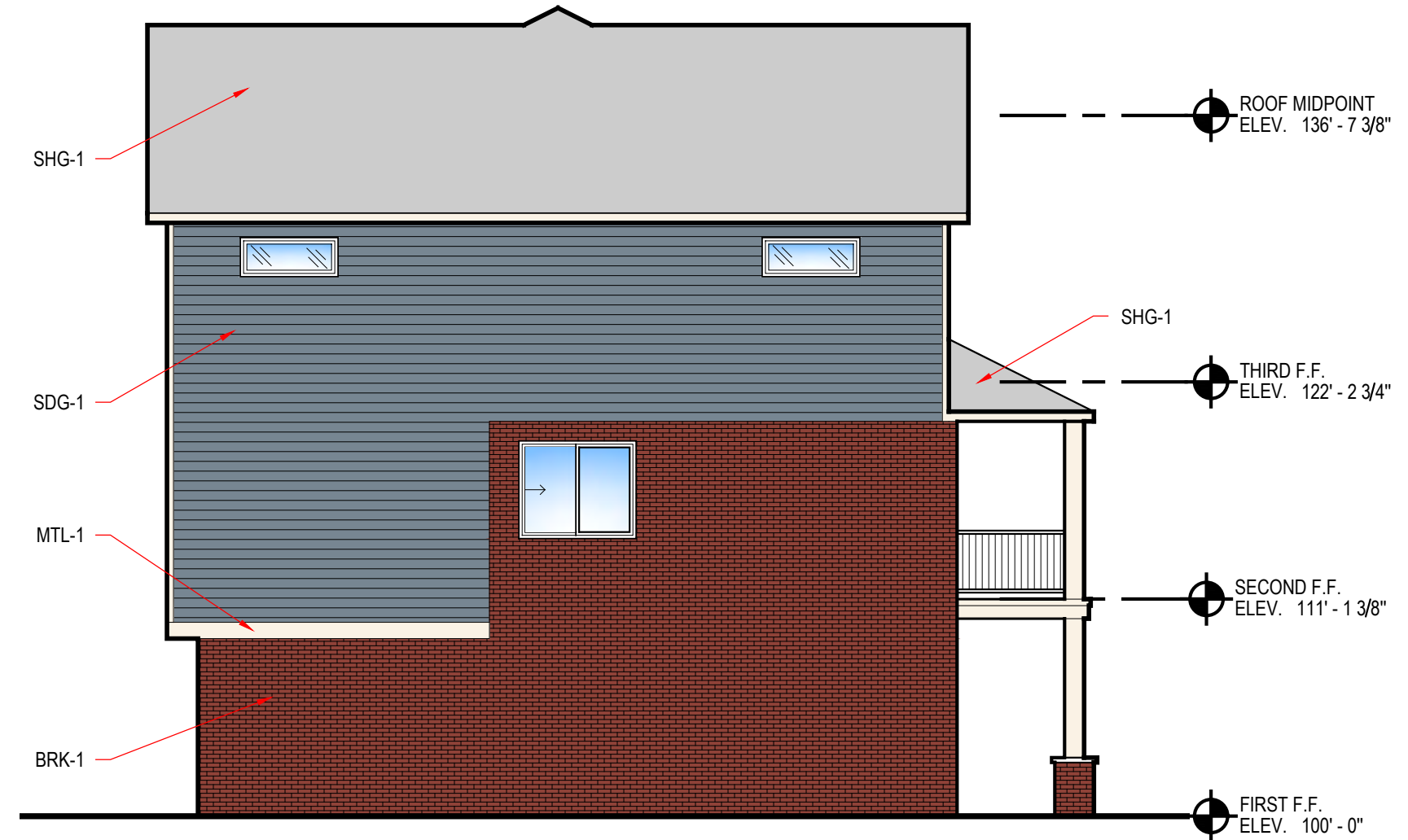


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C.C. PGD SUBMITTAL	7.10.24
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

	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		



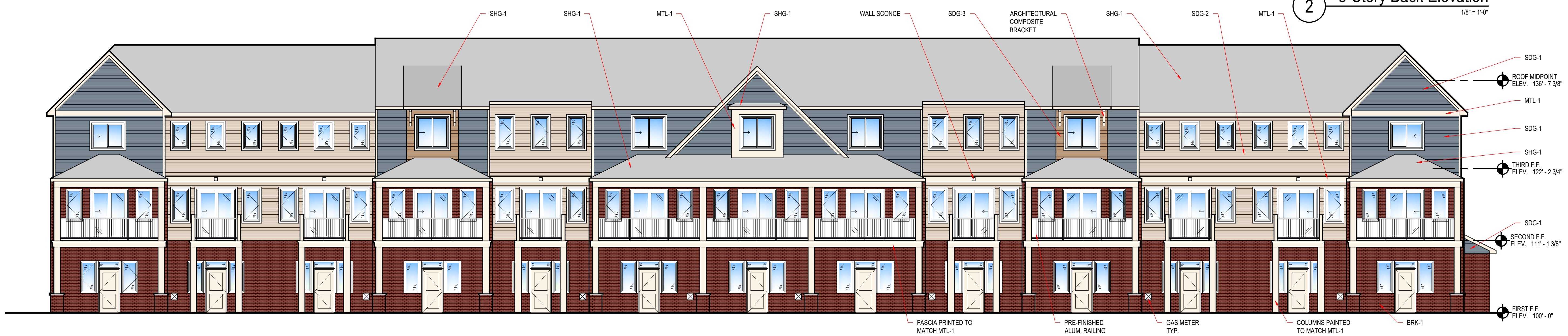
4 3-Story Right Elevation
1/8" = 1'-0"



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"

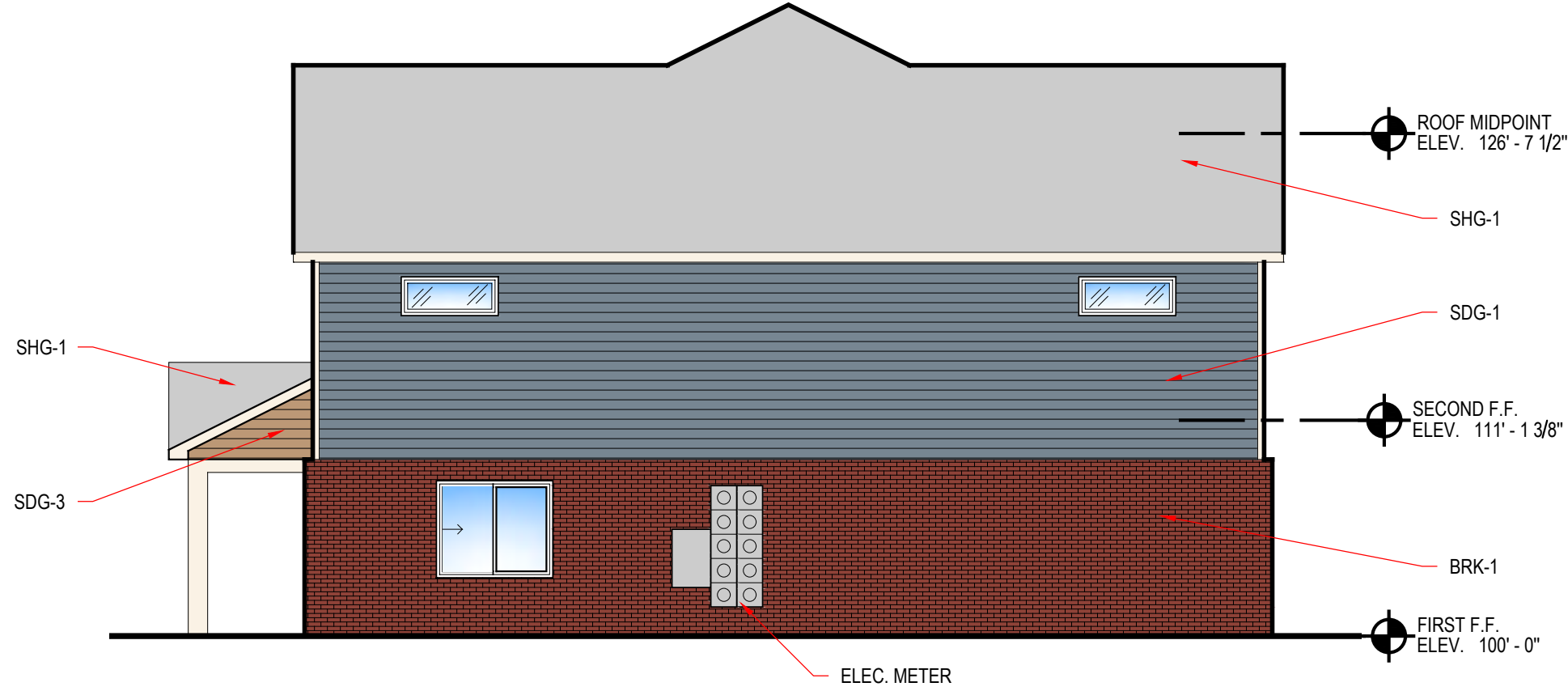


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Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington	3-Story Elevations
7 Mile Livonia, MI	
A201	
21003	

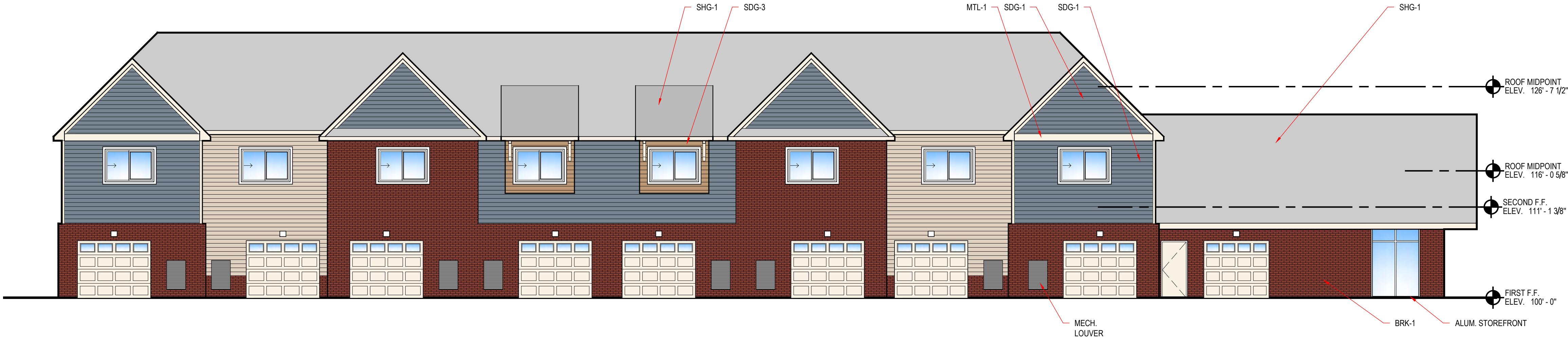
BRK-1 BRICK VENEER MFR: TBD SIZE: MODULAR COLOR: TBD	MTL-1 METAL COLOR: ALMOND
SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: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



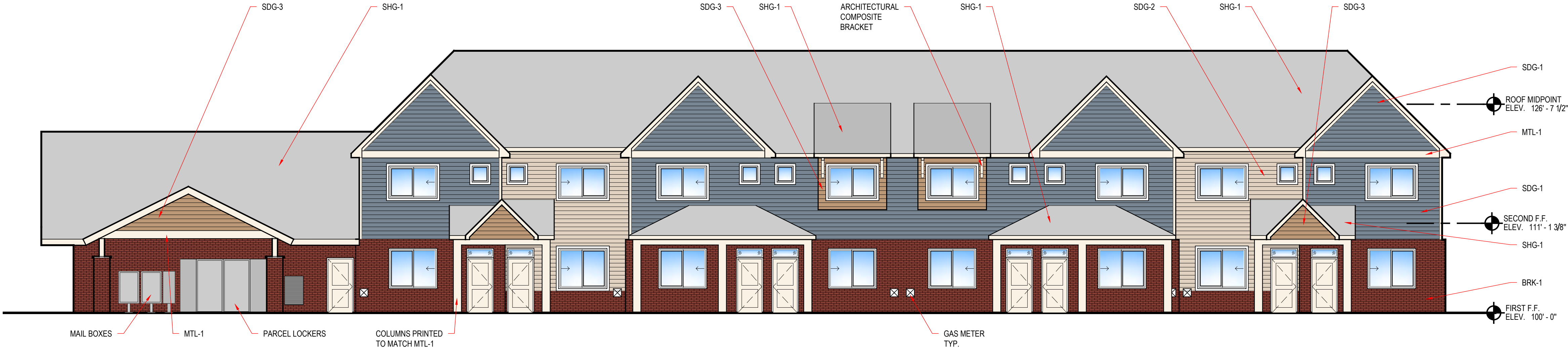
4 2-Bed Right Elevation
1/8" = 1'-0"



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



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



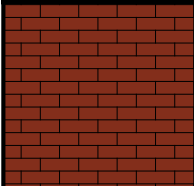
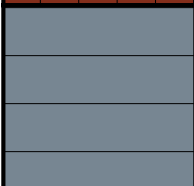
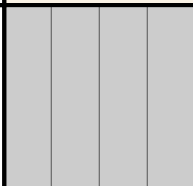
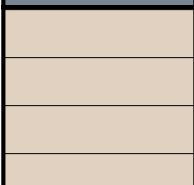
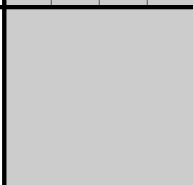
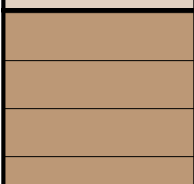
1 2-Bed Front Elevation
1/8" = 1'-0"

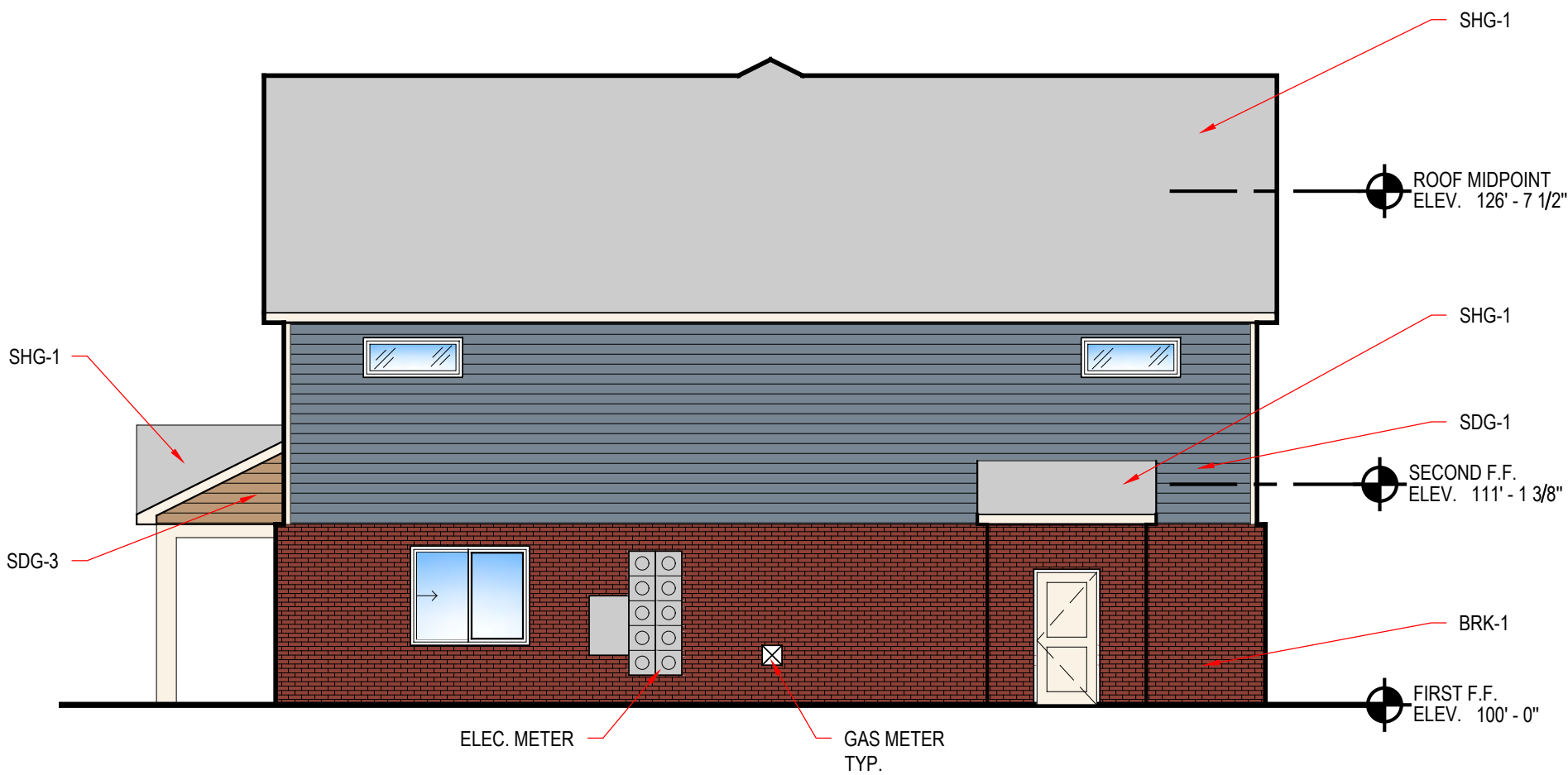


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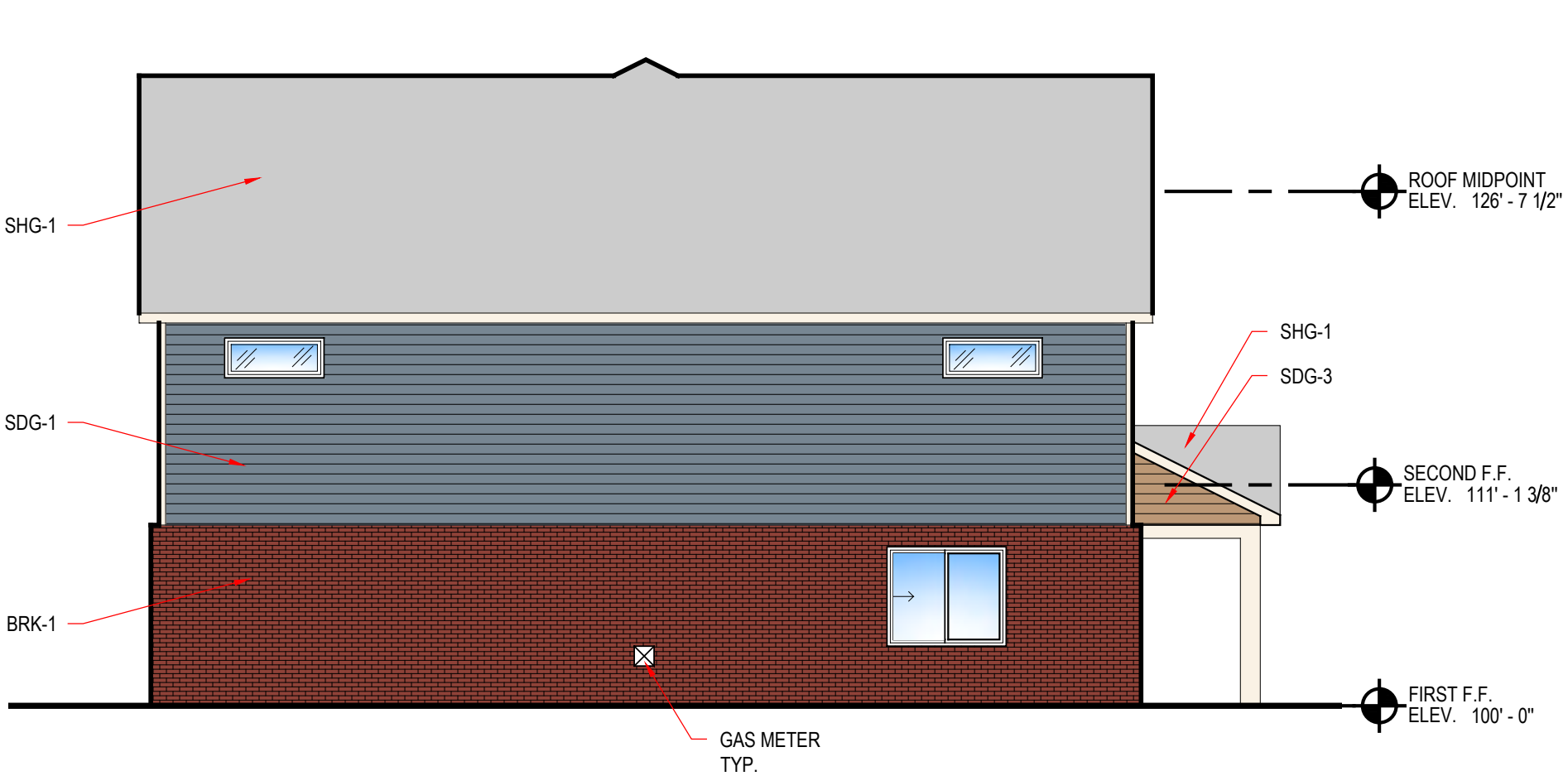
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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: MATTIE 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		



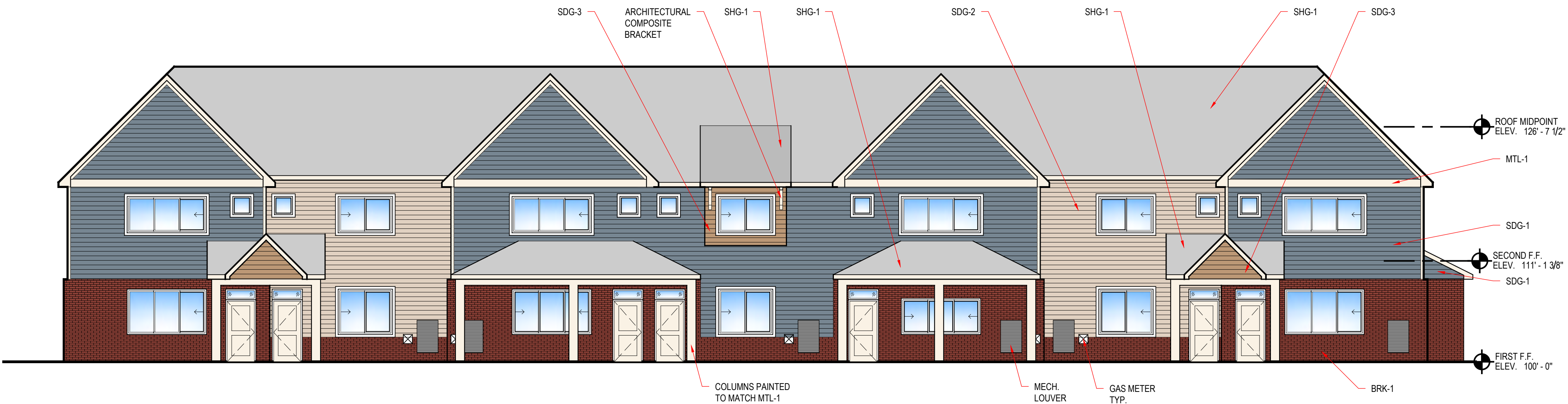
4 3-Bed Right Elevation
1/8" = 1'-0"



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

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

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

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

LEGEND

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

PEAG
GROUP

t: 844.813.2949
www.peagroup.com


NORTH

0 20 40 80
SCALE: 1" = 40'



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

CAUTION!!

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

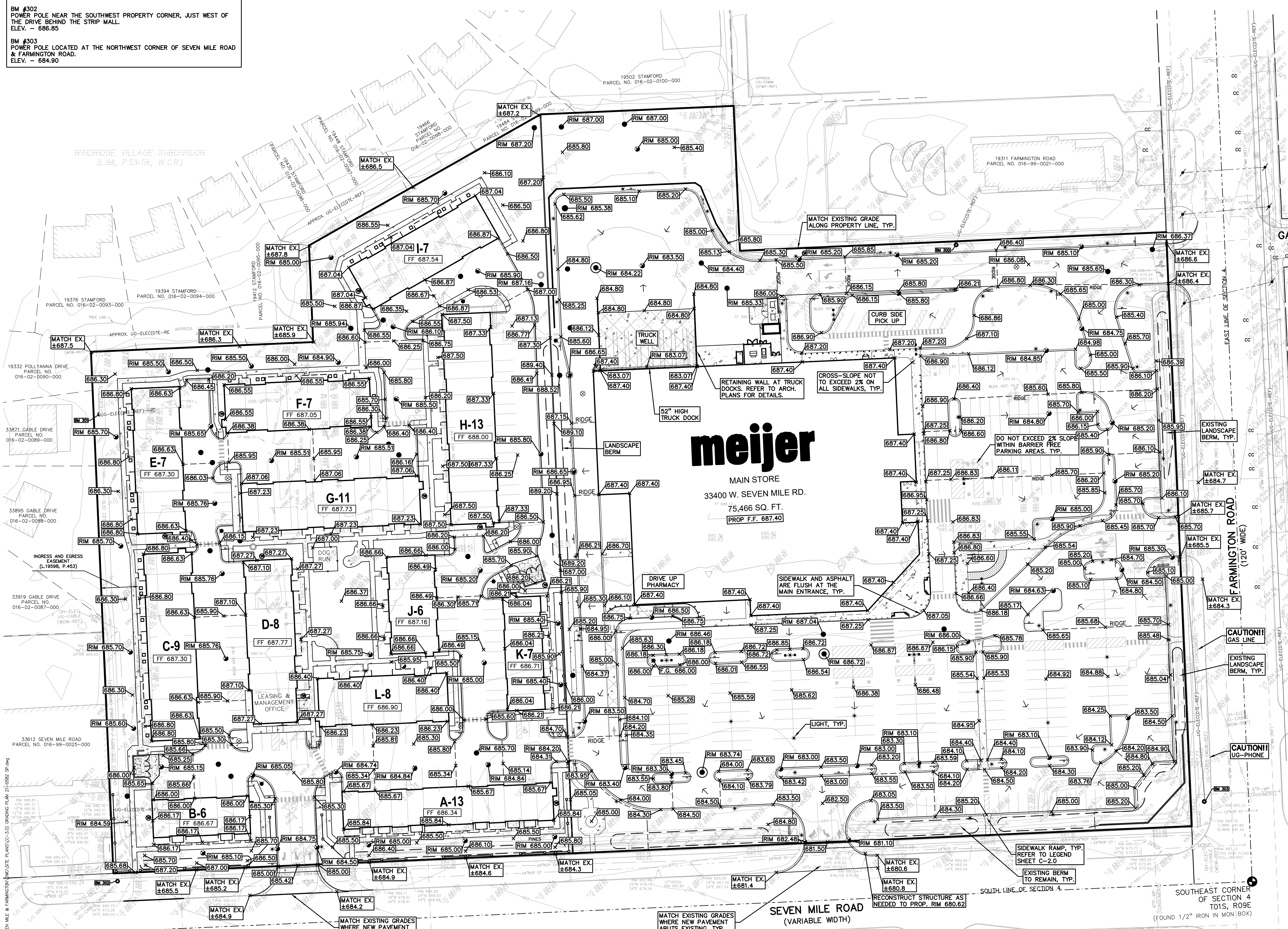
SYMBOLS: GRADING

PROPOSED SPOT ELEVATION:
TYPICALLY TOP OF PAVEMENT IN PAVED
AREAS, GUTTER GRADE IN CURB LINES.

— 922 —

ABBREVIATIONS:
T/C = TOP OF CURB
G = GUTTER GRADE
T/P = TOP OF PAVEMENT
T/S = TOP OF SIDEWALK
T/W = TOP OF WALL
B/W = BOTTOM OF WALL
F.G. = FINISH GRADE
R.W. = 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.



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



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 and Construction Division

direct: 248.357.6152
johns@schostak.com

May 17, 2024

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

RECEIVED
MAY 23 2024
CITY OF LIVONIA
PLANNING COMMISSION

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

Dear Mr. Taormina,

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

Enclosed you will find the following documents for review:

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

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

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

Sincerely,

SEVEN MILE/FARMINGTON VENTURE LLC

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

David H. Johns

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

DHJ/amg

Ec: Erik Fix



**CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL**

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

For filing fee see below for computation 2023-06-02-07

Date Filed: June 9, 2023 Petition Planned General Development

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

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

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

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

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

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

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

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

Please provide the following information:

See separate sheet for Additional Contacts with Meijer, Inc.

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

RECEIVED
JUN 13 2023
CITY OF LIVONIA
PLANNING COMMISSION

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

FEE COMPUTATION

\$700.00 (\$400 publication fee plus \$300 base review fee) plus

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

Owner of Property: Seven Mile/Farmington Venture, LP

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

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

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

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

on this 7th day of June 20 23.

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

Acting in the County of Wayne

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

UNAPPROVED MINUTES

1

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

On Tuesday, June 18, 2024, the City Planning Commission of the City of Livonia held its 1,215th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

Members present: David Bongero Glen Long Peter Ventura
Ian Wilshaw

Members absent: Wafa Dinaro, Sam Caramagno

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

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

ITEM #2 PETITION 2023-06-02-07

Meijer/Townhomes

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

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

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

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

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

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

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

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

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

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

Mr. Uhazie: The first item is from the Engineering Division, dated May 24, 2024, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time. The subject parcel is assigned the address of #32003 Plymouth Road. The legal description submitted with the petition appears to be correct and should be used should the waiver use be granted. The existing parcel is currently served by public water main, sanitary sewer and storm sewer. The submittal does not indicate any changes to the existing utility leads, so we do not believe there will be any additional impacts to the public utilities with this proposal. Should changes to the existing building leads be needed, the owner shall submit proposed drawings to this Department to determine if permits will be required. Also, should any work be required within the Plymouth Road right-of-way, the owner may be required to obtain permits from the Michigan Department of Transportation."* The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated

May 28, 2024, which reads as follows: “ *This office has reviewed the site plan submitted in connection with a request to modify a commercial building on property located at the above referenced address. We have no objections to this proposal. Noted on review that grid area 16, 32 on the plans has a door that appears to be leading to the exterior (egress door) of the building. The plan set shows this as opening inward. Egress doors shall have an outward swing. An actual site visit was not completed to verify. A further detailed plan review will take place when this division receives an official plan set.*” The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated May 23, 2024, which reads as follows: “*I have reviewed the plans in connection with the petition. I have no objections to the proposal.*” The letter is signed by Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated June 18, 2024, which reads as follows: “*Pursuant to your request, the above-referenced Petition has been reviewed. 1. The barrier-free parking spaces and access aisles shall be sized and marked in accordance with the current Michigan Building Code and ICC A117.1. 2. An accessible route shall be provided from the public sidewalk to the entrance of the building in accordance with the current Michigan Building Code. 3. All parking spaces shall be 10’ x 20’ and double-striped. 4. There are no construction details on the proposed 20’ high sound wall. 5. A variance from the Zoning Board of Appeals would be required for any excess number and size of signs. This Department has no further objections to this Petition.*” The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Finance Department, dated May 21, 2024, which reads as follows: “*I have reviewed the addresses connected with the above noted petition. As there are no outstanding amounts receivable, general or water and sewer, I have no objections to the proposal.*” The letter is signed by Connie Kumpula, Chief Accountant. The next letter is from the Treasurer’s Department, dated June 17, 2024, which reads as follows: “*All taxes and water payments are current with this property. Thank you*” The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

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

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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 $\frac{1}{4}$ 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.

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.

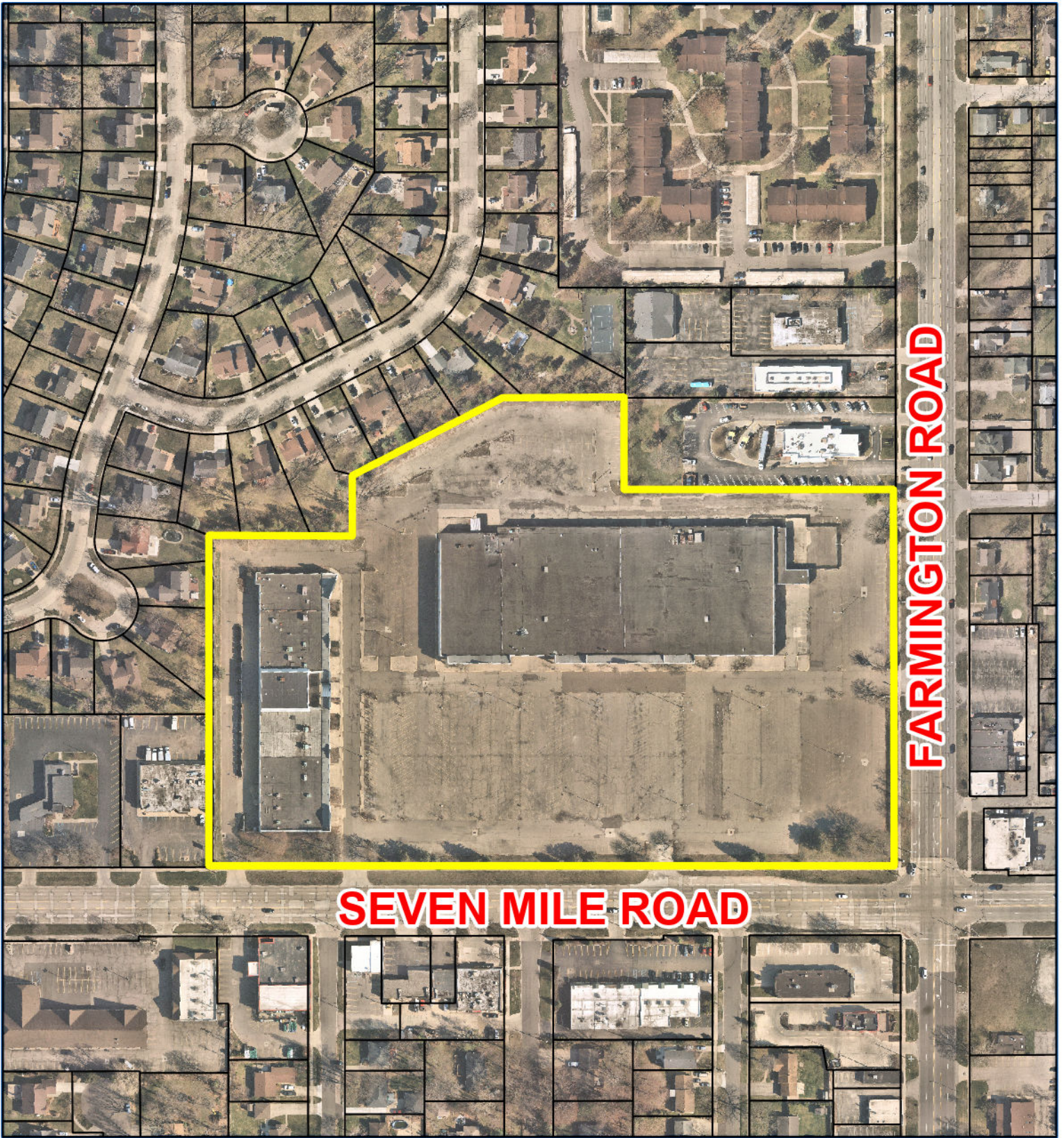
Mr. Wilshaw: Okay. And maker and supporter both be in agreement to that?

Mr. Ventura: Yes.

Mr. Bongero: Yes.

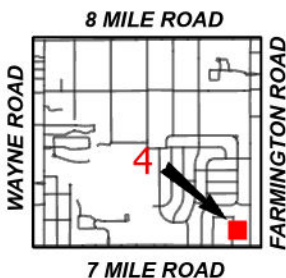
Mr. Wilshaw: Okay. Thank you, Mr. Taormina. I think that's an excellent addition. Is there any other comments, additions, corrections? discussion on the motion? If not, before we take the vote, I do want to...I'm not going to be able to say anything in terms of my opinion on this as chairman, but I do 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.



FARMINGTON ROAD

SEVEN MILE 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 $\frac{1}{4}$ of Section 4.

June 18, 2024: Regular Meeting:

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

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

1. The Preliminary Site Plan, identified as drawing C-2.0, dated May 17, 2024, as revised and prepared by PEA Group, is hereby approved and shall be adhered to.
2. The Landscape Plans, identified as drawings L-1.0, L-1.1, L-1.2, L-1.3, L-1.4, and L-1.5, all dated May 17, 2024, as revised, prepared by PEA Group, are hereby approved and shall be adhered to.
3. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.
4. Underground sprinklers shall be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and then permanently maintained in a healthy condition.
5. All parking spaces, except the required handicapped spaces, shall be double-striped and ten feet (10') wide.

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

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

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

1. The project overall and the scale and location of the buildings are contrary to the goals and objectives of the Future Land Use Plan section of the Livonia Vision 21 Master Plan (Book 2 of 4, Land Development), which, among other things, identifies the site as part of a Mixed Development Center with specific design guidelines that strive to redevelop properties into higher-density mixed-use cores of activity with engaging streetscapes comprised of varied storefronts and activities, including gathering spaces, buildings located close to streets to create a walkable, pedestrian-friendly environment, and with parking and other essential infrastructure hidden off the street.
2. The noise generated from the activities at the rear of the grocery store, including the truck wells for the operation of refrigeration trucks, a trash compactor, a mechanical enclosure, a fire pump house, a recycling area, and an employee shelter, will create a nuisance to the nearby residents as evidenced by the need for a twenty foot (20') high sound wall which, as a feature on the site plan, is very uncharacteristic and should not be necessary when developing a commercial project adjacent to existing single-family residential uses.
3. Constructing a multi-family residential townhome complex next to a single-family district will intrude on residents' privacy and create noise and other negative externalities that are contrary to sound land use and site planning principles.
4. The petitioner has failed to affirmatively show that the project complies with all of the Special Waiver Use Standards for Planned General Developments as outlined in Section 5.02 of the Livonia Zoning

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Ordinance, as amended, and the General Waiver Requirements and General Standards of Section 13.13 of the Livonia Zoning Ordinance, as amended, including demonstrating that the location, size, and character of the development will be in harmony with the appropriate and orderly development of the surrounding neighborhood.

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

June 11, 2024: Study Meeting:

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

MEIJER PHASE - UPDATED

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

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

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

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

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

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

MULTI-FAMILY RESIDENTIAL PHASE - UPDATED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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July 18, 2023: Study Meeting:

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

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

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

MASTER PLAN

The Livonia Vision 21 Future Land Use Map shows the former K-Mart site and the commercial properties surrounding it as a ‘Mixed Development Center.’ Mixed Development Centers are intended to provide higher-density mixed-use cores of activity, addressing residents’ desire for walkable neighborhoods and creating gathering spaces. Mixed Development Centers should provide engaging streetscapes with varied storefronts and activities, residential options including townhomes, upper-story lofts, and apartments, and easy access to public transit or transit network company services, with parking and other essential infrastructure hidden off the street.

The character envisioned in the Master Plan is consistent with traditional Michigan 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.

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

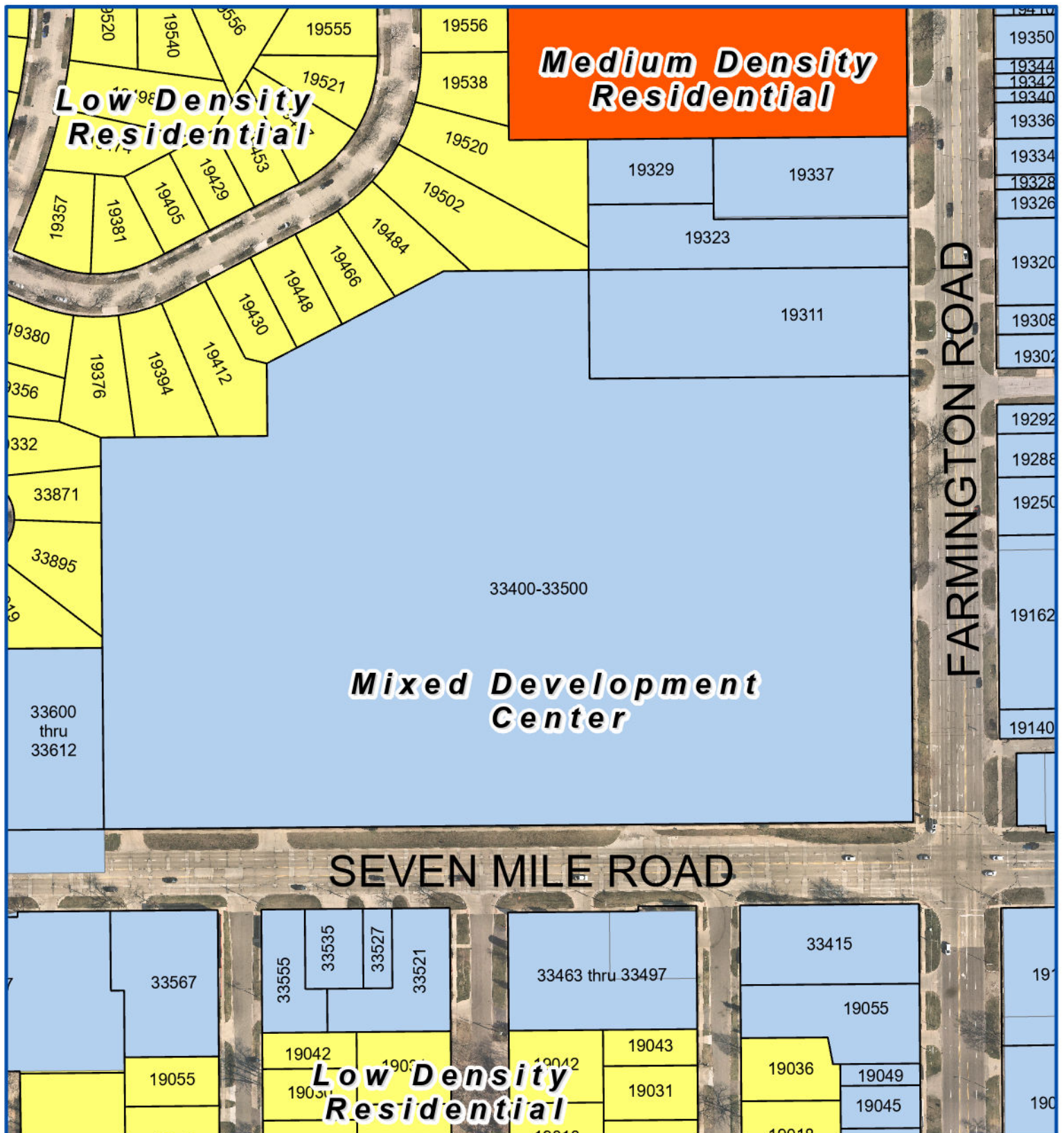
A Traffic Impact Study (TIS) prepared by the Developer has been completed for the proposed development. On average, the number of weekday trips generated by the project would total approximately 7,700. It would be distributed relatively evenly in direction: north and south via Farmington Road and east 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

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



MIXED DEVELOPMENT CENTER

Mixed development centers should be redeveloped into higher-density mixed-use cores of activity, addressing residents desire for walkable neighborhoods and to create gathering spaces. The mixed development centers should provide engaging streetscapes with varied storefronts and activities, residential options that include townhomes, upper-story lofts, and apartments, and easy access to public transit or transit network company services, with parking and other essential infrastructure hidden off of the street. Mixed Development Centers are envisioned in four primary locations: Plymouth/Middle Belt, Farmington/Seven Mile, Middle Belt/Seven Mile, and Six Mile/Newburgh.

The character envisioned is consistent with traditional Michigan architecture: first floor commercial development with higher intensity multi-family housing intermixed. Mixed-use buildings are encouraged particularly with upper-story residential uses. Existing residential uses are encouraged to develop first floor retail spaces or professional offices. All uses are to be designed to maximize pedestrian and bicycle connectivity and circulation. New development could be of a slightly higher development in scale and massing than the existing development.



Table 2.7:
Mixed Development Center Guidelines

Lot Dimensions and Density		
minimum lot area		n/a
minimum lot width		n/a
frontage in build-to area		n/a
maximum density		20 du/ac
maximum attached dwelling unit %		100%
Building Setbacks		
arterial street	min.	10 ft.
	max.	30 ft.
local street	min.	0 ft.
	max.	15 ft.
side (one)		none
side (total of both)		none
rear		25 ft.
from adjacent residential districts		25 ft.
Building Height		
minimum		1 story
maximum		5 stories

Appropriate Land Uses include office, general retail commercial, food service, and attached and upper-story residential uses. Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not appropriate in the mixed development areas.

Density. The maximum density recommendation for mixed development areas is 20 dwelling units per acre. All buildings should have a building frontage in build-to area for at least 80% of the lot width.

Connectivity. Mixed development areas are large enough that they will include sizeable internal street systems. The street system should create walkable blocks with a maximum perimeter of 2,000 feet and a maximum length of 650 feet. Mixed development areas are highly connected to surrounding neighborhood, and the street network in the mixed development areas area must continue into surrounding neighborhoods.

Building Location. Buildings in mixed development areas should be located close to the street to create a walkable, pedestrian friendly environment.

Building Design. Buildings should be constructed out of natural building materials or durable synthetic materials that approximate the appearance of a natural material. Garages, if provided, should be located in rear yards, preferably accessed from alleys.

Parking. Parking areas in mixed development areas must be located in rear yards. Interior streets will also feature on-street parking.

PRELIMINARY SITE PLANS

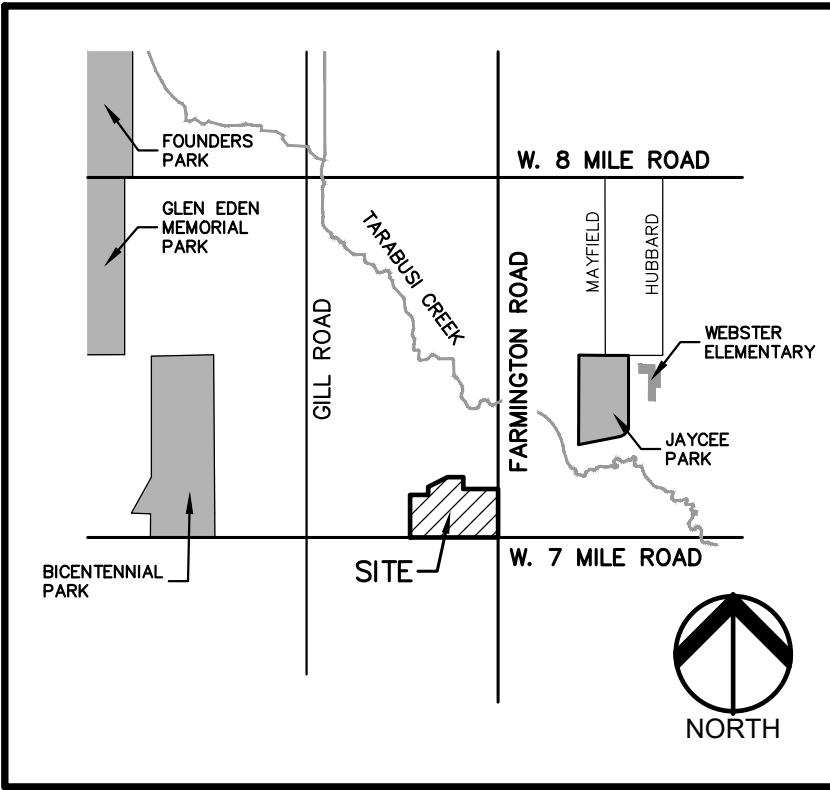
7 MILE PLANNED GENERAL DEVELOPMENT

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

meijer

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		

PEA
GROUP

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	

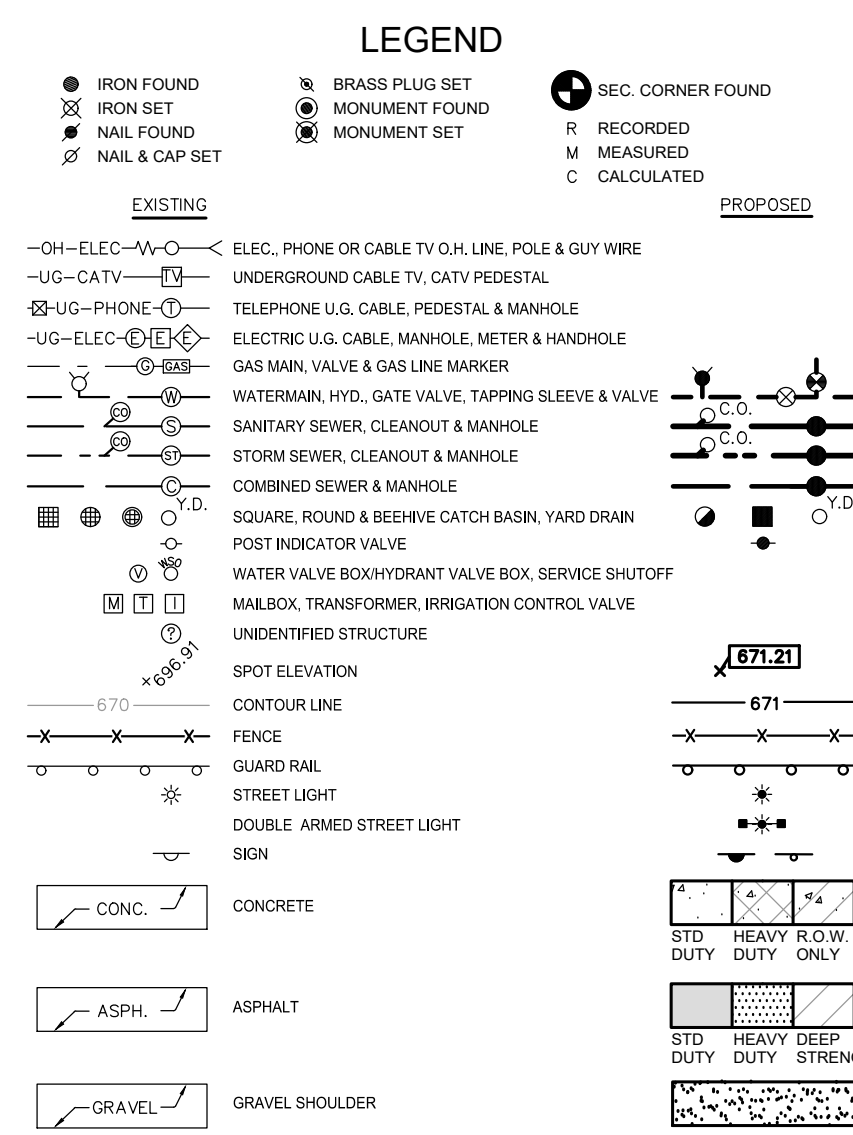
- GENERAL NOTES:**
THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.
- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
 - 'NO PARKING-FIRE LANE' SIGNS SHALL 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'
 - SIDEWALK RAMP 'TYPE F'
 - SIDEWALK RAMP 'TYPE P'
 - SIDEWALK RAMP 'TYPE C'
 - SIDEWALK RAMP 'TYPE D'
 - CURB DROP ONLY
- REFER TO LATEST MDOT R-28 STANDARD RAMP AND DETECTABLE WARNING DETAILS

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

- WALL SIGN LEGEND:**
- 'PHARMACY DRIVE UP' SIGN (E3)
 - 'FRESH' SIGN (C3)
 - 'MEIJER GROCERY' SIGN (D1)
 - 'WELCOME' SIGN (E5)
 - 'LOCAL' SIGN (C4)
 - 'BOTTLE RETURN' SIGN (D4)
 - 'PICK UP' SIGN (A2)
 - 'PICK UP' BLADE SIGN (B3)
 - 'RX' BLADE SIGN (A3)
- REFER TO DETAIL SHEETS C-5.2 FOR SIGN DETAILS



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www.peagroup.com

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. 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

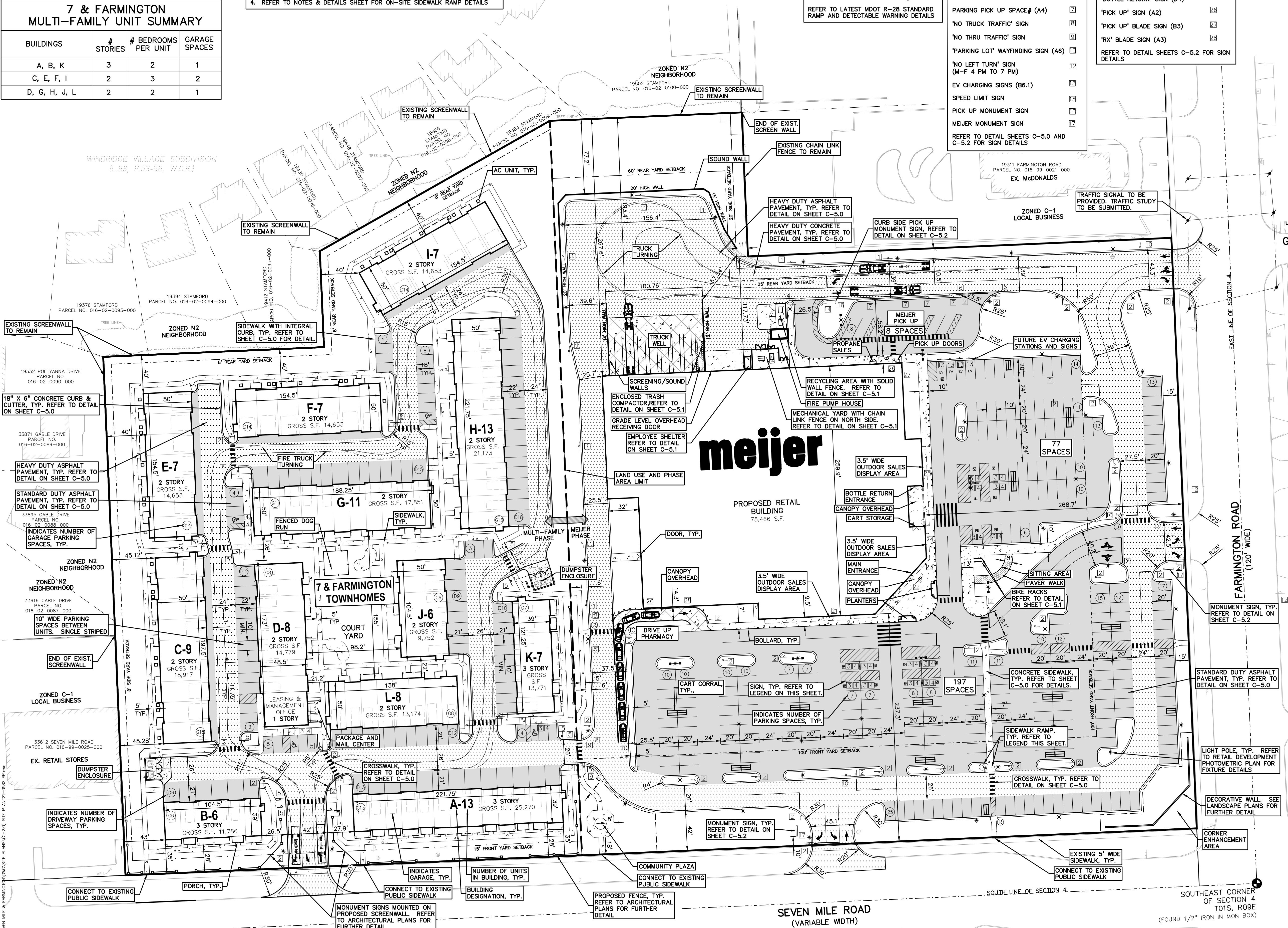
PROJECT TITLE
7 MILE PLANNED GENERAL DEVELOPMENT
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN WAYNE COUNTY

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:
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

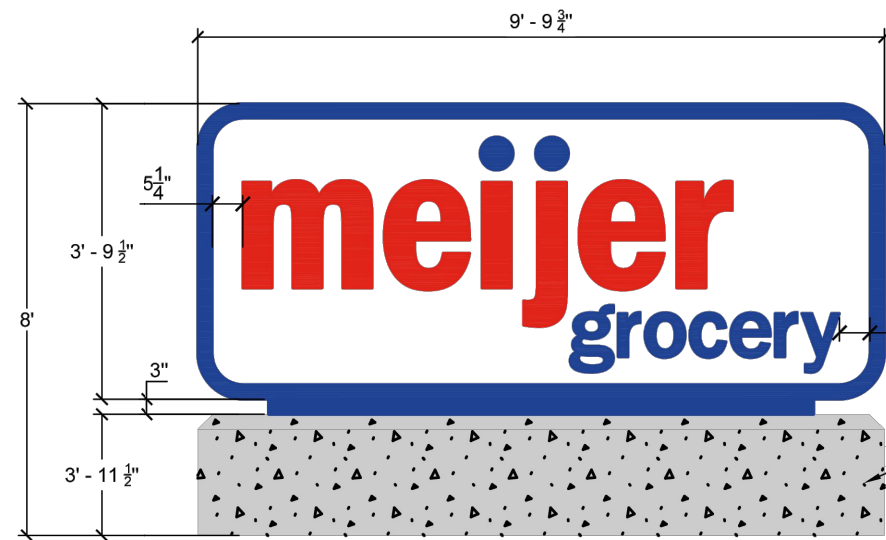
BARRIER FREE SPACES REQ.: 7 (201-300 SPACES)

BARRIER FREE SPACES PROVIDED: 13

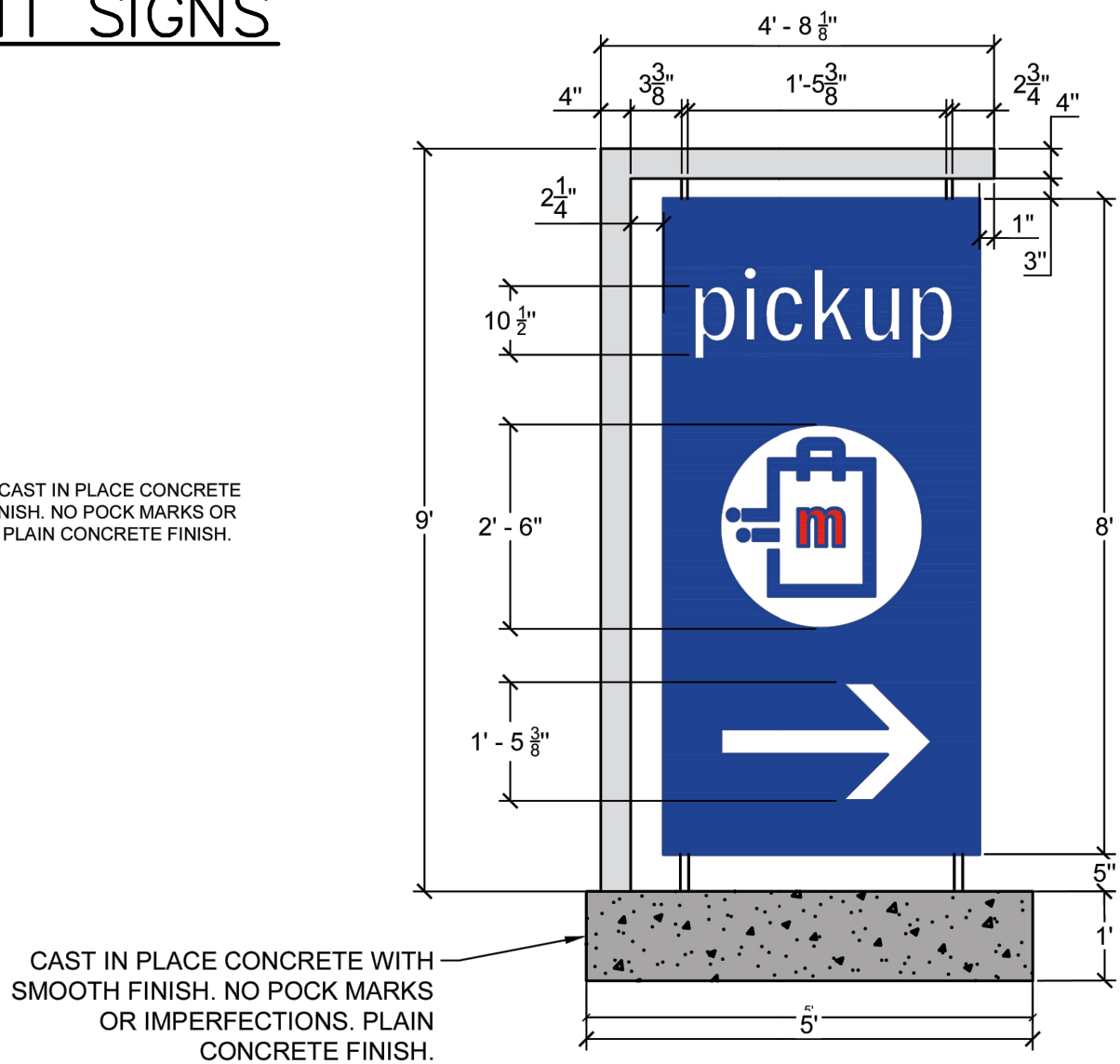
LOADING SPACES REQUIRED = 3 (PER 1ST 50,000 SF) + 1 (EA. ADD. 50,000 SF) = 4 SPACES

LOADING SPACES PROVIDED: 7 SPACES

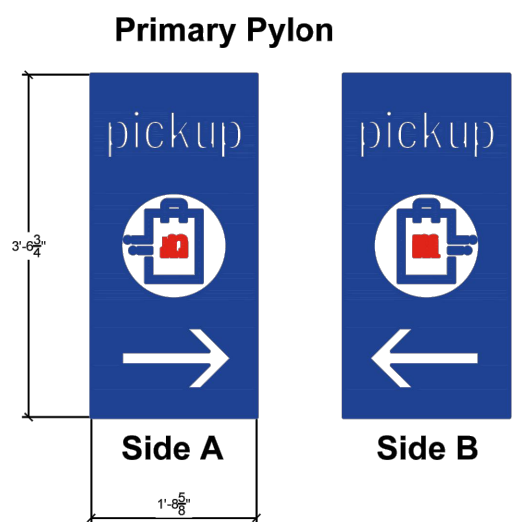
MONUMENT SIGNS



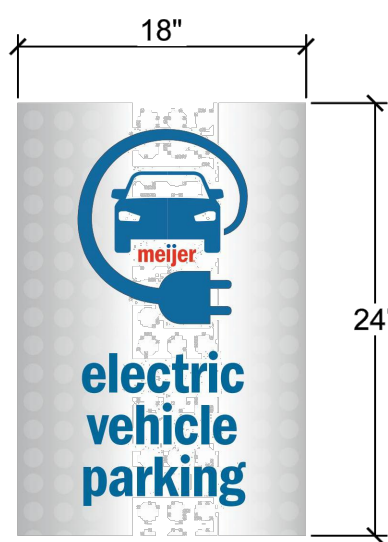
C1 GROCERY MONUMENT SIGN
NTS
DOUBLE FACED INTERNALLY ILLUMINATED LED LOGO
CABINET, CABINET MATERIAL IS ALUMINUM PMS 286C.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 37.2 S.F.
TOTAL 37.2 S.F.



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



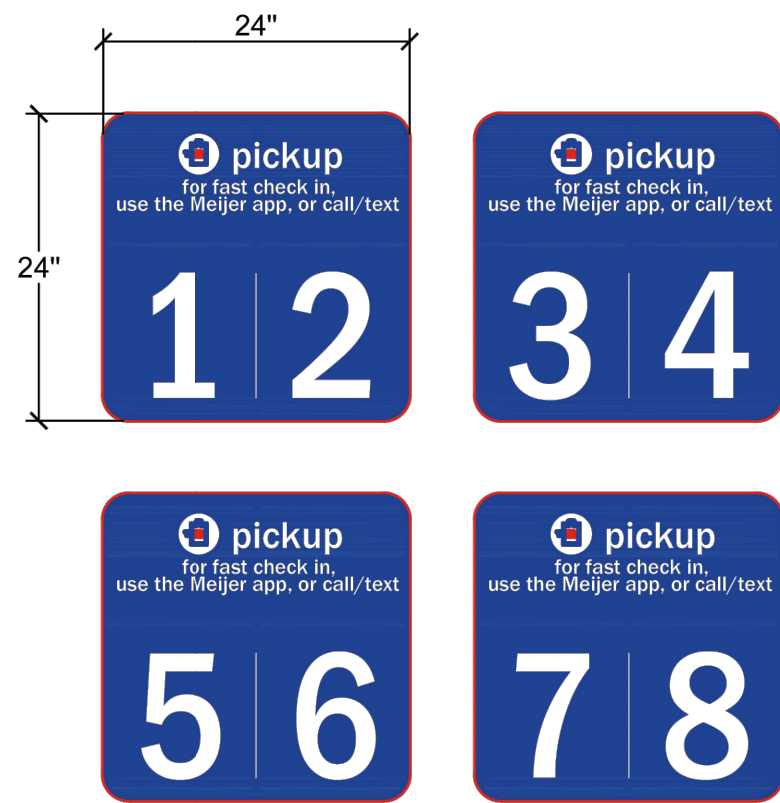
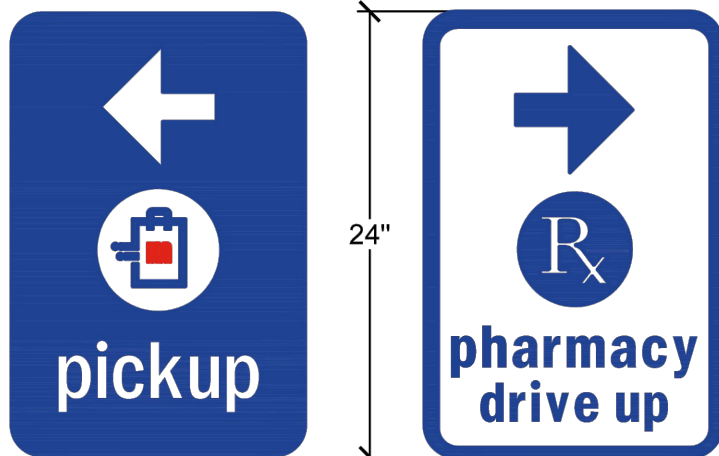
STANDARD SIGNS



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

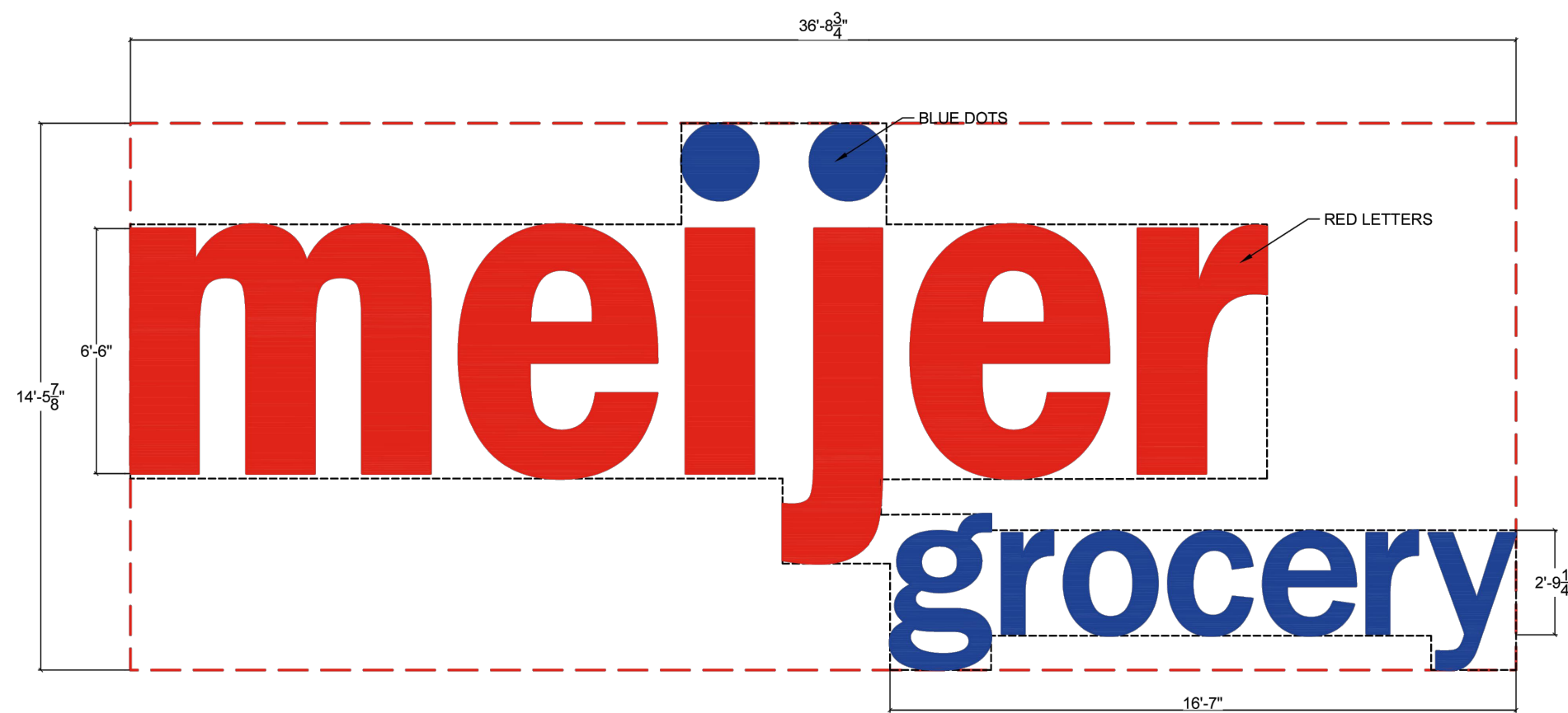


A6 PARKING LOT WAYFINDING
NTS
CALCULATED 3.0 S.F.
TOTAL 3.0 S.F.

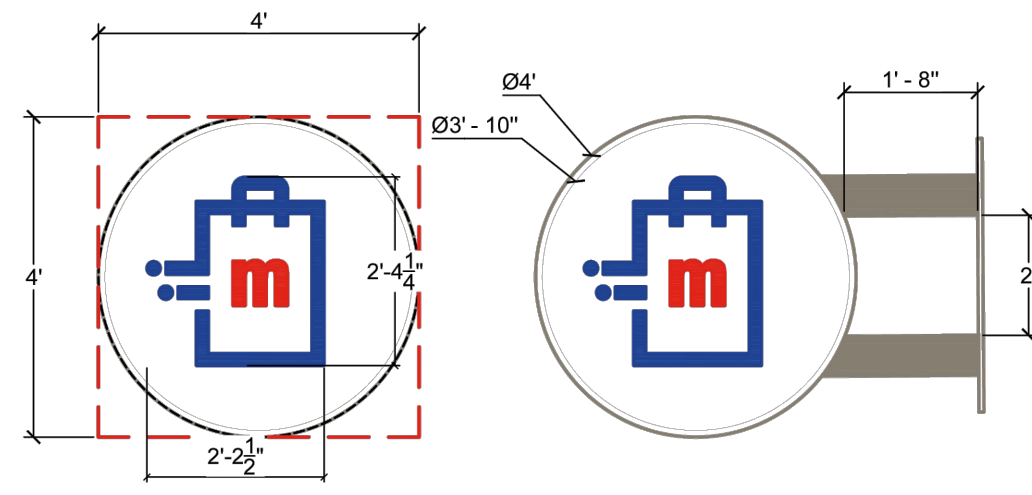


A4 PICKUP SIGN PARKING SPACE NUMBERS
NTS
CALCULATED 4.0 S.F.
TOTAL 4.0 S.F.

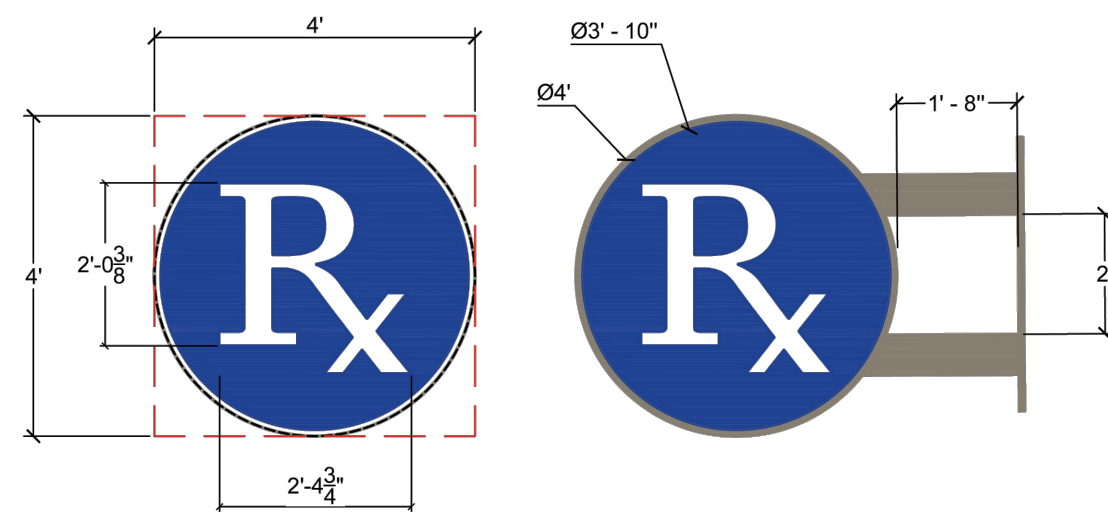
WALL MOUNTED SIGNS



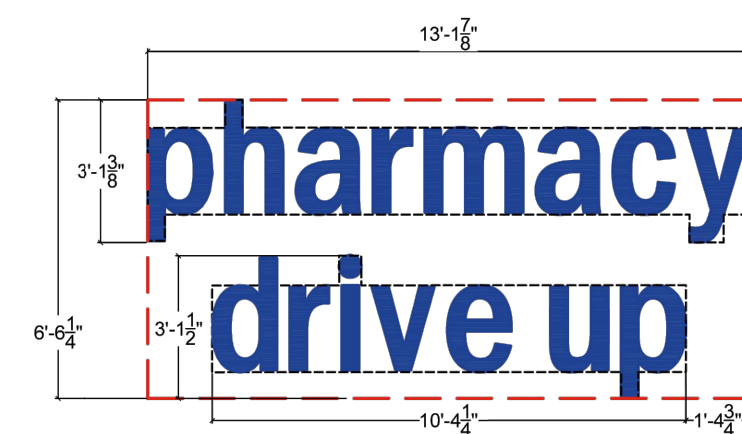
D1 MEIJER GROCERY
NTS
INTERNALLY ILLUMINATED "MEIJER" CHANNEL LETTERS TO MATCH CORPORATE LOGO & COLORS. SIDES OF LETTERS & RETAINERS TO BE PAINTED TO MATCH RESPECTIVE FACE COLORS.
CALCULATED 275.9 S.F.
TOTAL 332.4 S.F.



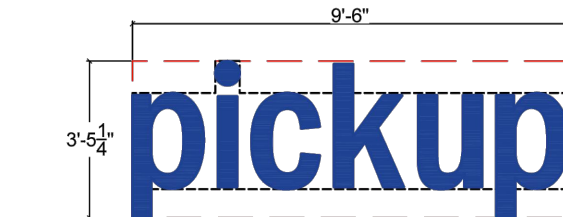
B3 PICKUP BLADE SIGN
NTS
LED INTERNALLY ILLUMINATED, WHITE ACRYLIC SIGN WITH DARK BRONZE ALUMINUM RETAINER.
COLOR: BLUE (PMS 286C) & RED (PMS 485C)
CALCULATED 12.6 S.F.
TOTAL 16.0 S.F.



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.



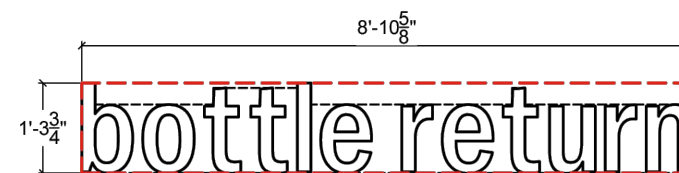
E3 PHARMACY SIGN DRIVE UP
NTS
LOW PROFILE, REVERSE HALO LIT, 1" DEEP EXTERIOR FOAM LETTERS MOUNTED 1.8" OFF WALL. SIDES OF LETTERS TO MATCH FACE FOAM COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 46.3 S.F.
TOTAL 65.8 S.F.



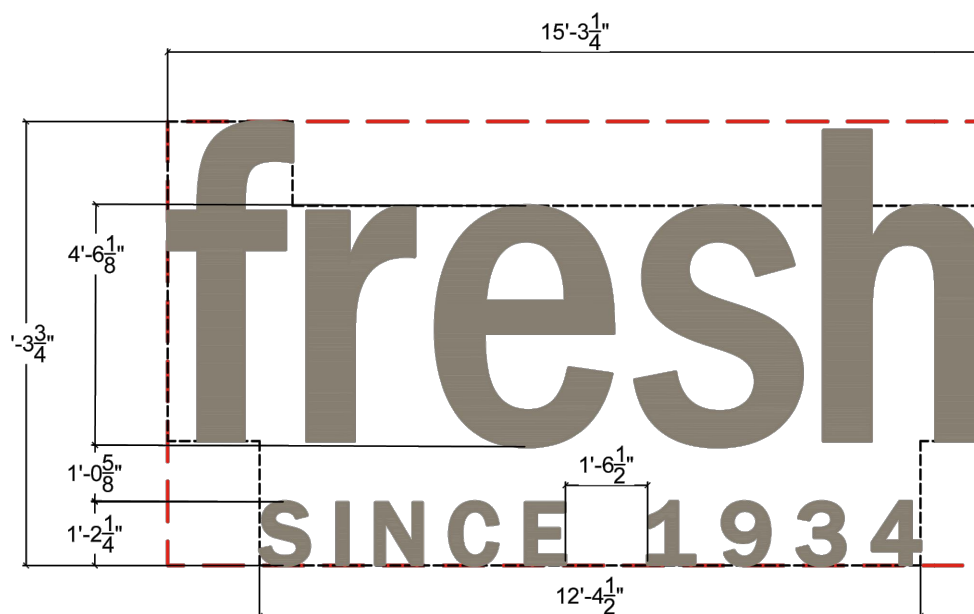
D3 PICKUP SIGN
NTS
LOW PROFILE, REVERSE HALO LIT, 5" DEEP POLY-CARBONATE LETTERS. SIDES OF LETTER TO MATCH ALUMINUM FACE COLOR.
COLOR: BLUE (PMS 286C)
CALCULATED 21.1 S.F.
TOTAL 32.8 S.F.



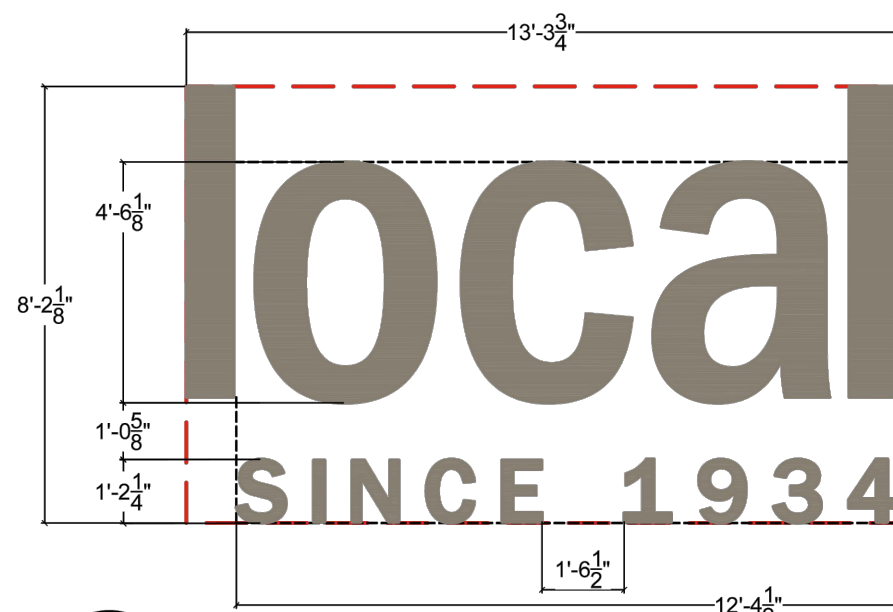
E5 WELCOME SIGN
NTS
NON-ILLUMINATED, DIE-CUT VINYL SURFACED APPLIED.
CALCULATED 6.9 S.F.
TOTAL 9.1 S.F.



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



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



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



0 25 50 100
SCALE: 1" = 50'



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

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

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

REVISIONS
PLAN REVISED 5-17-24

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

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

NOT FOR CONSTRUCTION

C-5.2

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 = 99, 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

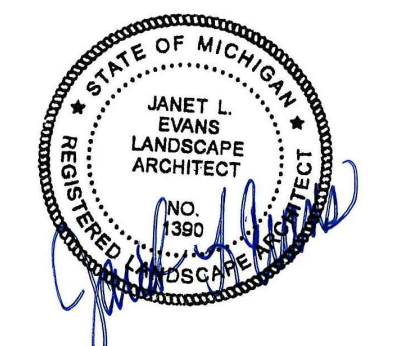
OPEN SPACE LANDSCAPING
1 TREE/3000 SF OF ALL REMAINING OPEN AREAS THAT ARE NOT
REQUIRED LANDSCAPING AREAS; 23,905 SF /3000 = 8 TREES
PROVIDED: 31 DEC TREES

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



0 25 50 100
SCALE: 1" = 50'



CAUTION!!
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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
LIVONIA, MICHIGAN 48152

PROJECT TITLE
**7 MILE PLANNED
GENERAL
DEVELOPMENT**
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN 48150

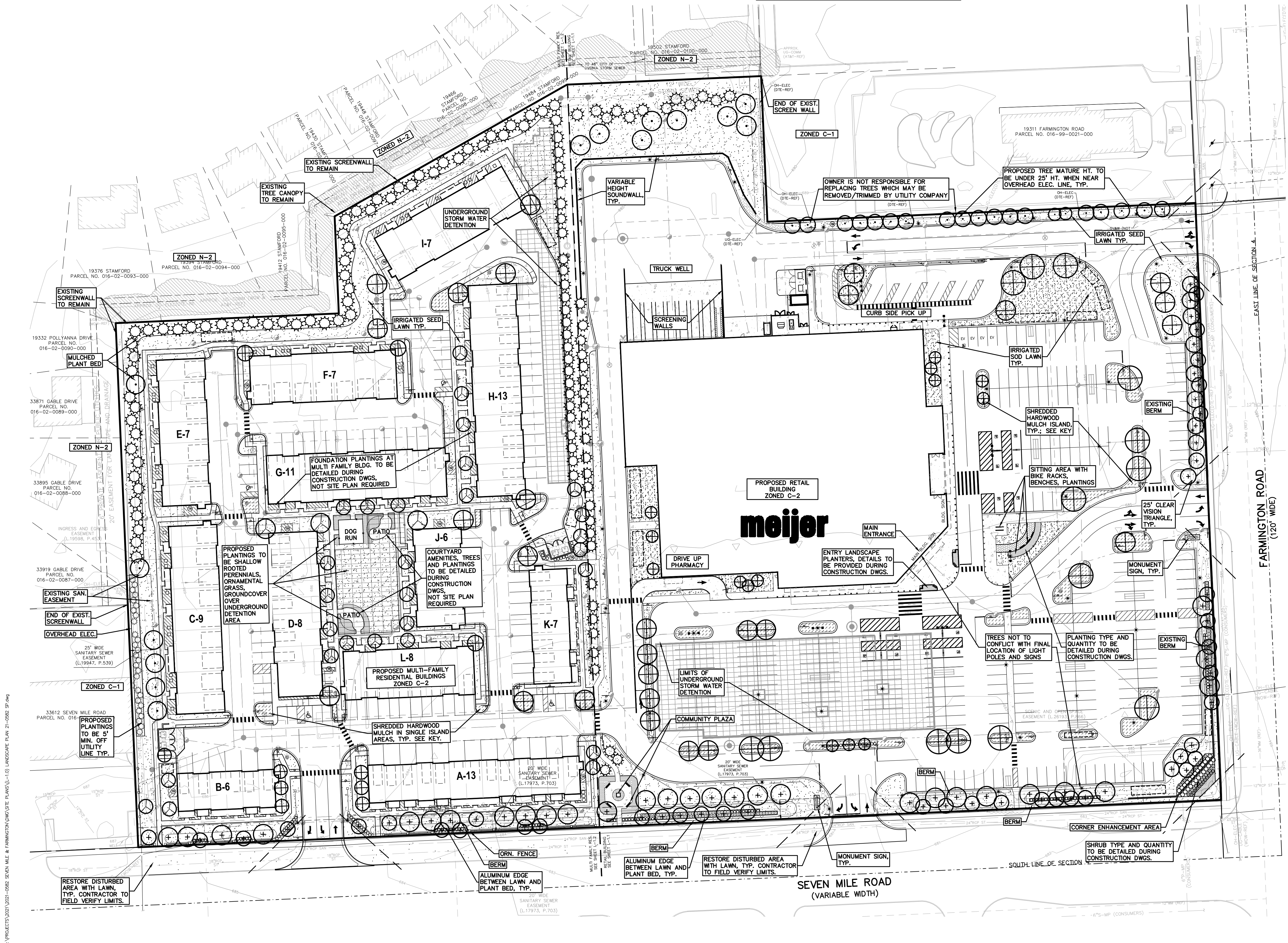
REVISIONS
PLAN REVISED 5-17-24

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



PARCEL NO. 016-02-0100-0000

MULTI-FAMILY RES.

RETAIL BUILDING

TO 48" CITY OF
LYONIA STORM SEWER

EXISTING TREE
CANOPY TO
REMAIN

BN10
2

PS8
6

AS3
3

PS6
6

BN10
3

VARIABLE HEIGHT
SOUNDWALL, TYP.

IRRIGATED SEED
LAWN TYP.

MATCHLINE - THIS SHEET

MATCHLINE - THIS SHEET

RETAIL BUILDING PLANT LIST SHEET L-1.1					
DECIDUOUS TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
3	AB3	Bowhall Maple	<i>Acer rubrum</i> 'Bowhall' (columnar)	3" Cal.	B&B
10	AR3	Scarlet Sentinel Maple	<i>Acer rubrum</i> 'Scargy'	3" Cal.	B&B
6	AS3	Legacy Sugar Maple	<i>Acer saccharum</i> 'Legacy'	3" Cal.	B&B
5	BN10	Heritage River Birch	<i>Betula nigra</i> 'Cully'	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</i> 'Fastigiata'	3" Cal.	B&B
7	GB3	Magyar Ginkgo	<i>Ginkgo biloba</i> 'Magyar' (20' wide x 40' ht.)	3" Cal.	B&B
8	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos</i> f. <i>inermis</i> 'Skycole'	3" Cal.	B&B
5	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
11	MA2	Adams Crab	<i>Malus</i> 'Adams' (15'x 15' ht. pink, utility tree)	2" Cal.	B&B
6	MJ2	Marilee Crab	<i>Malus</i> 'Jarmir' PP14337 (white, upright, fruitless)	2" Cal.	B&B
5	ML2	Lollipop Crab	<i>Malus</i> 'Lollipop'	2" Cal.	B&B
6	MS2	Sugar Tree Crab	<i>Malus</i> 'Sugar Tyne'	2" Cal.	B&B
11	MR2	Royal Raindrops Crab	<i>Malus</i> 'JFS-KW5 PP 14375' (brink pink, upright)	2" Cal.	B&B
6	QG3	Skinny Gens Oak	<i>Quercus alba</i> 'JFS-KW20X' P.A.F. (col./fastigate 10W)	3" Cal.	B&B
7	QS3	Strepispire Oak	<i>Quercus alba</i> 'JFS-KW10X' (columnar)	3" Cal.	B&B
13	SR3	Japanese Tree Lilac	<i>Syringa reticulata</i> 'Ivory Silk'	3" Cal.	B&B
4	TB3	Boulevard Linden	<i>Tilia americana</i> 'Boulevard'	3" Cal.	B&B
123	TOTAL DECIDUOUS TREES				

SHRUB PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
77	C36	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				

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

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

L-1.1

KEY

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

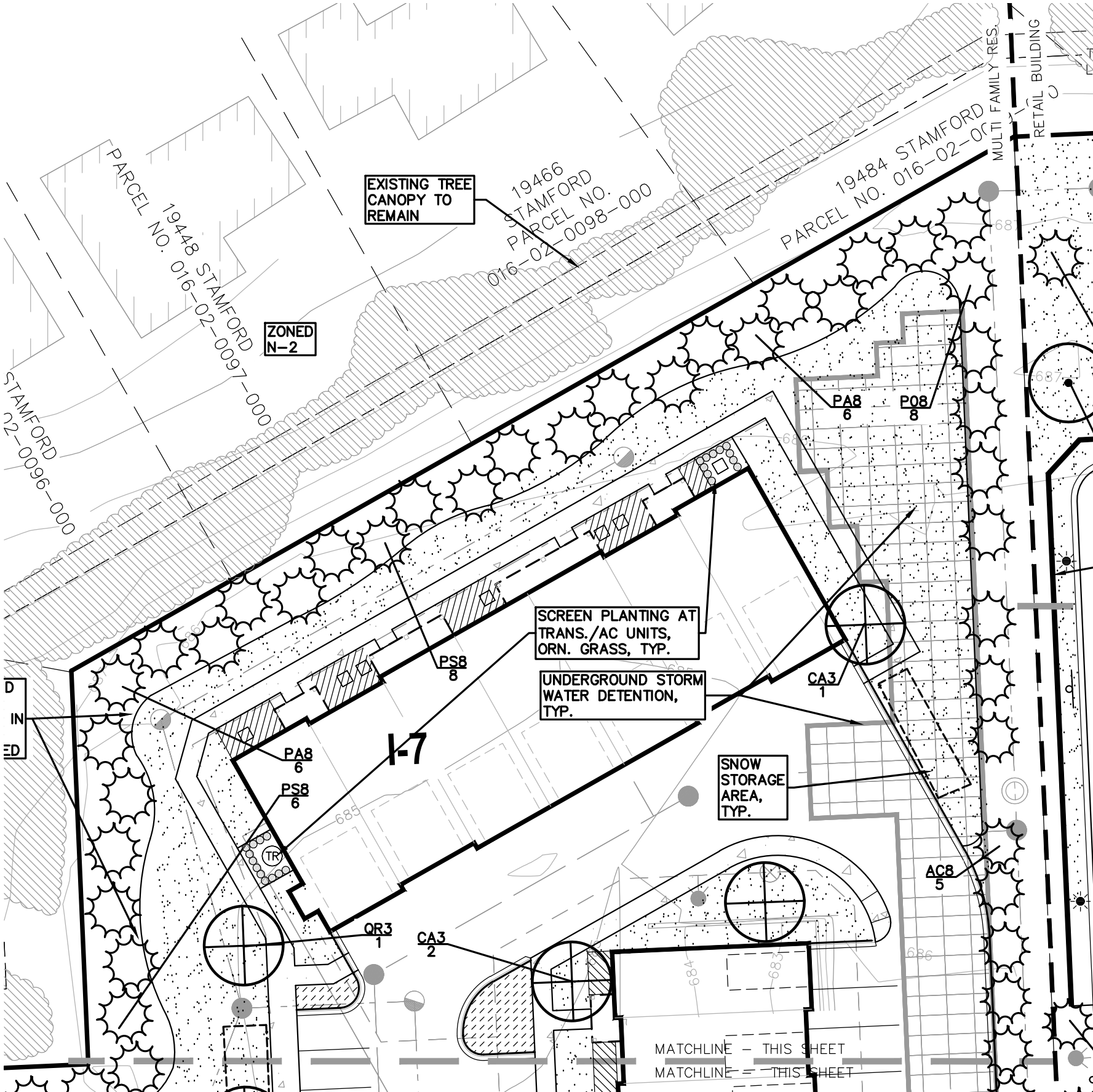
KEY

NOT SITE PLAN REQUIRED AT MULTI FAMILY RESIDENTIAL BUILDING

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

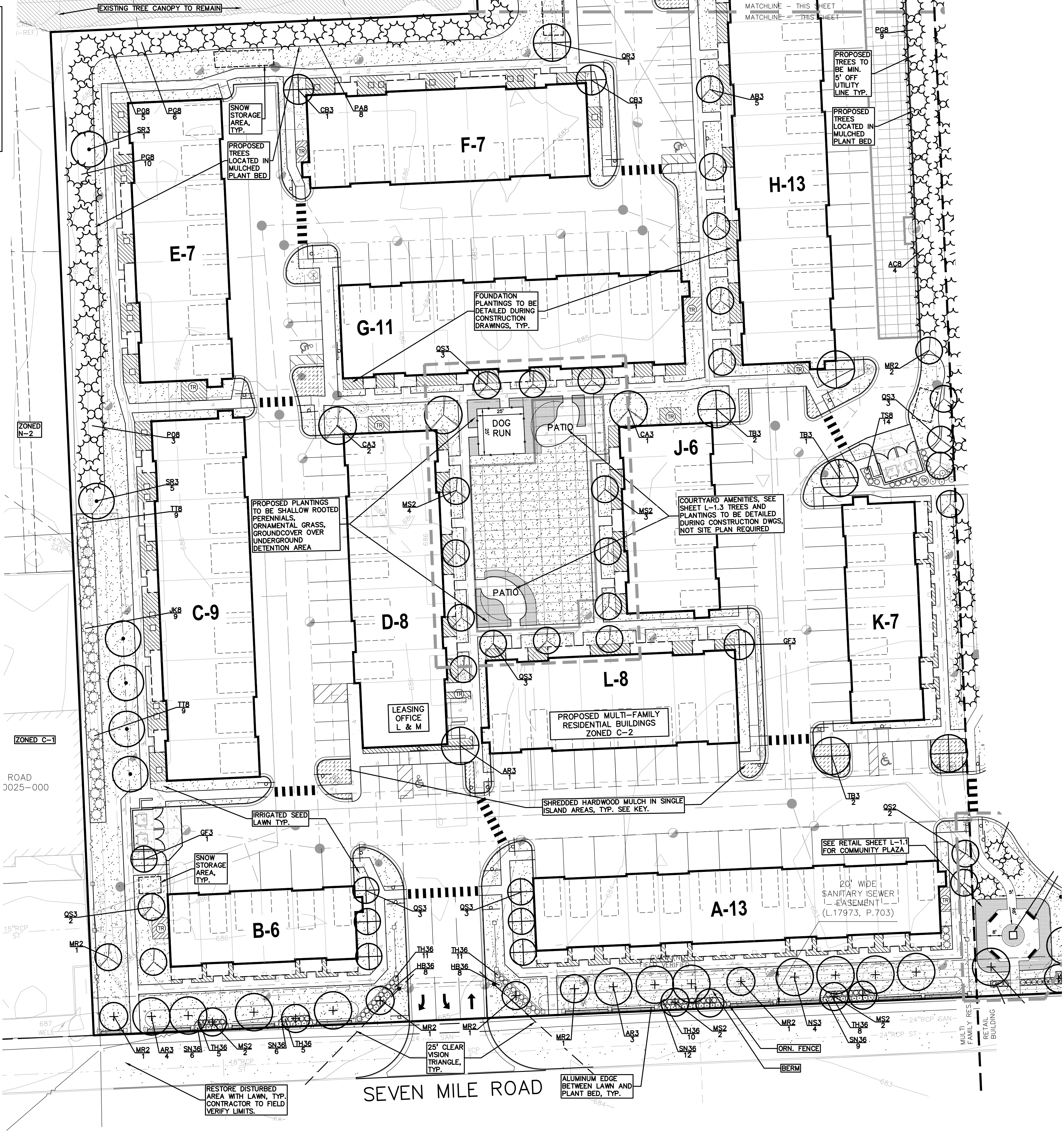
=FOUNDATION PLANTINGS AT MULTI FAMILY RESIDENTIAL BUILDING, AND PERENNIALS/ ORNAMENTAL GRASS AT ROAD FRONTAGE TO BE DETAILED DURING CONSTRUCTION DWGS.

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



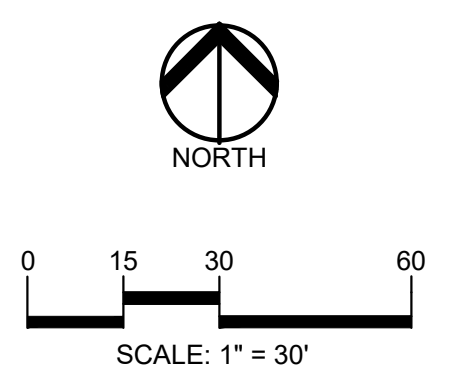
NORTH MATCH LINE THIS SHEET
SCALE 1" = 30'

MULTI FAMILY PLANT LIST SHEET L-1.2				
DECIDUOUS TREE PLANT LIST:				
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE SPEC
5	AB3	Bowhall Maple	<i>Acer rubrum 'Bowhall' (columnar)</i>	3" Cal. B&B
8	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal. B&B
6	CA3	American Hornbeam	<i>Carpinus caroliniana</i>	3" Cal. B&B
2	CB3	Upright European Hornbeam	<i>Carpinus betulus 'Fastigiata'</i>	3" Cal. B&B
2	GF3	Fastigiate 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			



SEVEN MILE ROAD

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

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

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

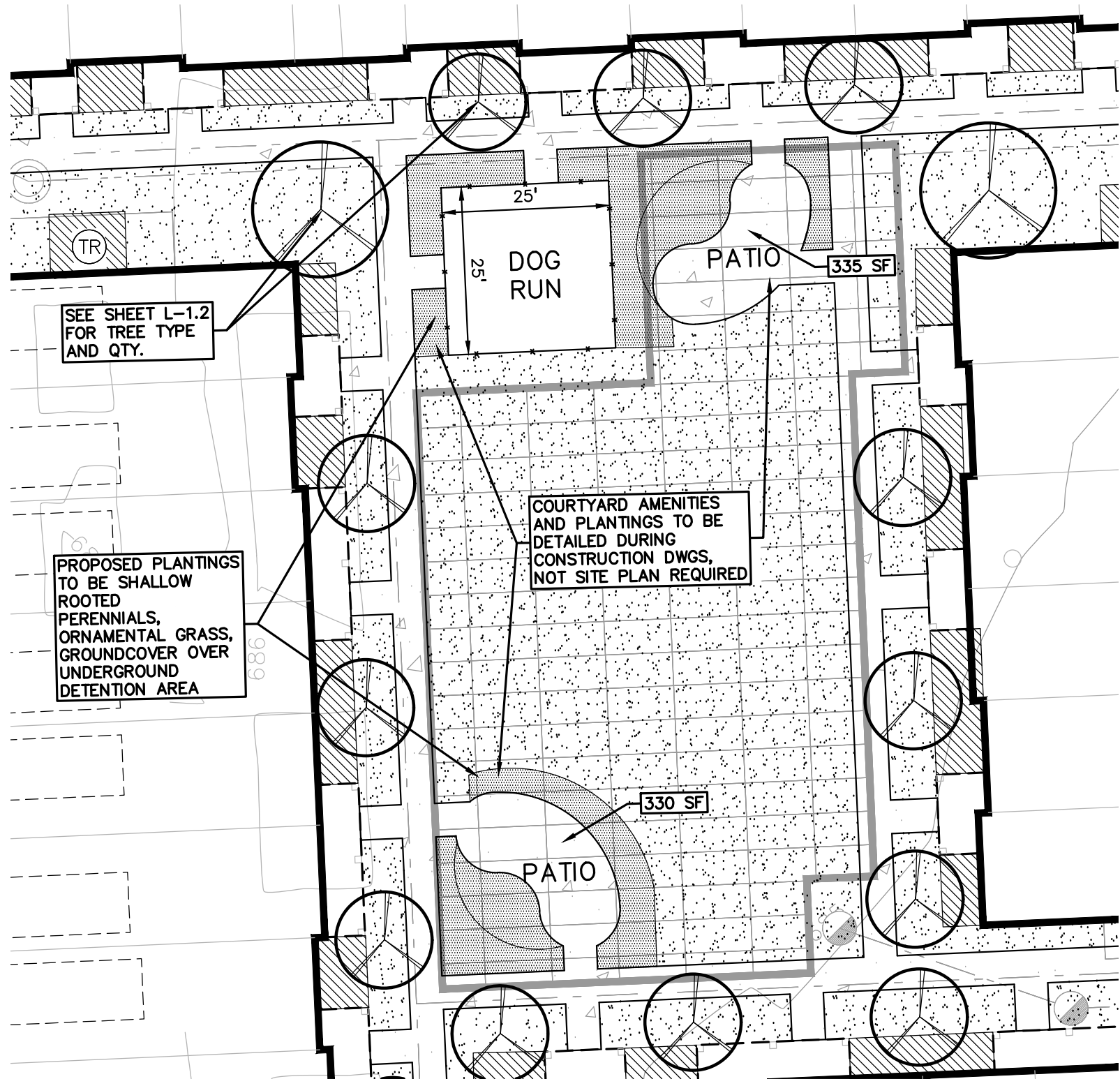
REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - MULTI FAMILY BLDG.

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

NOT FOR CONSTRUCTION
L-1.2



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



KEY

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

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

KEY

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



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

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

REVISIONS
PLAN REVISED 5-17-24

ORIGINAL ISSUE DATE:

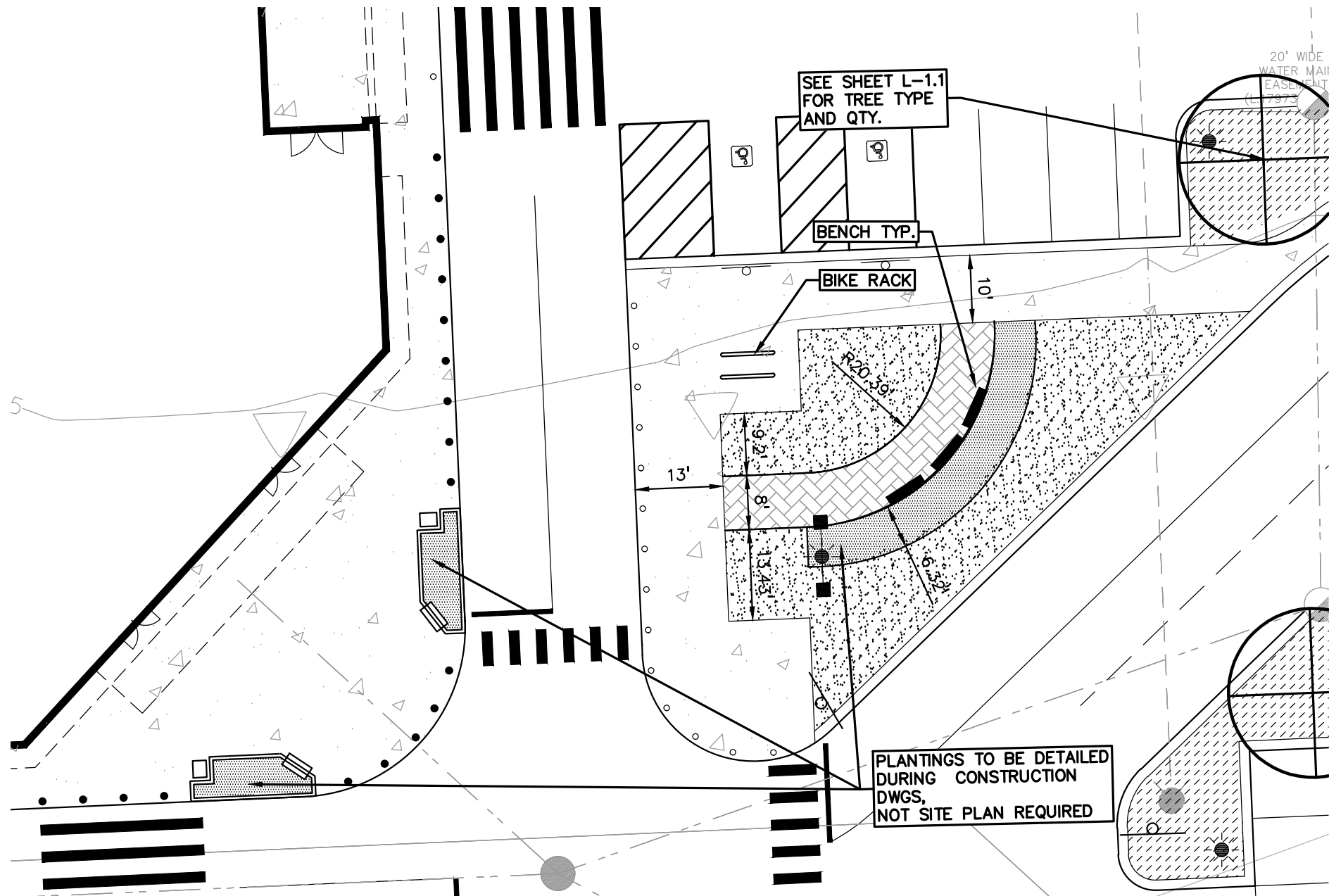
DRAWING TITLE

ENLARGEMENT AREAS

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

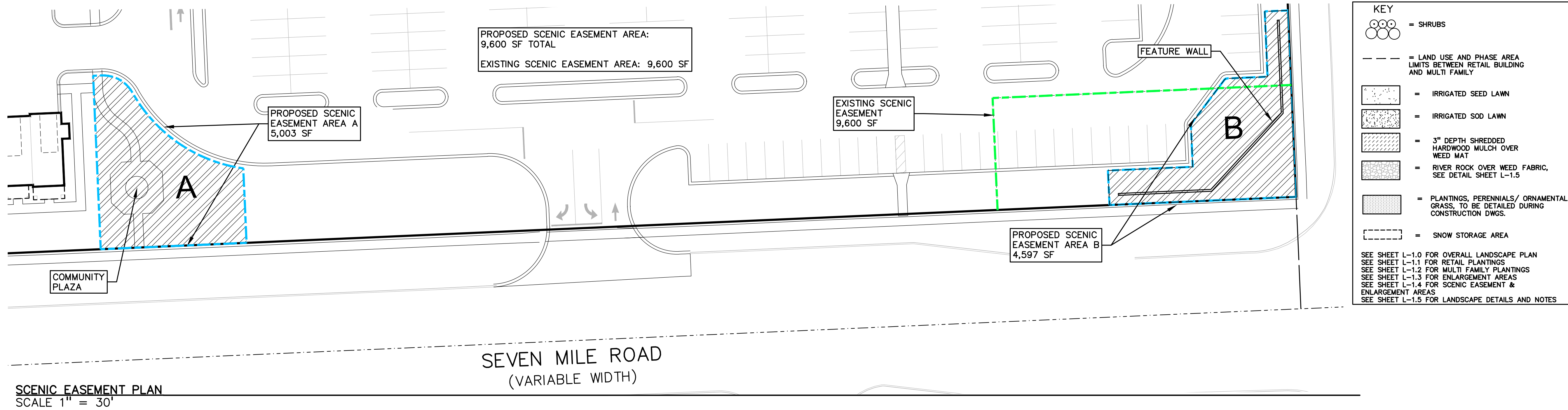
L-1.3

NOT FOR CONSTRUCTION



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

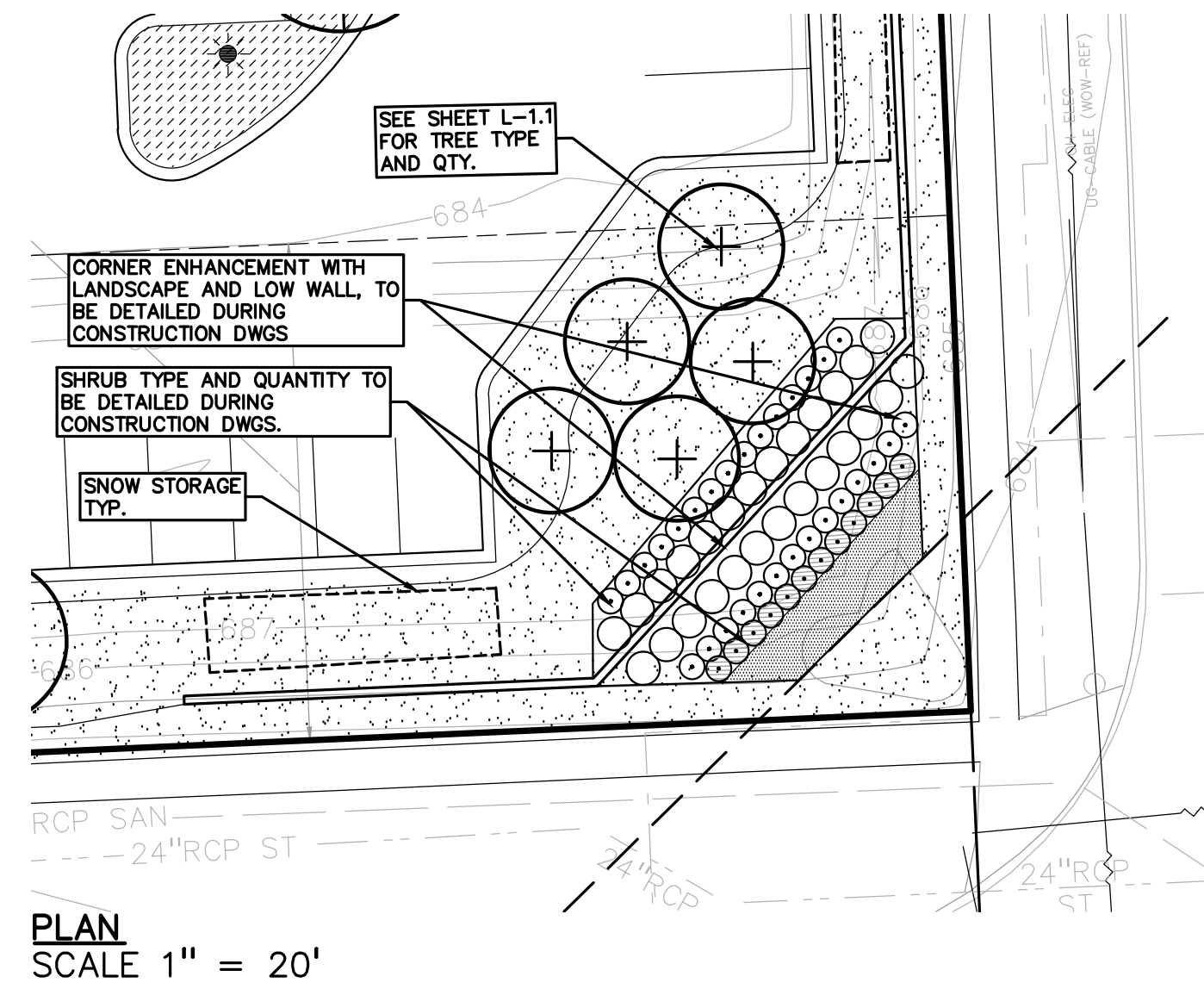
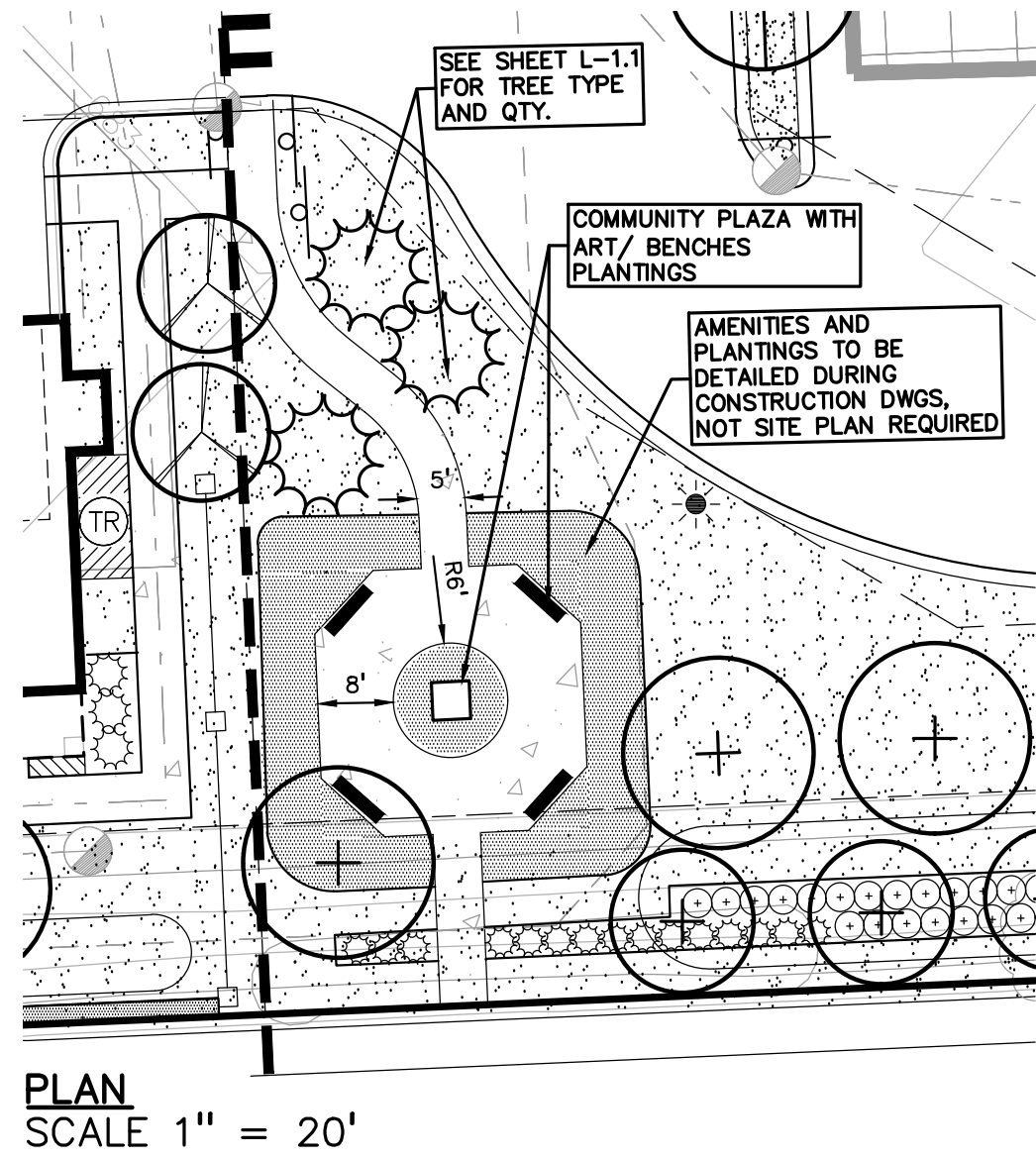




PEA GROUP
t: 844.813.2949
www.peagroup.com

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

NORTH



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



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

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, WAYNE COUNTY

REVISIONS	
PLAN REVISED	5-17-24

ORIGINAL ISSUE DATE:

DRAWING TITLE

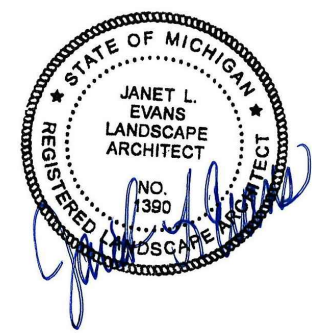
SCENIC EASEMENT AND ENLARGEMENT AREAS

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:

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

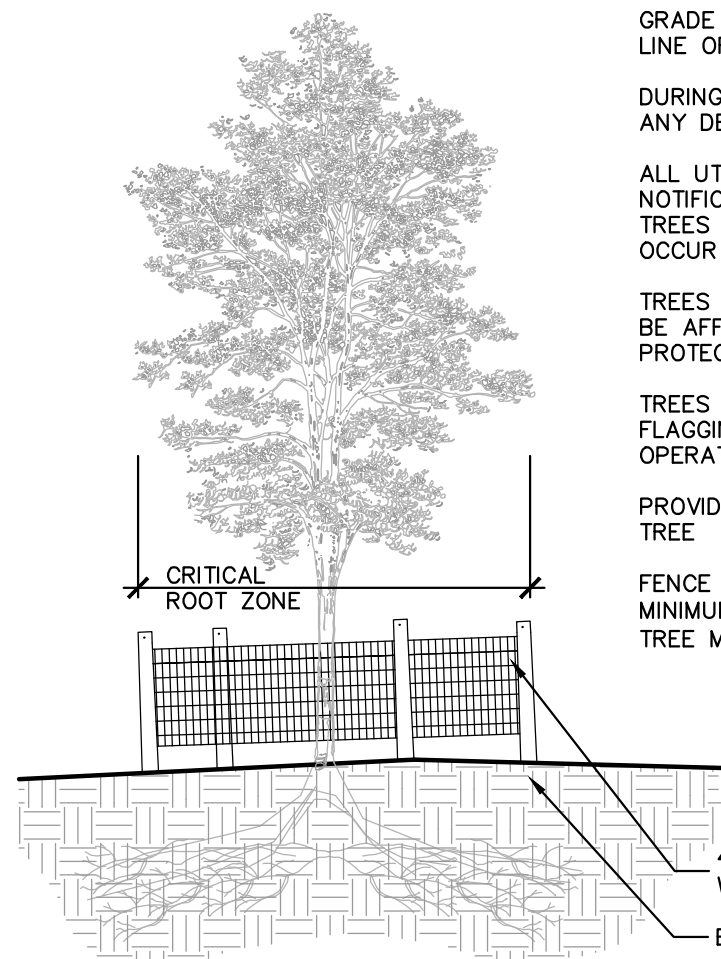
ALL UTILITY SERVICE REQUESTS MUST INCLUDE NOTIFICATION TO THE INSTALLER THAT PROTECTED TREES MUST BE AVOIDED. ALL TRENCHING SHALL OCCUR OUTSIDE OF THE PROTECTIVE FENCING

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

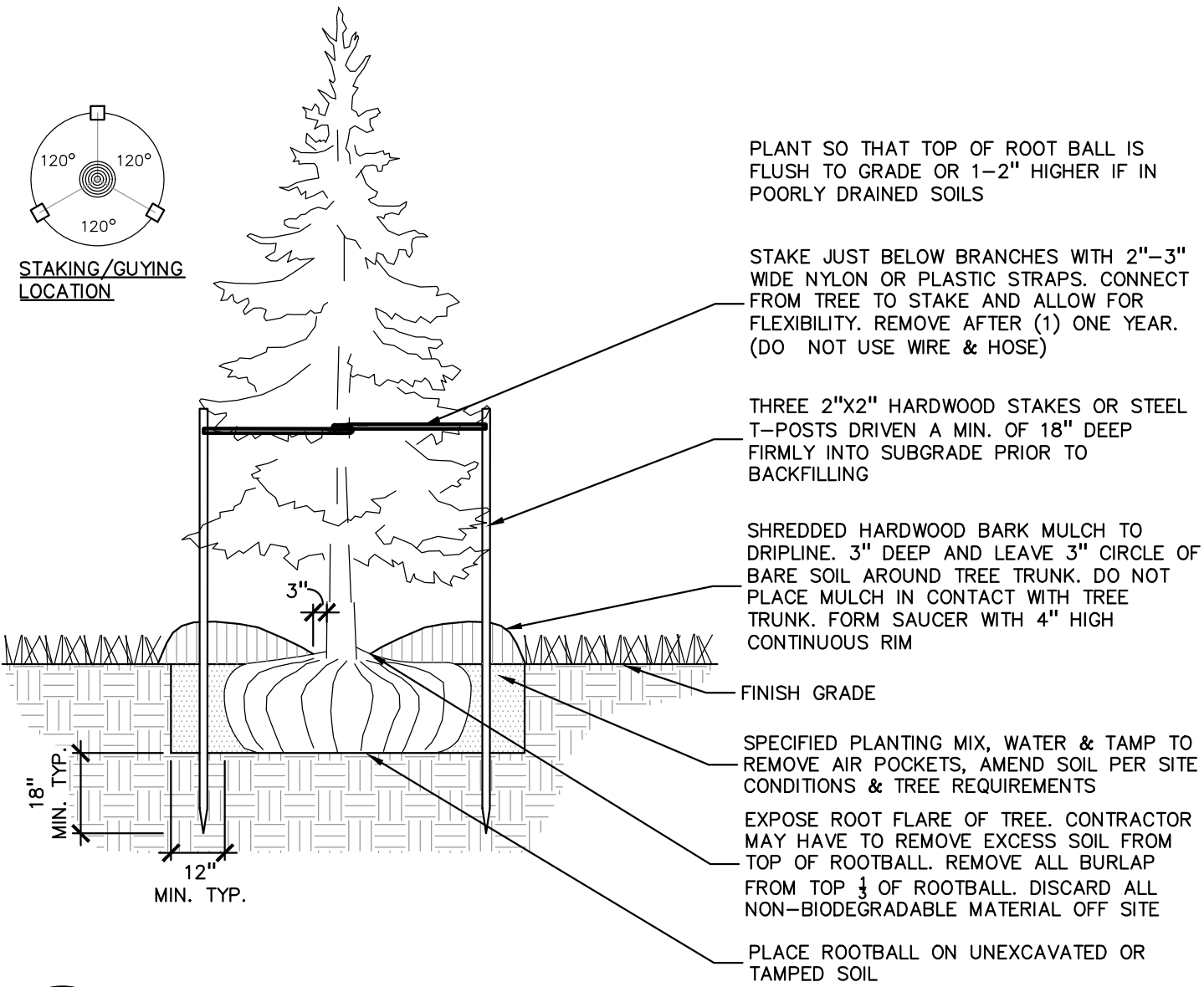
TREES TO BE PRESERVED SHALL BE IDENTIFIED WITH FLAGGING PRIOR TO THE TREE CLEARING OPERATIONS

PROVIDE FENCE AROUND CRITICAL ROOT ZONE OF TREE

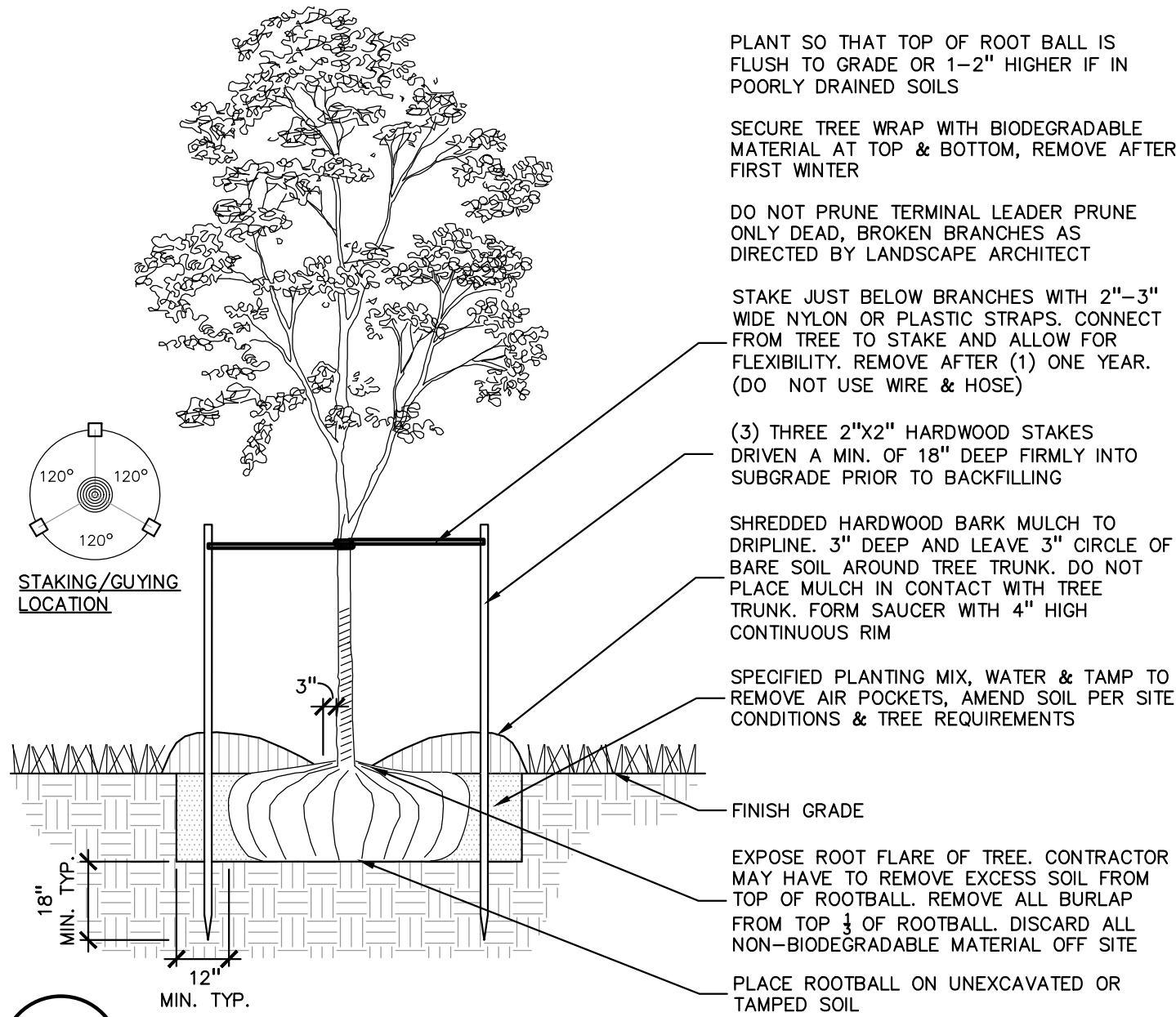
FENCE SHALL BE PLACED IN A CIRCLE WITH A MINIMUM RADIUS OF 1' PER 1" DIAMETER OF THE TREE MEASURED AT 4.5' ABOVE GROUND



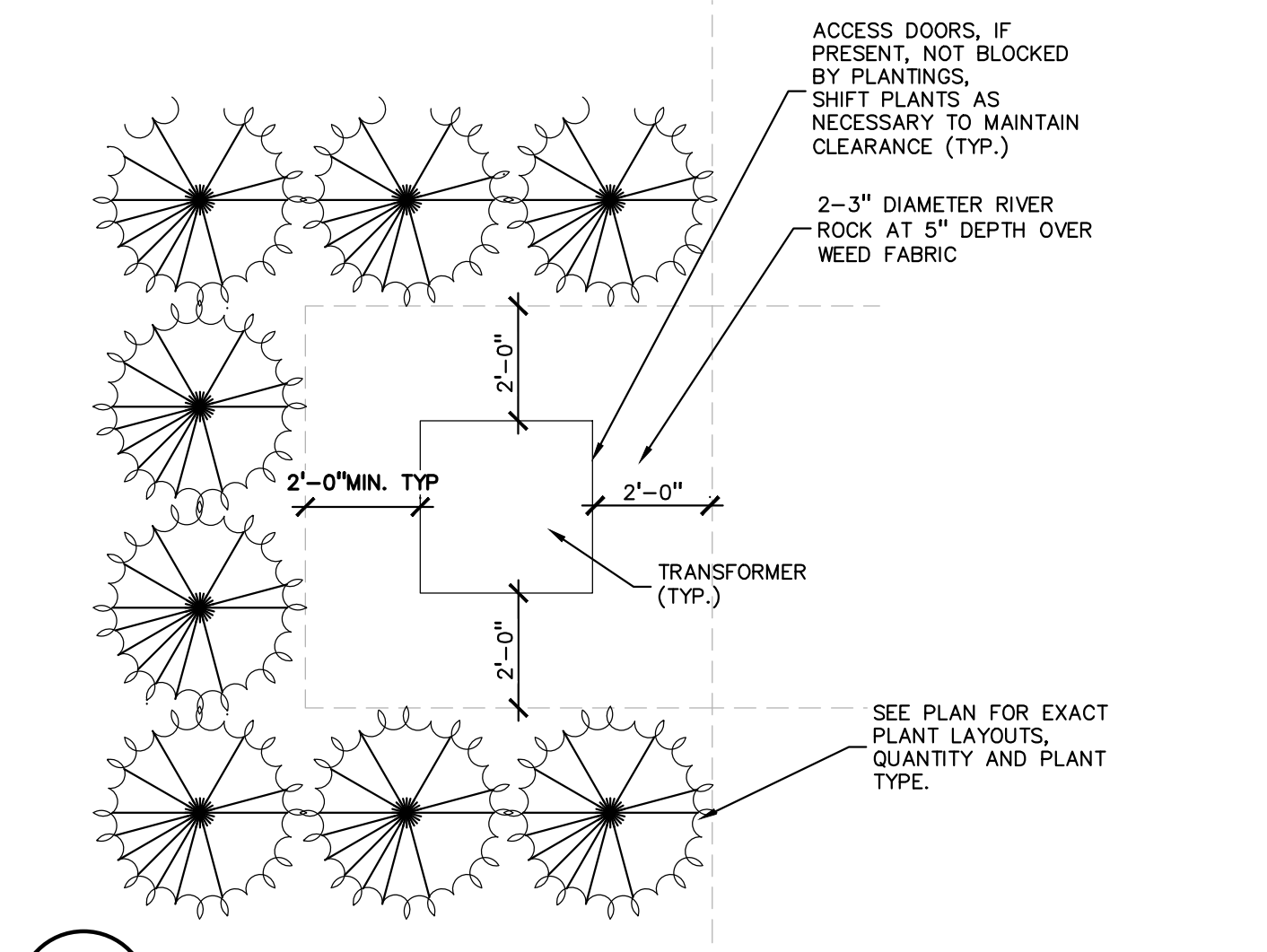
3 TREE PROTECTION DETAIL
SCALE: 1" = 3'-0"



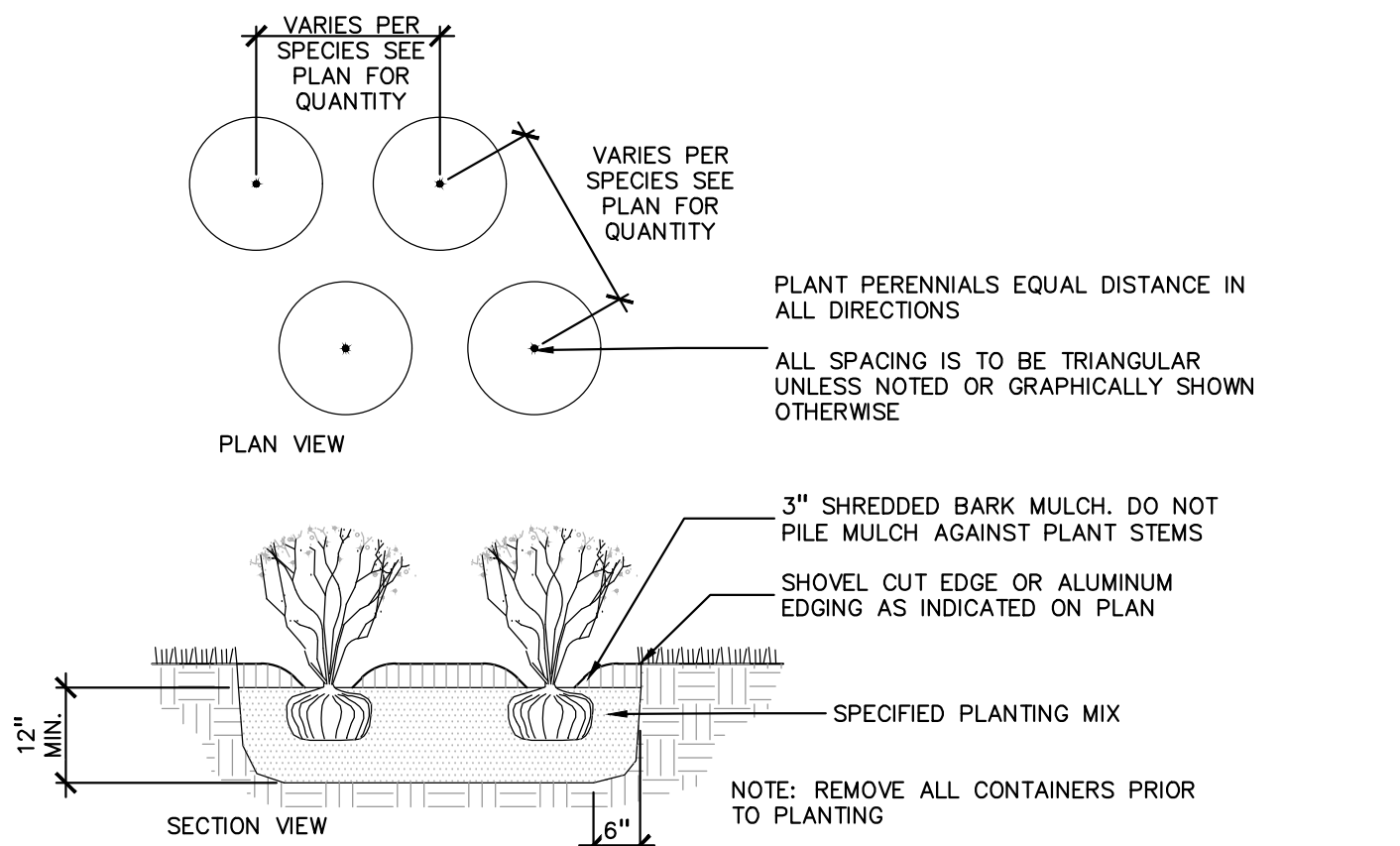
2 EVERGREEN TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



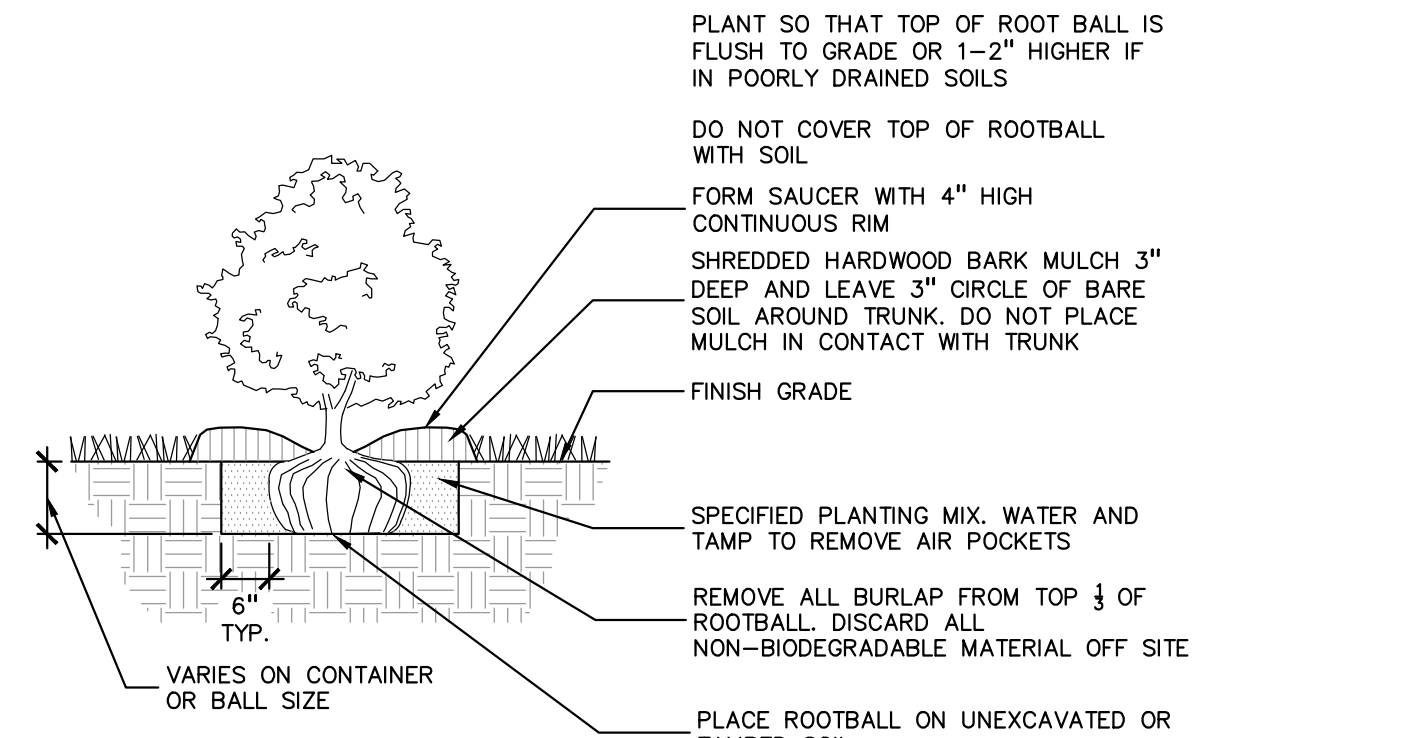
1 DECIDUOUS TREE PLANTING DETAIL
SCALE: 1" = 3'-0"



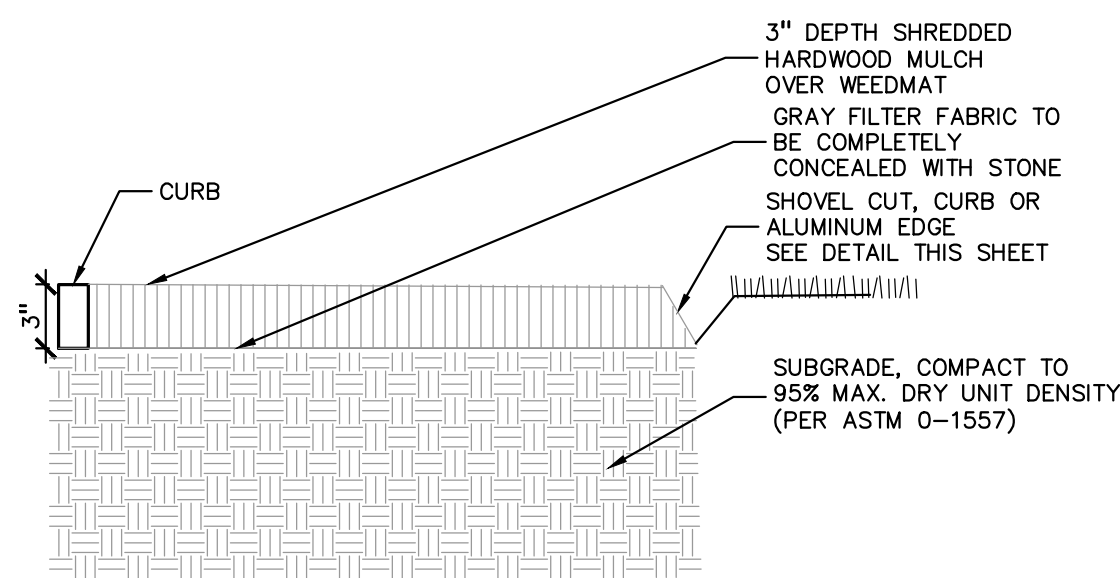
6 TRANSFORMER SCREENING DETAIL-FOR ACCESS REF. ONLY
SCALE: 1" = 3'-0"



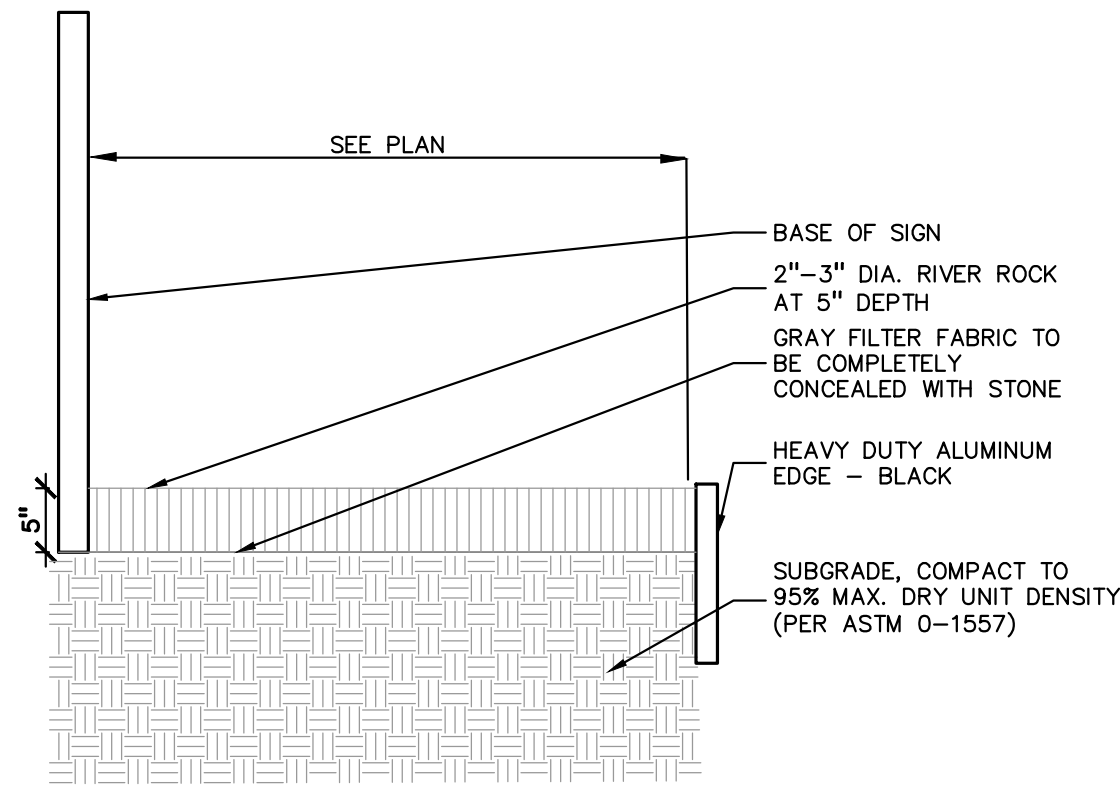
5 PERENNIAL PLANTING DETAIL
SCALE: 1" = 2'-0"



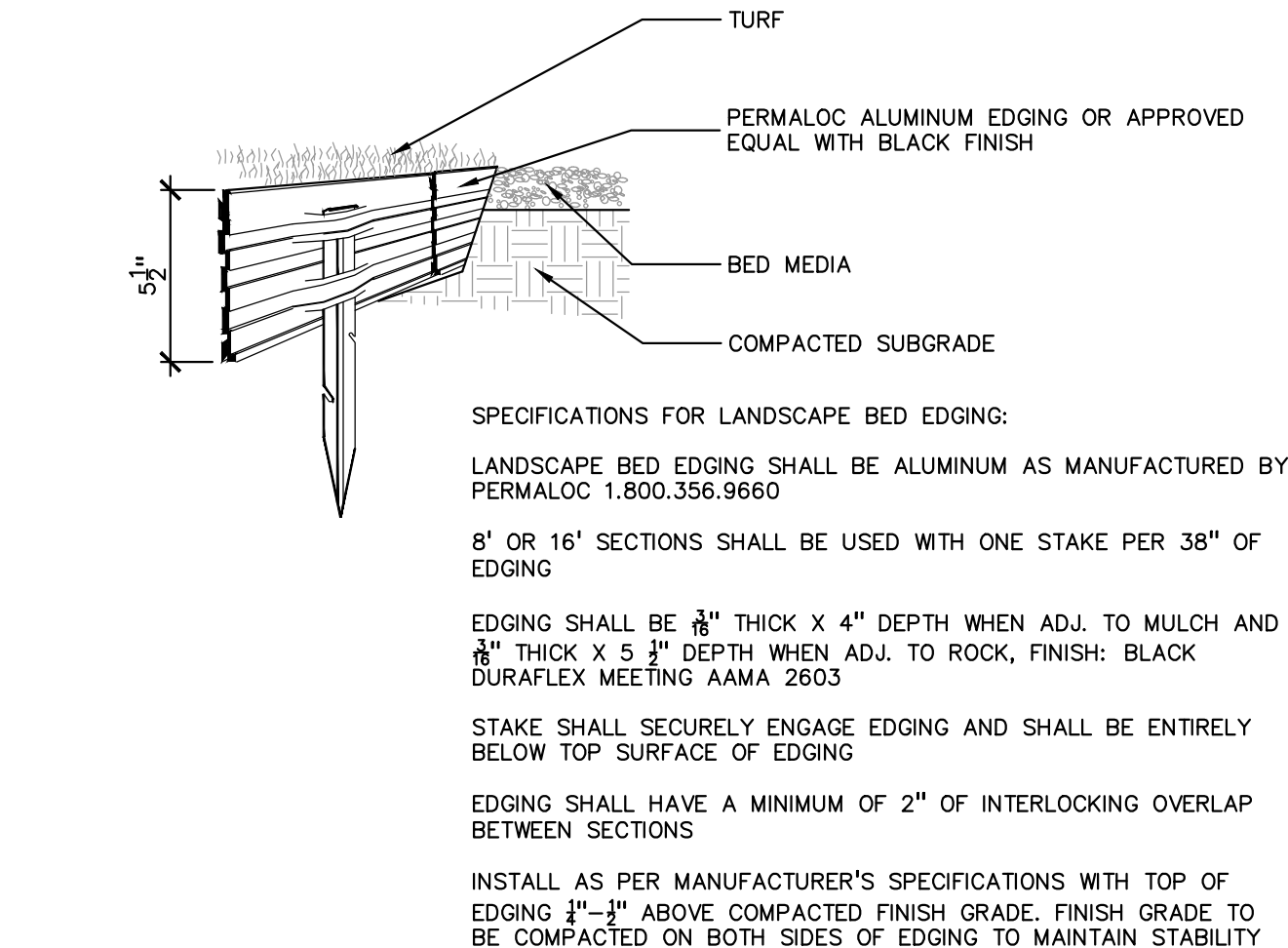
4 SHRUB PLANTING DETAIL
SCALE: 1" = 2'-0"



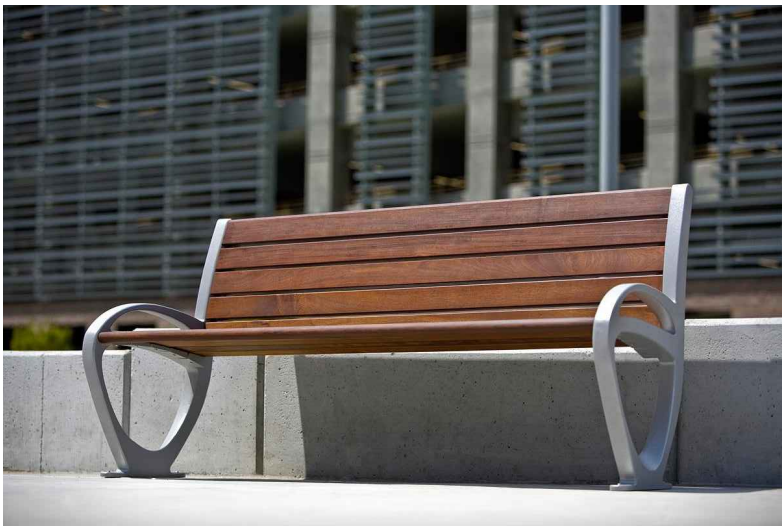
9 MULCH ISLAND DETAIL
SCALE: 1 1/2" = 1'-0"



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.

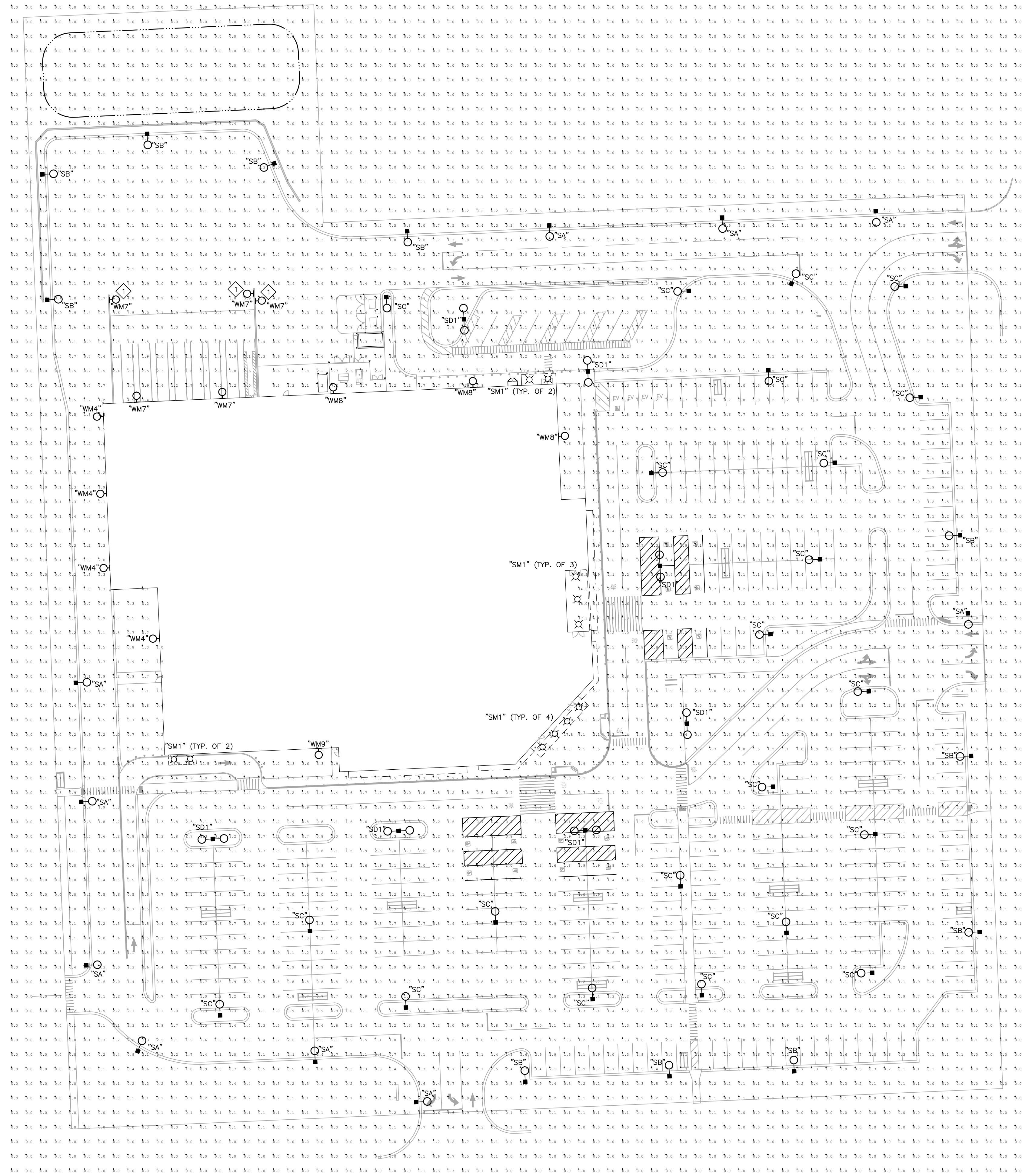
PROJECT NO. LVA

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.

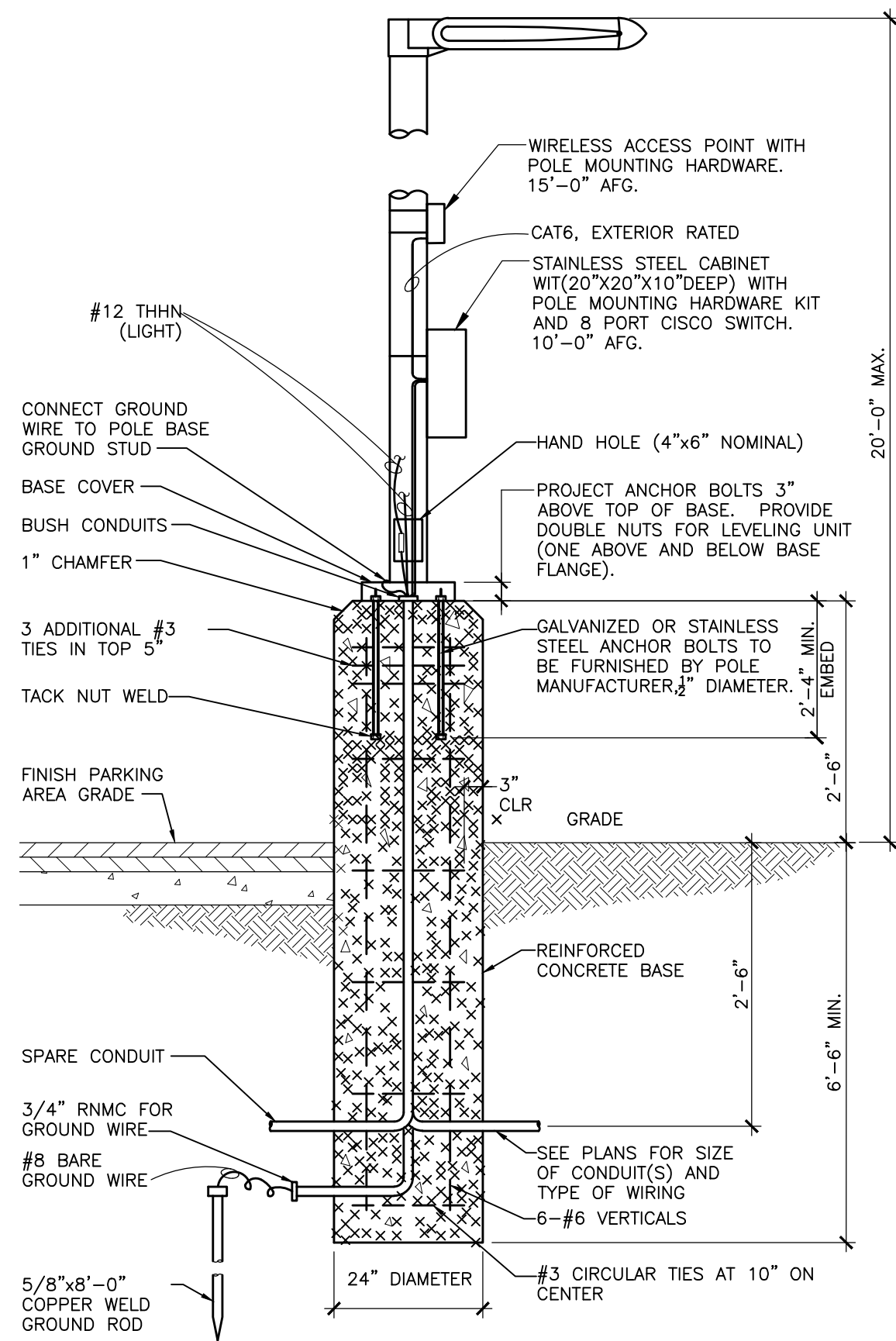
D4 ORDINANCE REQUIREMENTS

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 AS-SERIES ANCHOR BASE POLES			
MOUNTING HEIGHT	TIP DIAMETER	GROUNDLINE DIAMETER	WEIGHT
10	2.9	4.6	33
11	2.9	4.8	35
12	2.9	4.9	37
13	2.9	5.0	39
14	2.9	5.2	41
15	2.9	5.3	43
16	2.9	5.5	45
17	2.9	5.6	46
18	2.9	5.7	47
19	2.9	5.9	50
20	2.9	6.0	54
21	2.9	6.2	58
22	2.9	6.3	56
23	2.9	6.4	60
24	2.9	6.6	63
25	2.9	6.7	84
26	4.5	8.2	86
27	4.5	8.3	89
28	4.5	8.4	92
29	4.5	8.5	93
30	4.5	8.5	94
31	4.7	8.5	97
32	4.7	8.5	100
33	4.7	8.5	102
34	4.7	8.5	105
35	4.7	8.5	108

Mounting Height

POLES LISTED IN SHADED AREA FOR SINGLE POST TOP FIXTURE ONLY AND NOT AVAILABLE CAPPED.

ORDERING INFORMATION

A = ANCHOR BASE
S = SERIES
25 = OVERALL LENGTH
01 = TENON
S = FINISH
1 = DIGITS MAY BE ADDED FOR INTERNAL USE

FINISH
S = SMOOTH
N = SEMI-SMOOTH
U = NATURAL

TENON
01 = 3" X 3/8" TENON
02 = 2.375" X 3/8" TENON
06 = CAPPED

STANDARD COLORS PREMIUM COLORS
1 = BLACK
2 = GRAY
3 = BROWN
4 = LIGHT GREEN
5 = DARK BRONZE
6 = SILVER
7 = WHITE
8 = DARK GREEN
9 = CUSTOM

SHAKESPEARE - VALMONT COMPOSITE STRUCTURES, INC. 18845 U.S. HIGHWAY 78 - NEWBERRY, SC 29108 USA
803.276.5504 • 800.800.8006 • FAX: 803.276.8846 SKP-CS.COM

CPY Series - Version C

CPY250* LED Canopy/Soffit Luminaire

Product Description

The CPY250* LED Canopy/Soffit 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

IP65 Rated (select models only)

Class 1, Division 2 Hazardous Location for select models

*See <http://cree.com/lighting-usa/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-BXCMW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

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XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

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XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

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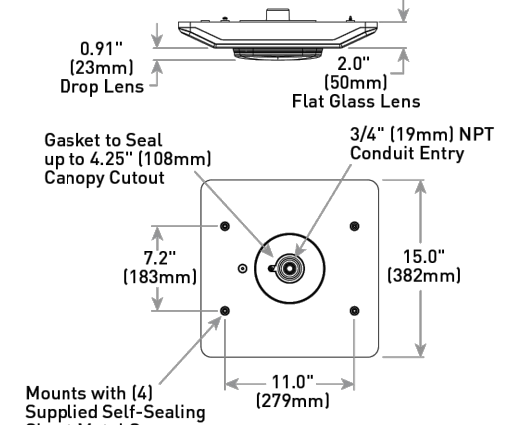
XA-BXCCW - for use with Xel Philips, 21.40" (544mm) square, white

"SM1"

DM Mount / DM Mount with HZ Option

Flat Lens

Drop Lens



Weight

12.5 lbs. (5.7kg)

Refer to Page 4 for additional mounts.

Ordering Information

Example: CPY250-C-18-30K-50K-UL-DM-SV

Product	Version	Lumen Package*	CCT/CRI	Optic	Voltage	Mounting	Color Options	Controls	Options
CPY250	C	2L 2,000 Lumens	300K 3000K 80 CRI	0.91" (23mm) Drop Lens	UL Universal 120V UL Universal 277V UL Universal 347V UL Universal 480V UL Universal 570V UL Universal 720V UL Universal 120V UL Universal 277V UL Universal 347V UL Universal 480V UL Universal 570V UL Universal 720V	DM Direct Mount Hook & Core Pendant SW Silver White	SK Black BZ Bronze SV Silver White	SLANE Non-Dimming 10V 0-10V Dimming Control by others Refer to Lighting spec sheet for details	10V 120V/240V Surge Suppression Replaces standard 8A/5A surge suppression Not for use with PML or PML option Includes 10V surge as standard UL Class 1 Div 2 Hazardous Location Certification Available with 3rd and 4th PD mounts only Not available with PML control or K option Luminaires include NSF certification mark Available with UL voltage only Not available with PML control or HZ option

*Lumen Package codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values.



US: cree.com/lighting-usa T (800) 234-4800
Canada: cree.com/lighting-canada T (800) 473-1234

CREE LIGHTING



RSX1 LED Area Luminaire



Specifications

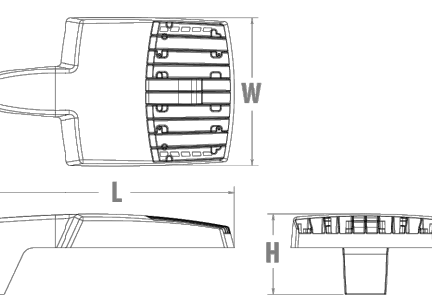
EPA (ft²@0°): 0.57 ft² (0.05 m²)

Length: 21.8" (55.4 cm) (SPA mount)

Width: 13.3" (33.8 cm)

Height: 3.0" (7.6 cm) Main Body
7.2" (18.4 cm) Arm

Weight: 22.0 lbs (10.0 kg) (SPA mount)



Color Number

Notes

Type

"SA", "SB", "SC"

For this tag key or move over the page to see all interactive elements.

Buy American

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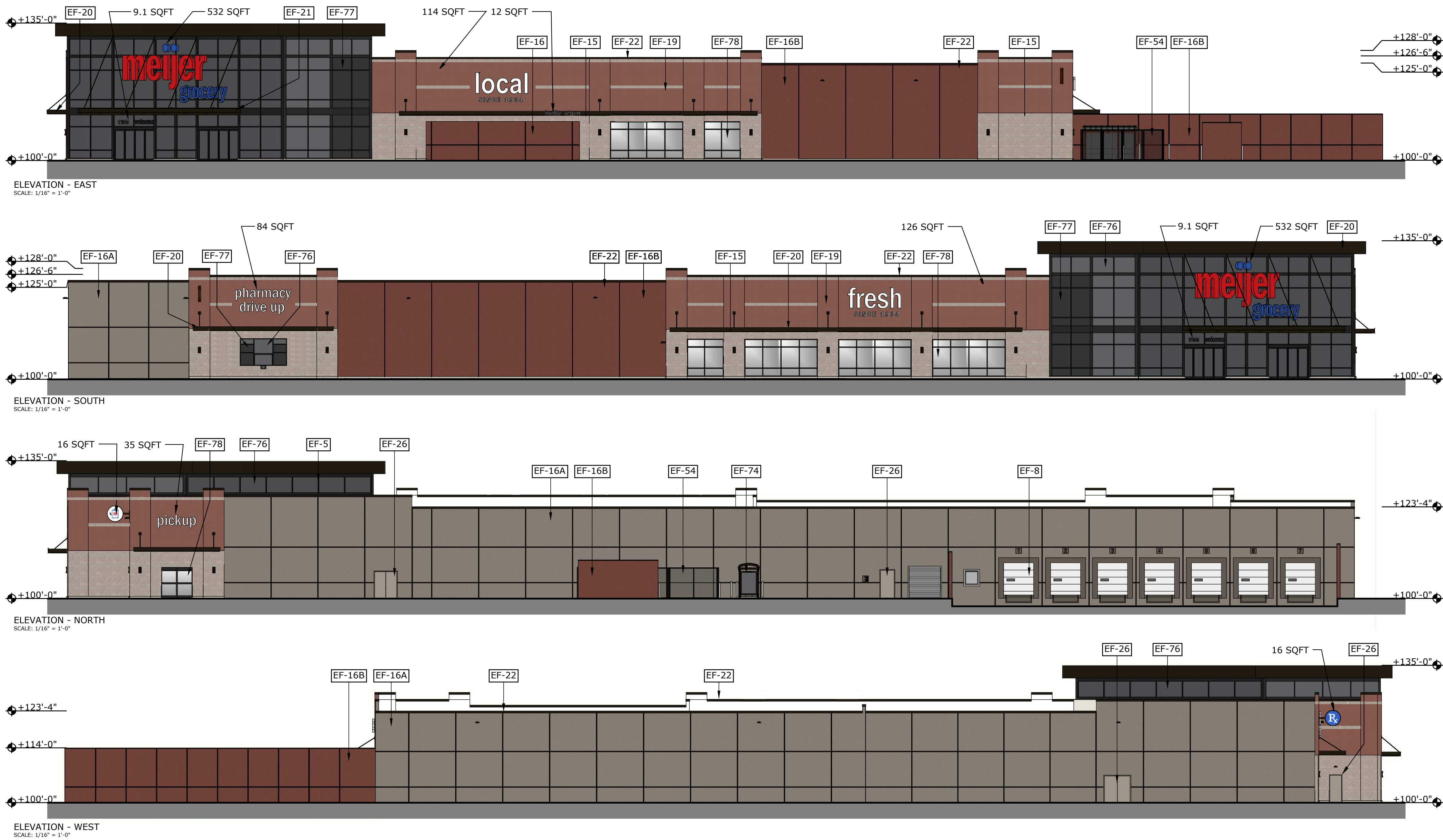
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RENDERING FINISH LEGEND			
CODE	FINISH	PRODUCT	COLOR
EF-5	ENTRANCE AND STOREFRONT FRAMES	TUBELITE STOREFRONT	DARK BRONZE
EF-8	SECTIONAL OVERHEAD DOORS	--	WHITE
EF-15	INSULATED PRECAST CONCRETE WALL - MASONRY SPLITFACE PATTERN PAINTED	AP FORMLINER	SW 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:

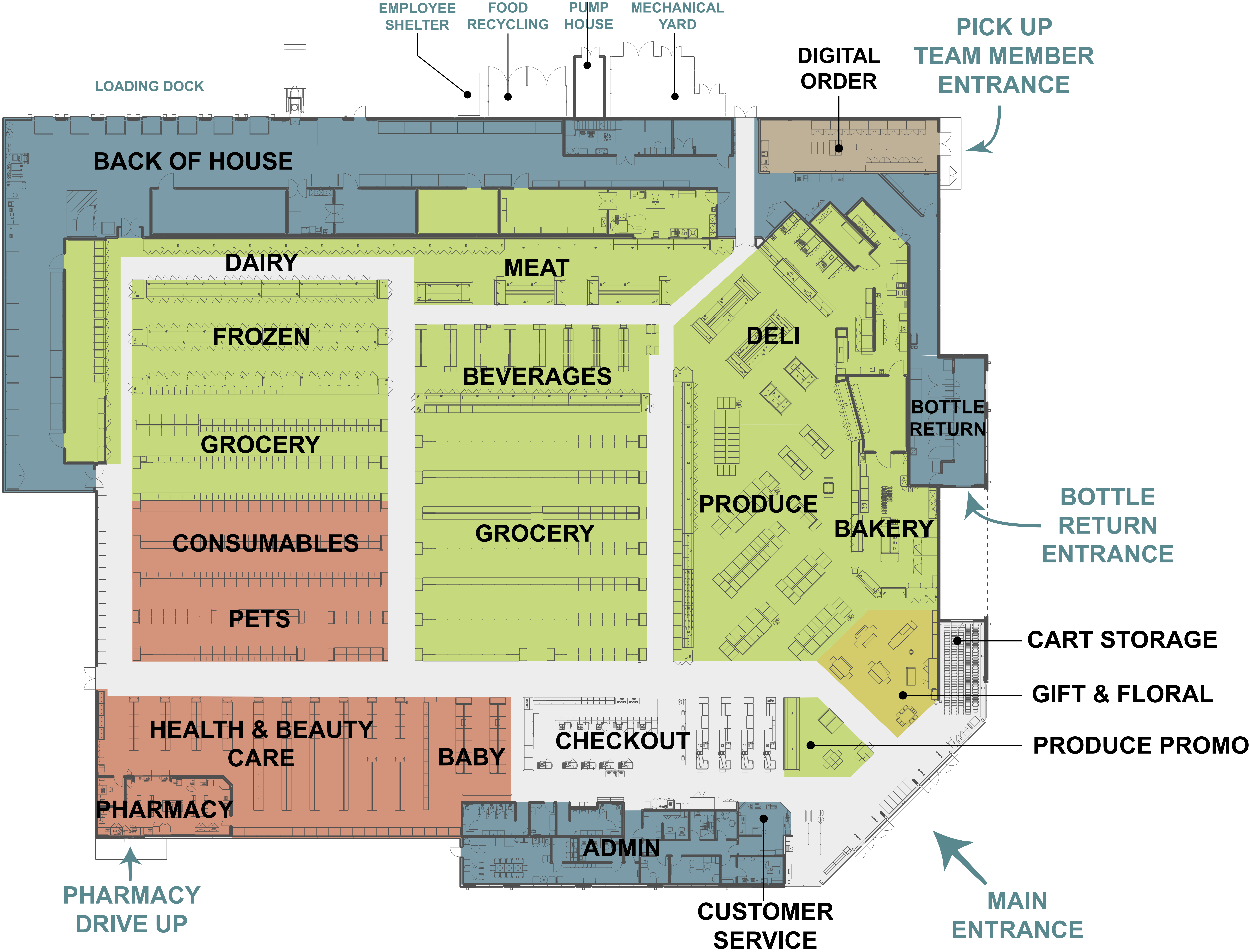
FOOD TOTAL: 32,700 SF
GROCERY
PRODUCE
FROZEN
BEVERAGES
DELI
MEAT
DAIRY
BAKERY
SEAFOOD

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



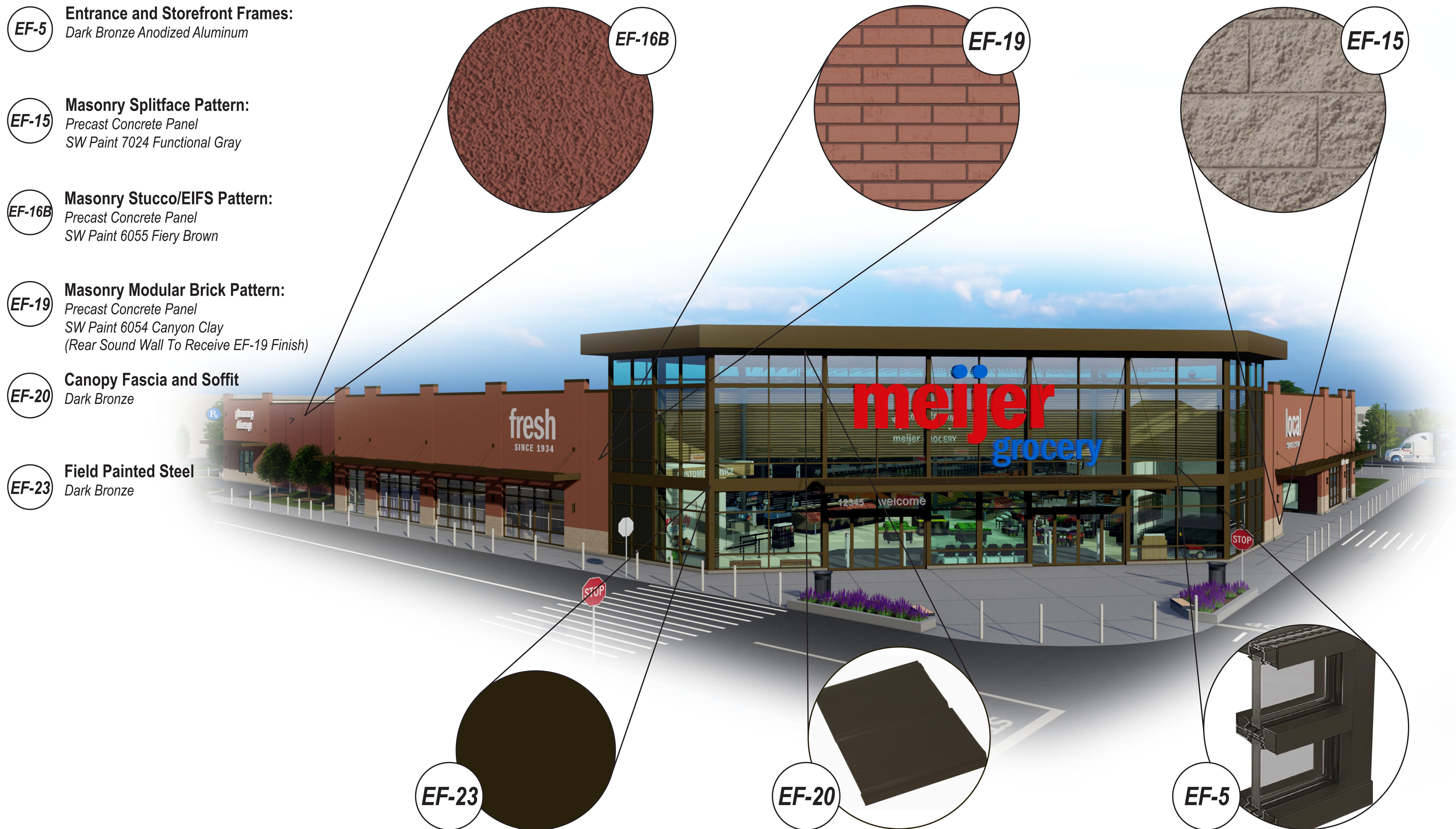
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

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

DATE: 4/12/2024



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

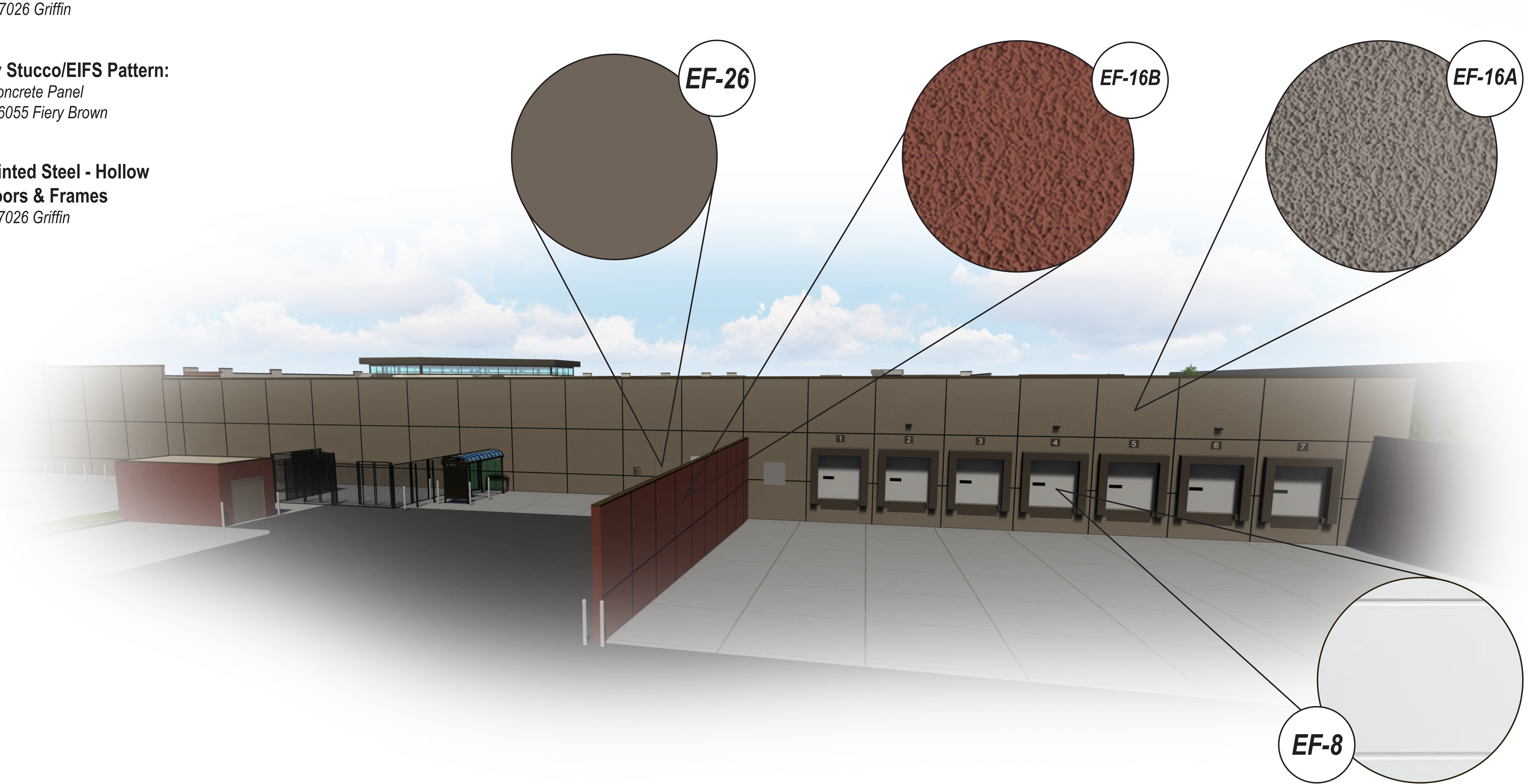


EF-8 Sectional Overhead Doors

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

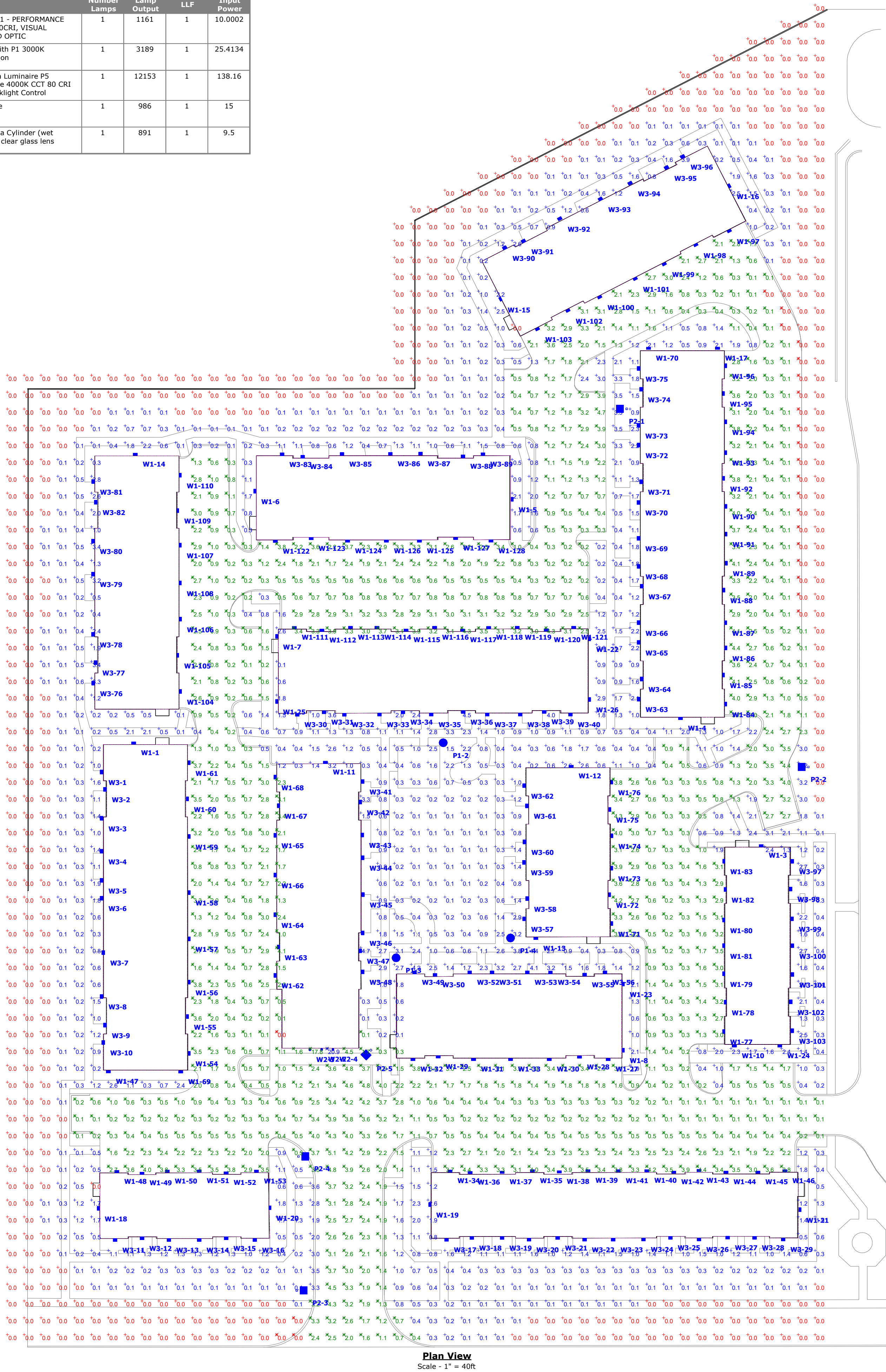
EF-16B Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 6055 Fiery Brown

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



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

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



Plan View
Scale - 1" = 40'

MODEL #

CKM

TECHNICAL SPECIFICATION

3 YEAR WARRANTY

MODEL #:

WATTAGE:

VOLTAGE:

KELVIN:

SIZE:

CKM

TECHNOLOGY:

PROJECT:

TYPE:

ACCESSORIES:

NOTES:

AREA:

W-3

FEATURES

PRODUCT IMAGE

APPLICATION

Indoor

Outdoor

Score

LOCATION

Wet

USA

RoHS COMPLIANT

3 YEAR WARRANTY

ADA COMPLIANT

CE

LIGHT PROPERTIES

Available Kelvin Options:

2700K WARMER

3000K SOFT WHITE

3500K NEUTRAL

4000K COOL WHITE

5000K DAYLIGHT

LED CHIPS USED

LED CHIPS USED

TESTED

CRI

LIFE SPAN

120V/277V NON DIMMABLE

120V/277V TRIAC-ELV DIMMABLE

120V/277V D-10V DIMMABLE

WATTAGE	SOURCE LUMENS @400K	DELIVERED LUMENS
9	1259	1007
12	1520	1216
15	1750	1400
20	2494	1995
24	2793	2234
31	4000	3200

VOLTAGE
Standard: ND - 120V/277V NON DIMMABLE DV - 120V/277V NON DIMMABLE TD - 120V TRIAC-ELV DIMMABLE DVD - 120V/277V D-10V DIMMABLE

ASL LIGHTING
725 East state St. Trenton, NJ 08609 | info@asllighting.com | www.asllighting.com
TOLL FREE: 800-111-1101 | LOCAL: 718-349-1101 | Shipping & Receiving: 322 Monmouth Street, Trenton, NJ, 08609
Specifications and dimensions are subject to change without notice / Consult your ASL lighting representative.
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4" ROUND DIRECT WET LOCATION GAMMA SERIES

PROJECT:

QUANTITY:

TYPE:

W-2

CW4040SPC

CW4040SPC

CW4040SPC

SERIES	LUMENS ¹	CCT	OPTICS	DRIVER / DIMMING ²	LENS	MOUNTING ³	FINISH ⁴
CW4040SPC 4" x 6"	150, 550 Lm	80 CRI	ND 1"	EX Electronic Driver, 320V/277V	CL Clear Glass Lens	WM Wall Mount	MW Matte White
	15K, 500 Lm	27K, 1700K	MD 1"	DO10K 1%, 0-10V, 10V/277V	SD Micro Prisms Scribe™ Lens		MP Matte Black
	20K, 1000 Lm	30K, 3000K	MD 4"	SIG2W1 E-6/MDL 120V			PT Platinum Silver
		36K, 3600K	XW 50"				CC Custom Color
CW4040SPC 4" x 8"		40K, 4000K					
		90 CRI				EMER BAC OPTIONS	
		27K, 1700K				EMER 1% Remote EM	
		30K, 3000K				EMER 1% Remote EM with Enclosure	

EXAMPLE: CW4040SPC15K50NDKX/CL/WM/MW

NOTES:
1 Nominal Delivered Lumens at 3000K. 2 Consult Factory for Additional Options. 3 See Mounting Page for Details on Components and Features.
4 See Color Page for White Options/Custom Factory for Special Finishes. 5 Standard Finishes.

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ILLUMINATING WHAT'S POSSIBLE.

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

83-00183_RA

Specifications

Depth (D1): 5.5"
Depth (D2): 1.5"
Height: 8"
Width: 9"
Weight: (without options) 1 lbs

WDGE LED Family Overview

Luminaire	Optics	Standard 1M, 0°C	Cold 1M, -20°C	Sensor	Approximate Lumen (1000K, 80CRI)							
					P0	P1	P2	P3	P4	P5	P6	P7
WDGE1 LED	Visual Comfort	4W		—	750	1,200	2,000	—	—	—	—	—
WDGE2 LED	Visual Comfort	18W	18W	Standard / night	—	1,200	2,000	3,000	4,500	6,000	—	—
WDGE2 LED	Precision Reflector	18W	18W	Standard / night	750	1,200	2,000	3,000	4,500	—	—	—
WDGE3 LED	Precision Reflector	18W	18W	Standard / night	6,000	7,500	8,500	10,000	12,000	—	—	—
WDGE4 LED	Precision Reflector			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 DBXBI

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P0	27K 2700K	80CRI	VF	MVOLT	Shipped included
	P1	30K 3000K				SRM Surface mounting bracket
	P2	35K 3500K	90CRI	VW		ICW Indirect Canopy/Gutter/Water bucket (by/damp locations only)
		40K 4000K				
		50K 5000K				Shipped separately
						ABS 1/2inch Architectural wall spacer
						FRWB Surface-mounting wall bracket (see page 10 for where this is a junction box available.)

Options	Finish
EAH Emergency battery backup, Certified in CA Title 20 MANDATES (40W, 0°C max)	00R00 Dark bronze
FE Photocell, Button Type	00L00 Black
DS Dual switching wires with 2 dimers and 2 light engines (see page 1 for details)	00N00 Natural aluminum
0-10V dimming wires pulled outside fixture (for use with an external, external dimming separately)	00W00 White
Bottom connector entry for fast box (FRWB) Total of 4 entry points.	00S00 Sandstone
DSLE Dual Switching (1 dimmer, 2 light engines)	
CCE Coastal Construction	
00R00 Dark bronze	00R00 Dark bronze
00L00 Black	00L00 Black
00N00 Natural aluminum	00N00 Natural aluminum
00W00 White	00W00 White
00S00 Sandstone	00S00 Sandstone

 **COMMERCIAL OUTDOOR** One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com WDG1E1 LE
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Radean Post Top LED Area Luminaire

Catalog Number

Notes

Type P-1

Click on the top right corner of the page to see all interactive content.

Specifications

EPA: 1.02 ft²
(0.105 m²)

Length: 24"
(61cm)

Width: 24"
(61cm)

H1 Luminaire Height: 48"
(10.16cm)

H2 Luminaire Height: 26"
(66.04cm)

Weight: 38lbs
(17.24kg)

Introduction

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

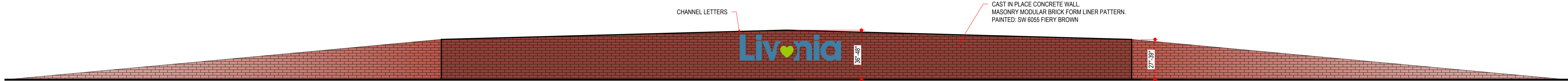
Ordering Information

EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PE DNA

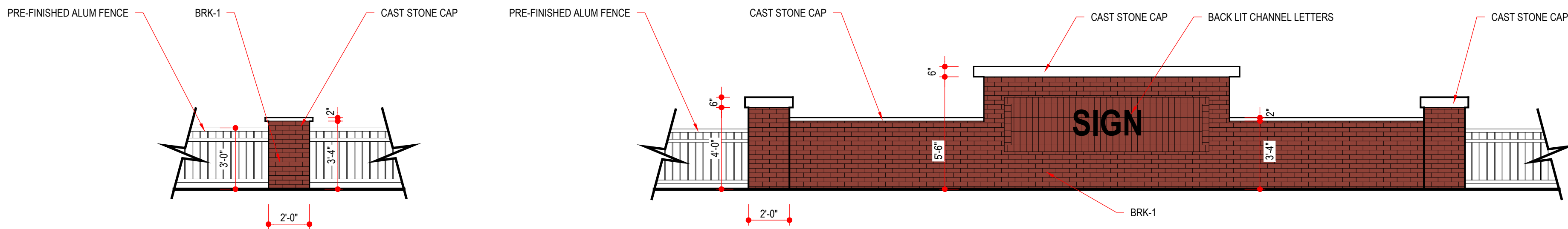
RADPT LED						
Series	Performance package	Color temperature	Distribution	Voltage	Mounting (required)	
RADPT LED	P1 1,000 Lumens	27K 2700K	SYM Symmetric type IV	MVOLT ¹	227 ¹	PS4 ¹ Slips inside a 4"OD round metal pole
	P2 3,000 Lumens	30K 3000K	ASY Asymmetric type IV	120 ¹	347	RADPT20 Slips over a 1.318" diameter teeless (4" tall teeless required)
	P3 1,000 Lumens	35K 3500K	PATH Pathway type II	208 ¹	480	RADPT25 Slips over a 2.718" diameter teeless (4" tall teeless required)
	P4 10,000 Lumens	40K 4000K				
	P5 15,000 Lumens	50K 5000K				

Control options	Other options	Shipped installed	Finish (optional)
Shipped installed HLRMR 4-wire AHJ 2.0 enabled ¹ PE Button-phantom ¹ FAO Field adjustable output ¹ DMG 0-10V dimming area pulsed-width modulated (for use with external control systems)	SF Single face ¹ DF Double face ¹ R90 Rotated optics ¹	HS Housepale white ¹	DORDD Dark bronze DRDLD Dark DNARD Natural aluminum DWNWD White DORDD Dark bronze DRDLD Textured dark DNARD Textured natural aluminum DWNWD Textured white

LITHONIA LIGHTING COMMERCIAL OUTDOOR One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com RADP
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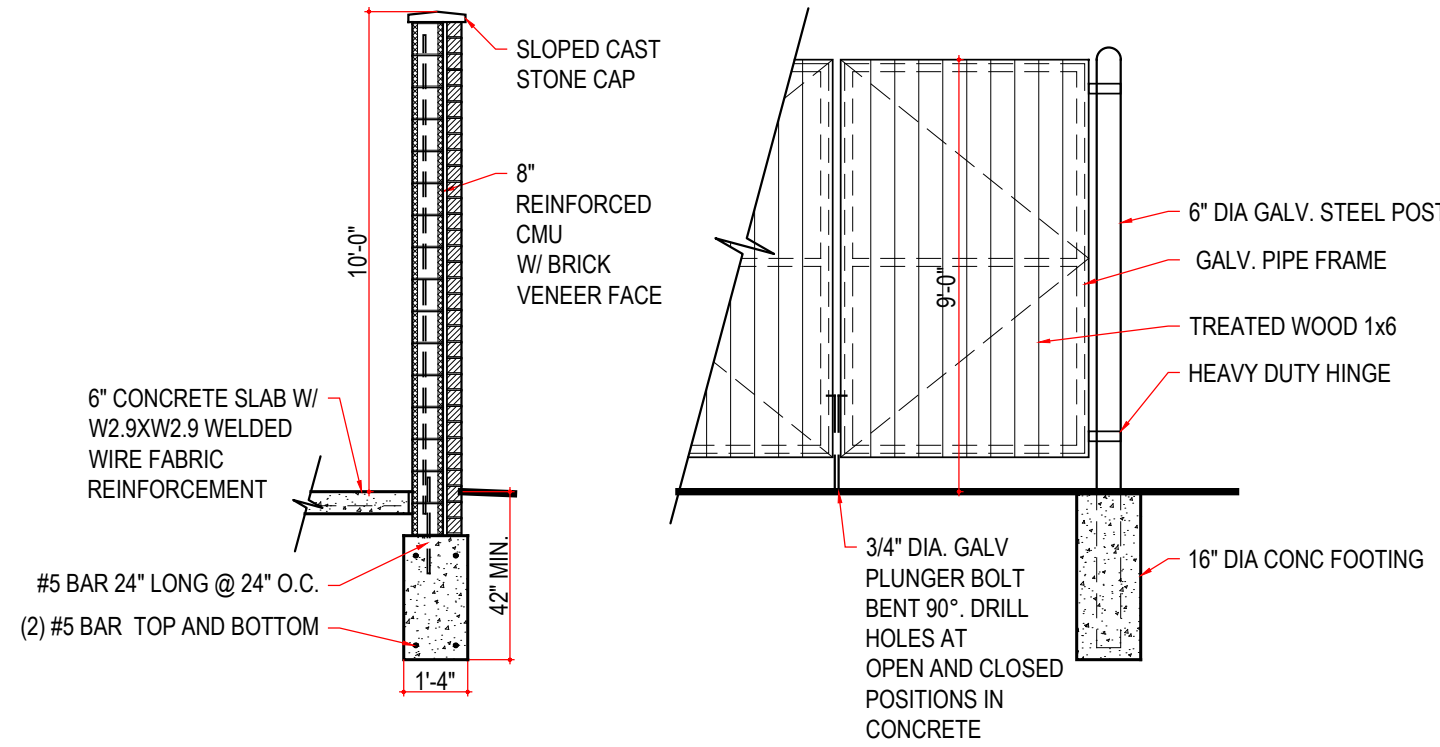


1 Corner Monument Sign
1/4" = 1'-0"

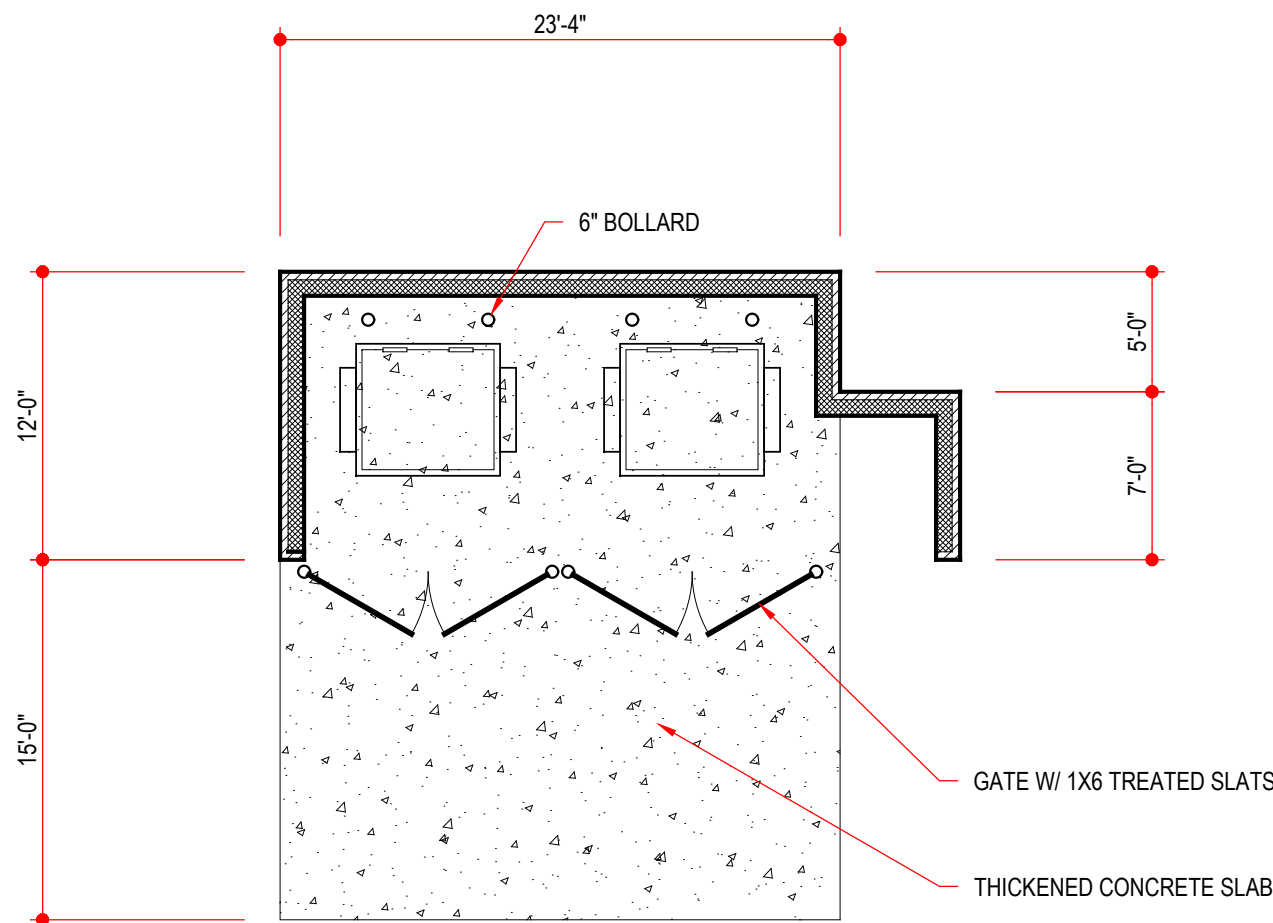


3 Townhome Monument Sign
1/4" = 1'-0"

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

S100

21003

Site Details

BUILDING UNIT MATRIX

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

UNIT SQUARE FOOTAGES

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



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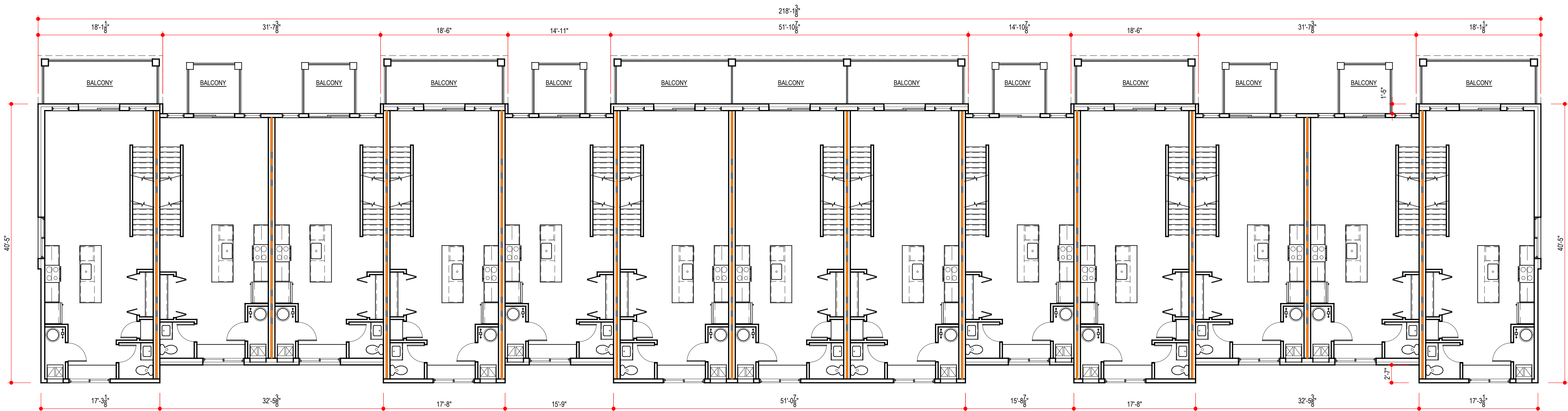
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI

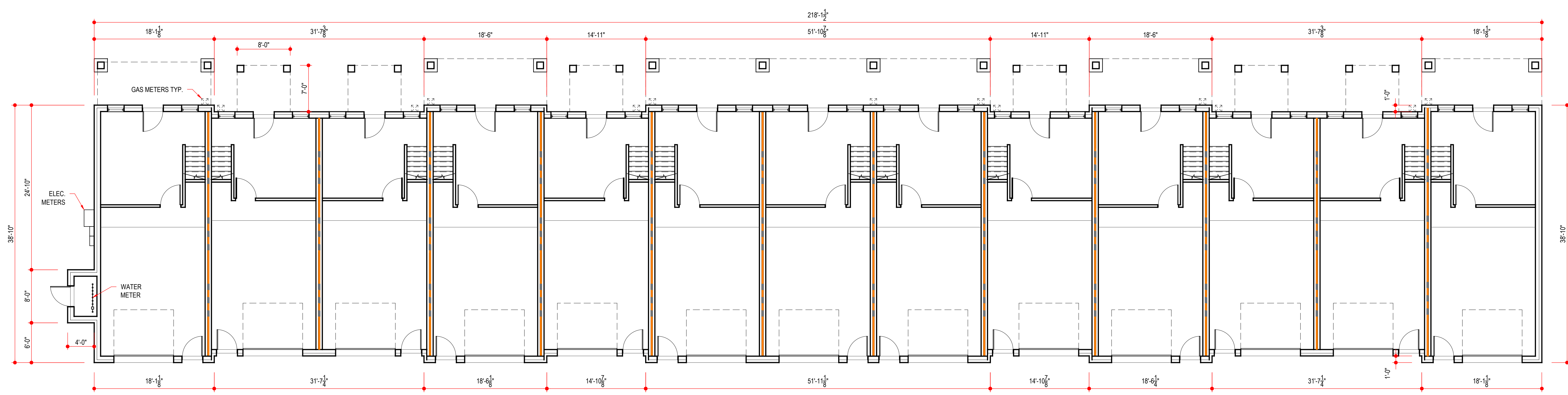
3-Story Typ Floor Plan

A100

21003

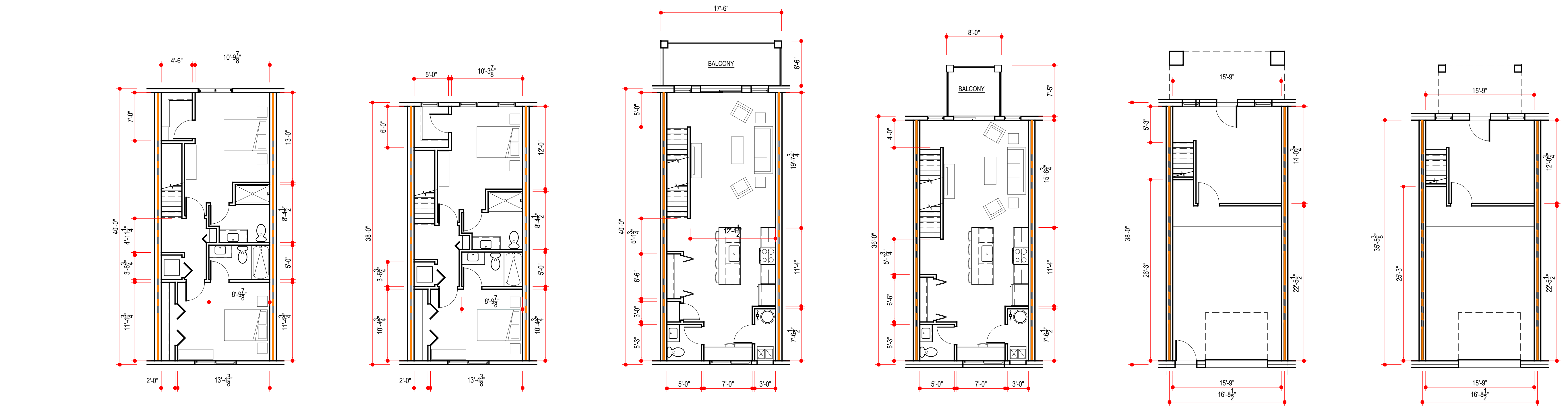


2 3-Story Second Floor Plan
1/8" = 1'-0"

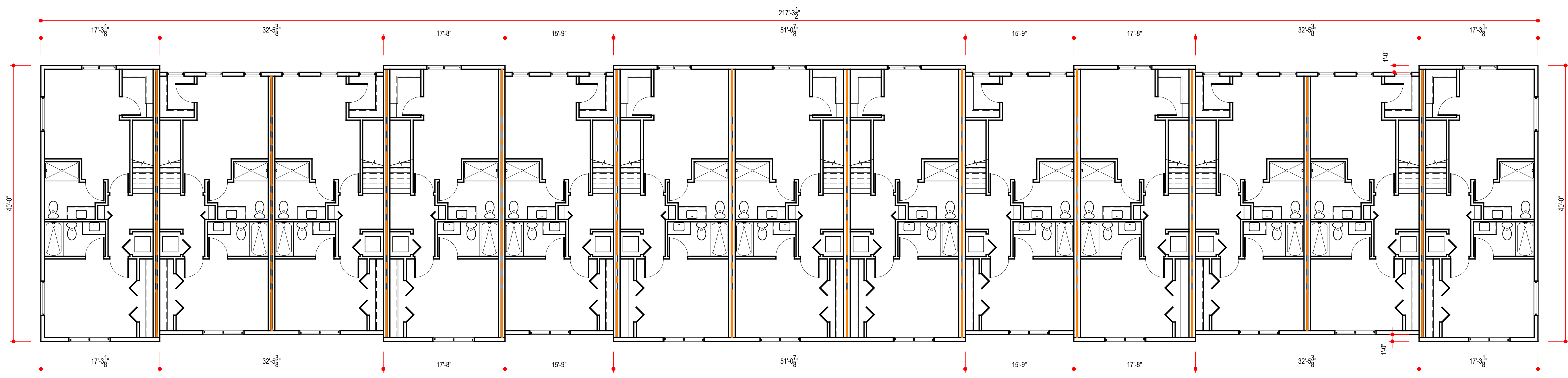


NOTE: THIS BUILDING LAYOUT IS REPRESENTATIVE TO BUILDING A.
LAYOUT FOR BUILDINGS B & K TO BE ADJUSTED FOR UNIT COUNT.

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



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



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



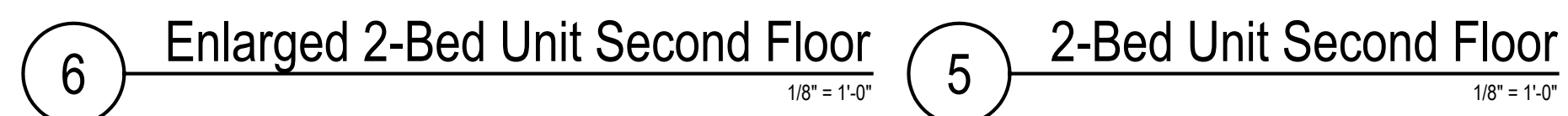
PGD	5.17.24
SUBMITTAL	
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI

3-Story Typ Floor Plan

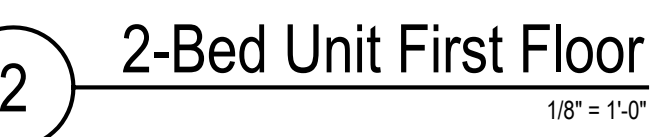
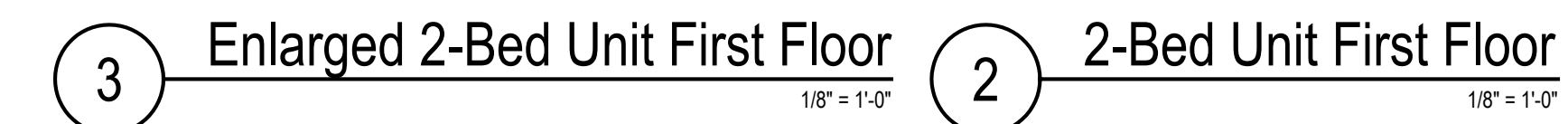
A101

21003



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

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

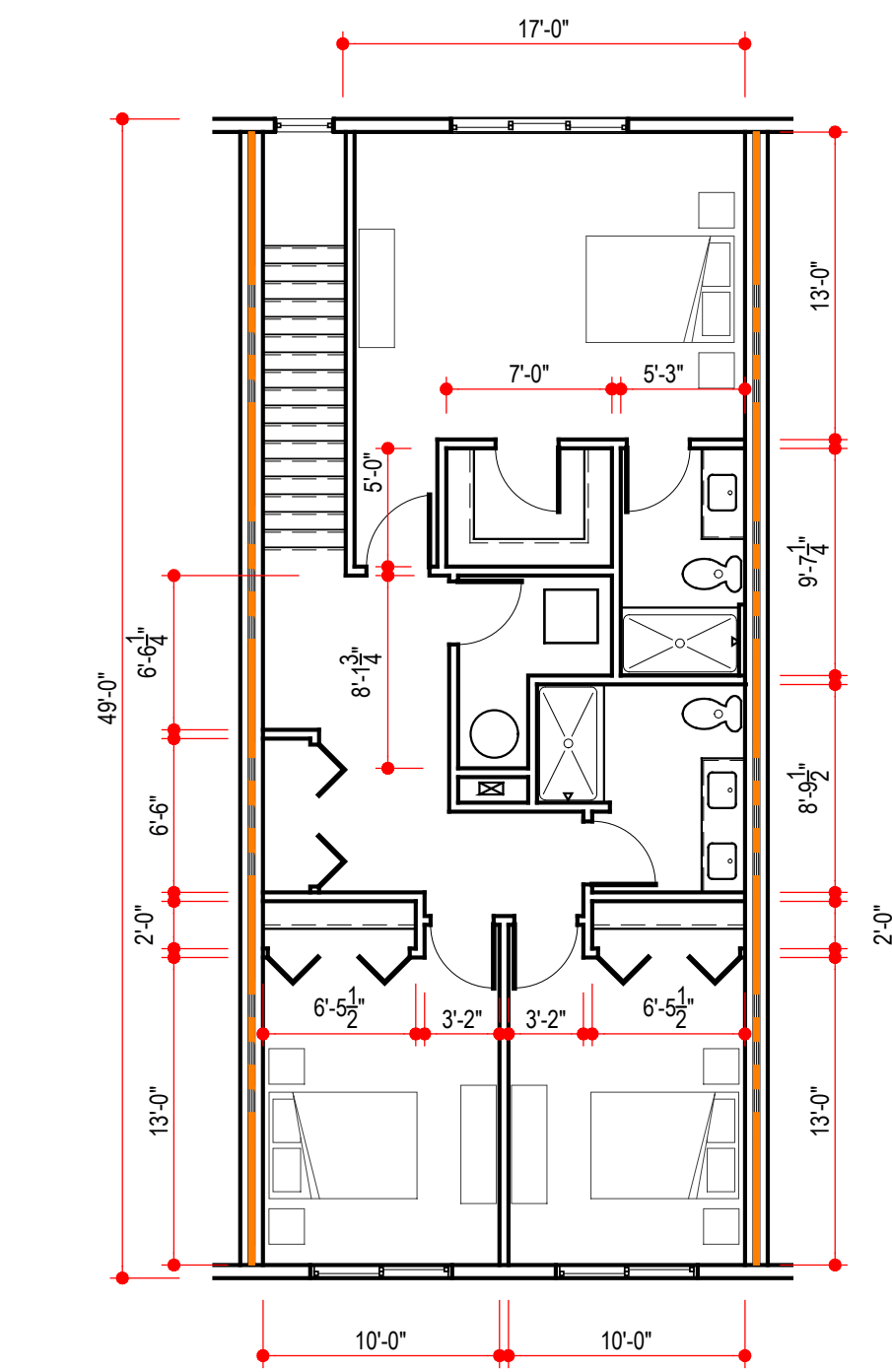
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PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

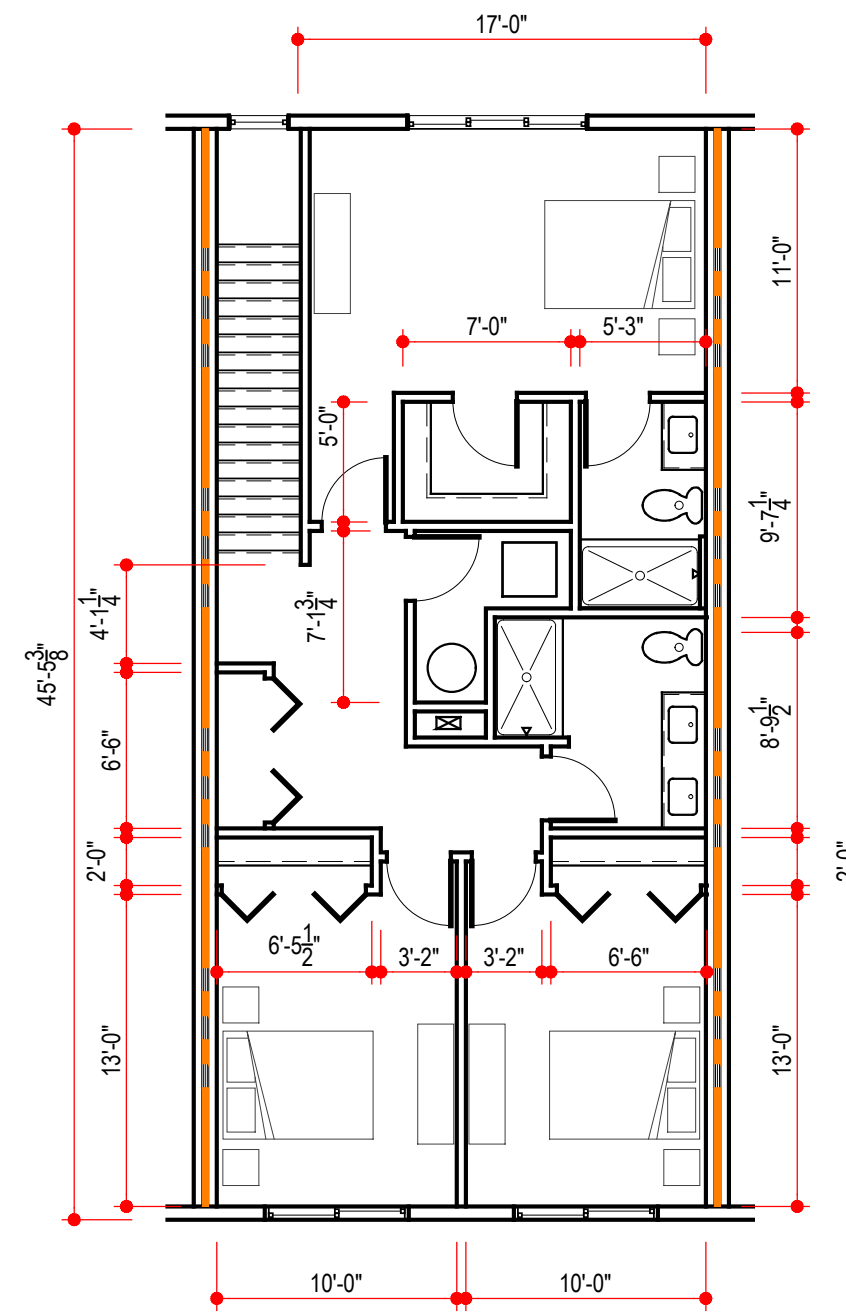
7 Mile
Livonia, MI

A102

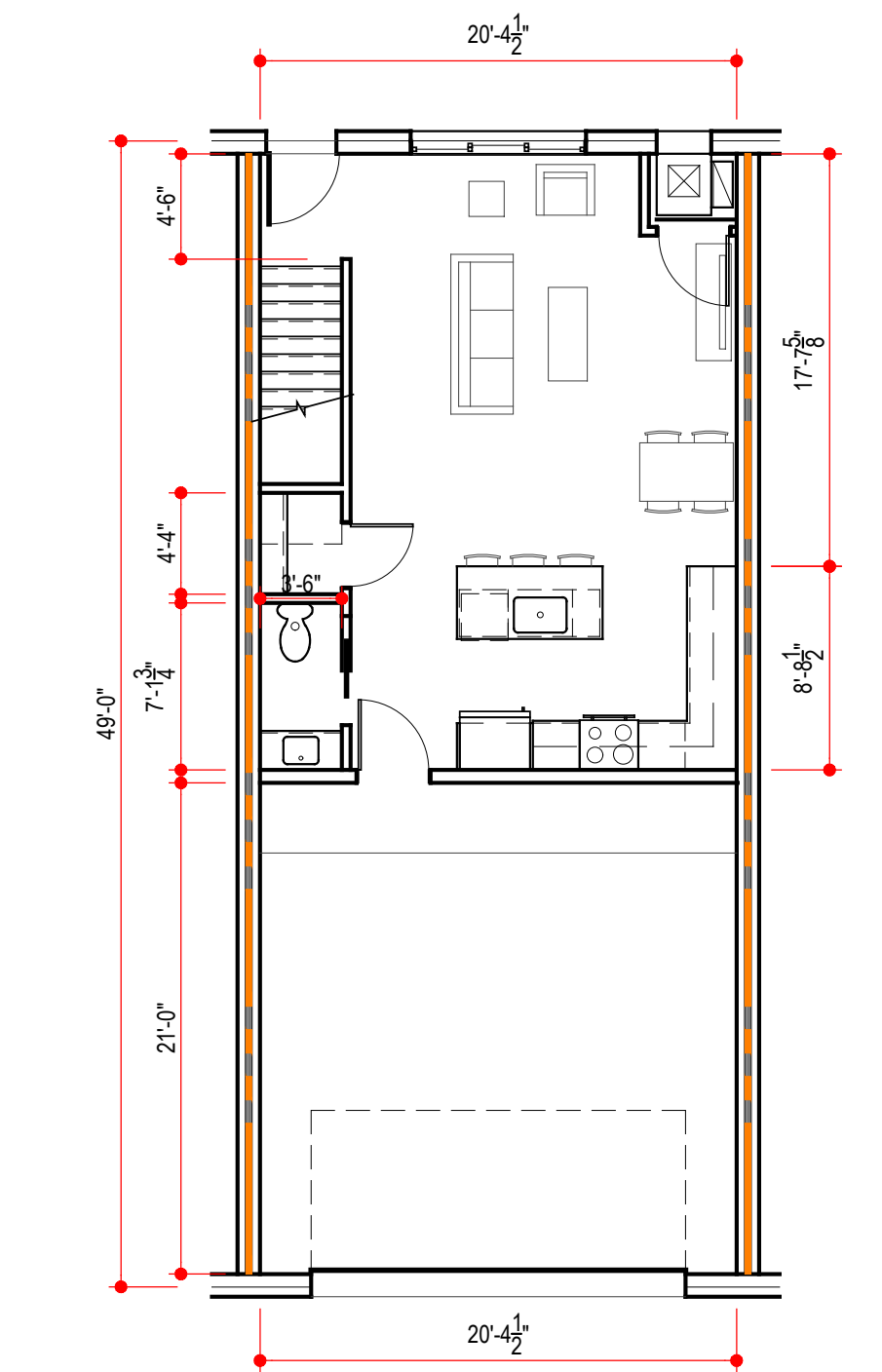
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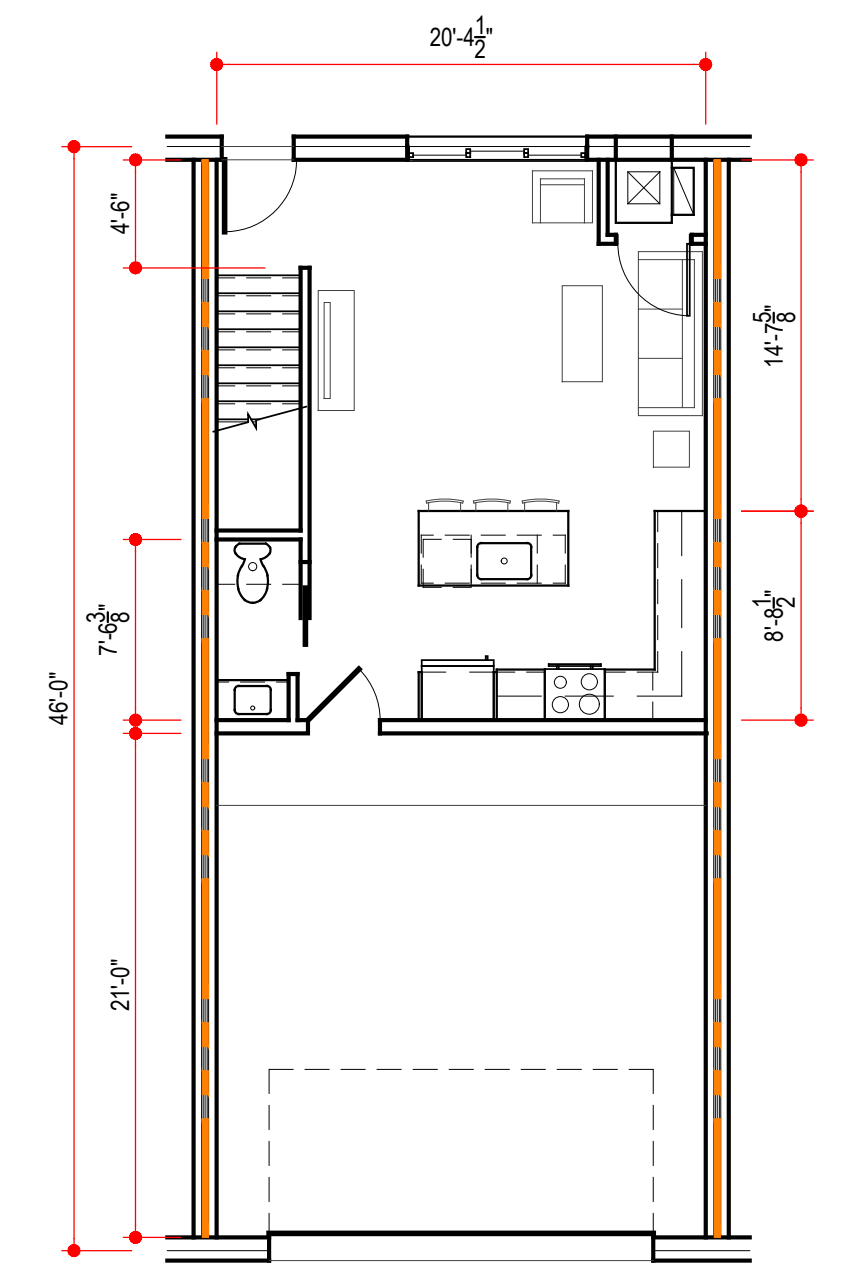
6 Enlarged 3-Bed Unit Second Floor
1/8" = 1'-0"



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



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



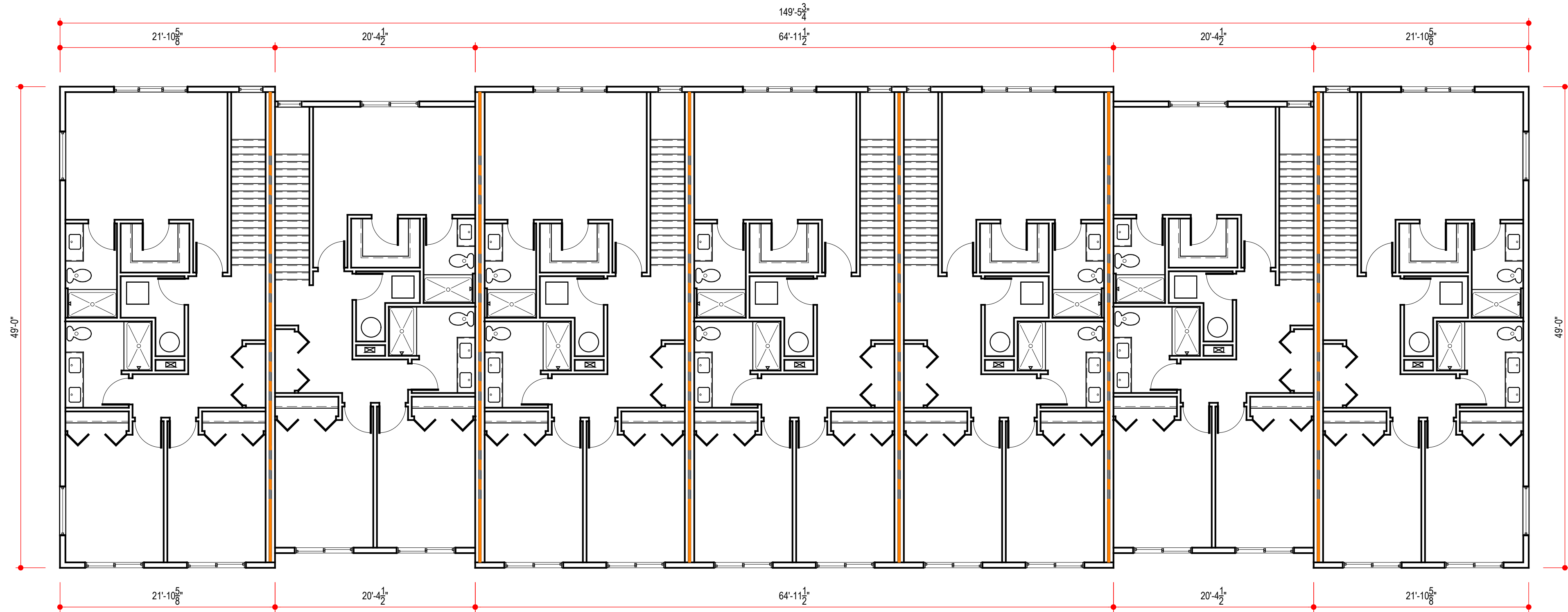
2 3-Bed Unit First Floor
1/8" = 1'-0"

BUILDING UNIT MATRIX

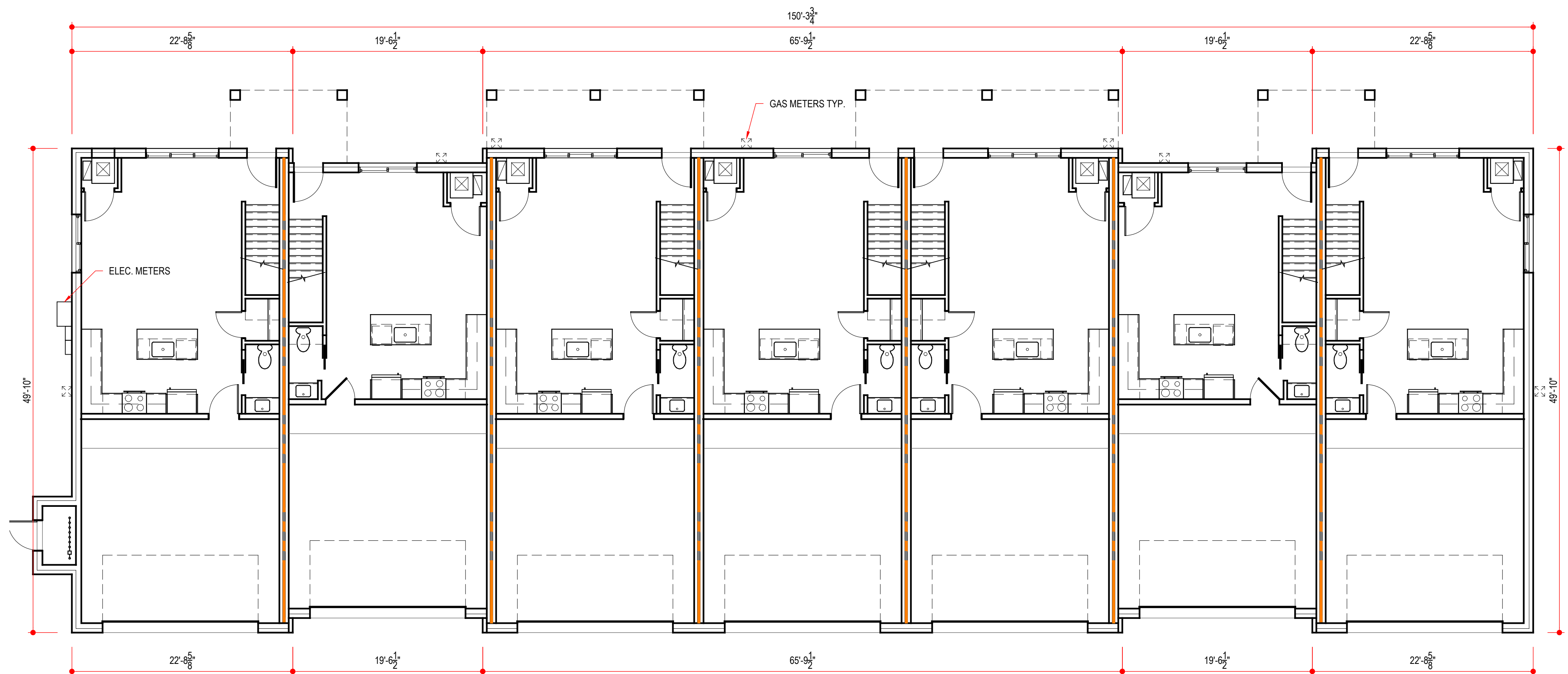
	BLDG A	BLDG B	BLDG C	BLDG D	BLDG E	BLDG F	BLDG G	BLDG H	BLDG I	BLDG J	BLDG K	BLDG L	TOTAL	
3-STORY, 2-BED ENLARGED	7	4	-	-	-	-	-	-	-	-	5	-	16	102
3-STORY, 2-BED	6	2	-	-	-	-	-	-	-	-	2	-	10	
2-STORY, 2-BED ENLARGED	-	-	-	6	-	-	7	9	-	4	-	6	32	
2-STORY, 2-BED	-	-	-	2	-	-	4	4	-	2	-	2	14	
2-STORY, 3-BED ENLARGED	-	-	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
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2-STORY, 3-BED	1,355	428	1,783

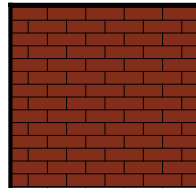
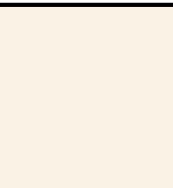
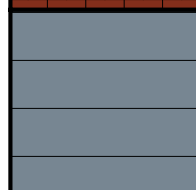
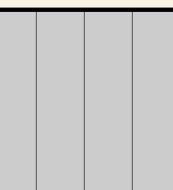
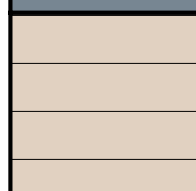
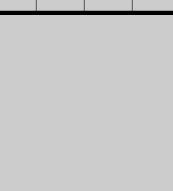


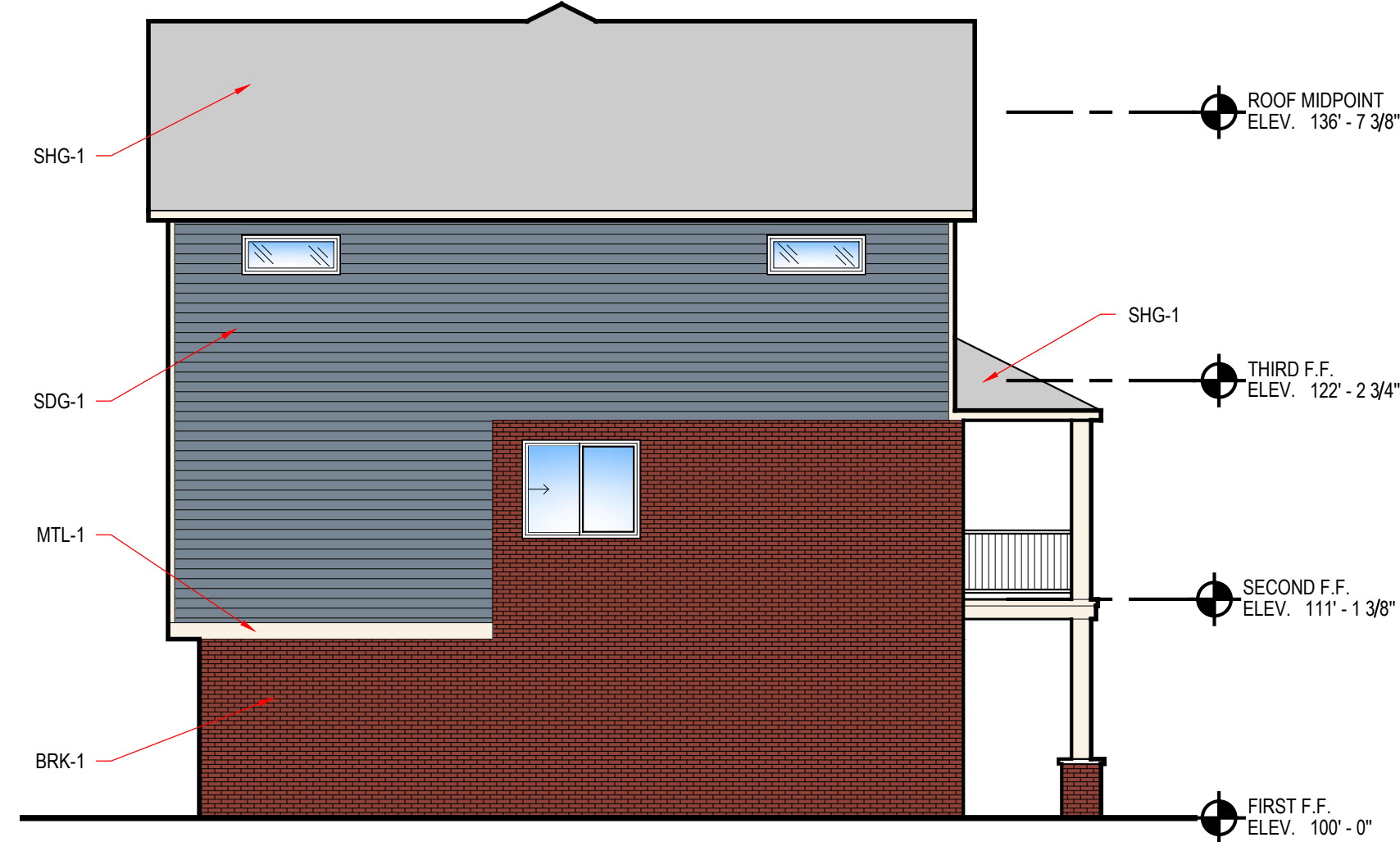
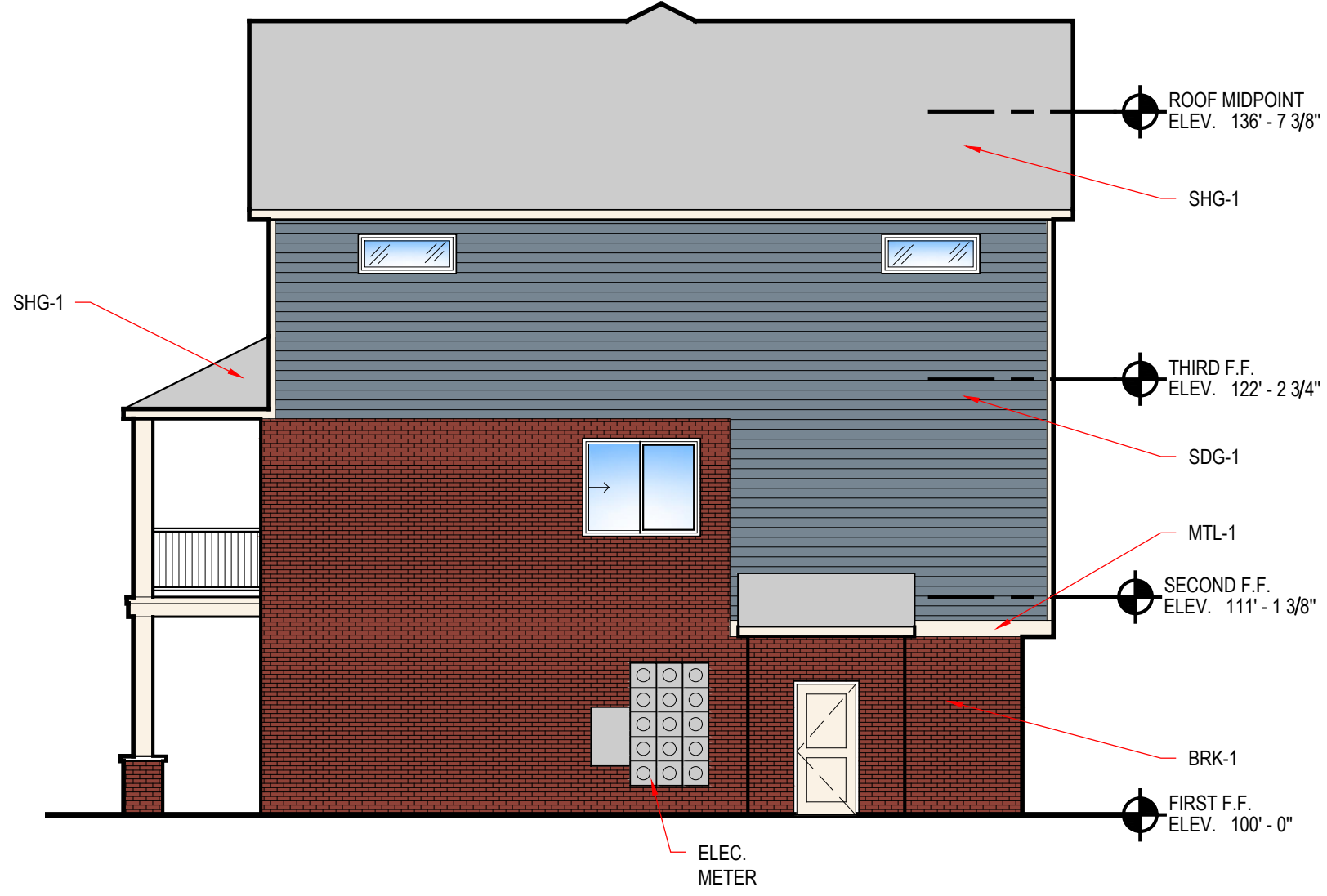
4 3-Bed Second Floor Plan
1/8" = 1'-0"



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

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

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



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

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



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



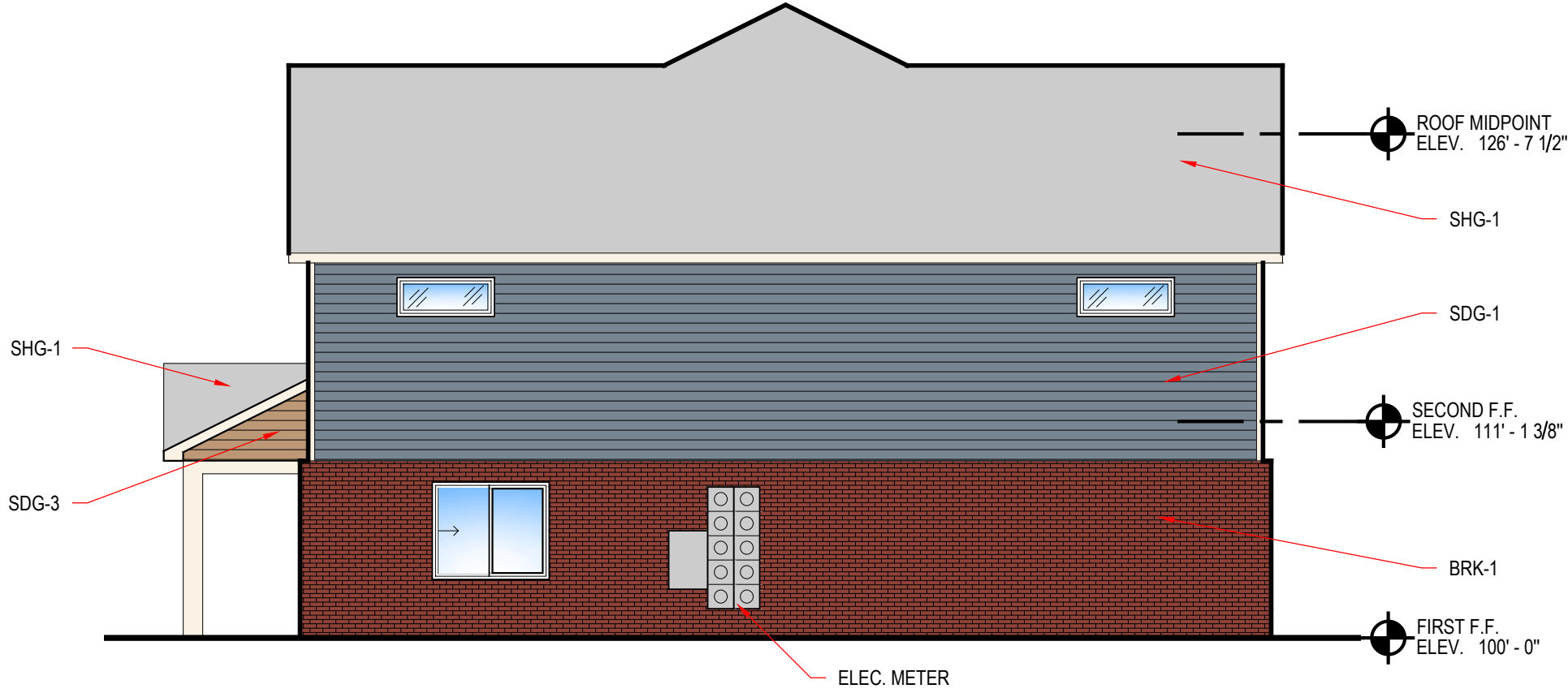
1 3-Story Front Elevation
1/8" = 1'-0"



PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington 7 Mile Livonia, MI	3-Story Elevations
A201	21003

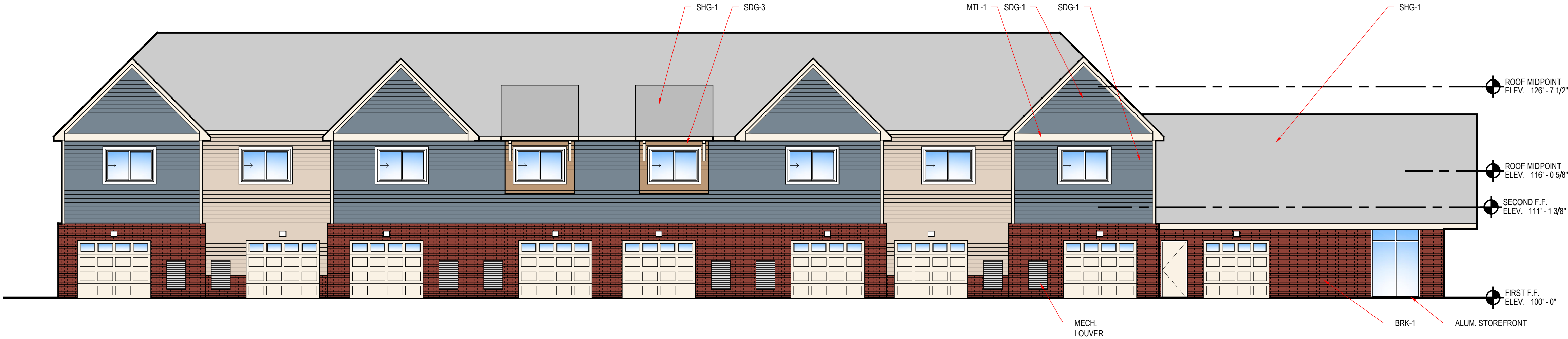
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SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTEED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



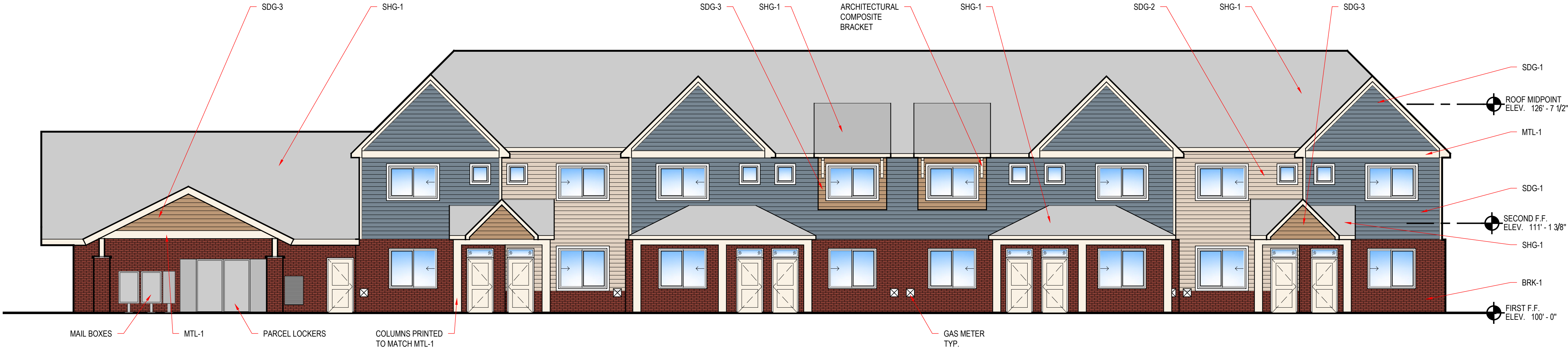
4 2-Bed Right Elevation
1/8" = 1'-0"



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



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



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



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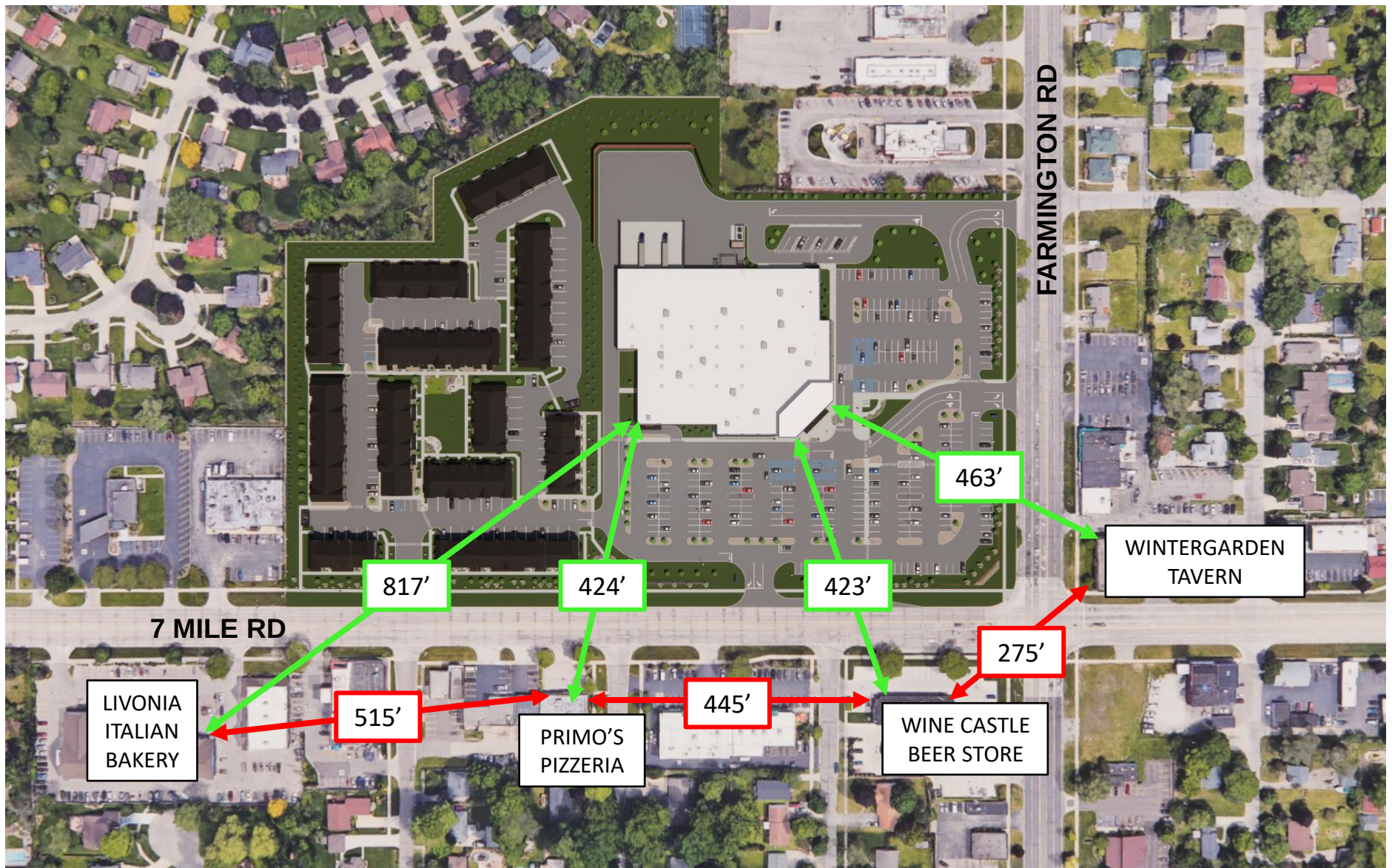
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

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



MEIJER LIVONIA, MI

**SPECIALLY DESIGNATED MERCHANT
MAY 17, 2024**







7 MILE & FARMINGTON LIVONIA, MI

**PLANNED GENERAL DEVELOPMENT
MAY 17, 2024**

DEVELOPER:



DEVELOPMENT
PARTNER:



ARCHITECT:



CIVIL ENGINEER &
LANDSCAPE ARCHITECT:

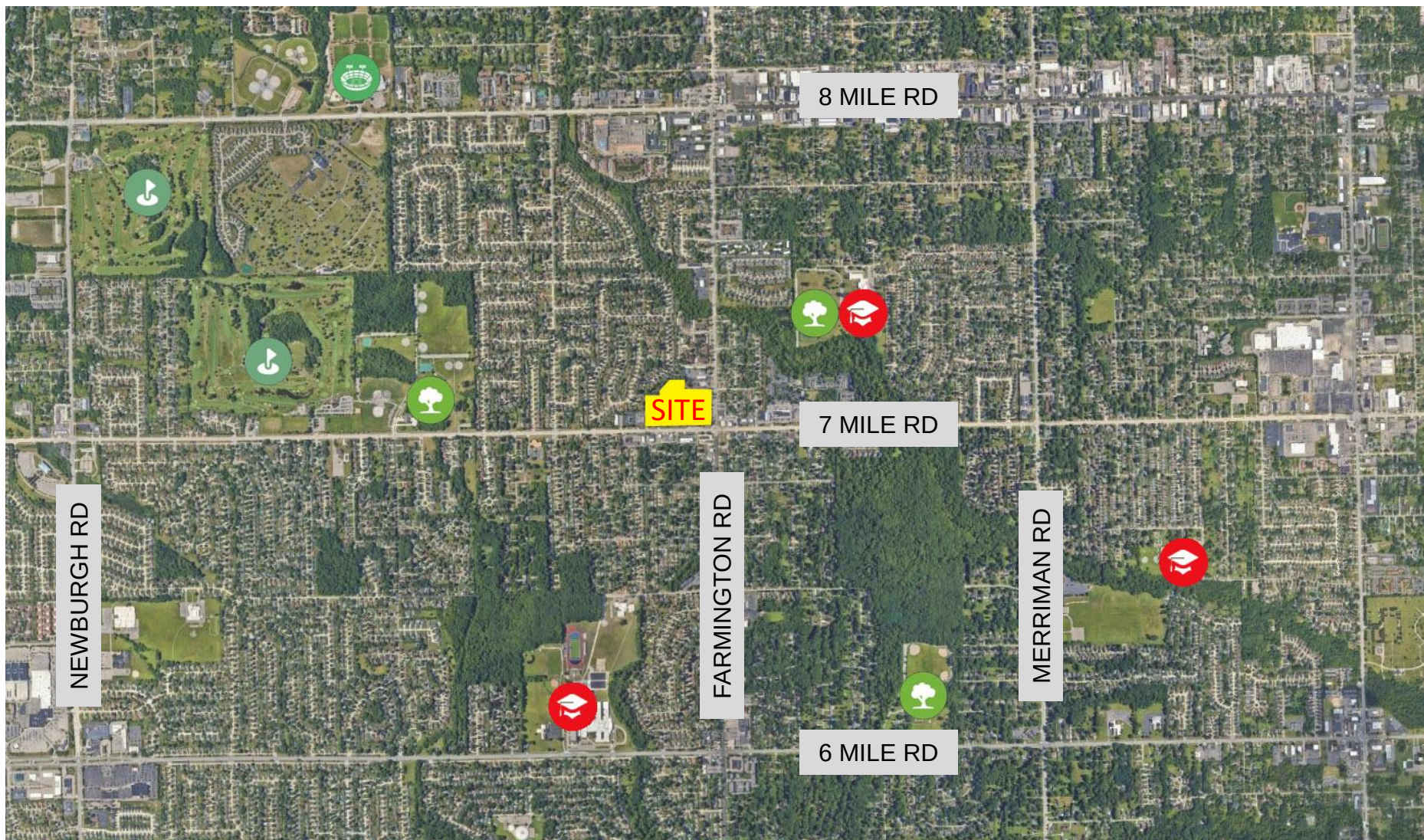


On behalf of Schostak Brothers and Meijer, we are pleased to introduce a Planned General Development (PGD) and Site Plan Approval (SPA) application package to the City of Livonia. This proposed project is an exciting redevelopment that will offer both a Meijer Grocery and a 102-unit multi-family residential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

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

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

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



GOLF COURSE



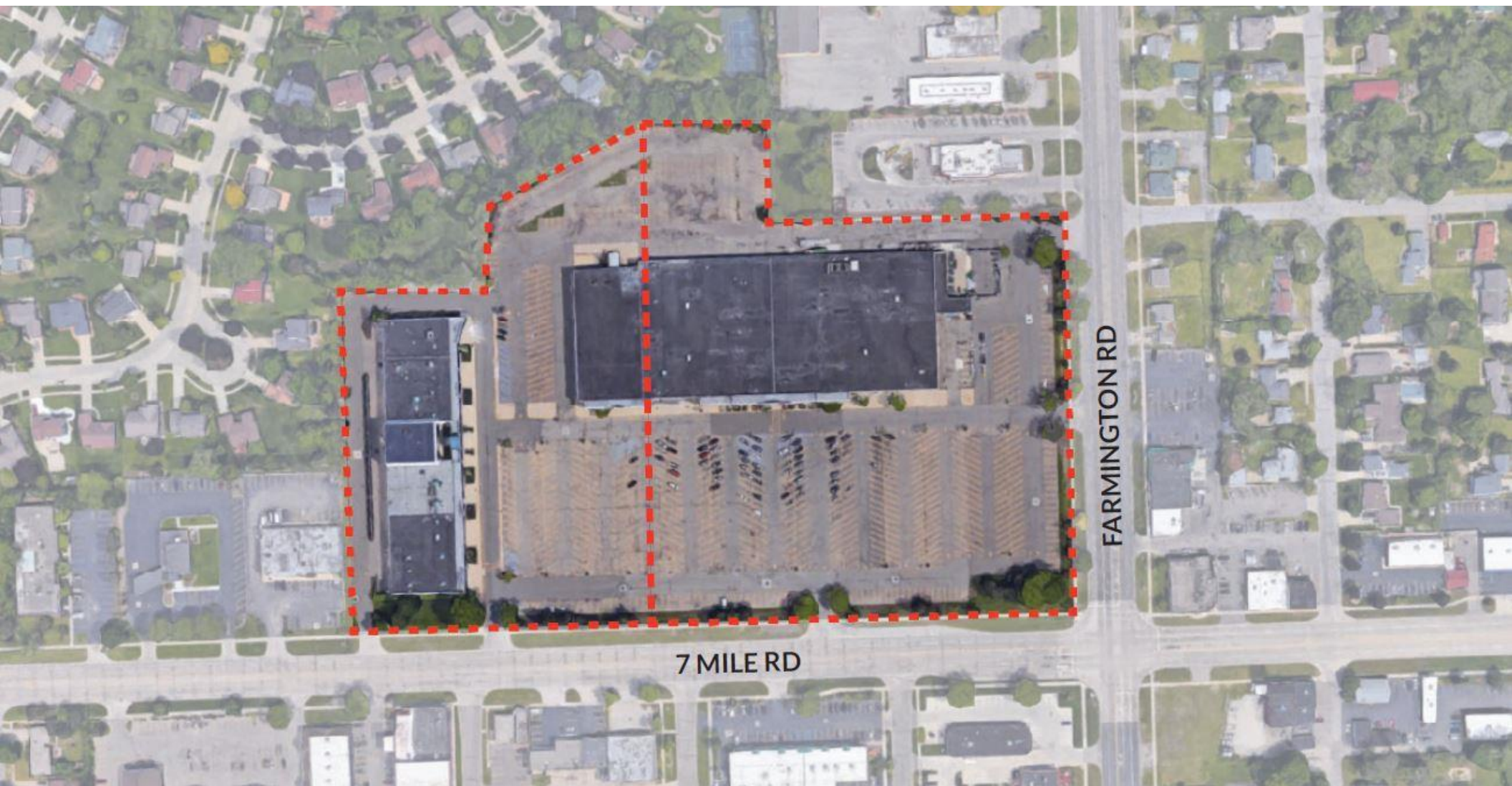
SPORTS FACILITY



PARK



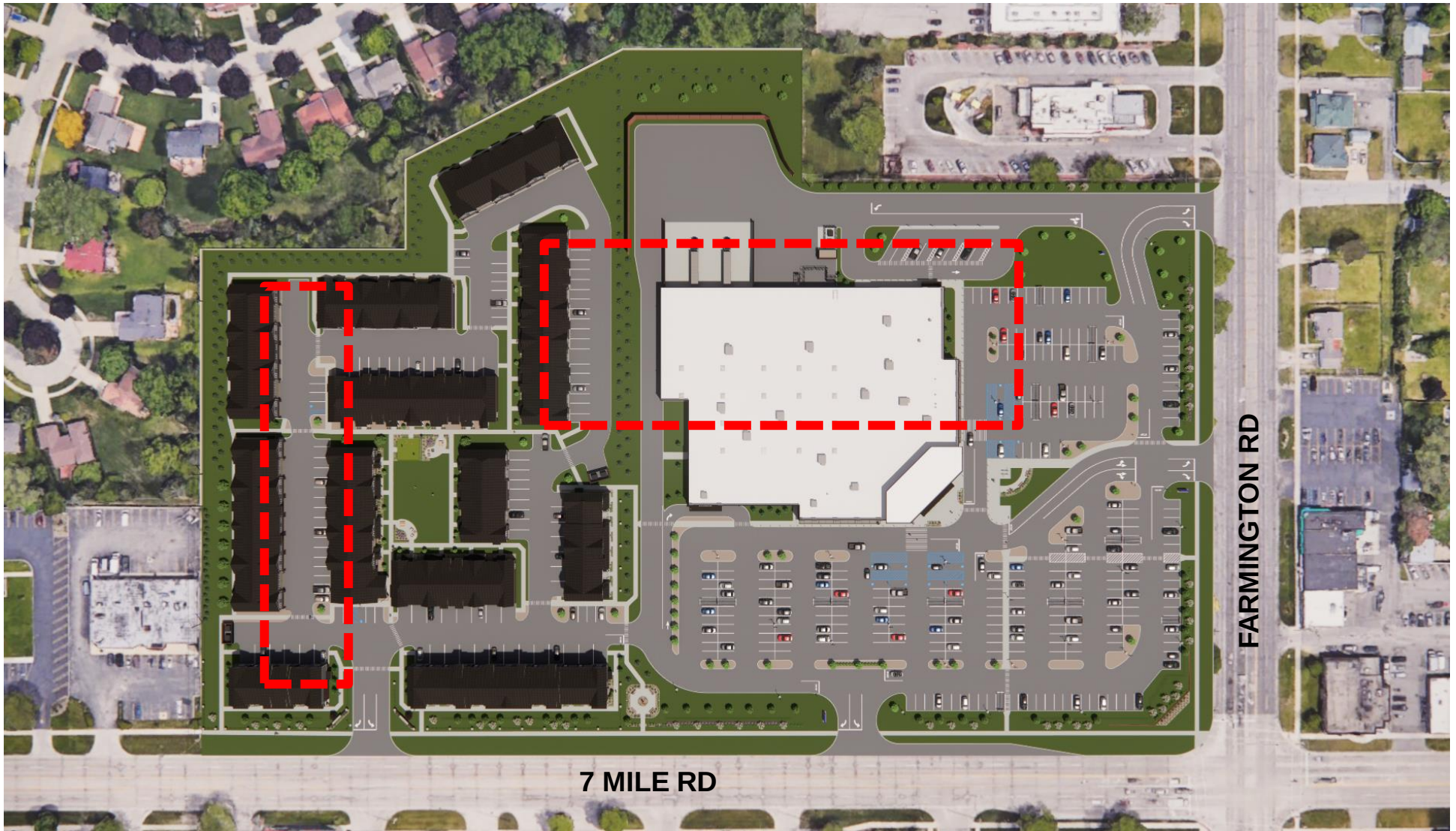
SCHOOL

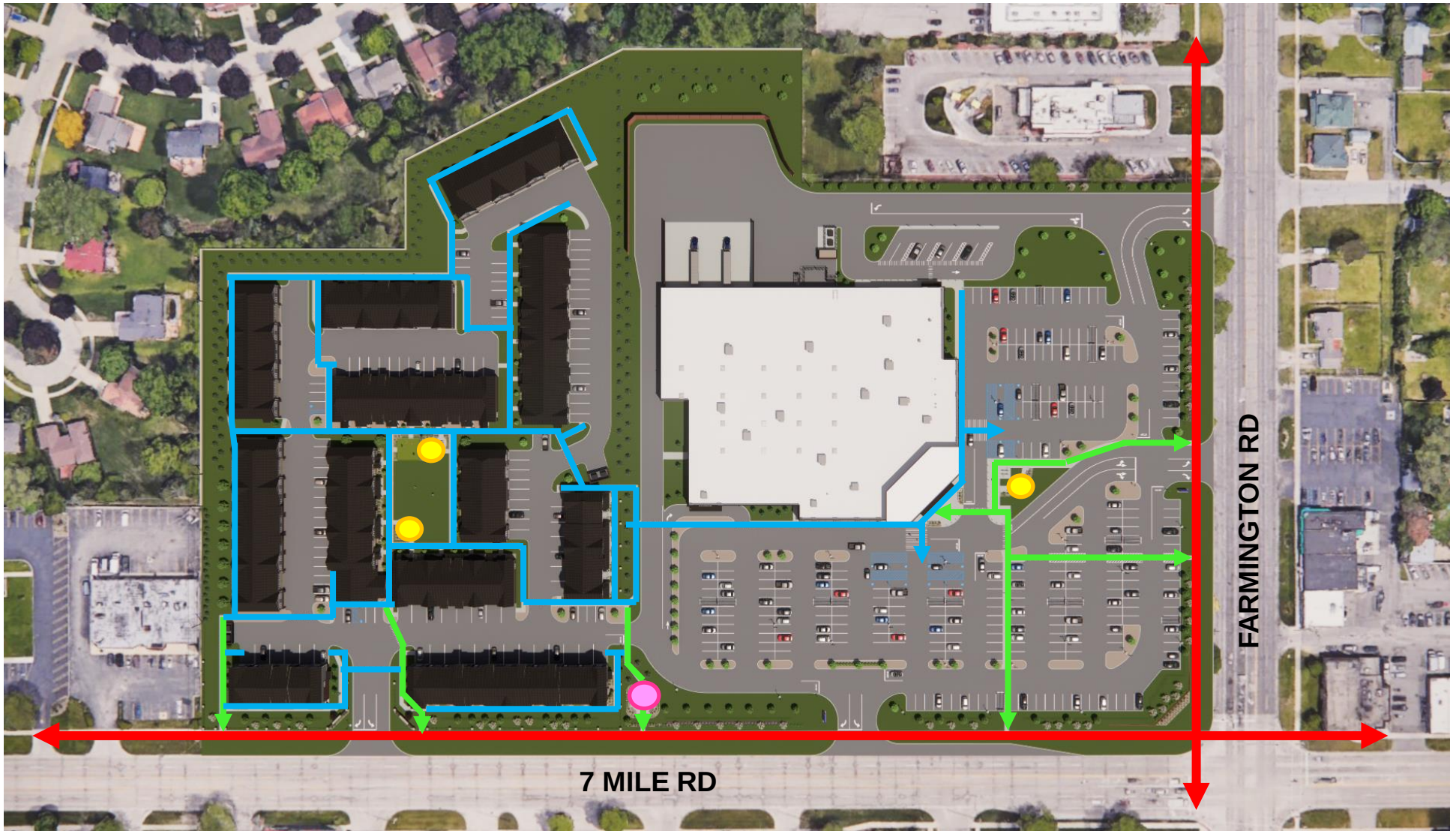












- ← PUBLIC SIDEWALKS
- ← CIRCULATION TO PUBLIC SIDEWALKS
- ← SITE CIRCULATION
- SITTING AREA
- COMMUNITY PLAZA











EF-5

Entrance and Storefront Frames:
Dark Bronze Anodized Aluminum

EF-15

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

EF-16B

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

EF-19

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

EF-20

Canopy Fascia and Soffit
Dark Bronze

EF-23

Field Painted Steel
Dark Bronze

EF-16B

EF-19

EF-15

EF-23

EF-20

EF-5



Grocery Format Livonia: Facade Materials

4/12/2024

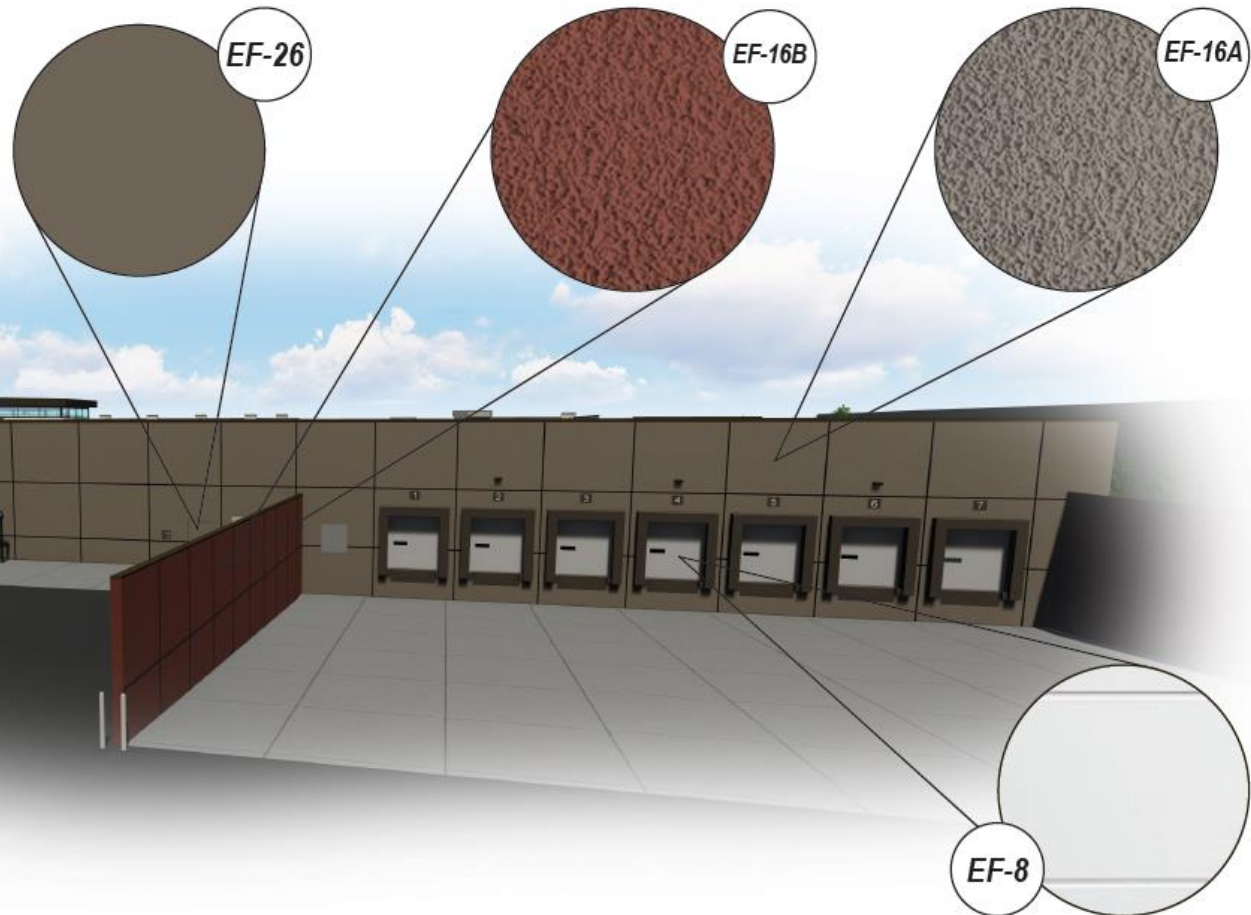


EF-8 Sectional Overhead Doors

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

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

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



Grocery Format Livonia: Facade Materials

4/12/2024





UPDATED PROPOSAL – MAY 2024



ORIGINAL PROPOSAL – JUNE 2023



**ARCHITECTURAL STEEL
CABLE SUPPORTED CANOPY**

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

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

**CASTLE TOP
PARAPET DETAIL**

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

**INTERNALLY ILLUMINATED,
BUILDING MOUNTED SIGNAGE**

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















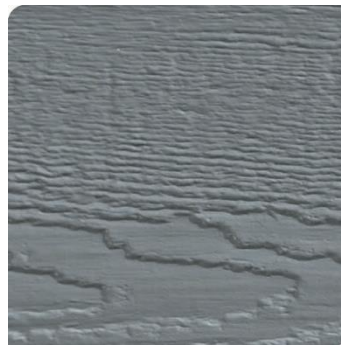








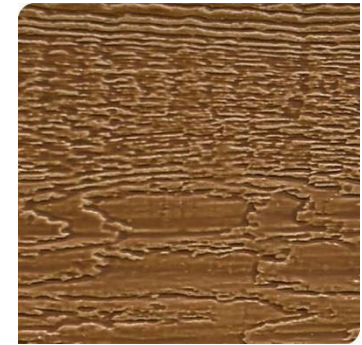
BRK-1
BRICK VENEER
COLOR: TBD



SDG-1
DIAMOND KOTE
COMPOSITE SIDING
COLOR: MOUNTAIN LAKE



SDG-2
DIAMOND KOTE
COMPOSITE SIDING
COLOR: OYSTER SHELL



SDG-3
DIAMOND KOTE
COMPOSITE SIDING
COLOR: CHESTNUT

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









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

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

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

Project No. 221815
May 17, 2024

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

Prepared For:

Developer: 7 Mile/Farmington Venture, LP

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

May 17, 2024

Project No. 221815

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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

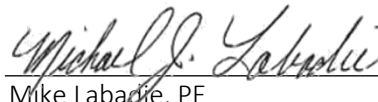
Intersection	Future
Farmington Road and 7 Mile Road	• Increase the cycle length during the p.m. peak hour from 100 seconds to 120 seconds. • Optimize timing splits in the p.m. peak hour. • Update offsets during both peak hours to provide improved traffic progression.
7 Mile Road and Gill Road	• Increase 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.

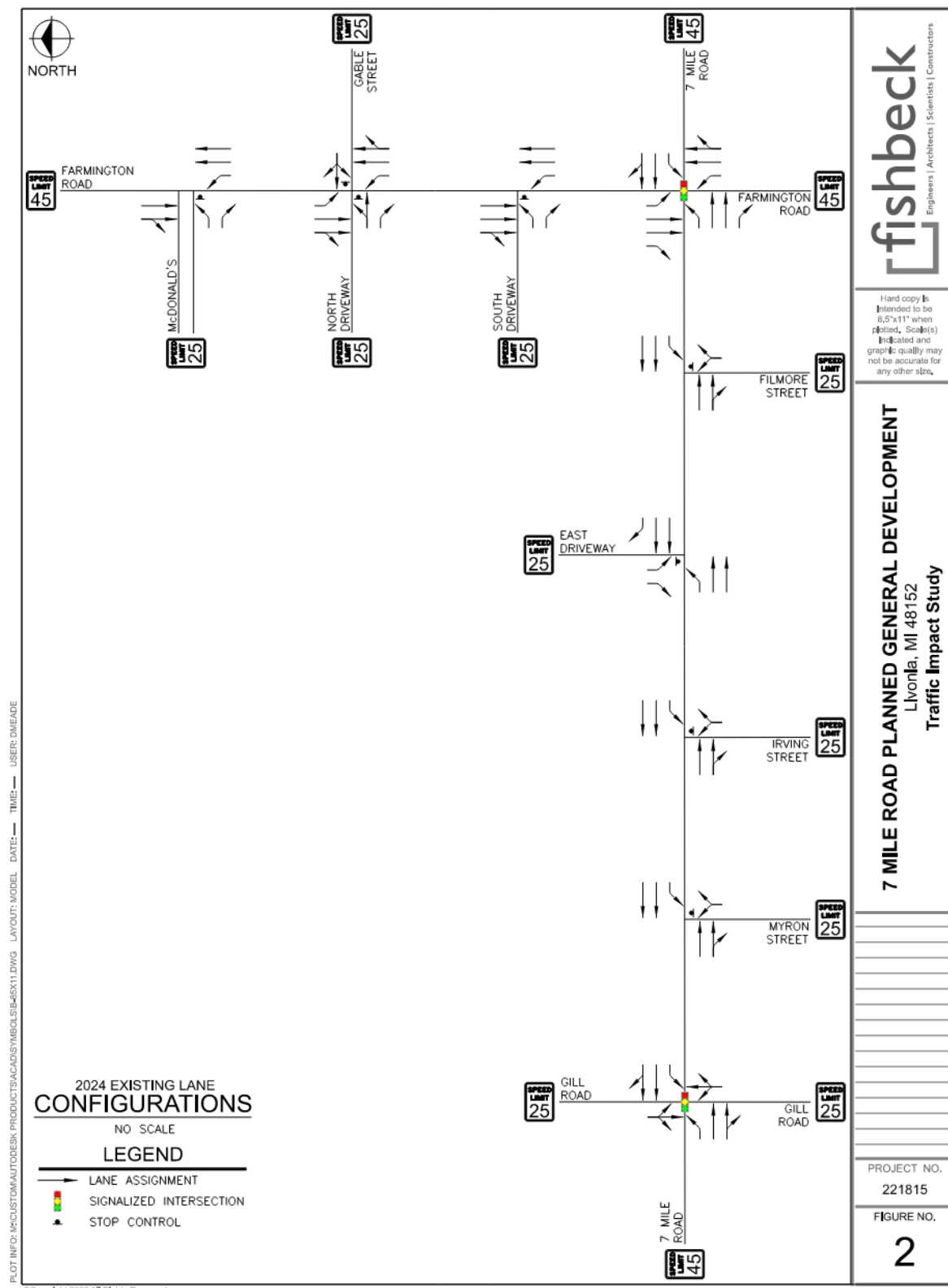
1.3 Intersection Characteristics

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			

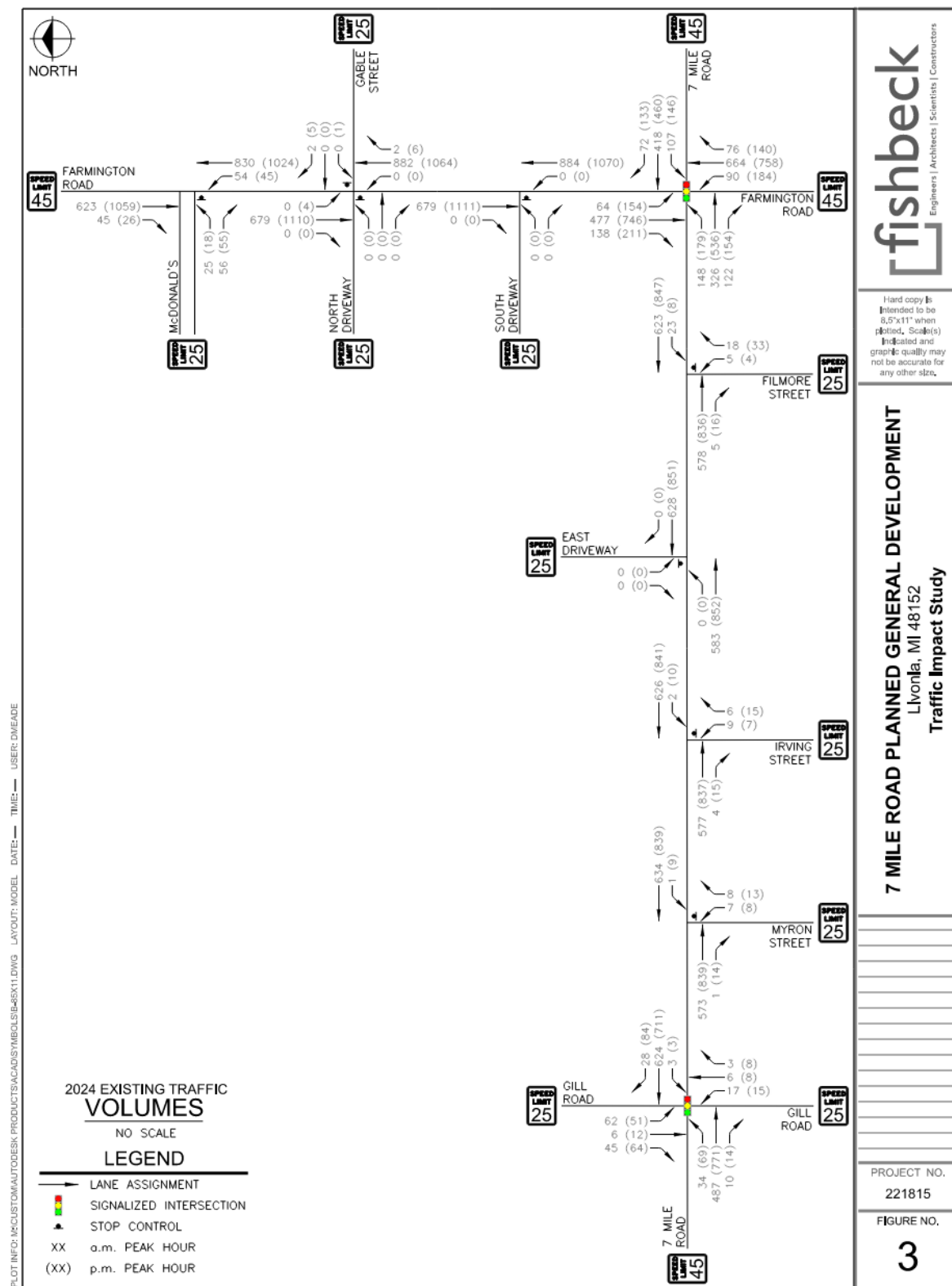
1.5 Existing Traffic Volumes

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:

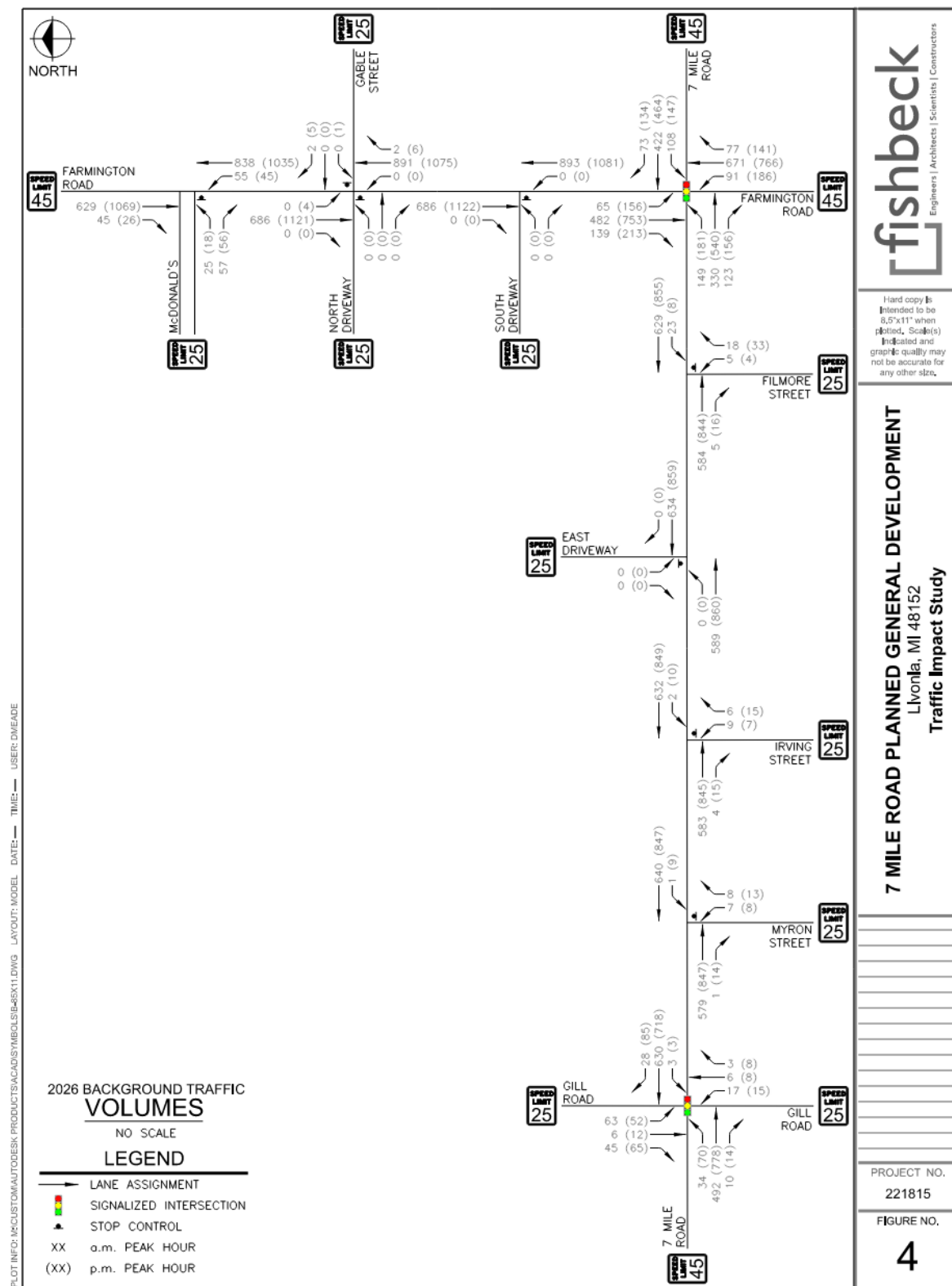
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 300 feet (12 vehicles) and an average queue length of 170 feet (7 vehicles). All queues are contained within the two-way left turn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

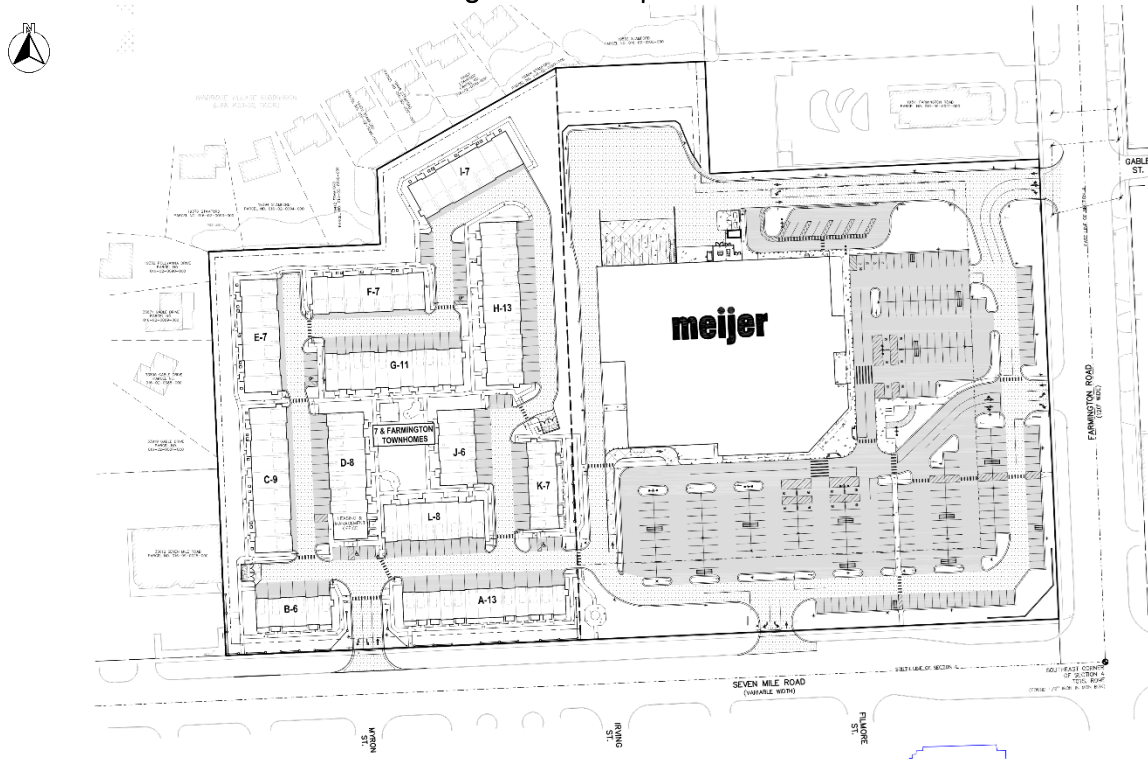
- Farmington Road and 7 Mile Road:
 - The NB left and SB left movements would continue to operate at LOS E in the p.m. peak hour.
 - The NB left movement has a 95th percentile queue length of 264 feet (11 vehicles) and an average queue length of 160 feet (6 vehicles). All queues are contained within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

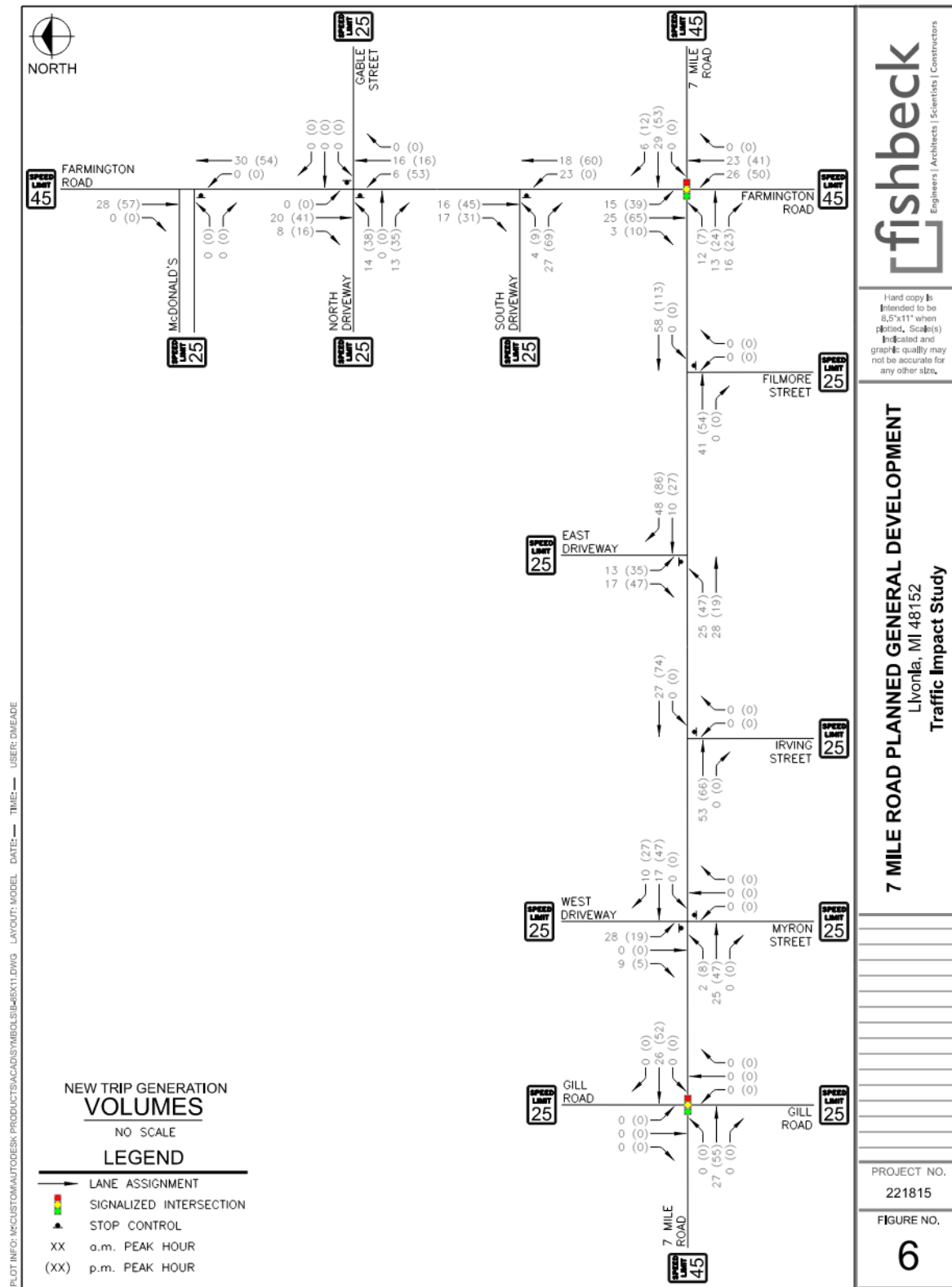


Figure 7 – Pass-By Volumes

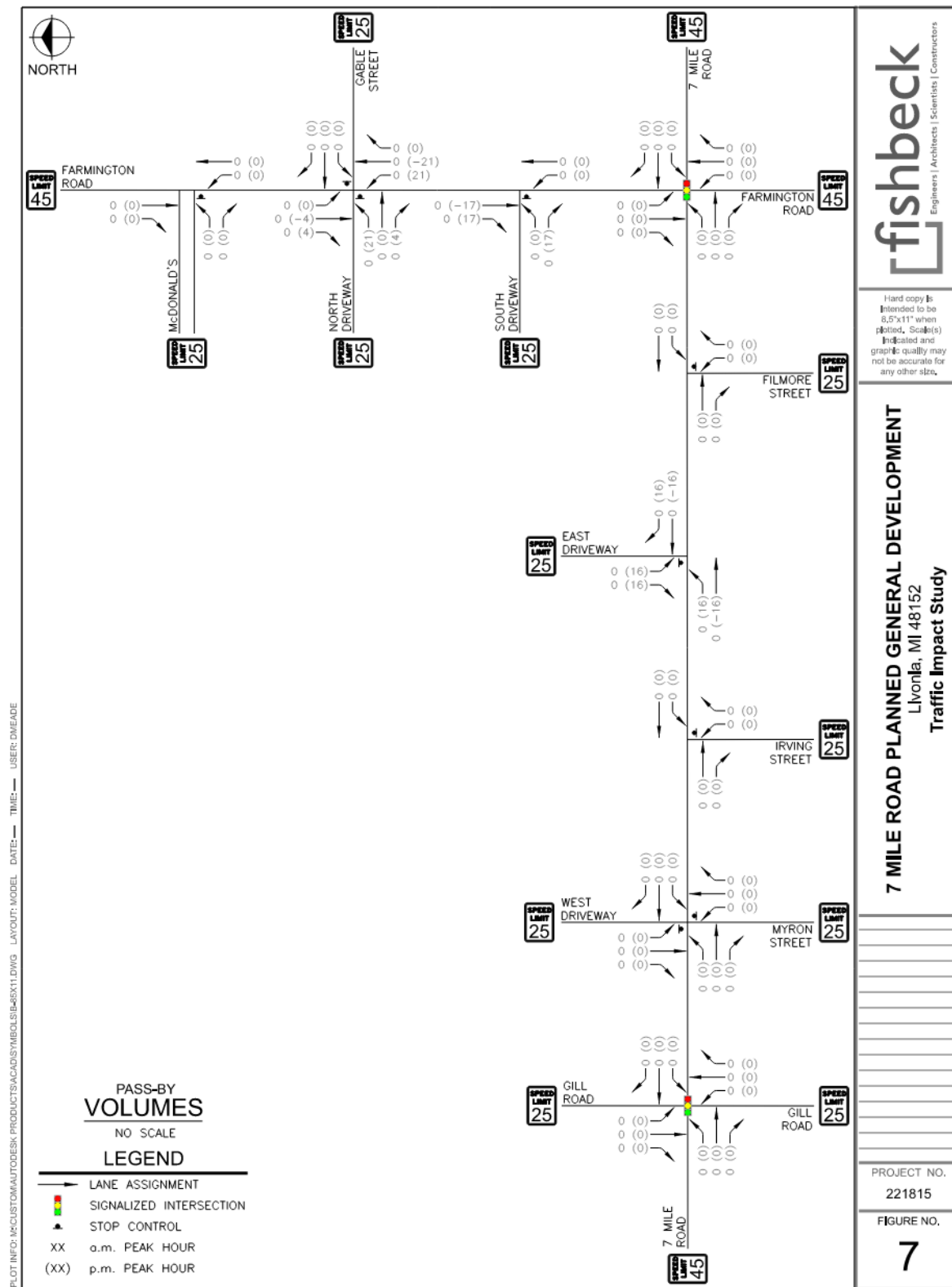
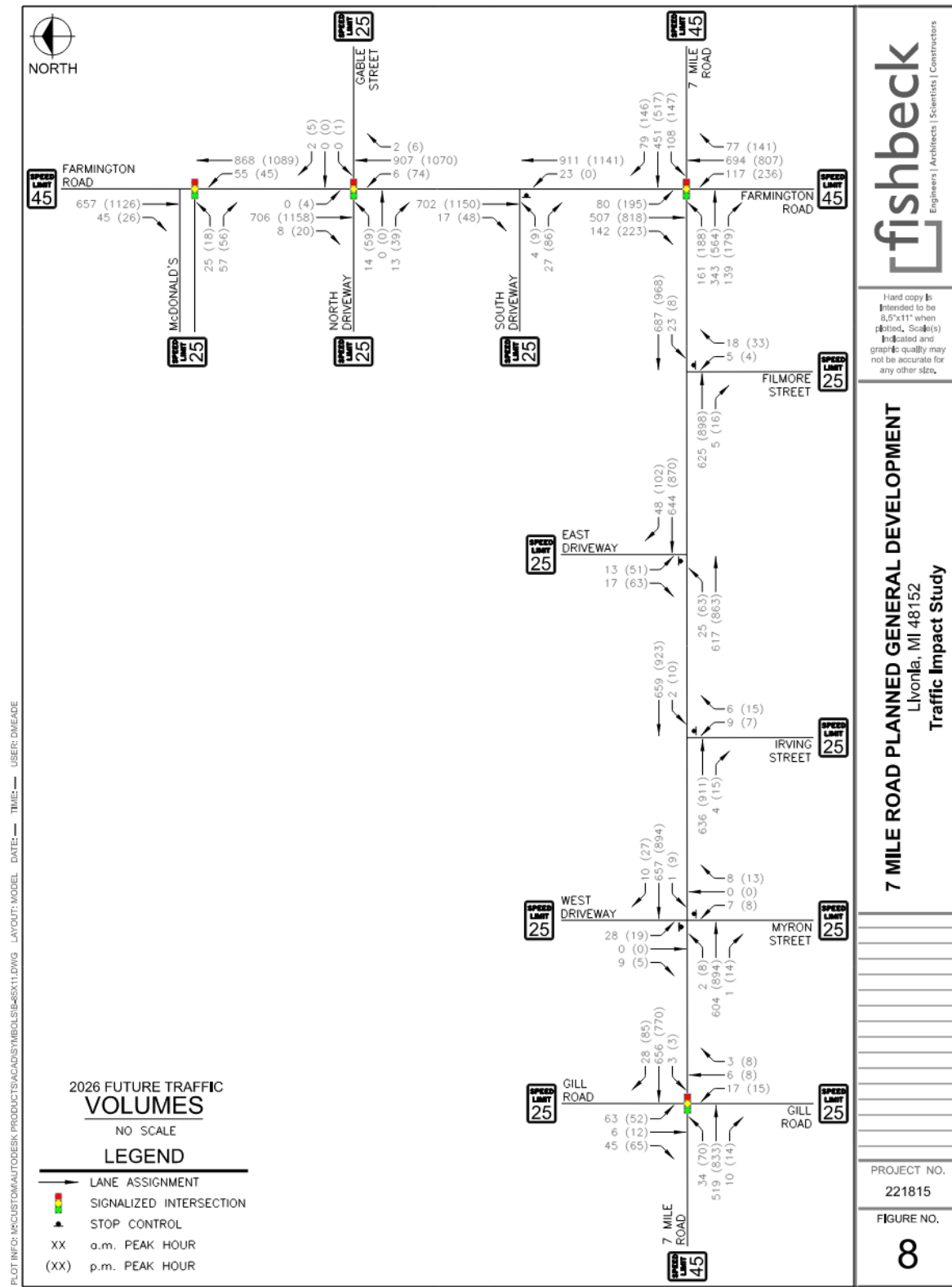


Figure 8 – 2026 Future Traffic Volumes



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	74		0		0			
			Total Future		911	15	10	923		7		15			

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

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

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

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

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

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

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

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

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.

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

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

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

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

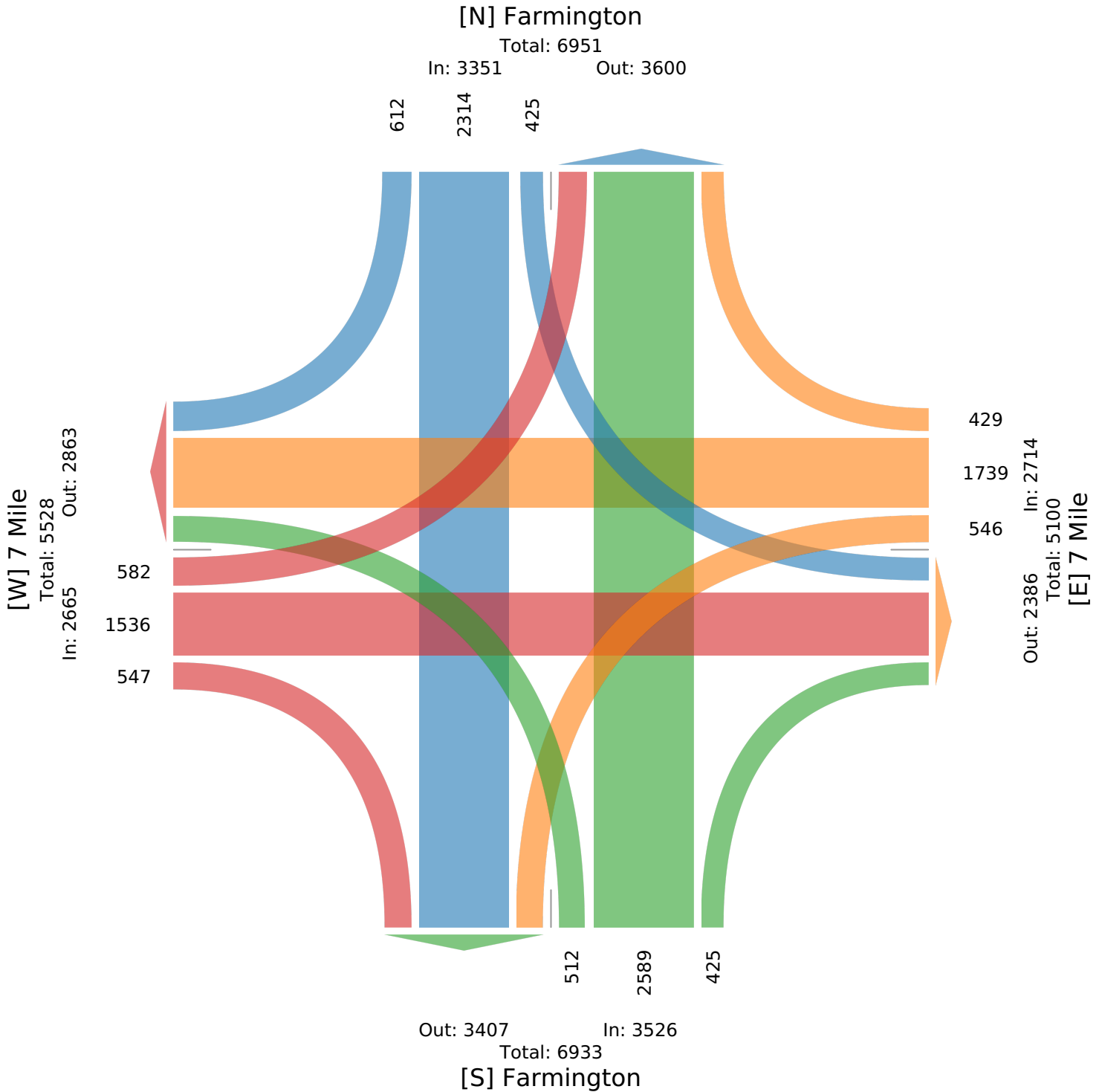
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



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



West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160437, Location: 42.426134, -83.374904



Provided by: Gewalt Hamilton Associates Inc.

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

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

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

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

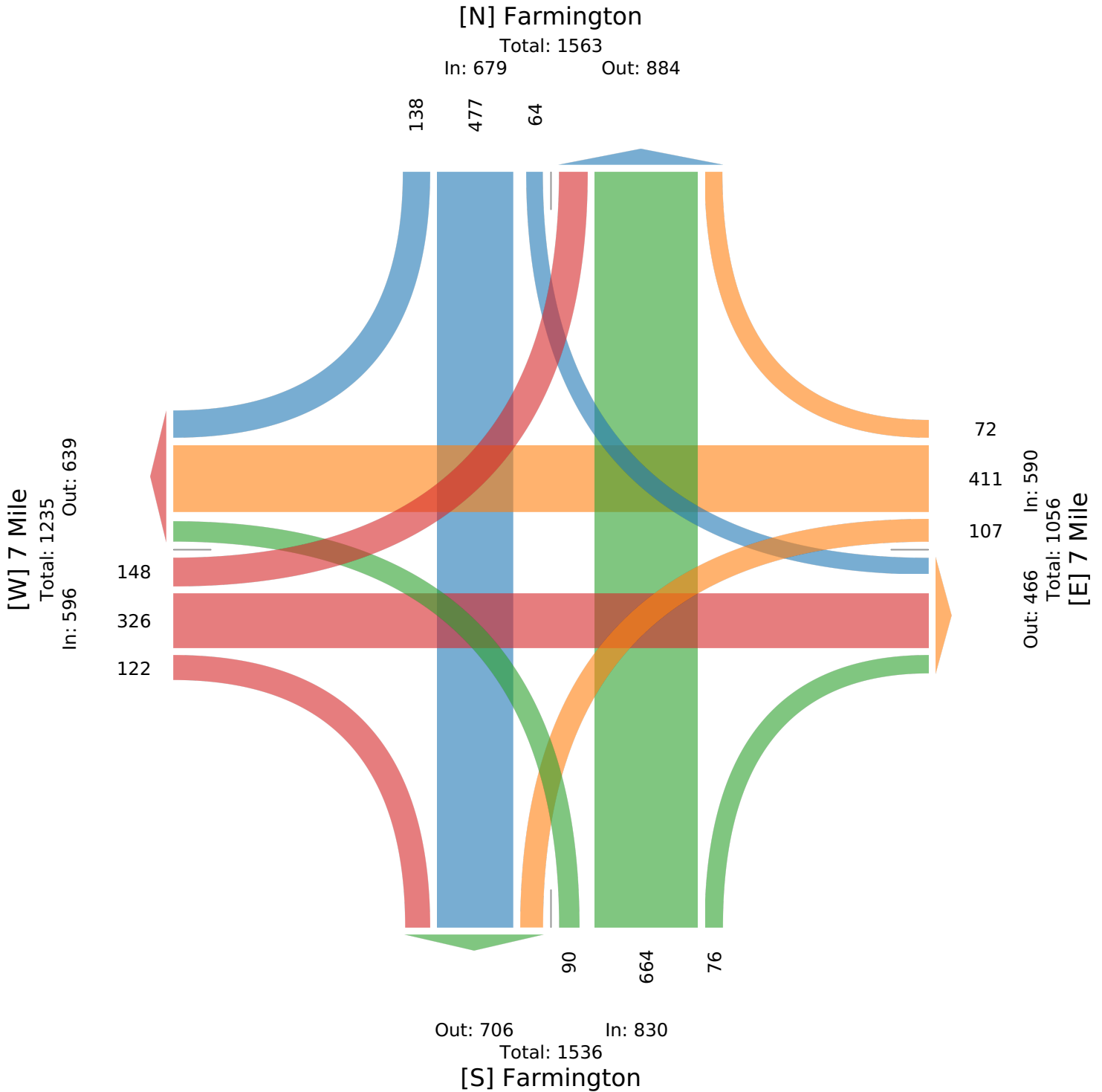
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160437, Location: 42.426134, -83.374904



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



West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160437, Location: 42.426134, -83.374904



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

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

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

West Seven Mile Road & Farmington Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160437, Location: 42.426134, -83.374904



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

[N] Farmington

Total: 2177

In: 1107

Out: 1070

211

742

154

[W] 7 Mile

Total: 1714

Out: 855

In: 859

179
526
154

133
460
146

Out: 820 In: 739

Total: 1559

[E] 7 Mile

Out: 1042

In: 1082

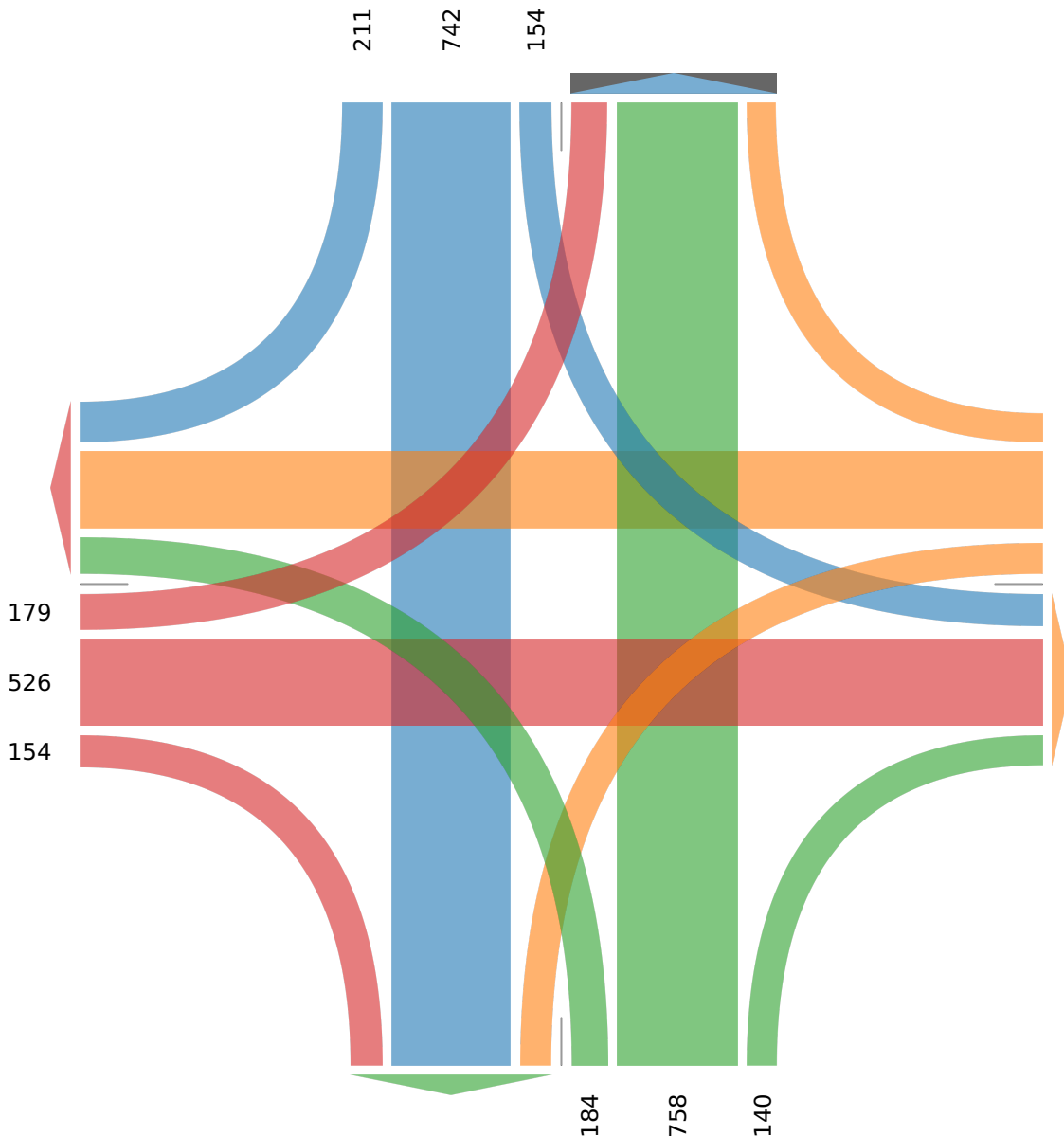
Total: 2124

[S] Farmington

184

758

140



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160433, Location: 42.425891, -83.384724



Provided by: Gewalt Hamilton Associates Inc.

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

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

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

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

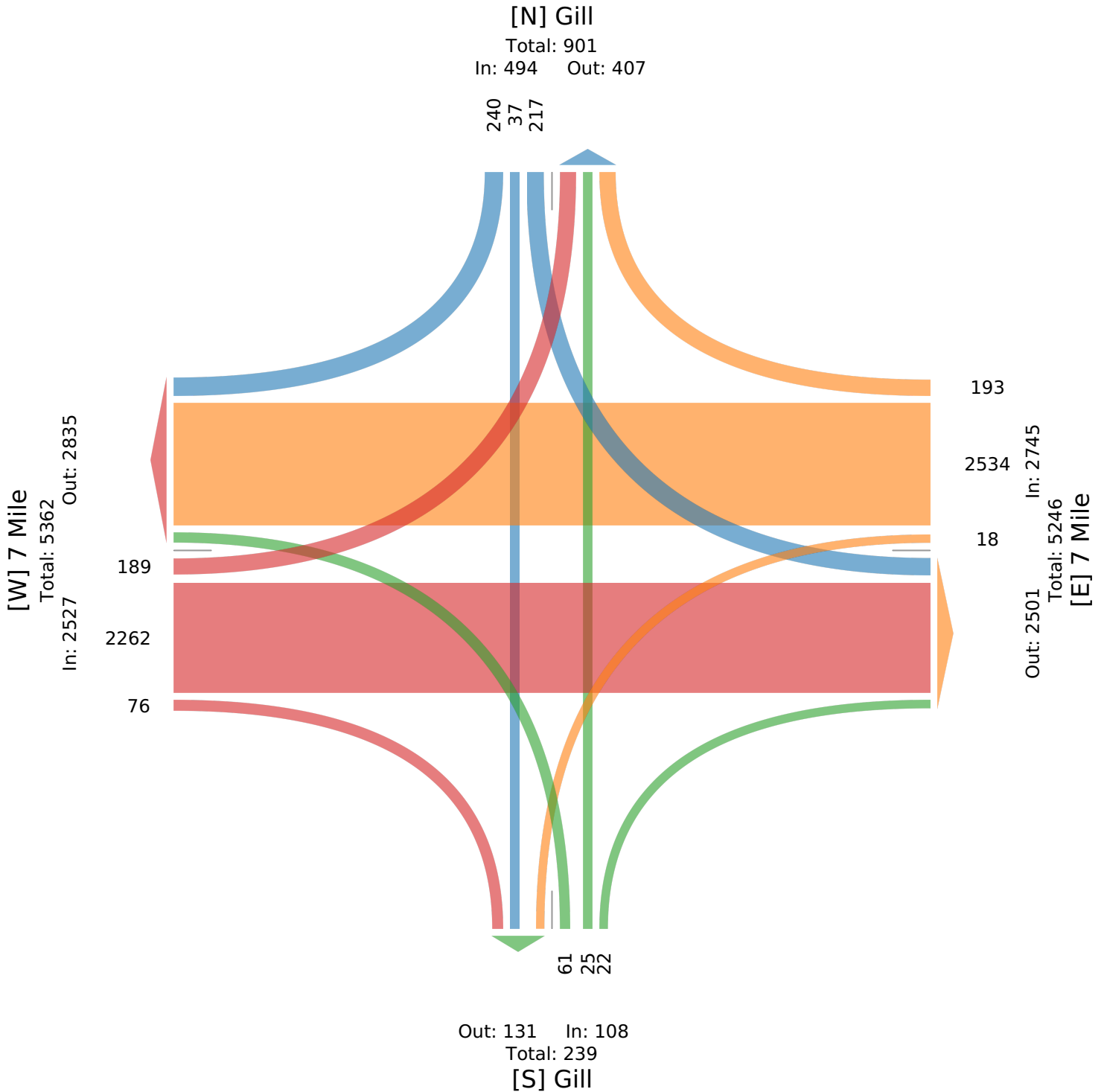
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



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



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160433, Location: 42.425891, -83.384724



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

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

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

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

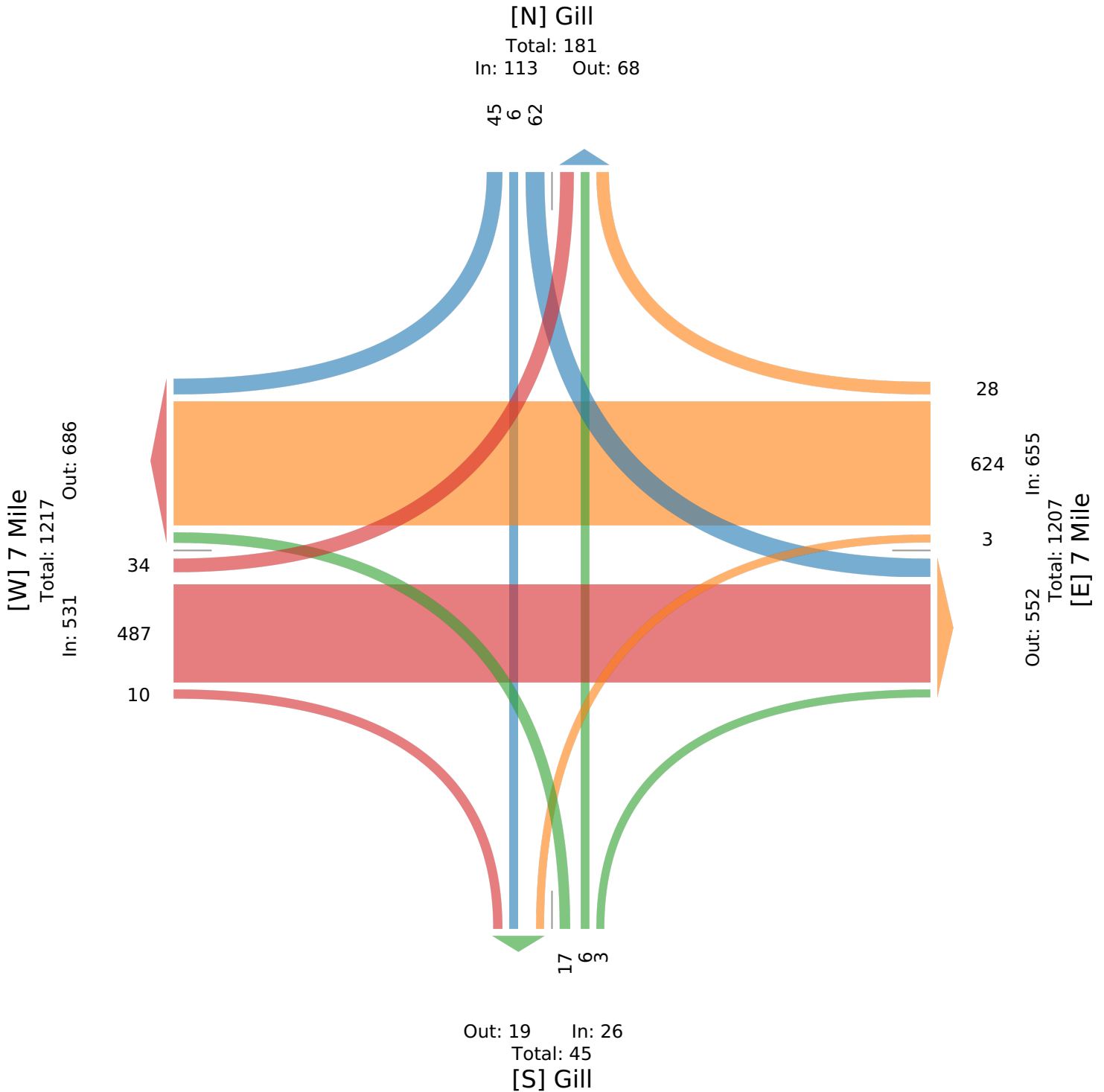
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



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



West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160433, Location: 42.425891, -83.384724



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

Leg Direction	7 Mile Eastbound					7 Mile Westbound					Gill Northbound					Gill Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2024-02-28 4:30PM	19	196	4	0	219	0	194	19	0	213	2	1	0	0	3	14	1	13	0	28	463
4:45PM	14	186	4	0	204	1	141	31	0	173	1	2	3	0	6	16	4	20	0	40	423
5:00PM	13	190	3	0	206	2	184	17	0	203	5	2	3	0	10	15	2	15	0	32	451
5:15PM	23	199	3	0	225	0	192	17	0	209	7	3	2	0	12	6	5	16	0	27	473
Total	69	771	14	0	854	3	711	84	0	798	15	8	8	0	31	51	12	64	0	127	1810
% Approach	8.1%	90.3%	1.6%	0%	-	0.4%	89.1%	10.5%	0%	-	48.4%	25.8%	25.8%	0%	-	40.2%	9.4%	50.4%	0%	-	-
% Total	3.8%	42.6%	0.8%	0%	47.2%	0.2%	39.3%	4.6%	0%	44.1%	0.8%	0.4%	0.4%	0%	1.7%	2.8%	0.7%	3.5%	0%	7.0%	-
PHF	0.750	0.969	0.875	-	0.949	0.375	0.916	0.677	-	0.937	0.536	0.667	0.667	-	0.646	0.797	0.600	0.800	-	0.794	0.957
Lights	69	770	14	0	853	3	709	83	0	795	15	8	8	0	31	51	11	63	0	125	1804
% Lights	100%	99.9%	100%	0%	99.9%	100%	99.7%	98.8%	0%	99.6%	100%	100%	100%	0%	100%	100%	91.7%	98.4%	0%	98.4%	99.7%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	6
% Buses and Single-Unit Trucks	0%	0.1%	0%	0%	0.1%	0%	0.3%	1.2%	0%	0.4%	0%	0%	0%	0%	0%	0%	8.3%	1.6%	0%	1.6%	0.3%

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

West Seven Mile Road & Gill Road - TMC

Wed Feb 28, 2024

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

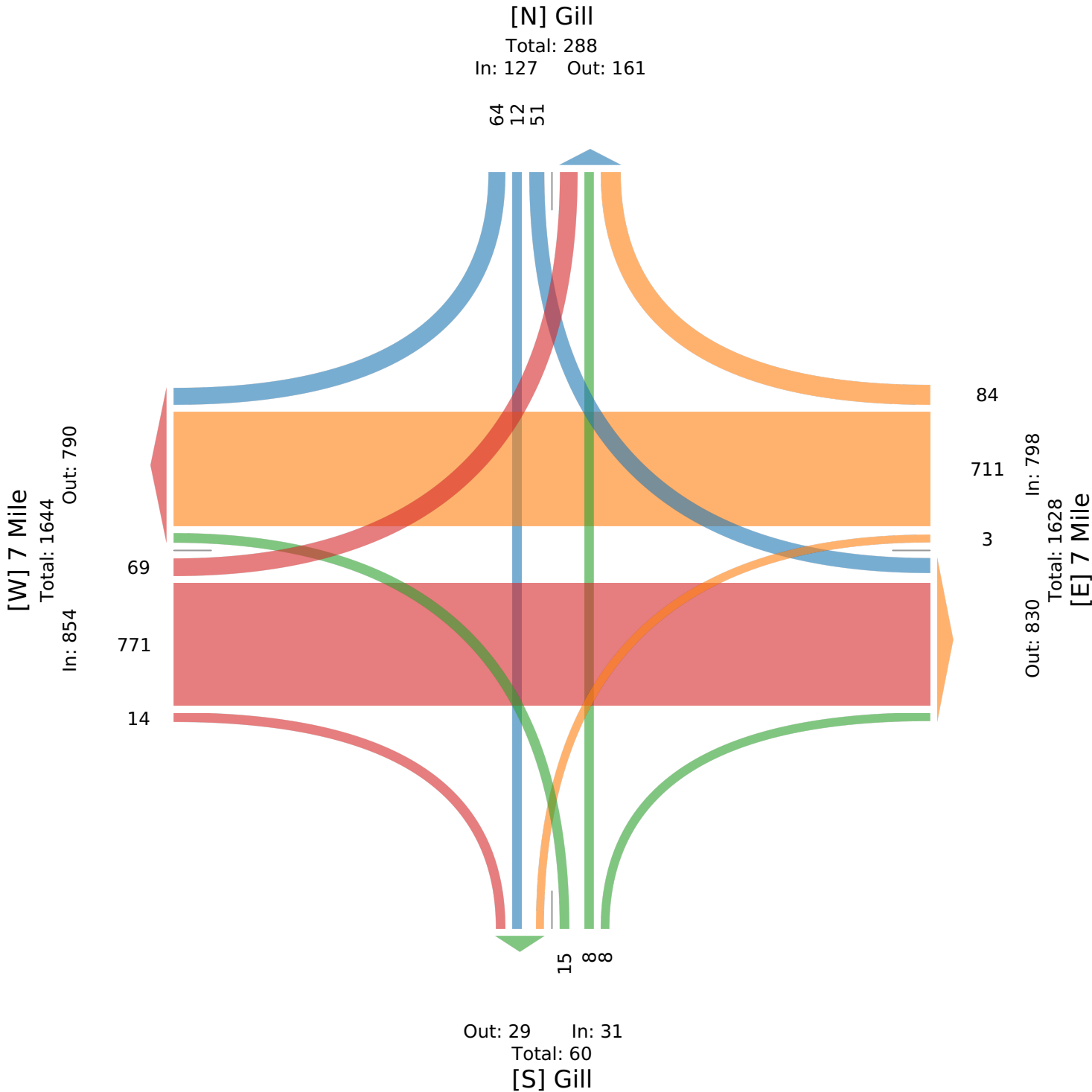
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160433, Location: 42.425891, -83.384724



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



West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160434, Location: 42.426051, -83.378594



Provided by: Gewalt Hamilton Associates Inc.

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

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Myron Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:00AM	96	1	0	97	2	97	0	99	2	2	0	4	200
7:15AM	101	1	0	102	0	105	0	105	3	3	0	6	213
7:30AM	149	0	0	149	0	168	0	168	1	0	0	1	318
7:45AM	157	1	0	158	1	163	0	164	5	2	0	7	329
Hourly Total	503	3	0	506	3	533	0	536	11	7	0	18	1060
8:00AM	113	0	0	113	0	141	0	141	0	4	0	4	258
8:15AM	152	0	0	152	0	159	0	159	1	2	0	3	314
8:30AM	146	1	0	147	1	151	0	152	2	4	0	6	305
8:45AM	123	0	0	123	2	170	0	172	1	1	0	2	297
Hourly Total	534	1	0	535	3	621	0	624	4	11	0	15	1174
4:00PM	167	4	0	171	0	197	0	197	4	2	0	6	374
4:15PM	176	8	0	184	2	227	0	229	3	3	0	6	419
4:30PM	221	4	0	225	1	219	0	220	0	2	0	2	447
4:45PM	203	5	0	208	3	177	0	180	6	3	0	9	397
Hourly Total	767	21	0	788	6	820	0	826	13	10	0	23	1637
5:00PM	200	2	0	202	3	220	0	223	0	3	0	3	428
5:15PM	210	3	0	213	2	208	0	210	2	5	0	7	430
5:30PM	182	2	0	184	0	213	0	213	5	0	0	5	402
5:45PM	176	3	0	179	0	176	0	176	1	3	0	4	359
Hourly Total	768	10	0	778	5	817	0	822	8	11	0	19	1619
Total	2572	35	0	2607	17	2791	0	2808	36	39	0	75	5490
% Approach	98.7%	1.3%	0%	-	0.6%	99.4%	0%	-	48.0%	52.0%	0%	-	-
% Total	46.8%	0.6%	0%	47.5%	0.3%	50.8%	0%	51.1%	0.7%	0.7%	0%	1.4%	-
Lights	2541	34	0	2575	17	2757	0	2774	36	39	0	75	5424
% Lights	98.8%	97.1%	0%	98.8%	100%	98.8%	0%	98.8%	100%	100%	0%	100%	98.8%
Articulated Trucks	2	0	0	2	0	8	0	8	0	0	0	0	10
% Articulated Trucks	0.1%	0%	0%	0.1%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	29	1	0	30	0	26	0	26	0	0	0	0	56
% Buses and Single-Unit Trucks	1.1%	2.9%	0%	1.2%	0%	0.9%	0%	0.9%	0%	0%	0%	0%	1.0%

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

West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

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

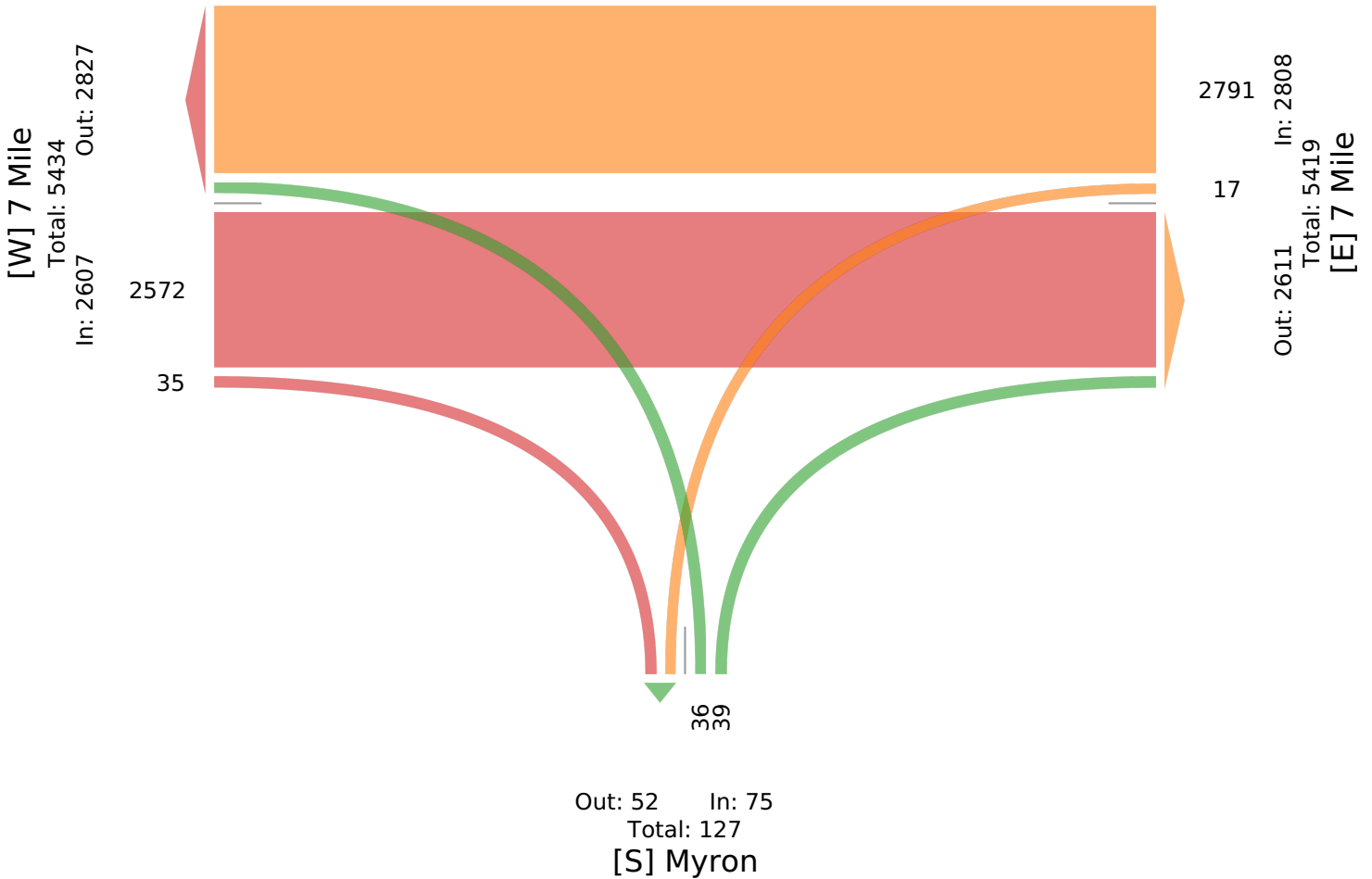
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



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



West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160434, Location: 42.426051, -83.378594



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

Leg Direction	7 Mile Eastbound				7 Mile Westbound				Myron Northbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2024-02-28 7:30AM	149	0	0	149	0	168	0	168	1	0	0	1	318
7:45AM	157	1	0	158	1	163	0	164	5	2	0	7	329
8:00AM	113	0	0	113	0	141	0	141	0	4	0	4	258
8:15AM	152	0	0	152	0	159	0	159	1	2	0	3	314
Total	571	1	0	572	1	631	0	632	7	8	0	15	1219
% Approach	99.8%	0.2%	0%	-	0.2%	99.8%	0%	-	46.7%	53.3%	0%	-	-
% Total	46.8%	0.1%	0%	46.9%	0.1%	51.8%	0%	51.8%	0.6%	0.7%	0%	1.2%	-
PHF	0.909	0.250	-	0.905	0.250	0.939	-	0.940	0.350	0.500	-	0.536	0.926
Lights	560	1	0	561	1	618	0	619	7	8	0	15	1195
% Lights	98.1%	100%	0%	98.1%	100%	97.9%	0%	97.9%	100%	100%	0%	100%	98.0%
Articulated Trucks	1	0	0	1	0	2	0	2	0	0	0	0	3
% Articulated Trucks	0.2%	0%	0%	0.2%	0%	0.3%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	10	0	0	10	0	11	0	11	0	0	0	0	21
% Buses and Single-Unit Trucks	1.8%	0%	0%	1.7%	0%	1.7%	0%	1.7%	0%	0%	0%	0%	1.7%

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

West Seven Mile Road & Myron Street - TMC

Wed Feb 28, 2024

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

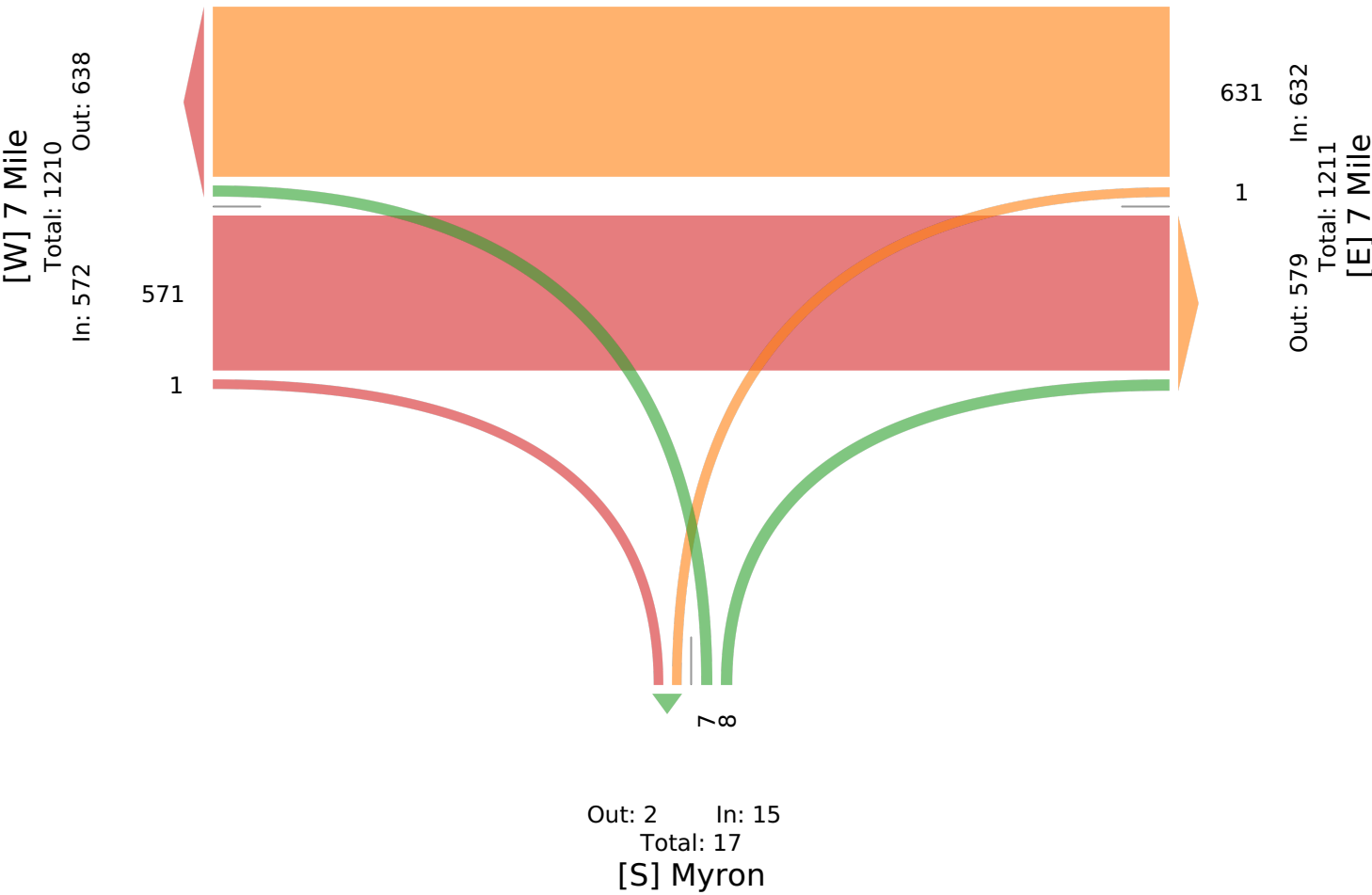
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160434, Location: 42.426051, -83.378594



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

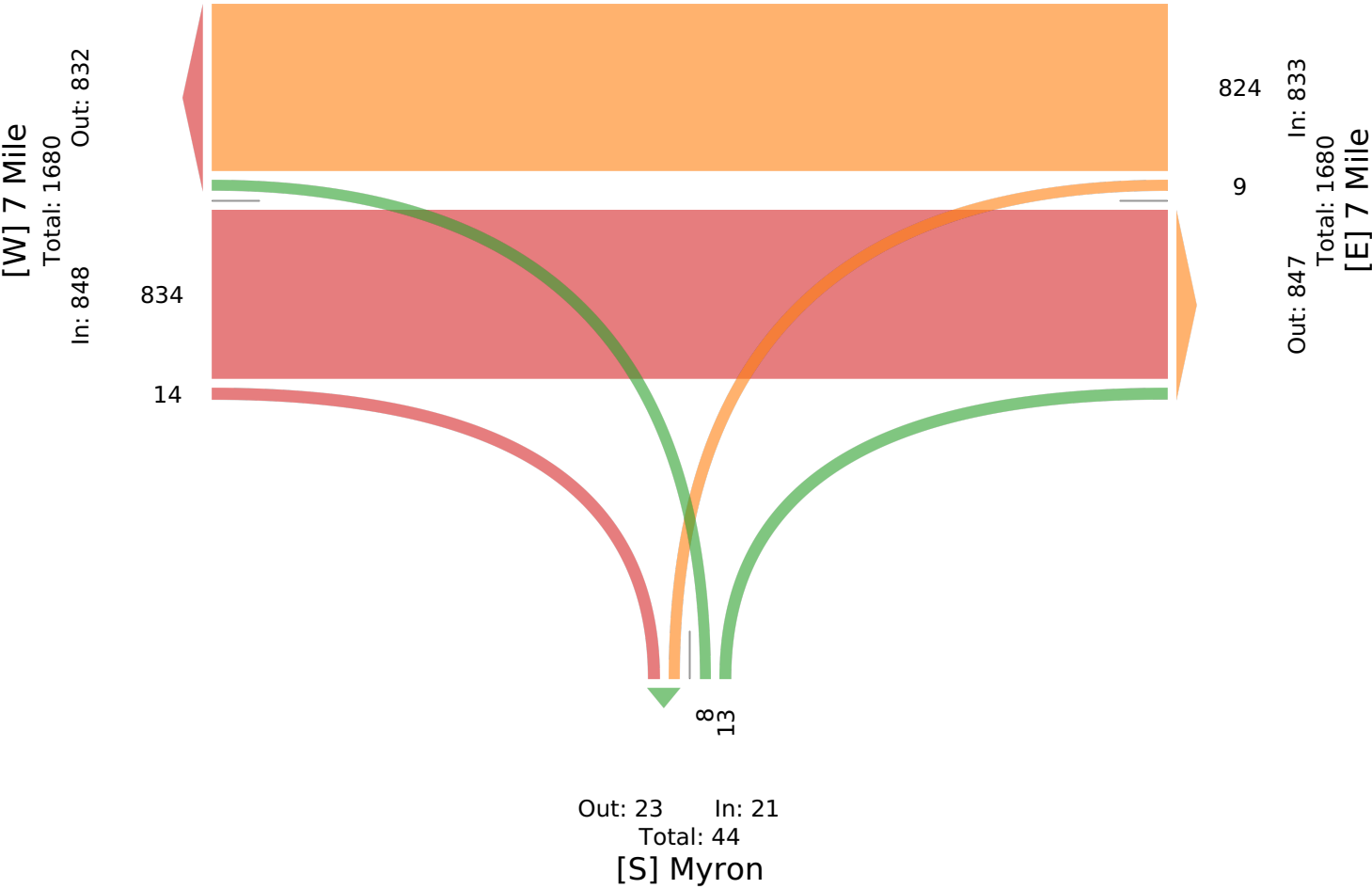


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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



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)

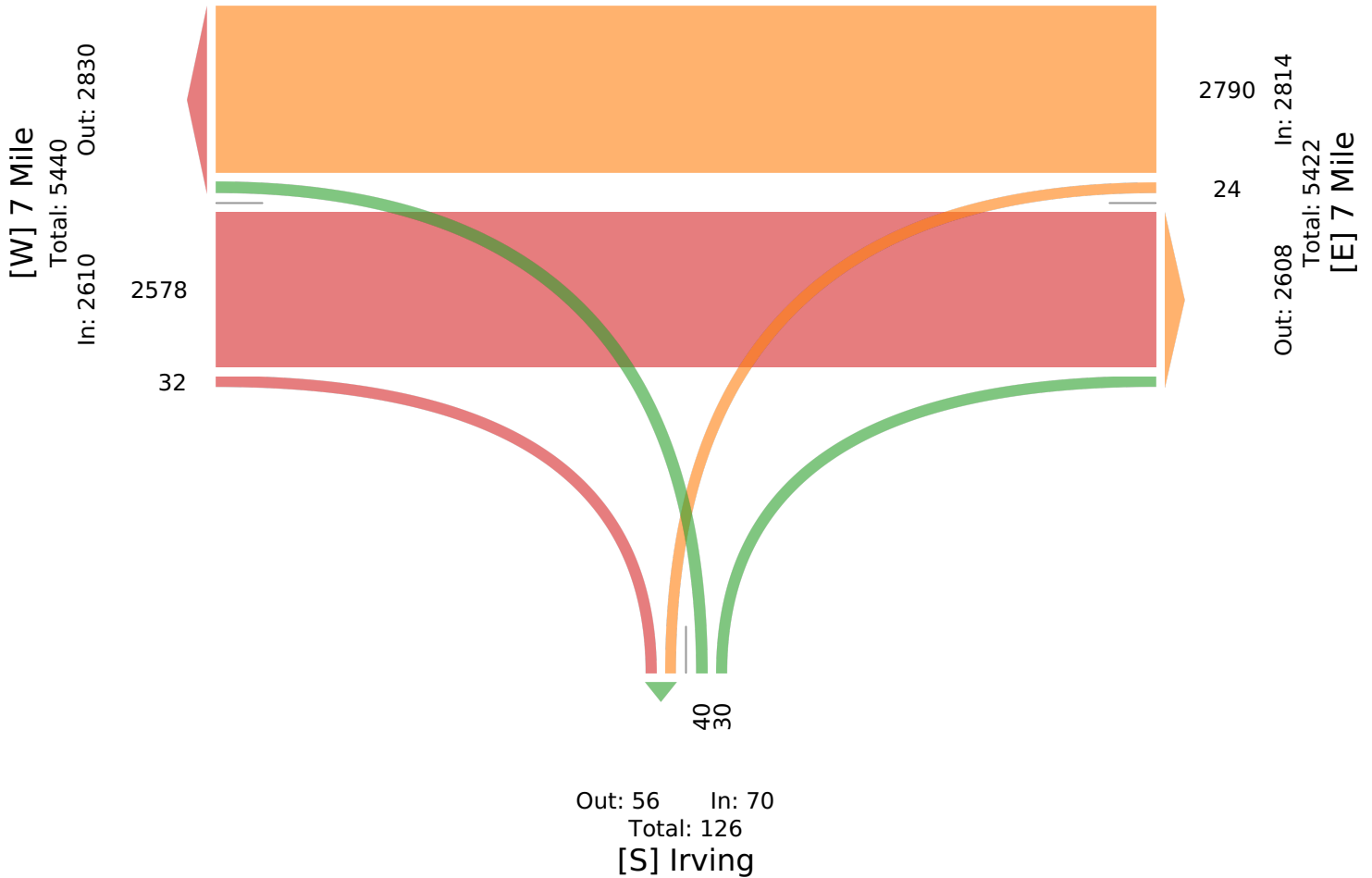
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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



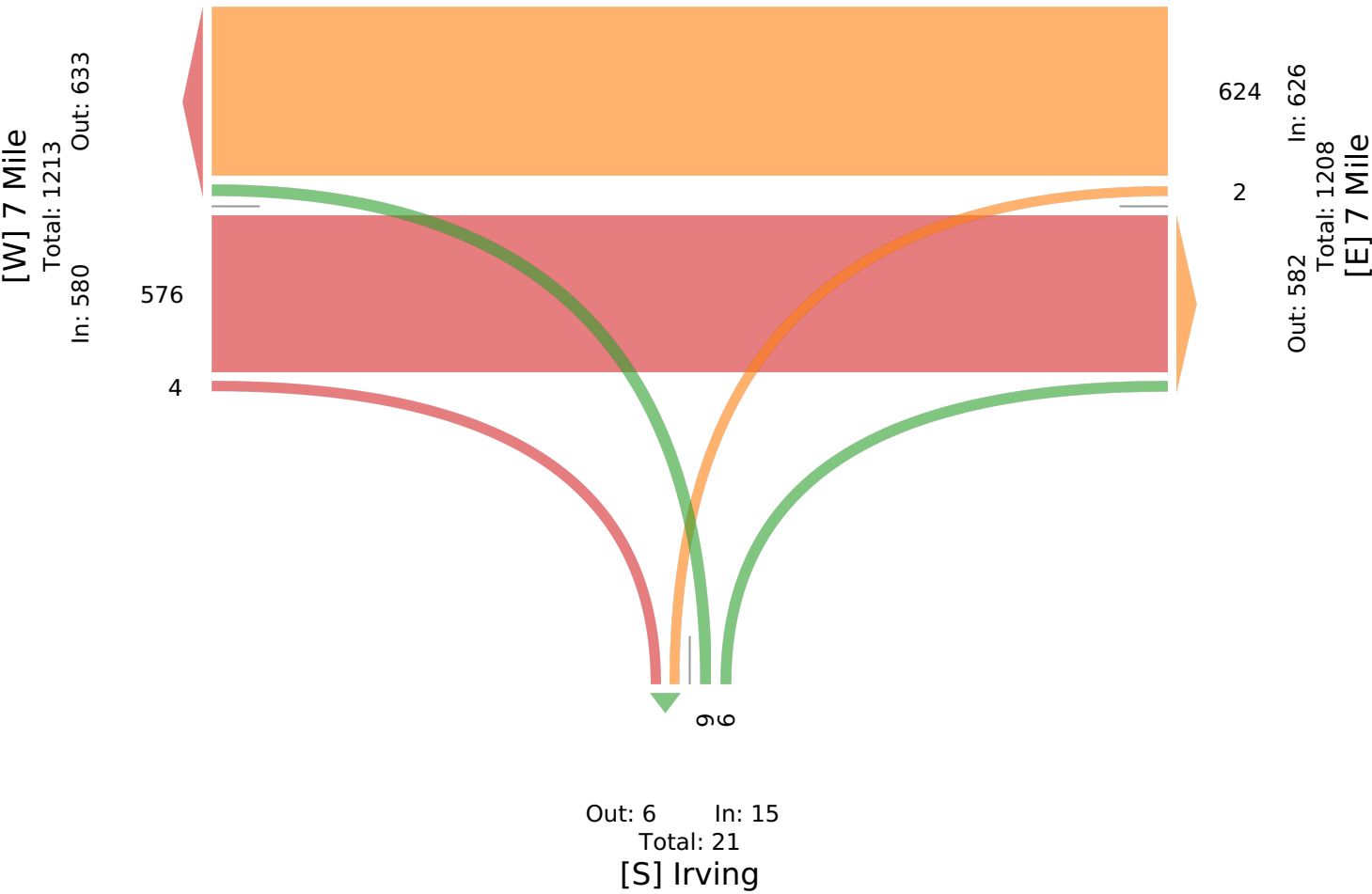
Provided by: Gewalt Hamilton Associates Inc.

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



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

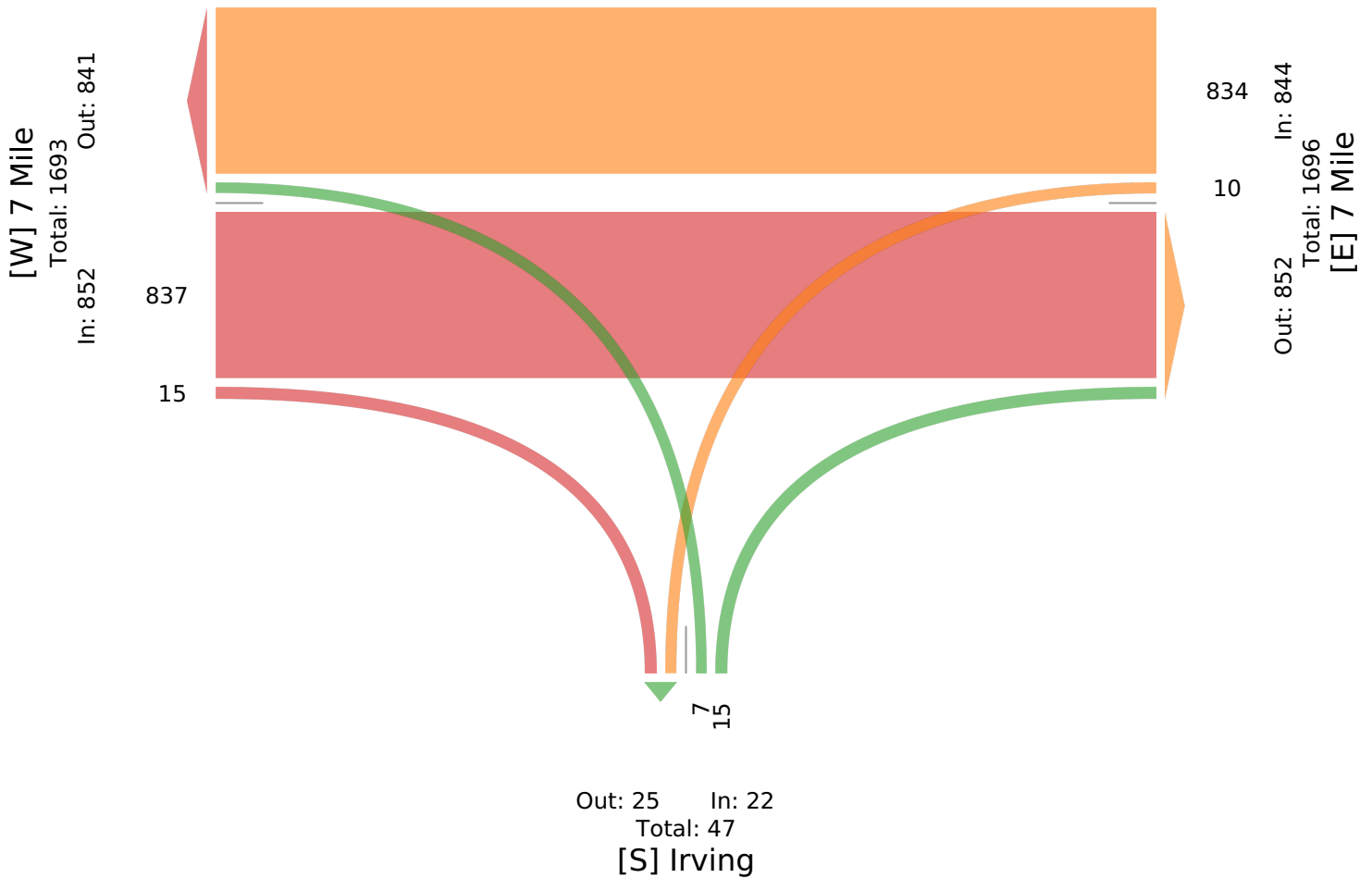
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

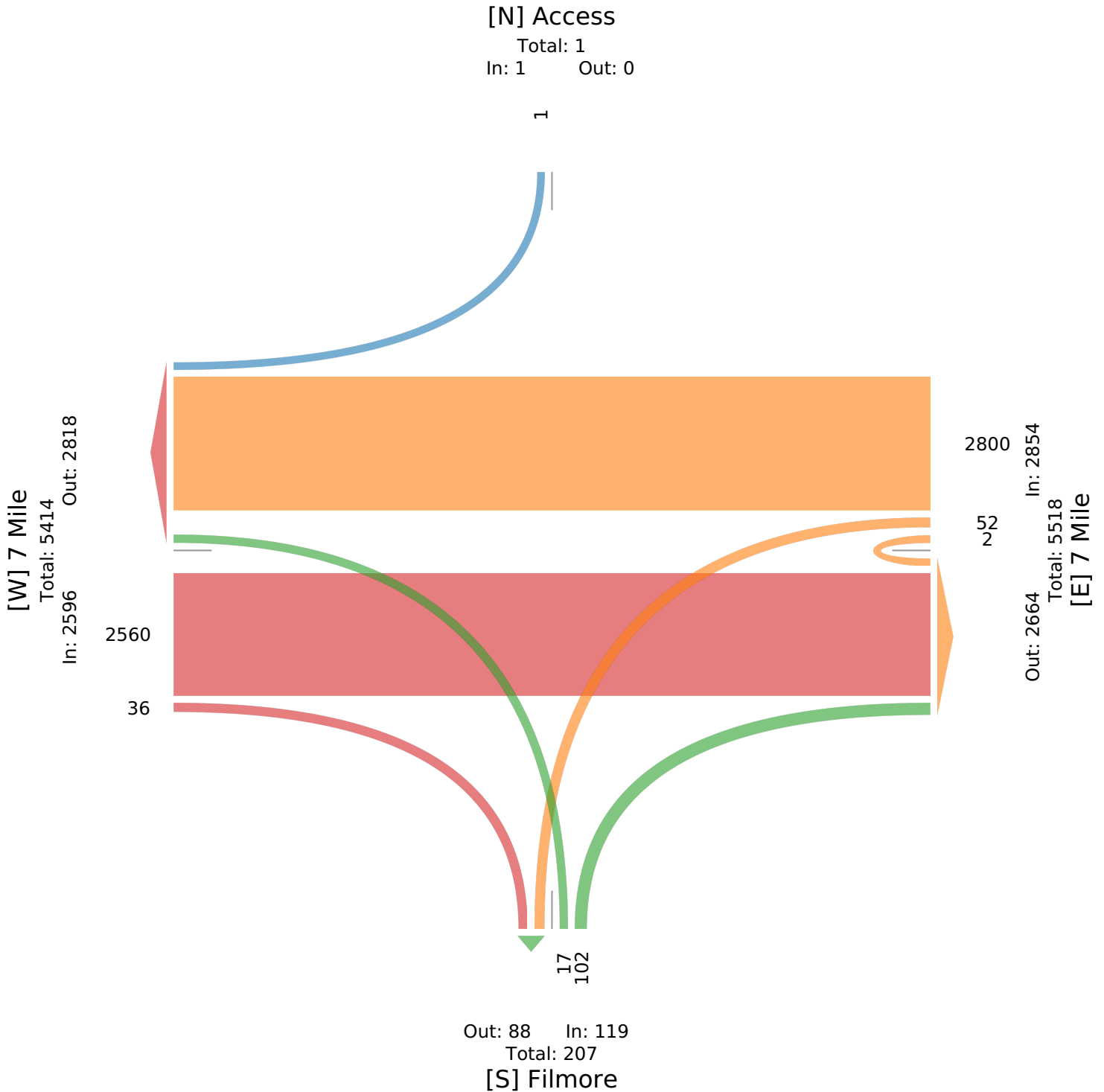
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1160436, Location: 42.426094, -83.376149



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



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)

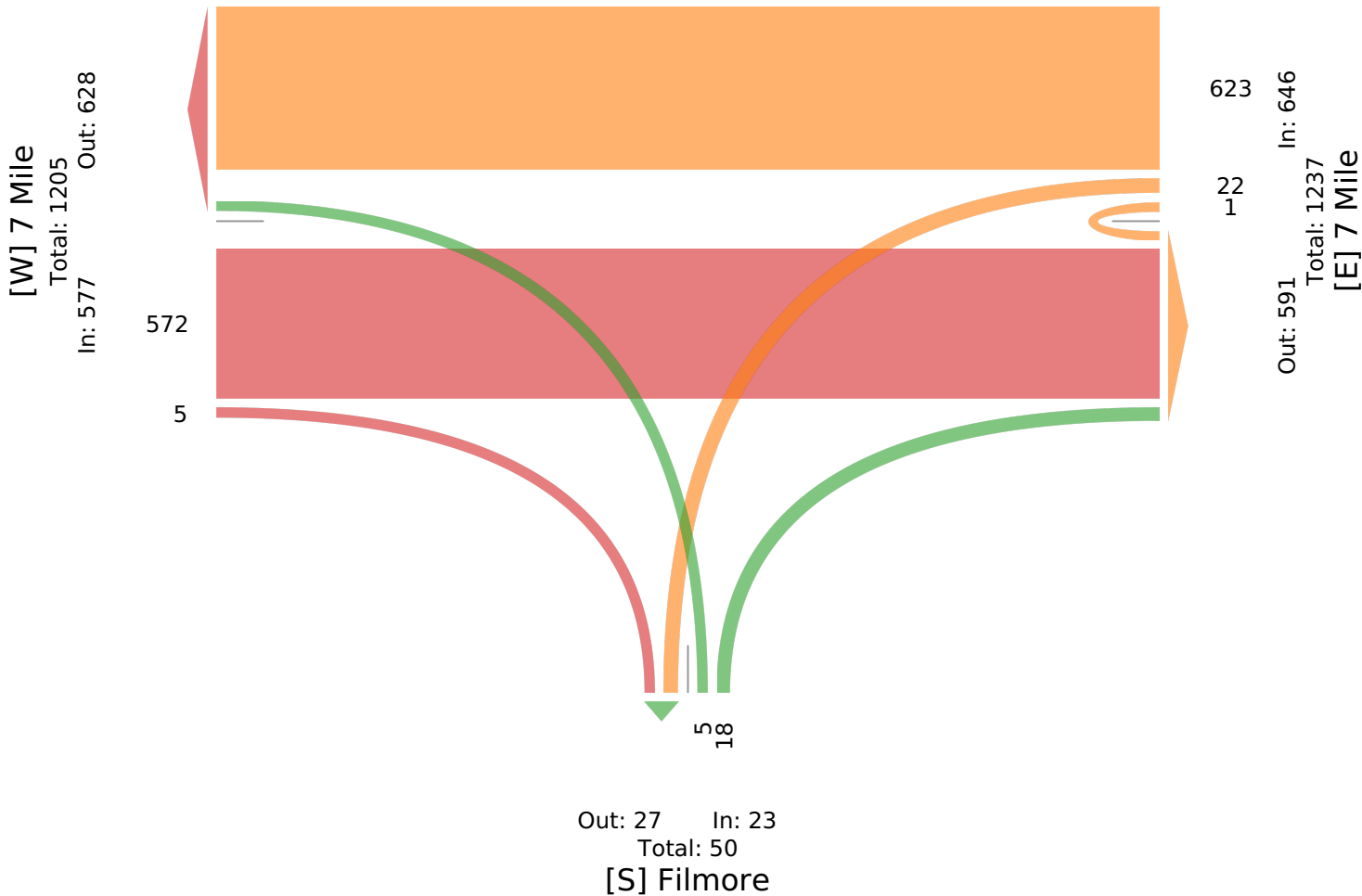
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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

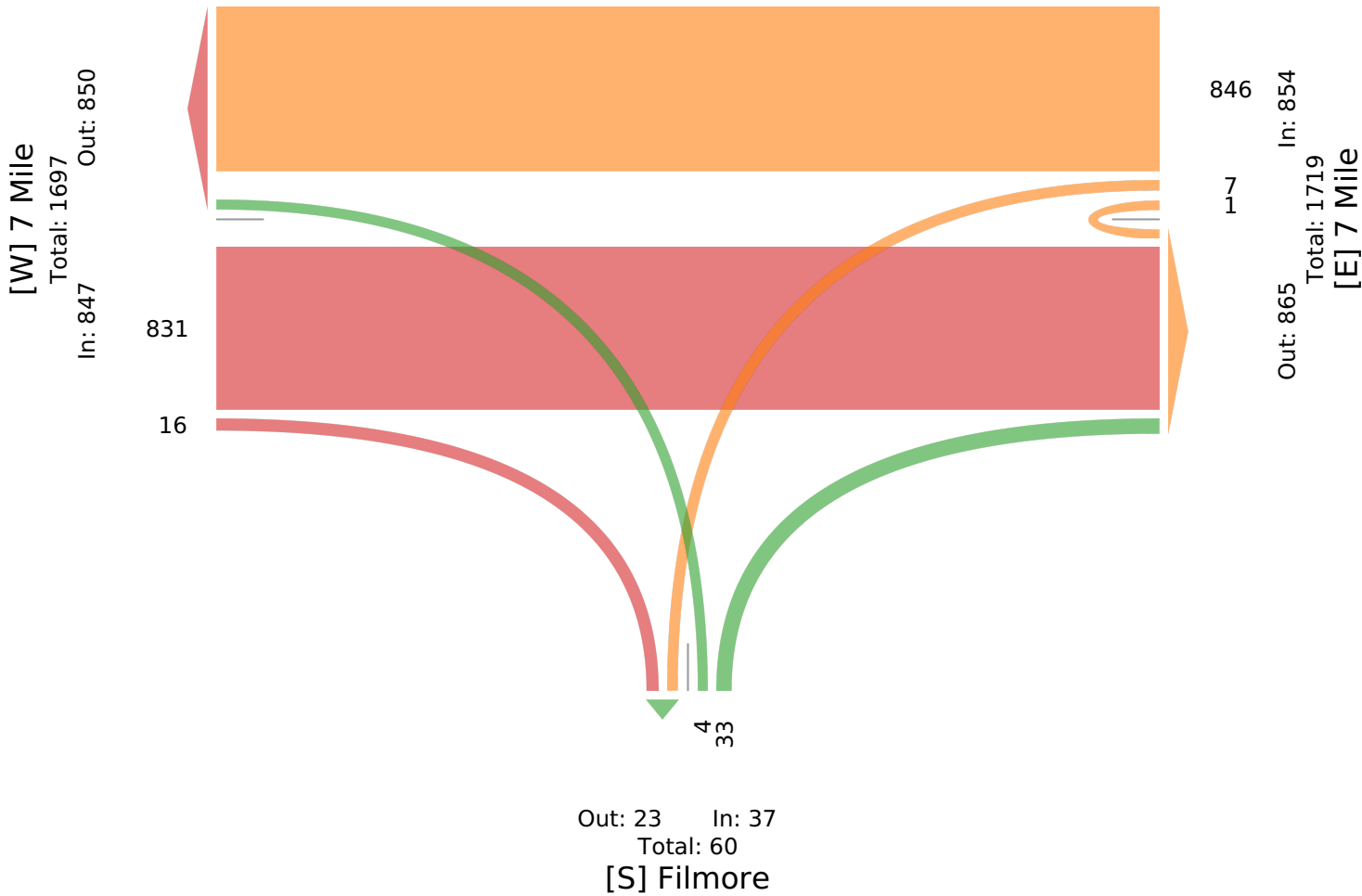
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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)

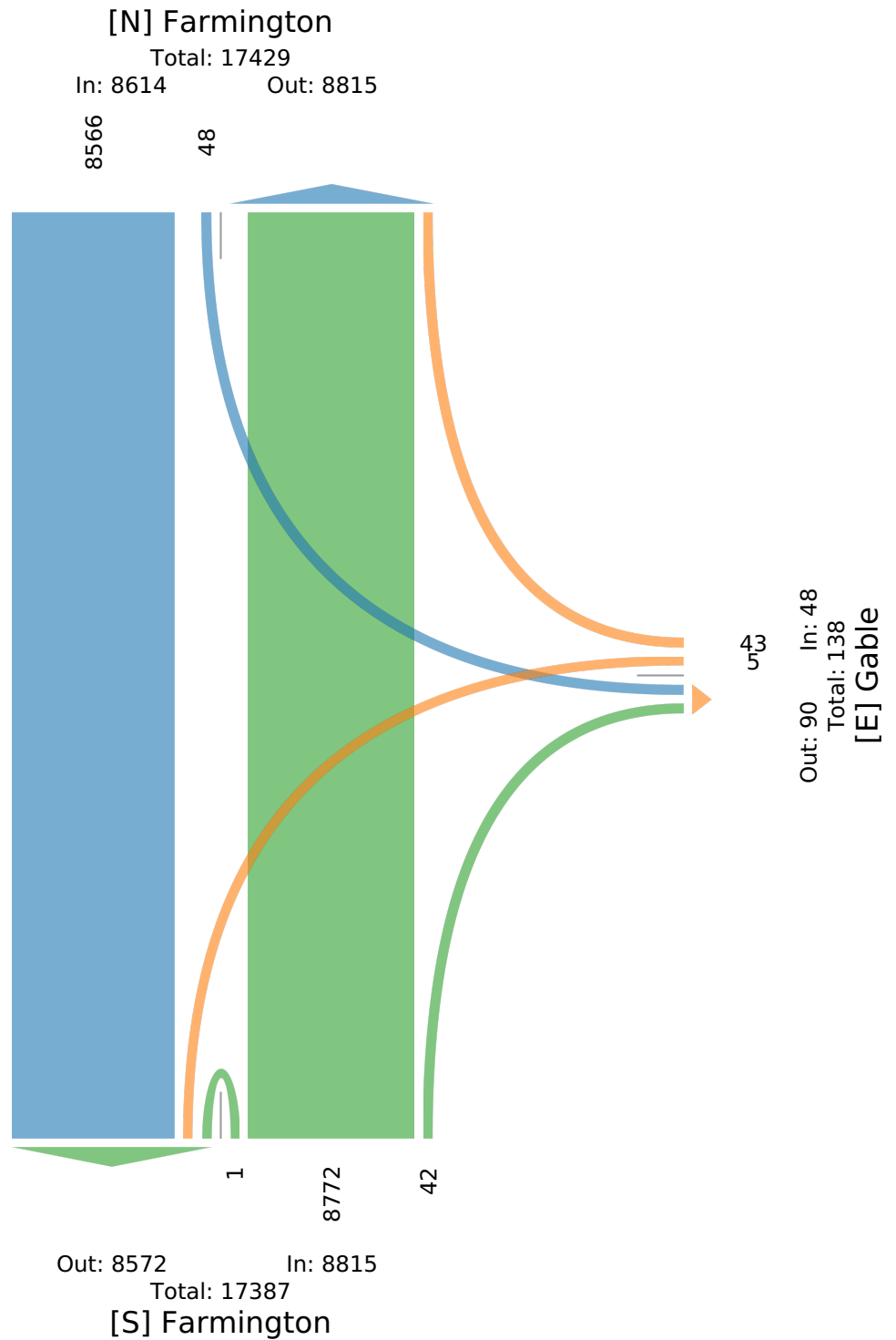
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

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



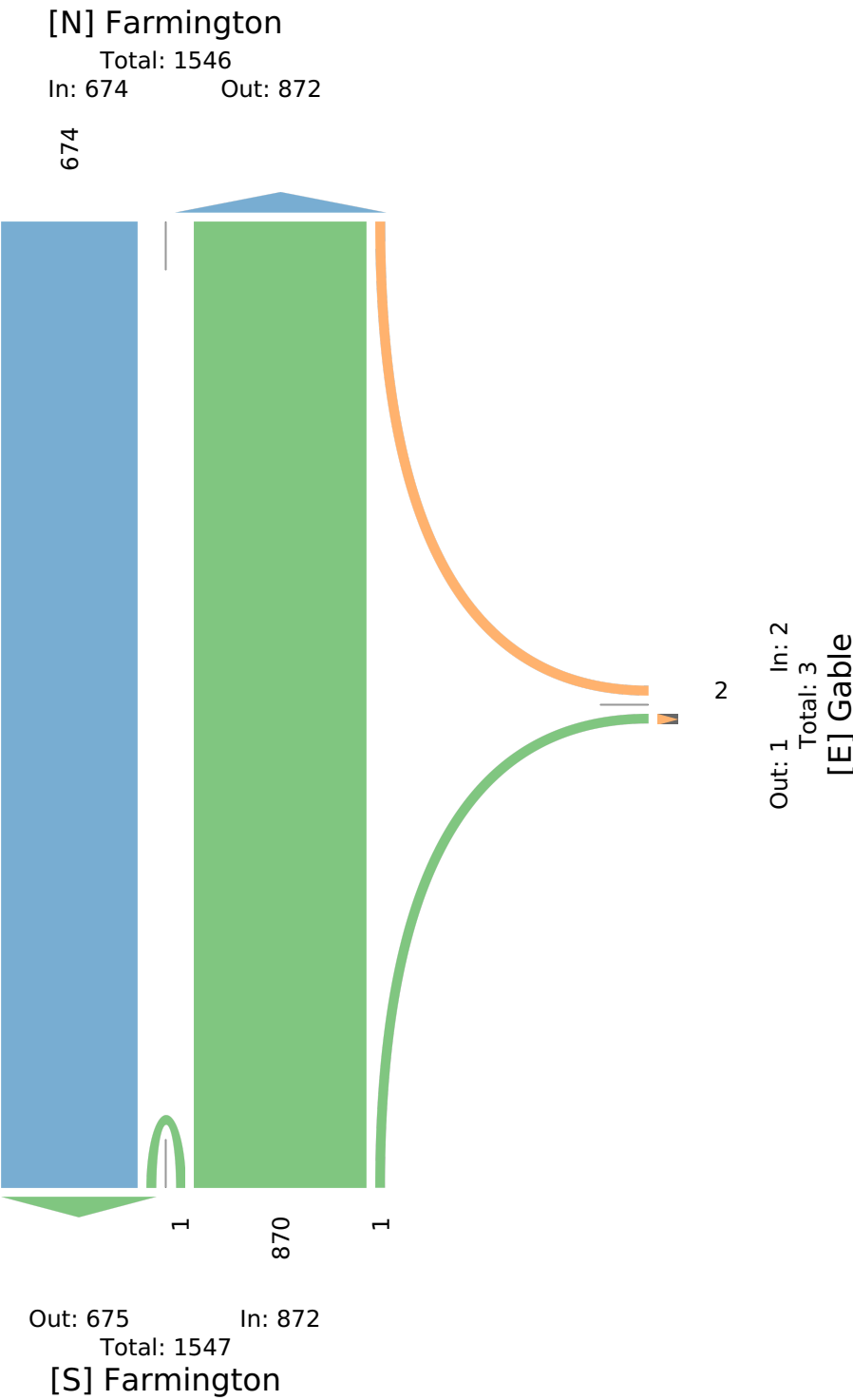
GEWALT HAMILTON
ASSOCIATES, INC.

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

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 7:45AM	0	0	0	0	248	0	0	248	0	182	0	182	430
8:00AM	0	1	0	1	211	0	1	212	0	157	0	157	370
8:15AM	0	0	0	0	192	0	0	192	0	165	0	165	357
8:30AM	0	1	0	1	219	1	0	220	0	170	0	170	391
Total	0	2	0	2	870	1	1	872	0	674	0	674	1548
% Approach	0%	100%	0%	-	99.8%	0.1%	0.1%	-	0%	100%	0%	-	-
% Total	0%	0.1%	0%	0.1%	56.2%	0.1%	0.1%	56.3%	0%	43.5%	0%	43.5%	-
PHF	-	0.500	-	0.500	0.877	0.250	0.250	0.879	-	0.926	-	0.926	0.900
Lights	0	2	0	2	844	1	1	846	0	661	0	661	1509
% Lights	0%	100%	0%	100%	97.0%	100%	100%	97.0%	0%	98.1%	0%	98.1%	97.5%
Articulated Trucks	0	0	0	0	2	0	0	2	0	1	0	1	3
% Articulated Trucks	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0.1%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	24	0	0	24	0	12	0	12	36
% Buses and Single-Unit Trucks	0%	0%	0%	0%	2.8%	0%	0%	2.8%	0%	1.8%	0%	1.8%	2.3%

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

Farmington Road & Gable Street - TMC
Wed Feb 28, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160439, Location: 42.427936, -83.374988



Farmington Road & Gable Street - TMC
 Wed Feb 28, 2024
 Midday Peak (12 PM - 1 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160439, Location: 42.427936, -83.374988



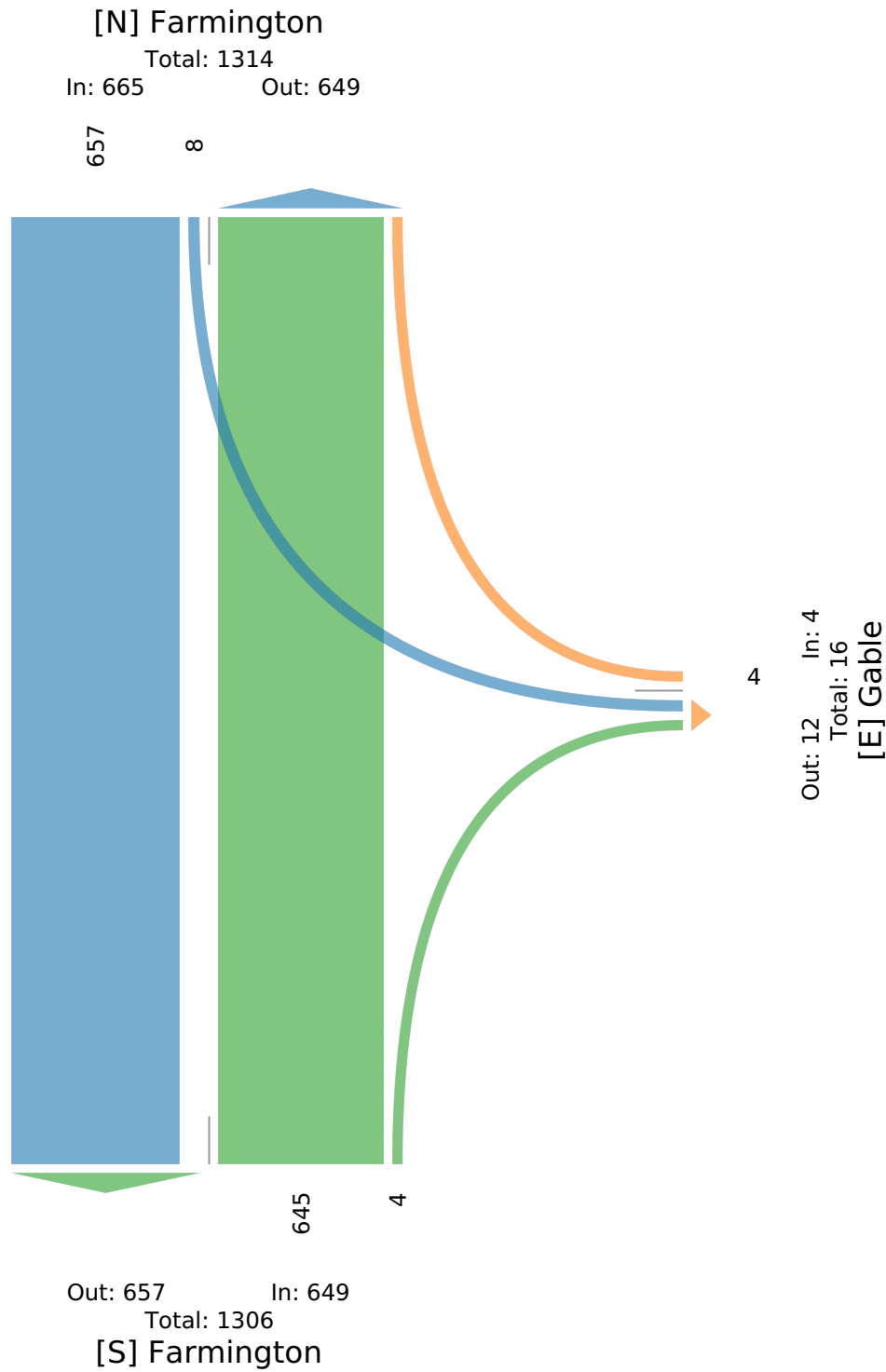
GEWALT HAMILTON
ASSOCIATES, INC.

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

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 12:00PM	0	3	0	3	147	1	0	148	4	190	0	194	345
12:15PM	0	0	0	0	166	1	0	167	1	152	0	153	320
12:30PM	0	0	0	0	169	2	0	171	1	150	0	151	322
12:45PM	0	1	0	1	163	0	0	163	2	165	0	167	331
Total	0	4	0	4	645	4	0	649	8	657	0	665	1318
% Approach	0%	100%	0%	-	99.4%	0.6%	0%	-	1.2%	98.8%	0%	-	-
% Total	0%	0.3%	0%	0.3%	48.9%	0.3%	0%	49.2%	0.6%	49.8%	0%	50.5%	-
PHF	-	0.333	-	0.333	0.954	0.500	-	0.949	0.500	0.864	-	0.857	0.955
Lights	0	4	0	4	637	4	0	641	8	647	0	655	1300
% Lights	0%	100%	0%	100%	98.8%	100%	0%	98.8%	100%	98.5%	0%	98.5%	98.6%
Articulated Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
% Articulated Trucks	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	6	0	0	6	0	10	0	10	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0%	1.5%	0%	1.5%	1.2%

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

Farmington Road & Gable Street - TMC
Wed Feb 28, 2024
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160439, Location: 42.427936, -83.374988



Farmington Road & Gable Street - TMC
 Wed Feb 28, 2024
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160439, Location: 42.427936, -83.374988



GEWALT HAMILTON
ASSOCIATES, INC.

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

Leg Direction	Gable Westbound				Farmington Northbound				Farmington Southbound				
Time	L	R	U	App	T	R	U	App	L	T	U	App	Int
2024-02-28 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

ID: 1160439, Location: 42.427936, -83.374988

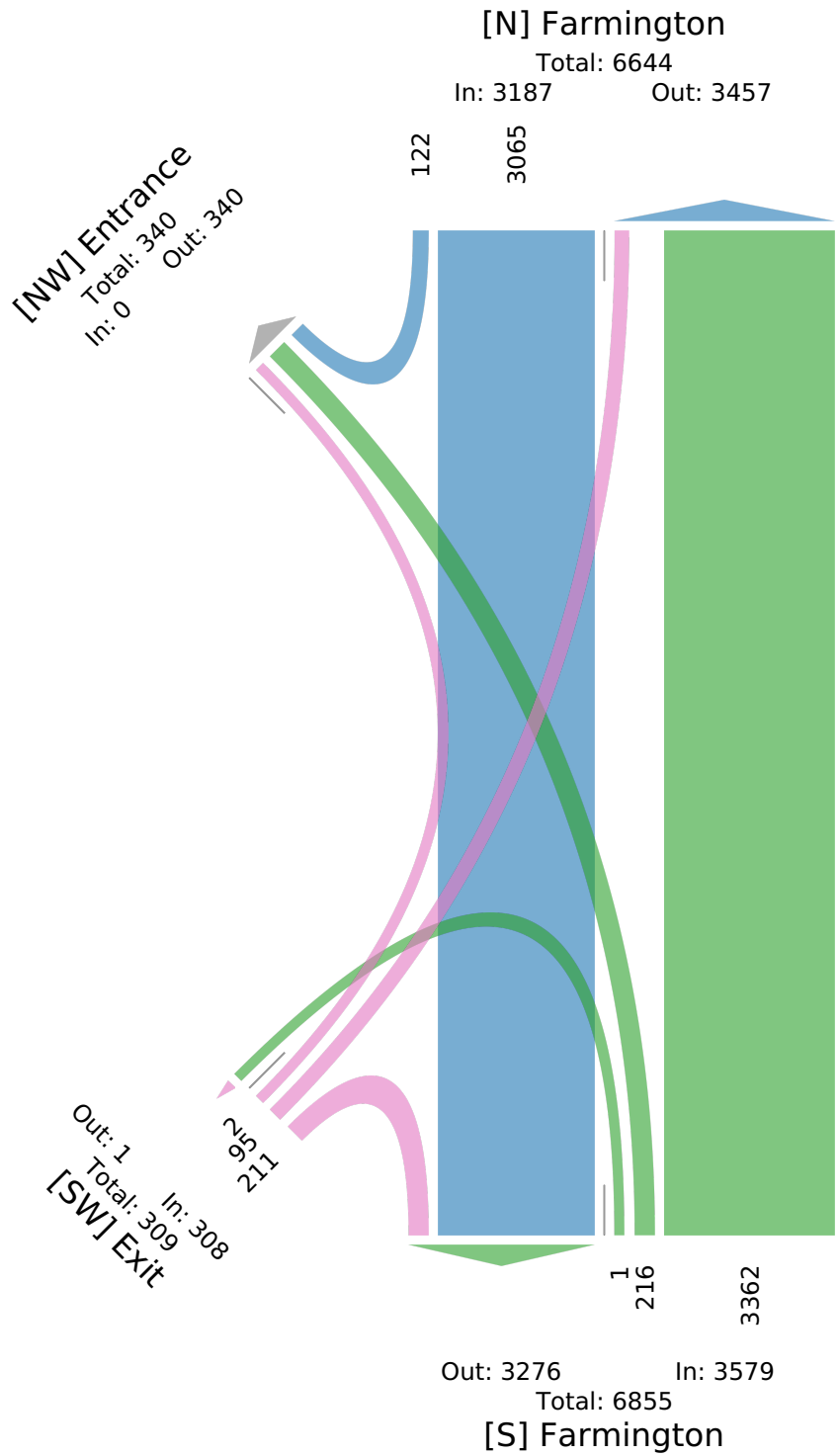


Farmington and McDonalds entrance and exit j... - TMC
 Wed Feb 28, 2024
 Full Length (7 AM-9 AM, 4 PM-6 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
 All Movements
 ID: 1160438, Location: 42.428187, -83.375039

Leg Direction	Farmington Northbound					Farmington Southbound					Entrance Southeastbound					Exit Northeastbound						
Time	HL	BL	T	U	App	T	BR	HR	U	App	HL	BR	R	U	App	L	BL	HR	U	App	Int	
2024-02-28 7:00AM	0	13	113	0	126	103	0	4	0	107	0	0	0	0	0	0	7	12	0	19	252	
7:15AM	0	11	165	0	176	128	0	4	0	132	0	0	0	0	0	0	7	8	0	15	323	
7:30AM	0	14	177	0	191	170	0	6	0	176	0	0	0	0	0	0	7	11	0	18	385	
7:45AM	0	16	233	0	249	164	0	10	0	174	0	0	0	0	0	0	6	19	0	25	448	
Hourly Total	0	54	688	0	742	565	0	24	0	589	0	0	0	0	0	0	27	50	0	77	1408	
8:00AM	0	9	202	0	211	143	0	10	0	153	0	0	0	0	0	0	9	10	0	19	383	
8:15AM	0	17	174	0	191	154	0	13	0	167	0	0	0	0	0	0	5	10	0	15	373	
8:30AM	0	12	209	0	221	152	0	12	0	164	0	0	0	0	0	0	5	17	0	22	407	
8:45AM	0	20	193	0	213	140	0	7	0	147	0	0	0	0	0	0	12	19	0	31	391	
Hourly Total	0	58	778	0	836	589	0	42	0	631	0	0	0	0	0	0	31	56	0	87	1554	
4:00PM	0	23	237	0	260	201	0	8	0	209	0	0	0	0	0	0	4	12	0	16	485	
4:15PM	0	17	208	0	225	223	0	7	0	230	0	0	0	0	0	0	8	14	0	22	477	
4:30PM	0	6	262	0	268	252	0	4	0	256	0	0	0	0	0	0	6	13	0	19	543	
4:45PM	0	12	236	0	248	213	0	6	0	219	0	0	0	0	0	0	2	10	0	12	479	
Hourly Total	0	58	943	0	1001	889	0	25	0	914	0	0	0	0	0	0	20	49	0	69	1984	
5:00PM	0	8	240	0	248	312	0	11	0	323	0	0	0	0	0	0	4	11	0	15	586	
5:15PM	0	19	276	0	295	256	0	5	0	261	0	0	0	0	0	0	2	4	21	27	583	
5:30PM	1	12	221	0	234	229	0	9	0	238	0	0	0	0	0	0	3	13	0	16	488	
5:45PM	0	7	216	0	223	225	0	6	0	231	0	0	0	0	0	0	6	11	0	17	471	
Hourly Total	1	46	953	0	1000	1022	0	31	0	1053	0	0	0	0	0	0	2	17	56	0	75	2128
Total	1	216	3362	0	3579	3065	0	122	0	3187	0	0	0	0	0	0	2	95	211	0	308	7074
% Approach	0%	6.0%	93.9%	0%	-	96.2%	0%	3.8%	0%	-	0%	0%	0%	0%	-	0.6%	30.8%	68.5%	0%	-	-	
% Total	0%	3.1%	47.5%	0%	50.6%	43.3%	0%	1.7%	0%	45.1%	0%	0%	0%	0%	0%	0%	1.3%	3.0%	0%	4.4%	-	
Lights	1	211	3303	0	3515	3023	0	122	0	3145	0	0	0	0	0	0	2	95	208	0	305	6965
% Lights	100%	97.7%	98.2%	0%	98.2%	98.6%	0%	100%	0%	98.7%	0%	0%	0%	0%	-	100%	100%	98.6%	0%	99.0%	98.5%	
Articulated Trucks	0	0	3	0	3	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
% Articulated Trucks	0%	0%	0.1%	0%	0.1%	0.1%	0%	0%	0%	0.1%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.1%	
Buses and Single-Unit Trucks	0	5	56	0	61	38	0	0	0	38	0	0	0	0	0	0	0	3	0	3	102	
% Buses and Single-Unit Trucks	0%	2.3%	1.7%	0%	1.7%	1.2%	0%	0%	0%	1.2%	0%	0%	0%	0%	-	0%	0%	1.4%	0%	1.0%	1.4%	

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Farmington and McDonalds entrance and exit j... - TMC
Wed Feb 28, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160438, Location: 42.428187, -83.375039



Farmington and McDonalds entrance and exit j... - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160438, Location: 42.428187, -83.375039

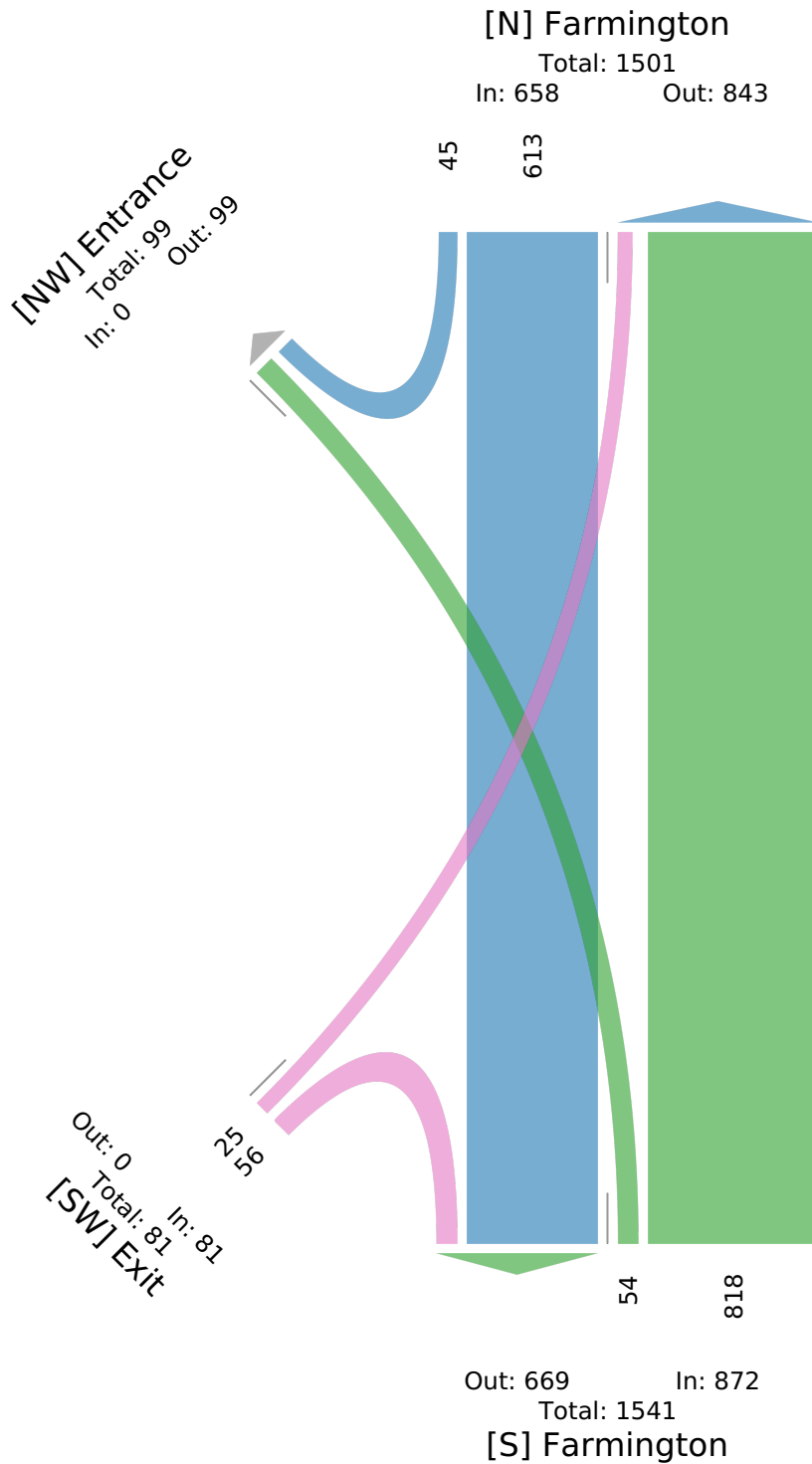


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Farmington Northbound					Farmington Southbound					Entrance Southeastbound					Exit Northeastbound					
Time	HL	BL	T	U	App	T	BR	HR	U	App	HL	BR	R	U	App	L	BL	HR	U	App	Int
2024-02-28 7:45AM	0	16	233	0	249	164	0	10	0	174	0	0	0	0	0	0	6	19	0	25	448
8:00AM	0	9	202	0	211	143	0	10	0	153	0	0	0	0	0	0	9	10	0	19	383
8:15AM	0	17	174	0	191	154	0	13	0	167	0	0	0	0	0	0	5	10	0	15	373
8:30AM	0	12	209	0	221	152	0	12	0	164	0	0	0	0	0	0	5	17	0	22	407
Total	0	54	818	0	872	613	0	45	0	658	0	0	0	0	0	0	25	56	0	81	1611
% Approach	0%	6.2%	93.8%	0%	-	93.2%	0%	6.8%	0%	-	0%	0%	0%	0%	-	0%	30.9%	69.1%	0%	-	-
% Total	0%	3.4%	50.8%	0%	54.1%	38.1%	0%	2.8%	0%	40.8%	0%	0%	0%	0%	0%	0%	1.6%	3.5%	0%	5.0%	-
PHF	-	0.794	0.878	-	0.876	0.934	-	0.865	-	0.945	-	-	-	-	-	-	0.694	0.737	-	0.810	0.899
Lights	0	52	793	0	845	602	0	45	0	647	0	0	0	0	0	0	25	54	0	79	1571
% Lights	0%	96.3%	96.9%	0%	96.9%	98.2%	0%	100%	0%	98.3%	0%	0%	0%	0%	-	0%	100%	96.4%	0%	97.5%	97.5%
Articulated Trucks	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Articulated Trucks	0%	0%	0.2%	0%	0.2%	0.2%	0%	0%	0%	0.2%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	2	23	0	25	10	0	0	0	10	0	0	0	0	0	0	0	2	0	2	37
% Buses and Single-Unit Trucks	0%	3.7%	2.8%	0%	2.9%	1.6%	0%	0%	0%	1.5%	0%	0%	0%	0%	-	0%	0%	3.6%	0%	2.5%	2.3%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Farmington and McDonalds entrance and exit j... - TMC
Wed Feb 28, 2024
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1160438, Location: 42.428187, -83.375039



Farmington and McDonalds entrance and exit j... - TMC

Wed Feb 28, 2024

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

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

All Movements

ID: 1160438, Location: 42.428187, -83.375039

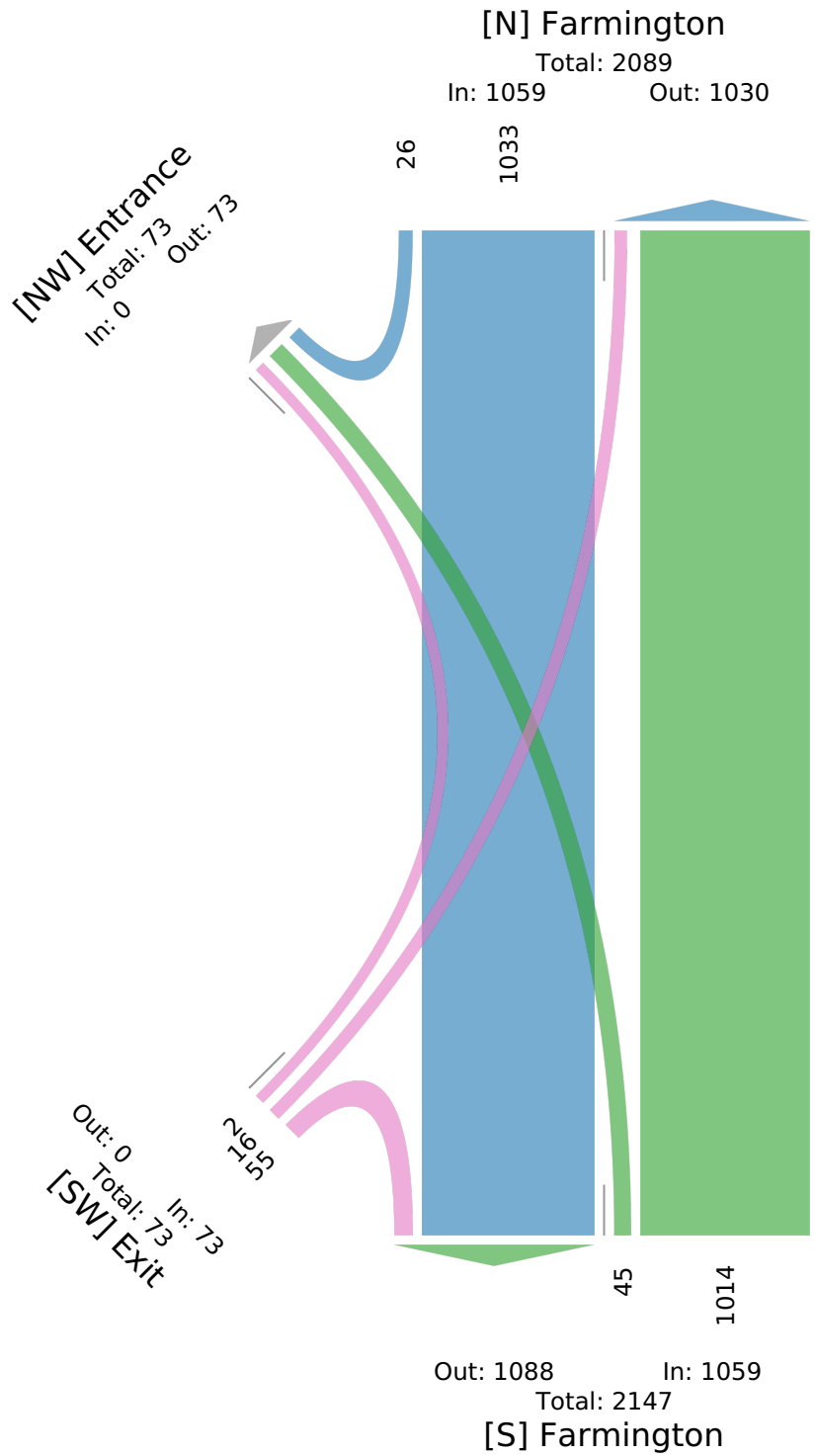


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	942
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	942
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	942	-
HCM Lane V/C Ratio	0.045	-	-	0.002	-
HCM Control Delay (s)	13.6	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2024 Existing Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	578	5	23	623	5	18
Future Vol, veh/h	578	5	23	623	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	642	6	24	663	8	30

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	648	0	958	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			
Approach Delay, s/veh	31.6				33.5				43.2			
Approach LOS	C				C				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	37.0	11.3	39.0	12.7	37.0	11.3	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	16.3	4.1	20.0	2.0	14.1	3.7	25.3				
Green Ext Time (p_c), s	0.2	0.5	0.1	0.7	0.1	0.5	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	36.0											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	771	14	3	711	84	15	8	8	51	12	64
Future Volume (veh/h)	69	771	14	3	711	84	15	8	8	51	12	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	73	812	15	3	756	89	23	12	12	65	15	81
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	391	2195	41	400	1969	232	262	139	114	212	67	219
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	662	3817	71	673	3424	403	715	510	420	546	247	803
Grp Volume(v), veh/h	73	404	423	3	419	426	47	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	662	1900	1987	673	1900	1927	1645	0	0	1595	0	0
Q Serve(g_s), s	5.4	9.2	9.2	0.2	9.6	9.6	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	15.0	9.2	9.2	9.4	9.6	9.6	1.5	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	391	1093	1143	400	1093	1108	515	0	0	498	0	0
V/C Ratio(X)	0.19	0.37	0.37	0.01	0.38	0.38	0.09	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	391	1093	1143	400	1093	1108	515	0	0	498	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	9.2	9.2	11.7	9.3	9.3	21.7	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.0	0.9	0.0	1.0	1.0	0.4	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.3	3.4	0.0	3.5	3.5	0.7	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	10.1	10.1	11.7	10.3	10.3	22.1	0.0	0.0	25.0	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C	A	A	C	A	A
Approach Vol, veh/h	900			848			47			161		
Approach Delay, s/veh	10.5			10.3			22.1			25.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.9			28.1			51.9			28.1		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 46			* 22			* 46			* 22		
Max Q Clear Time (g_c+I1), s	11.6			8.2			17.0			3.5		
Green Ext Time (p_c), s	5.4			0.7			5.8			0.2		

Intersection Summary

HCM 6th Ctrl Delay 11.9
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	
Traffic Vol, veh/h	839	14	9	839	8	13
Future Vol, veh/h	839	14	9	839	8	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	93	93	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	893	15	10	902	13	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	908	0	1372	454
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	758	-	140	559
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	758	-	138	559
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	592	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	391	-	-	758	-	
HCM Lane V/C Ratio	0.09	-	-	0.013	-	
HCM Control Delay (s)	15.1	-	-	9.8	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	837	15	10	841	7	15
Future Vol, veh/h	837	15	10	841	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	900	16	11	934	11	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	916
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	753
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	753
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	406	-	-	753	-
HCM Lane V/C Ratio	0.089	-	-	0.015	-
HCM Control Delay (s)	14.7	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2024 Existing Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	836	16	8	847	4	33
Future Vol, veh/h	836	16	8	847	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	889	17	9	931	6	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	906	0	1288
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	390
Critical Hdwy	-	-	4.1	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.2	-	3.65
Pot Cap-1 Maneuver	-	-	759	-	189
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	623
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	759	-	187
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	616

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	759	-
HCM Lane V/C Ratio	0.111	-	-	0.012	-
HCM Control Delay (s)	13	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2024 Existing Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰		↰	↰↱		↰	↰↱	
Traffic Vol, veh/h	0	0	0	1	0	5	0	1064	6	4	1110	0
Future Vol, veh/h	0	0	0	1	0	5	0	1064	6	4	1110	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	7	0	1252	7	5	1291	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1927	2560	646	1912	2557	630	1291	0	0	1259	0	0
Stage 1	1301	1301	-	1256	1256	-	-	-	-	-	-	-
Stage 2	626	1259	-	656	1301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	40	26	414	42	27	429	538	-	-	554	-	0
Stage 1	170	229	-	184	245	-	-	-	-	-	-	0
Stage 2	439	240	-	426	233	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	26	414	42	27	429	538	-	-	554	-	-
Mov Cap-2 Maneuver	39	26	-	42	27	-	-	-	-	-	-	-
Stage 1	170	227	-	184	245	-	-	-	-	-	-	-
Stage 2	432	240	-	422	231	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		27.4		0		0	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	538	-	-	-	-	169	554	-
HCM Lane V/C Ratio	-	-	-	-	-	0.047	0.008	-
HCM Control Delay (s)	0	-	-	0	0	27.4	11.6	-
HCM Lane LOS	A	-	-	A	A	D	B	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-

HCM 6th TWSC
61: Farmington Road & McDonald's

2024 Existing Conditions
p.m. Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	55	45	1024	1059	26
Future Vol, veh/h	18	55	45	1024	1059	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	81	50	1138	1291	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1976	662	1323
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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	943
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	943
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	943	-
HCM Lane V/C Ratio	0.051	-	-	0.001	-
HCM Control Delay (s)	12.7	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	583	4	2	632	9	6
Future Vol, veh/h	583	4	2	632	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	641	4	2	672	12	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	645	0	983	323
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.14	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.22	-	3.57	3.37
Pot Cap-1 Maneuver	-	-	936	-	237	658
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	936	-	237	658
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	677	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		13.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	436	-	-	936	-	
HCM Lane V/C Ratio	0.046	-	-	0.002	-	
HCM Control Delay (s)	13.7	-	-	8.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Background Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑↑	↵	
Traffic Vol, veh/h	584	5	23	629	5	18
Future Vol, veh/h	584	5	23	629	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	649	6	24	669	8	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	655	0	968
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	458
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	753	-	137	555
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-	-			
Mov Cap-1 Maneuver	-	-	753	-	135	555
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	753	-
HCM Lane V/C Ratio	0.09	-	-	0.013	-
HCM Control Delay (s)	15.2	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Background Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	845	15	10	849	7	15
Future Vol, veh/h	845	15	10	849	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	90	90	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	909	16	11	943	11	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	925
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	747
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	747
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	747	-
HCM Lane V/C Ratio	0.09	-	-	0.015	-
HCM Control Delay (s)	14.8	-	-	9.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑↑	↖	
Traffic Vol, veh/h	844	16	8	855	4	33
Future Vol, veh/h	844	16	8	855	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	898	17	9	940	6	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	915
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	-	-	754
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	754
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-				

HCM 6th TWSC
61: Farmington Road & McDonald's

2026 Background 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	56	45	1035	1069	26
Future Vol, veh/h	18	56	45	1035	1069	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	82	50	1150	1304	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1995	668	1336	0	-	0
Stage 1	1320	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	54	405	517	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	405	517	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	517	-	145	405	-	-
HCM Lane V/C Ratio	0.097	-	0.183	0.203	-	-
HCM Control Delay (s)	12.7	-	35.3	16.1	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.8	-	-

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	150	244	217	115	216	213	225	279	292	309	174	335
Average Queue (ft)	114	126	118	43	103	127	124	160	194	185	130	209
95th Queue (ft)	171	218	200	87	186	194	200	264	281	278	203	316
Link Distance (ft)		226	226			1263	1263		820	820		276
Upstream Blk Time (%)		1	0									4
Queuing Penalty (veh)		4	1									14
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	16	5	1								10	16
Queuing Penalty (veh)	42	9	1								39	25

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	280	119
Average Queue (ft)	176	51
95th Queue (ft)	269	94
Link Distance (ft)	276	276
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	102	175	153	30	184	212	74	142
Average Queue (ft)	41	103	74	3	89	107	20	57
95th Queue (ft)	81	159	130	18	170	192	56	106
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		1			5			
Queuing Penalty (veh)		1			0			

Intersection: 30: Myron Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	49
Average Queue (ft)	3	16
95th Queue (ft)	18	44
Link Distance (ft)	1062	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Irving Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	31	40
Average Queue (ft)	0	6	14
95th Queue (ft)	3	25	40
Link Distance (ft)	272		1094
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)		2	
Queuing Penalty (veh)		6	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	35	75
Average Queue (ft)	0	5	25
95th Queue (ft)	5	23	56
Link Distance (ft)	54		1116
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	WB	SB
Directions Served	LTR	L
Maximum Queue (ft)	31	23
Average Queue (ft)	6	2
95th Queue (ft)	25	11
Link Distance (ft)	244	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		10
Storage Blk Time (%)		1
Queuing Penalty (veh)		4

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	66	64	49	53	4
Average Queue (ft)	19	28	23	5	0
95th Queue (ft)	52	54	48	30	0
Link Distance (ft)	462	462		73	585
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			25		
Storage Blk Time (%)			6	0	
Queuing Penalty (veh)			30	0	

Zone Summary

Zone wide Queuing Penalty: 178

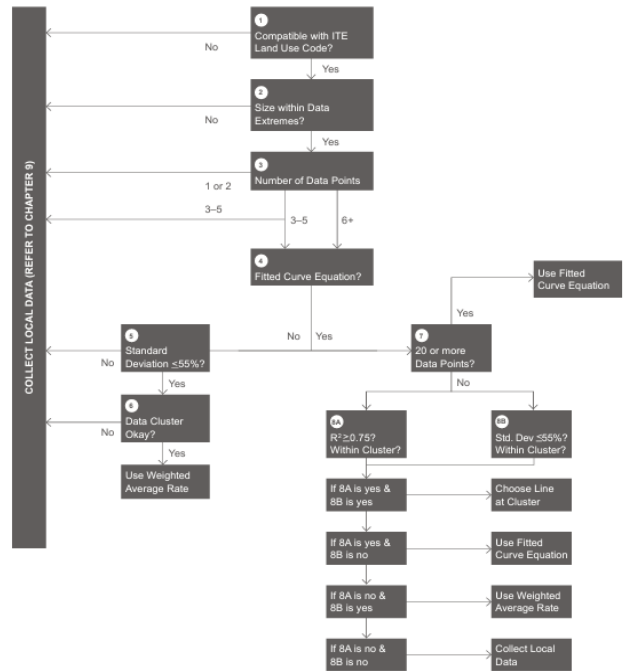
Appendix 4

Trip Generation Calculations

ITE Land Use	Land Use Code	Units	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Attached Housing	215	105 DU	12	37	49	35	24	59	750
Supermarket	850	75,239 sq ft	127	88	215	307	307	614	6,814
Total			139	125	264	342	331	673	7,564
Pass-By Rates, LUC 850: 24% PM			-	-	-	74	74	148	-
Total New Trips			139	125	264	268	257	525	7,564
Total Pass-By Trips			0	0	0	74	74	148	7,564
ITE Land Use	Land Use Code	Units	Time Period	Equation	R2	Rate	Pass-By	Studies	Notes
Single-Family Attached Housing	215	105 DU	AM	$T=0.52(X)-5.70$	0.92	0.48	-	46	# Studies >20, Use Fitted Curve.
			PM	$T=0.60(X)-3.93$	0.91	0.57	-	51	# Studies >20, Use Fitted Curve.
			Weekday	$T=7.62(X)-50.48$	0.94	7.2	-	22	# Studies >20, Use Fitted Curve.
Supermarket	850	75,239 sq ft	AM	-	-	2.86	-	61	No fitted curve. Use average rate.
			PM	$\ln(T)=0.81\ln(X)+2.92$	0.67	8.95	24%	104	# Studies >20, Use Fitted Curve.
			Weekday	$T=83.39(X)+539.33$	0.8	93.84	-	22	# Studies >20, Use Fitted Curve.

Land Use Code	Pass-By Rates			
	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
850	0%	0%	24%	24%

Figure 4.2 Process for Selecting Average Rate or Equation
in Trip Generation Manual Data



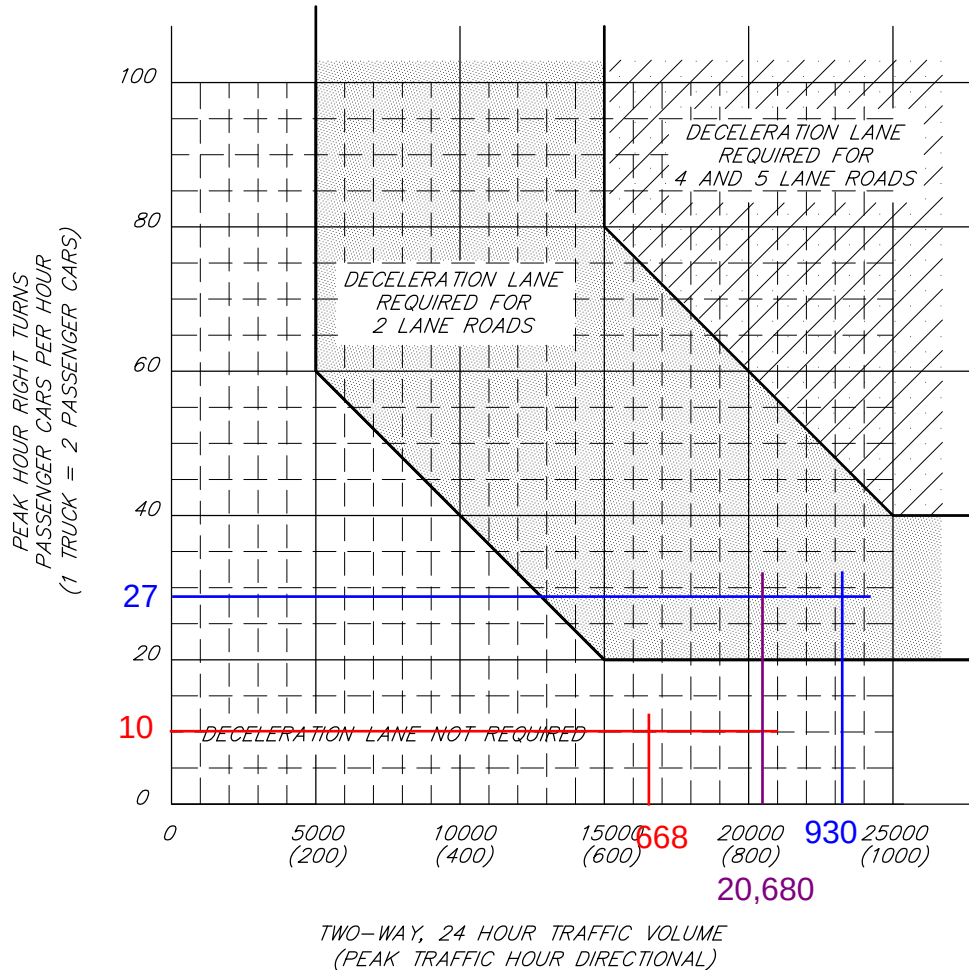
Appendix 5

Turn Lane Warrants

a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



REVISION DATE:

DIRECTOR OF ENGINEERING

DIVISION PERMIT ENGINEER

WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES
ENGINEERING DIVISION/PERMIT OFFICE
PERMIT STANDARDS

WARRANT FOR RIGHT TURN DECELERATION LANE

SCALE
NOT TO SCALE

AL-4

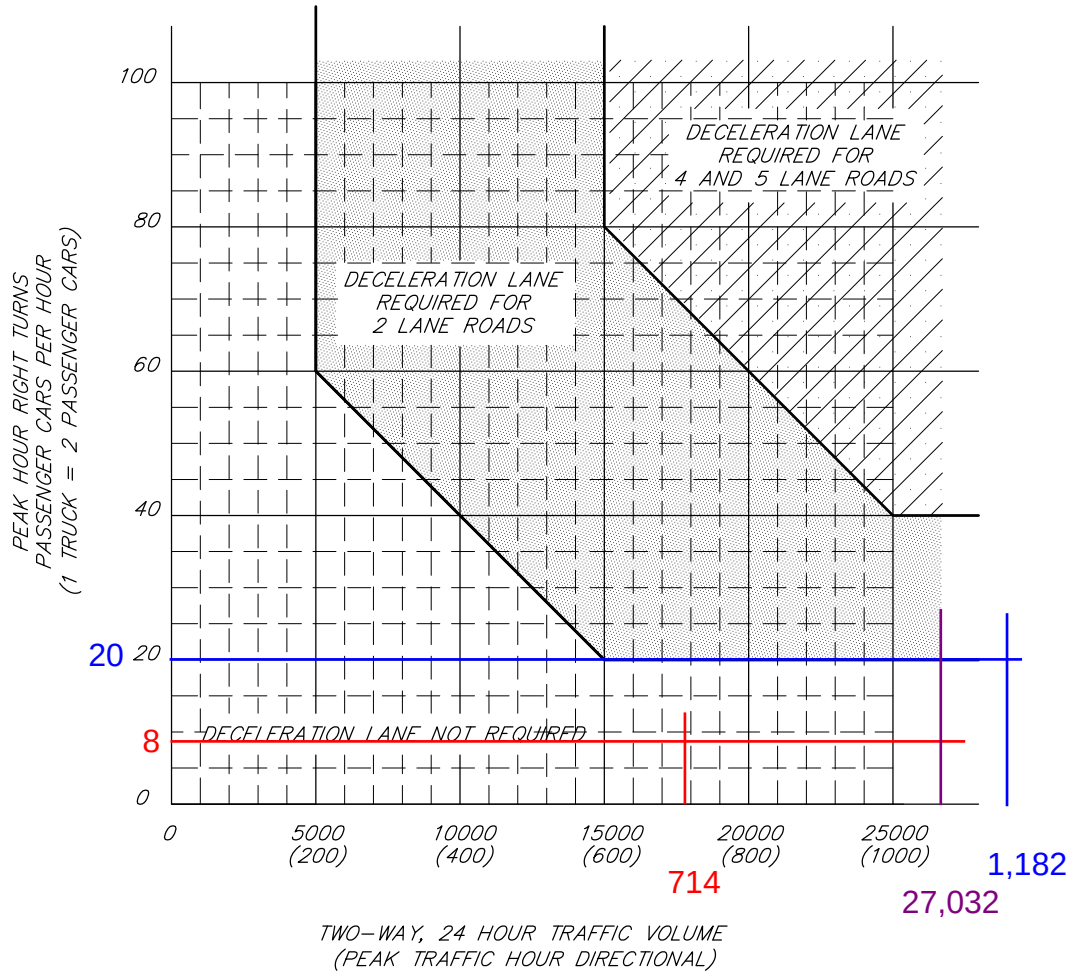
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



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ENGINEERING DIVISION/PERMIT OFFICE
PERMIT STANDARDS

WARRANT FOR RIGHT TURN DECELERATION LANE

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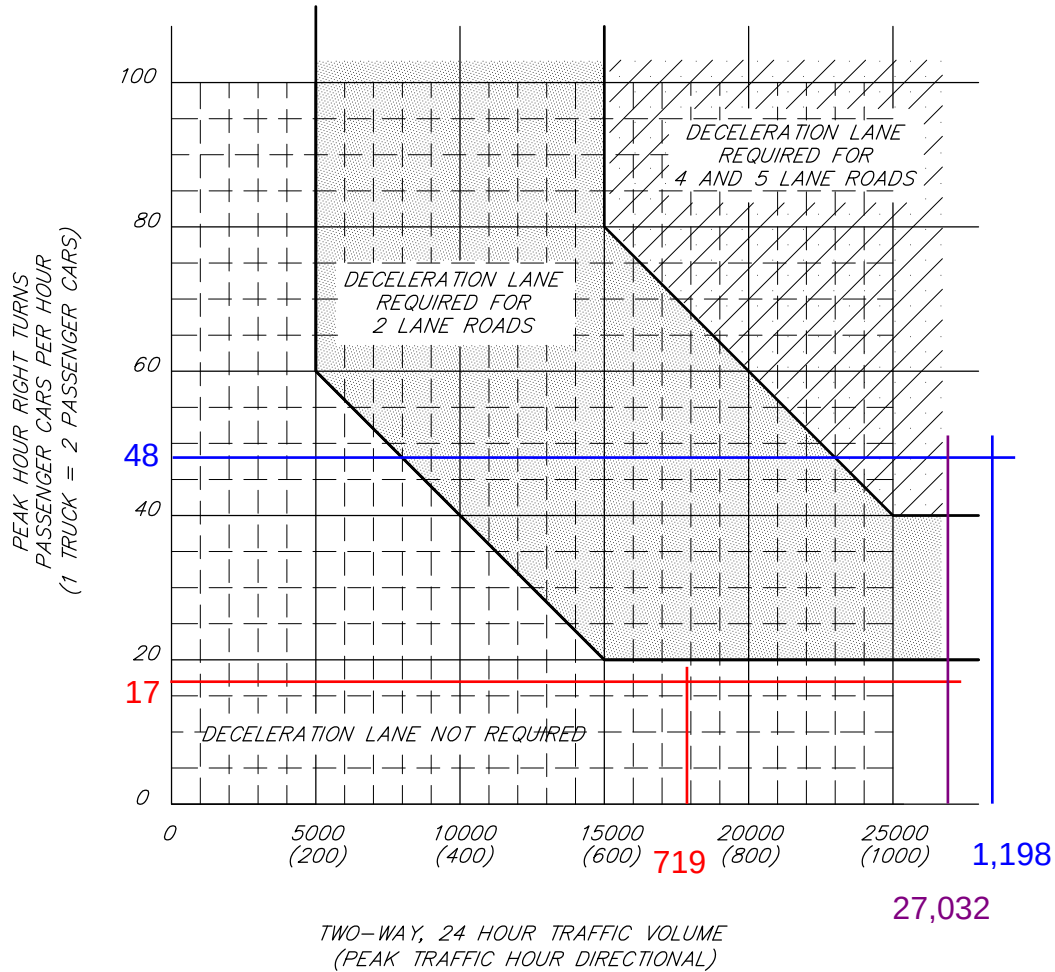
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



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WARRANT FOR RIGHT TURN DECELERATION LANE

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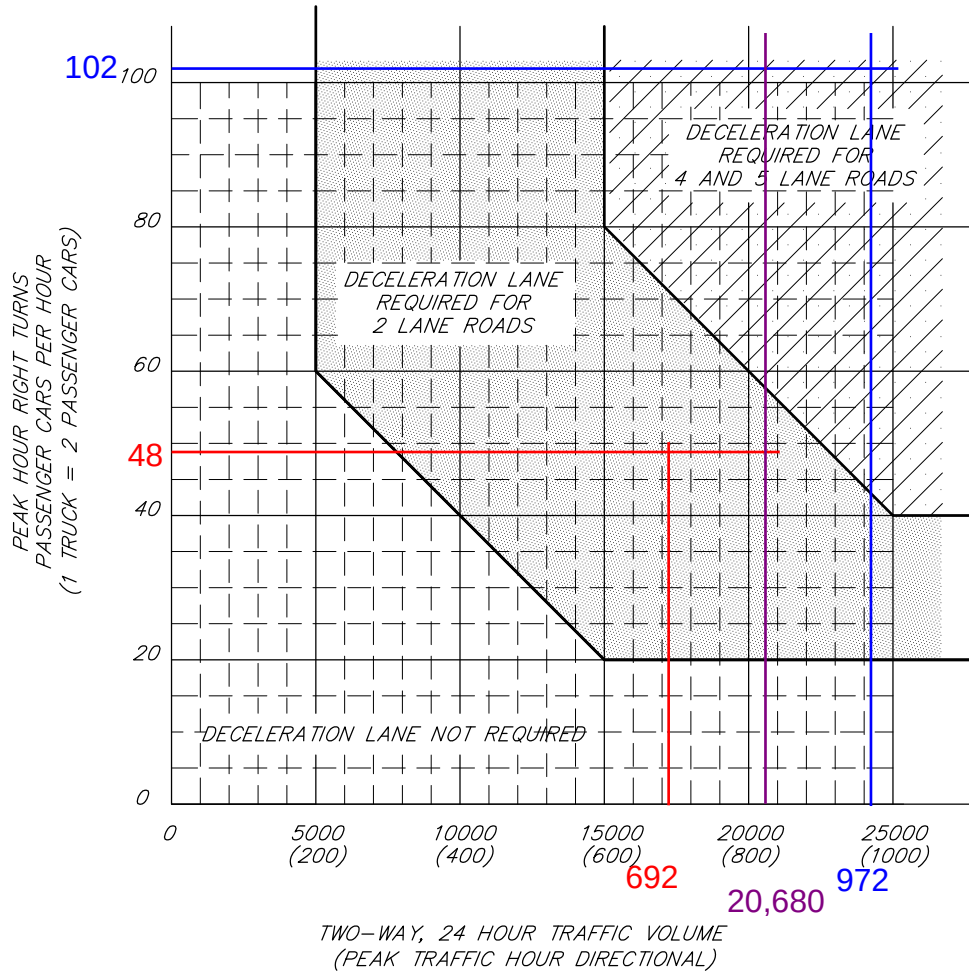
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a.m. Peak Hour
p.m. Peak Hour

WARRANT FOR RIGHT TURN DECELERATION LANE

(BASED ON ULTIMATE DEVELOPMENT)



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WARRANT FOR RIGHT TURN DECELERATION LANE

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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	-	-			

HCM 6th TWSC
61: Farmington Road & McDonald's

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	57	55	868	657	45
Future Vol, veh/h	25	57	55	868	657	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	88	88	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	31	70	63	986	692	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1335	370	739	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	144	624	857	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	624	857	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.2	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	857	-	265	624	-	-
HCM Lane V/C Ratio	0.073	-	0.116	0.113	-	-
HCM Control Delay (s)	9.5	-	20.4	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	27	23	911	702	17
Future Vol, veh/h	4	27	23	911	702	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	94	94
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	29	26	1047	747	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1332	383	765	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.36	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.13	-	-	-
Pot Cap-1 Maneuver	175	525	504	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	525	504	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	504	-	253	525	-	-
HCM Lane V/C Ratio	0.052	-	0.017	0.056	-	-
HCM Control Delay (s)	12.5	-	19.5	12.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

HCM 6th TWSC
80: 7 Mile Road & East Driveway

2026 Future 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)	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	498
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	535	-
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	-	-	703	-	111	523
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	703	-	109	523
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	548	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.7	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	374	-	-	703	-	
HCM Lane V/C Ratio	0.096	-	-	0.016	-	
HCM Control Delay (s)	15.7	-	-	10.2	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↱↑↑↑		↱	
Traffic Vol, veh/h	898	16	8	968	4	33
Future Vol, veh/h	898	16	8	968	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	955	17	9	1064	6	50
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	972	0	1408	486
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.1	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	717	-	161	533
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	717	-	159	533
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	576	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		13.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	476	-	-	717	-	
HCM Lane V/C Ratio	0.118	-	-	0.012	-	
HCM Control Delay (s)	13.6	-	-	10.1	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

HCM 6th TWSC
60: Farmington Road & North Driveway/Gable Street

2026 Future Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	28.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	
Traffic Vol, veh/h	59	0	39	1	0	5	74	1070	6	4	1158	20
Future Vol, veh/h	59	0	39	1	0	5	74	1070	6	4	1158	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	10	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	85	85	85	86	86	86
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	1	1	1
Mvmt Flow	64	0	42	1	0	7	87	1259	7	5	1347	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2173	2809	685	2121	2817	633	1370	0	0	1266	0	0
Stage 1	1369	1369	-	1437	1437	-	-	-	-	-	-	-
Stage 2	804	1440	-	684	1380	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	~ 26	18	391	29	18	427	502	-	-	550	-	-
Stage 1	154	213	-	143	201	-	-	-	-	-	-	-
Stage 2	343	196	-	410	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 22	15	391	22	15	427	502	-	-	550	-	-
Mov Cap-2 Maneuver	~ 22	15	-	22	15	-	-	-	-	-	-	-
Stage 1	127	211	-	118	166	-	-	-	-	-	-	-
Stage 2	279	162	-	362	212	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	747.9	42.1	0.9	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	502	-	-	22	391	105	550	-	-
HCM Lane V/C Ratio	0.173	-	-	2.915	0.108	0.076	0.008	-	-
HCM Control Delay (s)	13.7	-	-	\$ 1232.2	15.3	42.1	11.6	-	-
HCM Lane LOS	B	-	-	F	C	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	8.2	0.4	0.2	0	-	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

HCM 6th TWSC
61: Farmington Road & McDonald's

2026 Future 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	56	45	1089	1126	26
Future Vol, veh/h	18	56	45	1089	1126	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	90	90	82	82
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	26	82	50	1210	1373	32
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2094	703	1405	0	-	0
Stage 1	1389	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	46	385	487	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	385	487	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.3	0.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	487	-	132	385	-	-
HCM Lane V/C Ratio	0.103	-	0.201	0.214	-	-
HCM Control Delay (s)	13.2	-	39	16.9	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	0.8	-	-

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	86	0	1141	1150	48
Future Vol, veh/h	9	86	0	1141	1150	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	10	93	0	1282	1278	53
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1946	666	-	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	-	-
Pot Cap-1 Maneuver	75	345	0	-	-	-
Stage 1	160	-	0	-	-	-
Stage 2	472	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	345	-	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	20.7	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR	
Capacity (veh/h)	-	132	345	-	-	
HCM Lane V/C Ratio	-	0.074	0.271	-	-	
HCM Control Delay (s)	-	34.4	19.3	-	-	
HCM Lane LOS	-	D	C	-	-	
HCM 95th %tile Q(veh)	-	0.2	1.1	-	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	863	870	102	51	63
Future Vol, veh/h	63	863	870	102	51	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	67	918	956	112	55	68
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1068	0	-	0	1549	478
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	4.1	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	660	-	-	-	105	534
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	94	534
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	515	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	660	-	-	-	212	534
HCM Lane V/C Ratio	0.102	-	-	-	0.261	0.128
HCM Control Delay (s)	11.1	-	-	-	27.9	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	0.4

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	150	270	245	152	173	232	264	508	764	716	250	342
Average Queue (ft)	120	150	142	49	88	144	159	423	466	399	213	275
95th Queue (ft)	175	259	231	113	153	220	240	609	895	816	298	379
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		7	0	0					12	0	2	36
Queuing Penalty (veh)		32	2	0					0	0	0	149
Storage Bay Dist (ft)	125			175	500			500			225	
Storage Blk Time (%)	22	7	2					32	2		45	9
Queuing Penalty (veh)	61	13	4					129	5		181	17

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	312	126
Average Queue (ft)	223	55
95th Queue (ft)	315	101
Link Distance (ft)	264	264
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	14	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	105	178	152	25	184	199	64	129
Average Queue (ft)	41	103	76	2	87	107	18	62
95th Queue (ft)	84	162	128	15	157	180	48	110
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)	0	1			4			
Queuing Penalty (veh)	1	1			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	29	29	18	52	54
Average Queue (ft)	5	4	1	16	19
95th Queue (ft)	21	21	9	43	49
Link Distance (ft)			266	1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	31	44
Average Queue (ft)	3	17
95th Queue (ft)	19	44
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	1	
Queuing Penalty (veh)	3	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	63	31	62
Average Queue (ft)	7	5	26
95th Queue (ft)	44	24	56
Link Distance (ft)	54		1116
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	14		
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 60: Farmington Road & North Driveway/Gable Street

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	296	186	40	97	113	90	28	90	60
Average Queue (ft)	149	74	10	36	24	9	1	25	14
95th Queue (ft)	353	261	39	97	146	81	11	103	62
Link Distance (ft)	339	339	244		217	217		73	73
Upstream Blk Time (%)	17	13			6	0		7	0
Queuing Penalty (veh)	0	0			33	1		40	2
Storage Bay Dist (ft)				100			10		
Storage Blk Time (%)				10			0	9	
Queuing Penalty (veh)				52			1	0	

Intersection: 61: Farmington Road & McDonald's

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	73	128	45	75	110	73
Average Queue (ft)	23	42	22	10	20	9
95th Queue (ft)	63	122	49	54	115	80
Link Distance (ft)	462	462		73	585	585
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (ft)			25			
Storage Blk Time (%)			11	0		
Queuing Penalty (veh)			60	0		

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	T	T	TR
Maximum Queue (ft)	213	239	64	60	227	182	12
Average Queue (ft)	80	138	13	14	108	76	0
95th Queue (ft)	281	332	98	106	309	241	6
Link Distance (ft)	300	300	264	264	217	217	217
Upstream Blk Time (%)	20	29	0	0	16	2	
Queuing Penalty (veh)	0	0	0	1	62	6	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	81	54	28	94	54
Average Queue (ft)	27	3	2	36	24
95th Queue (ft)	62	29	14	72	43
Link Distance (ft)		150	54	413	413
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	5	0			

Zone Summary

Zone wide Queuing Penalty: 892

Appendix 7

Signal Warrants

TRAFFIC SIGNAL WARRANT ANALYSIS DATA ENTRY
ONLY ENTER DATA IN YELLOW CELLS

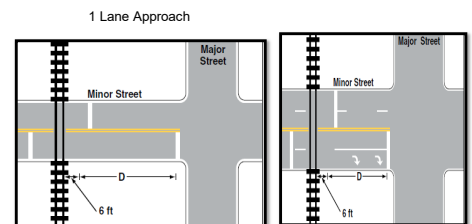
Spot Number

	MAJOR STREET		MINOR STREET				
Intersection of	Farmington Road	at	North Driveway/Gable Street	Analysis Date	3/12/2024	by	Fishbeck
DIRECTION	N-S		E-W	Data Collection Date	2/28/2024		
City/Twp	Livonia						

Is the intersection within an Isolated community? Yes or No	NO
DO NOT ENTER ANY VALUE IN THIS BOX	
Discount for Right Turn Volume (or Lefts at Crossovers)?	NO
Percent Reduction in NB Right Turn Volumes	
Percent Reduction in SB Right Turn Volumes	
Percent Reduction in EB Right Turn Volumes	
Percent Reduction in WB Right Turn Volumes	
Have Other Remedial Measures Been Tried (Warrant 1 A&B)?	NO
Have Other Remedial Measures Been Tried AND Have Crashes Been Entered on the CRASH INPUT tab (Warrant 7)?	NO
Are there 5 or more Crashes Susceptible to Correction by Signalization in a 12 Month Period?	Try Remedial Measures
Review Peak Hour Warrant?	YES
Peak Hour Stop Delay (Vehicle Hours)	20.4
Number of Intersection Approaches	4
Peak Hour	17:00 - 18:00
Has a Study been Conducted that Demonstrates a Need for Signalization Based on a Lack of Signal Coordination (Warrant 6)?	
Has a Study been Conducted that Demonstrates a Need for Signalization Based on a the Need to Encourage Concentration and Organization of Traffic Flow (Warrant 8)?	

Pedestrian Warrant Information	
Distance to nearest Signal or Stop Sign on Major Road (ft)	
Is the 15th Percentile Speed of Pedestrians Less than 3.5ft/sec?	
DO NOT ENTER ANY VALUE IN THIS BOX	
Number of Gaps for School Crossings	
Duration of Gap Study (minutes)	
Width of Street (feet)	
Number of School Children per Group	
Number of School Children	
Crosswalk Length	
Is Pedestrian Sight Distance Sufficient?	

Grade Crossing Information	
Clear Storage Distance (Enter Greater than 140 if no Railroad Present)	
Number of Approach Lanes Crossing Tracks	
Peak Hour for Train Crossings (If not known, use Peak Vehicle Hour)	
Trains Crossings per Day? (Use 3-5 if Unknown)	
Percentage of High Occupancy Buses(Use 0% if Unknown)?	
Percentage of Tractor Trailers? (Use 7.6% to 12.5% if Unknown)	



Issue to Be Addressed by Signalization:
Minor Street Delays

Farmington Road				North Driveway/Gable Street												
	NORTHBOUND			SOUTHBOUND			WESTBOUND									
Number of lanes	3			2		2		1								
SPEED LIMIT OR 85th Percentile MPH	45			45		25		25								
Direction = NB				Direction = SB				Direction = EB				Direction = WB				
Machine #				Machine #				Machine #				Machine #				
Traffic Counts	Machine Major Vol #1		Manual Counts (TMCs)	PED COUNT S-LEG	Machine Major Vol # 2		Manual Counts (TMCs)	PED COUNT N-LEG	Machine Minor Vol # 3		Manual Counts (TMCs)	PED COUNT W-LEG	Machine Minor Vol # 4		Manual Counts (TMCs)	PED COUNT E-LEG
00:01 - 01:00																
01:00 - 02:00																
02:00 - 03:00																
03:00 - 04:00																
04:00 - 05:00																
05:00 - 06:00																
06:00 - 07:00																
07:00 - 08:00	736		736		613		613		14		14		4		4	
08:00 - 09:00	833		833		650		650		32		32		2		2	
09:00 - 10:00	589		589		559		559		43		43		2		2	
10:00 - 11:00	511		511		514		514		52		52		4		4	
11:00 - 12:00	558		558		543		543		71		71		5		5	
12:00 - 13:00	649		649		665		665		95		95		4		4	
13:00 - 14:00	626		626		644		644		72		72		9		9	
14:00 - 15:00	731		731		711		711		88		88		2		2	
15:00 - 16:00	936		936		880		880		82		82		6		6	
16:00 - 17:00	979		979		1010		1010		93		93		3		3	
17:00 - 18:00	1067		1067		1069		1069		91		91		6		6	
18:00 - 19:00	600		600		756		756		89		89		1		1	
19:00 - 20:00																
20:00 - 21:00																
21:00 - 22:00																
22:00 - 23:00																
23:00 - 00:00																

Were the machine and manual counts taken on the same day? ☐

Ratio	MANUAL#1 / machine NB 1.00	MANUAL#2 / Machine SB 1.00	MANUAL#1 / Machine EB 1.00	MANUAL#4 / Machine WB 1.00
Input Check:	Check Machine Counts	Check Machine Counts	Check Machine Counts	Check Machine Counts
Is data Correct?				

HELP
Check Machine Counts - A ZERO has been input during at least one of the hours. If volumes are correct, ignore this error. Ratio may need to be hand calculate
Check Manual Counts - A ZERO has been input for at least one hour. If volumes are correct, ignore this error. Ratio may need to be hand calculate
Confirm Volumes - The ratio between the manual counts and machine counts is out of normal range. Please check volumes, if volumes are correct, ignore this error

Michigan Manual of Uniform Traffic Control Devices
Volume Summary
Prepared by MDOT for the 2011 Edition of the MMUTCD

Spot Number:	0			
Major Street:	Farmington Road		Minor Street:	North Driveway/Gable Street
Intersection:	Farmington Road @ North Driveway/Gable Street			
City/Twp:	Livonia			
Date Performed:	3/12/2024	Performed By:	Fishbeck	
Date Volumes Collected:	2/28/2024			

	Major	Major	Minor	Minor	Total	Highest	Total
	NB	SB	EB	WB	Major	Minor	
00:01 - 01:00	0	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0	0
07:00 - 08:00	736	613	14	4	1349	14	1367
08:00 - 09:00	833	650	32	2	1483	32	1517
09:00 - 10:00	589	559	43	2	1148	43	1193
10:00 - 11:00	511	514	52	4	1025	52	1081
11:00 - 12:00	558	543	71	5	1101	71	1177
12:00 - 13:00	649	665	95	4	1314	95	1413
13:00 - 14:00	626	644	72	9	1270	72	1351
14:00 - 15:00	731	711	88	2	1442	88	1532
15:00 - 16:00	936	880	82	6	1816	82	1904
16:00 - 17:00	979	1010	93	3	1989	93	2085
17:00 - 18:00	1067	1069	91	6	2136	91	2233
18:00 - 19:00	600	756	89	1	1356	89	1446
19:00 - 20:00	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0
23:00 - 00:00	0	0	0	0	0	0	0
Total	8815	8614	822	48	17429	822	18299

Where manual counts were taken on the same day as the machine counts, the spreadsheet will look at the difference between manual and machine counts and adjust the hours without manual counts. This spreadsheet places a higher level of credibility on the manual counts.

In order of Preference the following volumes will be used (Each hour is reviewed independently).

- 1: Manual Turning Movement Count
- 2: Machine Counts Adjusted by the Count Ratio for that Approach if Manual Counts are taken on the same Day
- 3: Machine Counts Unadjusted if there are no manual counts or if the manual counts are taken on a different Day

Summary of Warrants

Spot Number:	0		
Major Street:	Farmington Road	Minor Street:	North Driveway/Gable Street
Intersection:	Farmington Road at North Driveway/Gable Street		
City/Twp:	Livonia		
Date Performed:	3/12/2024	Performed By:	Fishbeck
Date Volumes Collected:	2/28/2024		

Warrant	Condition	Is Warrant Met
Data Validation Error		NO
WARRANT 1: Eight-Hour Vehicular Volume		YES
	Condition A	NO
	Condition B	YES
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(70%)	YES
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	NO
	Condition A	NO
	Condition B	NO
WARRANT 4: Pedestrian Volume	(70%)	NO
	Four Hour	NO
	Peak Hour	NO
	(Threshold) HAWK	NO
	(Threshold) RRFB	NO
WARRANT 5: School Crossing		NO
WARRANT 6: Coordinated Signal System		0
WARRANT 7: Crash Experience		NO
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		0
WARRANT 9: Intersection Near a Grade Crossing		#N/A

Issue to Be Addressed by Signalization:
Minor Street Delays

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Farmington Road @ North Driveway/Gable Street		
Date	3/12/2024	by	Fishbeck

3	: No. of Lanes on Major St?
2	: No. of Lanes on Minor St?
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: if answer 4 is Yes, then what is the of the population isolated community?
NO	: Have other remedial measures been tried?

USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

Time	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
00:01 - 01:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
01:00 - 02:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
02:00 - 03:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
03:00 - 04:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
04:00 - 05:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
05:00 - 06:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
06:00 - 07:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
07:00 - 08:00	1349	14	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
08:00 - 09:00	1483	32	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
09:00 - 10:00	1148	43	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
10:00 - 11:00	1025	52	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
11:00 - 12:00	1101	71	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
12:00 - 13:00	1314	95	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
13:00 - 14:00	1270	72	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
14:00 - 15:00	1442	88	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
15:00 - 16:00	1816	82	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
16:00 - 17:00	1989	93	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
17:00 - 18:00	2136	91	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
18:00 - 19:00	1356	89	420	140	NO	630	70	YES	N/A	N/A	N/A	N/A	N/A
19:00 - 20:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
20:00 - 21:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
21:00 - 22:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
22:00 - 23:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A
23:00 - 00:00	0	0	420	140	NO	630	70	NO	N/A	N/A	N/A	N/A	N/A

Number of Hours that met the warrant 1A = 0

Number of Hours that met the warrant 1B = 8

Number of Hours that met the warrant 1 A & B = 0

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	NO
B. Is the Interruption of Continuous Traffic Met? (Condition B)	YES
C. Combination of Warrants A and B Criteria Met?	N/A

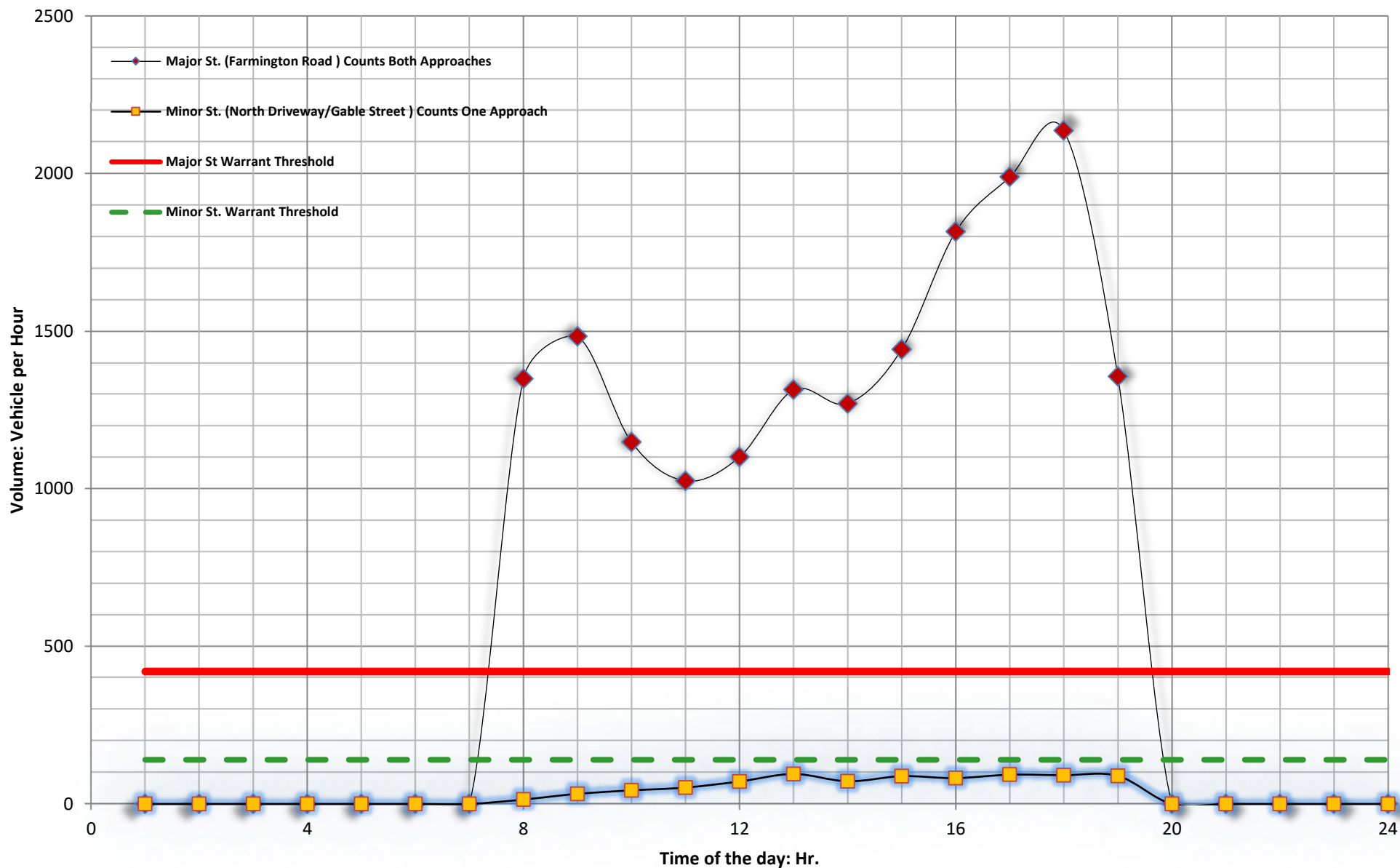


FIGURE 1: WARRANT 1A

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date:

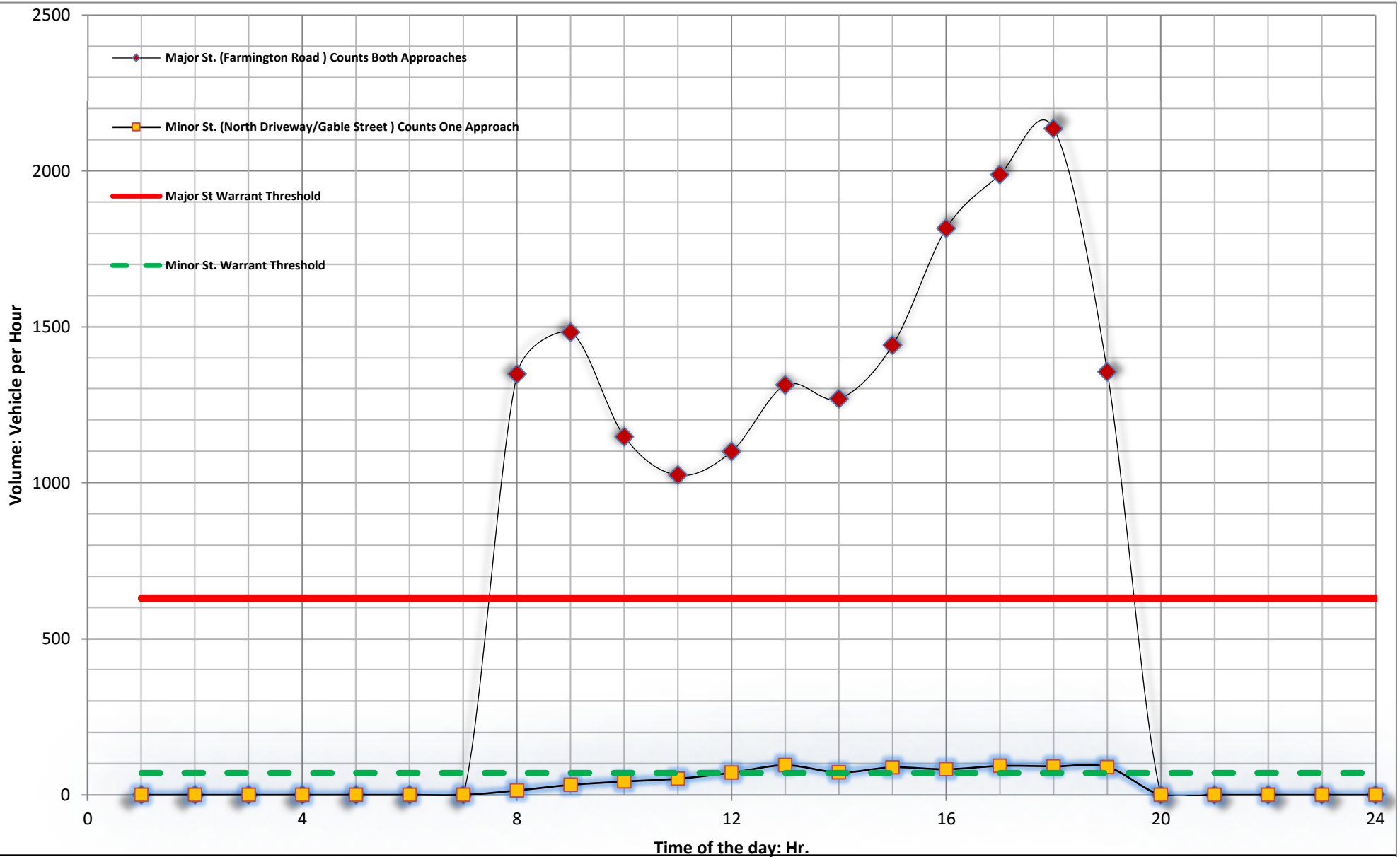


FIGURE 1: WARRANT 1B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 8

Does this intersection meet Warrant 1B for signal installation? YES

Data Collection Date: 2/28/2024

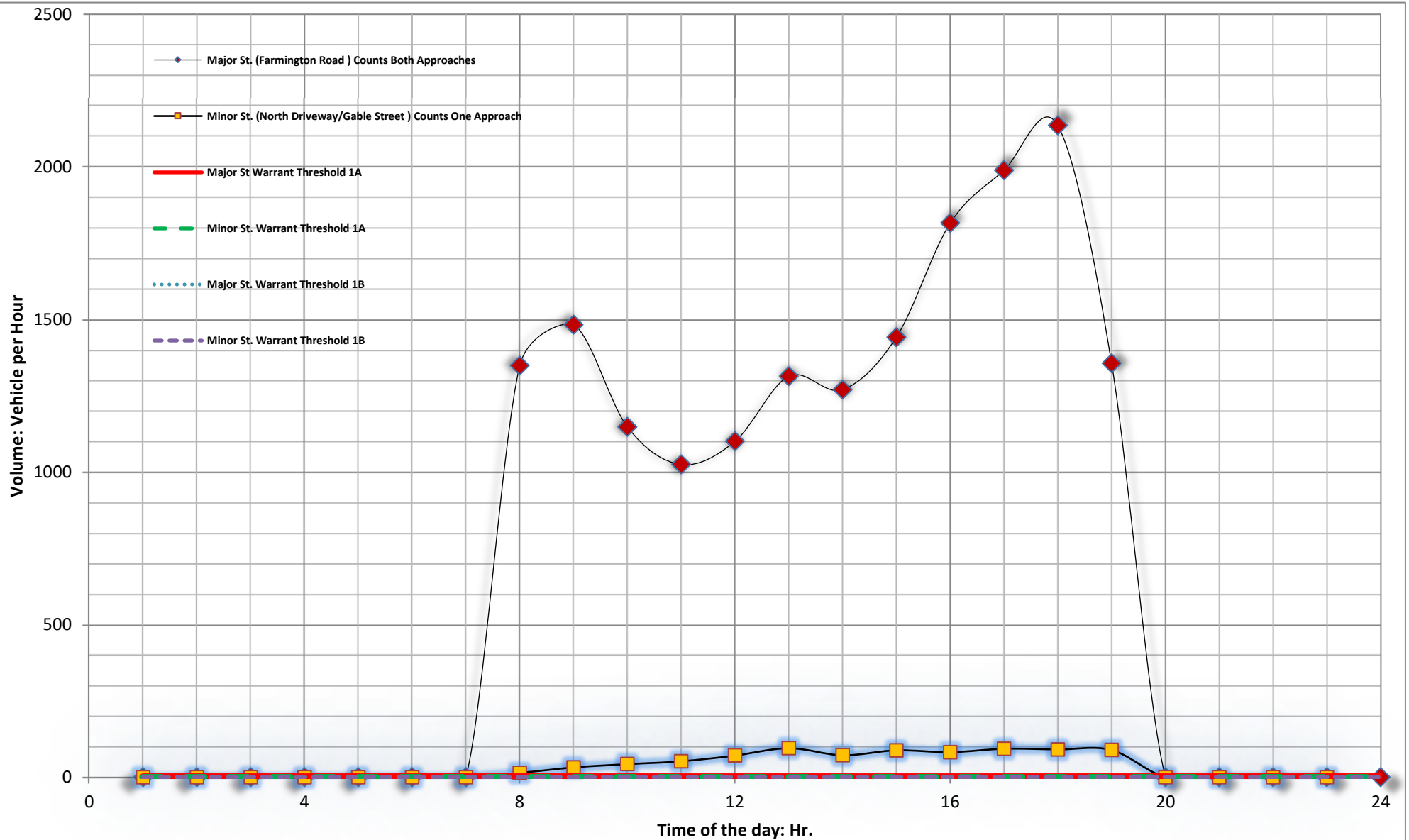


FIGURE 3: WARRANT 1A&B

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 56% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number:

Farmington Road @ North Driveway/Gable Street

NO. OF LANES ON MAJOR ST.? 3

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 0

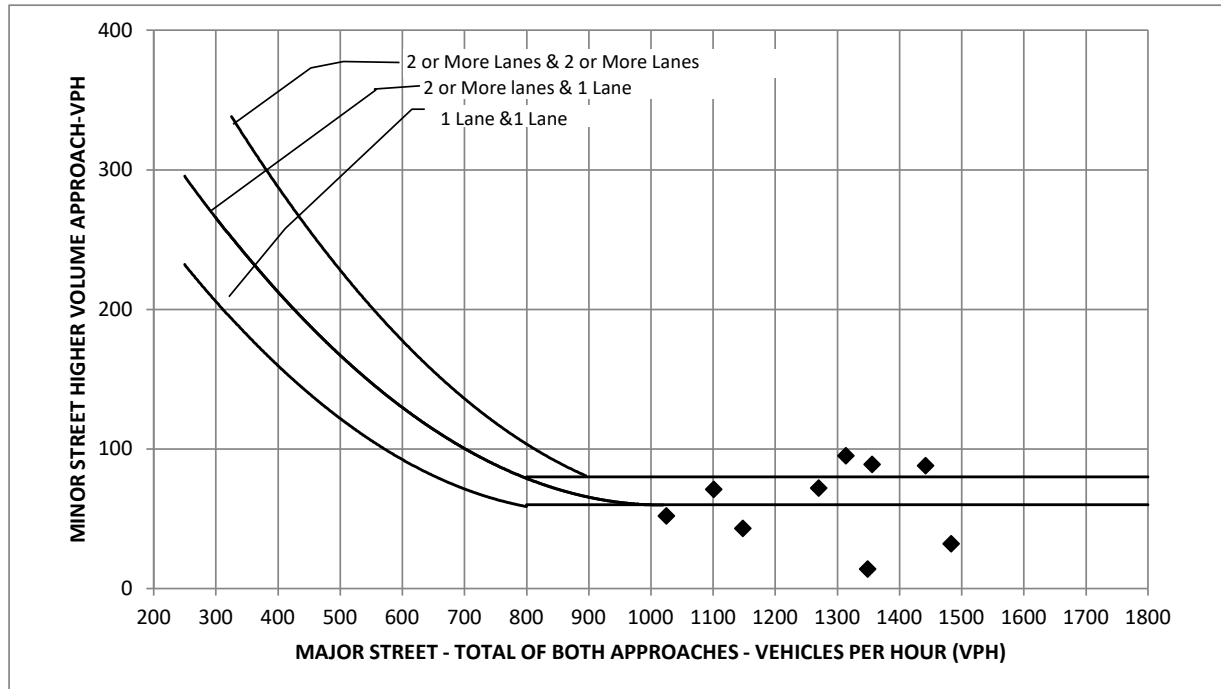
Does this intersection meet Warrant 1A&B for signal installation? N/A

Data Collection Date: 2/28/2024

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	0
Intersection:	Farmington Road @ North Driveway/Gable Street
Date	3/12/2024 by Fishbeck

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an Isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

6

Is Warrant (70%) Met?

YES

Michigan Manual of Uniform Traffic Control Devices Worksheet for Signal Warrants (Section 4C) WARRANT 3 A: Peak-Hour Vehicular Volume															
Spot Number:	0														
Intersection:	Farmington Road @ North Driveway/Gable Street														
Date	3/12/2024	by	Fishbeck												
NOT MET	<table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 15%; text-align: center;">20.4</td> <td style="padding: 2px 5px;">: Total Stop Time Delay (hrs)</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="padding: 2px 5px;">: Minor Street Approach Lanes</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="padding: 2px 5px;">: Total Approaches</td> </tr> <tr> <td style="text-align: center;">91</td> <td style="padding: 2px 5px;">: Minor Approach Volume</td> </tr> <tr> <td style="text-align: center;">2233</td> <td style="padding: 2px 5px;">: Total Entering Volume</td> </tr> <tr> <td style="text-align: center;">17:00 - 18:00</td> <td style="padding: 2px 5px;">: Peak Hour</td> </tr> </tbody> </table>			20.4	: Total Stop Time Delay (hrs)	2	: Minor Street Approach Lanes	4	: Total Approaches	91	: Minor Approach Volume	2233	: Total Entering Volume	17:00 - 18:00	: Peak Hour
20.4	: Total Stop Time Delay (hrs)														
2	: Minor Street Approach Lanes														
4	: Total Approaches														
91	: Minor Approach Volume														
2233	: Total Entering Volume														
17:00 - 18:00	: Peak Hour														
Is Warrant 3 A Met?			NO												

Michigan Manual of Uniform Traffic Control Devices

Worksheet for Signal Warrants (Section 4C)

WARRANT 3 B(70%): Peak-Hour Vehicular Volume

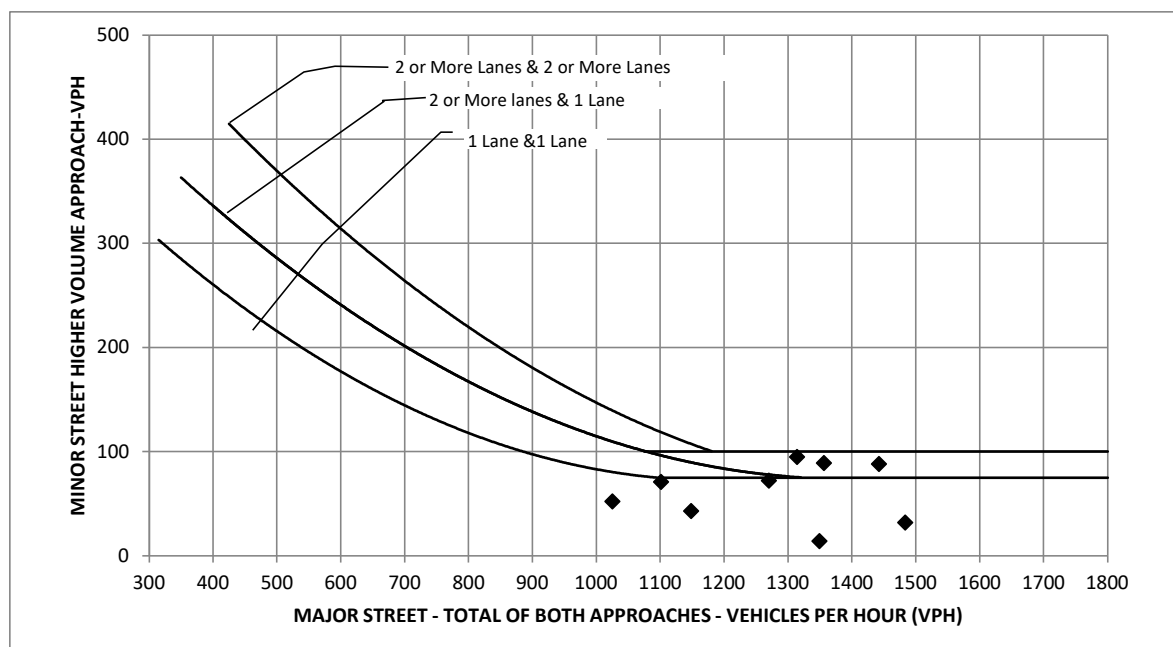
Spot Number: 0

Intersection: Farmington Road @ North Driveway/Gable Street

Date: 3/12/2024

by: Fishbeck

3	: No. of Lanes on Major St.
2	: No. of Lanes on Minor St.
45	: Speed limit or 85th Percentile? (MPH)
NO	: Is the intersection within an isolated community?
0	: What is the of the population isolated community?



How Many Hours Are Met

0

Is Warrant (70%) Met?

NO

Appendix 8

Future Improvement LOS Output Reports

HCM 6th Signalized Intersection Summary

10: Farmington Road & 7 Mile Road

2026 Future Improvement Conditions

a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Future Volume (veh/h)	161	343	139	108	451	79	117	694	77	80	507	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	177	377	153	114	475	83	138	816	91	85	539	151
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	351	1148	512	387	978	170	355	1101	123	232	1223	546
Arrive On Green	0.04	0.21	0.21	0.07	0.31	0.31	0.05	0.33	0.33	0.10	0.65	0.65
Sat Flow, veh/h	1875	3741	1668	1875	3186	554	1860	3366	375	1875	3741	1668
Grp Volume(v), veh/h	177	377	153	114	278	280	138	450	457	85	539	151
Grp Sat Flow(s),veh/h/ln	1875	1870	1668	1875	1870	1869	1860	1856	1886	1875	1870	1668
Q Serve(g_s), s	0.0	8.6	7.8	0.0	12.1	12.2	0.0	21.5	21.5	0.0	7.0	3.8
Cycle Q Clear(g_c), s	0.0	8.6	7.8	0.0	12.1	12.2	0.0	21.5	21.5	0.0	7.0	3.8
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	351	1148	512	387	574	574	355	607	617	232	1223	546
V/C Ratio(X)	0.50	0.33	0.30	0.29	0.48	0.49	0.39	0.74	0.74	0.37	0.44	0.28
Avail Cap(c_a), veh/h	351	1148	512	387	574	574	370	607	617	247	1223	546
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	30.9	30.6	29.3	28.2	28.2	29.5	29.9	29.9	38.4	12.9	12.3
Incr Delay (d2), s/veh	1.1	0.8	1.5	0.4	2.9	3.0	0.7	8.0	7.8	1.0	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.9	3.3	2.2	5.6	5.6	2.7	10.3	10.5	1.9	2.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	31.7	32.1	29.7	31.1	31.2	30.2	37.9	37.7	39.4	14.0	13.6
LnGrp LOS	D	C	C	C	C	C	C	D	D	D	B	B
Approach Vol, veh/h	707			672			1045			775		
Approach Delay, s/veh	33.3			30.9			36.8			16.7		
Approach LOS	C			C			D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.0	11.2	39.0	12.8	37.0	11.2	39.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	5.7	30.7	5.7	32.7	5.7	30.7	5.7	32.7				
Max Q Clear Time (g_c+I1), s	2.0	14.2	2.0	9.0	2.0	10.6	2.0	23.5				
Green Ext Time (p_c), s	0.1	0.4	0.1	0.5	0.1	0.3	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	29.9											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Future Improvement Conditions

a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Future Volume (veh/h)	34	519	10	3	656	28	17	6	3	63	6	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	37	570	11	3	713	30	26	9	5	80	8	57
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	2	2	2
Cap, veh/h	481	2143	41	484	2089	88	355	121	59	300	43	185
Arrive On Green	0.57	0.57	0.57	1.00	1.00	1.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	717	3754	72	833	3658	154	962	393	194	794	139	604
Grp Volume(v), veh/h	37	284	297	3	364	379	40	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	717	1870	1956	833	1870	1941	1549	0	0	1537	0	0
Q Serve(g_s), s	2.3	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear(g_c), s	2.3	7.7	7.7	7.7	0.0	0.0	1.5	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.65		0.12	0.55		0.39
Lane Grp Cap(c), veh/h	481	1068	1117	484	1068	1108	535	0	0	528	0	0
V/C Ratio(X)	0.08	0.27	0.27	0.01	0.34	0.34	0.07	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	481	1068	1117	484	1068	1108	535	0	0	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	10.8	10.9	0.5	0.0	0.0	24.5	0.0	0.0	26.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.9	0.8	0.3	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	3.1	0.0	0.3	0.3	0.7	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	11.5	11.4	0.5	0.9	0.8	24.8	0.0	0.0	27.6	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	618			746			40			145		
Approach Delay, s/veh	11.4			0.9			24.8			27.6		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.0			37.0			63.0			37.0		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 57			* 31			* 57			* 31		
Max Q Clear Time (g_c+I1), s	9.7			8.9			9.7			3.5		
Green Ext Time (p_c), s	4.7			0.8			3.7			0.2		

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Future Vol, veh/h	2	604	1	1	657	10	7	0	8	28	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	91	91	94	94	92	60	92	60	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	0	2	0	2	2	2
Mvmt Flow	2	664	1	1	699	11	12	0	13	30	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	665	0	0	1021	1381	333	1043	1376	355
Stage 1	-	-	-	-	-	-	669	669	-	707	707	-
Stage 2	-	-	-	-	-	-	352	712	-	336	669	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	885	-	-	920	-	-	193	143	669	184	144	641
Stage 1	-	-	-	-	-	-	418	454	-	392	436	-
Stage 2	-	-	-	-	-	-	643	434	-	652	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	885	-	-	920	-	-	190	143	669	180	144	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	143	-	180	144	-
Stage 1	-	-	-	-	-	-	417	453	-	391	436	-
Stage 2	-	-	-	-	-	-	632	434	-	638	453	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.8			25.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	307	885	-	-	920	-	-	218
HCM Lane V/C Ratio	0.081	0.002	-	-	0.001	-	-	0.184
HCM Control Delay (s)	17.8	9.1	-	-	8.9	-	-	25.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.7

HCM 6th TWSC
40: Irving Street & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑↑	
Traffic Vol, veh/h	636	4	2	659	9	6
Future Vol, veh/h	636	4	2	659	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	75	75
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	699	4	2	701	12	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1056	352
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.14	-	6.94	7.04
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	2.22	-	3.57	3.37
Pot Cap-1 Maneuver	-	-	890	-	212	630
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	212	630
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	665	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	409	-	-	890	-	
HCM Lane V/C Ratio	0.049	-	-	0.002	-	
HCM Control Delay (s)	14.3	-	-	9.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	625	5	23	687	5	18
Future Vol, veh/h	625	5	23	687	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	60	60
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	694	6	24	731	8	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	700	0	1037	350
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	-	-	4.14	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.22	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	893	-	263	652
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	256	652
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	644	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	550	-	-	893	-	
HCM Lane V/C Ratio	0.07	-	-	0.027	-	
HCM Control Delay (s)	12	-	-	9.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM Signalized Intersection Capacity Analysis

2026 Future Improvement Conditions

60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBR2	NBL2	NBT	NBR	SBT	SBR	SEL2	SER
Lane Configurations												
Traffic Volume (vph)	14	0	13	0	2	6	907	2	649	8	25	57
Future Volume (vph)	14	0	13	0	2	6	907	2	649	8	25	57
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Total Lost time (s)		6.3	6.3		6.3	6.5	6.5		6.5		6.3	6.3
Lane Util. Factor		1.00	1.00		1.00	1.00	0.95		0.95		1.00	1.00
Frt		1.00	0.85		0.85	1.00	1.00		1.00		1.00	0.85
Flt Protected		0.95	1.00		1.00	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)		1863	1667		1700	1845	3688		3718		1845	1650
Flt Permitted		0.95	1.00		1.00	0.37	1.00		1.00		0.95	1.00
Satd. Flow (perm)		1863	1667		1700	724	3688		3718		1845	1650
Peak-hour factor, PHF	0.92	0.92	0.92	0.60	0.60	0.88	0.88	0.88	0.93	0.93	0.81	0.81
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	15	0	14	0	3	7	1031	2	698	9	31	70
RTOR Reduction (vph)	0	0	13	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	15	1	0	0	7	1033	0	707	0	31	70
Heavy Vehicles (%)	2%	2%	2%	0%	0%	3%	3%	3%	2%	2%	3%	3%
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	NA		NA		Prot	Perm
Protected Phases		4					2		6		10	
Permitted Phases	4		4	8	8	2						10
Actuated Green, G (s)		4.4	4.4		4.4	68.1	68.1		68.1		8.4	8.4
Effective Green, g (s)		4.4	4.4		4.4	68.1	68.1		68.1		8.4	8.4
Actuated g/C Ratio		0.04	0.04		0.04	0.68	0.68		0.68		0.08	0.08
Clearance Time (s)		6.3	6.3		6.3	6.5	6.5		6.5		6.3	6.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)		81	73		74	493	2511		2531		154	138
v/s Ratio Prot							c0.28		0.19		0.02	
v/s Ratio Perm		0.01	0.00		0.00	0.01						c0.04
v/c Ratio		0.19	0.01		0.00	0.01	0.41		0.28		0.20	0.51
Uniform Delay, d1		46.1	45.7		45.7	5.1	7.1		6.3		42.7	43.8
Progression Factor		1.00	1.00		1.00	0.60	0.52		1.00		1.00	1.00
Incremental Delay, d2		1.1	0.0		0.0	0.0	0.4		0.3		0.6	2.9
Delay (s)		47.2	45.8		45.7	3.1	4.0		6.6		43.3	46.7
Level of Service		D	D		D	A	A		A		D	D
Approach Delay (s)		46.5					4.0		6.6			
Approach LOS		D					A		A			
Intersection Summary												
HCM 2000 Control Delay		7.9										
HCM 2000 Volume to Capacity ratio		0.41										
Actuated Cycle Length (s)		100.0							19.1			
Intersection Capacity Utilization		51.5%							A			
Analysis Period (min)		15										
c Critical Lane Group												

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	27	23	911	702	17
Future Vol, veh/h	4	27	23	911	702	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	87	87	94	94
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	29	26	1047	747	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1332	383	765	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.29	7.14	5.36	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	3.13	-	-	-
Pot Cap-1 Maneuver	175	525	504	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	525	504	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	504	-	253	525	-	-
HCM Lane V/C Ratio	0.052	-	0.017	0.056	-	-
HCM Control Delay (s)	12.5	-	19.5	12.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

HCM 6th TWSC
80: 7 Mile Road & East Driveway

2026 Future Improvement Conditions
a.m. Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	617	644	48	13	17
Future Vol, veh/h	25	617	644	48	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	94	94	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	678	685	51	14	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	736	0	-	0	1078	343
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	865	-	-	-	213	653
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	865	-	-	-	206	653
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	651	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		13.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	865	-	-	-	331	653
HCM Lane V/C Ratio	0.032	-	-	-	0.043	0.028
HCM Control Delay (s)	9.3	-	-	-	16.4	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	147	174	136	62	152	206	202	157	291	251	150	201
Average Queue (ft)	86	51	43	21	70	125	112	72	177	140	58	93
95th Queue (ft)	146	130	94	49	129	187	185	132	271	236	115	162
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		0	0									0
Queuing Penalty (veh)		1	0									0
Storage Bay Dist (ft)	125			175	500			500			150	
Storage Blk Time (%)	5	0	0								0	1
Queuing Penalty (veh)	8	0	0								0	1

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	162	75
Average Queue (ft)	79	32
95th Queue (ft)	142	65
Link Distance (ft)	264	264
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	68	182	144	51	150	171	52	137
Average Queue (ft)	19	87	53	3	80	92	15	56
95th Queue (ft)	50	152	113	24	130	151	44	111
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		1			2			
Queuing Penalty (veh)		0			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	17	11	7	35	65
Average Queue (ft)	1	0	0	10	25
95th Queue (ft)	9	6	5	34	55
Link Distance (ft)			266	1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	53
Average Queue (ft)	0	14
95th Queue (ft)	6	45
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	42	58
Average Queue (ft)	10	17
95th Queue (ft)	35	48
Link Distance (ft)		1116
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SE	SE
Directions Served	LT	R	>	<	T	TR	T	TR	<	R
Maximum Queue (ft)	52	35	30	22	46	62	92	88	74	133
Average Queue (ft)	16	14	4	3	7	14	43	26	23	55
95th Queue (ft)	47	40	22	14	28	44	92	68	58	103
Link Distance (ft)	348	348			232	232	41	41	273	273
Upstream Blk Time (%)							8	3		
Queuing Penalty (veh)							25	11		
Storage Bay Dist (ft)			25	150						
Storage Blk Time (%)			1							
Queuing Penalty (veh)			0							

Intersection: 61: Farmington Road & McDonald's Entrance

Movement	NB	SB	SB
Directions Served	L	T	TR
Maximum Queue (ft)	61	65	48
Average Queue (ft)	21	5	2
95th Queue (ft)	50	29	17
Link Distance (ft)	41	590	590
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	36	61	47	19	6	4	11
Average Queue (ft)	4	22	13	1	0	0	0
95th Queue (ft)	22	51	40	14	4	3	6
Link Distance (ft)	300	300		264	264	232	232
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			50				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			1	0			

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	59	9	25	30
Average Queue (ft)	12	0	9	10
95th Queue (ft)	41	4	28	28
Link Distance (ft)		54	413	413
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Zone Summary

Zone wide Queuing Penalty: 53

HCM 6th Signalized Intersection Summary 10: Farmington Road & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Future Volume (veh/h)	188	564	179	147	517	146	236	807	141	195	818	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1984	1984	1984
Adj Flow Rate, veh/h	198	594	188	158	556	157	257	877	153	207	870	237
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	369	1036	462	379	798	225	296	1016	177	237	1122	500
Arrive On Green	0.04	0.09	0.09	0.12	0.27	0.27	0.10	0.31	0.31	0.11	0.40	0.40
Sat Flow, veh/h	1905	3800	1695	1905	2928	824	1905	3234	564	1890	3770	1682
Grp Volume(v), veh/h	198	594	188	158	360	353	257	515	515	207	870	237
Grp Sat Flow(s),veh/h/ln	1905	1900	1695	1905	1900	1852	1905	1900	1898	1890	1885	1682
Q Serve(g_s), s	3.5	18.0	12.6	0.0	20.4	20.6	8.9	30.6	30.6	7.5	24.1	12.6
Cycle Q Clear(g_c), s	3.5	18.0	12.6	0.0	20.4	20.6	8.9	30.6	30.6	7.5	24.1	12.6
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	369	1036	462	379	518	505	296	597	596	237	1122	500
V/C Ratio(X)	0.54	0.57	0.41	0.42	0.70	0.70	0.87	0.86	0.86	0.88	0.78	0.47
Avail Cap(c_a), veh/h	369	1036	462	379	518	505	359	597	596	299	1122	500
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	47.9	45.4	42.2	39.2	39.2	49.8	38.7	38.7	50.8	32.8	29.3
Incr Delay (d2), s/veh	1.5	2.3	2.6	0.7	7.5	7.8	17.2	15.2	15.3	20.3	5.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	9.5	6.0	4.1	10.3	10.1	8.7	16.1	16.2	7.1	10.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	50.2	48.1	43.0	46.7	47.1	67.1	54.0	54.0	71.0	38.0	32.5
LnGrp LOS	D	D	D	D	D	D	E	D	D	E	D	C
Approach Vol, veh/h		980			871			1287			1314	
Approach Delay, s/veh		49.8			46.2			56.6			42.2	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	39.0	18.0	42.0	21.0	39.0	16.0	44.0				
Change Period (Y+Rc), s	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3				
Max Green Setting (Gmax), s	10.7	32.7	15.7	35.7	10.7	32.7	13.7	37.7				
Max Q Clear Time (g_c+I1), s	5.5	22.6	10.9	26.1	2.0	20.0	9.5	32.6				
Green Ext Time (p_c), s	0.2	0.5	0.3	0.8	0.2	0.5	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

20: Gill Road & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Future Volume (veh/h)	70	833	14	3	770	85	15	8	8	52	12	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2000	2000	2000	2000	2000	2000	2000	2000	2000	1969	1969	1969
Adj Flow Rate, veh/h	74	877	15	3	819	90	23	12	12	66	15	82
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.65	0.65	0.65	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	2	2	2
Cap, veh/h	323	2265	39	358	2046	225	263	138	122	220	62	243
Arrive On Green	0.59	0.59	0.59	0.40	0.40	0.40	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	623	3823	65	633	3452	379	712	453	399	582	204	796
Grp Volume(v), veh/h	74	436	456	3	451	458	47	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	623	1900	1988	633	1900	1932	1564	0	0	1582	0	0
Q Serve(g_s), s	9.3	14.6	14.6	0.4	20.4	20.4	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	29.7	14.6	14.6	14.9	20.4	20.4	2.1	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.20	0.49		0.26	0.40		0.50
Lane Grp Cap(c), veh/h	323	1126	1178	358	1126	1145	523	0	0	526	0	0
V/C Ratio(X)	0.23	0.39	0.39	0.01	0.40	0.40	0.09	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	323	1126	1178	358	1126	1145	523	0	0	526	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	12.9	12.9	24.2	20.9	20.9	29.6	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.0	1.0	0.0	1.1	1.0	0.3	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.0	6.2	0.1	9.8	10.0	1.0	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	13.9	13.9	24.3	22.0	21.9	30.0	0.0	0.0	33.5	0.0	0.0
LnGrp LOS	C	B	B	C	C	C	C	A	A	C	A	A
Approach Vol, veh/h	966			912			47			163		
Approach Delay, s/veh	14.7			22.0			30.0			33.5		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	77.0			43.0			77.0			43.0		
Change Period (Y+Rc), s	* 5.9			* 6.3			* 5.9			* 6.3		
Max Green Setting (Gmax), s	* 71			* 37			* 71			* 37		
Max Q Clear Time (g_c+I1), s	22.4			11.2			31.7			4.1		
Green Ext Time (p_c), s	6.2			1.0			6.8			0.2		

Intersection Summary

HCM 6th Ctrl Delay 19.7
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
30: Myron Street/West Driveway & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Future Vol, veh/h	8	894	14	9	894	27	8	0	13	19	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	94	93	93	92	60	92	60	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	9	951	15	10	961	29	13	0	22	21	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	990	0	0	966	0	0	1478	1987	483	1490	1980	495
Stage 1	-	-	-	-	-	-	977	977	-	996	996	-
Stage 2	-	-	-	-	-	-	501	1010	-	494	984	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.5	6.54	6.9	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4.02	3.3	3.52	4.02	3.32
Pot Cap-1 Maneuver	694	-	-	721	-	-	89	60	535	86	61	520
Stage 1	-	-	-	-	-	-	273	327	-	262	320	-
Stage 2	-	-	-	-	-	-	526	316	-	526	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	694	-	-	721	-	-	86	58	535	81	59	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	58	-	81	59	-
Stage 1	-	-	-	-	-	-	269	323	-	259	316	-
Stage 2	-	-	-	-	-	-	513	312	-	498	321	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			29.9			54.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	694	-	-	721	-	-	98
HCM Lane V/C Ratio	0.196	0.013	-	-	0.013	-	-	0.266
HCM Control Delay (s)	29.9	10.3	-	-	10.1	-	-	54.6
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	1

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	498
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	535	-
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	-	-	703	-	111	523
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	557	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	703	-	109	523
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	548	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	374	-	-	703	-	
HCM Lane V/C Ratio	0.096	-	-	0.016	-	
HCM Control Delay (s)	15.7	-	-	10.2	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th TWSC
50: Filmore Street & 7 Mile Road

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	898	16	8	968	4	33
Future Vol, veh/h	898	16	8	968	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	91	91	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	955	17	9	1064	6	50
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	972	0	1408	486
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.1	-	6.25	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.65	3.3
Pot Cap-1 Maneuver	-	-	717	-	161	533
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	717	-	159	533
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	576	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.1		13.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	476	-	-	717	-	
HCM Lane V/C Ratio	0.118	-	-	0.012	-	
HCM Control Delay (s)	13.6	-	-	10.1	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

HCM Signalized Intersection Capacity Analysis

2026 Future Improvement Conditions

60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBR2	NBL2	NBT	NBR	SBT	SBR	SEL2	SER
Lane Configurations												
Traffic Volume (vph)	59	0	39	1	5	74	1070	6	1102	20	18	56
Future Volume (vph)	59	0	39	1	5	74	1070	6	1102	20	18	56
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Total Lost time (s)		6.3	6.3	6.3	6.3	6.5	6.5		6.5		6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	0.95		0.95		1.00	1.00
Frt		1.00	0.85	1.00	0.85	1.00	1.00		1.00		1.00	0.85
Flt Protected		0.95	1.00	0.95	1.00	0.95	1.00		1.00		0.95	1.00
Satd. Flow (prot)		1863	1667	1900	1700	1881	3759		3752		1900	1700
Flt Permitted		0.95	1.00	0.72	1.00	0.17	1.00		1.00		0.95	1.00
Satd. Flow (perm)		1863	1667	1431	1700	329	3759		3752		1900	1700
Peak-hour factor, PHF	0.92	0.92	0.92	0.75	0.75	0.85	0.85	0.85	0.86	0.86	0.68	0.68
Adj. Flow (vph)	64	0	42	1	7	87	1259	7	1281	23	26	82
RTOR Reduction (vph)	0	0	39	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	64	3	1	0	87	1266	0	1304	0	26	82
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	1%	1%	1%	1%	0%	0%
Turn Type	Perm	NA	Perm	Perm	Perm	Perm	NA		NA		Prot	Perm
Protected Phases		4					2		6		10	
Permitted Phases	4		4	8	8	2						10
Actuated Green, G (s)		8.3	8.3	8.3	8.3	81.2	81.2		81.2		11.4	11.4
Effective Green, g (s)		8.3	8.3	8.3	8.3	81.2	81.2		81.2		11.4	11.4
Actuated g/C Ratio		0.07	0.07	0.07	0.07	0.68	0.68		0.68		0.10	0.10
Clearance Time (s)		6.3	6.3	6.3	6.3	6.5	6.5		6.5		6.3	6.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)		128	115	98	117	222	2543		2538		180	161
v/s Ratio Prot							0.34		c0.35		0.01	
v/s Ratio Perm		0.03	0.00	0.00	0.00	0.26						c0.05
v/c Ratio		0.50	0.03	0.01	0.00	0.39	0.50		0.51		0.14	0.51
Uniform Delay, d1		53.8	52.1	52.0	52.0	8.5	9.5		9.6		49.8	51.6
Progression Factor		1.00	1.00	1.00	1.00	0.85	0.77		1.00		1.00	1.00
Incremental Delay, d2		3.1	0.1	0.0	0.0	3.5	0.5		0.7		0.4	2.5
Delay (s)		56.9	52.2	52.1	52.0	10.7	7.7		10.4		50.2	54.2
Level of Service		E	D	D	D	B	A		B		D	D
Approach Delay (s)		55.0					7.9		10.4			
Approach LOS		E					A		B			
Intersection Summary												
HCM 2000 Control Delay			12.6			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			74.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
70: Farmington Road & South Driveway

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	86	0	1141	1150	48
Future Vol, veh/h	9	86	0	1141	1150	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	90	90
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	10	93	0	1282	1278	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1946	666	-	0	-	0
Stage 1	1305	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.29	7.14	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.67	3.92	-	-	-	-
Pot Cap-1 Maneuver	75	345	0	-	-	-
Stage 1	160	-	0	-	-	-
Stage 2	472	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	345	-	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	160	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	-	132	345	-	-
HCM Lane V/C Ratio	-	0.074	0.271	-	-
HCM Control Delay (s)	-	34.4	19.3	-	-
HCM Lane LOS	-	D	C	-	-
HCM 95th %tile Q(veh)	-	0.2	1.1	-	-

HCM 6th TWSC
80: 7 Mile Road & East Driveway

2026 Future Improvement Conditions
p.m. Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	863	870	102	51	63
Future Vol, veh/h	63	863	870	102	51	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	67	918	956	112	55	68
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1068	0	-	0	1549	478
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	4.1	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.2	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	660	-	-	-	105	534
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	94	534
Mov Cap-2 Maneuver	-	-	-	-	212	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	515	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		19.5		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	660	-	-	-	212	534
HCM Lane V/C Ratio	0.102	-	-	-	0.261	0.128
HCM Control Delay (s)	11.1	-	-	-	27.9	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	0.4

Intersection: 10: Farmington Road & 7 Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	149	269	242	172	246	250	317	292	403	370	250	340
Average Queue (ft)	127	143	129	41	111	158	183	159	261	250	172	235
95th Queue (ft)	175	251	212	96	198	246	278	260	377	360	280	340
Link Distance (ft)		226	226			1263	1263		820	820		264
Upstream Blk Time (%)		2	0	0							0	12
Queuing Penalty (veh)		10	1	0							0	49
Storage Bay Dist (ft)	125			175	500			500			225	
Storage Blk Time (%)	16	3	1								5	17
Queuing Penalty (veh)	44	6	2								22	34

Intersection: 10: Farmington Road & 7 Mile Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	317	196
Average Queue (ft)	221	75
95th Queue (ft)	321	148
Link Distance (ft)	264	264
Upstream Blk Time (%)	8	0
Queuing Penalty (veh)	33	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Gill Road & 7 Mile Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	145	224	212	24	198	217	53	128
Average Queue (ft)	49	137	101	2	125	150	17	57
95th Queue (ft)	102	211	184	14	187	211	48	110
Link Distance (ft)		546	546		681	681	312	696
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			100				
Storage Blk Time (%)		4			9			
Queuing Penalty (veh)		3			0			

Intersection: 30: Myron Street/West Driveway & 7 Mile Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	28	6	29	53	57
Average Queue (ft)	4	0	4	15	19
95th Queue (ft)	19	4	19	43	49
Link Distance (ft)		835		1062	466
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 40: Irving Street & 7 Mile Road

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	34	57
Average Queue (ft)	6	18
95th Queue (ft)	27	48
Link Distance (ft)		1094
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	25	
Storage Blk Time (%)	2	
Queuing Penalty (veh)	8	

Intersection: 50: Filmore Street & 7 Mile Road

Movement	EB	EB	WB	NB
Directions Served	T	TR	L	LR
Maximum Queue (ft)	15	6	42	53
Average Queue (ft)	1	0	6	26
95th Queue (ft)	17	0	26	54
Link Distance (ft)	54	54		1116
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)			50	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			1	

Intersection: 60: Farmington Road & North Driveway/Gable Street & McDonald's Exit

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SE	SE
Directions Served	LT	R	L	>	<	T	TR	T	TR	<	R
Maximum Queue (ft)	121	57	16	38	118	137	143	95	94	66	138
Average Queue (ft)	46	22	1	6	39	45	58	75	63	17	54
95th Queue (ft)	97	51	11	27	86	104	119	115	110	50	106
Link Distance (ft)	340	340	244			232	232	41	41	273	273
Upstream Blk Time (%)								16	12		
Queuing Penalty (veh)								91	69		
Storage Bay Dist (ft)				25	150						
Storage Blk Time (%)			0	2	0	0					
Queuing Penalty (veh)			0	0	0	0					

Intersection: 61: Farmington Road & McDonald's Entrance

Movement	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR
Maximum Queue (ft)	83	14	5	219	189
Average Queue (ft)	29	0	0	53	27
95th Queue (ft)	68	10	3	149	106
Link Distance (ft)	41	41	41	590	590
Upstream Blk Time (%)	5	0			
Queuing Penalty (veh)	21	0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 70: Farmington Road & South Driveway

Movement	EB	EB	SB	SB	SB
Directions Served	L	R	T	T	TR
Maximum Queue (ft)	48	159	137	128	4
Average Queue (ft)	12	54	24	11	0
95th Queue (ft)	39	126	109	75	3
Link Distance (ft)	300	300	232	232	232
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 80: 7 Mile Road & East Driveway

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	78	32	25	22	85	64
Average Queue (ft)	35	1	0	2	35	26
95th Queue (ft)	68	20	0	12	70	49
Link Distance (ft)		150	150	54	413	413
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)	75					
Storage Blk Time (%)	2					
Queuing Penalty (veh)	10					

Zone Summary

Zone wide Queuing Penalty: 406

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSINAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

June 10, 2024

Mr. Scott Miller
Planner IV
City of Livonia

Re: Petition 2023-06-02-07 & 2023 06-02-08 – #33500 Seven Mile Road

Dear Mr. Miller:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver uses at this time. The subject parcel is assigned the address range of #33400 to #33500 Seven Mile Road with the address of **#33500 Seven Mile Road** being assigned to the overall parcel. The legal description included with the submitted drawings appears to be correct and should be used in conjunction with the proposed project.

The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not include information on revisions to the services, or projected usage, so we cannot comment on any impacts to the existing systems at this time. The proposed development will be required to meet the Wayne County Stormwater Ordinance, and per the submitted drawings stormwater detention is indicated, but we will need to do a thorough review of the plans once they are submitted for permitting.

It should be noted that the developer will need to obtain permits from the Wayne County Department of Public Services for any work within the Farmington Road or Seven Mile Road right-of-way's.

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

Sincerely,

David W. Lear, P.E.
Assistant City Engineer
cc: 2023 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF



MAUREEN MILLER BROSNAN
MAYOR

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

DATE: June 6, 2024

TO: Scott O. Miller, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: REVISED Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Rd.

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

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

1. Subject building(s) are to be provided with an automatic sprinkler system, and on-site hydrants shall be located between 50 feet and 100 feet from the Fire Department connection.
2. A fire access road shall be provided with not less than 20 feet of unobstructed width and have a minimum of 13 feet 6 inches of vertical clearance in accordance to 18.2.3.4.1.1 and 18.2.3.4.1.2 of NFPA 1, 2015.
3. Chapters 8 & 9 shall be followed as they relate to Fire Protection features and Alarm Systems NFPA 101, 2015 edition.

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

Sincerely,

Brian Kukla

Brian Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE



MAUREEN MILLER BROSNAN
MAYOR

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

June 7th 2024

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

Re: Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Road

Mr. Miller,

I have reviewed the plans in connection with the revised petition. I have concerns about the proposed new traffic signal to be installed at the northeast corner of the proposal at Farmington and Gable. The previous business complex when at its peak usage never had a traffic signal at this location. During our previous contract with the Transportation Improvement Association, they examined the proposed development as presented at that time and the traffic study completed by Fishbeck Engineers for the proposal. Below is an excerpt of their response.

With regard to the proposed traffic signal on Farmington Road at the Gable Street/Proposed Development North Driveway, the volumes used for the signal warrant study do not directly correspond with the volumes for peak hour traffic as reported on the 2025 Future Improvement Traffic Volumes. Further explanation on the volumes used in the warrant study should be justified.

Furthermore, installation of a traffic signal at this location will have an effect on the egress driveway of the McDonalds restaurant development directly to the north of the proposed development. This is not mentioned or discussed in the TIS. Left turns from the McDonalds restaurant driveway will be in conflict with southbound Farmington Road traffic stopped at the signal. Egress traffic attempting to find a gap in queued traffic will be in a heightened potential crash situation. The installation of an additional Stop Bar and traffic control signs could potentially improve these conditions. The final decision on a traffic signal installation is the

responsibility of the road agency having jurisdiction, in this case, Wayne County Department of Public Services should review the warrant study and determine the need.

In the request from the City of Livonia for TIA to review this TIS it was mentioned that the Farmington Road and Proposed Development South Driveway would have no left turns onto northbound Farmington Road. This condition was not mentioned in the TIS and the site plan shows full ingress and egress access. If the traffic signal is approved for the Farmington Road and Gable Street/Proposed Development North Driveway location, consideration should be given to making the Proposed Development South Driveway a Right Turn-In/Right Turn Out condition only. This would force egress left turning traffic, and ingress left turning traffic to the traffic signal location.

I agree with their findings and believe further analysis of the proposed traffic signal at Farmington and Gable is warranted. Please feel free to contact me, should you have any questions.

Sincerely,

FOR THE CHIEF OF POLICE,

A handwritten signature in black ink, appearing to read 'Paul Walters', written over the typed name.

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

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT



MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: June 18, 2024

To: Scott O. Miller

From: Jerome Hanna

RE: Planning Petition 2023-06-02-07 & 2023-06-02-08 – 33500 Seven Mile Road

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

1. The barrier-free parking spaces and access aisles shall be sized and marked in accordance with the current Michigan Building Code and ICC A117.1.
2. An accessible route shall be provided from the public sidewalk to the entrance of the building in accordance with the current Michigan Building Code.
3. All parking spaces shall be 10' x 20' and double-striped.
4. There are no construction details on the proposed 20' high sound wall.
5. A variance from the Zoning Board of Appeals would be required for any excess number and size of signs.

This Department has no further objections to this Petition.

I trust this provides the requested information.

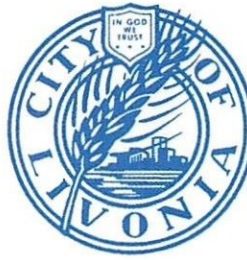
Jerome Hanna

Jerome Hanna
Director of Inspection

DEPARTMENT OF FINANCE

Debra Peck Lichtenberg, CPA
DIRECTOR OF FINANCE

Connie Kumpula
CHIEF ACCOUNTANT



MAUREEN MILLER BROSNAN
MAYOR

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

June 7, 2024

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

Petitions 2023-06-02-07 & 2023-06-02-08 - 33500 Seven Mile Road

Dear Mr. Miller,

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

Please contact me if you have any further questions.

Very truly yours,


Connie Kumpula
Chief Accountant

CK: jw

OFFICE OF THE TREASURER

SUSAN M. NASH
CITY TREASURER



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

June 17, 2024

RE: 33500 Seven Mile Rd

Attention Planning Commissioners,

All taxes and water payments are current with this property

Thank You

Susan Nash

From: [Amy C](#)
To: [Planning](#)
Subject: Request to reject both petitions 2023-06-02-07
Date: Tuesday, June 18, 2024 5:29:00 PM

Planning Commision,

I hope you are staying cool today. I am writing to request you deny the rezoning petition as related to the Seven Mile/Farmington development.

In regards to rezoning for residential, I am against this petition for many reasons, while some are personal there are also several tangible items I believe need to be studied and I strongly believe that there must be much more information provided before considering rezoning approval and would most likely need to be from independent inspectors, so that there is no conflict of interest and that person(s) would not be swayed from what is best for the area and not just lean toward and/or align with the developers wants. To approve the idea of rezoning without these studies and further information I believe would be negligent on behalf of the city. The two most pressing from my point of view are a traffic study on 7 mile rd & infrastructure. When asked to the Shostack rep at the neighborhood "meeting" at The Wintergarden, the rep said if traffic on 7 mile was a concern it could be addressed afterwards with the city once the plan is in place, it is not relevant to them, they have done a study on Farmington Rd and would plan to add a light there. I was shocked at his response & dismissiveness, how do you add 102 dwellings and shopping both with egress points on 7 mile and not do a traffic study, my hunch is they did an analysis and realized it wasn't feasible without another light. It's one thing for a store, ex. Meijer, but a whole new neighborhood and no traffic study? That is irresponsible, I think a study would need to look at the egress from the new townhomes as well as other area businesses and may also need to look at increasing speed limits on Gill to 30-35 MPH to handle the increased traffic. How do we approve a plan with a significant amount of increased dwellings with no added light and wouldn't it be so strange to have so many lights in such a small area? On a side note, has there been consideration for schools & buses, where there is already bus driver shortages, can the area schools even handle this population increase in this particular area? Where would bus stops be? If rezoned for residential are there limits, max number of dwelling units, type of dwellings, what if they or another developer wants to redo the plan in a year due to demo surprises or meijer backs out what are the parameters? Rezoning here does not make sense.

Has there been a study on infrastructure? How would Meijer & the proposed dwellings affect either positively or negatively the electrical grid, which even in moderate weather is barely hanging on as it is and what about the water supply? We have old systems in Livonia, can they handle this increase? These items in particular MUST be considered and addressed before any approval is made about rezoning. Depending on these answers only then could one know if adding residences in this area would be something to consider, these need to be part of the plan, not hindsight.

While I understand that perhaps we are not able to prohibit the development of a Meijer at this location, there are questions I believe need to be answered before such approval can be made. What about sound & what about trash removal will these all be in line with city ordinances?

Also for the future, I think there should be consideration for an amendment for the amount of grocery stores in an area, similar to the recent discussion to limit the number of gas stations in

one intersection. I think there needs to be an amendment where there is only a certain number of grocery stores within a particular distance to another location, my fear is too much close competition would cause store closings and then we are left? We would be left with large vacant lots that once had the potential for a different development, like we do now. The 8 mile Kroger location was just recently redeveloped and if that were to go downhill or if Joe's produce were to go downhill, we would be right back where we are with a large area in decay. There are already plans & conversation for a Whole Foods at 6 mile and Haggerty where the Comerica Bank is and a Grocer (possibly Nino Salvaggios) on the Schoolcraft Campus. Nothing against Meijer, they have great produce at great prices, and I would probably shop there over Kroger and Joe's for produce, but to the point our city & the surrounding area can only handle so many grocery stores before one or more closes and then we have another big vacant area.

I thank you for your time and consideration.

Sincerely,

Amy Cowan
19414 Norwich Rd., Livonia, MI. 48152
248.622.6327

AGENDA
CITY PLANNING COMMISSION
CITY OF LIVONIA
TUESDAY, JUNE 18, 2024

PENDING ITEMS

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

Petition 2023-06-02-07

Bill Fetner <williamfetner308@gmail.com>

Mon 6/17/2024 4:15 PM

To:Planning <Planning@Livonia.gov>

I reside at 19466 Stamford and backup to the old Kmart. My wife and I attended the presentation Schostak had a couple of weeks ago. Although they changed the four story apartment complex to town house style apartments, along with some minor changes to the Meijer store, we still don't agree with another grocery store in the area.

We understand there needs to be something built and I am sure this will be approved. If this moves forward, we have some concerns with traffic at Norwich and 7 Mile. As it stands, it is very difficult to get out of our sub during the daytime hours. With the added apartments and the meijer, it will generate more traffic in both directions. We would like to see an additional traffic signal at Norwich and 7 Mile to minimize accidents. This signal can be a short cycle traffic light, timed with the Gill/7 Mile light, to not disrupt traffic along 7 Mile.

Additionally, when we were at the presentation I talked to Mr Schostak and explained we back up the Kmart with the brick wall in our back yard. It is my understanding that Schostak owns the wall and I suggested they put up an 8' privacy fence and remove the wall. I know they plan on putting up staggered trees between the townhouses and the residential homes, however, the fence will give a little more privacy and I think will make the residents that backup their property happy. With this privacy fence it will also limit anyone from the adjacent property, apartments/Meijer, to jump the brick wall and make the residential area safer.

Thank you

Bill & Alicia Fetner.



June 14, 2024

Planning Commission
City of Livonia
33000 Civic Center Dr.
Livonia, MI 48154

Re: Proposed Meijer Marketplace

Dear Planning Commissioners:

My family has owned and operated Joe's Produce Gourmet Market in Livonia for 79 years. My grandfather started the business as a roadside market in 1945. In 1968, the first version of Joe's Produce Gourmet Market was opened at its current location. As a third-generation owner, I have been fortunate to expand our market, bring additional businesses to Livonia in our adjacent center, and provide jobs for our 150 employees.

Over the years, Joe's Produce Gourmet Market has been heavily invested in the community supporting a variety of charities, youth sports and community events. Our customers have become our friends. We have been fortunate to share with them (in a supporting role) countless graduations, weddings, birthdays and special events. We worked hard to become part of the fabric of the Livonia community -- where we live and work every day.

We are extremely concerned about the proposed development at Seven Mile and Farmington Roads. Clearly, there would be a significant amount of increased vehicular traffic to and from the proposed development. This intersection is already a heavy traffic area and this new project will only make it worse. I hear complaints from our customers about the existing traffic every day.

From our perspective as the longest serving grocer in Livonia, there already exists a number of shopping options for Livonia residents. Below is a list of our competitors in the Livonia market:

1. Kroger, 33523 E. 8 Mile Road
2. Kroger, 39350 Six Mile Road

3. Meijer, 13000 Middlebelt Road
4. Wal-Mart Supercenter, 29555 Plymouth Road
5. Wal-Mart Supercenter, 29574 Seven Mile Road
6. ALDI, 29330 Schoolcraft Road
7. Costco, 13700 Middlebelt Road
8. Costco, 20000 Haggerty Road
9. Busch's, Newburgh Plaza, 37083 Six Mile Road
10. Cantoro Italian Market, 19710 Middlebelt Road
11. Westborn Market, 14925 Middlebelt Road

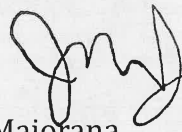
I am sure I might have missed a few smaller stores and markets, but there are at least, including Joe's Produce Gourmet Market, 12 significant choices for Livonia consumers. No one is clamoring for more grocery stores.

In addition, there is a request for a liquor license. The granting of such a license would be outside of the City's past scope of approvals for grocers and markets. Liquor products are readily available at many existing locations in Livonia.

Finally, I have always been supportive of business expansion and bringing jobs and economic vitality to our community. However, I need to stand up for our 150 full- and part-time employees whose livelihoods are tied to Joe's Produce Gourmet Market. Adding new jobs is one thing, but preserving the existing jobs should also be an important City goal. I ask that you please take this factor into consideration during your deliberations on the proposed development.

Making a few changes does not change the negative impact the project will have on the smaller businesses in the area, many of which have been here for a long time and benefitted the community. I trust that you will do the right thing for Livonia, its residents and existing businesses. Thank you for your thoughtful consideration of my comments.

JOE'S PRODUCE
GOURMET MARKET



Joe Maiorana
Owner and President

7 & Farmington Vacant Lot

Jessica Kandalaft <jkandalaft18@gmail.com>

Tue 6/18/2024 7:23 PM

To:Planning <Planning@Livonia.gov>

Hello WVCA,

I know there is a town hall meeting tomorrow night and they are taking community input on what to do with the vacant space at 7 mile & Farmington.

Personally- I would love to see larger single family homes built in this area. When we were looking for a home, we wanted to live in Livonia but could not find a newer larger single family home (2,500-3,000 sq ft). We ended up finding a home built in the 80s but we keep thinking about leaving Livonia to move to Northville or Novi. They have great newer subdivisions where the homes are larger and built within the past 20 years. I think this would attract more families and retain Livonia families, instead of having them wander to neighboring cities. A sub division with larger single family homes, where the houses are not packed together like sardines (seems to be the norm now), and a walkable subdivision would be a great attraction for Livonia and families!

With the online shopping and stores all around us, I really do not think we need a big box retailer.

Thank you, Jessica Kandalaft

7 Mile & Farmington

T O <tochab1@gmail.com>

Tue 6/18/2024 10:05 PM

To:Planning <Planning@Livonia.gov>

Dear City of Livonia Planning Committee,

Unable to attend meeting held on June 18, 2024. Currently live on Milburn St and extremely disappointed on your decision to tear down the woods on Sunset to build 11 homes when you have so many vacant lots and buildings where you could build numerous homes or neighborhoods including the vacant Kmart building at 7 mile and Farmington.

Livonia was once known as the city of trees and took great pride in that title but this committee is constantly tearing down our woods and trees to build homes.

Not sure if your department is aware about global warming and the need for trees but please leave our city's woods and trees alone. Hopefully you're all not going after our parks next.

Start going after the numerous vacant lots, commercial buildings and land and turn those into neighborhoods.

Besides the old Kmart building, now sits a vacant Sears building and vacant buildings across Middlebelt, on east side. Perfect locations to add numerous neighborhoods or homes.

Thank you for your time.

Therese Ochab

Meijer

Janice Shay <crex5@yahoo.com>

Wed 6/19/2024 11:01 AM

To:Planning <Planning@Livonia.gov>

My name is Janice Shay, I live at 19314 Westmore St, Livonia MI 48152. I would very much love to see a Meijer at the location of 7 mile and Farmington. I miss the farmer jack, rite aid, winkelmans, restaurant, card store, and Kmart. All of which would be replaced with the Meijer. It is a much better solution than letting the rats live in that huge building. Some folks say it would be competition for the small businesses in the area however they were there and developed when the Kmart was there. I think it would be a great addition to Livonia. Thank you

Sent from my iPhone

7 mile in Farmington

Carol Smiley <casmiley@sbcglobal.net>

Tue 6/18/2024 10:59 AM

To:Planning <Planning@Livonia.gov>

Dear Commissioners,

I would like to express my deep disappointment in the revised plan for this corner

I realize it is zoned Commercial and therefore this is acceptable

I was hopeful with a little imagination and the Schostak Brothers published core values :

TO ENHANCE AND PROMOTE THE COMMUNITY

TO STRIVE FOR PERFECTION AND FLAWLESS EXECUTION

BE CREATIVE AND INNOVATIVE

AND SEIZE OPPORTUNITY, They would've done exactly that.

This development falls way short of their values.

The rental has less floors, and they took a couple aisles off the Meijers

I see a big parking lot in front of some rental property and signage that makes it clear that this corner is about Meijers.

Is there a demand for a grocery store with the super Kroger, Italian bakery/market, Joe's Produce in walking distance of this corner and Walmart, Busch's and others within a short drive or two other Meijers stores in about 10 minutes if I really need a Meijers

Is there a demand for rentals? There are many apartments very close to this corner.

Do they have long wait list?

This past weekend, a three bedroom ranch in Windridge Village had an open house on Sunday and 35 families went through it. You can check with the realtor but it's my understanding that the seller got \$25,000 above asking with no inspection that evening.

There's a real need for single family homes or condos.

There's a real need to attract young families.

This is a real opportunity for something much better that could do that

Is the Meijers/ apartments consistent with the master plan?

Has the developer seen the investment in the children's park, or bicentennial park or the golf course?

The Gargaro office and the Greek bakery strips just did beautiful renovations on their buildings. It has a real neighborhood feel.

Is this development consistent with the developer's core values that they publish?

Kmart was there before we moved in and 1972 and Gill was dirt, but things change, and hopefully improve!

Now we know better, we have a new vision and we can do better.

Livonia will have this long after I'm gone this is an opportunity to measure twice cut once and make it right!

Carol Smiley

19862 Stamford Dr.

Livonia, MI 48152

248-388-0189

PLEASE READ THIS INTO THE OFFICIAL MINUTES

spam>7 mile and Farmington

Lisa Sznyr <kiwiblst@hotmail.com>

Wed 6/19/2024 10:31 AM

To:Planning <Planning@Livonia.gov>

Hi Livonia! I would like to suggest, even if a Meijer goes in at the 7 Mile Road and Farmington intersection, I would like to propose other businesses where the townhouses are supposed to go. Places for people to sit outside like downtown Farmington. A Once Upon a Child would be awesome for many, maybe a cool park for the kids with ice cream or coffee shop. It would have more utility than just putting in high priced townhomes. An idea instead of the Meijer was to make a big play place for the kids with food, almost like a CJ Barrymores, or a hotel with a nice pool and conference center.

I would be interested in opening a coffee shop with a play place for the kids. There are several kids in Livonia and parents wonder what to do with their kids, having somewhere there they could take the kids to play would be awesome for many. I would also be interested in opening a Once Upon a Child where the townhouses are supposed to go. Having multiple shops down that strip would be a lot better than townhomes. Just my opinion, but the opinion of many others as well.

Lisa Sznyr

Proposals 2023-06-02-07 / 08 June 18, 2024 Meeting

John Urbonas <jurbonasmi@gmail.com>

Wed 6/19/2024 10:14 AM

To:Planning <Planning@Livonia.gov>

Dear Planning Committee,

I attended the public hearing on Tuesday June 18, 2024.

With respect to Petitions 2023-06-02-07, 2023-06-02-08 the property at 33500 W. Seven Mile has been vacant too long & I would like to see something come into that space. Last year I wrote that I generally accepted a Meijer grocery store but was uncomfortable with the proposal for a 4 story apartment complex. However, after seeing the new proposals and listening to the concerns I hadn't considered from other residents I believe the proposals continue to go in the wrong direction instead of having improved.

My thoughts on the proposals are:

- 1 - The proposals would negatively impact local businesses like Joe's Produce, Livonia Italian Bakery, Wine Castle, etc. especially as ample alternatives such as Meijer Northville & Livonia, Kroger 8 & 6 mile, Walmart, Fresh Thyme, Atko's Market, Cantoro's, Westborn, Busches, etc. are conveniently located nearby
- 2 - The Proposals would negatively impact traffic especially outside the McDonalds where incoming /outgoing /east neighborhood residents already experience bottlenecks and high potential for collisions.
- 3 - The design still does not elevate Livonia to a Northville or Birmingham type environment which would attract high income, well educated influencers to continue long term progress.
- 4 - Fuel stations are already converting to a convenience format as EVs replace fossil fuel demands countering the long-term vision for the Meijer convenience format.
- 5 - Increased crime, pollution and noise are all concerns I'm still not clear how on they will be addressed or responded to when issues are raised.
- 6 - Not clear on long term maintenance and upkeep of the properties so they don't turn into another abandoned area like the current properties.

A few years ago there was talk of the city unable to afford the fireworks celebration or perhaps it was display holiday lighting, i forget, so I understand how powerful a 60 million proposal is. Ideally a walkable area with outdoor cafes, etc. would be more community oriented, something like what Plymouth, Farmington Hills, Northville & Birmingham have which would also generate additional tax income albeit likely not as massive.

With all that said, I no longer support either of the 2 proposals as presented. I think Livonia can do better.

Thank you for your time.

Regards,

John M. Urbonas
19197 Norwich Rd
Livonia

as a resident of Windridge Village regarding proposed Meijer at 7 and Farmington

nancy vogrin <nancy.vogrin@outlook.com>

Tue 6/18/2024 3:09 PM

To:Planning <Planning@Livonia.gov>

Hello,

I am a resident of Windridge Village and have great concern regarding the potential for increased traffic and noise with the addition of a Meijer AND 102 townhomes. That's a lot of new traffic and permanent people to the area. I REALLY don't want to see any further increase in traffic on Gill road, which is already heavily travelled.

I'm not as opposed to a 'smaller' Meijer, it would be good to have some competition for Kroger. I do have concern with all the additional housing on top of it. Do there have to be 102 units? can't you do less? do we have to have every bit of space covered in that area?

Speaking of Gill Rd, between 7 and 8 Mile roads, people race through there like its a speedway. I greatly appreciate the police who show up now and again and pass out tickets but its not enough. Could we look at adding a couple of speed bumps to slow down the speeders?

Thanks,
Nancy Vogrin

From: [nmwade60](#)
To: [Planning](#)
Subject: Proposed Development at Old Kmart Site at 7 & Farmington Rd
Date: Sunday, June 16, 2024 9:16:51 PM

Planning Commission,

In regards to the development at 7 Mile and Farmington, I have some concerns. I would like to see the residential complex developed as condos and not rentals. Condos would attract people that are invested in the community. Rentals attract transients that are not as concerned about being part of the community. I hope that brick is the predominant material used in the residential buildings and are as attractive as those on Farmington and 6 mile.

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

I am hopeful that the Planning Commission takes my concerns into consideration and takes into account how this development affects the residents in the Windridge subdivision. Thank you.

Nancy & Denny Wade
33961 Fonville Dr
Livonia 48152

Sent from my Galaxy

**OTHER ITEMS
RELATED TO THE
PETITION**

PRELIMINARY SITE PLANS

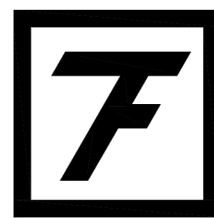
7 MILE PLANNED GENERAL DEVELOPMENT

33500 W. SEVEN MILE ROAD

LIVONIA, MICHIGAN, WAYNE COUNTY

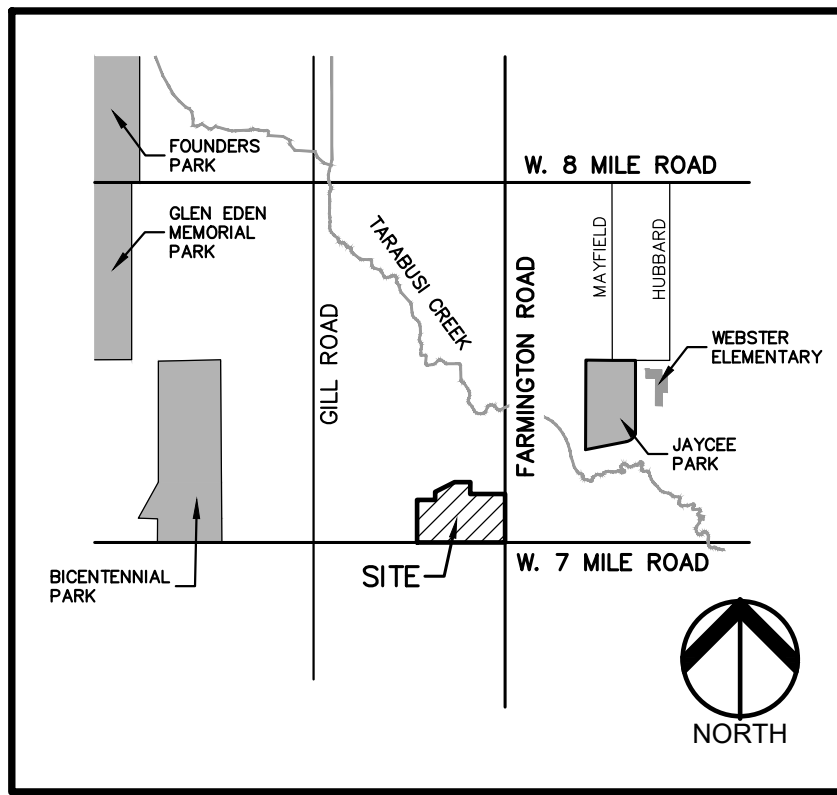


STORE NO.: LVA



The *POINTE*

APARTMENT HOMES



LOCATION MAP
NO SCALE

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

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

PLANS (BY OTHERS)

MEIJER - RETAIL	
C800	LIGHTING PLAN
C801	LIGHTING DETAILS
	BUILDING ELEVATIONS
	FLOOR PLAN
	FACADE MATERIALS
	FACADE MATERIALS
THE POINTE - MULTI-FAMILY RESIDENTIAL	
	LIGHTING PLAN
	LIGHTING DETAILS
A101	FIRST FLOOR PLAN
A102	SECOND FLOOR PLAN
A103	THIRD FLOOR PLAN
A104	FOURTH FLOOR PLAN
A105	ROOF PLAN
A201	BUILDING ELEVATIONS
A202	BUILDING ELEVATIONS
A401	ACCESSORY BUILDINGS
A402	UNIT PLANS
A403	AMENITY SPACES
A404	AMENITY SPACES

DESIGN TEAM

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



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

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

PT OF SE 1/4 SEC 4 T1S R9E BEG S89DEG 57M 10S W 60FT AND NODE
00M 50S W 60FT FROM SE COR SEC 4 TH S89DEG 57M 10S W 1116.20FT
TH NODEG 00M 50S W 540FT TH N89DEG 57M 10S E 230FT TH NODEG 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)

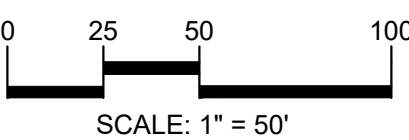
REFER TO LATEST MDOT R-28 STANDARD RAMP AND DETECTABLE WARNING DETAILS

'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 FUSED NAIL FUSED NAIL & CAP SET	BLISS POINT AND MONUMENT SET MONUMENT SET	SEC. CORNER FOUND R RECORDED M MEASURED C CALCULATED
EXISTING		
OH-ELEC-W-O UG-CATY UG-PHONE-ET UG-ELEC-ET	ELEC. PHONE OR CATY OH LINE, POLE & GUY WIRE UNDERGROUND CATY LINE, CATY PEDESTAL TELEPHONE UG. CABLE, PEDSTALK & MANHOLE ELECTRIC UG. CABLE, MANHOLE, METER & HANDHOLE GAS MAIN, VALVE & GAS LINE W/WORK	
WATER MAIN, HYDR. GATE VALVE, TAPPING SLEEVE & VALVE SANITARY SEWER, CLEANOUT & MANHOLE STORM SEWER, CLEANOUT & MANHOLE COMBINED SEWER & MANHOLE	SQUARE, ROUND & RECTANGULAR CATCH BASIN, YARD DRAIN POST INDICATOR VALVE WATER VALVE (UNDERGROUND) VALVE BOX, SERVICE SHUTOFF MAILBOX, TRANSFORMER, IRRIGATION CONTROL, VALVE UNIDENTIFIED STRUCTURE	
SPOT ELEVATION CONTOUR LINE FENCE GUARD RAIL STREET LIGHT SIGN	CONCRETE ASPHALT GRAVEL GRAVEL SHOULDER WETLAND	
PROPOSED		
OH-ELEC-W-O UG-CATY UG-PHONE-ET UG-ELEC-ET	ELEC. PHONE OR CATY OH LINE, POLE & GUY WIRE UNDERGROUND CATY LINE, CATY PEDESTAL TELEPHONE UG. CABLE, PEDSTALK & MANHOLE ELECTRIC UG. CABLE, MANHOLE, METER & HANDHOLE GAS MAIN, VALVE & GAS LINE W/WORK	
WATER MAIN, HYDR. GATE VALVE, TAPPING SLEEVE & VALVE SANITARY SEWER, CLEANOUT & MANHOLE STORM SEWER, CLEANOUT & MANHOLE COMBINED SEWER & MANHOLE	SQUARE, ROUND & RECTANGULAR CATCH BASIN, YARD DRAIN POST INDICATOR VALVE WATER VALVE (UNDERGROUND) VALVE BOX, SERVICE SHUTOFF MAILBOX, TRANSFORMER, IRRIGATION CONTROL, VALVE UNIDENTIFIED STRUCTURE	
SPOT ELEVATION CONTOUR LINE FENCE GUARD RAIL STREET LIGHT SIGN	CONCRETE ASPHALT GRAVEL GRAVEL SHOULDER WETLAND	

t: 844.813.2949
www.peagroup.com



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

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

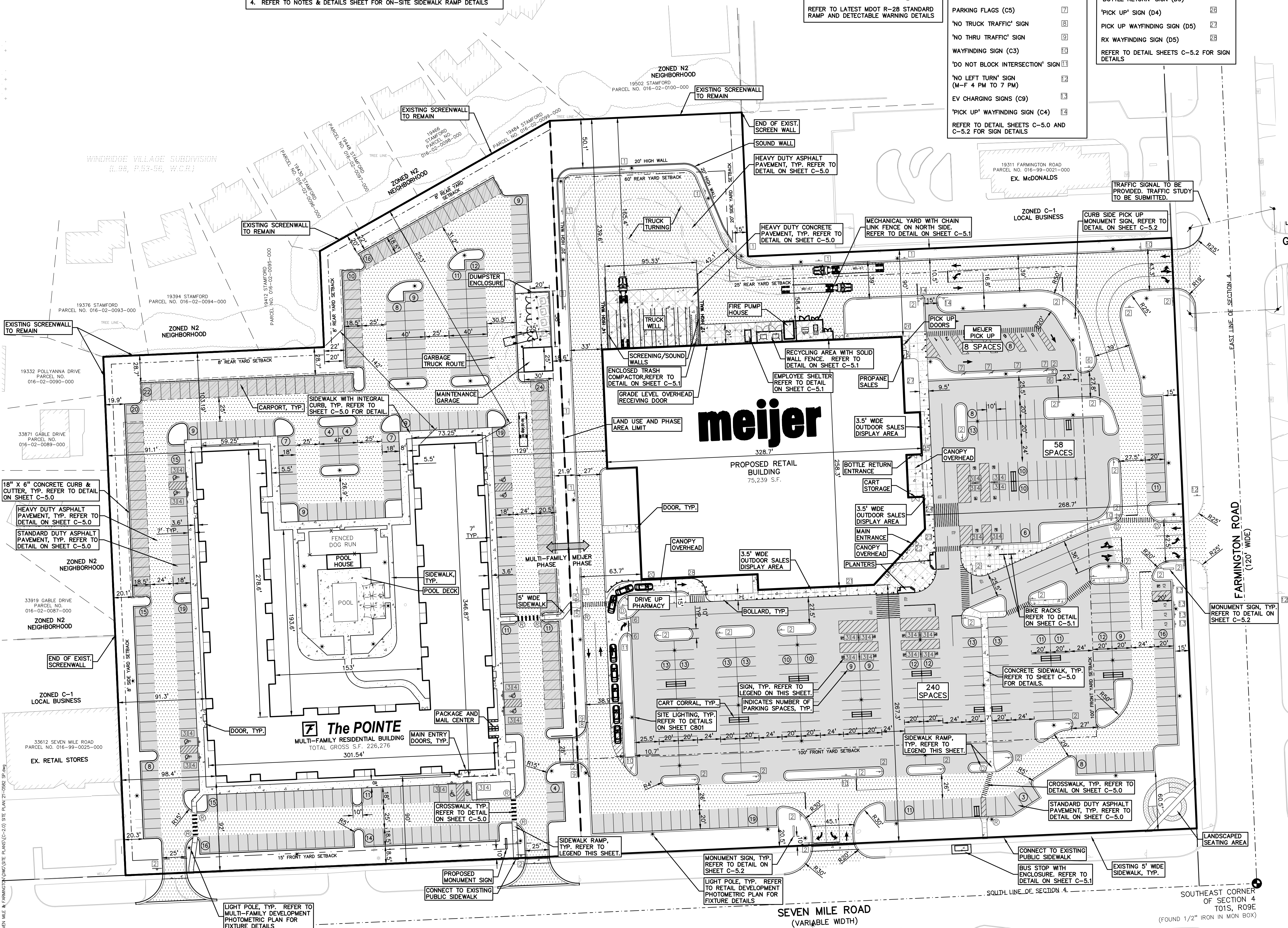
PROJECT TITLE
**7 MILE PLANNED
GENERAL
DEVELOPMENT**
33500 W. SEVEN MILE ROAD
LIVONIA, MICHIGAN, WAYNE COUNTY

[illegible]

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

NOT FOR CONSTRUCTION

C-2.0



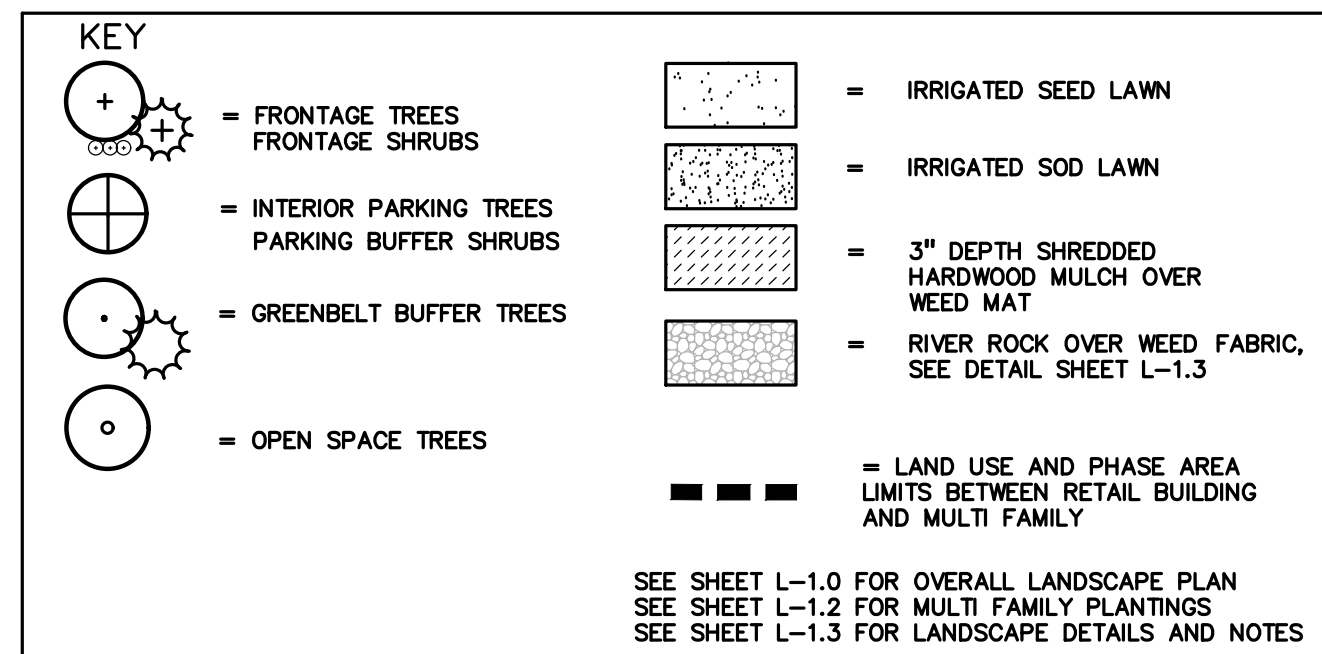
Q:\PROJECTS\2021\2021-0582 SEVEN MILE & FARMINGTON\DWG\SITE PLANS\1-C-2.0) SITE PLAN 21-0582 SP.dwg

MYRON
ST.

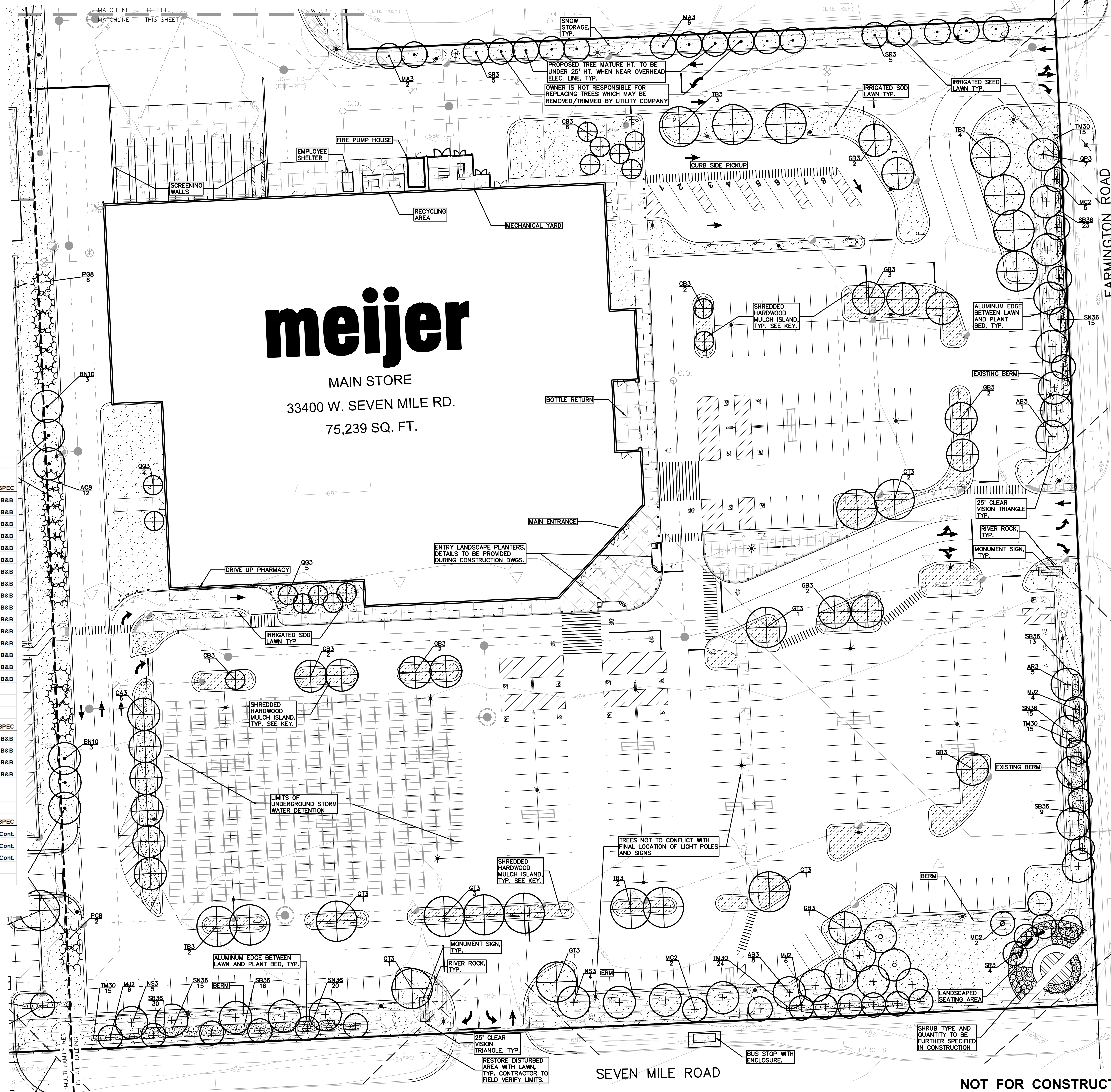
IRVING
ST.

FILMOF
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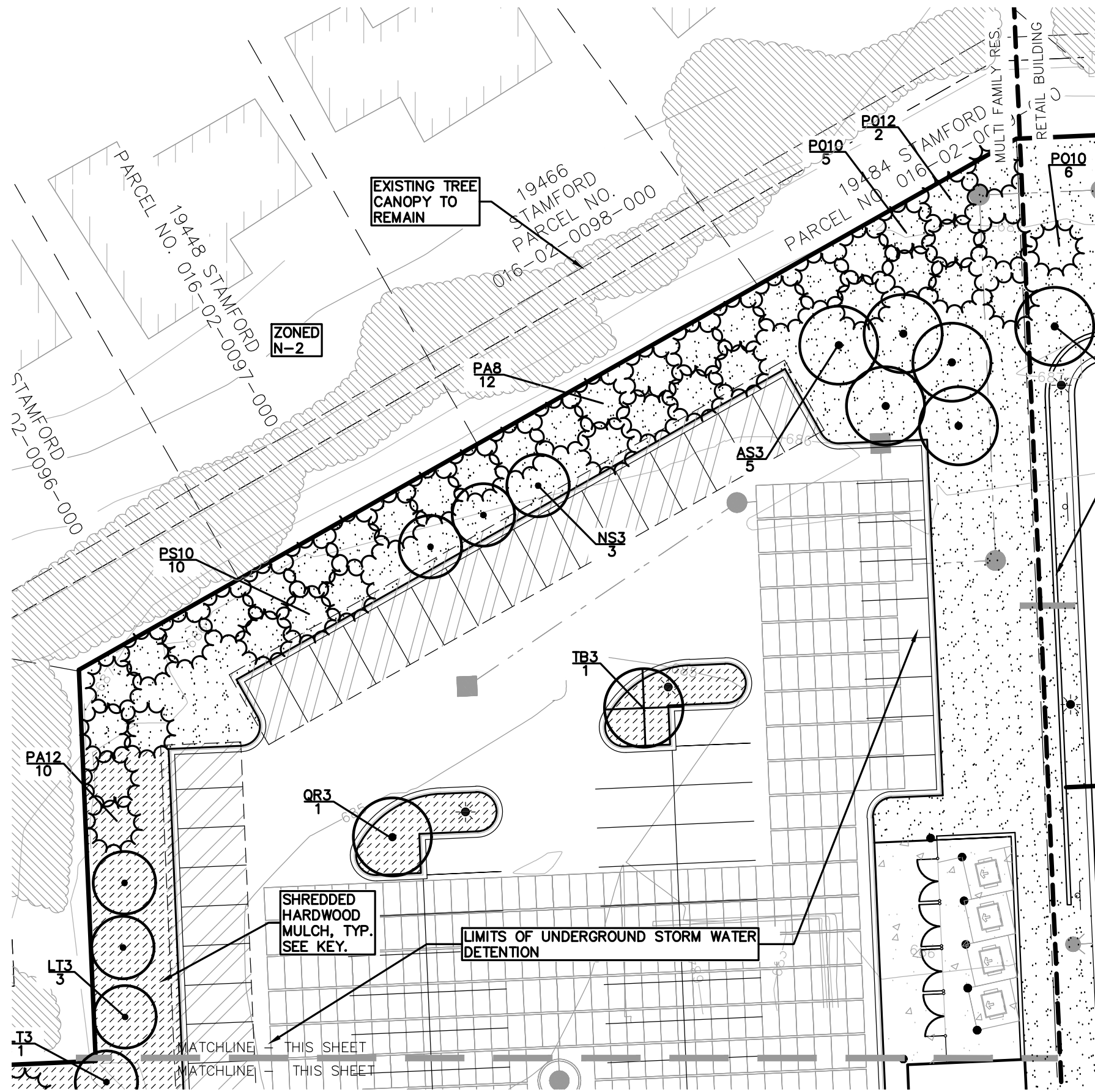
SOUTHEAST CORNER
OF SECTION 4
T01S, R09E
(FOUND 1/2" IRON IN MON BOX)



RETAIL BUILDING PLANT LIST SHEET L-1.1					
DECIDUOUS TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
9	AB3	Bowhall Maple	<i>Acer rubrum</i> 'Bowhall' (columnnar)	3" Cal.	B&B
5	AR3	Scarlet Sentinel Maple	<i>Acer rubrum</i> 'Scarsen'	3" Cal.	B&B
5	AS3	Legacy Sugar Maple	<i>Acer saccharum</i> 'Legacy'	3" Cal.	B&B
6	BN10	Heritage River Birch	<i>Betula nigra</i> 'Cully'	10-12' Ht.	B&B
6	CA3	American Hornbeam	<i>Carpinus caroliniana</i>	3" Cal.	B&B
9	CB3	Upright European Hornbeam	<i>Carpinus betulus</i> 'Fastigiate'	3" Cal.	B&B
15	GB3	Magyar Ginkgo	<i>Ginkgo biloba</i> 'Magyar' (20" wide x 40' ht.)	3" Cal.	B&B
10	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos</i> f. <i>Inermis</i> 'Skycole'	3" Cal.	B&B
12	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
8	MA3	Adams Crab	<i>Malus</i> 'Adams' (15'x 15' ht. pink, utility tree)	3" Cal.	B&B
18	MJ2	Marilee Crab	<i>Malus</i> 'Jarmin' PP14337 (white, upright, fruitless)	2-2.5" Cal.	B&B
9	MC2	Red Jewel Crab	<i>Malus</i> 'Red Jewel' (white, pyramidal upright)	2-2.5" Cal.	B&B
7	QG3	Skinny Genes Oak	<i>Quercus alba</i> 'JFS-KW2QX' P.A.F. (col./fastigiate 10'w)	3" Cal.	B&B
7	QP3	Regal Prince Oak	<i>Quercus robur</i> x <i>bicolor</i> 'Long'	3" Cal.	B&B
14	SR3	Japanese Tree Lilac	<i>Syringa reticulata</i> 'Ivory Silk'	3" Cal.	B&B
11	TB3	Boulevard Linden	<i>Tilia americana</i> 'Boulevard'	3" Cal.	B&B
151	TOTAL DECIDUOUS TREES				
EVERGREEN TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
12	AC8	Concolor Fir	<i>Abies concolor</i>	8' Ht.	B&B
8	PG8	White Spruce	<i>Picea glauca</i>	8' Ht.	B&B
6	PO10	Serbian Spruce	<i>Picea omorika</i>	10' Ht.	B&B
6	PS10	Eastern White Pine	<i>Pinus strobus</i>	10' Ht.	B&B
32	TOTAL EVERGREEN TREES				
SHRUB PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
91	SB36	Bloomingar Lilac	<i>Syringa</i> x <i>penda</i> 'Bloomingar'	36" Ht.	Cont.
65	SN36	Neon Flash Spirea	<i>Spiraea japonica</i> 'Neon Flash'	36" Ht.	Cont.
69	TMS0	Dense Yew	<i>Taxus</i> x <i>media</i> 'Densiformis'	30" Ht.	Cont.
225	TOTAL SHRUBS				



L-1.1



KEY		PLANTINGS BELOW NOT SITE PLAN REQUIRED AT MULTI FAMILY RESIDENTIAL BUILDING	
	= 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

SEE SHEET L-1.0 FOR OVERALL LANDSCAPE PLAN
SEE SHEET L-1.1 FOR RETAIL BUILDING PLANTINGS
SEE SHEET L-1.3 FOR LANDSCAPE DETAILS AND NOTES

MULTI FAMILY PLANT LIST SHEET L-1.2

DECIDUOUS TREE PLANT LIST:

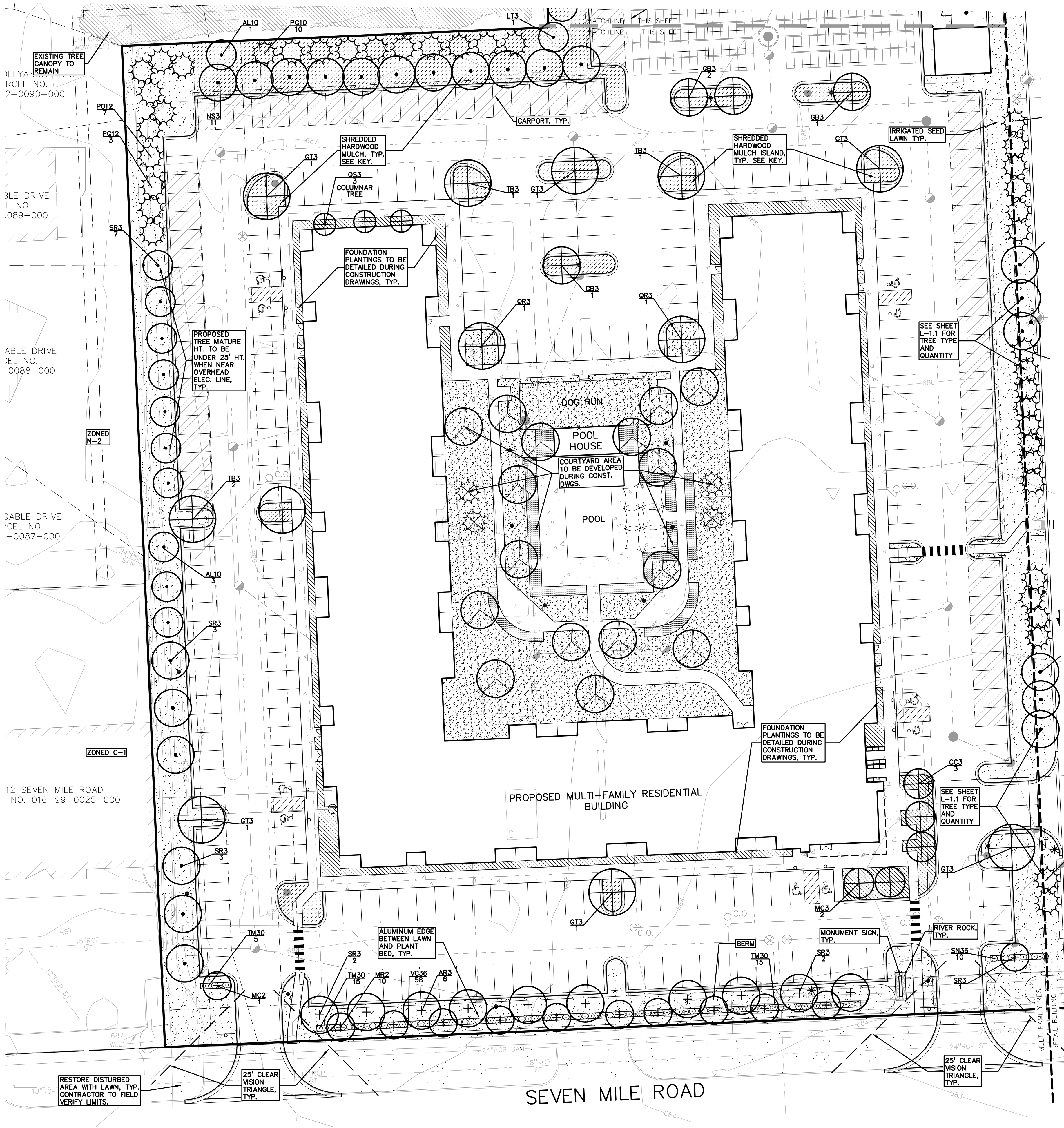
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
4	AL10	Allegheny Serviceberry	<i>Amelanchier laevis</i>	10' Ht.	B&B
6	AR3	Scarlet Sentinel Maple	<i>Acer rubrum 'Scarsen'</i>	3" Cal.	B&B
5	AS3	Legacy Sugar Maple	<i>Acer saccharum 'Legacy'</i>	3" Cal.	B&B
3	CC3	Eastern Redbud	<i>Cercis canadensis</i>	3" Cal.	B&B
4	GB3	Magyar Ginkgo	<i>Ginkgo biloba 'Magyar'</i>	3" Cal.	B&B
6	GT3	Skyline Honeylocust	<i>Gleditsia triacanthos f. inermis 'Skycole'</i>	3" Cal.	B&B
4	LT3	Tulip Tree	<i>Liriodendron tulipifera</i>	3" Cal.	B&B
14	NS3	Black Gum	<i>Nyssa sylvatica</i>	3" Cal.	B&B
3	MC2	Red Jewel Crab	<i>Malus 'Red Jewel' (white, pyramidal upright)</i>	2-2.5" Cal.	B&B
10	MR2	Royal Raindrops Crab	<i>Malus 'JFS-KW5 PP 14375' (bright pink, upright)</i>	2-2.5" Cal.	B&B
3	QS3	Streetspire Oak	<i>Quercus alba 'JFS-KW1QX' (columnar)</i>	3" Cal.	B&B
3	QR3	Red Oak	<i>Quercus rubra</i>	3" Cal.	B&B
18	SR3	Japanese Tree Lilac	<i>Syringa reticulata 'Ivory Silk'</i>	3" Cal.	B&B
5	TB3	Boulevard Linden	<i>Tilia americana 'Boulevard'</i>	3" Cal.	B&B
88		TOTAL DECIDUOUS TREES			

EVERGREEN TREE PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
12	PA8	Norway Spruce	<i>Picea abies</i>	8' Ht.	B&B
10	PA12	Norway Spruce	<i>Picea abies</i>	12' Ht.	B&B
10	PG10	White Spruce	<i>Picea glauca</i>	10' Ht.	B&B
3	PG12	White Spruce	<i>Picea glauca</i>	12' Ht.	B&B
5	PO10	Serbian Spruce	<i>Picea omorika</i>	10' Ht.	B&B
9	PO12	Serbian Spruce	<i>Picea omorika</i>	12' Ht.	B&B
10	PS10	Eastern White Pine	<i>Pinus strobus</i>	10' Ht.	B&B
59		TOTAL EVERGREEN TREES			

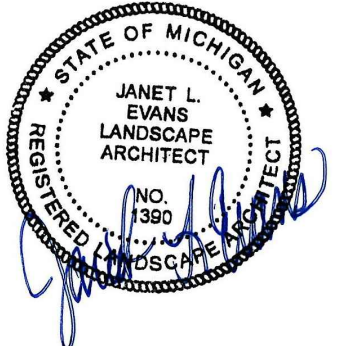
SHRUB PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
10	SN36	Neon Flash Spirea	<i>Spiraea japonica 'Neon Flash'</i>	36" Ht.	Cont.
35	TM30	Dense Yew	<i>Taxus x media 'Densiformis'</i>	30" Ht.	Cont.
58	VC36	Korean Spice Viburnum	<i>Viburnum carlesii 'Compacta'</i>	36" Ht.	Cont.
103		TOTAL SHRUBS			



PEA
GROUP

t: 844.813.2949
www.peagroup.com



0 15 30 60
SCALE: 1" = 30'



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

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

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

REVISIONS

ORIGINAL ISSUE DATE:
JUNE 9, 2023

DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN - MULTI FAMILY BLDG.

PEA JOB NO. 2021-0582

P.M. JC

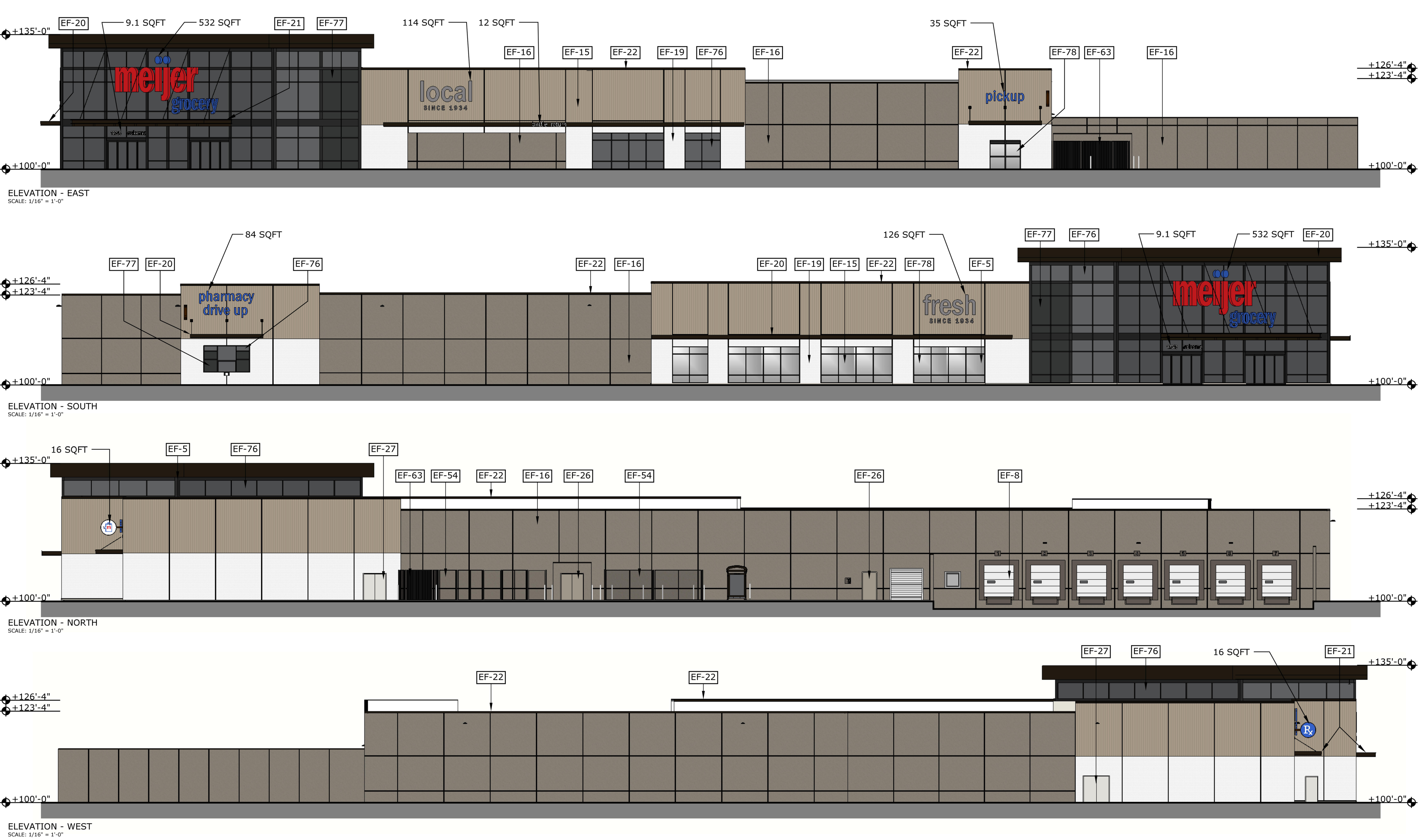
DN. AH

DES. JE

DRAWING NUMBER:

L-1.2

NOT FOR CONSTRUCTION



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

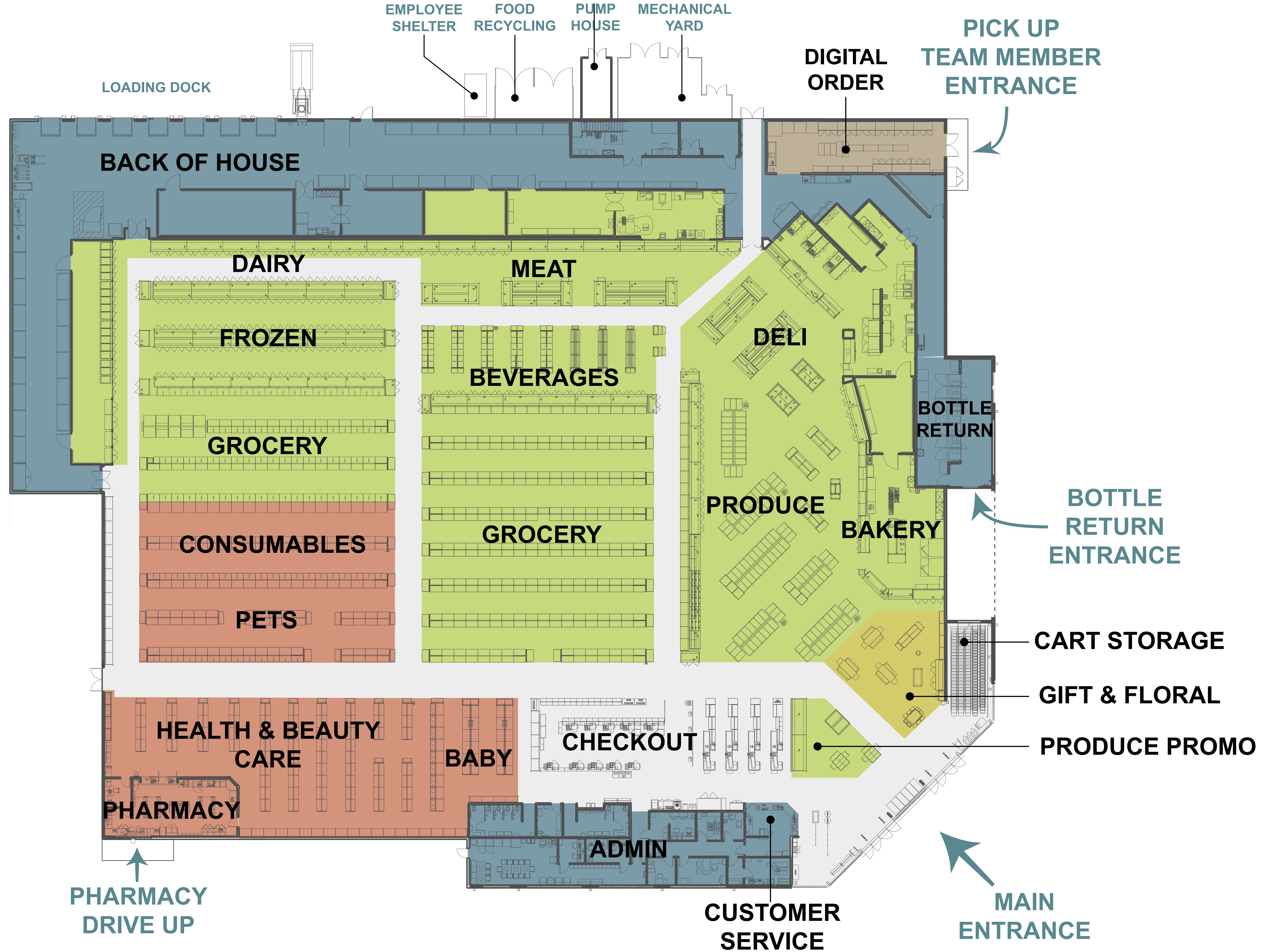
MERCHANDISE 5,000 SF

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



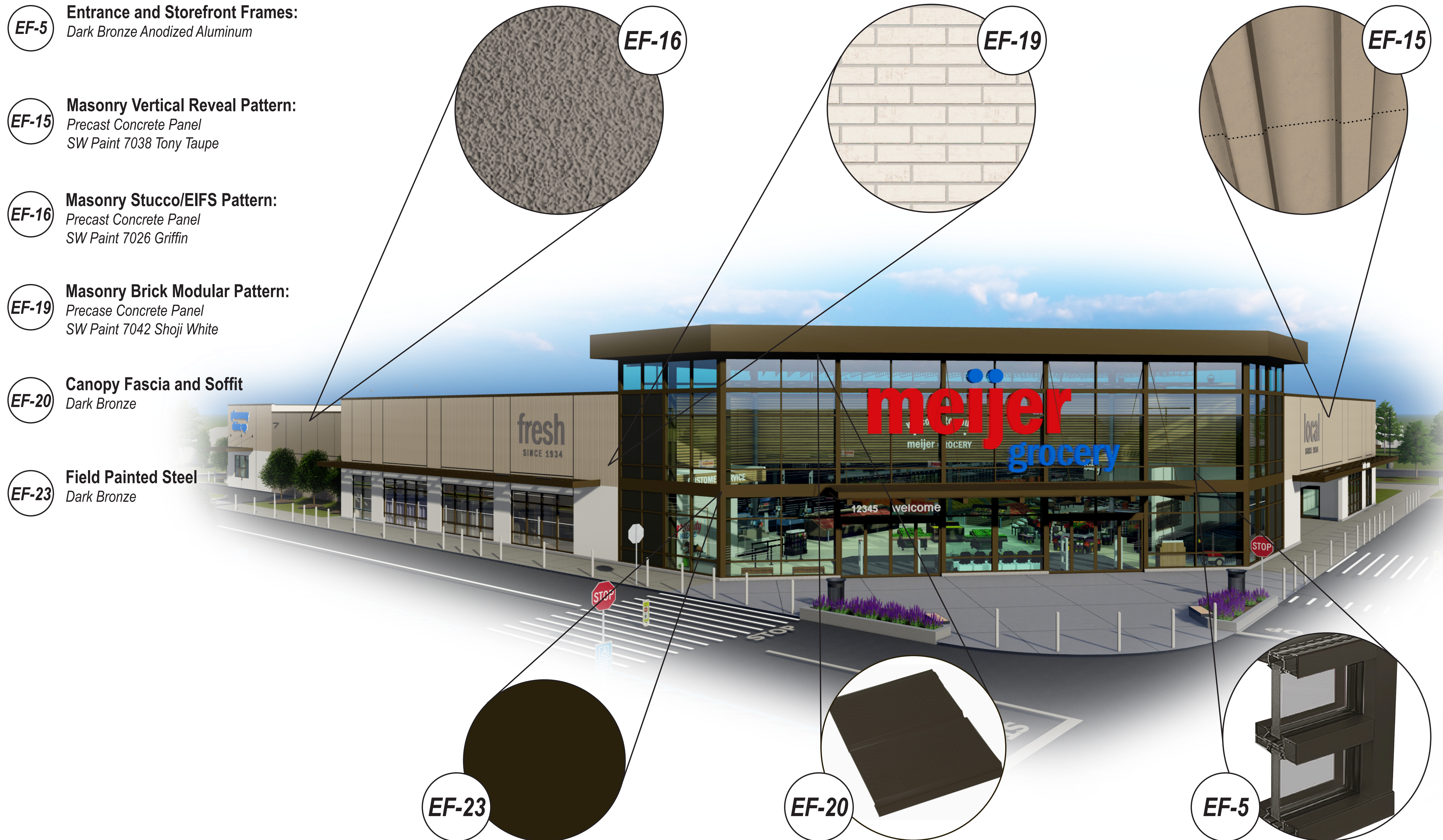
MEIJER LVA (75K) - GROCERY FORMAT: PROPOSED SCHEMATIC DEPARTMENT PLAN

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

DATE: 6/7/2023



THE COLORS SHOWN IN THIS RENDERING ARE CLOSE TO 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.



EF-8 Sectional Overhead Doors

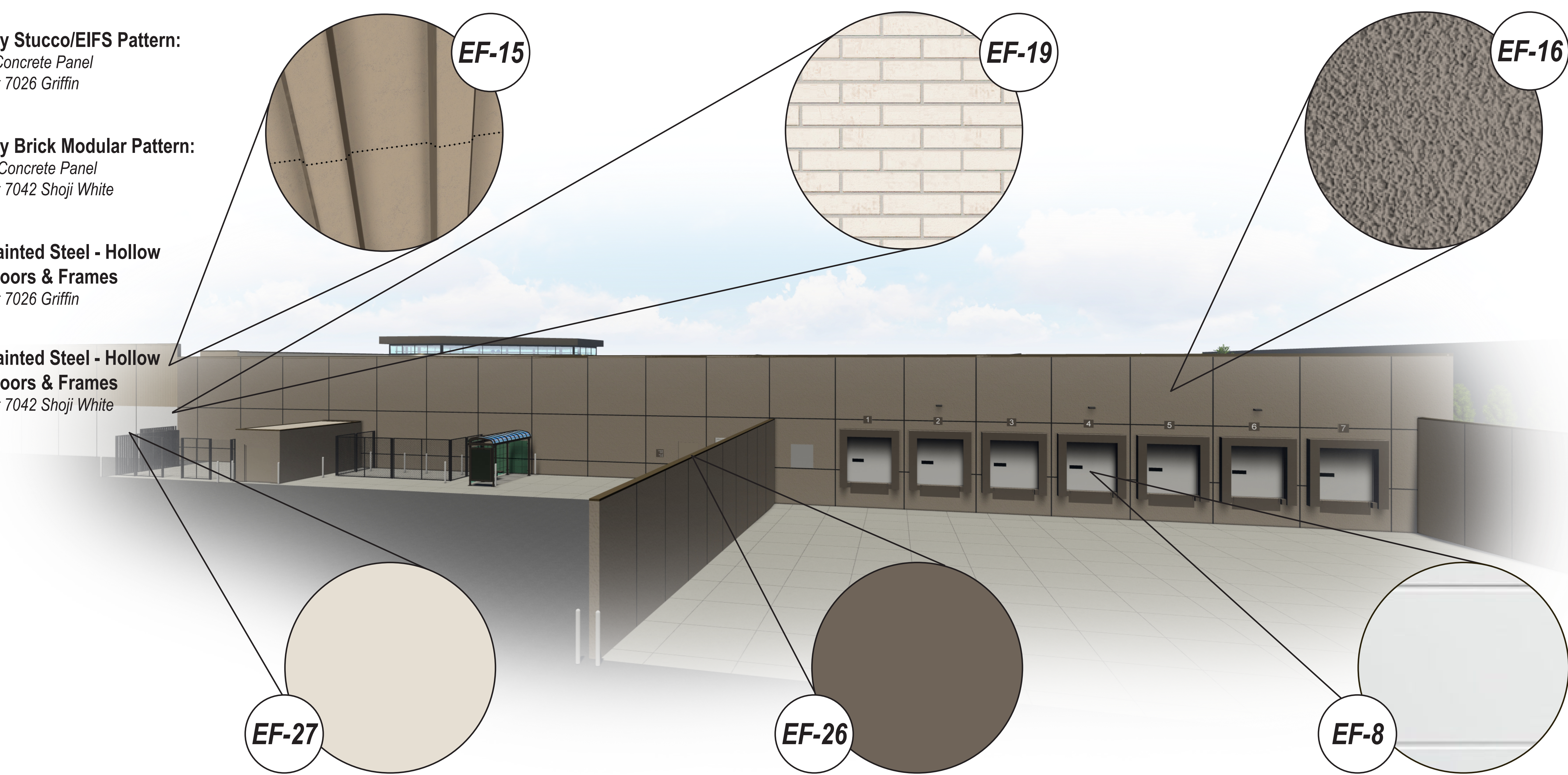
EF-15 Masonry Vertical Reveal Pattern:
Precast Concrete Panel
SW Paint 7038 Tony Taupe

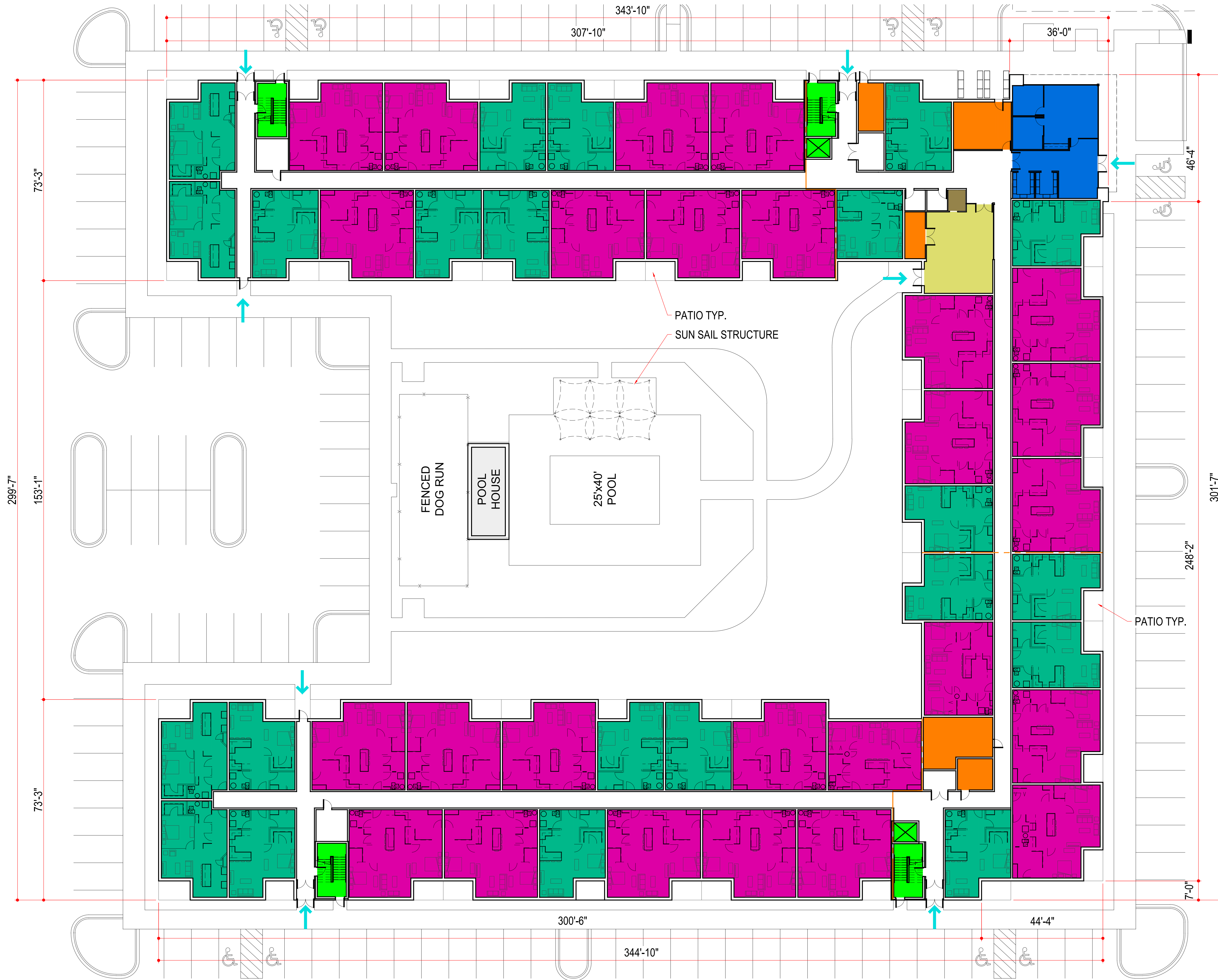
EF-16 Masonry Stucco/EIFS Pattern:
Precast Concrete Panel
SW Paint 7026 Griffin

EF-19 Masonry Brick Modular Pattern:
Precast Concrete Panel
SW Paint 7042 Shoji White

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

EF-27 Field Painted Steel - Hollow
Metal Doors & Frames
SW Paint 7042 Shoji White





BUILDING AREAS:

FIRST FLOOR: 56,569 SQ FT
SECOND FLOOR: 56,569 SQ FT
THIRD FLOOR: 56,569 SQ FT
FORTH FLOOR: 56,569 SQ FT
TOTAL: 226,276 SQ FT

UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

- ENTRANCE
- LEASING OFFICE
- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1 First Floor Plan
SCALE: 1/16" = 1'



OWNER:
SEVEN MILE/FARMINGTON
VENTURE LP
17000 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152



PGD Site Plan
Submittal 6.9.23

REVISION/ISSUE DATE

7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152
First Floor Plan

A101

21003



UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

OWNER:
SEVEN MILE/FARMINGTON
VENTURE LP
17000 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152

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

PGD Site Plan
Submittal

6.9.23

REVISION/ISSUE	DATE
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7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152

Second Floor Plan

A102

21003

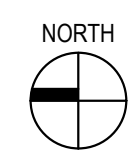


UNIT MATRIX

	1ST FLR	2ND FLR	3RD FLR	4TH FLR	TOTAL
1 BED	22	23	23	23	91
2 BED	26	27	27	27	107
3 BED	0	0	0	1	1
TOTAL	48	50	50	51	199

- COMMON SPACE
- ONE BED
- TWO BED
- VERTICAL CIRCULATION
- MECHANICAL / MAINTENANCE
- STORAGE

1 Third Floor Plan
SCALE: 1/16" = 1'



OWNER
SEVEN MILE/FARMINGTON
VENTURE LP
17002 LAUREL PARK DRIVE NORTH
SUITE 200C
LIVONIA, MI 48152

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

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

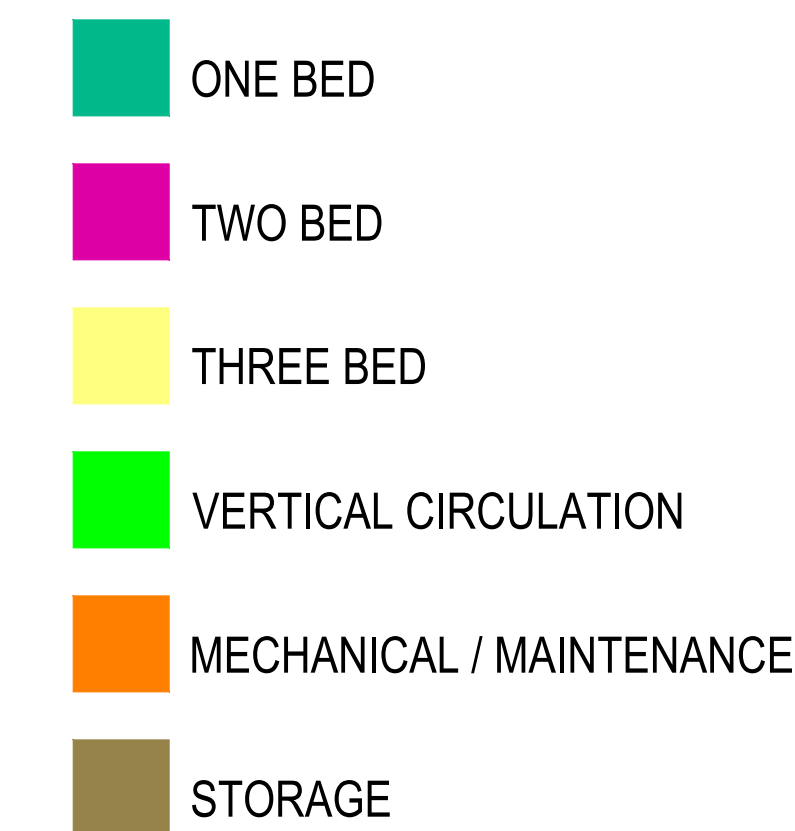
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PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

7 Mile & Farmington
33500 7 Mile
Livonia, MI 48152

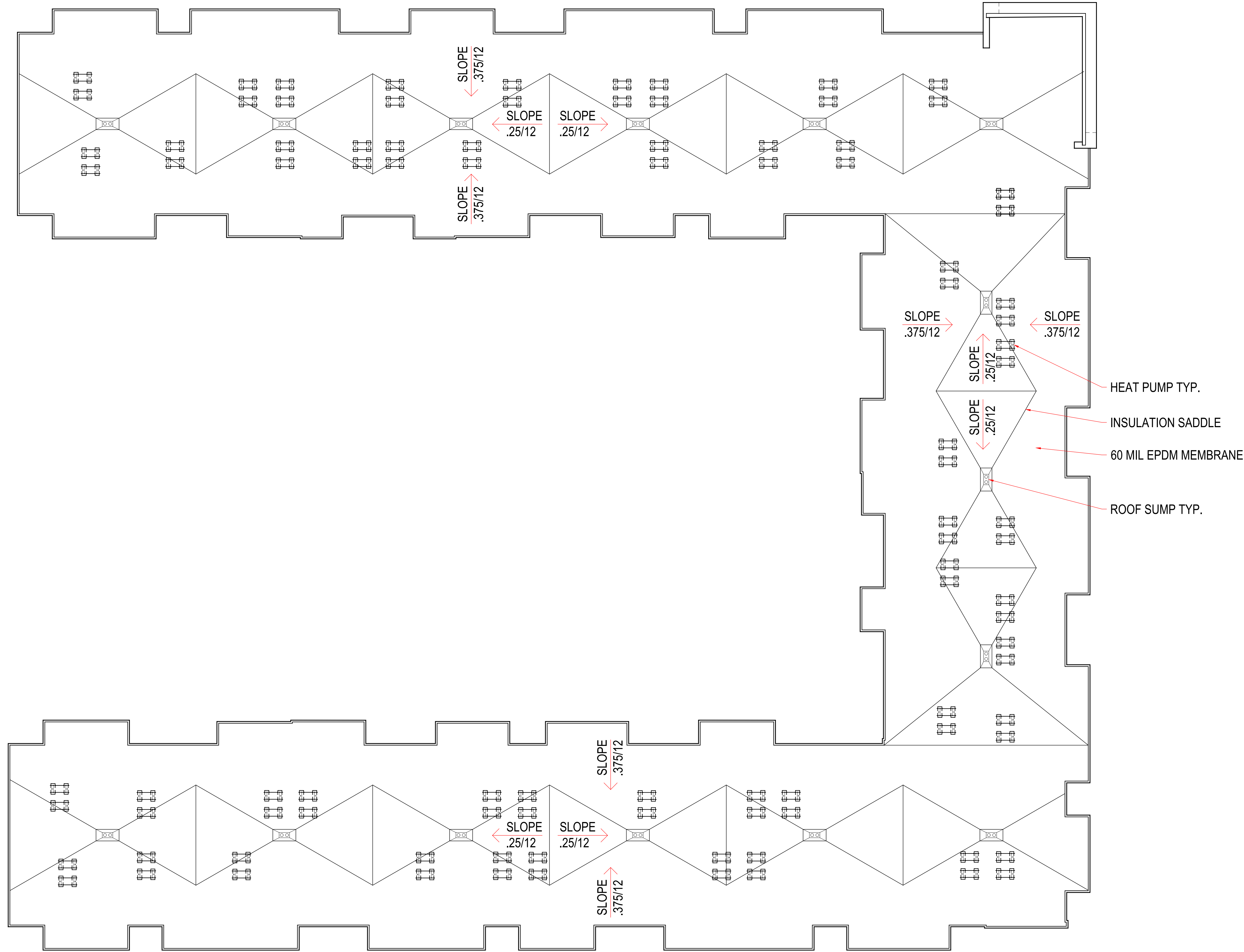
Third Floor Plan

A103

21003



7 Mile & Farmington 33500 7 Mile Livonia, MI 48152	Fourth Floor Plan
A104	21003



1 Roof Plan
SCALE: 1/16" = 1'

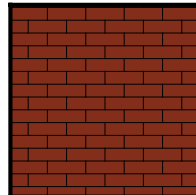
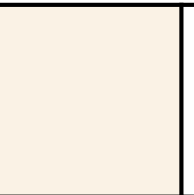
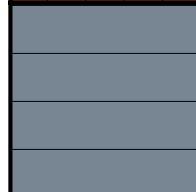
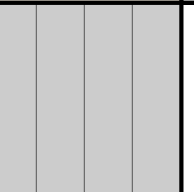
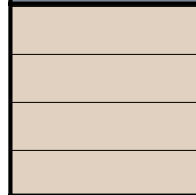


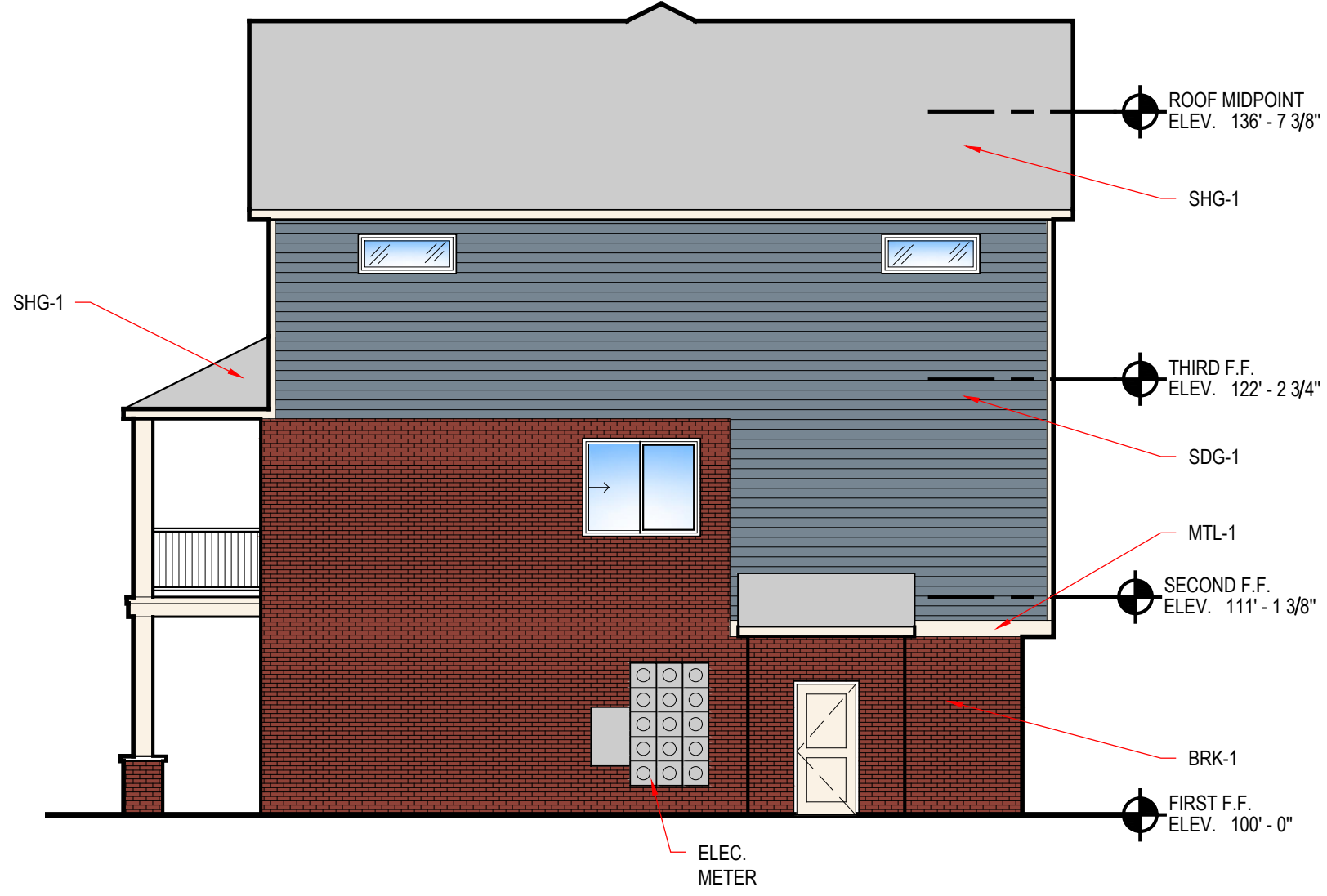
7 Mile & Farmington 33500 7 Mile Livonia, MI 48152		Roof Plan
A105		
21003		



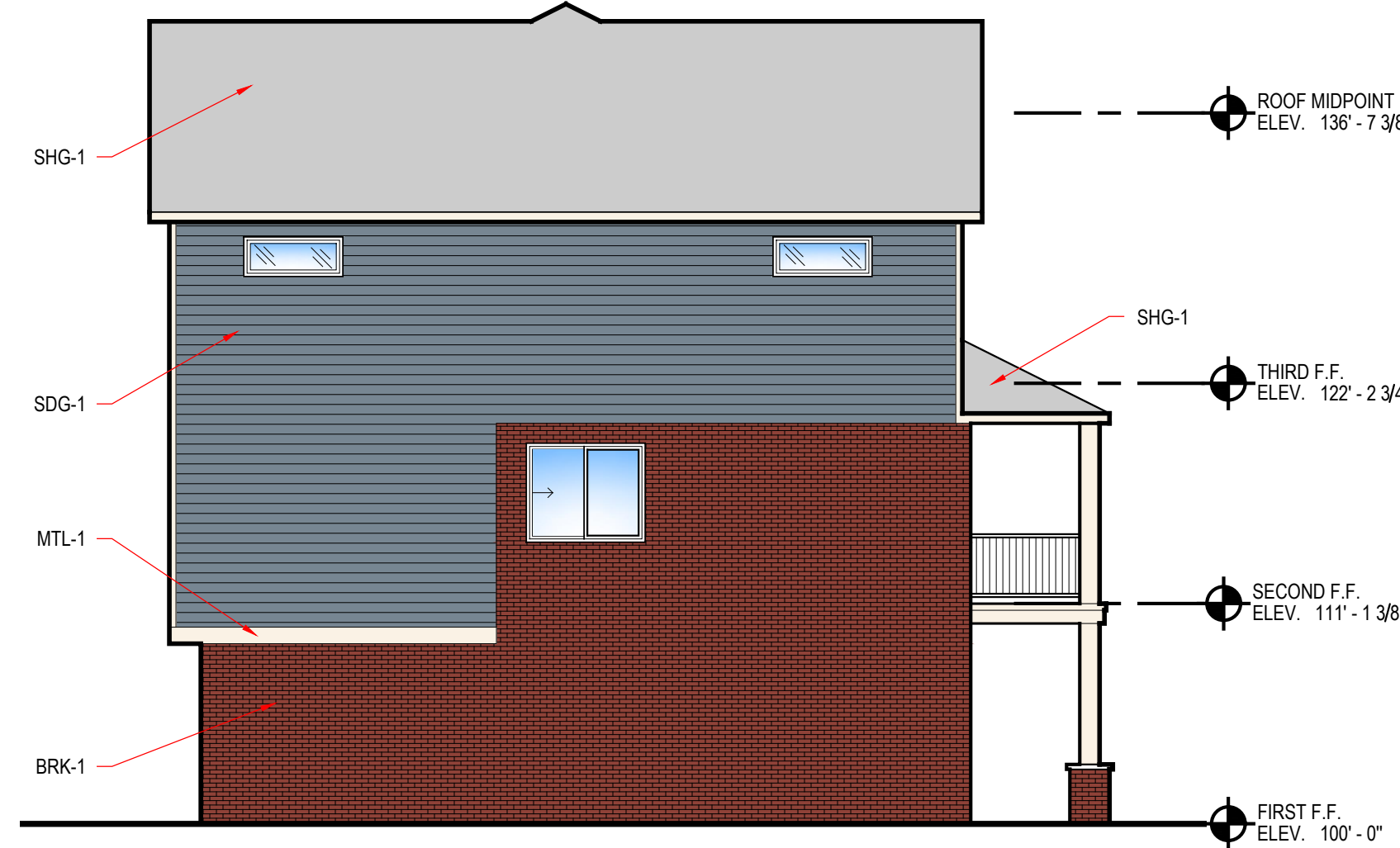
PGD Site Plan Submittal	6.9.23
REVISION/ISSUE	DATE

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	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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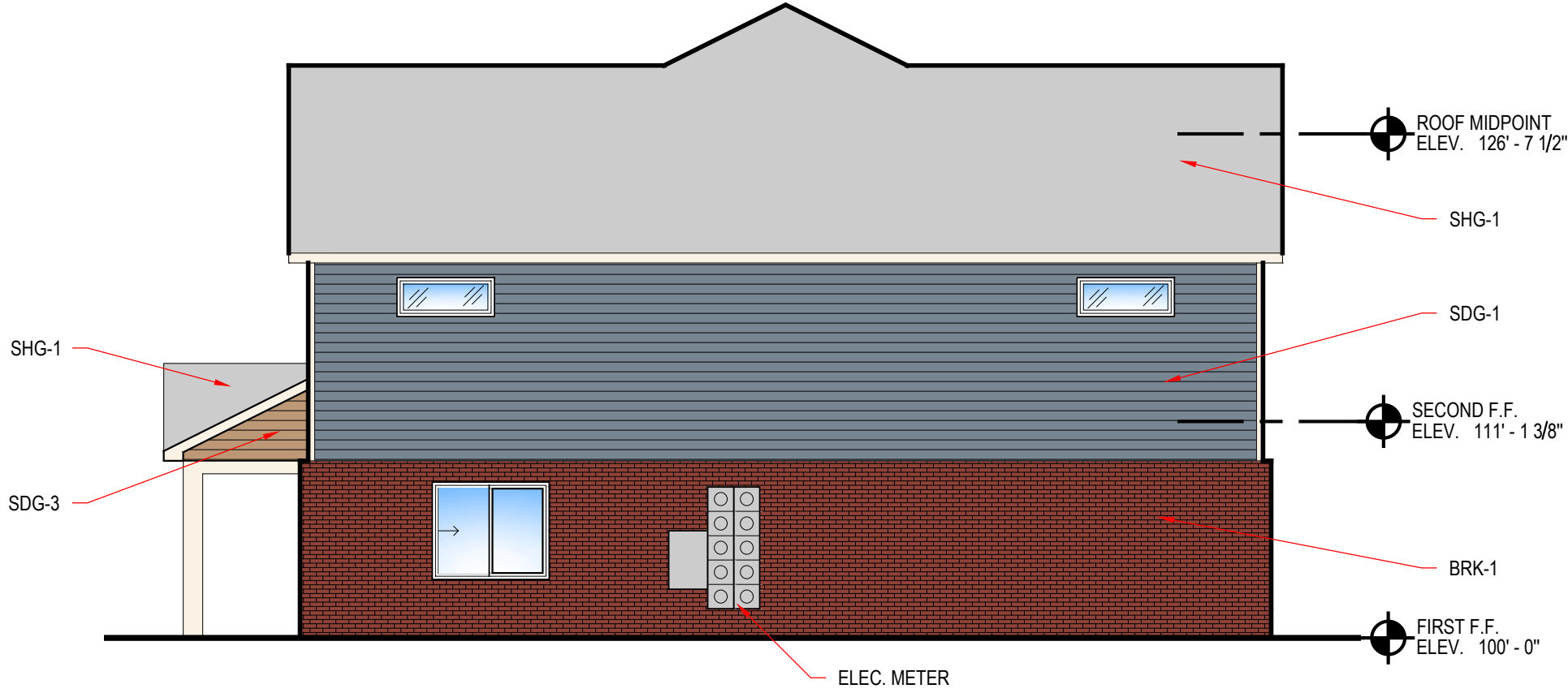
Facade Change	6.18.24
PGD SUBMITTAL	5.17.24
REVISION/ISSUE	DATE

7 Mile & Farmington
7 Mile
Livonia, MI
3-Story Elevations

A201

21003

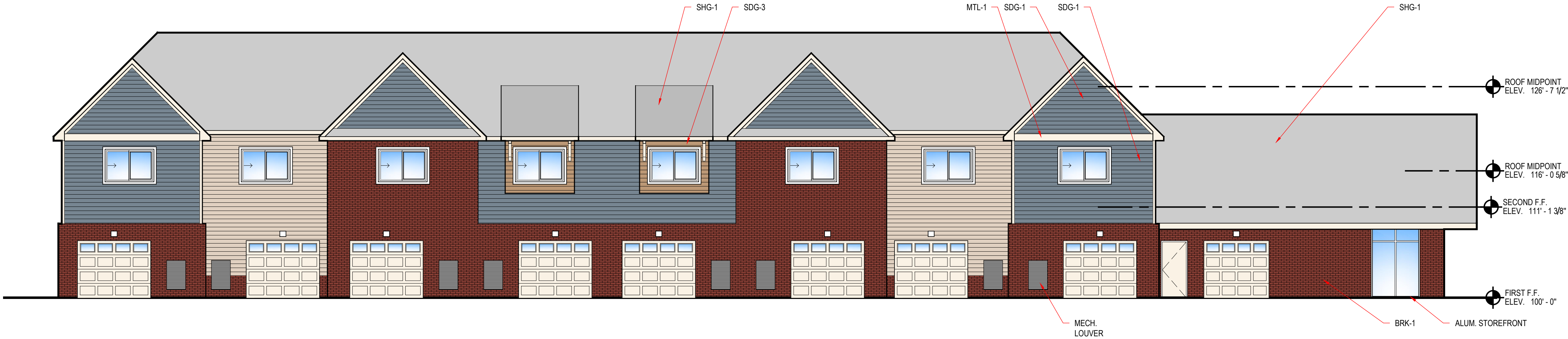
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SDG-1 COMPOSITE SIDING MFR: TBD COLOR: TBD	MTL-2 STANDING SEAM METAL ROOF COLOR: MATTE BLACK
SDG-2 COMPOSITE SIDING MFR: TBD COLOR: TBD	SHG-1 ASPHALT SHINGLES MFR: CERTAINTED COLOR: MORIE BLACK
SDG-3 COMPOSITE SIDING MFR: TBD COLOR: TBD	



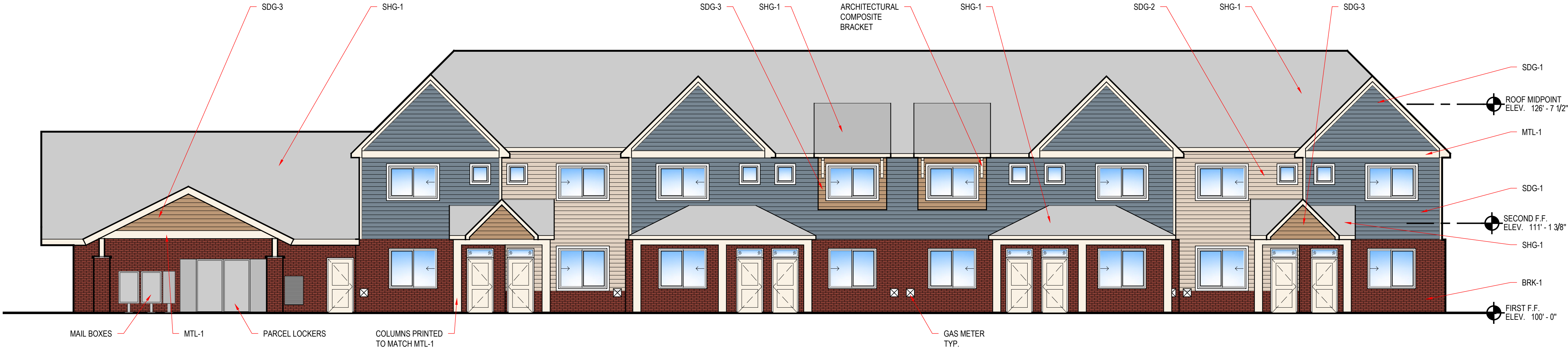
4 2-Bed Right Elevation
1/8" = 1'-0"



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

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 Plan? 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

11.

Law
January 14, 2025

MEETING DATE

R021025

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from Northridge Livonia, LLC, for a twenty-foot-wide public utility easement in connection with the sanitary sewer constructed within the Kroger D-615 Expansion Project, in the Northeast ¼ of Section 4. (Tax I.D. No.46-013-99-0032-007)

BACKGROUND DETAILS

We are transmitting for Council acceptance a Grant of Easement, secured without monetary consideration, from Northridge Livonia, LLC, for a twenty-foot wide public utility easement in the Northeast 1/4 of Section 4, in connection with the sanitary sewer constructed within the Kroger D-615 Expansion Project.

This document, recently received from the Engineering Division, has been approved as to form by the Department of Law and the legal description approved by the Engineering Division. A map prepared by the Engineering Division is attached indicating the location of the proposed subject conveyance.

Should the Council determine to accept the aforesaid Grant of Easement, the following proposed resolution is submitted for the Council's consideration:

RESOLVED, that having considered a communication from the Department of Law, dated January 14, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by William Eisenberg, Its Authorized Agent, for a twenty-foot wide public utility easement in connection with the sanitary sewer constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

Twenty-Foot Wide Sanitary Sewer Easement

A twenty-foot (20') wide sanitary sewer easement located in the Northeast ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide); thence along the northerly and easterly lines of On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records, the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet

(recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 91.02 feet for a Place of Beginning; thence N 02°46'12" W, 41.08 feet; thence N 86°15'41" E, 196.83 feet; thence S 47°43'48" E, 10.71 feet; thence N 87°13'46" E, 56.29 feet; thence N 42°16'12" E, 12.46 feet; thence N 86°15'41" E, 104.06 feet; thence N 88°51'35" E, 194.45 feet; thence N 87°16'12" E, 44.74 feet; thence N 02°43'48" W, 128.14 feet; thence S 87°16'12" W, 53.98 feet; thence N 02°21'20" W, 269.05 feet; thence N 81°44'35" E, 74.55 feet; thence S 02°43'50" E, 20.09 feet; thence S 81°44'35" W, 54.58 feet; thence S 02°21'20" E, 230.88 feet; thence N 87°16'12" E, 53.85 feet; thence S 02°43'48" E, 168.14 feet; thence S 87°16'12" W, 65.02 feet; thence S 88°51'35" W, 194.27 feet; thence S 86°15'41" W, 95.53 feet; thence S 42°16'12" W, 12.66 feet; thence S 87°13'46" W, 72.85 feet; thence N 47°43'48" W, 10.51 feet; thence S 86°15'41" W, 168.67 feet; thence S 02°46'12" E, 21.43 feet: thence 87°16'10" W, 20.00 feet along the northerly line of said On the Pond Condominium to the Place of Beginning.

See Attached Sanitary Sewer Easement Sketch

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

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

RESOLVED, that having considered a communication from the Department of Law, dated January 14, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by William Eisenberg, Its Authorized Agent, for a twenty-foot wide public utility easement in connection with the sanitary sewer constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

Twenty-Foot Wide Sanitary Sewer Easement

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Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide); thence along the northerly and easterly lines of On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records, the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 91.02 feet for a Place of Beginning; thence N 02°46'12" W, 41.08 feet; thence N 86°15'41" E, 196.83 feet; thence S 47°43'48" E, 10.71 feet; thence N 87°13'46" E, 56.29 feet; thence N 42°16'12" E, 12.46 feet; thence N 86°15'41" E, 104.06 feet; thence N 88°51'35" E, 194.45 feet; thence N 87°16'12" E, 44.74 feet; thence N 02°43'48" W, 128.14 feet; thence S 87°16'12" W, 53.98 feet; thence N 02°21'20" W, 269.05 feet; thence N 81°44'35" E, 74.55 feet; thence S 02°43'50" E, 20.09 feet; thence S 81°44'35" W, 54.58 feet;

thence S 02°21'20" E, 230.88 feet; thence N 87°16'12" E, 53.85 feet; thence S 02°43'48" E, 168.14 feet; thence S 87°16'12" W, 65.02 feet; thence S 88°51'35" W, 194.27 feet; thence S 86°15'41" W, 95.53 feet; thence S 42°16'12" W, 12.66 feet; thence S 87°13'46" W, 72.85 feet; thence N 47°43'48" W, 10.51 feet; thence S 86°15'41" W, 168.67 feet; thence S 02°46'12" E, 21.43 feet; thence 87°16'10" W, 20.00 feet along the northerly line of said On the Pond Condominium to the Place of Beginning.

See Attached Sanitary Sewer Easement Sketch

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

ATTACHMENTS

1. Grant of Easement for Sanitary Sewer - Northridge Livonia (Kroger)

APPROVED BY



Carter Fisher, City Attorney

Date: January 14, 2025



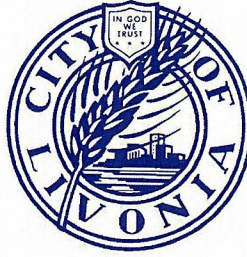
Maureen Miller Brosnan, Mayor

Date: January 16, 2025

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2655

January 14, 2025

Department of Law
City of Livonia

**Re: Public Utility Easement for Sanitary Sewer
N.E. 1/4 of Section 4
for Kroger Store D-615 Expansion**

Ladies and Gentlemen:

Transmitted herewith is the signed Grant of Easement received from Northridge Livonia, LLC for a twenty-foot wide public utility easement in the N.E. 1/4 of Section 4. The above easement was required by this office in connection with the sanitary sewer constructed within the Kroger Store D-615 Expansion Project.

The legal description contained in the instrument meets with the approval of this office. In addition, we are attaching herewith a map showing the proposed conveyance.

Please review the instrument as to form and forward same to the City Council for their acceptance.

Should you have any questions, please feel free to contact this office.

Sincerely,

Todd J. Zilincik, P.E.
City Engineer

TJZ:kjw

Attachment

cc: William Eisenberg, Northridge Livonia LLC, 28470 13 Mile Road, Suite 220, Farmington Hls, MI
48334
DPW
File

GRANT OF EASEMENT
Tax I.D. No. 46-013-99-0032-007
33523 Eight Mile Road
Livonia, Michigan 48152

GRANT OF EASEMENT

THIS INDENTURE, made this _____ day of _____, 20____, between Northridge Livonia, LLC, a Michigan limited liability company, (Grantor), whose street number and address is 28470 13 Mile Road, Suite 220, Farmington Hills, Michigan 48334 and the CITY OF LIVONIA, a Michigan municipal corporation (Grantee), whose street number and post office address is 33000 Civic Center Drive, Livonia, Michigan, 48154.

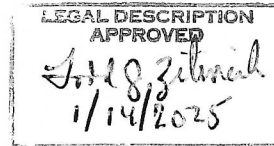
WITNESSETH:

That the Grantor, for and in consideration of the sum of One Dollar (\$1.00) paid by the Grantee, the receipt of which is hereby confessed and acknowledged, does by these presents grant unto Grantee, its successors and assigns an easement for the purpose of installing and maintaining a sanitary sewer, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

PARCEL ID: 46-013-99-0032-007

PROPERTY ADDRESS: 33523 Eight Mile Road

EASEMENT DESCRIPTION:



Twenty-Foot Wide Sanitary Sewer Easement

A twenty-foot (20') wide sanitary sewer easement located in the Northeast 1/4 of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide); thence along the northerly and easterly lines of On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records, the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 91.02 feet for a Place of Beginning; thence N 02°46'12" W, 41.08 feet; thence N 86°15'41" E, 196.83 feet; thence S 47°43'48" E, 10.71 feet; thence N 87°13'46" E, 56.29 feet; thence N 42°16'12" E, 12.46 feet; thence N 86°15'41" E, 104.06 feet; thence N 88°51'35" E, 194.45 feet; thence N 87°16'12" E, 44.74 feet; thence N 02°43'48" W, 128.14 feet; thence S 87°16'12" W, 53.98 feet; thence N 02°21'20" W, 269.05 feet; thence N 81°44'35" E, 74.55 feet; thence S 02°43'50" E, 20.09 feet;

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See Attached Sanitary Sewer Easement Sketch

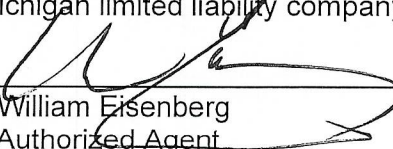
Including the right of access for the Grantee to go over and upon that part of said piece of land of the Grantor, for the purpose of installing, repairing and maintaining said sanitary sewer of the Grantee providing that the granting of the above easement does not vest in the Grantee authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the Grantee, its successors and assigns, shall maintain said public utility. Any restoration of property by the Grantee necessitated by sanitary sewer installation, repair and maintenance shall be limited to backfilling the excavation and establishment of grass. It shall exclude all other improvements such as paved surfaces, corresponding sub-base materials, plants, trees, flower beds, electrical lines and lights, boulders and any other miscellaneous items located within the sanitary sewer easement.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the Grantee will use every effort possible to leave the premises in as good condition as at present.

IT WITNESS WHEREOF, the said Grantors have executed this Easement and Dedication the day and year above written.

GRANTOR:

Northridge Livonia, LLC
a Michigan limited liability company

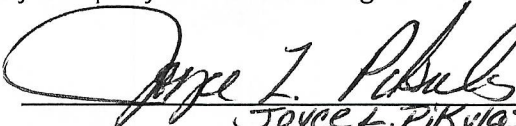
By: 
William Eisenberg
Its: Authorized Agent

GRANT OF EASEMENT

STATE OF MICHIGAN)
COUNTY OF Oakland) SS

On this 22 day of April, 2022, before me personally appeared William Eisenberg to me personally known, who being by me sworn, did for himself say that he is the Authorized Agent of Northridge Livonia, LLC which executed the within instrument, and the said instrument was signed and sealed in behalf of said limited liability company and acknowledged said instrument to be the free act and deed of said limited company.

JOYCE L. PIKULAS
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Feb 11, 2027
ACTING IN COUNTY OF Oakland

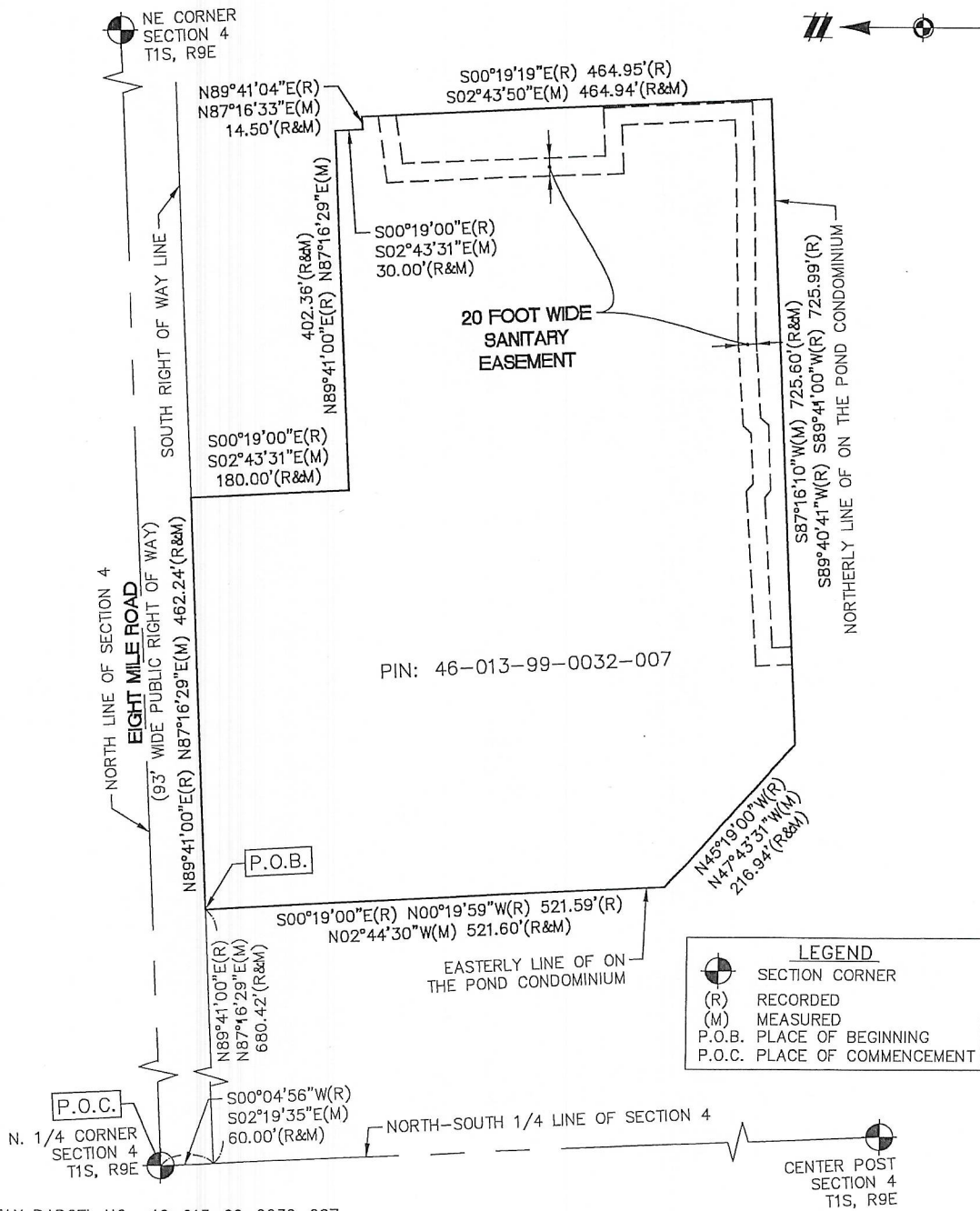

Joyce L. Pikulas
Notary Public, Oakland County, Mi
My Commission expires: 2-11-2027

Prepared by: Todd J. Zilincik, P.E.
City Engineer
Engineering Division
12973 Farmington Road
Livonia, Michigan 48150

Approved as to form:
DEPARTMENT OF LAW

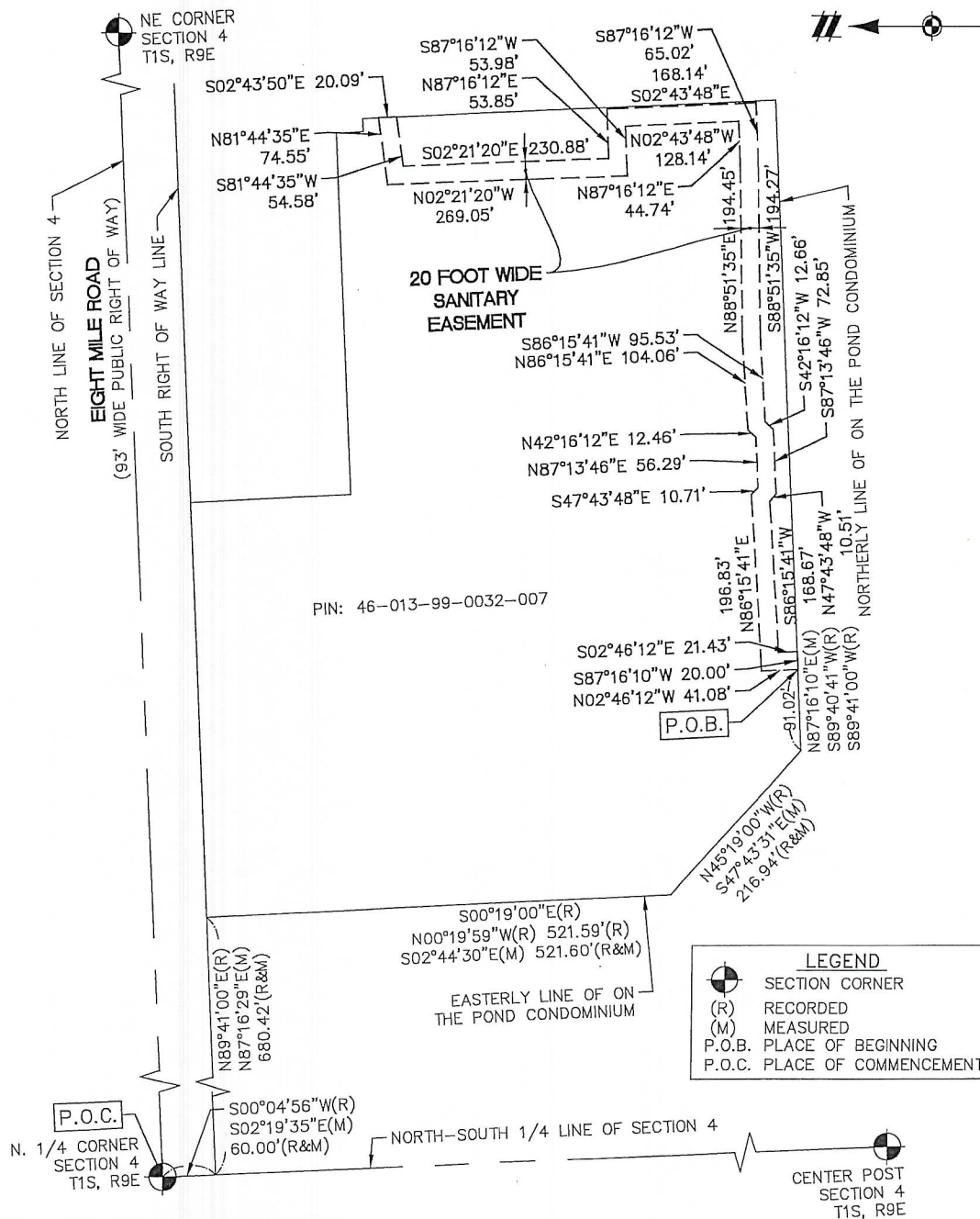
Dated: _____

When recorded, return to: OFFICE OF THE CITY CLERK, 33000 Civic Center Drive,
Livonia, Michigan 48154



TAX PARCEL NO.: 46-013-99-0032-007
 BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83),
 SOUTH ZONE, GROUND DISTANCES, INTERNATIONAL FEET.

CLIENT THE KROGER COMPANY SKETCH & DESCRIPTION OF A 20 FOOT WIDE SANITARY EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN	JOB: 18003949	CAD EA-02
	DR. JR	CH. ME
	BOOK NA	PG. NA
	SHEET 01 OF 03	DATE: 02-11-2022
	FILE CODE: EA-02 SANITARY	
ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000		
SCALE: 1 INCH = 150 FEET 		



TAX PARCEL NO.: 46-013-99-0032-007
 BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83),
 SOUTH ZONE, GROUND DISTANCES, INTERNATIONAL FEET.

CLIENT THE KROGER COMPANY SKETCH & DESCRIPTION OF A 20 FOOT WIDE SANITARY EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN	JOB: 18003949 DR. JR BOOK NA SHEET 02 OF 03 FILE CODE: EA-02 SANITARY	CAD EA-02 CH. ME PG. NA DATE: 02-11-2022
	ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48075 248.447.2000	
	SCALE: 1 INCH = 150 FEET 0 75 150	
	SCALE: 1 INCH = 150 FEET 0 75 150	
	SCALE: 1 INCH = 150 FEET 0 75 150	

DESCRIPTION OF PARCEL 46-013-99-0032-007 PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO.: GLT1800451, COMMITMENT DATE: NOVEMBER 15, 2018:

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

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE SOUTH 00 DEG. 04' 56" WEST 60.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 680.42 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF EIGHT MILE ROAD (93 FOOT WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH 89 DEG. 41' 00" EAST 462.24 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID EIGHT MILE ROAD; THENCE SOUTH 00 DEG. 19' 00" EAST 180.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 402.36 FEET; THENCE SOUTH 00 DEG. 19' 00" EAST 30.00 FEET; THENCE NORTH 89 DEG. 41' 04" EAST 14.50 FEET; THENCE SOUTH 00 DEG. 19' 19" EAST 464.94 FEET; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE NORTHERLY AND EASTERLY LINES OF ON THE POND CONDOMINIUM, W.C.C.P. NO. 593. MASTER DEED RECORDED AT LIBER 33127, PAGE 556, WAYNE COUNTY RECORDS: SOUTH 89 DEG. 40' 41" WEST 725.60 FEET (RECORDED AS SOUTH 89 DEG. 41' 00" WEST 725.99 FEET), NORTH 45 DEG. 19' 00" WEST 216.94 FEET, AND NORTH 00 DEG. 19' 59" WEST 521.60 FEET (RECORDED AS SOUTH 00 DEG. 19' 00" EAST 521.59 FEET) TO THE PLACE OF BEGINNING, BEING A PART OF THE NORTHEAST 1/4 OF SAID SECTION 4, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN.

DESCRIPTION OF A 20 FOOT WIDE SANITARY EASEMENT LOCATED IN THE NORTHEAST 1/4 OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN:

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF EIGHT MILE ROAD (93 FEET WIDE); THENCE ALONG THE NORTHERLY AND EASTERLY LINES OF ON THE POND CONDOMINIUM, W.C.C.P. NO. 593. MASTER DEED RECORDED AT LIBER 33127, PAGE 556, WAYNE COUNTY RECORDS, THE FOLLOWING THREE (3) COURSES: S02°44'30"E (RECORDED AS S00°19'00"E AND N00°19'59"W) 521.60 FEET (RECORDED AS 521.59 FEET), S47°43'31"E (RECORDED AS N45°19'00"W) 216.94 FEET, AND N87°16'10"E (RECORDED AS S89°40'41"W AND S89°41'00"W) 91.02 FEET FOR A PLACE OF BEGINNING; THENCE N02°46'12"W 41.08 FEET; THENCE N86°15'41"E 196.83 FEET; THENCE S47°43'48"E 10.71 FEET; THENCE N87°13'46"E 56.29 FEET; THENCE N42°16'12"E 12.46 FEET; THENCE N86°15'41"E 104.06 FEET; THENCE N88°51'35"E 194.45 FEET; THENCE N87°16'12"E 44.74 FEET; THENCE N02°43'48"W 128.14 FEET; THENCE S87°16'12"W 53.98 FEET; THENCE N02°21'20"W 269.05 FEET; THENCE N81°44'35"E 74.55 FEET; THENCE S02°43'50"E 20.09 FEET; THENCE S81°44'35"W 54.58 FEET; THENCE S02°21'20"E 230.88 FEET; THENCE N87°16'12"E 53.85 FEET; THENCE S02°43'48"E 168.14 FEET; THENCE S87°16'12"W 65.02 FEET; THENCE S88°51'35"W 194.27 FEET; THENCE S86°15'41"W 95.53 FEET; THENCE S42°16'12"W 12.66 FEET; THENCE S87°13'46"W 72.85 FEET; THENCE N47°43'48"W 10.51 FEET; THENCE S86°15'41"W 168.67 FEET; THENCE S02°46'12"E 21.43 FEET; THENCE S87°16'10"W 20.00 FEET ALONG THE NORTHERLY LINE OF SAID ON THE POND CONDOMINIUM TO THE PLACE OF BEGINNING.

TAX PARCEL NO.: 46-013-99-0032-007
BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83),
SOUTH ZONE, GROUND DISTANCES, INTERNATIONAL FEET.

CLIENT THE KROGER COMPANY SKETCH & DESCRIPTION OF A 20 FOOT WIDE SANITARY EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN	JOB: 18003949	CAD EA-02
	DR. JR	CH. ME
	BOOK NA	PG. NA
	SHEET 03 OF 03	DATE: 02-11-2022
	FILE CODE: EA-02 SANITARY	
 ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000		



LETTER TO THE LIVONIA CITY COUNCIL

12.

Law
January 14, 2025

MEETING DATE

R021025

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from Northridge Livonia, LLC, for a twelve-foot-wide public utility easement in connection with the water main constructed within the Kroger D-615 Expansion Project, in the Northeast ¼ of Section 4. (Tax I.D. No.46-013-99-0032-007)

BACKGROUND DETAILS

We are transmitting for Council acceptance a Grant of Easement, secured without monetary consideration, from Northridge Livonia, LLC, for a twelve-foot wide public utility easement in the Northeast 1/4 of Section 4, in connection with the water main constructed within the Kroger D-615 Expansion Project.

This document, recently received from the Engineering Division, has been approved as to form by the Department of Law and the legal description approved by the Engineering Division. A map prepared by the Engineering Division is attached indicating the location of the proposed subject conveyance.

Should the Council determine to accept the aforesaid Grant of Easement, the following proposed resolution is submitted for the Council's consideration:

RESOLVED, that having considered a communication from the Department of Law, dated January 14, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by William Eisenberg, Its Authorized Agent, for a twelve-foot wide public utility easement in connection with the water main constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

Twelve-Foot Wide Water Main Easement

A twelve-foot (12') wide water main easement located in the Northeast ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide) for a Place of Beginning; thence continuing N 87°16'29" E, 340.63 feet along the south right-of-way line of said Eight Mile Road; thence S 00°06'36" W, 211.50 feet; thence S 02°44'15" E, 169.17 feet; thence N 87°16'06" E, 548.92 feet;

thence S 02°43'50" E, 12.00 feet; thence S 87°16'06" E, 274.04 feet; thence S 02°43'31" E, 61.01 feet; thence S 87°16'29" W, 12.00 feet; thence N 02°43'31" W, 61.10 feet; thence S 87°16'06" W, 291.14 feet; thence N 02°43'54" W, 12.00 feet; thence N 87°16'06" E, 16.26 feet; thence N 02°44'15" W, 169.47 feet; thence N 00°06'36" E, 175.30 feet; thence S 88°38'24" W, 9.69 feet; thence N 01°21'36" W, 12.00 feet; thence N 88°38'24" E, 10.00 feet; thence N 00°06'36" E, 11.88 feet; thence S 87°16'29" W, 328.02 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of the On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (Recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E, (recorded as N 89°41'00" E) 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 253.56 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 87°13'25" E, 25.62 feet; thence S 02°46'35" E, 12.00 feet; thence S 87°13'25" W, 25.63 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of said On the Pond Condominium to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet) along the easterly line of said On the Pond Condominium; thence S 47°43'31" E (recorded as N 45°19'00" W), 199.83 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 41°16'39" E, 23.68 feet; thence S 48°43'21" E, 12.00 feet; thence S 41°16'39" W, 23.89 feet; thence N 47°43'31" W, 12.00 feet along the easterly line of said On the Pond Condominium;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4, thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W) 216.94 feet and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 448.38 feet for a Place of Beginning; thence N 03°34'43" W, 26.64 feet; thence N 86°25'17" E, 12.00 feet; thence S 03°34'43" E, 26.82 feet; thence S 87°16'10" W, 12.00 feet along the northerly line of said On the Pond Condominium to the Place of Beginning.

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56"

W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 725.60 feet (recorded as 725.99 feet); thence N 02°43'50" W (recorded as S 00°19'19" E), 200.25 feet for a Place of Beginning; thence S 87°19'17" W, 46.78 feet; thence N 02°40'43" W, 12.00 feet; thence N 87°19'17" E, 46.76 feet; thence S 02°43'50" E, 12.00 feet to the Place of Beginning.

See Attached Water Main Easement Sketch

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

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

RESOLVED, that having considered a communication from the Department of Law, dated January 14, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by William Eisenberg, Its Authorized Agent, for a twelve-foot wide public utility easement in connection with the water main constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

Twelve-Foot Wide Sanitary Sewer Easement

A twelve-foot (12') wide water main easement located in the Northeast ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide) for a Place of Beginning; thence continuing N 87°16'29" E, 340.63 feet along the south right-of-way line of said Eight Mile Road; thence S 00°06'36" W, 211.50 feet; thence S 02°44'15" E, 169.17 feet; thence N 87°16'06" E, 548.92 feet; thence S 02°43'50" E, 12.00 feet; thence S 87°16'06" E, 274.04 feet; thence S 02°43'31" E, 61.01 feet; thence S 87°16'29" W, 12.00 feet; thence N 02°43'31" W, 61.10 feet; thence S 87°16'06" W, 291.14 feet; thence N 02°43'54" W, 12.00 feet; thence N 87°16'06" E, 16.26 feet; thence N 02°44'15" W, 169.47 feet; thence N 00°06'36" E, 175.30 feet; thence S 88°38'24" W, 9.69 feet; thence N 01°21'36" W, 12.00 feet; thence N 88°38'24" E, 10.00 feet; thence N 00°06'36" E, 11.88 feet; thence S 87°16'29" W, 328.02 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of the On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (Recorded as S 00°04'56" W), 60.00 feet along the

North-South ¼ Line of said Section 4; thence N 87°16'29" E, (recorded as N 89°41'00" E) 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 253.56 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 87°13'25" E. 25.62 feet; thence S 02°46'35" E. 12.00 feet; thence S 87°13'25" W, 25.63 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of said On the Pond Condominium to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet) along the easterly line of said On the Pond Condominium; thence S 47°43'31" E (recorded as N 45°19'00" W), 199.83 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 41°16'39" E, 23.68 feet; thence S 48°43'21" E, 12.00 feet; thence S 41°16'39" W, 23.89 feet; thence N 47°43'31" W, 12.00 feet along the easterly line of said On the Pond Condominium;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4, thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W) 216.94 feet and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 448.38 feet for a Place of Beginning; thence N 03°34'43" W, 26.64 feet; thence N 86°25'17" E, 12.00 feet; thence S 03°34'43" E, 26.82 feet; thence S 87°16'10" W, 12.00 feet along the northerly line of said On the Pond Condominium to the Place of Beginning.

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 725.60 feet (recorded as 725.99 feet); thence N 02°43'50" W (recorded as S 00°19'19" E), 200.25 feet for a Place of Beginning; thence S 87°19'17" W, 46.78 feet; thence N 02°40'43" W, 12.00 feet; thence N 87°19'17" E, 46.76 feet; thence S 02°43'50" E, 12.00 feet to the Place of Beginning.

See Attached Water Main Easement Sketch

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

ATTACHMENTS

1. Grant of Easement for Water Main - Northridge Livonia (Kroger)

APPROVED BY

A handwritten signature in blue ink, appearing to read "Carter Fisher", written over a horizontal line.

Carter Fisher, City Attorney

Date: January 14, 2025

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan", written over a horizontal line.

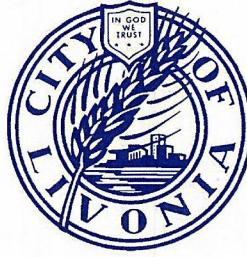
Maureen Miller Brosnan, Mayor

Date: January 16, 2025

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2655

January 14, 2025

Department of Law
City of Livonia

**Re: Public Utility Easement for Water Main
N.E. 1/4 of Section 4
for Kroger Store D-615 Expansion**

Ladies and Gentlemen:

Transmitted herewith is the signed Grant of Easement received from Northridge Livonia, LLC for a twelve-foot wide public utility easement in the N.E. 1/4 of Section 4. The above easement was required by this office in connection with the water main constructed within the Kroger Store D-615 Expansion Project.

The legal description contained in the instrument meets with the approval of this office. In addition, we are attaching herewith a map showing the proposed conveyance.

Please review the instrument as to form and forward same to the City Council for their acceptance.

Should you have any questions, please feel free to contact this office.

Sincerely,

A handwritten signature in cursive script, reading "Todd J. Zilincik", is written over a horizontal line.

Todd J. Zilincik, P.E.
City Engineer

TJZ:kjw
Attachment

cc: William Eisenberg, Northridge Livonia LLC, 28470 13 Mile Road, Suite 220, Farmington Hls, MI
48334
DPW
File

GRANT OF EASEMENT
Tax I.D. No. 46-013-99-0032-007
33523 Eight Mile Road
Livonia, Michigan 48152

GRANT OF EASEMENT

THIS INDENTURE, made this _____ day of _____, 20____, between Northridge Livonia, LLC, a Michigan limited liability company, (Grantor), whose street number and address is 28470 13 Mile Road, Suite 220, Farmington Hills, Michigan 48334 and the CITY OF LIVONIA, a Michigan municipal corporation (Grantee), whose street number and post office address is 33000 Civic Center Drive, Livonia, Michigan, 48154.

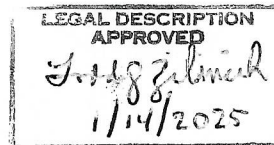
WITNESSETH:

That the Grantor, for and in consideration of the sum of One Dollar (\$1.00) paid by the Grantee, the receipt of which is hereby confessed and acknowledged, does by these presents grant unto Grantee, its successors and assigns an easement for the purpose of installing and maintaining a water main, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

PARCEL ID: **46-013-99-0032-007**

PROPERTY ADDRESS: **33523 Eight Mile Road**

EASEMENT DESCRIPTION:



Twelve-Foot Wide Water Main Easement

A twelve-foot (12') wide water main easement located in the Northeast 1/4 of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan. Being more particularly described as:

Commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of Eight Mile Road (93 feet wide) for a Place of Beginning; thence continuing N 87°16'29" E, 340.63 feet along the south right-of-way line of said Eight Mile Road; thence S 00°06'36" W, 211.50 feet; thence S 02°44'15" E, 169.17 feet; thence N 87°16'06" E, 548.92 feet; thence S 02°43'50" E, 12.00 feet; thence S 87°16'06" E, 274.04 feet; thence S 02°43'31" E, 61.01 feet; thence S 87°16'29" W, 12.00 feet; thence N 02°43'31" W, 61.10 feet; thence S 87°16'06" W, 291.14 feet; thence N 02°43'54" W,

12.00 feet; thence N 87°16'06" E, 16.26 feet; thence N 02°44'15" W, 169.47 feet; thence N 00°06'36" E, 175.30 feet; thence S 88°38'24" W, 9.69 feet; thence N 01°21'36" W, 12.00 feet; thence N 88°38'24" E, 10.00 feet; thence N 00°06'36" E, 11.88 feet; thence S 87°16'29" W, 328.02 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of the On the Pond Condominium, W.C.C.P. No. 593, Master Deed recorded at Liber 33127, Page 556, Wayne County Records to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (Recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E, (recorded as N 89°41'00" E) 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 253.56 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 87°13'25" E, 25.62 feet; thence S 02°46'35" E, 12.00 feet; thence S 87°13'25" W, 25.63 feet; thence N 02°44'30" W, 12.00 feet along the easterly line of said On the Pond Condominium to the Place of Beginning;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet) along the easterly line of said On the Pond Condominium; thence S 47°43'31" E (recorded as N 45°19'00" W), 199.83 feet along the easterly line of said On the Pond Condominium for a Place of Beginning; thence N 41°16'39" E, 23.68 feet; thence S 48°43'21" E, 12.00 feet; thence S 41°16'39" W, 23.89 feet; thence N 47°43'31" W, 12.00 feet along the easterly line of said On the Pond Condominium;

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W) 216.94 feet and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 448.38 feet for a Place of Beginning; thence N 03°34'43" W, 26.64 feet; thence N 86°25'17" E, 12.00 feet; thence S 03°34'43" E, 26.82 feet; thence S 87°16'10" W, 12.00 feet along the northerly line of said On the Pond Condominium to the Place of Beginning.

Also commencing at the North ¼ Corner of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan; thence S 02°19'35" E (recorded as S 00°04'56" W), 60.00 feet along the North-South ¼ Line of said Section 4; thence N 87°16'29" E (recorded as N 89°41'00" E), 680.42 feet along the south right-of-way line of said Eight Mile Road; thence along the northerly and easterly lines of said On the Pond Condominium the following three (3) courses: S 02°44'30" E (recorded as S 00°19'00" E and N 00°19'59" W), 521.60 feet (recorded as 521.59 feet), S 47°43'31" E (recorded as N 45°19'00" W), 216.94 feet, and N 87°16'10" E (recorded as S 89°40'41" W and S 89°41'00" W), 725.60 feet (recorded as 725.99 feet); thence N 02°43'50" W (recorded as S 00°19'19" E), 200.25 feet for a Place of Beginning; thence S 87°19'17" W, 46.78 feet; thence N 02°40'43" W, 12.00 feet; thence N 87°19'17" E, 46.76 feet; thence S 02°43'50" E, 12.00 feet to the Place of Beginning.

See Attached Water Main Easement Sketch

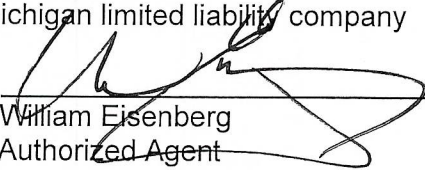
Including the right of access for the Grantee to go over and upon that part of said piece of land of the Grantor, for the purpose of installing, repairing and maintaining said water main of the Grantee providing that the granting of the above easement does not vest in the Grantee authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the Grantee, its successors and assigns, shall maintain said public utility. Any restoration of property by the Grantee necessitated by water main installation, repair and maintenance shall be limited to backfilling the excavation and establishment of grass. It shall exclude all other improvements such as paved surfaces, corresponding sub-base materials, plants, trees, flower beds, electrical lines and lights, boulders and any other miscellaneous items located within the water main easement.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the Grantee will use every effort possible to leave the premises in as good condition as at present.

IT WITNESS WHEREOF, the said Grantors have executed this Easement and Dedication the day and year above written.

GRANTOR:

Northridge Livonia, LLC
a Michigan limited liability company

By: 
William Eisenberg
Its: Authorized Agent

GRANT OF EASEMENT

STATE OF MICHIGAN)
COUNTY OF Oakland) SS

On this 22 day of April, 2022, before me personally appeared William Eisenberg to me personally known, who being by me sworn, did for himself say that he is the Authorized Agent of Northridge Livonia, LLC which executed the within instrument, and the said instrument was signed and sealed in behalf of said limited liability company and acknowledged said instrument to be the free act and deed of said limited company.

JOYCE L. PIKULAS
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Feb 11, 2027
ACTING IN COUNTY OF Oakland

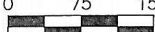

Joyce L. Pikulas
Notary Public, Oakland County, Mi.
My Commission expires: 2-11-2027

Prepared by: Todd J. Zilincik, P.E.
City Engineer
Engineering Division
12973 Farmington Road
Livonia, Michigan 48150

Approved as to form:
DEPARTMENT OF LAW

Dated: _____

When recorded, return to: OFFICE OF THE CITY CLERK, 33000 Civic Center Drive,
Livonia, Michigan 48154

CLIENT	THE KROGER COMPANY		JOB:	18003949	CAD	EA-01
	SKETCH & DESCRIPTION OF A 12 FOOT WIDE WATERMAIN EASEMENT LOCATED IN		DR.	JR	CH.	ME
			BOOK	NA	PG.	NA
			SHEET	03 OF 04	DATE:	02-11-2022
			FILE CODE:	EA-01 WATERMAIN		
SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN		 ATWELL 856.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000				
SCALE:	0 75 150					
1 INCH = 150 FEET						

DESCRIPTION OF A 12 FOOT WIDE WATERMAIN EASEMENT LOCATED IN THE NORTHEAST 1/4 OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN:

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF EIGHT MILE ROAD (93 FEET WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING N87°16'29"E 340.63 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID EIGHT MILE ROAD; THENCE S00°06'36"W 211.50 FEET; THENCE S02°44'15"E 169.17 FEET; THENCE N87°16'06"E 548.92 FEET; THENCE S02°43'50"E 12.00 FEET; THENCE S87°16'06"W 274.04 FEET; THENCE S02°43'31"E 61.10 FEET; THENCE S87°16'29"W 12.00 FEET; THENCE N02°43'31"W 61.10 FEET; THENCE S87°16'06"W 291.14 FEET; THENCE N02°43'54"W 12.00 FEET; THENCE N87°16'06"E 16.26 FEET; THENCE N02°44'15"W 169.47 FEET; THENCE N00°06'36"E 175.30 FEET; THENCE S88°38'24"W 9.69 FEET; THENCE N01°21'36"W 12.00 FEET; THENCE N88°38'24"E 10.00 FEET; THENCE N00°06'36"E 11.88 FEET; THENCE S87°16'29"W 328.02 FEET; THENCE N02°44'30"W 12.00 FEET ALONG THE EASTERLY LINE OF ON THE POND CONDOMINIUM, W.C.C.P. NO. 593. MASTER DEED RECORDED AT LIBER 33127, PAGE 556, WAYNE COUNTY RECORDS TO THE PLACE OF BEGINNING;

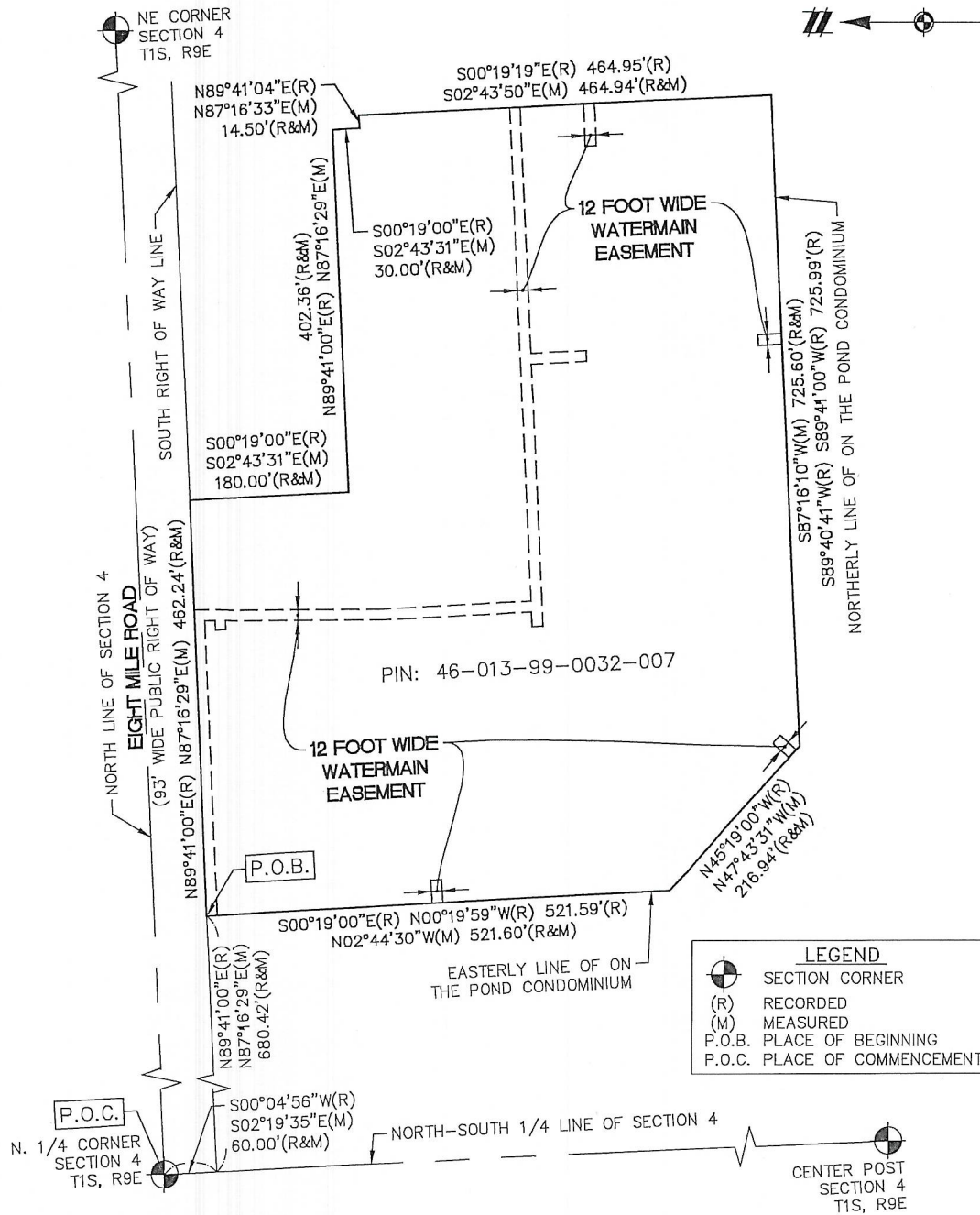
ALSO: COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID EIGHT MILE ROAD; THENCE S02°44'30"E (RECORDED AS S00°19'00"E AND N00°19'59"W) 253.56 ALONG THE EASTERLY LINE OF SAID ON THE POND CONDOMINIUM FEET FOR A PLACE OF BEGINNING; THENCE N87°13'25"E 25.62 FEET; THENCE S02°46'35"E 12.00 FEET; THENCE S87°13'25"W 25.63 FEET; THENCE N02°44'30"W 12.00 FEET ALONG THE EASTERLY LINE OF SAID ON THE POND CONDOMINIUM TO THE PLACE OF BEGINNING;

ALSO: COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID EIGHT MILE ROAD; THENCE S02°44'30"E (RECORDED AS S00°19'00"E AND N00°19'59"W) 521.60 FEET (RECORDED AS 521.59 FEET) ALONG THE EASTERLY LINE OF SAID ON THE POND CONDOMINIUM; THENCE S47°43'31"E (RECORDED AS N45°19'00"W) 199.83 FEET ALONG THE EASTERLY LINE OF SAID ON THE POND CONDOMINIUM FOR A PLACE OF BEGINNING; THENCE N41°16'39"E 23.68 FEET; THENCE S48°43'21"E 12.00 FEET; THENCE S41°16'39"W 23.89 FEET; THENCE N47°43'31"W 12.00 FEET ALONG THE EASTERLY LINE OF SAID ON THE POND CONDOMINIUM TO THE PLACE OF BEGINNING;

ALSO: COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID EIGHT MILE ROAD; THENCE ALONG THE NORTHERLY AND EASTERLY LINES OF SAID ON THE POND CONDOMINIUM THE FOLLOWING THREE (3) COURSES: S02°44'30"E (RECORDED AS S00°19'00"E AND N00°19'59"W) 521.60 FEET (RECORDED AS 521.59 FEET), S47°43'31"E (RECORDED AS N45°19'00"W) 216.94 FEET, AND N87°16'10"E (RECORDED AS S89°40'41"W AND S89°41'00"W) 448.38 FEET FOR A PLACE OF BEGINNING; THENCE N03°34'43"W 26.64 FEET; THENCE N86°25'17"E 12.00 FEET; THENCE S03°34'43"E 26.82 FEET; THENCE S87°16'10"W 12.00 FEET ALONG THE NORTHERLY LINE OF SAID ON THE POND CONDOMINIUM TO THE PLACE OF BEGINNING;

ALSO: COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE S02°19'35"E (RECORDED AS S00°04'56"W) 60.00 FEET ALONG THE NORTH-SOUTH 1/4 LINE OF SAID SECTION 4; THENCE N87°16'29"E (RECORDED AS N89°41'00"E) 680.42 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SAID EIGHT MILE ROAD; THENCE ALONG THE NORTHERLY AND EASTERLY LINES OF SAID ON THE POND CONDOMINIUM THE FOLLOWING THREE (3) COURSES: S02°44'30"E (RECORDED AS S00°19'00"E AND N00°19'59"W) 521.60 FEET (RECORDED AS 521.59 FEET), S47°43'31"E (RECORDED AS N45°19'00"W) 216.94 FEET, AND N87°16'10"E (RECORDED AS S89°40'41"W AND S89°41'00"W) 725.60 FEET (RECORDED AS 725.99 FEET); THENCE N02°43'50"W (RECORDED AS S00°19'19"E) 200.25 FEET FOR A PLACE OF BEGINNING; THENCE S87°19'17"W 46.78 FEET; THENCE N02°40'43"W 12.00 FEET; THENCE N87°19'17"E 46.76 FEET; THENCE S02°43'50"E 12.00 FEET TO THE PLACE OF BEGINNING.

CLIENT: THE KROGER COMPANY SKETCH & DESCRIPTION OF A 12 FOOT WIDE WATERMAIN EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN	JOB: 18003949	CAD: EA-01
	DR. JR	CH. ME
	BOOK NA	PG. NA
	SHEET 04 OF 04	DATE: 02-11-2022
	FILE CODE: EA-01 WATERMAIN	
 ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000		



TAX PARCEL NO.: 46-013-99-0032-007
 BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83),
 SOUTH ZONE, GROUND DISTANCES, INTERNATIONAL FEET.

CLIENT: THE KROGER COMPANY SKETCH & DESCRIPTION OF A 12 FOOT WIDE WATERMAIN EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN SCALE: 1 INCH = 150 FEET	JOB: 18003949	CAD: EA-01
	DR: JR	CH: ME
	BOOK: NA	PG: NA
	SHEET: 01 OF 04	DATE: 02-11-2022
	FILE CODE: EA-01 WATERMAIN	
ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000		

DESCRIPTION OF PARCEL 46-013-99-0032-007 PER ALTA COMMITMENT FOR TITLE INSURANCE ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO.: GLT1800451, COMMITMENT DATE: NOVEMBER 15, 2018:

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

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 4, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN; THENCE SOUTH 00 DEG. 04' 56" WEST 60.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 680.42 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF EIGHT MILE ROAD (93 FOOT WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH 89 DEG. 41' 00" EAST 462.24 FEET ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID EIGHT MILE ROAD; THENCE SOUTH 00 DEG. 19' 00" EAST 180.00 FEET; THENCE NORTH 89 DEG. 41' 00" EAST 402.36 FEET; THENCE SOUTH 00 DEG. 19' 00" EAST 30.00 FEET; THENCE NORTH 89 DEG. 41' 04" EAST 14.50 FEET; THENCE SOUTH 00 DEG. 19' 19" EAST 464.94 FEET; THENCE THE FOLLOWING THREE (3) COURSES ALONG THE NORTHERLY AND EASTERLY LINES OF ON THE POND CONDOMINIUM, W.C.C.P. NO. 593. MASTER DEED RECORDED AT LIBER 33127, PAGE 556, WAYNE COUNTY RECORDS: SOUTH 89 DEG. 40' 41" WEST 725.60 FEET (RECORDED AS SOUTH 89 DEG. 41' 00" WEST 725.99 FEET), NORTH 45 DEG. 19' 00" WEST 216.94 FEET, AND NORTH 00 DEG. 19' 59" WEST 521.60 FEET (RECORDED AS SOUTH 00 DEG. 19' 00" EAST 521.59 FEET) TO THE PLACE OF BEGINNING, BEING A PART OF THE NORTHEAST 1/4 OF SAID SECTION 4, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN.

TAX PARCEL NO.: 46-013-99-0032-007
BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83),
SOUTH ZONE, GROUND DISTANCES, INTERNATIONAL FEET.

CLIENT THE KROGER COMPANY SKETCH & DESCRIPTION OF A 12 FOOT WIDE WATERMAIN EASEMENT LOCATED IN SECTION 4 TOWN 1 SOUTH, RANGE 9 EAST CITY OF LIVONIA WAYNE COUNTY, MICHIGAN	JOB: 18003949	CAD EA-01
	DR. JR	CH. ME
	BOOK NA	PG. NA
	SHEET 02 OF 04	DATE: 02-11-2022
	FILE CODE: EA-01 WATERMAIN	
 ATWELL 866.850.4200 www.atwell-group.com TWO TOWNE SQUARE, SUITE 700 SOUTHFIELD, MI 48076 248.447.2000		



LETTER TO THE LIVONIA CITY COUNCIL

13.

Law
January 22, 2025

MEETING DATE

R021025

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from AEG Livonia Propco, LLC, for a twenty-foot-wide public utility easement in connection with the sanitary sewer constructed for the ClearPath Assisted Living project, in the Northeast ¼ of Section 4. (Tax I.D. No. 46-013-99-0032-002)

BACKGROUND DETAILS

We are transmitting for Council acceptance a Grant of Easement, secured without monetary consideration, from AEG Livonia Propco, LLC, for a twenty-foot wide public utility easement in the Northeast 1/4 of Section 4, in connection with the sanitary sewer constructed for the ClearPath Assisted Living Project.

This document, recently received from the Engineering Division, has been approved as to form by the Department of Law and the legal description approved by the Engineering Division. A map prepared by the Engineering Division is attached indicating the location of the proposed subject conveyance.

Should the Council determine to accept the aforesaid Grant of Easement, the following proposed resolution is submitted for the Council's consideration:

RESOLVED, that having considered a communication from the Department of Law, dated January 22, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by Jim Eisenhart, Managing Principal, for a twenty-foot wide public utility easement in connection with the sanitary sewer constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

20-Foot Wide Sanitary Sewer Easement

The centerline of a twenty (20.00) foot wide sanitary sewer easement, being part of the N.E. ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as; Commencing at the N. ¼ Corner of said Section 4; thence S. 00°04'56" W., 60.00 feet; thence N. 89°41'00" E., 1559.51 feet; thence S. 00°19'19" E., 238.48 feet to the POINT OF BEGINNING; thence N. 83°54'20" E., 15.81 feet; thence N. 88°02'17" E., 159.12 feet to the POINT OF ENDING.

See Attached Sanitary Sewer Easement Sketch

The Council does hereby, for and on behalf of the City of Livonia, accept the aforesaid Grant of

Easement and the City Clerk is hereby requested to have the same recorded in the Office of the Register of Deeds and to do all other things necessary or incidental to fulfill the purpose of this resolution.

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

RESOLVED, that having considered a communication from the Department of Law, dated January 22, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by Jim Eisenhart, Managing Principal, for a twenty-foot wide public utility easement in connection with the sanitary sewer constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

20-Foot Wide Sanitary Sewer Easement

The centerline of a twenty (20.00) foot wide sanitary sewer easement, being part of the N.E. ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as; Commencing at the N. ¼ Corner of said Section 4; thence S. 00°04'56" W., 60.00 feet; thence N. 89°41'00" E., 1559.51 feet; thence S. 00°19'19" E., 238.48 feet to the POINT OF BEGINNING; thence N. 83°54'20" E., 15.81 feet; thence N. 88°02'17" E., 159.12 feet to the POINT OF ENDING.

See Attached Sanitary Sewer Easement Sketch

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

ATTACHMENTS

1. Grant of Easement for Sanitary Sewer - ClearPath

APPROVED BY



Carter Fisher, City Attorney

Date: January 22, 2025



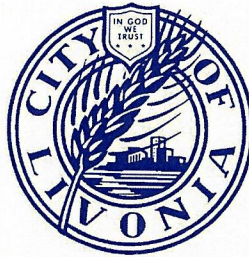
Maureen Miller Brosnan, Mayor

Date: January 24, 2025

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2655

January 21, 2025

Department of Law
City of Livonia

**Re: Public Utility Easement for Sanitary Sewer
N.E. 1/4 of Section 4
for ClearPath Assisted Living**

Ladies and Gentlemen:

Transmitted herewith is the signed Grant of Easement received from AEG Livonia Propco for a twenty-foot wide public utility easement in the N.E. 1/4 of Section 4. The above easement was required by this office in connection with the sanitary sewer constructed for the ClearPath Assisted Living project.

The legal description contained in the instrument meets with the approval of this office. In addition, we are attaching herewith a map showing the proposed conveyance.

Please review the instrument as to form and forward same to the City Council for their acceptance.

Should you have any questions, please feel free to contact this office.

Sincerely,



Todd J. Zilincik, P.E.
City Engineer

TJZ:kjw

Attachment

cc: Jim Eisenhart, AEG Livonia Propco, LLC, 1610 Des Peres Road, Ste. 385, St. Louis , MO 63131
DPW
File

GRANT OF EASEMENT
Tax I.D. No. 46-013-99-0032-002
33579 Eight Mile Road
Livonia, Michigan 48152

GRANT OF EASEMENT

THIS INDENTURE, made this _____ day of _____, 20____, between AEG Livonia Propco, LLC, Missouri limited liability company (Grantor), whose street number and address is 1610 Des Peres Road, Ste. 385, Saint Louis, Missouri 63131 and the CITY OF LIVONIA, a Michigan municipal corporation (Grantee), whose street number and post office address is 33000 Civic Center Drive, Livonia, Michigan, 48154.

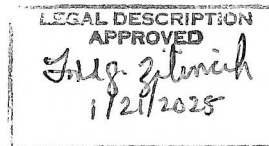
WITNESSETH:

That the Grantor, for and in consideration of the sum of One Dollar (\$1.00) paid by the Grantee, the receipt of which is hereby confessed and acknowledged, does by these presents grant unto Grantee, its successors and assigns an easement for the purpose of installing and maintaining a sanitary sewer, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

PARCEL ID: **46-013-99-0032-002**

PROPERTY ADDRESS: **33579 Eight Mile Road**

EASEMENT DESCRIPTION:



20-Foot Wide Sanitary Sewer Easement

The centerline of a twenty (20.00) foot wide sanitary sewer easement, being part of the N.E. ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as; Commencing at the N. ¼ Corner of said Section 4; thence S. 00°04'56" W., 60.00 feet; thence N. 89°41'00" E., 1559.51 feet; thence S. 00°19'19" E., 238.48 feet to the POINT OF BEGINNING; thence N. 83°54'20" E., 15.81 feet; thence N. 88°02'17" E., 159.12 feet to the POINT OF ENDING.

See Attached Sanitary Sewer Easement Sketch

Including the right of access for the Grantee to go over and upon that part of said piece of land of the Grantor, for the purpose of installing, repairing and maintaining said sanitary sewer of the Grantee providing that the granting of the above easement does not vest in the Grantee authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the Grantee, its successors and assigns, shall maintain said public utility. Any restoration of property by the Grantee necessitated by the sanitary sewer installation, repair and maintenance shall be limited to backfilling the excavation and establishment of grass. It shall exclude all other improvements such as paved surfaces, corresponding sub-base materials, plants, trees, flower beds, electrical lines and lights, boulders and any other miscellaneous items located within the sanitary sewer easement.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the Grantee will use every effort possible to leave the premises in as good condition as at present.

IT WITNESS WHEREOF, the said Grantors have executed this Easement and Dedication the day and year above written.

GRANTOR:

AEG Livonia Propco, LLC
a Missouri limited liability company

By: 
Jim Eisenhart
Its: Managing Principal

GRANT OF EASEMENT

STATE OF Missouri)
) ss.
COUNTY OF St. Louis)

On this 14 day of January 2025, before me personally appeared Jim Eisenhart, the Managing Principal of AEG Livonia Propco, LLC which executed the within instrument, and the said instrument was signed and sealed 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, Melissa K. Moore
My Commission expires: 9/11/25

Prepared by: Todd J. Zilincik, P.E.
City Engineer
Engineering Division
12973 Farmington Road
Livonia, Michigan 48150

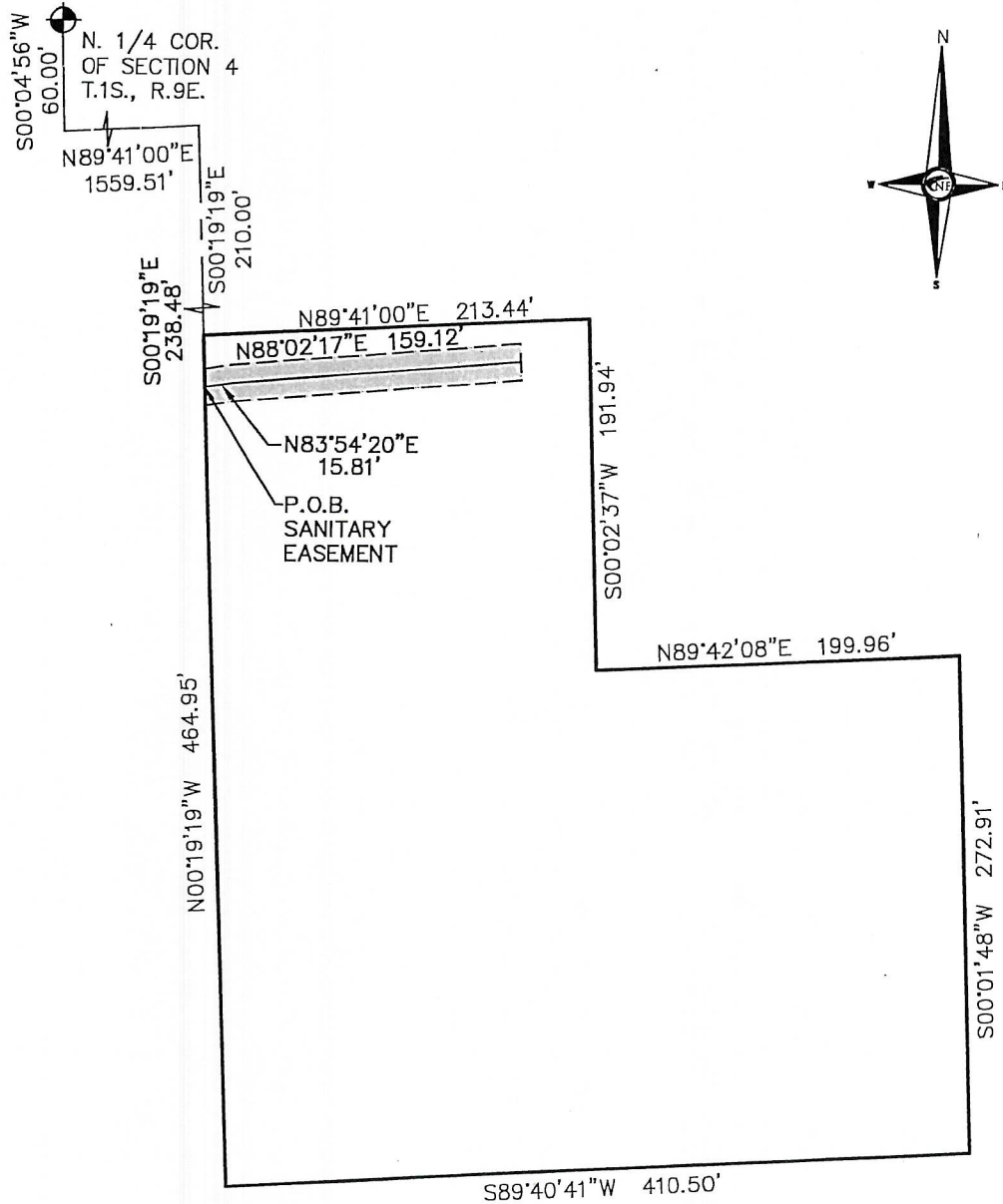
Approved as to form:
DEPARTMENT OF LAW

Dated: _____

When recorded, return to: OFFICE OF THE CITY CLERK, 33000 Civic Center Drive,
Livonia, Michigan 48154

Exhibit A

SANITARY SEWER EASEMENT



LEGAL DESCRIPTION: SANITARY EASEMENT

THE CENTERLINE OF A TWENTY (20.00) FOOT WIDE SANITARY SEWER EASEMENT, BEING PART OF THE NE. 1/4 OF SECTION 4, T. 1 S., R. 9 E., MICHIGAN, DESCRIBED AS; COMMENCING AT THE N. 1/4 CORNER OF SAID SECTION 4; THENCE S. 00° 04' 56" W. 60.00 FEET; THENCE N. 89° 41' 00" E. 1559.51 FEET; THENCE S. 00° 19' 19" E. 238.48 FEET TO THE POINT OF BEGINNING; THENCE N. 83° 54' 20" E., 15.81 FEET; THENCE N. 88° 02' 17" E., 159.12 FEET TO THE POINT OF ENDING.

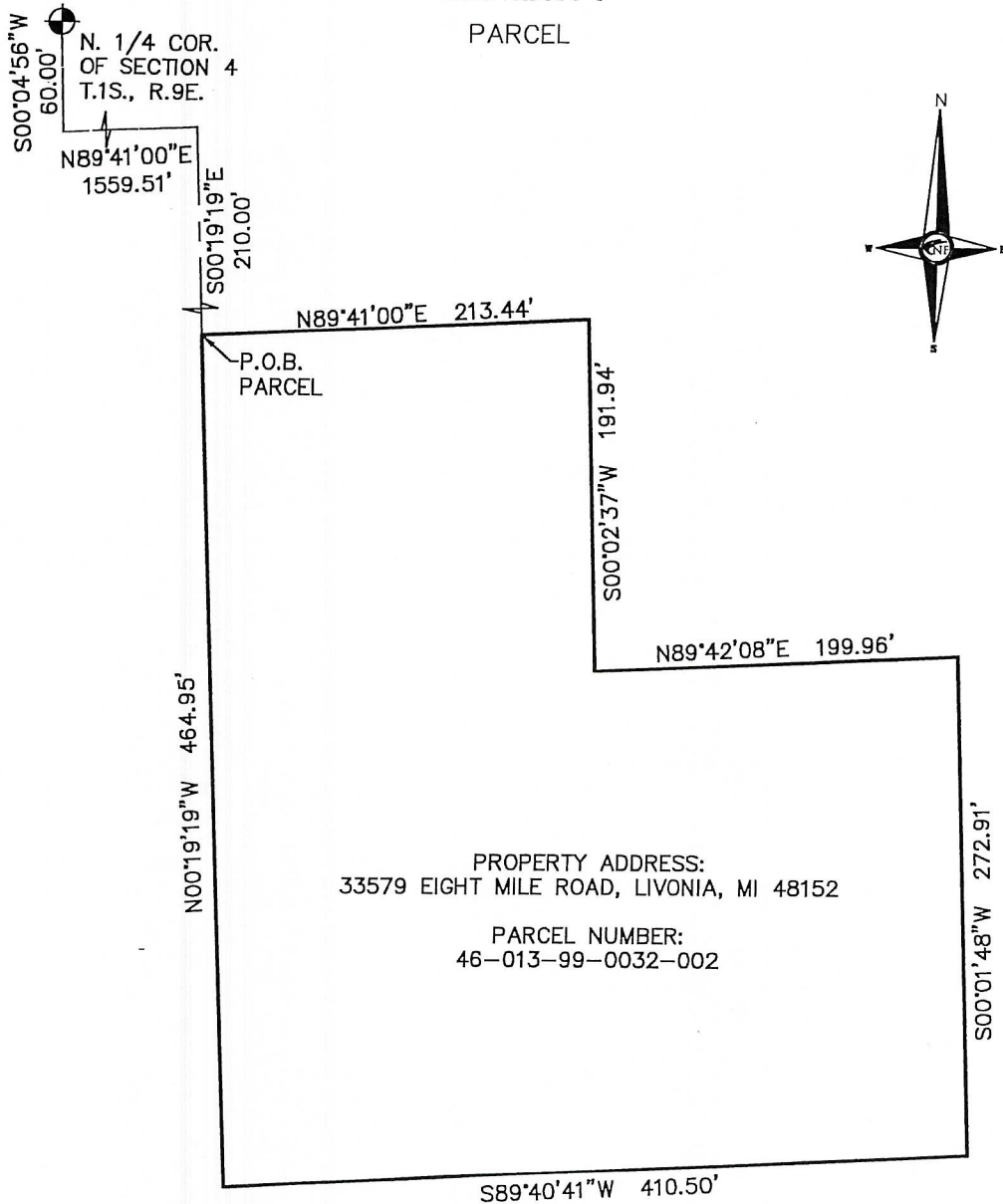


ENGINEERS
 NOWAK & FRAUS ENGINEERS
 46777 WOODWARD AVE.
 PONTIAC, MI 48342-5032
 TEL. (248) 332-7931
 FAX. (248) 332-8257

SCALE 1" = 80' DATE 08-12-2022 DRAWN N.N. JOB NO. 1570-02 SHEET 2 of 4

Exhibit A

PARCEL



LEGAL DESCRIPTION: PARCEL

LAND IN THE CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF THE NE. 1/4 OF SECTION 4, T. 1 S., R. 9 E., MICHIGAN, DESCRIBED AS; COMMENCING AT THE N. 1/4 CORNER OF SAID SECTION 4; THENCE S. 00° 04' 56" W. 60.00 FEET; THENCE N. 89° 41' 00" E. 1559.51 FEET; THENCE S. 00° 19' 19" E. 210.00 FEET TO THE POINT OF BEGINNING; THENCE N. 89° 41' 00" E. 213.44 FEET; THENCE S. 00° 02' 37" W. 191.94 FEET; THENCE N. 89° 42' 08" E. 199.96 FEET, MEASURED (N. 89° 41' 00" E. 200.00 FEET, RECORDED); THENCE S. 00° 01' 48" W. 272.91 FEET, MEASURED (S. 00° 03' 10" W. 273.01 FEET, RECORDED) ALONG A LINE PARALLEL WITH AND 660.00 FEET WEST OF THE EAST LINE OF SAID SECTION 4; THENCE S. 89° 40' 41" W. 410.50 FEET, MEASURED (410.89 FEET, RECORDED); THENCE N. 00° 19' 19" W. 464.95 FEET TO THE POINT OF BEGINNING.



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TEL. (248) 332-7931
FAX. (248) 332-8257

SCALE
1" = 80'

DATE
08-12-2022

DRAWN
N.N.

JOB NO.
1570-02

SHEET
1 of 4



LETTER TO THE LIVONIA CITY COUNCIL

14.

Law
January 22, 2025

MEETING DATE

R021025

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

ACCEPTANCE OF GRANT OF EASEMENT: Department of Law, re: secured without monetary consideration from AEG Livonia Propco, LLC, for a variable width public utility easement in connection with the water main constructed for the ClearPath Assisted Living project, in the Northeast ¼ of Section 4. (Tax I.D. No. 46-013-99-0032-002)

BACKGROUND DETAILS

We are transmitting for Council acceptance a Grant of Easement, secured without monetary consideration, from AEG Livonia Propco, LLC, for a variable width public utility easement in the Northeast 1/4 of Section 4, in connection with the water main constructed for the ClearPath Assisted Living Project.

This document, recently received from the Engineering Division, has been approved as to form by the Department of Law and the legal description approved by the Engineering Division. A map prepared by the Engineering Division is attached indicating the location of the proposed subject conveyance.

Should the Council determine to accept the aforesaid Grant of Easement, the following proposed resolution is submitted for the Council's consideration:

RESOLVED, that having considered a communication from the Department of Law, dated January 22, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by Jim Eisenhart, Managing Principal, for a variable width public utility easement in connection with the water main constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

Variable Width Water Main Easement

Part of the N.E. ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as; Commencing at the N. ¼ Corner of said Section 4; thence S. 00°04'56" W., 60.00 feet; thence N. 89°41'00" E., 1559.51 feet; thence S. 00°19'19" E., 210.00 feet to the POINT OF BEGINNING; thence N. 89°41'00" E., 8.41 feet; thence S. 00°19'19" E., 336.20 feet; thence S. 23°19'19" E., 9.88 feet; thence S. 00°19'12" E., 66.63 feet; thence S. 45°19'15" E., 9.17 feet; thence N. 89°40'41" E., 298.18 feet; thence N. 00°19'46" W., 26.47 feet; thence N. 89°40'14" E., 12.00 feet; thence S. 00°19'46" E., 26.47 feet; thence N. 89°40'41" E., 11.87 feet; thence S. 45°19'46" E., 26.69 feet; thence S. 00°16'06" W., 27.66 feet; thence S. 89°40'41" W., 12.00 feet;

thence N. 00°16'06" E., 22.74 feet; thence N. 45°19'46" W., 16.68 feet; thence S. 89°40'41" W., 322.04 feet; thence N. 45°19'15" W., 19.49 feet; thence N. 00°19'19" W., 416.63 feet to the POINT OF BEGINNING.

See Attached Water Main Easement Sketch

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

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

RESOLVED, that having considered a communication from the Department of Law, dated January 22, 2025, approved for submission by the Mayor, transmitting for Council acceptance a Grant of Easement executed by Jim Eisenhart, Managing Principal, for a variable width public utility easement in connection with the water main constructed at the subject location in the Northeast 1/4 of Section 4, more particularly described as:

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See Attached Water Main Easement Sketch

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

ATTACHMENTS

1. Grant of Easement for Water Main - ClearPath

APPROVED BY



Carter Fisher, City Attorney

Date: January 24, 2025



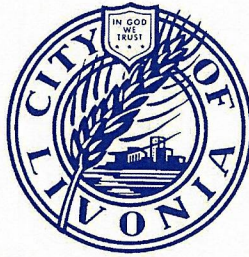
Maureen Miller Brosnan, Mayor

Date: January 24, 2025

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150
(734) 466-2655

January 21, 2025

Department of Law
City of Livonia

**Re: Public Utility Easement for Water Main
N.E. 1/4 of Section 4
for ClearPath Assisted Living**

Ladies and Gentlemen:

Transmitted herewith is the signed Grant of Easement received from AEG Livonia Propco for a variable width public utility easement in the N.E. 1/4 of Section 4. The above easement was required by this office in connection with the water main constructed for the ClearPath Assisted Living project.

The legal description contained in the instrument meets with the approval of this office. In addition, we are attaching herewith a map showing the proposed conveyance.

Please review the instrument as to form and forward same to the City Council for their acceptance.

Should you have any questions, please feel free to contact this office.

Sincerely,

Todd J. Zilincik, P.E.
City Engineer

TJZ:kjw
Attachment

cc: Jim Eisenhart, AEG Livonia Propco, LLC, 1610 Des Peres Road, Ste. 385, St. Louis, MO 63131
DPW
File

GRANT OF EASEMENT
Tax I.D. No. 46-013-99-0032-002
33579 Eight Mile Road
Livonia, Michigan 48152

GRANT OF EASEMENT

THIS INDENTURE, made this _____ day of _____, 20____, between AEG Livonia Propco, LLC, a Missouri limited liability company (Grantor), whose street number and address is 1610 Des Peres Road, Ste. 385, Saint Louis, Missouri 63131 and the CITY OF LIVONIA, a Michigan municipal corporation (Grantee), whose street number and post office address is 33000 Civic Center Drive, Livonia, Michigan, 48154.

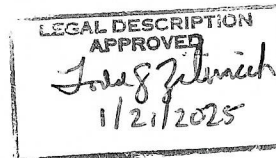
WITNESSETH:

That the Grantor, for and in consideration of the sum of One Dollar (\$1.00) paid by the Grantee, the receipt of which is hereby confessed and acknowledged, does by these presents grant unto Grantee, its successors and assigns an easement for the purpose of installing and maintaining a water main, in, unto and upon that certain piece of land situated in the City of Livonia, County of Wayne and State of Michigan, described as follows:

PARCEL ID: 46-013-99-0032-002

PROPERTY ADDRESS: 33579 Eight Mile Road

EASEMENT DESCRIPTION:



Variable Width Water Main Easement

Part of the N.E. ¼ of Section 4, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as; Commencing at the N. ¼ Corner of said Section 4; thence S. 00°04'56" W., 60.00 feet; thence N. 89°41'00" E, 1559.51 feet; thence S. 00°19'19" E., 210.00 feet to the POINT OF BEGINNING; thence N. 89°41'00" E., 8.41 feet; thence S. 00°19'19" E., 336.20 feet; thence S. 23°19'19" E., 9.88 feet; thence S. 00°19'12" E., 66.63 feet; thence S. 45°19'15" E., 9.17 feet; thence N. 89°40'41" E., 298.18 feet; thence N. 00°19'46" W., 26.47 feet; thence N. 89°40'14" E., 12.00 feet; thence S. 00°19'46" E., 26.47 feet; thence N. 89°40'41" E., 11.87 feet; thence S. 45°19'46" E., 26.69 feet; thence S. 00°16'06" W., 27.66 feet; thence S. 89°40'41" W., 12.00 feet; thence N. 00°16'06" E., 22.74 feet; thence N. 45°19'46" W., 16.68 feet; thence S. 89°40'41" W., 322.04 feet; thence N. 45°19'15" W., 19.49 feet; thence N. 00°19'19" W., 416.63 feet to the POINT OF BEGINNING.

See Attached Water Main Easement Sketch

Including the right of access for the Grantee to go over and upon that part of said piece of land of the Grantor, for the purpose of installing, repairing and maintaining said water main of the Grantee providing that the granting of the above easement does not vest in the Grantee authority to use any portion of said property for any purpose other than herein designated; provided also, that this easement shall continue only for such period of time as the Grantee, its successors and assigns, shall maintain said public

utility. Any restoration of property by the Grantee necessitated by the water main installation, repair and maintenance shall be limited to backfilling the excavation and establishment of grass. It shall exclude all other improvements such as paved surfaces, corresponding sub-base materials, plants, trees, flower beds, electrical lines and lights, boulders and any other miscellaneous items located within the water main easement.

IT IS UNDERSTOOD AND AGREED, as a part of the consideration for the granting of the above easement, that the Grantee will use every effort possible to leave the premises in as good condition as at present.

IT WITNESS WHEREOF, the said Grantors have executed this Easement and Dedication the day and year above written.

GRANTOR:

AEG Livonia Propco, LLC
a Missouri limited liability company

By: _____

Jim Eisenhart

Its: Managing Principal

GRANT OF EASEMENT

STATE OF Missouri)

COUNTY OF St. Louis) ss.

On this 14 day of January, 2025, before me personally appeared Jim Eisenhart, the Managing Principal of AEG Livonia Propco, LLC which executed the within instrument, and the said instrument was signed and sealed on behalf of said limited liability company and acknowledged said instrument to be the free act and deed of said limited liability company.

Melissa K. Moore

Notary Public, Melissa K. Moore
My Commission expires: 9/11/25

Prepared by: Todd J. Zilincik, P.E.
City Engineer
Engineering Division
12973 Farmington Road
Livonia, Michigan 48150

Approved as to form:
DEPARTMENT OF LAW

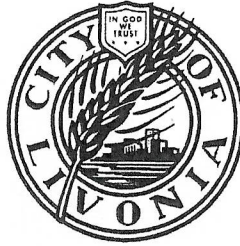
Dated: _____

When recorded, return to: OFFICE OF THE CITY CLERK, 33000 Civic Center Drive,
Livonia, Michigan 48154

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

DAVID W. LEAR, P.E.
Assistant City Engineer



MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

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

August 19, 2022

Mr. Jim Eisenhart, Managing Partner
AEG Livonia Propco, LLC
1610 Des Peres Road, Ste. 385
Saint Louis, MO 63131

**Re: Sanitary Sewer and Water Main Easements
ClearPath Assisted Livonia
33579 Eight Mile Road, Livonia, Michigan
N.E. ¼ of Section 4**

Dear Mr. Eisenhart:

Enclosed please find the sanitary sewer and water main easements for ClearPath Assisted Living, for execution. When executed, please return the original easement and the exhibits to our office.

If you have any questions, please feel free to contact our office at (734) 466-2570.

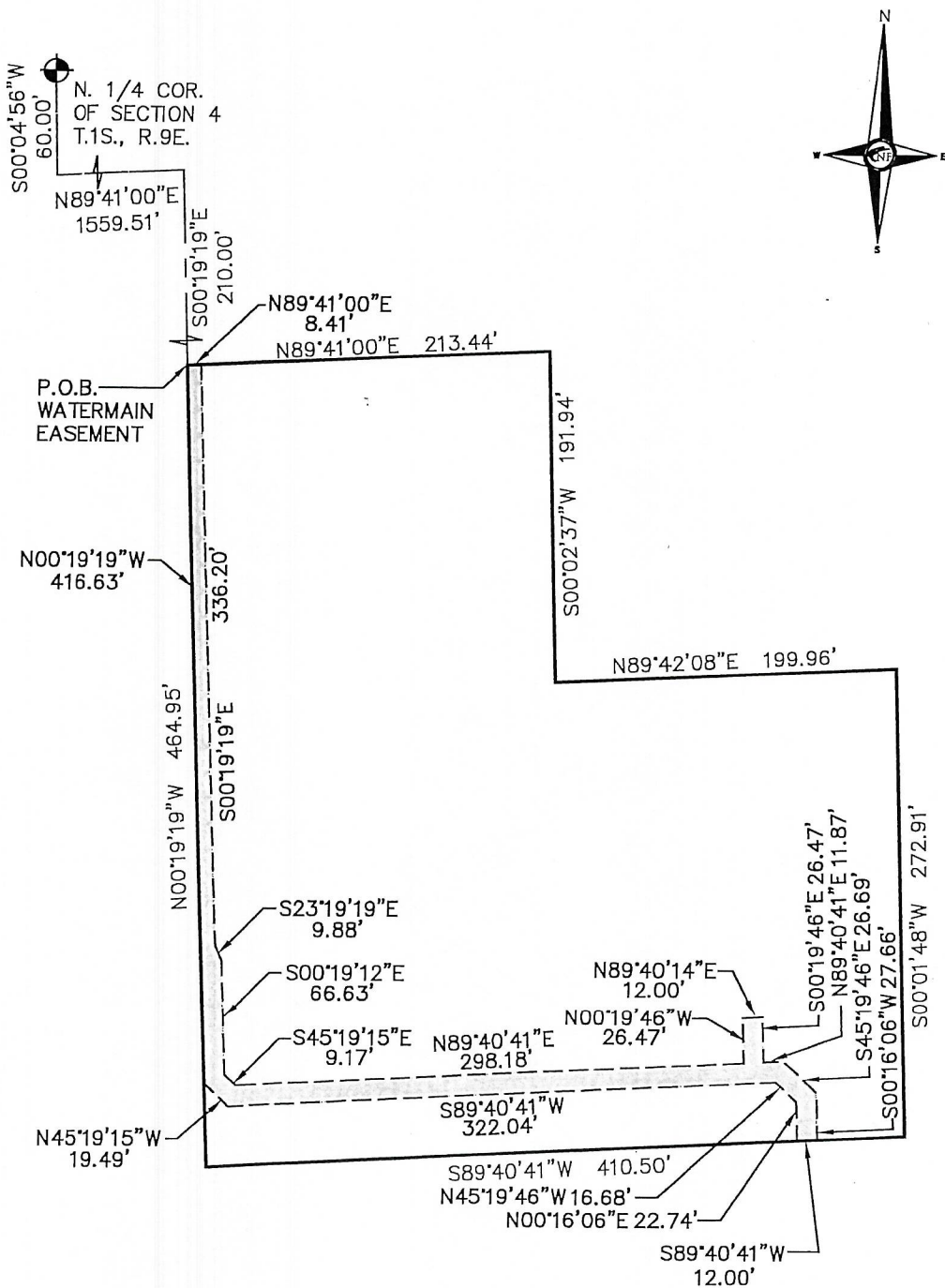
With regards,

Karen J. Worley
Secretary IV

/kjlw

Exhibit A

WATERMAIN EASEMENT



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

SCALE	DATE	DRAWN	JOB NO.	SHEET
1" = 80'	08-12-2022	N.N.	1570-02	3 of 4

Exhibit A

PARCEL

N. 1/4 COR.
OF SECTION 4
T.1S., R.9E.
S00°04'56"W 60.00'
N89°41'00"E 1559.51'

S00°19'19"E 210.00'

N89°41'00"E 213.44'

P.O.B.
PARCEL

S00°02'37"W 191.94'

N89°42'08"E 199.96'

N00°19'19"W 464.95'



PROPERTY ADDRESS:
33579 EIGHT MILE ROAD, LIVONIA, MI 48152

PARCEL NUMBER:
46-013-99-0032-002

S00°01'48"W 272.91'

S89°40'41"W 410.50'

LEGAL DESCRIPTION: PARCEL

LAND IN THE CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, DESCRIBED AS FOLLOWS:

PART OF THE NE. 1/4 OF SECTION 4, T. 1 S., R. 9 E., MICHIGAN, DESCRIBED AS; COMMENCING AT THE N. 1/4 CORNER OF SAID SECTION 4; THENCE S. 00° 04' 56" W. 60.00 FEET; THENCE N. 89° 41' 00" E. 1559.51 FEET; THENCE S. 00° 19' 19" E. 210.00 FEET TO THE POINT OF BEGINNING; THENCE N. 89° 41' 00" E. 213.44 FEET; THENCE S. 00° 02' 37" W. 191.94 FEET; THENCE N. 89° 42' 08" E. 199.96 FEET, MEASURED (N. 89° 41' 00" E. 200.00 FEET, RECORDED); THENCE S. 00° 01' 48" W. 272.91 FEET, MEASURED (S. 00° 03' 10" W. 273.01 FEET, RECORDED) ALONG A LINE PARALLEL WITH AND 660.00 FEET WEST OF THE EAST LINE OF SAID SECTION 4; THENCE S. 89° 40' 41" W. 410.50 FEET, MEASURED (410.89 FEET, RECORDED); THENCE N. 00° 19' 19" W. 464.95 FEET TO THE POINT OF BEGINNING.



ENGINEERS

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

SCALE
1" = 80'

DATE
08-12-2022

DRAWN
N.N.

JOB NO.
1570-02

SHEET
1 of 4

Exhibit A
WATERMAIN EASEMENT

LEGAL DESCRIPTION: WATERMAIN
EASEMENT

PART OF THE NE. 1/4 OF SECTION 4, T. 1 S., R. 9 E., MICHIGAN,
DESCRIBED AS; COMMENCING AT THE N. 1/4 CORNER OF SAID SECTION 4;
THENCE S. 00° 04' 56" W. 60.00 FEET; THENCE N. 89° 41' 00" E. 1559.51
FEET; THENCE S. 00° 19' 19" E. 210.00 FEET TO THE POINT OF BEGINNING;
THENCE N. 89° 41' 00" E., 8.41 FEET; THENCE S. 00° 19' 19" E., 336.20
FEET; THENCE S. 23° 19' 19" E., 9.88 FEET; THENCE S. 00° 19' 12" E.,
66.63 FEET; THENCE S. 45° 19' 15" E., 9.17 FEET; THENCE N. 89° 40' 41"
E., 298.18 FEET; THENCE N. 00° 19' 46" W., 26.47 FEET; THENCE N. 89°
40' 14" E., 12.00 FEET; THENCE S. 00° 19' 46" E., 26.47 FEET; THENCE N.
89° 40' 41" E., 11.87 FEET; THENCE S. 45° 19' 46" E., 26.69 FEET;
THENCE S. 00° 16' 06" W., 27.66 FEET; THENCE S. 89° 40' 41" W., 12.00
FEET; THENCE N. 00° 16' 06" E., 22.74 FEET; THENCE N. 45° 19' 46" W.,
16.68 FEET; THENCE S. 89° 40' 41" W., 322.04 FEET; THENCE N. 45° 19'
15" W., 19.49 FEET; THENCE N. 00° 19' 19" W., 416.63 FEET TO THE POINT
OF BEGINNING.



ENGINEERS

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SCALE	DATE	DRAWN	JOB NO.	SHEET
	08-12-2022	N.N.	I570-02	4 of 4