

AGENDA OF THE CITY OF LIVONIA ZONING BOARD OF APPEALS
May 6, 2025 – 7:00 p.m.
Livonia City Hall Auditorium
33000 Civic Center Drive, Livonia, MI

AGENDA ITEM(S):

1. **APPEAL CASE NO. 2025-03-04, C.I.G. Livonia, LLC, 37355 Eight Mile:**
Seeking to establish a gasoline service station in a local commercial business district (C-1), which is prohibited.
2. **APPEAL CASE NO. 2025-03-05, Karen Amick on behalf of Lessee Justin Baker, 9629 Cranston:** Seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards, which is prohibited.
3. **APPEAL CASE NO. 2025-03-07, Gwen Hosey, 14954 Flamingo:**
Seeking to construct an addition to the existing attached garage resulting in excessive accessory structure area and an accessory structure in excess of the ground floor area of the house.
4. **APPEAL CASE NO. 2025-03-08, Christopher Lee, 36797 Bristol:**
Seeking to erect a 6-foot-tall privacy screen in the corner side yard, which is prohibited.
5. **APPEAL CASE NO. 2025-03-09, Anthony Nerone, 19069 Doris:** Seeking to maintain a 6-foot-tall privacy fence erected contrary to approved fence permit, resulting in a privacy fence erected in the side yard toward the front of the lot behind the rear plane of the house, which is prohibited.

*Public comments may be sent to the ZBA Office at 33000 Civic Center Drive,
Livonia, MI and include name, address, and signature.*

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the Livonia ZBA Office, upon adequate notice, will make reasonable accommodations for persons with disabilities. Please call 734-466-2250 if you need assistance. ZBA agendas are available on the City's website – www.livonia.gov - under Your Government, Boards & Commissions L-Z, Zoning Board of Appeals, Agendas & Minutes.

ZONING BOARD OF APPEALS

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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

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PUBLIC NOTICE APRIL 18, 2025

APPEAL CASE NO. 2025-03-04, 37355 Eight Mile Road: an appeal was made to the Zoning Board of Appeals by C.I.G. Livonia, LLC, seeking to establish a gasoline service station in a local commercial business district (C-1), which is prohibited.

This Parks and Community property is located on the south side of Eight Mile (37355), between Newburgh Road and Ellen Street, Lot. No. 018-99-0001-000, C-1, Local Business, rejected by the Inspection Department under Livonia Zoning Ordinance, Section 3.10 – C-1 Local Business District Regulations, Permitted Uses.

THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Auditorium on the 1st floor of City Hall on Tuesday, May 6, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,


Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

2025-03-04
May 6, 2025

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Address:



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

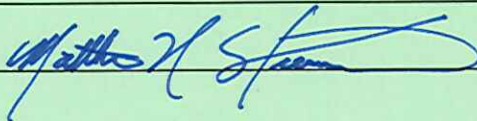
33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant	<u>C.I.G. Livonia, LLC</u>	Address	<u>48775 Stoneridge Dr., Northville, MI 48168</u>
Owner	<u>(same as applicant)</u>	Address	<u>(same as applicant)</u>
Lessee	<u></u>	Address	<u></u>
Location	<u>South</u>	Side of	<u>37355 Eight Mile</u> Street
Between	<u>Newburgh</u>	And	<u>Ellen</u>
Lot No./Parcel No.	<u>018-99-0001-000</u>	Subdivision	<u>(unplatted)</u>
Zoning District	<u>C-1</u>	Lot Size	<u>1.85 acres</u> Alley <u>n/a</u>
Present Use	<u>Local commercial business</u>	Proposed Use	<u>Highway Services</u>
Present Building Size	<u>n/a</u>	Proposed Building Size	<u>n/a</u>
Present Height of Building	<u>n/a</u>	Proposed Height	<u>n/a</u>
Allowable Lot Coverage	<u>n/a</u>	Proposed Lot Coverage	<u>n/a</u>

Proposal : Seeking to establish a gasoline service station in a local commercial business district (C-1), which is prohibited.

Reason for Rejection Livonia Zoning Ordinance, Section 3.10 - C-1 Local Business District Regulations, Permitted Uses.

Deficient Side yard	Deficient Front Yard	Deficient Rear Yard
Deficient Lot Area	Deficient Lot Area Per Room	Encroachment
Excessive Lot Coverage	Excessive Height	Increasing No. Units
Use Prohibited	Gasoline Service Stations	Deficient Parking Spaces
		Increasing Area and Bulk
Remarks		

Plans and Application examined by  Date March 10, 2025

RECEIVED

MAR 10 2025

Inspection Department
City of Livonia

APPLICATION FOR VARIANCE

C.I.G. Livonia LLC 48775 Stoneridge Drive, Northville, MI 48168 313-605-9988
(Owner of Premises) (Street Address) (City) (Zip Code) (Telephone) (Fax)

(Lessee) (Street Address) (City) (Zip Code) (Telephone) (Fax)

(Contractor) (Street Address) (City) (Zip Code) (Telephone) (Fax)

The property address is 37355 Eight Mile Road, Livonia, MI 48152

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? See attached Correspondence.

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:
See attached Correspondence.

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:
See attached Correspondence.

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:
See attached Correspondence.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected. See attached Correspondence.

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: See attached Correspondence.

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?
See attached Correspondence.

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: See attached Correspondence.
9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? N/A

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. **Note** that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: John Elieff

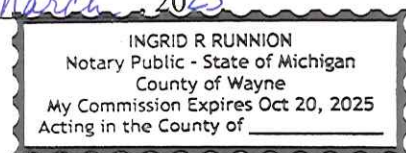
Please print name of property owner: John Elieff

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 8th day of March, 2025

[Signature]
(Notary Public, Wayne County, Michigan)

My Commission expires 10/20/2025



Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated _____, which reads as follows:

I certify that (a) the petitioner is not in violation of any ordinance other than the provision(s) sought to be waived in the foregoing application, (b) all applicable fees have been paid, and (c) I have examined the foregoing application, and find that said application is complete, and that the City Zoning Ordinance, Ordinance No. 543, as amended, prohibits the proposed project unless a variance is granted by the Zoning Board of Appeals.

[Signature]
(Supervisor)

Application for permit filed No

Violation Issued No



ROBERT W. KIRK *
ROBERT S. HUTH, JR.
CRAIG W. LANGE
RAEHEL M. BADALAMENTI
MICHAEL C. TAYLOR
ROSEMARY V. DAVIS
PATRICK S. MCKAY
ELIZABETH P. MORRIS
CHAD L. RIDDLE
JOSEPH B. URBAN
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(586) 412-4900

www.KirkHuthLaw.com

April 3, 2025

FLORIDA OFFICE

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Suite 203
Naples, Florida 34103

WRITER'S E-MAIL: rkirk@KirkHuthLaw.com
FACSIMILE: (586) 412-4949

City of Livonia Zoning Board of Appeals
c/o City of Livonia Building Department
33000 Civic Center Drive
Livonia, MI 48154

Via Email:
egoff@livonia.gov

**Re: REVISED LETTER
Application for Variance
37355 Eight Mile, Livonia, MI 48152
Parcel No.: 018-99-0001-000
C.I.G. Livonia LLC Explanation of Use Variance Request:**

(1) A Use Variance from Livonia Zoning Ordinance Section 3.10 to allow for use of the Subject Property as a gasoline service station use and limited carry out with outdoor seating and a drive thru window in a C-1 Zoning District.

Dear Zoning Board of Appeals Members:

Our office represents the Applicant in this matter, C.I.G. Livonia LLC ("Applicant"), regarding the above-referenced Variance Request on the real property commonly known as 37355 Eight Mile Road, Livonia, MI 48152 (the "Subject Property"). Applicant is the owner of the Subject Property. Specifically, Applicant proposes to demolish the existing commercial building to redevelop and utilize the Subject Property as a combination gasoline service station with a drive thru restaurant and convenience store, to be leased by a tenant. Accordingly, Applicant is before the City of Livonia Zoning Board of Appeals (the "ZBA") to request the following Variance:

1. A use variance from the City of Livonia Zoning Ordinance (the "Zoning Ordinance") Section 3.10 to allow for use of the Subject Property as a gasoline service station and limited carry out with outdoor seating and a drive thru window in a C-1 District.

As such, a variance from Zoning Ordinance Section 3.10 is needed to facilitate the use of the Subject Property as proposed. Applicant requests this Variance because, based upon the existing conditions of the parcel, the Subject Property cannot be developed for the proposed use in strict compliance with the Zoning Ordinance. A grant of Applicant's requested Variance will allow Applicant full use of the property as zoned, while still upholding the spirit and intent of the Zoning Ordinance.

I. Introduction

Location and Existing Conditions:

The Subject Property is located at the southeast corner of the 8 Mile Rd. and Newburgh Rd. intersection, consisting of approximately 1.85 acres and approximately 79,880 square feet (the “Subject Property”). The Subject Property is currently zoned C-1, Local Business District and has approximately 269 feet of frontage along 8 Mile Rd. and approximately 285 feet of frontage along Newburgh Rd. There is an existing vacant commercial building on the site which previously contained commercial retail and office uses. Further, there is approximately a twenty (20) foot drop in grade from 8 Mile Rd. to the south property line of the Subject Property.

According to the City’s Zoning Map, the property abutting the Subject Property to the south and east is zoned PL – Public Lands, and is currently owned and operated by the City as Whispering Willows Golf Course. The property across Newburgh Road to the immediate west of the Subject Property is also zoned PL – Public Lands. Across 8 Mile Road to the north of the Subject Property is the City of Farmington Hills. Pursuant to the City’s Master Plan, the Subject Property is planned Parks and Community. As such, approval of Applicant’s request will not be contrary to the purpose and intent of the City’s Master Plan. Specifically, the Subject Property abuts an existing commercial use (Whispering Willows Golf Course), and is located at a well-traveled intersection (8 Mile and Newburgh). Therefore, Applicant’s proposed use will be compatible and harmonious to the surrounding area.

The Proposed Development and Use of the Subject Property:

As depicted in the attached preliminary plans, the proposed development on the Subject Property is for a gas station building that is approximately 6,139 square feet containing a convenience store and drive thru restaurant with indoor and outdoor seating for patrons. The proposed restaurant will be a limited service carryout restaurant. Further, the proposed development will contain six (6) fuel pumps for a total of twelve (12) stations. Moreover, the proposed development is expected to create approximately 30-35 local jobs in the City with top tier benefits. Applicant proposes to situate the proposed building on the southern side of the parcel, due to the Subject Property’s abnormal layout and conditions.

II. Law and Application Regarding Variances

Michigan Law:

The Michigan Zoning Enabling Act (“MZEA”), MCL 125.3101 *et seq.*, vests Michigan municipalities with authority to regulate land development and use through zoning ordinances. *Silver Creek Twp v Corso*, 246 Mich App 94; 631 NW2d 346 (2001); MCL 125.271 *et seq.* Generally, a landowner’s property interest, and right to reasonable use of its land, is one of the most fundamental constitutional rights under Michigan law. A zoning ordinance may regulate use of land but may not take away all of the land’s reasonable uses. *K & K Constr, Inc v Dept of Nat Res*, 456 Mich 570; 575 NW2d 531 (1998); *Kropf v Sterling Heights*, 391 Mich 139; 215 NW2d 179 (1974).

Generally, variances are also authorized under the MZEA so that “the spirit of the zoning ordinance is observed, public safety secured, and substantial justice done.” MCL 125.3604(7). Variances are typically granted where the land cannot otherwise be used for its zoned purpose, and therefore acts as a license to use such land in a manner not permitted by the zoning ordinance. *Paragon Properties*

Co. v. City of Novi, 452 Mich. 568 (1996). Variances fall within two categories: use variances or non-use variances/dimensional variances. *Id.* at 3. Use variances “permit a use of the land which the zoning ordinance otherwise proscribes,” whereas non-use variances concern a structure’s dimensions and setback requirements upon the land. *Nat’l Boatland, Inc. v. Farmington Hills Zoning Bd. Of Appeals*, 146 Mich.App. 380 (1985); *Heritage Hill Ass’n, Inc. v. City of Grand Rapids*, 48 Mich.App. 765 (1973).

MCL 125.3604(9) provides, in relevant part, that Michigan cities and villages have the authority to grant variances from uses of land. MCL 125.3604(11) then states that the “authority to grant use variances under subsection (9) is permissive, and this section does not require a local unit of government to adopt ordinance provisions to allow for the granting of use variances.”

The standard for use variances is “unnecessary hardship.” MCL 125.3604(7). “Use variances permit a use of the land which the zoning ordinance otherwise proscribes.” *Nat’l Boatland Inc., supra* at 387. Use variances require the finding of unnecessary hardship in carrying out the ordinance and must not materially change the zoning district. *Paragon Properties Co.*, 452 Mich. at 575.

Livonia Ordinance:

Pursuant to Section 3.10 of the Zoning Ordinance, “Limited Service and carry-out restaurants with or without outdoor dining areas” are permitted by right in a C-1 Zoning District. However, gasoline service stations and drive-thru restaurants are not permitted in a C-1 Zoning District. Rather, both gasoline service stations and drive-thru restaurants may be permitted in a C-2, General Business District, and the same are permitted by right in a C-3 Highway Business District.

Further, Section 13.14 of the Zoning Ordinance governs the ZBA and Variance Requests. Subsection (6) thereof provides, in relevant part, that the ZBA shall have the following specific powers:

B) Variances. To authorize, upon an appeal filed by the legal or equitable owner of property, a variance from the strict application of the provisions of this Ordinance where existing conditions or factors would result, by strict application of the provisions of this Ordinance, in peculiar or exceptional practical difficulties to, or exceptional or undue hardship upon, the owner of such property, provided that such relief may be granted without substantial detriment to the public good and without substantially impairing the intent and purpose of this Ordinance. In granting a variance, the Board of Appeals may attach thereto such condition regarding the location, character, and other features of the proposed building, structure, or use as it may deem reasonable. Compliance with such conditions shall be a prerequisite to the issuance of a Certificate of Compliance or Occupancy and the violation of any such condition shall be deemed a violation of this Ordinance.

Further, Section 13.14(7) lays out the standard for obtaining a variance from the ZBA:

(7) Application of Variance Power. No variance in the application of the provisions of this Ordinance shall be allowed by the Board of Appeals relating to buildings, land, or premises now existing or to be constructed, except in cases involving practical difficulties or unnecessary hardships when the evidence in the official

record of the appeal from a decision or order of the building official supports the following affirmative findings:

A) That the alleged hardships and practical difficulties, or both, are exceptional and peculiar to the property of the person requesting the variance, and result from conditions which do not exist generally throughout the City.

B) That the alleged hardships and practical difficulties, or both, which will result from a failure to grant the variance, include substantially more than mere inconvenience, inability to attain a higher financial return, or both.

C) That allowing the variance will result in substantial justice being done, considering the public benefits intended to be secured by this Ordinance, the individual hardships that will be suffered by a failure of the Board to grant a variance, and the rights of others whose property would be affected by the allowance of the variance.

D) That the variance, if granted, will not adversely affect the purpose or objectives of the Master Plan of the City of Livonia.

The above findings of fact shall be made by the Board of Appeals which is not empowered to grant a variance without an affirmative finding of fact on the categories above.

Finally, Section 13.14(9)(E) provides the following:

Determination of Appeal. The concurring vote of a majority of the members of the Board of Appeals shall be necessary to reverse any order, requirement, decision, or determination of any administrative official, or to decide in favor of the applicant any matter upon which the Board is required to pass under this Ordinance or to effect any variation of this Ordinance except that *a concurring vote of two-thirds (2/3) of the members of the Board shall be necessary to grant a variance from uses of land permitted in this Ordinance.* (emphasis added).

In addition to the above Zoning Ordinance sections, the City’s Planning Department has also confirmed that the ZBA accepts use variance applications.

III. Livonia Variance Application Criteria & Explanation of Requests

Variance Request: *A Use Variance from Livonia Zoning Ordinance Section 3.10 to allow for use of the Subject Property as a gasoline service station use and limited carry out with outdoor seating and a drive thru window.*

Applicant’s requested Variance is a “use variance.” As such, the standard for approval is whether an “unnecessary hardship” exists warranting approval of Applicant’s Variance Request. Specifically, the Zoning Ordinance, Section 13.14(7) lays out the standards that the ZBA must consider regarding

Applicant's requested variance. Additionally, the ZBA's Application for Variance Form provides nine (9) questions to be answered by Applicant. These Variance standards and Application questions are laid out below in more detail, followed by Applicant's response to each.

Explanation of Applicant's Request:
Application for Variance Form Questions

1. "Are there any deed restrictions or subdivision rules or restrictions on the property?"

RESPONSE: No deed restrictions restrain the use of the Subject Property.

2. "Give [sic] legal description of property involved, or attach a deed or other document which contains the legal description of the property:"

RESPONSE: The legal description of the Subject Property is as follows:

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

PART OF THE NORTHWEST 1/4 OF SECTION 5, TOWN 1 SOUTH, RANGE 9 EAST, BEGINNING SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 60 FEET AND NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 120.59 FEET FROM THE NORTHWEST CORNER OF SECTION 5, THENCE NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 269.41 FEET, THENCE SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 271 FEET, THENCE NORTH 88 DEGREES 17 MINUTES 30 SECONDS WEST 113.32 FEET, THENCE SOUTH 72 DEGREES 53 MINUTES 30 SECONDS WEST 146.98 FEET, THENCE NORTH 58 DEGREES 52 MINUTES 20 SECONDS WEST 50.0 FEET, THENCE NORTH 05 DEGREES 25 MINUTES 20 SECONDS EAST 285.24 FEET TO THE POINT OF BEGINNING.

Commonly known as: 37355 Eight Mile, Livonia, MI 48152

Parcel Identification No.: 018-99-0001-000

Application language above question No. 3: "A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and other who might be affected, as well as those who do not have this variance."

3. “Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:”

RESPONSE:

The Subject Property is uniquely situated due to its topography and environmental conditions that significantly impact its ability to be used in conformity with the current zoning requirements. Specifically, there is nearly a twenty-foot (20’) slope drop off from the north side of the parcel to the south edge of the parcel. Further, in working with EGLE, it was discovered that the condition of some of the soil on the Subject Property needs to be remedied. Thus, there are severe restrictions on development and utilization of the Subject Property, especially without significant financial commitment. This is unlike other properties in the City where the environmental conditions, and topography may not be an issue for commercial development thereon.

Additionally, the Subject Property is uniquely situated at one of the main intersections in the City, at Eight Mile and Newburgh, with heavy traffic flow already existing at this location. Due to its location at the intersection of these main roads, the Subject Property is a prime location for development of a gas station with a drive-thru restaurant and a convenience store that will be utilized by drivers already passing by such location. Further, there has been a commercial use existing on the Subject Property for many years. To the south and east of the Subject Property is a public golf course that has been in operation for decades. The course layout is firmly intact and is shielded from the Subject Property by green space and timber/woods. This is unlike other properties in the City where such commercial uses have not existed previously at main intersection locations and where such naturally existing buffer between parcels exists.

Thus, the practical difficulty/unnecessary hardship associated with the Subject Property is unique and does not exist elsewhere in the City, and Applicant’s requested Use Variance should be approved by the ZBA.

4. “Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:”

RESPONSE:

Regarding the Subject Property, the difficulty is tied to unique conditions of the property that hinder its reasonable use and development under the current zoning regulations. As described above, the topography and slope of the parcel provide restrictions on development and utilization thereof.

The previous use of the Subject Property included a Rite Aide and a related pharmacy. Since Rite Aide closed its doors and pulled out of Michigan, offers to purchase and/or lease the Subject Property have been far and few between. The Subject Property’s unique environmental and topographical constraints, as discussed above, will make it difficult to attract tenants willing to invest in the necessary improvements utilize and/or develop the Subject Property. However, a potential tenant that intends to develop and utilize the Subject Property as a combination gas station with convenience store and drive-thru restaurant has agreed to undertake the substantial investment required to remedy these issues, including the slope and environmental items, in order to make the Subject Property

suitable for development. Further, the potential tenant has made it clear that it would be committing to becoming an integral and responsible member of the community, as evidenced by the meeting minutes for the Planning Commission and City Council. Such commitment is critical to the long-term sustainability of the property and the surrounding area. A use variance here would allow for a viable, long-term solution that not only addresses the physical and environmental limitations on the parcel, but also supports the broader community by ensuring that the site is developed in a sustainable manner. Thus, the difficulty/hardship here involves more than mere inconvenience or the inability to earn a higher financial return.

5. “Explain why you think this variance would be fair to the neighbors and others who might be affected:”

RESPONSE:

Not only will the proposed development on the Subject Property be fair to the neighbors and the surrounding City, it will be a benefit to those surrounding neighbors and the community as a whole while addressing things such as aesthetics, lighting, traffic flow, and compatibility with neighboring properties.

As such, Applicant is committed to minimizing the impact on the neighbors. For instance, the proposed building will be significantly reduced in size from approximately 31,000 square feet down to approximately 6,140 square feet which will greatly reduce the scale and mass of the structure in comparison to the previous use. In addition, the new proposed building will be modernized and constructed with brick materials to enhance the visual appeal of the Subject Property.

Importantly, there are no adjacent residential properties abutting the Subject Property. Moreover, the Applicant is committed to implementing proper modern technology to ensure that all lighting on the property shines downward and away from neighboring properties. This approach will ensure that neighboring properties are not disturbed by lighting from the Subject Property, and will help maintain the tranquility and character of the surrounding area. In fact, the drive-thru portion of the facility will be located on the south of the building, with vehicles facing away from any residential uses. Furthermore, to the south of the Subject Property is a wooded area that will also serve as a buffer from any lights and/or noise associated with the drive thru. Such drive-thru placement will ensure that any potential noise or lights from drive-thru patrons will not negatively affect surrounding properties. Additionally, the drive-thru will utilize a touch-screen technology without verbal communication typically found at a drive-thru, which will further serve to limit any noise associated therewith.

Moreover, the site will feature entrances from both 8 Mile and Newburgh Roads, which will help distribute traffic and minimize congestion both on the site and off. By providing multiple points of ingress and egress, Applicant is seeking to improve the flow of vehicles and reduce the likelihood of traffic buildup. Additionally, unlike the previous use of the Subject Property as a Rite Aide drug store and pharmacy, Applicant’s use will not be serving any alcohol or other opioids, etc. as a gas station, restaurant, convenience store use. Also, due to general economic conditions, there is a limited retail market for high-end development such as the proposed use on the Subject Property.

Overall, the requested variance will allow for a development that is sensitive to the needs and concerns of the surrounding community. Applicant proposes to take, and will take, significant steps to ensure that the project is compatible with the area and that the potential impacts on the surrounding properties are minimized.

Thus, Applicant's proposed variance is fair to the neighbors and the City.

6. "Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process:"

RESPONSE: Applicant has not sought an amendment to the zoning ordinance which would permit the proposed project under the current zoning.

7. "If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made:"

RESPONSE: An attempt has not been made to amend the Zoning Ordinance because a change of the Zoning Ordinance to allow for Applicant's proposed uses of a gas station, and limited carryout restaurant with drive-thru would effect the entire City, not just the Subject Property. While the Subject Property is not abutted by any residential properties, other properties zoned C-1 in the City do abut residential properties. As such, a change to the text of the Zoning Ordinance would have a negative impact on the residential uses surrounding other C-1 zoned properties in the City. However, Applicant's Subject Property here is unique in that there are no surrounding residential uses that would be negatively effected by the proposed development thereon.

8. "Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process:"

RESPONSE: At its October 22, 2024 meeting, the City of Livonia Planning Commission considered Applicant's request to rezone the Subject Property from its current C-1, Local Business District Zoning, to C-2, General Business District. After a public hearing and a deliberation by the Planning Commission, the Planning Commission voted to RECOMMEND APPROVAL of the proposed Rezoning to the City Counsel. As reflected in the Planning Commission's October 22, 2024 meeting minutes, the Planning Commission based its recommendation of approval on the following:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city.
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

However, at the January 27, 2025 City Council Meeting, the City Council rejected the recommendation of the Planning Commission and denied the Applicant's Rezoning request for the reasons stated on the record.

9. "If you have not attempted to have the property rezoned, why hasn't this attempt been made?"

RESPONSE: As stated in question #8 above, Applicant has attempted to rezone the Subject Property.

Conclusion

The existing circumstances, conditions, and features of the Subject Property prevent development of the proposed gas station, restaurant with drive-thru and convenience store on the Subject Property in strict compliance with the Zoning Ordinance. Based upon the foregoing, strict compliance with the current Ordinance requirement will cause practical difficulty and/or unnecessary hardship, and will deprive the Applicant the use of the Subject Property. Accordingly, a relaxation of the requirement is appropriate in this circumstance, upholds the spirit and intent of the Zoning Ordinance, will allow the Applicant full use of the Subject Property, will promote traffic flow and lessen congestion. Further, design standards were put in place to provide for protection to the adjacent properties.

Accordingly, Applicant hereby requests a Use Variance from the requirements of the Zoning Ordinance to allow for use of the Subject Property as a gasoline service station including a restaurant with limited carry out, outdoor seating, and a drive thru window.

The above criteria apply: Strict requirements of the Ordinance cause Applicant a practical difficulty and/or unnecessary hardship and is impractical/unreasonable. Therefore, granting Applicant's requested Variance is appropriate in this case.

We appreciate your time and consideration in this matter and welcome your questions. Thank you very much.

Sincerely,

**KIRK, HUTH, LANGE
& BADALAMENTI, PLC**

Robert W. Kirk

Robert W. Kirk



ROBERT W. KIRK *
ROBERT S. HUTH, JR.
CRAIG W. LANGE
RAEHEL M. BADALAMENTI
MICHAEL C. TAYLOR
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March 10, 2025

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City of Livonia Zoning Board of Appeals
c/o City of Livonia Building Department
33000 Civic Center Drive
Livonia, MI 48154

Via Hand Delivery

**Re: Application for Variance
37355 Eight Mile, Livonia, MI 48152
Parcel No.: 018-99-0001-000
C.I.G. Livonia LLC Explanation of Use Variance Request:**

(1) A Use Variance from Livonia Zoning Ordinance Section 3.10 to allow for use of the Subject Property as a gasoline service station use and limited carry out with outdoor seating and a drive thru window in a C-1 Zoning District.

Dear Zoning Board of Appeals Members:

Our office represents the Applicant in this matter, C.I.G. Livonia LLC ("Applicant"), regarding the above-referenced Variance Request on the real property commonly known as 37355 Eight Mile Road, Livonia, MI 48152 (the "Subject Property"). Applicant is the owner of the Subject Property. Specifically, Applicant proposes to demolish the existing commercial building to redevelop and utilize the Subject Property as a combination gasoline service station with a drive thru restaurant and convenience store, to be leased by a tenant. Accordingly, Applicant is before the City of Livonia Zoning Board of Appeals (the "ZBA") to request the following Variance:

1. A use variance from the City of Livonia Zoning Ordinance (the "Zoning Ordinance") Section 3.10 to allow for use of the Subject Property as a gasoline service station and limited carry out with outdoor seating and a drive thru window in a C-1 District.

As such, a variance from Zoning Ordinance Section 3.10 is needed to facilitate the use of the Subject Property as proposed. Applicant requests this Variance because, based upon the existing conditions of the parcel, the Subject Property cannot be developed for the proposed use in strict compliance with the Zoning Ordinance. A grant of Applicant's requested Variance will allow Applicant full use of the property as zoned, while still upholding the spirit and intent of the Zoning Ordinance.

I. Introduction

Location and Existing Conditions:

The Subject Property, is located at the southeast corner of the 8 Mile Rd. and Newburgh Rd. intersection, consisting of approximately 1.85 acres and approximately 79,880 square feet (the “Subject Property”). The Subject Property is currently zoned C-1, Local Business District and has approximately 269 feet of frontage along 8 Mile Rd. and approximately 285 feet of frontage along Newburgh Rd. There is an existing vacant commercial building on the site which previously contained commercial retail and office uses. Further, there is approximately a twenty (20) foot drop in grade from 8 Mile Rd. to the south property line of the Subject Property.

According to the City’s Zoning Map, the property adjacent the Subject Property to the south and east is zoned RA – One-Family General Residential. The properties adjacent to the east of the Subject Property are zoned RM-1 – Multiple Family Low Rise. The properties adjacent to the west of the Subject Property are zoned B-2 - Community Business, and B-3 – General Business. The Subject Property is Master Planned as “Downtown District.” As such, the current zoning of the Subject Property and Applicant’s intended use thereof are compliant with the City’s Master Plan. Applicant proposes to situate the proposed building on the southern side of the parcel, due to the Subject Property’s abnormal shape and layout.

The Proposed Development and Use of the Subject Property:

As depicted in the attached preliminary plans, the proposed development on the Subject Property is for a gas station building that is approximately 6,139 square feet containing a convenience store and drive thru restaurant with indoor and outdoor seating for patrons. The proposed restaurant will be a limited service carryout restaurant. Further, the proposed development will contain six (6) fuel pumps for a total of twelve (12) stations. Moreover, the proposed development is expected to create approximately 30-35 local jobs in the City with top tier benefits.

II. Law and Application Regarding Variances

Michigan Law:

The Michigan Zoning Enabling Act (“MZEA”), MCL 125.3101 *et seq.*, vests Michigan municipalities with authority to regulate land development and use through zoning ordinances. *Silver Creek Twp v Corso*, 246 Mich App 94; 631 NW2d 346 (2001); MCL 125.271 *et seq.* Generally, a landowner’s property interest, and right to reasonable use of its land, is one of the most fundamental constitutional rights under Michigan law. A zoning ordinance may regulate use of land but may not take away all of the land’s reasonable uses. *K & K Constr, Inc v Dept of Nat Res*, 456 Mich 570; 575 NW2d 531 (1998); *Kropf v Sterling Heights*, 391 Mich 139; 215 NW2d 179 (1974).

Generally, variances are also authorized under the MZEA so that “the spirit of the zoning ordinance is observed, public safety secured, and substantial justice done.” MCL 125.3604(7). Variances are typically granted where the land cannot otherwise be used for its zoned purpose, and therefore acts as a license to use such land in a manner not permitted by the zoning ordinance. *Paragon Properties Co. v. City of Novi*, 452 Mich. 568 (1996). Variances fall within two categories: use variances or non-use variances/dimensional variances. *Id.* at 3. Use variances “permit a use of the land which the zoning ordinance otherwise proscribes,” whereas non-use variances concern a structure’s dimensions

and setback requirements upon the land. *Nat'l Boatland, Inc. v. Farmington Hills Zoning Bd. Of Appeals*, 146 Mich.App. 380 (1985); *Heritage Hill Ass'n, Inc. v. City of Grand Rapids*, 48 Mich.App. 765 (1973).

MCL 125.3604(9) provides, in relevant part, that Michigan Cities and villages have the authority to grant variances from uses of land. MCL 125.3604(11) then states that the “authority to grant use variances under subsection (9) is permissive, and this section does not require a local unit of government to adopt ordinance provisions to allow for the granting of use variances.”

The standard for use variances is “unnecessary hardship.” MCL 125.3604(7). “Use variances permit a use of the land which the zoning ordinance otherwise proscribes.” *Grabow*. Use variances require the finding of unnecessary hardship in carrying out the ordinance and must not materially change the zoning district. *Paragon Properties Co.*, 452 Mich. at 575.

Livonia Ordinance:

Pursuant to Section 3.10 of the Zoning Ordinance, “Limited Service and carry-out restaurants with or without outdoor dining areas” are permitted by right in a C-1 Zoning District. However, gasoline service stations and drive-thru restaurants are not permitted in a C-1 Zoning District. Rather, both gasoline service stations and drive-thru restaurants may be permitted in a C-2, General Business District, and the same are permitted by right in a C-3 Highway Business District.

Further, Section 13.14 of the Zoning Ordinance governs the ZBA and Variance Requests. Subsection (6) thereof provides, in relevant part, that the ZBA shall have the following specific powers:

B) Variances. To authorize, upon an appeal filed by the legal or equitable owner of property, a variance from the strict application of the provisions of this Ordinance where existing conditions or factors would result, by strict application of the provisions of this Ordinance, in peculiar or exceptional practical difficulties to, or exceptional or undue hardship upon, the owner of such property, provided that such relief may be granted without substantial detriment to the public good and without substantially impairing the intent and purpose of this Ordinance. In granting a variance, the Board of Appeals may attach thereto such condition regarding the location, character, and other features of the proposed building, structure, or use as it may deem reasonable. Compliance with such conditions shall be a prerequisite to the issuance of a Certificate of Compliance or Occupancy and the violation of any such condition shall be deemed a violation of this Ordinance.

Further, Section 13.14(7) lays out the standard for obtaining a variance from the ZBA:

(7) Application of Variance Power. No variance in the application of the provisions of this Ordinance shall be allowed by the Board of Appeals relating to buildings, land, or premises now existing or to be constructed, except in cases involving practical difficulties or unnecessary hardships when the evidence in the official record of the appeal from a decision or order of the building official supports the following affirmative findings:

A) That the alleged hardships and practical difficulties, or both, are exceptional and peculiar to the property of the person requesting the variance, and result from conditions which do not exist generally throughout the City.

B) That the alleged hardships and practical difficulties, or both, which will result from a failure to grant the variance, include substantially more than mere inconvenience, inability to attain a higher financial return, or both.

C) That allowing the variance will result in substantial justice being done, considering the public benefits intended to be secured by this Ordinance, the individual hardships that will be suffered by a failure of the Board to grant a variance, and the rights of others whose property would be affected by the allowance of the variance.

D) That the variance, if granted, will not adversely affect the purpose or objectives of the Master Plan of the City of Livonia.

The above findings of fact shall be made by the Board of Appeals which is not empowered to grant a variance without an affirmative finding of fact on the categories above.

Finally, Section 13.14(9)(E) provides the following:

Determination of Appeal. The concurring vote of a majority of the members of the Board of Appeals shall be necessary to reverse any order, requirement, decision, or determination of any administrative official, or to decide in favor of the applicant any matter upon which the Board is required to pass under this Ordinance or to effect any variation of this Ordinance except that *a concurring vote of two-thirds (2/3) of the members of the Board shall be necessary to grant a variance from uses of land permitted in this Ordinance.* (emphasis added).

In addition to the above Zoning Ordinance sections, the City's Planning Department has also confirmed that the ZBA accepts use variance applications.

III. Livonia Variance Application Criteria & Explanation of Requests

Variance Request: *A Use Variance from Livonia Zoning Ordinance Section 3.10 to allow for use of the Subject Property as a gasoline service station use and limited carry out with outdoor seating and a drive thru window.*

Applicant's requested Variance is a "use variance." As such, the standard for approval is whether an "unnecessary hardship" exists warranting approval of Applicant's Variance Request. Specifically, the Zoning Ordinance, Section 13.14(7) lays out the standards that the ZBA must consider regarding Applicant's requested variance. Additionally, the ZBA's Application for Variance Form provides nine (9) questions to be answered by Applicant. These Variance standards and Application questions are laid out below in more detail, followed by Applicant's response to each.

Explanation of Applicant's Request:
Application for Variance Form Questions

1. "Are there any deed restrictions or subdivision rules or restrictions on the property?"

RESPONSE: No deed restrictions restrain the use of the Subject Property.

2. "Give [sic] legal description of property involved, or attach a deed or other document which contains the legal description of the property:"

RESPONSE: The legal description of the Subject Property is as follows:

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

PART OF THE NORTHWEST 1/4 OF SECTION 5, TOWN 1 SOUTH, RANGE 9 EAST, BEGINNING SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 60 FEET AND NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 120.59 FEET FROM THE NORTHWEST CORNER OF SECTION 5, THENCE NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 269.41 FEET, THENCE SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 271 FEET, THENCE NORTH 88 DEGREES 17 MINUTES 30 SECONDS WEST 113.32 FEET, THENCE SOUTH 72 DEGREES 53 MINUTES 30 SECONDS WEST 146.98 FEET, THENCE NORTH 58 DEGREES 52 MINUTES 20 SECONDS WEST 50.0 FEET, THENCE NORTH 05 DEGREES 25 MINUTES 20 SECONDS EAST 285.24 FEET TO THE POINT OF BEGINNING.

Commonly known as: 37355 Eight Mile, Livonia, MI 48152

Parcel Identification No.: 018-99-0001-000

Application language above question No. 3: "A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and other who might be affected, as well as those who do not have this variance."

3. "Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:"

RESPONSE:

The Subject Property is uniquely situated due to its topography and environmental conditions that significantly impact its ability to be used in conformity with the current zoning requirements. Specifically, there is nearly a twenty-foot (20') slope drop off from the north side of the parcel to the south edge of the parcel. Further, in working with EGLE, it was discovered that the condition of some of the soil on the Subject Property needs to be remedied. Thus, there are severe restrictions on development and utilization of the Subject Property, especially without significant financial commitment. This is unlike other properties in the City where the environmental conditions, and topography may not be an issue for commercial development thereon.

Additionally, the Subject Property is uniquely situated at one of the main intersections in the City, at Eight Mile and Newburgh, with heavy traffic flow already existing at this location. Due to its location at the intersection of these main roads, the Subject Property is a prime location for development of a gas station with a drive-thru restaurant and a convenience store that will be utilized by drivers already passing by such location. Further, there has been a commercial use existing on the Subject Property for many years. To the south and east of the Subject Property is a public golf course that has been in operation for decades. The course layout is firmly intact and is shielded from the Subject Property by green space and timber/woods. This is unlike other properties in the City where such commercial uses have not existed previously at main intersection locations and where such naturally existing buffer between parcels exists.

Thus, the practical difficulty associated with the Subject Property is unique and does not exist elsewhere in the City, and Applicant's requested Use Variance should be approved by the ZBA.

4. "Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:"

RESPONSE:

Regarding the Subject Property, the difficulty is tied to unique conditions of the property that hinder its reasonable use and development under the current zoning regulations. As described above, the topography and slope of the parcel provide restrictions on development and utilization thereof.

The previous use of the Subject Property included a Rite Aide and a related pharmacy. Since Rite Aide closed its doors and pulled out of Michigan, offers to purchase and/or lease the Subject Property have been far and few between. The Subject Property's unique environmental and topographical constraints, as discussed above, will make it difficult to attract tenants willing to invest in the necessary improvements utilize and/or develop the Subject Property. However, a potential tenant that intends to develop and utilize the Subject Property as a combination gas station with convenience store and drive-thru restaurant has agreed to undertake the substantial investment required to remedy these issues, including the slope and environmental items, in order to make the Subject Property suitable for development. Further, the potential tenant has made it clear that it would be committing to becoming an integral and responsible member of the community, as evidenced by the meeting minutes for the Planning Commission and City Council. Such commitment is critical to the long-term sustainability of the property and the surrounding area. A use variance here would allow for a viable,

long-term solution that not only addresses the physical and environmental limitations on the parcel, but also supports the broader community by ensuring that the site is developed in a sustainable manner. Thus, the difficulty here involves more than mere inconvenience or the inability to earn a higher financial return.

5. “Explain why you think this variance would be fair to the neighbors and others who might be affected:”

RESPONSE:

Not only will the proposed development on the Subject Property be fair to the neighbors and the surrounding City, it will be a benefit to those surrounding neighbors and the community as a whole while addressing things such as aesthetics, lighting, traffic flow, and compatibility with neighboring properties.

As such, Applicant is committed to minimizing the impact on the neighbors. For instance, the proposed building will be significantly reduced in size from approximately 31,000 square feet down to approximately 6,140 square feet which will greatly reduce the scale and mass of the structure in comparison to the previous use. In addition, the new proposed building will be modernized and constructed with brick materials to enhance the visual appeal of the Subject Property.

Importantly, there are no adjacent residential properties abutting the Subject Property. Moreover, the Applicant is committed to implementing proper modern technology to ensure that all lighting on the property shines downward and away from neighboring properties. This approach will ensure that neighboring properties are not disturbed by lighting from the Subject Property, and will help maintain the tranquility and character of the surrounding area. In fact, the drive-thru portion of the facility will be located on the south of the building, with vehicles facing away from any residential uses. In fact, to the south of the Subject Property is a wooded area that will also serve as a buffer from any lights and/or noise associated with the drive thru. Such drive-thru placement will ensure that any potential noise or lights from drive-thru patrons will not negatively affect surrounding properties. Moreover, the drive-thru will utilize a touch-screen technology without verbal communication typically found at a drive-thru, which will further serve to limit any noise associated therewith.

Moreover, the site will feature entrances from both 8 Mile and Newburgh Roads, which will help distribute traffic and minimize congestion both on the site and off. By providing multiple points of ingress and egress, Applicant is seeking to improve the flow of vehicles and reduce the likelihood of traffic buildup. Additionally, unlike the previous use of the Subject Property as a Rite Aide drug store and pharmacy, Applicant’s use will not be serving any alcohol or other opioids, etc. as a gas station, restaurant, convenience store use. Also, due to general economic conditions, there is a limited retail market for high-end development such as the proposed use on the Subject Property.

Overall, the requested variance will allow for a development that is sensitive to the needs and concerns of the surrounding community. Applicant proposes to take, and will take, significant steps to ensure that the project is compatible with the area and that the potential impacts on the surrounding properties are minimized.

Thus, Applicant's proposed variance is fair to the neighbors and the City.

6. **"Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process:"**

RESPONSE: Applicant has not sought an amendment to the zoning ordinance which would permit the proposed project under the current zoning.

7. **"If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made:"**

RESPONSE: An attempt has not been made to amend the Zoning Ordinance because a change of the Zoning Ordinance to allow for Applicant's proposed uses of a gas station, and limited carryout restaurant with drive-thru would effect the entire City, not just the Subject Property. While the Subject Property is not abutted by any residential properties, other properties zoned C-1 in the City do abut residential properties. As such, a change to the text of the Zoning Ordinance would have a negative impact on the residential uses surrounding other C-1 zoned properties in the City. However, Applicant's Subject Property here is unique in that there are no surrounding residential uses that would be negatively effected by the proposed development thereon.

8. **"Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process:"**

RESPONSE: At its October 22, 2024 meeting, the City of Livonia Planning Commission considered Applicant's request to rezone the Subject Property from its current C-1, Local Business District Zoning, to C-2, General Business District. After a public hearing and a deliberation by the Planning Commission, the Planning Commission voted to RECOMMEND APPROVAL of the proposed Rezoning to the City Counsel. As reflected in the Planning Commission's October 22, 2024 meeting minutes, the Planning Commission based its recommendation of approval on the following:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city.
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

However, at the January 27, 2025 City Council Meeting, the City Council rejected the recommendation of the Planning Commission and denied the Applicant's Rezoning request for the reasons stated on the record.

9. “If you have not attempted to have the property rezoned, why hasn’t this attempt been made?”

RESPONSE: As stated in question #8 above, Applicant has attempted to rezone the Subject Property.

Conclusion

The existing circumstances, conditions, and features of the Subject Property prevent development of the proposed gas station, restaurant with drive-thru and convenience store on the Subject Property in strict compliance with the Zoning Ordinance. Based upon the foregoing, strict compliance with the current Ordinance requirement will cause practical difficulty and/or unnecessary hardship, and will deprive the Applicant the use of the Subject Property. Accordingly, a relaxation of the requirement is appropriate in this circumstance, upholds the spirit and intent of the Zoning Ordinance, will allow the Applicant full use of the Subject Property, will promote traffic flow and lessen congestion. Further, design standards were put in place to provide for protection to the adjacent properties.

Accordingly, Applicant hereby requests a Use Variance from the requirements of the Zoning Ordinance to allow for use of the Subject Property as a gasoline service station including a restaurant with limited carry out, outdoor seating, and a drive thru window.

The above criteria apply: Strict requirements of the Ordinance cause Applicant a practical difficulty and/or unnecessary hardship and is impractical/unreasonable. Therefore, granting Applicant’s requested Variance is appropriate in this case.

We appreciate your time and consideration in this matter and welcome your questions. Thank you very much.

Sincerely,

**KIRK, HUTH, LANGE
& BADALAMENTI, PLC**

Robert W. Kirk

Robert W. Kirk

37449 Five Mile

Shell Oil successfully sued the City regarding the gas station at Newburgh and Five Mile. In the early 60's, when Shell bought the property and started pulling permits, "it was zoned to allow gas station use." The City then changed the zoning to make gas stations a waiver use in the zoning district. The City denied a waiver use, so Shell sued. The City offered eight reasons for denying the waiver use, but the Wayne County Circuit Court rejected those reasons. The City appealed, but the Court of Appeals upheld the decision. This was *Shell Oil v City of Livonia*, 30 Mich App 454 (1971).

17111 Farmington

The 17111 Farmington zoning decision was at the advice of then City Attorney Charles Pinto. He said "under the present ordinance, a gasoline station is allowed in this area and that if this was taken to court, the court would rule that the ordinance was invalid on its face." Apparently, an earlier petition had been denied, and Mr. Pinto cautioned against repeating that action. 9/23/1958

31374 Schoolcraft

Per Planning Commission Resolution 9-293-59, adopted September 15, 1959, Citrin Oil's Petition M-170 to erect a gasoline station on property located on the Northeast corner of Merriman and Schoolcraft Road was granted on a 4-3 vote.

I think this is before the concept of waiver uses was invented. The minutes don't use the term "waiver." As the owner, you just "request permission" to erect a gas station.

29835 Eight Mile Road

The gas station at 29835 Eight Mile Road opened in 1958, when the zoning ordinance permitted gasoline service stations in M-1 zoning districts.

Mark

From: [Fisher, Mike](#)
To: [Smyser, Brenda](#)
Subject: RE: Gas Stations
Date: Friday, April 25, 2025 4:06:45 PM

This is Sheetz, so litigation is possible.

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Smyser, Brenda <bsmyser@livonia.gov>
Sent: Friday, April 25, 2025 1:49 PM
To: Fisher, Mike <mfisher@livonia.gov>
Subject: RE: Gas Stations

Are you just wanting me to save this? Are we gearing up for a potential lawsuit? I'm trying to figure out where to save this stuff.

Brenda Smyser

Technical Specialist - Law
City of Livonia | Law Department
(734) 466-2521
bsmyser@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Friday, April 25, 2025 1:45 PM
To: Smyser, Brenda <bsmyser@livonia.gov>
Subject: Gas Stations

Brenda –

I'm trying to put together a report on gas stations for the Sheetz case. The exhibits should all be attached to the document. This one should be the site of the Speedway at Schoolcraft and Merriman.

You'll find the resolution regarding Citron, now Speedway, on Page 6.

Yes. In the case of Petition M-170 by Citron Oil Company requesting permission to erect a gasoline service station at the NE corner of Merriman and Schoolcraft Roads, on property zoned C-1, on September 15, 1959, the Livonia Planning Commission approved Citron's request. Ironically, just one day prior to the Planning Commission's action, the Council adopted an ordinance requiring gasoline service stations in C-2 districts only.

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

RE: Gas Stations

From Fisher, Mike <mfisher@livonia.gov>

Date Wed 4/23/2025 3:56 PM

To Taormina, Mark <mtaormina@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>

Cc Smyser, Brenda <bsmyser@livonia.gov>; Goff, Erika <egoff@livonia.gov>; Kasprowicz, Sara <skasprowicz@livonia.gov>

Cool! As I so often say, Bless you, sir!

Now we're going to need to supplement the record.

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>

Sent: Wednesday, April 23, 2025 2:48 PM

To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>

Cc: Smyser, Brenda <bsmyser@livonia.gov>

Subject: RE: Gas Stations

Mike,

The gas station at 29835 Eight Mile Road opened in 1958, when the zoning ordinance permitted gasoline service stations in M-1 zoning districts.

Mark

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Wednesday, April 23, 2025 11:39 AM
To: Taormina, Mark <mtaormina@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

The court case invalidated the rezoning for the Shell station.

The 17111 Farmington zoning decision was at the advice of then City Attorney Charles Pinto.

Sorry to ask, but do we know anything about the changes regarding the Speedway and the industrially zoned Citgo at the SE corner of Louise & 8 Mile - 29835 Eight Mile?

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>
Sent: Wednesday, April 23, 2025 11:33 AM
To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

No...the Shell. The central question is how a gas station got built on property zoned C-1. It was C-2 at the time the petition was submitted, denied, then rezoned to C-1 prior to the Court of Appeals decision.

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Wednesday, April 23, 2025 11:28 AM
To: Taormina, Mark <mtaormina@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

Is that the Speedway?

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>
Sent: Wednesday, April 23, 2025 11:27 AM
To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

Moreover, in 1967, after denying the waiver, the City rezoned the property from C-2 to C-1, which has remained ever since.

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Wednesday, April 23, 2025 11:00 AM
To: Stierna, Matthew <mstierna@livonia.gov>
Cc: Taormina, Mark <mtaormina@livonia.gov>; Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

I can add to this that Shell Oil successfully sued the City regarding the gas station at Newburgh and Five Mile. When Shell bought the property and started pulling permits, "it was zoned to allow gas station use." The City then changed the zoning to make gas stations a waiver use in the zoning district. The City denied a waiver use, so Shell sued. The City offered eight reasons for denying the waiver use, but the Wayne County Circuit Court rejected those reasons. The City appealed, but the Court of Appeals upheld the decision.

This was the famous case of *Shell Oil v City of Livonia*, 30 Mich App 454 (1971).

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Stierna, Matthew <mstierna@livonia.gov>
Sent: Wednesday, April 23, 2025 9:37 AM
To: Fisher, Mike <mfisher@livonia.gov>
Cc: Taormina, Mark <mtaormina@livonia.gov>; Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

Gentlemen,

Please see the response I sent yesterday. In a nutshell 3 of the 4 properties were build as gas stations in the late 50's. The fourth in 1971 under the 1960 Code of Ordinance.

Good afternoon, Michael!

The short answer regarding use variances for these properties is: No.

The gas stations you have listed here were built in 1971, 1958, 1959 and 1957, respectively. Our first Code of Ordinance was adopted in 1960 (Ordinance 760). Prior to that, there isn't much information I can find on the approval process.

The Shell would have been approved under the provisions of chapter 14 of Ordinance 760 which primarily restrict location to no closer that 100 feet to any school building, public park, playground, church, theater or other public places where public gatherings occur in large numbers, exempting any pre-existing stations. Therefore, it would appear that no such variance would have been required in those eras.

There have been numerous Council resolutions and ZBA grants for each of the properties since then. But none regarding use that I have seen.

I hope this information proves useful.

Respectfully,

Matthew Stierna

Sr. Building Inspector
City of Livonia | Inspection Department
(734) 466-2593
mstierna@livonia.gov

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From: Fisher, Mike <mfisher@livonia.gov>
Sent: Wednesday, April 23, 2025 9:27 AM
To: Stierna, Matthew <mstierna@livonia.gov>
Cc: Taormina, Mark <mtaormina@livonia.gov>; Smyser, Brenda <bsmyser@livonia.gov>
Subject: Gas Stations

Matt and Mark –

I asked Mark for help with these gas stations. As you can see, he asked if we can check ZBA records on the property at the SW corner of 5 & Newburgh - 37449 5 Mile. Do we have anything on the history of that property? Did Inspection issue a C of O? Do we have information on the installation of UST's?

What, if anything, do we know about Mobil station at the NW corner of 6 & Farmington - 17111 Farmington – or the Speedway station at the NE corner of Merriman & Schoolcraft - 31374 Schoolcraft?

Are there other places we should be looking for this information?

Mike

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>
Sent: Tuesday, April 22, 2025 4:24 PM
To: Fisher, Mike <mfisher@livonia.gov>
Subject: Gas Stations

Mike,

I'm researching the three properties noted below. Regarding #1, the Shell station at the corner of 5 & Newburgh, please check the ZBA records and/or any litigation involving this property. The history is a little sketchy. The documents show that the property's zoning when the gas station was built around 1966 was C-2. Shell had owned the property since 1961 and obtained building permits regularly extended through 1965 (see attached letter). Following a change in the Ordinance requiring approval of 80% of the property owners within 400 feet of the gas station property, the Inspection Department halted work on the site. It directed Shell to seek approval for the waiver use. Council denied the waiver petition (see attached CR). Something must have happened to reverse this. In 1967, the corner parcels, including the gas station property, were rezoned to C-1. At some point between the Council's denial and the zoning change, the gas station must have been completed. Once the property was rezoned to C-1, it became nonconforming. Convuluted, to say the least.

Mark

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Tuesday, April 22, 2025 2:57 PM
To: Taormina, Mark <mtaormina@livonia.gov>
Subject: Gas Stations

Mark –

We have some pretty diligent ZBA members, and one of them is raising a few questions about C-1 gas stations. Is he right? If so, are these old grandfathered sites? Or has he got a point?

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Testa, Michael <mtesta@livonia.gov>
Sent: Monday, April 21, 2025 4:31 PM
To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Coppola, Gregory G. <gcoppola@livonia.gov>; Baringhaus, Jim <jbaringhaus@livonia.gov>; Klisz, Tim <tklisz@livonia.gov>; Boloven, Christopher <cboloven@livonia.gov>; Rotondo, Marc <mrotondo@livonia.gov>;

Meagher, Brian <bmeagher@livonia.gov>

Subject: Gas Stations

Hi Mike and Matt

Hope all is well. I was proactively looking at the upcoming Gas Station “Use Variance” request for the SE corner of 8 & Newburgh. I was researching other gas stations in Livonia - my focus was proximity to residential and hours of operation. I noticed 3 existing Gas Stations that are on properties that are zoned as C-1 Local Business...

1. Shell at the SW corner of 5 & Newburgh - 37449 5 Mile
2. Mobil at the the NW corner of 6 & Farmington - 17111 Farmington
3. Speedway at the NE corner of Merriman & Schoolcraft - 31374 Schoolcraft

There may be additional (I didn’t check everyone). Not sure who to direct this question to (Law or Inspections), but when we hear this case, I intend to ask about the 3 above mentioned properties... do they have a “Use Variance” that allows a Gas Stations to operate? Or, is there some other reason as to why a Gas Station is on these properties?

I also noticed a Gas Station on a property that is zone as M-1 Light Manufacturing...

1. Citgo at the SE corner of Louise & 8 Mile - 29835 Eight Mile

I have the same question for this property, but this is less important as it is a different Zoning classification than the case we will be hearing.

Thank you,
Mike

Get [Outlook for iOS](#)

Michael Testa

ZBA Member

City of Livonia | Zoning Board of Appeals

(734) 634-1588

mtesta@livonia.gov

From: [Fisher, Mike](#)
To: [Smyser, Brenda](#)
Subject: Gas Stations
Date: Friday, April 25, 2025 3:10:51 PM
Attachments: [PLANNING MINUTES 1958-09-23_Mobil.pdf](#)

The attachment is Resolution 9-262-58, adopted 9/23/1958 at the advice of then City Attorney Charles Pinto, who said gas stations were allowed in that area. Such that if taken to court, the Court would strike it as invalid on its face.

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Friday, April 25, 2025 1:17 PM
To: Fisher, Mike <mfisher@livonia.gov>
Subject: Gas Stations

The gas station at 29835 Eight Mile Road opened in 1958, when the zoning ordinance permitted gasoline service stations in M-1 zoning districts.

Per Planning Commission Resolution 9-293-59, adopted September 15, 1959, Citrin Oil's Petition M-170 to erect a gasoline station on property located on the Northeast corner of Merriman and Schoolcraft Road was granted on a 4-3 vote.

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>
Sent: Wednesday, April 23, 2025 9:03 AM
To: Fisher, Mike <mfisher@livonia.gov>
Subject: RE: Gas Stations

So, here's the scoop on #2, the Mobil at 17111 Farmington. Back in the day, 1958, the year Elvis was inducted into the U.S. Army, the City of Livonia Zoning Ordinance allowed gas stations in C-1 Districts, subject to Planning Commission approval. On August 19, 1958, the Planning Commission denied a petition submitted by Socony Mobil Oil Company, Inc., seeking approval to construct a gas station at the corner of Six Mile and Farmington Roads. However, in a second public hearing held on September 23, 1958, because the City was in the process of amending its "Master Pattern" in relation to the zoning of several areas, including the subject corner, and further provided that a new ordinance was in the works that would allow gasoline service stations only in C-2 districts, it was felt that the earlier decision of the Planning Commission was wrong from a legal standpoint and the item was approved. (See the attached meeting minutes.)

Mark Taormina

Planning and Economic Development Director
City of Livonia | Planning Department
(734) 466-2292
mtaormina@livonia.gov

From: Fisher, Mike <mfisher@livonia.gov>
Sent: Tuesday, April 22, 2025 2:57 PM
To: Taormina, Mark <mtaormina@livonia.gov>
Subject: Gas Stations

Mark –

We have some pretty diligent ZBA members, and one of them is raising a few questions about C-1 gas stations. Is he right? If so, are these old grandfathered sites? Or has he got a point?

Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Testa, Michael <mtesta@livonia.gov>
Sent: Monday, April 21, 2025 4:31 PM
To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Coppola, Gregory G. <gcoppola@livonia.gov>; Baringhaus, Jim <jbaringhaus@livonia.gov>; Klisz, Tim <tklisz@livonia.gov>; Boloven, Christopher <cboloven@livonia.gov>; Rotondo, Marc

<mrotondo@livonia.gov>; Meagher, Brian <bmeagher@livonia.gov>

Subject: Gas Stations

Hi Mike and Matt

Hope all is well. I was proactively looking at the upcoming Gas Station “Use Variance” request for the SE corner of 8 & Newburgh. I was researching other gas stations in Livonia - my focus was proximity to residential and hours of operation. I noticed 3 existing Gas Stations that are on properties that are zoned as C-1 Local Business...

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There may be additional (I didn’t check everyone). Not sure who to direct this question to (Law or Inspections), but when we hear this case, I intend to ask about the 3 above mentioned properties... do they have a “Use Variance” that allows a Gas Stations to operate? Or, is there some other reason as to why a Gas Station is on these properties?

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1. Citgo at the SE corner of Louise & 8 Mile - 29835 Eight Mile

I have the same question for this property, but this is less important as it is a different Zoning classification than the case we will be hearing.

Thank you,
Mike

From: [Fisher, Mike](#)
To: [Smyser, Brenda](#)
Subject: Gas Stations
Date: Friday, April 25, 2025 4:19:21 PM
Attachments: [image001.png](#)

Here's the gas station research in a nutshell:

Per Planning Commission Resolution 9-293-59, adopted September 15, 1959, Citrin Oil's Petition M-170 to erect a gasoline station on property located on the Northeast corner of Merriman and Schoolcraft Road was granted on a 4-3 vote.

I think this is before the concept of waiver uses was invented. The minutes don't use the term "waiver." As the owner, you just "request permission" to erect a gas station.

The gas station at 29835 Eight Mile Road opened in 1958, when the zoning ordinance permitted gasoline service stations in M-1 zoning districts.

Mark

The gas station at 29835 Eight Mile Road opened in 1958, when the zoning ordinance permitted gasoline service stations in M-1 zoning districts.

Mark

The court case invalidated the rezoning for the Shell station.

The 17111 Farmington zoning decision was at the advice of then City Attorney Charles Pinto.

Mike Fisher
Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

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(734) 466-2520
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Mike Fisher

Chief Assistant City Attorney
City of Livonia | Law Department
(734) 466-2520
mfisher@livonia.gov

From: Taormina, Mark <mtaormina@livonia.gov>
Sent: Wednesday, April 23, 2025 11:33 AM
To: Fisher, Mike <mfisher@livonia.gov>; Stierna, Matthew <mstierna@livonia.gov>
Cc: Smyser, Brenda <bsmyser@livonia.gov>
Subject: RE: Gas Stations

No...the Shell. The central question is how a gas station got built on property zoned C-1. It was C-2 at the time the petition was submitted, denied, then rezoned to C-1 prior to the Court of Appeals decision.

Moreover, in 1967, after denying the waiver, the City rezoned the property from C-2 to C-1, which has remained ever since. (I assume this is about the Shell station.)

I can add to this that Shell Oil successfully sued the City regarding the gas station at Newburgh and Five Mile. When Shell bought the property and started pulling permits, "it was zoned to allow gas station use." The City then changed the zoning to make gas stations a waiver use in the zoning district. The City denied a waiver use, so Shell sued. The City offered eight reasons for denying the waiver use, but the Wayne County Circuit Court rejected those reasons. The City appealed, but the Court of Appeals upheld the decision.

This was the famous case of *Shell Oil v City of Livonia*, 30 Mich App 454 (1971).

From: Stierna, Matthew <mstierna@livonia.gov>

Sent: Wednesday, April 23, 2025 9:37 AM

To: Fisher, Mike <mfisher@livonia.gov>

Cc: Taormina, Mark <mtaormina@livonia.gov>; Smyser, Brenda <bsmyser@livonia.gov>

Subject: RE: Gas Stations

Gentlemen,

Please see the response I sent yesterday. In a nutshell 3 of the 4 properties were build as gas stations in the late 50's. The fourth in 1971 under the 1960 Code of Ordinance.

Good afternoon, Michael!

The short answer regarding use variances for these properties is: No.

The gas stations you have listed here were built in 1971, 1958, 1959 and 1957, respectively. Our first Code of Ordinance was adopted in 1960 (Ordinance 760). Prior to that, there isn't much information I can find on the approval process.

The Shell would have been approved under the provisions of chapter 14 of Ordinance 760 which primarily restrict location to no closer that 100 feet to any school building, public park, playground, church, theater or other public places where public gatherings occur in large numbers, exempting any pre-existing stations. Therefore, it would appear that no such variance would have been required in those eras.

There have been numerous Council resolutions and ZBA grants for each of the properties since then. But none regarding use that I have seen.

I hope this information proves useful.

Respectfully,

Matthew Stierna

Sr. Building Inspector

City of Livonia | Inspection Department

(734) 466-2593

mstierna@livonia.gov



LETTER TO THE LIVONIA CITY COUNCIL

1.

Planning
October 23, 2024

MEETING DATE

PH120924/R121824

PRESENTED BY

Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

BACKGROUND DETAILS

October 23, 2024

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2024-08-01-04 - Sheetz

Dear Council Members:

At the 1,221st Public Hearing and Regular Meeting held by the City Planning Commission on October 22, 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)

#10-55-2024 RESOLVED, That pursuant to a Public Hearing having been held by the City Planning Commission on October 22, 2024, Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), the Planning Commission does hereby recommend to the City Council that Petition 2024-08-01-04 be approved subject to the following conditions:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is

consistent with its size and location and will bring additional commercial services and retail to this part of the city.

4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.15 of Livonia Zoning Ordinance, as amended.

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

AYES: Droze, Dinaro, Caramagno

NAYS: Long, Wilshaw

ABSENT: Bongero, Ventura

ABSTAIN: None

ATTACHMENTS

1. 2024-08-01-04_COUNCIL E-Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director

Date: October 24, 2024



Maureen Miller Brosnan, Mayor

Date: October 25, 2024

**PUBLIC HEARING
DIRECTION**

Monday, December 9, 2024

Petition 2024-08-01-04 requesting to rezone the property at 37355 Eight Mile Road

DIRECTION:

1) APPROVING 2) DENYING 3) COW REGULAR

TO CONSIDER ADOPTION OF A RESOLUTION APPROVING A BROWNFIELD PLAN AND TAX INCREMENT FINANCING FOR THE 7 AND VICTOR PROJECT

DIRECTION:

1) APPROVING REGULAR

**THESE ITEMS ARE TO BE PLACED ON THE
AGENDA FOR THE REGULAR MEETING OF JANUARY 15, 2025**

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Saturday, December 7, 2024 1:01:11 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	Tim
Last Name	Bannon
Address	20685 Laurel Ct.
Email Address	tim.bannon@mi.rr.com
Phone Number	248-477-5316
Topic	Other City Council Inquiry
Date of Issue	12/7/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	I would like to communicate to you my opposition to the rezoning proposed at Eight mile and Newburgh roads to facilitate a Sheetz gas station. A consideration when we built our home was the dedicated green space locally (e.g., Green Meade Historical Park, Whispering Willows Golf Course, Glen Eden Memorial Park, Founders Sport Park, etc.). Additionally, the City's Livonia Vision 21 document supports zoning of this area of the City, as NP (Nature Preserve). What is being proposed to change the zoning to a C2 designation, would be supporting/approving a "nonconforming development". As Planning Commision's Ian Wilshaw communicated, there are more appropriate settings in Livonia that would better support a Sheetz gas station. The City should assist the Sheetz organization in finding a better location for their development. Currently there are 6 gas stations within a mile of the proposed site.. How many is enough? Plus you have private residences directly across the street from the proposed development. Thank you for your time and consideration of this matter. Tim Bannon

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

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	Denise
Last Name	Bracali
Address	19992 Pollyanna Dr.
Email Address	denisebracali@gmail.com
Phone Number	7343065531
Describe your issue, concern, or question.	I hope you've reached out to Sheetz to find out how it can be catered to the 8mile Newburgh area. It is not a loud trucker stop. It is a glorified Speedway. The food is actually great too. All of the complaints of it going to be so noisy are just not true. Explore some Sheetz locations like the one in the heart of Slippery Rock, PA for example. This establishment is not going to be any louder than the Tin Cup restaurant next door.
Date of Concern	12/8/2024
Attachment (Optional)	<i>Field not completed.</i>

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

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, December 2, 2024 8:53:21 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	Greg
Last Name	Ralko
Address	36116 Fairway Drive
Email Address	greg.ralko@gmail.com
Phone Number	7346347396
Topic	City Council Meetings
Date of Issue	12/9/2024
Attachment (Optional)	Sheetz_Open Letter to City Council.pdf
Comments	Re: Petition 2024-08-01-04_Set for December 9th Agenda This is an Open Letter to the Livonia City Council on behalf of the Deer Creek, Golf Ridge Villa & Willow Woods subdivisions that all stand against the rezoning of the southeast corner of Eight Mile & Newburgh and the building a 24/7 365-day Sheetz gas station, restaurant, convenience store and drive-thru.

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

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Friday, November 29, 2024 3:50:23 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	Gerard Christine
Last Name	Depowski
Address	36221 Club Drive
Email Address	cdepo1220@yahoo.com
Phone Number	248 4172344
Topic	Other City Council Inquiry
Date of Issue	12/9/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	Regarding a Sheetz 24/7 (that never ever closes Christmas etc) We live nearby in the GolfRidgeVillaHome complex. There nearly are not enough words to express our absolute opposition . Despite what information was given by the Shilken Representative during the recent Planning commission, that intersection currently is prone for accidents. Personally speaking our car was totaled as a result of heavy traffic combined with hard to see roads. Citing the shilken sheetz website, an additional five figures of additional traffic are expected . Please shut this \$\$ focused irresponsible proposal down for this site. It's not good for the combined communities Thank you very much GC Depowski

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

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Friday, November 29, 2024 3:24:59 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	Christine
Last Name	Depowski
Address	36221 Club Drive
Email Address	cdepo1220@yahoo.com
Phone Number	248 4172344
Topic	Other City Council Inquiry
Date of Issue	11/29/2024
Attachment (Optional)	<i>Field not completed.</i>
Comments	This is regarding the December 9th meeting topic Shilken Gold wanting to build a SHEETZ gas station, market at the former Rite Aid 8 mile and Newburgh.

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

**CITY OF LIVONIA
PUBLIC HEARING**

Minutes of Meeting Held on Monday, December 9, 2024

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on December 9, 2024.

MEMBERS PRESENT: Brandon McCullough, President
Martha Ptashnik, Vice President
Carrie Budzinski
Rob Donovic
Scott Morgan
Laura M. Toy

MEMBERS ABSENT: None

OTHERS PRESENT: Carter Fisher, City Attorney
Mark Taormina, Planning and Economic Development Director
Sara Kasproicz, Recording Secretary

The Public Hearing was called to order at 7:00 p.m. with Council President Brandon McCullough presiding. This item is in reference to Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

This item will be moved to the Regular Meeting of **January 15, 2025**.

The Public Hearing is now open. There were approximately 60 persons in the audience.

McCullough We're going to jump in, obviously, to agenda item number one, I know everybody here would probably like to speak. We did get a lot of your correspondence. Appreciate that. Everybody's going to be given two minutes, come to the podium, name and address. But how I'm going to do it is, I'm going to hand it over to Mark Taormina, who's our City Planner, and he's going to open up the Council, and then I'll go right to the audience, if that will work. Again, we are operating a professional meeting, so try not to make huge comments and spectacles or anything like that. I would just kind of just say we're here trying to do our job. We are going to listen to you, and we appreciate you being here with us. And it's two minutes for a public hearing. So, with that, Councilwoman Toy is on her way, so I'm going to say that we do have seven, and without further ado, I'm going to hand it over to Mr. Taormina. Six, I'm sorry, yes, we're missing Councilman Jolly, who is now the new judge. Mr. Taormina, the floor is yours.

Taormina Thank you, Mr. President. This is a rezoning request. Property is located at the southwest corner of Eight Mile and Newburgh Roads. This is actually the first step in a two-step process for the development of this site. The property is roughly 1.8 acres in area. It has 269 feet of frontage on Eight Mile Road. 285 feet of frontage on Newburgh. To the west, across Cooper is the Greenmead Historical Park. To the south and east is the Whispering Willows golf course, also owned by the city of Livonia and the city of Farmington Hills is located to the north of the site. So, the property, as you can see in this aerial photograph, contains a vacant two-story commercial building that previously contained a Rite Aid and a golf shop. This property, the grades do drop significantly, roughly 20 feet from Eight Mile Road to the south property line. Gas stations and drive-thru restaurants, which is what is requested for this property. These are treated as waiver uses in a C-2 zoning district. Thus, if the zoning change does move forward, the next step would be the review of a site plan and a waiver petition. The plan that was submitted with the application, again, this is preliminary. It's conceptual. It's not the subject of this evening's review, but it does show how they intend to develop the site if the zoning is approved. It shows a one story, 6140 square foot building that would be positioned roughly towards the middle of the site. Access would be from two driveways. Currently there are three driveways serving the property. The North driveway along Newburgh Road would be removed. And under this plan, they would have a single access point from Newburgh, a single access point from Eight Mile Road. There would be parking for 55 vehicles, roughly, those are shown on the north. The east and the west sides of the building. Outdoor seating is shown in connection with the restaurant dumpster enclosure. The fuel pumps would be located between the building and Eight Mile Road. Shown are six fuel pumps and an overhead canopy. The building itself would be predominantly brick and cast stone. You can see that it has a tower element. This feature is located above the main entrance, which is in the northeast corner of the building. Also submitted is a floor layout, which includes all of the operations within this building. That would include a convenience store, the merchandise display areas, walk in coolers, a kitchen, indoor seating for roughly 30 persons, restrooms, storage and utility rooms, as well as freezer fountains and point of sales. Just going back to the site plan quickly and I failed to mention that there would be. See the drive-up operation here is shown on the south side of the building. So, as you enter the site, either from the direction from the north along this drive aisle or from Newburgh Road, immediately you would see the drive-up stacking lane here for the windows that would be positioned roughly in the southeast corner of the building. Lastly, I'll mention that there was a traffic study you should have available in your packet that was submitted and with a couple of requested improvements really related to the cycle timing. So, there's a proposal or a recommendation that the cycle length be changed from 120 seconds to 90 seconds at the intersection of Eight Mile and Newburgh Roads, and then some additional changes to the shared through right turn lane along Newburgh Road, again to suggestions that came from that traffic impact

study and are reflected on your plans this evening. So, with that, Mr. President, I'll answer any questions you may have.

McCullough Thank you. Are those TVs on? Just for the sake of this, would you mind just giving 1000 foot, not going into everything of what you did, but just kind of giving a review to the audience? Mr. Taormina is not our IT Director.

Taormina Okay, what you're viewing on the screen right now is the proposed site plan. Just going back. This is the aerial photograph that I referenced initially. You can see where the existing building sits on the property. The boundaries of the property are shown here in yellow, obviously Newburgh Road to the on the left-hand side or to the west side, and Eight mile to the north or on the top. This is the proposed plan showing the building situated on the south-central portion of the site doesn't really show as well, but this is where the fuel pumps would be located. Again, between the building and Eight Mile Road parking is shown on this side of the building, the west side, on the north side and along the east side, the drive-up operation would be on the south side, and the dumpster is located here on the east end of the property. So those are the main features of the site.

McCullough Thank you, Mr. Taormina, again, I'm going go to Council, and then obviously, when the time comes out, I have everybody queue on that podium to Council.

Donovic Thanks, Mr. President, thanks for getting the speeding schedule before the holidays in particular. Mr. Taormina, I think the last time we did a gas station proposal was maybe 2021 or 22, so can you kind of refresh this in the process? For the residents that aren't familiar with how this process is moving forward, tonight is a public hearing. There could be a few motions that are mentioned tonight, but there's not an actual vote that takes place as this is the first meeting. What are the subsequent meetings we could potentially see?

Taormina So, it's the practice of Council on these rezoning petitions that if they do move forward, the first step is really to give First Reading to the to the rezoning. And what that is, it's announcing to the public and to everyone your intention, ultimately to rezone the property. But instead of completing the zoning process and then waiting for the site plan to be submitted and a review, it's Council's practice to hold that second reading and final action on the zoning, hold that in advance until the site plan is submitted and goes through the review process, first with the Planning Commission and then the Council. And if you see everything that you want to see with that site plan and it reflects everything that's been discussed up to that point, then the final step would be first to complete the rezoning process by giving second reading and a roll call vote followed by a vote on the waiver use of the site plan, and that process still requires another probably two months of review at least.

- Donovic Okay, so in layman's terms, this is the first meeting of many if the City Council were to approve the rezoning, the rezoning is essentially contingent upon the next step of going through the site plan, looking at elevations, looking at material, looking at locations of the entrances and the signage and various things like that. And if that vote passes, then we pass the rezoning. If we don't pass the site plan, the rezoning essentially fail, and this project would not be going forward.
- Taormina Essentially, that's correct.
- Donovic Okay, now we talk about the C-1 zoning. We also have to approve a special waiver because it is a gas station?
- Taormina So, C-1 does not allow gas stations. Hence, the reason for this petition this evening, the reason to change to C-2. C-1 is our local business district classification. C-2 is our general business classification. C-2 does permit gas stations and drive-thru restaurants as a special land use or as a waiver use. And special land use process requires separate public hearings for those items.
- Donovic Do we have to do that separately?
- Taormina Actually no, they're brought together, so it requires a public hearing that is separate from the zoning process, I should have said. A single public hearing would be required for the drive-up operation and the gas station.
- Donovic So, a lot more meetings to come for the residents. And last question, Mr. President, Mr. Taormina, you mentioned there's a large drop off on this site. If you drive by anyone that's familiar with it, from west to east, it drops down, I don't know how many feet, 10 feet, maybe, or vice versa. Are they in this plan? And I know the petitioner will have an opportunity explain it to us. Are they talking about elevating that site up?
- Taormina So, it's sort of just one level site for the most part, so that requires balancing, and there's no question that they would have to retain that south portion of the site, some type of structural feature, a wall, and what that looks like at this time. We don't know at this time, but, but, yeah, it's going to require, again, some filling operations, some cutting, a combination of both, to make the grades work on the site.
- Donovic I guess I asked the question later to the petitioner, Mr. President, if that would impact the land to the south, if that has any ramifications of EGLE, since we're talking about maybe the impact that area did not impact that area. So, there's some things I'll ask last later on. Thanks, Mr. President, appreciate Thanks. Mr. Taormina.
- McCullough And for the audience, just did you guys understand the process then start to kind of laid out from a high level. So basically, and then note the date

right now, tentatively, this report out will be on Regular meeting of January 15. That is a Wednesday, 7pm here. Probably would get posted. And you know, I wish I could go back and forth with questions and answers, if you would like to, we'll be sticking around after this to answer any of those questions, but I want to make sure that everything's transparent and you guys have all the information that is proven to this process.

Sorry, it's Robert's Rules, and this is a Council meeting, so it's something that we can table, or you can maybe call the Council Office tomorrow. That's kind of, you know, kind of an overall too. If you guys have other questions that we can't answer tonight, feel free to reach out to us via email. Reach out to the Council Office. We'll make sure you get all the information you do need. Yes, and you can ask during audience communication, and we can kind of, you know, go back and forth. We do have set group rules, and also, just to kind of lay it out too, we probably will have a petitioner up here when Council, would you come to do audience communication, just address us, just for the procedures and stuff, and keep it rolling. Council, anything further? All right. Audience, this is a public hearing. This is for you guys, if you would like to, we have both podiums. Again, it's two minutes if you guys can have name and address for the record.

Sharpe

My name is David Sharpe. I appreciate this opportunity to speak to you. My wife and I have lived across the street from historic Greenmead for 50 years. Up in Farmington Hills, as you might imagine, things were a bit different in those years than they are today. I-275 wasn't open. And beyond I-275 there was very little except some apple farms all the way to Northville. So, there are many, many changes that have occurred in these 50 years, but the corner of Newburgh and Eight Mile remains today as beautiful as it was when we first moved there. So, you should be aware of that I attended the last two meetings of the Livonia Planning Commission. We were at the last meeting, the proposal to rezone the property at Eight Mile and Newburgh Road, passed by one vote. This meant to me that some members of the Planning Commission were concerned about the same problem with the addition of the Sheetz gas station at the corner as I was. Rather than discuss the obvious pollution problems associated with this proposal, I would like to speak tonight about another subject. When I began my teaching career at Wayne State University in the 1950s our class at Wayne State visited the Livonia Public Schools, because you were leaders at that time, although you were a young community during the many years since, we've had a continuing relationship with your community, we have owned property, made major donations, volunteered and enjoyed Livonia for many years. By the way, Farmington at that time was a township, not a city. On Saturday, my wife and I attended the Livonia Symphony Orchestra, and yesterday, the Livonia parade was held with three marching bands from the Livonia Public Schools. Livonia has a proud legacy that has been created through the years. I would finally like to discuss aspects of the area of Livonia, located at Eight Mile and Newburgh Roads, this northern part of your city has been gifted with a

legacy farm, Historic Greenmead, where residents can garden, have weddings, visit a historical village, learn about the history of Livonia while enjoying the beauty of a Historical farm. Across the street, you've created a beautiful golf course with a clubhouse for citizen recreation. You have provided for wildlife and beauty for local citizens to observe and enjoy. East on Eight Mile, there's a cemetery and subdivisions where people reside. In addition, there are other recreation areas, gardens and subdivisions all without changing the essential qualities of this area. In addition, a new subdivision is to be located west of Greenmead as well. When we worked, we were all young and we served the various power positions, and we often don't think about the importance of extended legacy in our lives. As an older person, that legacy becomes increasingly important as one passes through the years. One more paragraph. In this area of Livonia, you have created a beautiful location and a legacy. You have created an area which can live on...(buzzer).

McCullough I'm sorry, that's time, sir.

Sharpe Come on now, look, I'm eighty-seven years old.

McCullough Honestly, listen, I try and be as cordial as possible.

Sharpe You have a beautiful legacy here. Please don't change it.

McCullough I appreciate that. Like I said, we have the rules we got to follow. It's not the first enough. We just got to keep the meeting going. (Clapping) If we can, please refrain from clapping. (Chattering) Guys, I'm just trying to be completely honest with you, this is the rules that we do have in place for reasons. I'm trying to be respectful, but we do have to have a professional meeting, and I appreciate it. We're going to give you the time too, the two minutes. We just have all the rules. Sorry, this is the rules of place.

Donovic Yeah, I support you, Mr. President. We have Robert's Rules of Order, and we have to be cordial. Everybody has to have a fair opportunity to speak. And I understand we get passionate. We, as Council, want to listen to you, understand, but we have to run a professional meeting with decorum and allow everybody the opportunity to speak. And our President is only enforcing the rules that every governmental body has to follow. So.

McCullough Thank you. The floor is yours, sir.

Eleif My name is John, and I own the property that's currently the Rite Aid folks store right now, if there is something you don't understand, ask me to repeat myself, I apologize. I'm recovering from a stroke. I bought this property for some time, and I've lived in Livonia, my first house, 32 years ago, at Eight Mile Gill. I'm very familiar with everything there and around it. My family is still there. All my friends are there. I wouldn't put something in here that isn't right. And what we're trying to do is probably the opposite of what you usually see. We're tearing down 30,000 square feet to build

six. We're reducing the size by 80% and building a beautiful brick building. The Rite Aid store, the Golf Shop, and there's a real estate office. They had employees and did business there. The Rite Aid sold beer, wine, liquor, opioids, prescription drugs. And those things aren't the prescription drugs and opioids, obviously are not going to be there anymore. Rite Aid contacted me a couple years ago and said, we're not going to be able to sustain things. We're probably pulling out of Michigan. You should look for someone. So, I did. I began looking at a real estate company, and the only two offers were a Dollar Store, and the Chinese Dollar Store wanted to throw a coat of dark gray coat of paint on the building, and they'd open in 90 days. I didn't like that idea. I had a Michigan Baptist Church come to us who wanted to buy in the land contract and build a church on the first floor and have childcare Bible study on the second floor, but that was it. We didn't get anyone else to come forward. And then Sheetz came, and I wasn't sure, so I went to the new store at the airport, and boy, was that impressed. It's amazing, and I encourage anyone that wants to know what it's going to be like to go see one. It's not a truck stop. It's going to be a gas station, but the facility at the airport is a regular gas station, as well as in the back, semis can stop for gas. So, there's noise from the trucks or air brakes. And neighbors were, I said carefully the last meeting, some were worried about lighting. The lights are all LED. They're designed to shine down, not into the traffic or across the road into the neighbors. And there's no going to be noise. We're not building a Cedar Point here and bring busloads of kids from Indiana to play, it's just a gas station.

McCullough Thank you, sir. Good evening, sir. How are you?

McNabb Thank you. My name is Ralph McNabb, 36372 Fairway Drive. I would like to make sure that the Council has these two documents, the impact study, the traffic impact study and the Master Plan. The traffic study, I believe, and I've read this many times, you know, reading this, I think they're underestimating the amount of traffic that will be in that area. If you look at these egress and ingress of where they come in and out on Eight Mile and on Newburgh, there's sidewalks there, you'll make those sidewalks completely irrelevant. They'll be gone. Basically no one can cross that at 3.5 cars per minute, which is what the estimate is. The proposed mitigation plan on Newburgh is to make that a straight through on the right lane instead of a turn lane. If you look on the other side, you're committing Farmington Hills to a horrible situation. Those cars are going to have to come in very quickly. And there's a daycare right there. People would be picking up and dropping off their kids at the at the peak hours that they mentioned in this traffic study. I don't know if you've talked to Farmington Hills about this, I think they're going to be surprised. So please read this traffic study. I would also suggest that you read the Master Plan. It's four books that are easy read. The common theme is, protect and preserve the quality of life and natural environment. First and foremost, nowhere in this Master Plan has there ever been a plan to put a gas station drive- thru restaurant at that corner. The proposed type of business there really is listed as appropriate land in a corridor commercial, regional, commercial

and mixed development for gas station, and not in the parks and recreation area or the mix or in the residential area, which is what we are. I can go verse by verse through this Master Plan and tell you all the reasons why it states that it's not to be there. In the 90s, it was to put drugstore on every corner. Now they're all empty. There's 18 gas stations within 2.5 miles of that corner. Do we need another gas station? 24 hour? 24 hours? Let's not make that mistake again. I want to make sure that we preserve the integrity of the life there, as well as the natural habitat. There's a creek on the south side. Please read these two studies.

McCullough Thank you very much, I appreciate it.

Moran Good evening. My name is Marcy Moran. I live in Golf Ridge Villas on Club Drive. I'm making this quick. My major concern, besides the heavy traffic is high crime. It's inevitable that a 24-hour convenience store is going to bring crime, an increase in crime to a low crime area. That is my biggest concern. Because if you look around at all these other convenience stores with a restaurant, gas station, there is high crime, and that is my biggest concern as a resident, and also my property values going down. That's all I have to say.

McCullough Thank you so much. Appreciate that. Good evening.

Hall Hi, I'm Dave Hall. I live at 37300 West Eight Mile Farmington Hills, if you can put the picture up again? As you can see the entrance on Eight Mile there, that is directly across from my house. And I have some pictures that I stood in that area and took pictures of my house. Can I give those to thank you.

McCullough Can we keep those?

Hall Yes, please. That entrance, and now I just learned that they're going to have a drive through on the back coming around, out on Eight Mile. That is going to be directly light splashing in my bedroom all night, it's going to be in my living room all night, my office all night. I got three windows in the front of my house, and those are directly across the street. Now my other concern is the traffic starting at, who knows? Now, starting at four o'clock, it's hard enough for me to make a left onto Eight Mile heading east. It's going to be impossible when this thing goes in, if it goes in, I pray to God it doesn't. And as you can see, I have a circular driveway. So, what happens on Newburgh, the right-hand lane, you have to turn right the middle lane, the lane heading north, that backs up all the way past Whispering Willows. So, what people do? They make a right, and now I have the circular driveway. They come in my driveway and pull all the way around. I probably get that 20 times a week now. And I'm telling you, when this thing, if it goes up and I pray it doesn't, this is going to be a problem for me. And I know the gentleman thinks Sheetz is good, but I don't think we need this in this area. I truly don't. Traffic is going to be horrendous crime. 24/7 365 days. Who knows? I mean, I'm going to be living this, and

all these people here are going to be living it, but it affects me huge. I just want to make you clear that. Thank you.

McCullough Thank you, ma'am. If you would like to, okay, we can go both podiums. How are you?

Behrendt Hello, I'm Diane Behrendt, and I live on Fairfax Drive in Northwest Livonia. Contrary to most of these people, I am in favor of building a Sheetz at this location. Recently, my family and I drove to North Carolina, we stopped at our first Sheetz somewhere in Ohio, for coffee, a restroom and to tank up. I personally was dreading the stop, because we all know what typical gas station restrooms look like. So, we tanked up the car, used the facilities, and grabbed our coffees when we reentered the car, we actually discussed how shocked we were to see such clean gas station restrooms and the entire convenience store was spotless. So, for the next stop, we looked for another Sheetz and had the same great experience. When we arrived in North Carolina, we shopped at a couple more Sheetz locations instead of the Circle K. Okay, we also stopped at Sheetz a couple times on our way back to Michigan. Through all of these stops, each experience was better than the previous one. When this proposal came about near my neighborhood, I began researching, what is Sheetz? The following is an excerpt from their website. Sheetz is family owned. Sheetz is a one stop solution for basically everything. It's where you refill gas. It's where you pick up dinner for the family. It's where you grab a late-night snack. It's where you go and you have your uh oh, we forgot to pack that moment. It's the cleanest bathroom this side of Oz. I personally agree with the website description, because I witnessed it myself. Sheetz would be beneficial for a few more reasons. This property is not just the gas station, it's a convenience store. This property used to be a Rite Aid, which provided somewhat of a convenience to those in the area, Sheetz would replace the convenience store with a couple extra perks. Made to Order fast food, not food that's been sitting under a heat lamp for several hours. Healthy food choices, fresh fruits, fresh salads, etc, and a gas station, which doesn't exist at that intersection, and I'm aware that most people are against the gas station. They're not selling alcohol. A gas station isn't going to bring crime just because you're filling up your gas tank. As I did my research, I learned the site will not have a truck stop, and we also learned that tonight, Sheetz did a traffic study, and they're willing to implement whatever the city allows to alleviate traffic problems. The former Rite Aid, as the gentleman said, did sell drugs and alcohol, which probably would have brought more crime than I feel a convenience store would bring. Sometimes at midnight, you realize you need a gallon of milk or a bottle of Tylenol or some healthy snacks for the kid's lunches. It will be open 24 hours. Kroger and Meijer both close at 11pm.

B. McNabb Hello. My name is Beth Ann McNabb, not related to Ralph, and I'm at 38571 Northfarm Drive in Farmington Hills across the street from Sheetz. I've lived in that neighborhood since I was born. Moved back to that neighborhood in adulthood to raise my family and no offense to Sheetz.

I'm sure it's wonderful, but that area is a sanctuary area. We have the historical, you know, Greenmead. We have a golf course, a county park for Farmington Hills is along Eight Mile corridor. There's a cemetery, very quiet residence. But it just seems to me that if it wasn't something for a gas station, and the traffic already is horrendous along Eight Mile Road. I don't see how this is going to help. I'm sure Sheetz is a wonderful addition to Michigan, but again, we have 18 gas stations a mile down the road. There's a Meijer, a mile the other way, there's a Kroger, the entire category corridor set up for just about anything anyone could ever want, and the traffic and the road conditions. I don't see that this. I don't see Sheetz signing up to help with those conditions. In with the traffic study and the ins and outs, it just doesn't feel right or safe to entertain traffic from a highway pulling it eastward into the corridor, versus the natural effect of the Haggerty corridor that's already kind of in place. So that's kind of my concerns there, along with everyone else to echo their sentiments. And I do appreciate you not putting in a dollar store, thank you. But you know, I just rezoning it for gas and having this 24-hour people and changing things. And again, the daycare is across the street, so Farmington would have to deal with that too. It just, it's a cause of concern. So, thank you for hearing me out. Thank you.

Lomako Good evening. My name is Kathleen Lomako, and I live at 20154 Edgewood in the Deer Creek subdivision. I was a professional Planner for forty years, and I'm the retired director of the Southeast Michigan Council of Governments. I'm here to express my opposition to the proposed rezoning, which increases the intensity of the commercial use from local commercial to general business and particularly the potential of allowing the 24-hour operation. The proposed use is not consistent with the Master Plan, and it's not consistent with the uses in the vicinity, including Historic Greenmead, Whispering Willow, golf course, residential and a childcare facility. As you can see from the attendance tonight, there's a great deal of opposition from neighborhood associations and the residents in the area, and I urge you to deny the requested change.

McCullough Thank you. Thank you evening, sir.

Ourlian Hello Ralph Ourlian 37182 Bretton Drive in the Willow Woods subdivision. And we're opposed to this. We have three kids, one in Wayne State, the other two in Livonia Public Schools, Stevenson and Hoover. And what we've seen over the last several years is the congestion on Newburgh and the disregard people have for school busses when those flashing reds are on and that stop sign pulls out on the bus, 70-80% of the people just go right by that bus. I challenge you to go to a park anywhere off of Newburgh, between Seven and Eight, between Six and Seven, the congestion is terrible. The regard for the public-school busses is bad. That means to me that the Livonia PD are overwhelmed and aren't getting to this because it's not the way it used to be. And the irony in this is the proposed site. There's a sign right across the street, and it says city of

- Livonia, since 1950, families first, and that's the most important message I have.
- Riggio Good evening. Hi. Patty Riggio, 37204 Bretton Drive, also president of the Willow Woods HOA. You did receive a document of joint three HOAs, in the surrounding community. I hope that you've taken the time to read that information. It's chocked full of all kinds of wonderful stuff. I have two things that I want to talk about. On the city of Livonia website, the future land use, the biggest green zone, the biggest green area, the green space, is this area that we're talking about in Livonia. This is the gem of Livonia. This is where we have the most green property. We have the Historic Green Mead. And we also have the two golf courses on your website, on your future planning use. There is no, there is not even a section here for that, that commercial property. So, are we straying away from, you know, the vision here by changing the zoning at all? The second thing that I want to ask is, also on the City Council meeting, it says December 18, that this will come up for a vote. So, I'm confused by the first thing that you mentioned, when it will come up for on January 15 for a vote. So, I'm a little confused by that.
- McCullough Are you finished? I don't want to take your time. So yeah, until the agenda gets fully published, it did. Right now, I think, out on the website, but it is moving to the 15th, so it's no longer on January 15, 7pm here. Thank you, we got a show down here.
- Riggio Hi my name is Ronald Riggio I live at 37204 Bretton in Livonia and the Sheetz gas station is going to be nothing but a big truck stop. It's going to cause delays, backups, inconvenience. As far as it being a convenience store, we got convenience stores all up and down, eight mile down, all city of Livonia. It I want to reiterate on this one thing here, before I give it up, is that right across the street, Eight Mile in Newburgh, it says, Welcome to Livonia. It says established in 1950 it says families first, and that's why we're here. We're family. Okay, think about us first before you put in a, not even a gas station, a truck stop, which we shouldn't have, a 24/7, thank you.
- McCullough Thank you. Good evening, sir.
- Schuessler Good evening. Robert Schuessler, 36325 St, Andrews, Drive, Golf Ridge Villas, I'm sure the Council has been brought up to date on all the reasons why most of the residents in the area are opposed to this zoning change in this project. So, I'm not going to try to reiterate them, but we just went through an election cycle where if a candidate gets 55% of the vote, it's a landslide. I believe the petition that went through our subdivision was over 90% or so, opposed to me, that's an avalanche. So, I'm going to implore you council members that we vote in to listen to the constituents that are most are going to be most affected by this, the people within a mile or so of this property. So, I implore you to reject this proposal. Thank you.
- McCullough Come on guys, I'm not gaveling, I don't want to.

C. Pagnucco Hi. My name is Christine Pagnucco. I live at 37303 Saint Martins, I'm part of the Willow Woods subdivision. Just to kind of reiterate what a lot of people have been saying, really, to me, having the gas station and the rezoning from the C-1 to C-2 and then having to do a waiver. And it not really fitting in with any of the surrounding areas. It just doesn't make sense to me. Just over the weekend, I had the pleasure of going to Greenfield Village as part of the holiday nights, and it just made me think every time I was walking around its just, I was so proud to be so close to Greenmead here in Livonia that we have, you know, comparable thing with our local history and, you know, just what a gem that is. I think this is just going to bring that down, along with, you know, the golf course and the residential areas right around, not even to bring up the traffic like everyone else. How many times has 275 had an accident, and people are rerouting along Newburgh and Eight Mile to get off the freeway, you know, in addition to the normal traffic. So again, it just doesn't really make sense with all the residents, all the beauty already existing traffic. Just wanted to mention that. Thank you.

G. Pagnucco I just like to add that my wife Christine, we live at the same place we grew up in the both of us not too far from where we are now in the Willow Woods sub. We've raised our two daughters there now, for the last 20 years, I think people are referring this to this establishment as a gas station or convenience store. It's a mega plex monstrosity. This is what I would call it's not just a gas station. It's a giant complex that's going to bring tons of business, tons of traffic that's unnecessary for this area. Like everybody stated before, we have all what this will offer all over the area within a mile from this corner. So, it's just an unnecessary thing, and it's just going to bring problem. Thank you.

Derwich My name is Paul Derwich. I live in Livonia, between Seven and Eight Mile, west of Gill Road, and I come before you today to support the motion, or the opportunity to have something new comes to Livonia that will definitely raise the standard for gas stations and convenience stores throughout our community. Many of us by here are in in our community, our gas our convenience foods, things like that. We all know what these places look like. They're jam packed. We feel claustrophobic. They're dirty. It's hard to find the restrooms, and if you can find it stacked with toilet paper, you're the lucky one, should buy a lottery ticket at the same time. That wasn't my experience when I visited the Sheetz gas station in Romulus. It was clean, it was well stocked, it was bright, it was airy. There were employees everywhere. There weren't just two people behind the cash register. There were six or eight people, some monitoring outside, some cleaning and doing stocking inside the store. Crime comes when there's a single or a two-person operation and crooks know. You get in, you terrorize the cashier, you claim the cashier, and you'll be they're not going to come to a place that has six or eight different employees right on the floor to recognize them. It's a quality building that Sheetz puts up. This whole brick from ground to ceiling. It's not spray on material that eventually wears out

and must be replaced. Sidewalks are brick pavers. There are trash cans everywhere, but they're not overflowing. They're well maintained up here. The lighting. Lighting that was at the Sheetz that I looked at was much different than the Speedway station in Farmington Hills that was redone just a few years ago at Farmington and Eight. There you have the halogen lights that blast light all over the place. Sheetz puts in high quality LED directional lighting that lights the area that needs to be lit, and it has very little spillage. Mr. Elief mentioned how difficult it was to find tenants for that particular piece of property, frankly, I would much rather see a high-quality Sheetz than an empty piece of property sit there for years waiting to be developed. Thank you for your time.

McCullough Thank you, sir. Good evening.

Lapeer Hello. My name is Susan Lapeer. I live in the Willow Woods, subdivision 37162 Fairfax. My point for myself, is the beauty of that corner, the beauty of everything that Livonia has done to try to create that nice environment. I'm not at Plymouth and Middlebelt, where I can want to go to this restaurant, that Kmart, this WalMart. We have something special in that corner. It's a peaceful area. Our neighborhood is a peaceful area. I can't tell you how many times when I was at the Irish Festival at Greenmead, I've seen kids run across the street to go to Rite Aid to get, to go to get whatever they want. They're not even stopping at the light when you're heading east on Eight Mile, a right-hand turn, when able, they with this increased traffic, that's going to be nothing. But another concern also to get out of Willow Woods right now to make a left-hand turn heading south. It's not easy, and now they're building new homes. We lost that when we came and appealed to you not to have those homes. We lost. They're building those homes. We're going to have increased traffic from that. I'm asking you to please look at that area compared to the area at Plymouth and Middlebelt and let us be unique. Let us be peaceful and quiet and beautiful and get it. We don't want, we don't want high volume. And it's not just because I'm old, it's because that's a nice neighborhood, okay, and I'm not going to go there, and I'm going to tell everybody not to go there, and that's not because I'm old, but it's because I'm against it. Please honor some of our decisions on this. Thank you.

McCullough Thank you. Good evening.

Yasuhara Hello. My name is Julie Yasuhara and I live at 36241 Club Drive at the Golf Ridge subdivision. There are two gas stations at Eight Mile and Haggerty. There's a gas station at Eight Mile in Farmington, Kroger has Kroger gas and Kroger grocery on Eight Mile. There's a gas station on Seven Mile and Newburgh. 18 gas stations in the area. There are multiple parks, a cemetery, historic site, the golf course. I and others ride their bikes, walk, take their children in strollers down the road. We walk to the pond at Founders Park. We walk to the skate park. We go to watch kids play ball. We walk to the ice arena and the Dairy Queen and the restaurant at the golf course, and we walk to Greenmead for all the special

occasions. I have nothing against Sheetz. I know it's a great business. I just feel that this is not the correct place. A gas station will mature. All that activity of people, walking to Greenmead, walking the Dairy Queen, walking across the Founders Park in the skating area. Traffic already backs up during heavy periods, no one will want to walk with their children and their strollers and deal with the traffic and the exhaust. My suggestion is to keep the zone at C-1. I much rather, personally, have a dollar store or a church in that area, and I'd like to keep the neighborhood a walkable, family friendly area that doesn't need another gas station. Thank you for hearing me. Thank you. Good evening.

Philpott My name is Nancy Philpott. I live at 20645 Golf Ridge Circle. I'm the President of that HOA, and I'm not going to reiterate what's been said here, because I feel exactly the same way. My thought here is, I'm sitting and listening. We've been talking about the traffic patterns and all that. Are you considering, I've lived over there now for 13 years, and in my experience, Eight Mile is always the last one to get salted during the winter months. And it appears that there's a there's some disconnect, or some between Oakland County and Wayne County. Now you're going to be proposing that we're going to add all of these extra cars here. Is somebody considering that we're going to get additional help with the salting of that street, not only Eight Mile, but that corner and Newburgh, because they're always the last one. So I would ask this Council, so as you're thinking about this, you need to consider everything, not just the extra traffic, but what comes with extra traffic, and it's the added salt, the wear and tear on the cement, because the cement on that street is not all that great either, and that's really all I have to say, because I agree with everything that everybody's saying here. There's no sense in reiterating it. But you need to look at the big picture. And there's more than just changing the timing on a traffic light for traffic. Thank you.

Toy That's a split road. Just so you know. I'm just trying to say to you that you need to call the Oakland County Commissioners. They have a different form of government than us or your county commissioner within Livonia. I just want to direct people to the correct governmental units, because a lot of times we get mistaken for Congress. God help us. Thank you, ma'am.

McCullough Good evening.

Rozner Good evening. My name is Joseph Rozner. I live at 36261 Club Drive at the Golf Ridge Villa homes, you have all received emails from me last week. I am a professional Civil Engineer licensed in the state of Michigan. This is going to be bad news for our community. The potential for pollution into our lakes from a broken buried tank is huge. I do this. I know about oil water separators. I know about buried tanks. It's what I do for us. This is bad news. I concur with what everybody who is who has stood up here to have opposed this. I concur with all of them, but I just want to say my point of view as a professional engineer in the state of Michigan, the where, in terms of roads are already bad, it's going to get worse. So, thank you.

McCullough Thank you. Good evening

Sutherland My name is Karen Sutherland. I live at 37300 West Eight Mile Road, right across from where the Sheetz is going to be built. And I wanted to express my feeling on the traffic. I know everybody else's impact, but I am truly impact with this. I've already had one of my children get t-boned getting into my driveway because they're in the left turn lane trying to get in my into my driveway, and they literally got t-boned. Luckily, they were okay. But this is, this is like a fear I have, so when I'm sitting in the left turn lane to get into my house, I literally had people on Eight Mile facing me, and it's and stacking up all the way down eight. Now nobody else really sees this, because they're not the ones going into my driveway. It's just, it's scary, and I just run it right, and it's, it's bad traffic. And I've been actually taking pictures of every traffic there is, every traffic accident there is. I have pictures up. So, whatever you guys have, as far as, like, how many accidents are, I actually have them when I'm home, I'm running out, taking the pictures, and they're bad. I have them on my phone. They're bad. And there's been many years when it was a two-lane highway, or two-lane street, I learned was going up to the people to help them, because it was so bad. That's when it was a two main street. And now, now we're going to be expanding and moving. And I just it's, it's a bad area and it's, again, the lights are going to be pouring into my house, whether I have my blinds down or not. They're going to be going into my house while they're sitting, looking or not. It's going to cost all the 24/7, 365 days a year, and nobody else is going to be impacted most but me, and I think you guys need to take that into consideration. It's not fair to anybody else. And sure, Sheetz might be good. And one guy said it's nice and bright. Well, that's nice. It's nice and bright for you, not for me. Me, and they are bright because I've been to the one in Romulus, they're bright. With all the red lights, they're bright. So, I just want to express that. It's going to impact me hugely. And my family and my safety went into my driveway. We literally have put up cones so people would stop going around my circle drive, they go around the circle drive, move the cones out of the way and keep going. So how much more can I stop them from coming in my driveway? So, I just want to you know, have you guys realized what it's going to be doing to us?

McCullough Thank you. Good evening.

Craigie Good evening. My name is Alyssa, Craigie. I currently live at 20321 Shadyside in Livonia. Prior to that, I resided with Karen and Dave Hall at 37300 on West Eight Mile Road. If you wouldn't mind pulling up the map, I would appreciate that just so I can give reference. Just Google maps would be great. There's a few points I wanted to bring up to you guys tonight, thank you for being here. I am a member of local government, so I understand what it takes for you guys to be here and listen to everybody tonight, and I do appreciate it. We bought our house in July, and we chose Livonia as a community to live in, because we value this community so much. As far as that goes, building a gas station in the corner, I don't really see fit to our community values. It doesn't see to our safety, it doesn't see

to our convenience, it does not see to the people who live there. I think that we need to take that into consideration when looking at this development. I'd also like to ask if we've gone to the Chamber of Commerce in Livonia to see if there are any local businesses that could be there, instead of rezoning the whole property, have we gone to say, hey, are there any local businesses that are looking to operate in Livonia? Because if we want the business, then let's find the business, instead of proposing an ordinance to completely redo it. Another question I'd like to ask as far as safety and traffic. I know you guys have heard a lot of that tonight, instead of getting a traffic study done by Sheetz, who wants their development there, right? Have we gone to the Fire Marshal to find out how many accidents have been there? Have we gone to the Chief of Police to say, hey, what's your opinion? Hey, you've been there. You've cleaned up these accidents. What does it look like from your standpoint? That's something that we need to do. I know you guys are provided packets of information given to you. If you could please just go beyond that, just this one time to say, hey, I have a research request. Find this for me. Please. Please do it. Another thing I'd like to bring up, as far as safety goes, a lot of your residents would be coming from the west. Well, coming from the east, going westbound. If you look on the map, that means that they're going to have to cross three lanes of traffic, the turn lane, the first lane and the second lane to get into Sheetz and then go around the gas station to get to the back part of it to get into line for this drive thru. The only other option would be to go north. A lot of people maybe wouldn't do that but would come from eight mile that proposes a risk of safety for a lot of the residents and a lot of the people that we are here to serve in a local government. I think we have a duty to them to do the research on that. If we could please, thank you.

McCullough Thank you. How are you?

Unknown I actually had a 10-minute speech to give you on the last one. I don't know. Would you mind me giving you a 10-minute speech? Very relevant.

McCullough I wish we could.

Unknown But I think you can, because I'm the one that wrote this document that I sent to everybody.

McCullough Meeting rules. Three minutes.

Unknown Okay. My subdivision, I live in Golf Ridge Villa Deer Creek. We did a petition. 95% of the people said no, okay. They talk about a traffic study. Okay? The traffic study said two things. It said there's need and demand, and there's also 44,000 cars coming through that intersection. So, what they're trying to do is tell us there's need and demand so that they can pop a business there and exploit this, the 44,000 cars that are coming through there, at who's cost? Ours. Ours. You've heard demand. We answered the demand question. 18 gas stations within a two-and-a-half-

mile radius. We don't need another gas station. Need. We talked to our families in our subdivisions, and they said, we don't need that there. We've answered the demand and need question, okay, I'm trying to think, what else could there be? What else could there be? More property tax? Sure, a Sheetz development will increase the property value there, yes, but at the expense of all the homes around there, you know, you guys did a great job of not detracting or hurting the property around there with doing any kinds of crazy developments. And all of our homes have increased in value. We have about 400 homes. We pay \$4 million a year in property tax to the city. That's big, that's big. There's no unmet demand, unmet need here. Okay, so the property tax is one issue. I heard another thing. Well, if we don't, if we don't, if we don't put something there, we're going to have blight. No, we're not going to have blight. You guys got to do your job in the city of Livonia. Every property owner is responsible for their land. Shostak Brothers, there's no blight at Seven Mile and Farmington. So, the blight concern is no concern. So, I'm trying to come up with the reasons as to why you would vote yes for this. The people here said, No, it's nothing personal against Sheetz. Sheetz is a beautiful business, belongs on a highway. Everybody said, well, geez, you've been to the Romulus one? Yeah, it's 200 yards from I-94. Okay, so I don't know what we're thinking here. We shouldn't even be talking about this. It's bad, and it's in contrast to the Greenmead Master Plan, which you guys endorsed and adopted in 2023 that said, no, no development around here.

Cannon Hi. My name is Terry Cannon, 37061 Mallory, to sum it up, you've heard it all, okay? One guy has an investment that went sour. Two people like to travel to tourist attractions, Buckeye's and Sheetz. We don't need it. That's where everybody's coming from. We're just asking you listen to us and don't vote. Thank you.

McCullough Thank you.

Hamouch Good evening. Good evening. Ali Hamouch, 33411 Six Mile Livonia, Michigan, first, I'd like to thank you guys for your time, for coming here and listening to us and listening to the community here and the neighbor. I believe the message was received by from the neighbor to you guys, that they are in opposition to that. And I believe also, when the Master Plan was put together by the Livonia expertise people, they know that it's there for the necessity and the need for the neighbors. If there is a change in the ordinance, there should be a need. So, show me what's the need. So, the need is, what? Seven gas station, not 18, I'm going to talk about one mile radius. Seven gas station within one mile radius we talk about, we talk about convenience store. Speedway just put millions of dollars in order to bring up a good company store right there. Second, I'm going to shift your attention a little bit to the small business. We talk about community and about Livonia itself, community, all about small business. This is the backbone of our economy as well. What about these small businesses that they put their heart in that business, whether it's a restaurant or a gas station. I mean, our, do you know that it's good, right?

I mean, with nothing about Sheetz, it's great, beautiful operation. But what about, actually, those small businesses, when Sheetz come up to the neighbors and put 40 cents below cost, help these small businesses will sustain just don't even, I mean, they're gonna come in with big cash, they're gonna put 40 cents below cost, and you expect the small businesses, you expect the restaurants to survive also around that? So that's from the from the other end as well. You gotta be careful on the contamination. I believe there is a creek there and this high water and also, there is, think there is a flood zone there. When you put that under storage tank there. There's a big possibility and risk of contamination, no matter what you do, the state of Michigan always will send people there. But there's a big factor here that you have to take in consideration about contamination because of high water and also because of that creek down there. Also, I learned that there is a 40-inch water main runs in that corner. If that breaks, what are you guys going to do? So, with that being said, I encourage you, Council, to oppose that and reject that. Thank you so much for your time. Appreciate it.

McCullough Thank you. Good evening.

Sandra Moore, 20185 Ellen Drive in the Deer Creek subdivision. Just wanted to piggyback on that. Even if the underground gas tanks don't have problems, the runoff, the storm runoff from a gas station, will undoubtedly bring contaminants into the creek, and that's a feeder to the Rouge system, and a lot of time and effort and funding has been spent to clean up the Rouge so the last thing we want to be known for here in Livonia is adding or rezoning land to enable a gas station to come in to contaminate that stream. Thank you.

McCullough Thank you. Good evening.

Levine Good evening. My name is Julie Levine, I live at 37284 Rosedale, Farmington Hills. I live in Halstead Hollow. It's the first neighborhood north of Eight Mile and Halstead on the east side. I've been at the two prior zoning meetings and have heard you've heard many of the spoken words, but something after the last meeting really occur to me. It's been conferred to a couple times tonight, but very specifically, needs to really be considered. When you saw the Google Maps of that intersection, it makes the intersection look like it's a flat area and a strictly, you know, a crossroad, but it's a very hilly area with blocked views with cars coming into the intersection, with all the woods on Greenmead in Meadowbrook Hills, it's a very woody area, the same in the area north of our area. So, there is as traffic. Traffic comes from all directions into that intersection. They don't have a view of what's really coming from the other sides. Okay, and Farmington Hills has spent a lot to put in all the sidewalks all along Halstead and Eight Mile throughout the city, there is tremendous amount of pedestrian traffic, kids on bikes, walkers, major increase since COVID 19. Quite honestly, I've lived in the area for over 10 years. When I what really occurred to me that is, to me, a very concern, is when you open up

a place that is a food establishment, you are encouraging pedestrian traffic, whether walking or on bikes, children wanting to go there to get things. I can't say my son never did, but I instructed my son, and he's now 17, he is not allowed to cross Eight Mile and Halstead, and you know, you have to let your children out of the house, but I was very strict about that with him. There have there was an accident at Eight Mile and Inkster in the past year where pedestrian was hit. I don't know if you recall back in it's been some time, but at Telegraph and Nine or Ten Mile, there's a Burger King, a child was killed being crossing Telegraph Road. Now we're not talking Telegraph Road, but we're talking about areas that get high traffic, and you have an intersection that has very blocked vision for people coming into it, and you also have it that it's not an even lane. So, I really think that is something to consider, not having something that is encouraging pedestrian traffic crossing that intersection, which is very dangerous. Thank you so much.

McCullough Any other audience communication?

Madrid Good evening. Hello, Sandy, Madrid 2001 Lujan, the subdivision across the street, Farmington Hills. Thank you very much for the opportunity. As I understand your Council and what you're burdened with, one with necessity and going from C-1 to C-2 going to make that decision, what comes into play is impeding on someone's ability to do business. And clearly, I think tonight, they've had multiple reasons why the person's already renting in the past doesn't need to go from C-1 to C-2 and continue to do business under C-1. I won't talk about the gas stations, but a couple of things came up tonight that haven't been talked about. One was the idea. They talked about the lights, the bright lights that will be on 24/7 they have not talked about the noise. We have not talked about construction on Eight Mile. How long it will take to do that? I think we're all fatigued with the expressways to know what that will entail. I'm very concerned about you using a very biased traffic flow from someone who is either the rent or that needs to be done from an unbiased situation. If you call in the police department with what has been occurring at Rite Aid, there's no drugs, there's no theft, there's no kidnapping, there's no human trafficking, there's hasn't been anything. But what is going to happen if a situation like that does occur is that the burden of the police department, both on the Livonia side and the Farmington hill side, is going to be overburdened with phone calls from the lights, from the noise, from the smell, and if anybody's talked to the police and how much they've heard about the deer eating the flowers, they will get multiple phone calls with that. And once this is done, you cannot un ring that bell. So, from that situation, I do want to point out that on the record, this has been turned down before. Livonia from another site, they're proposing another site on Middlebelt. So, the opportunity for this business to come, and they're coming in from Ohio fast and furious, and I think someone said it very well that it's really more suited for a ramp off the expressway and not there. I learned with school busses that it's not the weight of the vehicles on the road going forward, it's turned in and out, is that weight tears up the road, eight miles of County Road, and there's

a big discrepancy between Wayne County and Oakland fighting men who will finance the repairs. And unless the federal money that just came in, we would have never seen 17 years I've not seen the potholes fixed the way they are. We'd like to keep those roads going to traffic flow. Please use an unbiased because we're in big trouble going Newburgh and Eight Mile, neither one can support the new traffic. Thank you very much. Thank you.

McCullough Any other comments, I'm going to just touch base. I'm going to open it back up to Council, and I'll open it up to the petitioner if they would like to speak. But kind of going back to Mr. Taormina, when he kind of gave the overview. So, this request is public hearing for you guys. So, the citizens come out let you know it's the process. We are your elected officials. We're here to listen to no decisions. I mean, this is, this is the first time it's been before Council on this particular item. I know it's been through Planning Commission, and I know there's a lot of passion in this audience, and we've received all the emails, and appreciate it. So, if there's any more information, please keep firing off emails and get us the information as needed. Our phone numbers and cell phone numbers are all over everything. Feel free to reach out, or we're available. I will speak for my colleagues. We are always available. The one thing that I wanted to touch base on a lot of people brought up, you know, the site, the site, the site, this is specifically for the zoning. And as Mr. Taormina kind of pointed out, how the process would go, is if this was going to get a first read. We're not touching it until we do see the site plan, and those are going to answer all those questions. If it goes down that way, the traffic studies, the storm water management, that's when all the building permits and the engineering calculations would come into play. So that is why we do not have that information in front of us right now, just to be completely open and transparent. This is for the zoning. Again, you know, thank you for coming out and speaking on this item. I'm going to go back to Council, and then I'm going to go to the petitioner, if they would like to speak on anything. If they would not, it's up to the Council. Anything?

Toy I'd like to hear from the petitioner if you wouldn't mind.

Miller Good evening. Thanks for having us here tonight. My name is Drew Miller, 4270 Morris Drive, Ohio. I am with Skilken Gold, a real estate development company based in Columbus, and we've been working with Sheetz for approximately five years now. We helped bring them to Ohio, and we're bringing some of their stores to Southeast Michigan. So, there's a couple of things I just want to address I'm going to introduce Alex Siwicki he's with Sheetz and John Cecil our Civil Engineer will be happy to answer any questions you might have.

Can everybody hear all right? My name is Drew Miller, with Skilken Gold. We're a real estate developer. We've been working with Sheetz for about five years now. We help to bring them to Ohio, and we're bringing some of their stores to Southeast Michigan here. So, there's a couple things I

just want to address for. Quick, I'm going to introduce Alex Siwicki. He's with Sheetz, John Cecil, our civil engineers here as well. So, we're happy to answer any questions you might have just wanted to touch on a couple things that questions I heard before I hand it over to Mr. Siwicki. Part of my job as a development manager is Sheetz comes to us and says, hey, we want to have a location here. And the first thing I really look at is, is this really feasible, not only from an engineering standpoint, but also, you know what? What is the pathway? Is it zoned correctly? What kind of steps and processes are we going to have to go through? So, my first concern when I saw this site, or some of the same concerns you heard here tonight is traffic, and there's a stream right there. So first two things we did was we contacted EGLE and they came out, and they walked this site with us. So, we had concerns about this stream. There are some grading issues with this site, but that's why we have our civil engineer here, and we've done some preliminary engineering to make sure that this is going to work. So right now, we will be building a retaining wall, and the only permit that we're going to need with EGLE would be temporary for construction. So, there's, there's no major permits associated with this with EGLE. And then finally, the traffic. We kicked off that traffic study. We're working with the city engineer. The traffic study is being reviewed by the county as well, so we're open to whatever mitigation measures they propose, and we'll work with them to make sure it's going to work. Alex, I think is going to touch a little bit more on the traffic. But you know, what makes this location feasible for Sheetz is that the traffic is already there. You could say, yes, there is gas stations within a radius, but this is where the traffic is, and this is where it's convenient for people to go into the stores.

Siwicki Good evening. Everyone. Sound check. Everyone good? My name is Alex from Sheetz. You can find me at 39300 West 12 Mile Road, Farmington Hills. Thank you very much for having me this evening. Thank you to everyone that spoke this evening. And I'm sorry, Congresswoman Toy, I have to poke a jab at your job about being mixed up with Congress. So, I have a slide presentation for you guys this evening. I wanted to start by telling you guys a little bit about who Sheetz is, because I think it's going to lend some context to some of the questions. I hope to be able to answer of the citizens this evening. So, Sheetz was founded in 1952 in Altoona, Pennsylvania by Bob Sheetz. It started as a restaurant carry out, and over seven years later, we are now 760 plus stores strong. The important thing to note here is it is still family, owned and operated by the Sheetz family. No private equity, no franchises. It is the Sheetz family. The Sheetz family comes in and works in our business every single day. There are 16 members of the Sheetz family that come in and work at various different levels and various different job functions. One of them is actually the direct leader of my team. So, I can speak from experience that they are very much active in business. I want to talk about a little bit about our offer as well. So, this is not like anything that you have throughout Southeast Michigan. So, we have a full kitchen, and we have Sheetz Brothers coffee made to order food. You'll see the MTO logo made to order you can actually get 1.8 million different combinations of food out of our kitchen

any time of day, 365, days a year. You want mozzarella sticks on your cheeseburger at two in the afternoon, or if you want a salad at three in the morning, we have you covered. We also have a wide variety of convenience items that is unmatched. You want to get that gallon of milk at three in the morning. We also have dine-in seating and we have these touch order menu pads where you can order your customized food any way you want it made to order. It's not under a heat lamp. We make it right in front of you in that kitchen. This store is also going to have a convenience drive through. Sometimes your car is full of kids, or you can't get out of the vehicle, you know, right then and there. It's easy to be able to go through our drive through, pick up your food and pick up your convenience items as well. Our buildings are architecturally awesome to look at. Their full section of brick and stone. They have architectural metals, great, tastefully lit lighting, outdoor seating. They are really a good thing to look at for local investment. This is going to cost around ten million in construction costs, 1.5 of which in geo technical challenges. So, a lot of folks have mentioned the drop off. It's not only drop off. There's actually really bad soils there. Really bad. That building is falling down. So, we're spending \$1.5 million to mediate that. This location is going to create 30 to 35 local jobs, preferably full time, with full benefits that are discussed here. All of our construction investment, or most of our construction investment, is spent using local contractors. All of our engineering work is spent using local contractors. Property values of this proposed location is certainly going to increase, and we also do a lot of donation activities. So, we do weekly donations out of all of our stores to local food banks. We have partnerships with Special Olympics at every level, state, national, local. We donate to local schools and organizations, and I want to save the best for last here, we also have Sheetz for the kids. So, this time of year is actually really exciting for Sheetz. All year long, Sheetz for the kids raises money to buy for kids in need during Christmas holiday. So, every single store throughout our entire seven state footprint, employees of that store go out and buy presents for kids in need in their community, and this location will be no different. Going back to those benefits, we have top notch benefits, the best benefits I have ever seen, without a doubt, medical, dental, vision, paid time off, parental leave, employee assistance programs, and then all the financial benefits, retirement bonuses for every single employee, tuition reimbursement and more. Tuition reimbursement is one. It's really big to me. Sheetz put me through college. It's really big, and we can back that up with award winning DNA. So, we have won awards that prove how good of an employer we are for the past decade, 10 years in a row. Fortune Magazine, who you probably know from the fortune 500 lets out a list of the 100 top companies to work for in the country. Sheetz has been on our list for 10 years in a row now, then furthermore, this year, great place to work also said they took that list, and they broke it up in different segments, and in the retail segment Sheetz was number two. We were the second-best retailer in the entire country to work for. We're very proud of that. So, getting into specifically about so requesting a rezone from C-1 Local Business to C-2 General Business, as was mentioned earlier. It's a 6139 square foot restaurant, convenience

store. It has six fuel pumps with 12 stations and convenience drive thru. And it is located on the southeast corner of Eight Mile and Newburgh Roads. So that is what the outside building is going to look like. I know you guys have seen it, and I've talked about the full section brick and stone, architectural metals, and how good that building looks from the outside and from the inside, you're about to see some photos. Here's a site plan. So, this site plan actually looks a little bit different than the one you did earlier, and that should prove to the fact that we are listening to the residents of Farmington Hills. We are constantly making adjustments to this site plan, and we are looking forward to going through the site plan process, hopefully with you all to further refine it, to best suit Livonia. So, we did some renderings to show exactly, shouldn't say exactly, because they are computer generated, to show renderings to closely approximate what this will look like. There's a few of them here. This is if you're on Eight Mile looking southwest. Next one again on Eight Mile. But if you were a bird looking southwest, you can kind of see at the bottom left-hand corner there the retaining wall as it's going down to that deep corner. And the final rendering here is on Newburgh if you are looking northeast. And my final picture here is actually inside of our seating area, so you can see what a high-quality building inside of that is. So, I want to get into some common questions that we are hearing this evening. So, safety, so safety at Sheetz of not only our customers, but our employees is also our highest priority. We have first in class security operations center 24/7 that's linked directly in with all of our stores. We also have security cameras and other safeguards which allow our employees to notify police and our teams as soon as an emergency situation arises. These and other procedures lead to an environment of trust. So, you'll see my last bullet. There people trust Sheetz' policies and procedures. We've heard of stories of people using our parking lots for exchange points, for marketplace transaction points, like eBay, Facebook marketplace and others, and also for custody transfer points. Next is the environment. Let's say we truly set the bar. We have a state of the art fueling system. It's electronically and mechanically monitored. 24/7 365, we have a team of people who are certified by the state and by manufacturers to maintain these systems, 24/7, 365, and that's where I started at Sheetz. So, I know all about our systems. Sheetz maintains a near 100% technical compliance rate with the EPA. 100% the average is only 70% we truly set the bar. EPA requires third party inspections once a year. We do them four times. As Drew alluded to. Traffic. So, we are a traffic capturer, not generator. We go where there is traffic, and our goal is to remove people off the road and put them right back on their path. Convenience store is a convenience, not a destination. We do also intend to adjust the signal timing at Eight Mile and Newburgh and other things, as the traffic study outlines, and we'll work with the county engineer and city engineer on that. Another point I want to bring up is a lot of folks were concerned. This was a truck stop. This is not a truck stop. Sheetz operate some truck stops. I don't have the exact number of about 60 of our 760 locations or truck stops. This is not normal.

To prove that point, automobile diesel, while will be offered in Livonia. The flow rate is only six gallons per minute. That would take a semi and a half hour to fill up, whereas at a truck stop, it only takes them about six five minutes. We don't offer a diesel exhaust fluid or a DEF, here at Livonia and truck drivers need that for their trucks. And then finally, the maneuverability through the site plan. It is not suited for a semi-truck. There is no reason the semi-truck would want to come here. It is not a truck stop. Almost done. Noise, light and landscaping. So, start with light, so light pollution will not spill past our property boundaries, as per the city Livonia's ordinance. And also, because we do a really tastefully done lighting plan, we do have LED fixtures. They're all cut off LED fixtures, and they're all down leg to prevent any glare from going outside of our boundary. We also have substantial landscaping, which you saw on the renderings earlier, which are meticulously maintained. Remember, we are not a franchise. We are known and operated, so we don't have to chase anybody down to mow the lawn. It's just us doing that. And then finally, we're not abutting any residential neighbors directly. There is plenty of space all around us to prevent any noise pollution, plus the way we have positioned our buildings and all of our landscaping to help absorb any protection noise. So, moving on to our request this evening, we want a request for a rezone from C-1 Local Business to C-2 General Business. The PC, excuse me, Planning Commission, recommended approval of this request for four reasons that I want to remind you about this evening. So, I'm going to quote. Zoning change to C-2 would be compatible and in harmony with areas surrounding land uses and zoning. Two, the proposed C-2 zoning is consistent with the long-standing commercial use of property. There was a Rite Aid for a long time. Three, pro C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city, and four the proposed zoning change represents a reasonable and logical plan for the subject property that appears to sound land use principles, land use and planning principles. So, with that, we're requesting a rezone from C-1 to C-2 and we're here to answer your questions.

McCullough Thank you. Council. Councilman Donovic.

Donovic Thanks, Mr. President. We've heard a lot from the residents this evening. We've heard a lot from the petitioner. You know, we've been here for a while. There's a lot of dialogue. With that being said, I am happy to offer an approving, denying and a Committee of the Whole motion for the January 15th meeting.

McCullough So, again, an approving a denying and a Committee of the Whole, which is usually the standard three to be offered at a public hearing, anything further? Vice President.

Ptashnik Thank you, through the President to the Chair to the petitioner. I just had a couple of questions. I do want to address all the residents that came out

tonight and thank them for sharing with us. My email inbox has never been so full. I appreciate that. I try to respond to all of you, I hope that I had gotten to you all, if I missed you, I apologize. I do try to respond to everyone. I do understand the sentiment that you brought out tonight, but I do believe our goal is sustainability and environmental protection. That's why we are having this meeting so we can discuss this and see if this is best for our city. A couple of questions to the petitioner. The lights were a great concern, and I appreciate that you were talking about the down light. I think the biggest concern is the truck stop. Once again, there is no way a semi-truck could come into this location the way its drawn out?

Siwicki No, in fact the way this site is designed out it would cause a lot of congestion and cause destruction to the business.

Ptashnik Thank you, I appreciate that. The traffic flow, and this is an issue too, in the traffic study, when we meet again, if we could maybe look at the traffic when maybe Rite Aid was there as well. Right now, there's no business there right now, so we would need to take a look at something like that. Another thing the residents brought up is the walkability in that area. Talked about being able to walk from Greenmead, being able to walk from their neighborhoods to that area. I don't know if this is something Sheetz would be able to, but what about adding in some sidewalks along Newburgh there to make it a little safer and a little more walkable? Just a thought, just a suggestion. One thing that I don't want to hold you to right now, but tonight is only about the rezoning, not actually talking about the a site plan as much. The last, the current building is about 30,000 square feet and this would be shrinking to about what, 6000?

Siwicki 6140. There is substantial reduction in the current space.

Ptashnik Ok. I would say I didn't know anything about Sheetz myself and like some of a couple of residents that spoke, I was in a Sheetz in North Carolina a couple of weeks ago. I will concur they were the cleanest restrooms I've ever seen in a gas station. The location I was in was right by a residential area, which is why I went and checked it out.

McCullough Councilwoman Toy.

Toy I remember Howard Johnsons, they were even cooler. Mr. Siwicki, why this site? I heard you are looking at other sites in Livonia, is that true?

Siwicki We are looking at locations all over Southeast Michigan. Wherever we are a good fit and that is how we feel about this location. It's a good fit for us, and we feel it's a good fit for Livonia and the residents. We always go into a location and try to become a member of the community. It's a really important part of the business, they are family owned and operated. We felt it was a good spot for that.

- Toy I hear a lot about your restaurant and I know that's part of your niche. If you didn't have a restaurant and just put in a gas station, how would that fit?
- Siwicki They wouldn't take that.
- Toy Ok, that's what I'm wondering, so would you just put in a restaurant and not gas pumps?
- Siwicki No
- Toy We have a restaurant right behind me that the city has. We own.
- Siwicki This is part of our concept. We are a restaurant, convenience store and fueling station.
- Toy So the reason we are here tonight on zoning is because of your petition and your proposal. So that's why we're here, for a rezone. Nobody else has come to us for a rezone on this property at this point. Appreciate that. Just point out some things. Do you provide security so that if there are problems, are you going to pay for any security or do we have to provide police and fire? We'll provide fire I'm sure, but have you guys provided security in any of your locations?
- Siwicki We always try to go in areas that have low crime to prevent that situation. We do have policies and procedures in place to help prevent crime, but yes, there have been situation where we have provided our own security.
- Toy Would you consider this place a possible place for security, sir?
- Siwicki There is no reason on the surface to expect that.
- Toy I would like to request police and fire reports on this location as it relates not only Rite Aid, but anything going back 20 years on this site, so we can get some good history and not just play a guessing game on this. This is a very important site, as been pointed out. Its one of our Greenbelt sites that I'm very proud of. I've served on this Council for many years, and we make that sacred property and many of those locations over there, sir. I would really hate to see this go in. I'll tell you right now, because I don't think it belongs there. That's why I was asking if you had other sites in Livonia, because I had heard that you had also looked at other sites here. This is one of our strongest areas of Livonia as well. The residents that come out and are participating in activities, in those subdivisions you heard of. I've been on this Council a long time and I see a lot of familiar faces out there. Sir, you need to go door to door and talk to these people, have you done that?
- Siwicki No.

- Toy Thank you. Thank you, Mr. Chair.
- Ptashnik Thank you, Mr. President. I have actually one more question for the petitioner. I know the plan is to make this a 24-hour location. Do you have any locations that are not 24/7?
- Siwicki No.
- Ptashnik So that would be a consideration to make it a non-24-hour location?
- Siwicki Its not a consideration of Sheetz.
- Ptashnik Thank you Mr. President.
- McCullough Councilman Donovic.
- Donovic Thank you, Mr. President. Thanks to the residents for all being here tonight, I do appreciate it. We have another item on the agenda tonight. This is a first step; this is an important opportunity for the residents to give us your input. Of course, we ask questions, but a lot of times, you'll see a lot of questions from me, I have a ton of questions here. I'm not going to ask them all this evening, but at subsequent meetings I will have probably ten questions at least that I can think of as of right now. Just so the residents understand, this is kind of the first legal step we have to take. One of the residents said why are we even doing this. We have to give the petitioner their due process. They are coming to the city, we're the ones that govern and have to listen to their petition. Whether it passes or its denied, we have to do our jobs and listen to the petitioner and landowner. I'll have a ton of questions at the subsequent meeting, and I know we have a meeting January 15th and I have offered the three motions that Council will hear that night. Thanks Mr. President.
- McCullough Thank you Councilman Donovic. Anything else from Council? Seeing none, do you have any parting words?
- Siwicki I appreciate the time with you. I appreciate everyone having their comments. We are very happy to be able to listen and hopefully we can answer some more questions.
- McCullough All right that's pretty much going to wrap up this item. Everybody, I appreciate everybody coming out and speaking. Again, the 15th of January at 7pm here. It will be on the Regular. Again. Questions and concerns, you have our emails. Pease send them our way, let us know. Thank you.

As there were no further questions or comments, the Public Hearing was declared closed at 9:21 p.m.

RECEIVED FROM RESIDENT AT PUBLIC
HEARING OF DECEMBER 9, 2024



Living Room →

→ Bed Room



Bed room

Livonia Zoning Change, Newburgh and Eight Mile Rds.

Livonia City Council December 9, 2024

Good Evening,

My name is David Sharpe . My wife and I have lived across the street from Historic Greenmead on Beauford Lane in Farmington Hills for fifty years. As you might imagine, things were much different in Livonia that long ago. I 275 wasn't open yet and there was little between here and Northville. Yet it was beautiful then at Eight Mile and Newburgh Rds. as it is today.

I attended the last two meetings of the Livonia Planning Commission where, at the last meeting, the proposal to rezone the property at Eight Mile and Newburgh roads, passed by one vote. This meant to me that some members of the Planning Commission were concerned about the addition of a Sheetz gas station at the corner of Newburgh and Eight mile as were many others who attended the meetings.

Rather than discuss the obvious pollution problems associated with this proposal, I would like to speak tonight about another subject. When I began my teacher training at Wayne State University in the 1950s, our class at Wayne State University visited the Livonia Public Schools to learn the newest innovations. During the many years since we have had a continuing relationship with your community. We have owned property, made major donations, volunteered, and enjoyed Livonia for many years.

On Saturday, my wife and I attended the Livonia Symphony Orchestra and yesterday The Livonia Parade was held with three marching bands from the Livonia Public Schools. Livonia has a proud legacy that has been created through many years.

I would finally like to discuss aspects of the area of Livonia located at 8 Mile and Newburgh Rds. This northern part of your city has been gifted with a legacy farm, Historic Greenmead, where residents can garden, have weddings and other events, learn about the history of Livonia by visiting a historical village, while enjoying the beauty of a historical farm. Across the street you've created a beautiful golf course with a clubhouse and for citizen recreation. You have provided for wildlife and beauty for local citizens to observe and enjoy. East on Eight Mile there is a cemetery and subdivisions where people reside. In addition, there are other recreation areas, gardens and subdivisions all without changing the essential qualities of this area. In addition, a new sub-division is to be located west of Greenmead as well.

When we are young and we serve in various power positions we often don't think about the importance of extended legacy in our lives. As an older person I can tell you that legacy becomes increasingly important as one passes through the years.

In this area of Livonia you have created a beautiful location and legacy. You have created an area which can live on into the future, if it is your choice. I have come this evening to urge you to continue your legacy by denying a zoning change for the Sheetz gas station. If you agree to this change you will be placing Sheetz, a Mega Gas Mart, in the midst of two of Livonia's most beautiful natural settings. It is our hope that you will view this concern seriously and continue the proud legacy you have established here by denying this zoning change at this location.

Thank you very much for your consideration.

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, January 13, 2025 12:43:52 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	Bob
Last Name	Modes
Address	34026 Navin Dr
Email Address	joanmodes65@gmail.com
Phone Number	734-812-2598
Topic	Other City Council Inquiry
Date of Issue	1/15/2025
Attachment (Optional)	<i>Field not completed.</i>
Comments	Good Afternoon. I am writing to voice my support for the Sheetz gas station at 8 Mile and Newburgh. I attended the Council meeting where this was discussed. I am a former business tenant of the existing building structure, and I know that intersection very well. I know the traffic both on foot and by car. At the recent council meeting, one resident stated that she walks along Newburgh and feels that the gas station would take away her ability to safely do so. There is no sidewalk along most of Newburgh between 7 and 8 Mile Road so almost no one walks for exercise along Newburgh. The gentleman at the NE corner of 8 and Newburgh is concerned about light pollution coming from Sheetz. However, modern parking lot lights control the ambient lighting so it can face downward rather than across 8 Mile. A business like Sheetz at that corner will improve the city revenue/tax base. Because there is no room for a "truck stop" concept, Sheetz will not cause a great deal of noise, nor will it create excessive traffic. It can operate as a welcome partner of Livonia. Residents who work irregular hours will have a safe and convenient place to get fuel and food. There are not a lot of food options during off peak hours. Please consider approving Sheetz at 8 Mile and Newburgh!

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



City Clerk's Office

Memo

To: Council Office

From: Lori L. Miller

Date: January 7, 2025

Re: Materials provided at 256th Special Meeting of Council held 01/06/25 to City Clerk

Attached please find documents presented to me from Council President and two (2) residents who attended the 256th Special Meeting of Council held January 6, 2025.

I am not sure if these materials are "New Data" or just for the Council's information. However, both residents did speak under Audience Communication at the end of the Special Meeting. Mr. Lindley even presented seven (7) copies total, one for each council member.

President McCullough asked the residents to give me the documents to send to the Council Office. I believe they relate to a future matter to be addressed by Council relative to:

REZONE PETITION: Planning Commission, re: Petition 2024-08-01-04, submitted by Skilken Gold, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

I did keep a file copy for the Clerk's Office to go with our Council file materials, should the items be considered "New Data" by Council.

If you should have any questions, please let me know. Thank you!



0:05 / 0:15



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photo from
our bedroom window

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16h · 🔒

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Comment as Karen Hall

Southerland
house





0.02 / 0.15

This video is from a post.



Karen Hall
16h · 🔒

Edit

Rite Aick
parking 104.
Lights coming into
our house

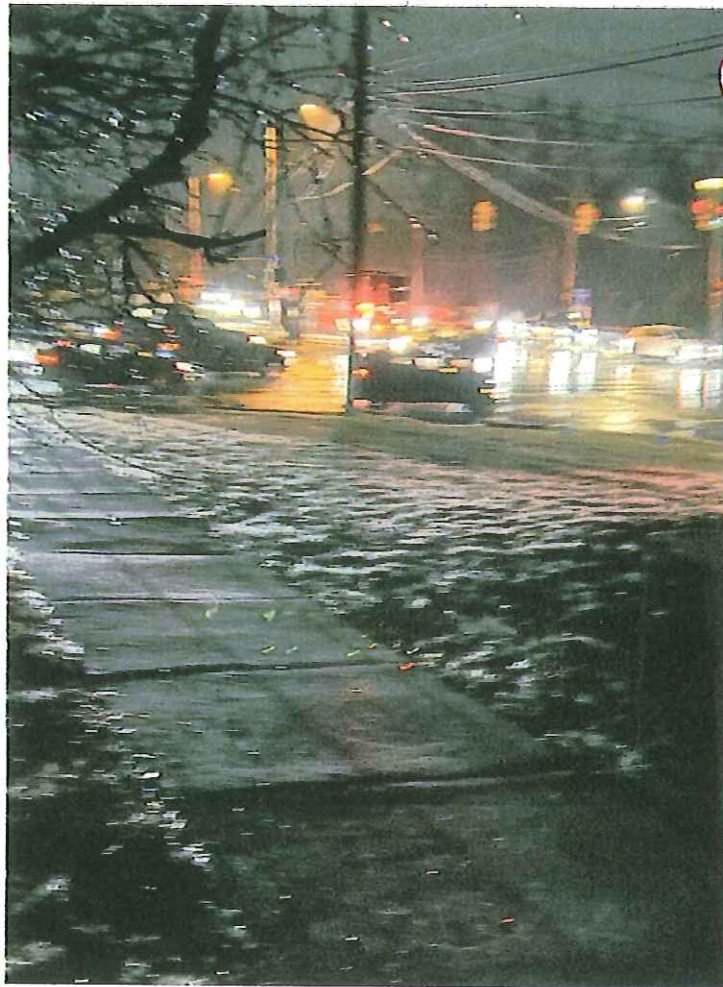
View post

...



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View post



Karen Hall

16h . 

...

Edit



Comment as Karen Hall





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View post



Karen Hall
16h · 



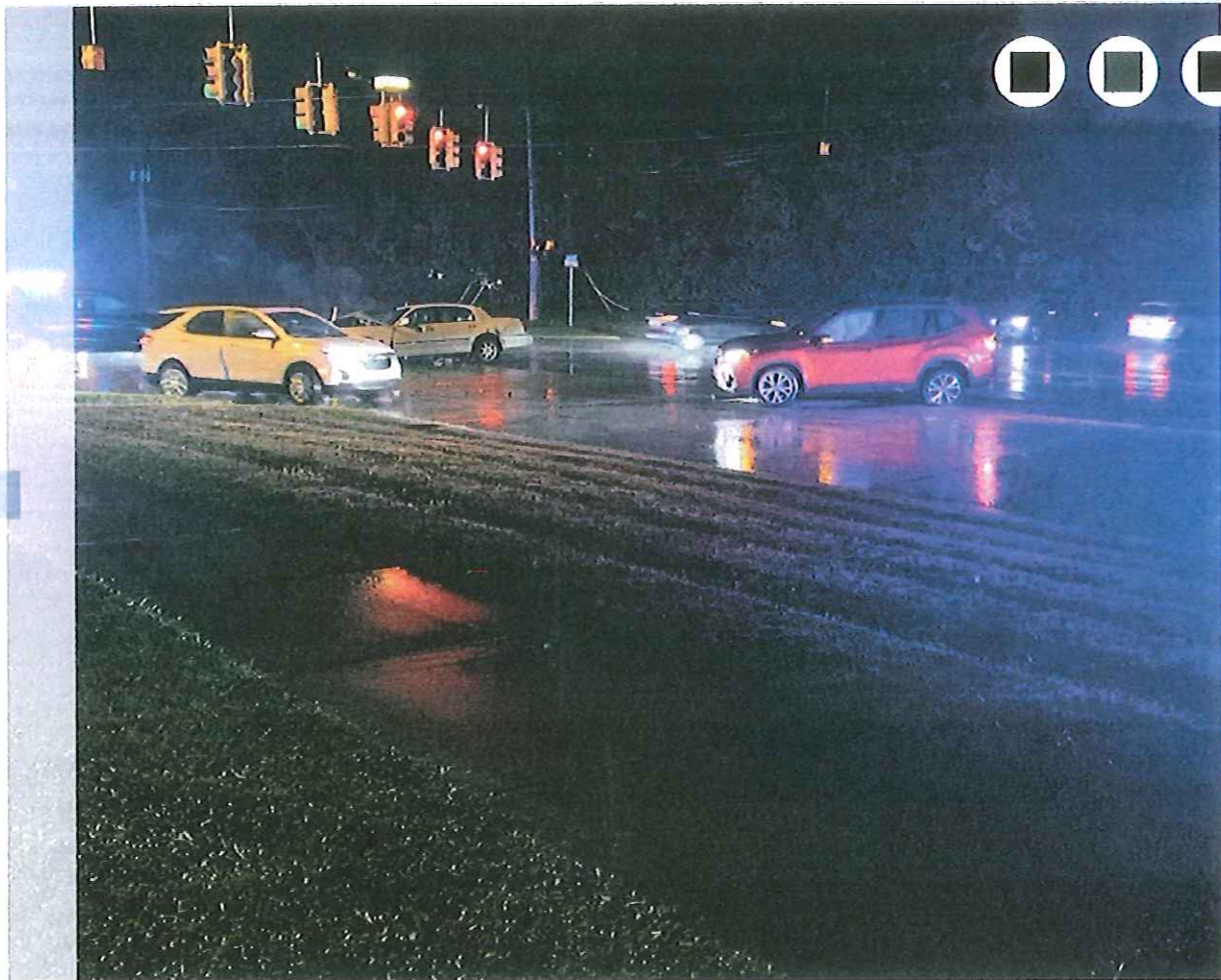
Edit



Comment as Karen Hall







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Karen Hall

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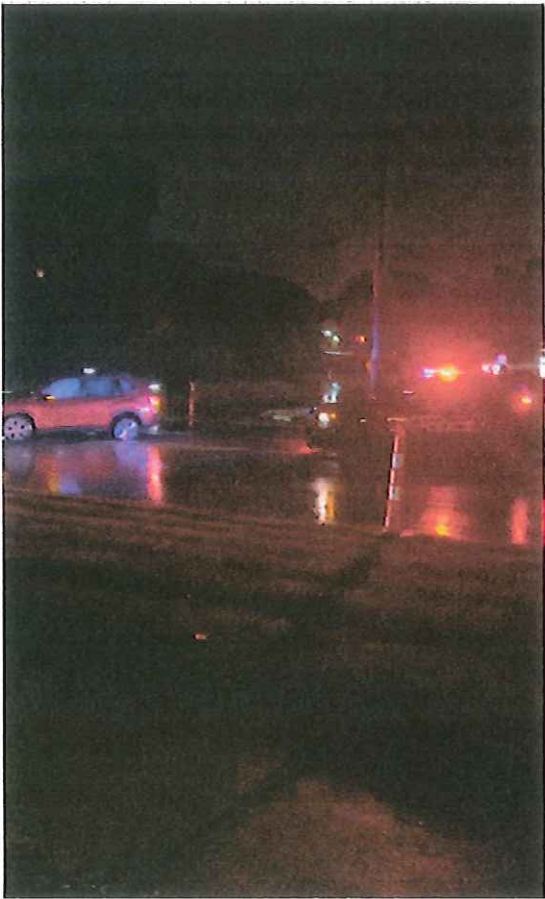


[Edit](#)



Comment as Karen Hall





0:05 / 0:36



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View post



Karen Hall
16h ·

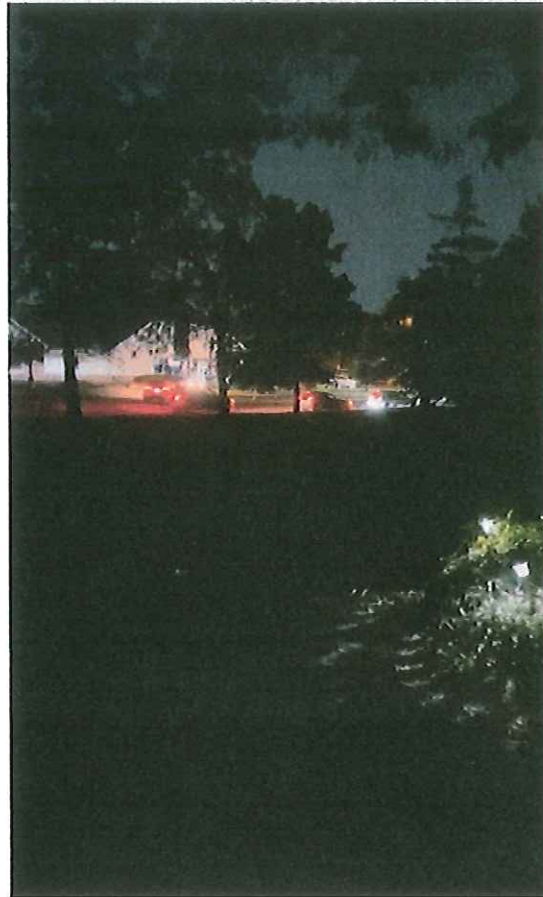


Edit



Comment as Karen Hall





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View post



Karen Hall
16h · 



Edit



Comment as Karen Hall





Lori Miller, Clerk, City of Livonia
6, 2025

Monday, January

Dear Clerk Miller: please distribute copies of this memorandum and it's attachment from the Chaldean News to each member of the Livonia City Counsel prior to this evening's meeting of the Livonia City Counsel.

Regards,

Willard Lindley

Honorable members of the Livonia City Council

My name is Willard Lindley. I live at 20218 Edgewood Ave, here in Livonia.

I was a Professional Community Planner (retired) for Region II Planning Commision and with Gilbert Commonwealth in Jackson. Because of client licensing requirements, i attended and graduated from both Thomas M Cooley Law School and the Wayne State University Law School. I have experience in the licensing of numerous commercial and industrial facilities. At retirement as an attorney, I was Corporate Counsel of the company which owns the Ambassador Bridge.

My purpose to speak at this meeting is to ask that the Livonia City Counsel table it's plan to vote on January 15, 2025 on the rezoning request by Sheetz and convene a Meeting of the Whole to discuss the Sheetz request to rezone the southeast corner of Newburgh Road and 8 Mile Road from C1 Commercial to C2 Commercial with a variance to permit a gas station.

My reasons are:

1. The Livonia Planning Commission has held 2 votes on this rezoning request. The first vote was 3-3, and therefore a rejection.

For some reason, and without authority, or an appeal by either the applicant or persons opposing the rezoning, the Planning Commission decided to vote a second time with the vote being 3-2 in favor. Does the Planning Commission have the authority to vote a second time? I don't think so.

2. When a couple members of the Planning Commission were polled after the second meeting as to why they voted the way they did, one Commission

member, Wafa Dinero stated that the request was in conformity/compliance with the City's Land Use Plan, therefore she voted yes. This is patently incorrect as the Vision 21 Plan – the Future Land Use plan as adopted by the City of Livonia calls for the entire southeast corner of this intersection to eventually become Recreation or Community use property. NO Commercial use of any kind is planned for this area.

3. To piggyback Mr. Ralko's comments, the proposed developer only conducted a feasibility analysis as to whether traffic volumes could support the type of facility proposed. Using the applicant's feasibility analysis, a gas station of this type could be supported at almost every intersection in the city. THIS SHOULD NOT AND CANNOT MEAN THAT SUCH A GAS STATION WOULD BE SUITABLE at any location. Sheetz is a good business, but a good business in the wrong location equals a BAD BUSINESS FOR THE COMMUNITY.

Livonia does not have a need for another gas station, particularly on this site. Sheetz has not identified either a need or the necessity for another gas station. I simply wants to build one on the subject site.

A gas station of this type belongs in the "Corridor Commercial" (Vision 21 Plan or a Highway Commercial zoning area, not in the middle of only residential, recreational and local commercial (Day Care) uses.

4. ~~in the City Center section (the City Hall section of the city)~~ of the of the same Vision 21 Plan, it states that, "Automotive oriented uses such as gas stations, auto repair, or drive-through facilities are not permitted." We understand why this is the case because of the City's goal to showcase this area as its 'functional downtown'. As such, it would be a reasonable expectation that ~~these same restrictions should apply to the designated 'green area' of the City~~ that borders the Greenmead Historical Park, especially since it is surrounded by single family residences. Thus, these same uses should not be allowed in this area.

5. In 2023, the City of Livonia adopted a 20 year Master Plan for Greenmead Historical Park to take advantage of the unique historical attributes, and a 24 hour gas station and restaurant is not consistent with this plan nor is it compatible with a National Register Historic District.

A goal of Theme #3 of this plan is to "support Land Use Planning efforts that encourage environmentally friendly development, facilitate efforts that promote air quality, greenhouse gas reduction, and energy and water conservation."

6. From a professional planning standpoint, land use plans and zoning ordinances are developed to ensure an orderly progression from low density uses to higher density uses in planned steps. A jump from Parks and Community uses or Residential uses to a use which should be located in either a Corridor Commercial or Regional Commercial is FAR TOO SEVERE. Such a use is incompatible to current uses neighboring the site. This concept is also why Industrial uses are not adjacent to parks or residential developments.

7. The creek behind this property is a tributary of the Rouge River, which for more than two decades has been undergoing a metamorphosis by both the U.S. EPA and the Michigan DNR to be cleaned up and be made more usable by Michiganders. A fuel spill, no matter how remote would be devastating to this work.

8. Even a good business in the wrong location is SIMPLY BAD FOR THE CITY.

9. Attached to this memorandum is a copy of an article published by the Chaldean News which shows that other communities have problems with Sheetz. It also includes comments from the General Counsel of Sheetz explaining that there are problems inherent with Sheetz sites.

Attachment: Chaldean News article about proposed Sheetz 24 hour gas stations and drive through restaurant.

COMMUNITY, BUSINESS, NEWSFEED

The Gas Station Wars

Community protests the proposed opening of a Sheetz store in Farmington Hills. Photo courtesy of
[caac](#)

Sheetz seeks to move into the metro
Detroit gas station market

By Sarah Kittle

In a move poised to reshape metro Detroit's gas station landscape, Sheetz, a major player in the gas station and convenience store sector, has announced plans to expand into southeast Michigan, raising concerns among local business owners and community members about potential impacts on prices, service quality, safety, and economic diversity.

"Our offerings are unique and set us apart from other gas stations in the market," a Sheetz representative stated in a recent Crain's Detroit Business article. However, many of the features Sheetz touts—family ownership, exceptional customer service, and high-quality food options—are already present among metro Detroit gas stations, many of which partner with local businesses to offer fresh food.

Safety is a significant concern. As 24-hour operations, gas stations can attract late-night mischief. In High Point, South Carolina, Sheetz closed a location due to safety issues, officially citing "underperformance" alongside safety concerns for customers and employees.

In a January letter to the Committee on Small Business, Gary Zimmerman, Sheetz's general counsel, acknowledged the unique challenges posed by round-the-clock operations, noting that there are times when their stores are the only businesses open in a community. He highlighted a troubling trend of increasing shoplifting, armed robberies, and violent crime at their locations.

A recent Reddit thread has seen users express growing unease about shopping at Sheetz, particularly at night, with complaints about employee treatment surfacing as well.

The first Sheetz location in Michigan is in Romulus, situated far enough from Detroit's suburbs that it did not spur organized protests. In

contrast, opposition is mounting in Farmington Hills, where Sheetz seeks approval to build a store at the former Ginopolis restaurant site at 12 Mile and Middlebelt. Protesters came out to rally ahead of a City Planning Commission meeting on September 19.

CBS Detroit covered the protest, where demonstrators carried signs reading "Sheetz = More Pollution, Less Solution!" and "Don't Sheetz on Our Community." Ironically, the reporter filmed in front of an existing gas station across the street.

According to an Associated Press article, community members argue that adding a 24-hour gas station near residential areas could attract undesirable elements and escalate crime. Nationwide, Sheetz has faced scrutiny for violent incidents at its locations, including shootings and robberies, typically occurring after 10 p.m.

The Farmington Hills Planning Commission has postponed its decision on Sheetz's proposal to gather more information, with plans to reconvene in November.

Residents are largely opposed to Sheetz's late-night business model, citing concerns about increased traffic and safety. Sharkey Haddad of the Chaldean American Chamber of Commerce expressed worries that Sheetz's expansion could threaten independent gas station operators, which would harm both local residents and the environment.

"If gas stations go under, the land becomes a vacant brownfield," Haddad stated, noting that it could take years to rehabilitate such properties for alternative uses.

The perception of Sheetz entering the market is that it fosters competition and drives down prices, according to local gas station owner Mike Awada in a previous interview. However, he argues that independent operators often need to sell gas at higher prices, while

Sheetz relies on in-house food sales.

Additionally, Sheetz has faced legal issues, including citations from the U.S. Environmental Protection Agency for underground fuel storage violations, resulting in over \$1 million in fines, as well as a lawsuit from the U.S. Equal Employment Opportunity Commission for discriminatory hiring practices.

These factors challenge Sheetz's image as a "family business" that cares about its customers, a narrative they have tried to promote through local media.

"The fabric of our community is at stake," said one Farmington Hills resident. "We already have 11 gas stations within a mile, all operating during regular hours. We don't need another that stays open all night."

This conflict may just be beginning. An April 2024 Detroit Free Press article noted a billboard on I-96 in western Michigan that declared "444 Miles," indicating the distance to a Buc-ee's gas station, highlighting the growing competition in the gas station market.



PREVIOUS

Pilgrimage to Retreat

NEXT

Sister Cities

From: noreply@civicplus.com
To: [CityCouncil](#)
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, January 13, 2025 12:13:33 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	Laura
Last Name	Herrod
Address	37881 Bristol Ave.
Email Address	Lahtr2@sbcglobal.net
Phone Number	7347650013
Topic	City Council Meetings
Date of Issue	1/13/2025
Attachment (Optional)	<i>Field not completed.</i>
Comments	Council Members, as a long time Livonia resident and one who lives not too far from the proposed Sheetz site, I'm writing to express my no opinion with this planned zone change from C1 local to C2 general business. According to what's typical for a C1, it permits neighborhood, small scale, commercial activity. C2 is typically commercial/light industrial. According to Sheetz website info. they are a 24/7 chain of convenience stores and gas stations. Yes, not too different from the Speedway 1 mile south. However, that intersection already has small business--2 banks and the soon to be day care. A Sheetz 6 pump (or more) "well lit with spacious parking lots" does not belong by Greenmead the golf course or neighborhoods across the street in Farmington. No other business has approached the city with inquiries regarding that site that will be a C1 zoning? Has this site been marketed to look for other small scale commercial business? We don't need to jump on the Sheetz bandwagon just because they're the new player trying to push into the area. No need to remind you, there's the Speedway and Costco nearby. We don't need Sheetz, they need us.

Nor do we need any business there that would require the zone change from C1 to C2.

Please seriously consider not rezoning that area from C1 to C2.

Thank you

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

From: [Mark Williams](#)
To: [CityCouncil](#)
Subject: Sheetz proposal
Date: Wednesday, January 22, 2025 8:51:01 AM

**NEW DATA RECEIVED FOR THE REGULAR
MEETING OF JANUARY 27, 2025**

City Council,

My wife and I have lived in Livonia our entire 65 years, 35 of them in Willow Woods on Newburg between seven and eight mile roads. We wanted to express our feelings regarding the proposal of a Sheetz gas station at the corner of Eight Mile and Newburg.

We **STRONGLY OPPOSE** the building of a Sheetz (basically a truck stop) less than a mile from our home. As it is, we hear the announcements from the golf course throughout the summer. We can't imagine the noise from multiple trucks and traffic 24 hours a day from such an establishment.

Please consider the impact of such activity on the neighbors around that area.

Please do not allow this to occur!

Mark & Karen Williams
19656 Ashley Court

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

January 21, 2025

Sara Kasprowicz
Program Supervisor, City Council Office
33000 Civic Center Dr
Livonia, MI 48154

Sara,

Per your request dated Tuesday, December 10, 2024, a records review has been conducted for all emergency calls to which Livonia Fire & Rescue responded to the properties located on the south-east corner of Eight Mile Rd and Newburgh rd.

A review of our fire reports of commercial fires found one structure fire in the last twenty years. On January 22, 2009, the golf store located at 20694 Newburgh Rd had a small fire which occurred in the early morning hours. Damage to the structure was minimal and inventory loss was controlled due to the fire suppression system (sprinkler system). Further details of this incident can be obtained in fire report #09-500, dated 1/22/09.

A review of EMS calls found seven incidents having occurred at the pharmacy previously located at 37355 Eight Mile Rd. These incidents occurred between October of 2017 and September of 2022. Six of these incidents resulted in EMS transports by Livonia Fire & Rescue to area hospital Emergency Departments.

John McKee
Training Officer
Livonia Fire & Rescue

From: [Erika Goff](#)
To: [CityCouncil](#)
Subject: Sheetz at 8 Mile and Newburgh
Date: Friday, January 24, 2025 1:42:08 PM

Dear City Councilmembers,

I write to you to encourage you to think positively about the opening of a Sheetz gas station/restaurant/convenience store at the corner of 8 Mile and Newburgh.

As a night owl, I miss the 24-hour schedule of Meijer, and only some CVS locations are open 24 hours. The variety of food and beverage choices at Sheetz, especially the availability of hot drinks, is quite appealing to me. I have discovered that very few restaurants seem to carry both salads and hot drink (other than plain coffee) options, and these are two items I would like to have consistently for lunch. When I have out-of-town visitors or I am coming back from an event or late-night visit to the emergency room, a restaurant and convenience store would be useful for me and I'm sure others feel the same way.

Even better, customers of the Romulus location can even order items online from the convenience store and go to pick them up, or order them for delivery. I am not sure if these exact same options would be available at the Livonia location, but this convenience store and restaurant would offer a fresh and multipurpose alternative for both residents and visitors to Livonia. Who hasn't had a latenight discovery that they've run out of pet food, diapers, eggs, butter, or a specific type of battery, and the hours until most stores open seem to stretch on endlessly?

Sheetz can benefit the community and I am sure they would willingly modify their plan to cause as little inconvenience as possible for the residents near them.

Please look favorably upon this petition. Thank you for your consideration,

Erika Goff
14398 Pere St.

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Stephanie Whitney](#)
To: [Kasprowicz, Sara](#)
Subject: Activity from Crime Mapping
Date: Friday, January 24, 2025 5:02:29 PM
Attachments: [8 mile & Newburgh.csv](#)

Here you go.

Here's a recap of what the file contains:

- all Calls For Service (CFS) at the intersection of 8 mile and newburgh, provided that was the location written up in the Call for Service
- The search parameters I used, went back 10 years, however, it appears the earliest incidents are in 2020. This may be as far back as this mapping system goes.
- When you see *Traffic Complaint / Traffic Miscellaneous A Complaint*, that is a traffic stop
- Reported Offence is basically how it was started (called in or initiated) verified offence is what the officer finalized it as. Example
 - Reported OWI (caller called in as a possible Drunk Driver)
 - Verified MISC.- Officer determines driver is not impaired and closes it out .

Hope this is helpful.

Also this is similar to what the public has access to in the public crime search mapping system on our website. My search abilities are just more broad than what the public version is able to do .

Stephanie Whitney

Program Supervisor
Executive Assistant to the Chief of Police
Administrative Division
Livonia Police Department
Desk: 734-466-2307
Fax: 734-261-2265

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OCCURRENCE_DATE	REPORTED_OFF_DESC	VERIFIED_OFF_DESC	ADDRESS_CITY	REPORTED_YEAR
2023-12-07T11:50:00	ASSAULT/ BATTERY/SIMPLE (INCL DOME\$ OTHER WEAPON [13002]		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-23T00:04:00	OPERATING UNDER THE INFLUENCE OF / ALL OTHER TRAFFIC OFFENSES		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-26T20:10:00	RECKLESS DRIVING	ALL OTHER TRAFFIC OFFENSES	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-04-14T22:17:00	OPERATING UNDER THE INFLUENCE OF / ALL OTHER TRAFFIC OFFENSES		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-07-16T12:13:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL ALL OTHER TRAFFIC OFFENSES		HALSTED RD&EIGHT MILE RD, LIVONIA	2024
2023-06-17T04:16:00	ANIMAL COMPLAINT	ANIMAL COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-12-16T02:27:00	PROPERTY DAMAGE TRAFFIC CRASH PD/ ASSIST CITIZEN		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-08-31T18:42:00	ASSIST OTHER LAW ENFORCEMENT AGEI AGENCY		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-02T07:48:00	ASSIST OTHER LAW ENFORCEMENT AGEI AGENCY		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-06-14T01:37:24	ASSIST OTHER LAW ENFORCEMENT AGEI AGENCY		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-04-24T12:29:00	PERSONAL INJURY TRAFFIC CRASH PIA CRASH, ANGLE		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-06-04T00:40:00	PROPERTY DAMAGE TRAFFIC CRASH PD/ CRASH, ANGLE		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2023-11-20T05:18:00	PROPERTY DAMAGE TRAFFIC CRASH PD/ CRASH, SINGLE MOTOR VEHICLE		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-03-29T03:29:00	DANGEROUS DRUGS (OTHER)	DANGEROUS DRUGS (OTHER) [35001]	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-11-08T05:08:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL REVOKED		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-06-23T06:08:00	DWLS OPS LICENSE SUSPENDED / REVO REVOKED		NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2024-12-12T22:00:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL REVOKED		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-09-17T04:39:00	MISDEMEANOR ARREST WARRANT - OTH JURISDICTION		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-02-05T05:28:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL CODE) [48000]		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-17T15:38:00	TRAFFIC COMPLAINT / ROAD HAZARD	MISC COMPLAINTS - LI	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-06-04T19:11:00	RECKLESS DRIVING	MISC COMPLAINTS - LI	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-08-01T13:44:00	MISDEMEANOR ARREST WARRANT (ORIG MISC COMPLAINTS - LI		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-05-28T13:14:00	MISDEMEANOR ARREST WARRANT (ORIG MISCELLANEOUS ALL OTHER		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-04-15T23:30:00	MISC COMPLAINTS - LI	MISCELLANEOUS ALL OTHER	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-05-25T12:51:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-10T23:55:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-18T16:24:00	PROPERTY DAMAGE TRAFFIC CRASH PD/ MISCELLANEOUS TRAFFIC COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-10-02T15:45:00	WELFARE CHECK	MISCELLANEOUS TRAFFIC COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-11-06T01:45:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2024-07-14T21:15:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-08-14T14:29:00	TRAFFIC COMPLAINT / ROAD HAZARD	MISCELLANEOUS TRAFFIC COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-08-14T17:57:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2024

2024-10-08T04:56:00	OPERATING UNDER THE INFLUENCE OF , MISCELLANEOUS TRAFFIC COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-11-08T18:20:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-11-10T15:36:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-19T06:39:00	OPERATING UNDER THE INFLUENCE OF , MISCELLANEOUS TRAFFIC COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-12-10T14:36:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS TRAFFIC COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2023-02-22T08:47:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-08T21:43:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-05-20T04:23:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-06-11T14:58:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-10T03:18:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-29T16:38:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&HALSTED, LIVONIA	2023
2024-04-16T06:03:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-06-21T13:01:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHT MILE RD&NEWBURGH, LIVONIA	2024
2024-07-27T12:53:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-09-09T12:31:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-10-14T12:06:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-07T13:15:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-10T00:29:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-21T12:56:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-12-13T17:41:00	MISDEMEANOR ARREST WARRANT (ORIG (ORIGINATING AGENCY)	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-06-11T21:18:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL OPENED IN ERROR - LI	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
	OPERATING UNDER THE INFLUENCE OF		
2024-11-08T00:17:00	OPERATING UNDER THE INFLUENCE OF , ALCOHOL / LIQUOR OWI [54002]	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
	OPERATING UNDER THE INFLUENCE OF		
2021-11-21T04:23:00	OPERATING UNDER THE INFLUENCE OF , ALCOHOL / LIQUOR OWI 3RD OFFENSE	EIGHTMILE&NEWBURGH RD, LIVONIA	2021
	OPERATING W/BLOOD ALCOHOL		
2023-11-20T05:57:00	OPERATING UNDER THE INFLUENCE OF , CONTENT OF .17% OR MORE [54002]	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2020-12-05T14:08:00	OPERATING UNDER THE INFLUENCE OF , INFLUENCE OF DRUGS [54002]	NEWBURGH RD&EIGHTMILE, LIVONIA	2020
2024-07-29T06:26:00	OPERATING UNDER THE INFLUENCE OF , INFLUENCE OF DRUGS [54002]	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-09-06T16:22:00	PERSONAL INJURY TRAFFIC CRASH PIA PERSONAL INJURY TRAFFIC CRASH PIA	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-07-27T21:24:00	TRAFFIC COMPLAINT / ABANDONED AUT POLICE NOT REQUIRED	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-02-11T21:20:00	TRAFFIC COMPLAINT / ROAD HAZARD POLICE NOT REQUIRED	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-12T04:16:00	OPERATING UNDER THE INFLUENCE OF , POLICE NOT REQUIRED	EIGHTMILE&NEWBURGH RD, LIVONIA	2024

2023-04-12T11:59:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-21T18:44:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-05-25T13:47:17	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-09T16:53:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-08-05T16:44:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-22T20:54:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-09-01T10:56:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-16T00:48:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-02-16T22:58:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-04-08T13:12:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-04-28T16:46:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-05-14T21:32:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-06-27T17:26:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-07-23T19:49:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-08-20T19:26:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-10-12T23:23:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-10-23T15:57:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-10-24T16:26:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-07T22:37:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-07T23:43:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-12-23T22:35:00	PROPERTY DAMAGE TRAFFIC CRASH PDA PDA		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2023-04-22T23:24:50	RECKLESS DRIVING	RECKLESS DRIVING	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-29T04:58:00	PROPERTY DAMAGE TRAFFIC CRASH PDA VEHICLE		EIGHTMILE&GOLDSMITH, LIVONIA	2023
2023-03-03T00:36:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-03-04T18:59:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-03-09T17:02:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-01T03:40:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-21T13:02:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-24T03:45:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-06-26T13:24:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-07-26T10:58:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-08-13T00:41:00	RECKLESS DRIVING	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-09-03T02:31:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	NEWBURGH RD&EIGHTMILE, LIVONIA	2023

2023-10-10T16:01:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-10-26T00:56:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-01T19:24:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-02-03T01:03:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-02-20T16:48:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-08-14T21:19:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-10-15T00:29:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-10-25T12:20:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-12-31T20:47:00	TRAFFIC COMPLAINT / ROAD HAZARD	TRAFFIC COMPLAINT / ROAD HAZARD	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-02-15T15:04:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-02-15T15:48:00	RECKLESS DRIVING	MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-02-16T10:39:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-02-19T10:00:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-02-20T09:46:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-02-27T00:59:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-03-07T20:16:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-03-09T14:15:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-03-22T01:39:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-05T02:53:25	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-04-24T21:10:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-05-03T16:29:00	PROPERTY DAMAGE TRAFFIC CRASH PD	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-05-12T02:44:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-05-29T09:00:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-12T13:53:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-24T22:53:46	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-27T11:59:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-27T20:00:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-06-30T15:53:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	HALSTED RD&EIGHT MILE RD, LIVONIA	2023
2023-07-04T07:20:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-07-13T12:26:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-07-29T03:20:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-02T13:53:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-08-10T09:56:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL	MISCELLANEOUS A COMPLAINT	EIGHT MILE RD&HALSTED RD, LIVONIA	2023

2023-08-13T02:34:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-08-22T07:50:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-08-24T04:07:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-09-20T04:59:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-09-30T01:50:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-10-26T19:03:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-10T02:04:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-11-13T15:31:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-14T21:30:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-17T13:08:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-19T04:25:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-19T06:05:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-11-25T20:50:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-16T16:15:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-18T16:07:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-19T18:45:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2023-12-21T16:48:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-22T03:55:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-12-27T00:22:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-01-16T01:05:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-01-18T13:40:06	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-01-22T06:14:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-01-25T16:18:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-01-31T08:23:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-02-03T18:18:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-02-12T12:35:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-02-19T14:02:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-02-26T00:53:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-02-27T17:45:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-03-01T04:44:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-03-04T12:20:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-03-04T13:42:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-03-04T16:08:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT	NEWBURGH RD&EIGHTMILE, LIVONIA	2024

2024-10-21T02:07:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-10-25T06:49:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-11-25T09:46:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2025-01-10T22:00:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2025
2025-01-17T13:07:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS A COMPLAINT		EIGHTMILE&NEWBURGH RD, LIVONIA	2025
2023-04-24T13:12:00	TRAFFIC COMPLAINT / TRAFFIC MISCELL MISCELLANEOUS B COMPLAINT		NEWBURGH RD&EIGHTMILE, LIVONIA	2023
2024-04-14T16:19:00	WATERMAIN BREAK - LI	WATERMAIN BREAK - LI	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2023-02-02T17:41:00	WELFARE CHECK	WELFARE CHECK	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-05-16T01:59:09	WELFARE CHECK	WELFARE CHECK	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2023-07-14T00:22:00	WELFARE CHECK	WELFARE CHECK	EIGHTMILE&NEWBURGH RD, LIVONIA	2023
2024-02-24T03:08:00	WELFARE CHECK	WELFARE CHECK	NEWBURGH RD&EIGHTMILE, LIVONIA	2024
2024-05-17T12:05:00	WELFARE CHECK	WELFARE CHECK	EIGHTMILE&NEWBURGH RD, LIVONIA	2024
2024-09-14T14:15:00	WELFARE CHECK	WELFARE CHECK	NEWBURGH RD&EIGHTMILE, LIVONIA	2024

From: [Patty Riggio](#)
To: [McCullough, Brandon](#); [Ptashnik, Martha](#); [Toy, Laura](#); [Scheel, Lynda L.](#); [Donovic, Rob](#); [Budzinski, Carrie](#); [Morgan, Scott](#)
Cc: [Kasprowicz, Sara](#)
Subject: VOTE to DENY Rezoning 8 Mile & Newburgh
Date: Sunday, January 26, 2025 2:52:52 PM

Dear City Council Members -

I am Patty Riggio (37204 Bretton Dr., Livonia 48152) and President of Willow Woods HOA.

In surveying our 62 homeowners, 90% are AGAINST changing the zoning intensity of the 8 Mile and Newburgh site. There are SO many reasons on why this rezoning is NOT a good fit for this site. Area residents have already outlined numerous reasons on why rezoning makes no sense, but we will continue to raise further awareness at Monday's City Council meeting and dispell Sheetz irrational points.

There have been several other improvements happening in our corner of Livonia:

- Daycare taking over Brose
- New houses being developed on the old farm land on Newburgh Road
- Townhouse development at 7 Mile and Victor Parkway

Have any of these other improvements raised any where near the level of vocal outpour as the rezoning/Sheetz issue? They have not! That should speak loudly to you that this rezoning is not what the residents want. It is not necessary and is not a good fit for this beautiful greenspace of Livonia.

You have taken an oath to listen and to serve the residents of Livonia. The people have spoken. Now it's your turn to serve.

DENY the request to Rezone 8 Mile and Newburgh.

Regards,

Patty Riggio

From: [Stephanie Reece](#)
To: [CityCouncil](#)
Subject: Sheetz proposal
Date: Monday, January 27, 2025 10:01:39 AM

Good morning Council members,

I just wanted to voice my opinion as a resident of Livonia regarding the Sheetz proposal. I do feel it would be a good investment into the city and into a property that the topography is more difficult than other properties. They are willing to invest big money in this property and again, I think that is good for the city. I can't say whether the 24-hour option is a need or not, but for those people driving by in the middle of the night or may need something at that hour to eat, possibly, it may be beneficial for them. I don't live in that area of the city, but I just hope you seriously consider approving it regardless of the opposition. Thank you for your time.

Stephanie
30227 Grandon
Livonia

From: [Nowicki, Janice](#)
To: [CityCouncil](#)
Cc: [Mayor Staff](#)
Subject: FW: Online Form Submittal: Planning Inquires
Date: Monday, January 27, 2025 2:34:55 PM

Good afternoon,

The following email was received via the city website.

Thank you,
Janice

Janice Nowicki
Executive Assistant to the Mayor
City of Livonia | Mayor's Office
(734) 466-2206
jnowicki@livonia.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, January 27, 2025 12:13 PM
To: support <support@livonia.gov>
Subject: Online Form Submittal: Planning Inquires

Planning Inquires

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	R
Last Name	Posler
Address	27431 long
Email Address	Ggposler@gmail.com
Phone Number	2482422946
Describe your issue, concern, or question.	Oppose building Sheetz anywhere in Livonia. Not needed. Too big. More suited as a large turnpike gas station. Takes away from other businesses and parks and historical sight.
Date of Concern	1/27/2025

Regular Meeting Minutes of January 27, 2025

A communication received from resident Erika Goff, 14398 Pere St., Livonia, dated January 24, 2025, in support of rezoning property at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet. 2024-08-01-04)

A communication received from John McKee, Training Officer, Livonia Fire 7 Rescue, dated January 21, 2025, re: property located at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet. 2024-08-01-04)

A communication received from residents Mark and Karen Williams, 19656 Ashley Court, dated January 22, 2025, re: rezoning property at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet. 2024-08-01-04)

A communication received from resident Bob Modes, 34026 Navin Drive, dated January 13, 2025, in support of rezoning property at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet. 2024-08-01-04)

A communication received from resident Laura Herrod, 37881 Bristol Avenue, dated January 13, 2025, in opposition to rezoning property at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet. 2024-08-01-04)

A communication received from the City Clerk, dated January 7, 2025, re: forwarding various materials received from resident Willard Lindley, 20218 Edgewood at the 256th Special Meeting of the City Council held January 6, 2025, re: proposed rezoning of property at 37355 Eight Mile Road, was received and placed on file for the information of the Council. (Pet 2024-08-01-04)

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

RESOLVED, that having considered a communication from the City Planning Commission, dated October 23, 2024, which transmits its resolution #10-55-2024, adopted on October 22, 2024, with regard to Petition 2024-08-01-04, submitted by Skilken Gold, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), and the Council having conducted a public hearing with regard to this matter on Monday, December 9, 2024, the Council does hereby reject the recommendation of the Planning Commission and Petition 2024-08-01-04 is hereby denied for the following reasons:

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1. The proposed zoning contradicts the Future Land Use Map, which designates the site as Parks and Community;
2. That the proposed change of zoning is inconsistent with adjacent zoning districts in the area;
3. That the proposed change of zoning is inconsistent with the established pattern of the development and would adversely alter the character of the area;
4. That the proposed change of zoning is not needed to develop the property;
5. The traffic generated by the proposed gas station and full-service restaurant with a drive-thru and the limited visibility created by the sloping road grades would increase the potential for traffic conflicts and delays;
6. Operating a business that includes a drive-thru, 24 hours per day, 7 days per week, is inconsistent with and contrary to the less intense surrounding land uses, including public parks, recreation, and single-family residential;
7. The proposed development would require substantial alterations to the site's topography, and given its proximity to sensitive features, including wetlands and a watercourse, would unnecessarily increase the potential for adverse environmental impacts; and
8. The proposed development, including underground storage tanks, a drive-thru, and other facilities of limited desirability for subsequent prospective users of the property, tends to limit the value and marketability of the property in the future.

On a motion by Councilmember Morgan, supported by Councilmember Scheel, offered the following substitute Motion:

RESOLVED, that having considered a communication from the City Planning Commission, dated October 23, 2024, which transmits its resolution #10-55-2024, adopted on October 22, 2024, with regard to Petition 2024-08-01-04, submitted by Skilken Gold, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), and

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the Council having conducted a public hearing with regard to this matter on Monday, December 9, 2024, the Council does hereby refer this item to the Committee of the Whole for its report and recommendation.

On behalf of the Petitioner, Alex Sawicki, presented the proposed development to Council and was present to answer any questions of Council. (Petition 2024-08-01-04)

During Audience Communication, the following individuals spoke in opposition to the proposed rezoning of property located at 37335 Eight Mile Road, as submitted by Skilken Gold for Petition 2024-08-01-04:

Will Lindley, 20218 Edgewood, Livonia;
P.G., P.O. Box 155, Southfield;
Claudia Lindley, 20218 Edgewood, Livonia;
Marsha McLean, 20075 Edgewood, Livonia;
Sandra Moore, 20185 Ellen, Livonia;
Sharkey Haddad, representing Chaldean-American business owners;
James Crowley, 16106 Blue Skies, Livonia;
Ali Barrell, attorney and representative on behalf of the MINA Organization and Chamber of Commerce;
Joseph Rosner, 36261 Club Drive, Livonia;
Ralph Ourlian, 37182 Bretton Drive, Livonia;
William Clark, 11369 Cardwell St., Livonia;
Randy Gostomske, 36996 Five Mile Road, Livonia;
Bill Schmidt, DevonAire subdivision, Livonia;
Debbie Gostomske, 36996 Five Mile Road, Livonia;
Sharon Smith, 34458 Pembroke, Livonia;
Ralph McNabb, 36372 Fairway Drive, Livonia;
Nick Lomako, 20145 Edgewood, Livonia;
Ron Silys, 20101 Osmus, Livonia;
Kenneth Moore, Deer Creek subdivision, Livonia;
David Hall, 37300 W. Eight Mile Road, Farmington Hills;
Susan LaPeer, 37162 Fairfax, Livonia;
Julie Yashahara, 36241 Club Drive, Livonia;
Betsy Calhoun, 33023 Grennada, Livonia;
Holly Good, 20411 Wayne Road, Livonia;
Jim Koterba, 19710 Liverpool, Livonia;
Patty Riggio, 37204 Bretton, Livonia;
Ron Riggio, 37204 Bretton, Livonia;
Nancy Philpott, 20645 Golfridge Circle, Livonia;
Greg Ralko, Golfridge Villa subdivision, Livonia;
Christine Pagnucco, 37303 St. Martins, Livonia

The following individuals spoke in favor of the proposed rezoning of property located at 37335 Eight Mile Road, as submitted by Skilken Gold for Petition 2024-08-01-04:

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Steve King, Coventry Gardens, Livonia;
Kevin Bank, 93275 Daniel;
Marsha Abendroth, 30556 Puritan, Livonia;
Christina Rokanas, 18959 Deering St., Livonia;
Margaret Kamziskis, Farmington Hills resident;
Johnny Leava, 4875 Stoneridge Drive, owner of subject property;
Diane Behrendt, NW Livonia resident;
Paul Derwick, Livonia resident;
John Pastor, 33461 Capri Court, Livonia

At 9:14 p.m., President McCullough passed the gavel to Vice President Ptashnik to speak on the matter. (Petition 2024-08-01-04)

Councilmember Budzinski spoke on the matter. (Petition 2024-08-01-04)

Councilmember Toy spoke on the matter. (Petition 2024-08-01-04)

Councilmember Donovic spoke on the matter. (Petition 2024-08-01-04)

Councilmember Morgan spoke on the matter. (Petition 2024-08-01-04)

Vice President Ptashnik called the vote on the substitute motion as offered by Councilmember Morgan, supported by Councilmember Scheel, as follows:

RESOLVED, that having considered a communication from the City Planning Commission, dated October 23, 2024, which transmits its resolution #10-55-2024, adopted on October 22, 2024, with regard to Petition 2024-08-01-04, submitted by Skilken Gold, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), and the Council having conducted a public hearing with regard to this matter on Monday, December 9, 2024, the Council does hereby refer this item to the Committee of the Whole for its report and recommendation.

with the following result:

AYES: Scheel, Morgan, and Donovic.

NAYS: Toy, McCullough, Budzinski and Ptashnik.

Vice President Ptashnik declared the motion failed for lack of support.

Regular Meeting Minutes of January 27, 2025

Following discussion by Council, Vice President Ptashnik called the vote on the original motion offered by Councilmember Toy, supported by Councilmember Budzinski, as follows:

#33-25 RESOLVED, that having considered a communication from the City Planning Commission, dated October 23, 2024, which transmits its resolution #10-55-2024, adopted on October 22, 2024, with regard to Petition 2024-08-01-04, submitted by Skilken Gold, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), and the Council having conducted a public hearing with regard to this matter on Monday, December 9, 2024, the Council does hereby reject the recommendation of the Planning Commission and Petition 2024-08-01-04 is hereby denied for the following reasons:

1. The proposed zoning contradicts the Future Land Use Map, which designates the site as Parks and Community;
2. That the proposed change of zoning is inconsistent with adjacent zoning districts in the area;
3. That the proposed change of zoning is inconsistent with the established pattern of the development and would adversely alter the character of the area;
4. That the proposed change of zoning is not needed to develop the property;
5. The traffic generated by the proposed gas station and full-service restaurant with a drive-thru and the limited visibility created by the sloping road grades would increase the potential for traffic conflicts and delays;
6. Operating a business that includes a drive-thru, 24 hours per day, 7 days per week, is inconsistent with and contrary to the less intense surrounding land uses, including public parks, recreation, and single-family residential;
7. The proposed development would require substantial alterations to the site's topography, and given its proximity to sensitive features, including wetlands and a watercourse, would unnecessarily increase the potential for adverse environmental impacts; and

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8. The proposed development, including underground storage tanks, a drive-thru, and other facilities of limited desirability for subsequent prospective users of the property, tends to limit the value and marketability of the property in the future.

with the following result:

AYES: Toy, Donovic, McCullough, Budzinski and Ptashnik.

NAYS: Scheel and Morgan.

Vice President Ptashnik declared the resolution adopted.

President McCullough resumed the gavel at 9:32 p.m.

President McCullough adjourned the meeting for a ten-minute recess at 9:35 p.m.

President McCullough reconvened the meeting at 9:45 p.m.

<i>UNFINISHED BUSINESS AGENDA ITEM 17 (Regular Meeting of January 27, 2025)</i>
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Motion:	Toy
Second:	Budzinski
Ayes:	Toy, Donovic, Ptashnik, Budzinski and McCullough
Nays:	Scheel and Morgan
Absent:	None

Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

REZONING APPLICATION
CITY OF LIVONIA, MICHIGAN

All applications must be presented in quadruplicate to the City Clerk, 33000 Civic Center Drive, Livonia, MI 48154-3097. Applications **must** include property owner's name, address and notarized signature. You are invited and encouraged to review your proposal with the Planning Department staff.

Date Filed: 8/1/24 Petition 2024-08-01-04

Site Address: 37355 8 Mile Road Sidwell 46-018-99-001

Requesting To Rezone Property From C1 To C2

For the Following Reason (s) Proposed project includes limited carry out with outdoor seating and a drive thru window

Applicant: Drew Miller Business/Company: Skilken Gold

Applicant's Address: 4270 Morse Road City: Columbus State: OH Zip Code: 43230

Applicant's Phone # (614) 905-6991 Applicant's Email dmiller@skillkengold.com

For fee computation, see attached Fee Schedule **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@livonia.gov

Owner of Property: C.I.G. LIVONIA, LLC

Owner's Address: 43775 STONEHILL DR City: NORWELL State: MA Zip Code: 01868

Owner's Phone # (313) 605-9988 Owner's Email john@grand-novi.com

Signature of Owner: John Ellett Print Name: JOHN ELLETT

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

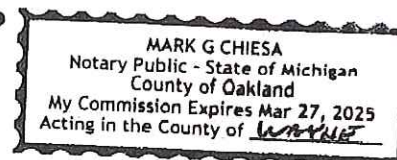
on this 12TH day of JULY 20 24

Signature of Notary [Signature] My commission expires 03/27/2025

APPROVED AS FORM
Department of Law

By: Michael E. Gisher

Date: 8/2/2024



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CITY OF LIVONIA
PLANNING COMMISSION

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MINUTES OF THE 1,221st PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, October 22, 2024, the City Planning Commission of the City of Livonia held its 1,221st 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: Patrick Droze Wafa Dinaro Sam Caramagno
 Glen Long Ian Wilshaw

Members absent: Peter Ventura David Bongero

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 2024-08-01-04

Sheetz

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

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Mr. Wilshaw: Thank you, sir and Mr. Uhazie, would you like to tell us any new information that's come in on this item?

Mr. Uhazie: We just have a few things. I just want to reiterate that the zoning change would facilitate the development of a Sheetz gas station, convenience store and restaurant on the location at the southeast corner of Eight Mile and Newburgh Road. The area to be rezoned is about 79,880 square feet, or 1.83 acres, with 269 feet along Eight Mile Road, and 285 feet along Newburgh. The surrounding neighborhoods, as we saw before, to the north is the City of Farmington Hills and Child Time of Northville. To the west across Newburgh is Greenmead Historical Park, which is zoned PL, and to the south and east is Whispering Willows golf course also zoned PL. The only major update to the plan that we have since the last public hearing would be that the petitioner has re examined the drive through layout that they presented. At the original meeting they took some of the considerations that the Planning Commission mentioned and are reexamining the layout of the drive-thru to move it to the western side of the building to reduce traffic conflicts. And they also explained that they are open to adding a merge lane across Eight Mile Road into Farmington Hills, understanding that it would take a lot more study and work with surrounding communities, but those are the updates that I have since the last public hearing, and then we've also received many residents' responses that you have received in your E packet.

Mr. Wilshaw: Alright, thank you. Mr. Uhazie. This item was tabled at a prior meeting. Is there a commissioner willing to remove this item from the table so we can discuss it?

Mr. Wilshaw: All right, this item has been removed from the table. Is there any questions for the planning staff from any other commissioners based on the presentation? There's no questions. Our petitioner is in the audience tonight. They are free to come forward and speak to this item and let us know if there's anything new that they would like to tell us about this petition before we get too deep into this. Though, again, I want to remind folks in our audience, some of whom may have not been at our prior meeting, that we have met on this item before we did conduct a public hearing where public comments were taken. We are not going to do that again tonight, because this is a pending item. This item has been discussed at length, and we are prepared to vote on this item tonight. That being said, I do at least want to explain the process that, because there may be people who have questions, who

weren't here at the last meeting, and what we're considering tonight is a rezoning petition for this property. It's a rezoning from a C-1 to C-2 zoning and our focus tonight is going to be on that rezoning of this property. There's going to be limited discussion about the actual use of the property in terms of what Sheetz is going to put on the property and how it's going to look, the site plan, those types of things. That comes at a later process after the zoning is dealt with. Again, as I mentioned at the beginning of the meeting, we are going to make a recommendation, either approving or denying recommendation for that zoning, which will then go on to City Council. City Council will then conduct their own public hearing, and they'll make a decision as to what they want to do with the zoning. Once that occurs, if they want to move forward with the zoning, if it goes that direction, then a site plan would be brought back to us at a later time, and that would be discussed. If not, it would stop at that part of the process. So with that, I just wanted to give a little background information. And I'll start with the petitioner. Good evening, sir.

Drew Miller, Skilken Gold, 4270 Morse Road, Columbus, Ohio. So we appreciate coming back, and like I mentioned earlier, you know, there's a few items...concerns that we heard last time, that we felt were appropriate to address tonight. And I just wanted to take a step back too and explain a little bit more about how we got here, you know, for this new location, Mr. Uhazie,, if you could go to the next slide please. So yes, everybody's familiar with this location. There's some things I would like to point out, and sure, it's going to be a little bit too small for you to see on this screen here. But I want to talk a little bit more about this location specifically. So this is at 1.83 commercially developed acreage at this location. It's currently occupied by 17,000 square feet of commercial space. Previous tenants in this location have been most recently the Rite Aid pharmacy. Historically, it's been used as Realty Services, insurance providers and a golf shop, and I think an arcade is what somebody had told me. I really want to talk about this intersection, the topic of the traffic and the traffic study came up a couple times in the last meeting and in the study sessions. So we did do a traffic impact study that's been provided to the city engineer's office, and they have reviewed that traffic study. Their recommendation was that no improvements should be made. We had originally talked about some ideas of involving a deceleration lane at both access points that we had proposed. After discussing that with the city engineer's office, they didn't think that that would be appropriate. I'd also like to talk about the current existing traffic that's located on these thoroughfares here. So Eight Mile Road, according to MDOS SEMCOG website, you

can see there, east of Newburgh, there's 19,900 and that is average daily traffic. Newburgh is a little bit more, there's 24,000 cars. If you look at the other intersections around the city, specifically where the type of use C-2 zoning is located at, these numbers are very consistent with what you would see at those C-2 locations. So that's one reason we feel this location is appropriate. Now there was also a lot of discussion about why this location...I'm going to try and answer that a little bit as we continue through these slides here. The other thing I'd like to point out is the traffic signal at this location is managed and operated by Wayne County, so we are submitting the traffic study to them for their comments and feedback. Based on the city engineers response, we don't feel there's going to be any issues. We did propose some signal timing adjustments to just make traffic flow here a little bit better. So we're looking forward to seeing those comments from Wayne County, but we're not anticipating any major mitigation measures that they would require. Mr. Chair, you did recognize that we had discussed potentially extending the merge lane that would be north of Eight Mile Road. There's access to a daycare there, off of Halstead. And anybody familiar with the intersection knows that there's a merge lane there. We had talked about maybe extending that merge lane, because historically, there has been accidents there, to my knowledge, and from the city engineer's office, they had told us that the right turn lane going north on Newburgh, or, I'm sorry, the right turn lane on Newburgh, if you're heading northbound, used to be a through lane as well. So there was two through lanes. And I don't know exactly when they changed it, but they changed it to a right turn only with one single through lane. City engineer's office had communicated to us that that caused a lot of accidents because there were backups then on Halsted. So that was, I think, part of the reason why, you know, they didn't recommend any other mitigation measures there. So, yeah, so, Mr. Uhazie, if you could go the next slide, please. So, and just to step back here briefly, I did want to just cover some of the where we've been and what we've done so far in the City of Livonia. So we were here, as I'm sure a lot of you recall, in January, with a different location. This was at Newburgh and Five Mile Road, just a few miles south on Newburgh. Some of the reasons stated for that denial involved contradictory land use and inconsistent land use with the master plan, as well as concerns over floodway that existed to the east of that property, as well as a comment that, you know, that intersection was already well served with gas stations. So again, this, just this helps me explain why we settled on this new location at Eight Mile. Obviously, things like traffic count and safety, you know, crime reports, we take all that into consideration when

Sheetz is looking at a location, but the best thing we can do is hear from folks like you. So we heard you. We came with this location that we thought was great, and, you know, we heard you, and that really helped guide us and dictate where we would look for a new opportunity to come into Livonia. So I just want to make sure I covered that, because that had a big factor in the new location that we're proposing. So, you know, keeping with this future or the City of Livonia, future land use map here, I did want to touch on some of the items that were addressed last month in regard to the denial. So we did hear, you know, contradicting, inconsistent land use. That was another item similar to what we heard in January. So, what we're trying to understand here, is that the contradictory land use we don't really feel is appropriate. Along Eight Mile you'll see plenty of commercial uses. There's residential too, but there's also commercial, especially if you factor in how major this thoroughfare is. We feel that this rezone to C-2 is very appropriate. As far as inconsistent land use, I'm not really sure I understand that either. The golf course that's located directly to our south is a commercial use. I know it's zoned parks and recreation, and everybody thinks, you know, I'm a golfer. Golf is a recreational sport, but it's also the high traffic commercial use. Pretty sure they have over 6,000 gallons of underground storage fuel tanks as well on that site. So it's very much a commercial use, even though it's zoned as parks and recreation, and that's the master plan as well. As far as, you know, rezoning to C-2 adversely altering the character of the area, we don't feel that's appropriate either. As mentioned, the site used to be a Rite Aid with a pharmacy. A pharmacy is the type of use that customers will come and make a special trip just to go to that pharmacy. A convenience store and fuel station is not that. We're capturing pass by traffic. The drivers on the road are already there, and they're stopping at a Sheetz store because it's convenient, and again, that's another reason why we've chosen this location. Finally, the last one I wanted to address here was the proposed change is not needed to develop property. We've done a lot of investigation on this property, and there are certainly some engineering challenges, but we feel it is appropriate for Sheetz to come in here at this location, and the change is needed for Sheetz. We know from our studies that the building has some engineering issues, and we do not expect another commercial user to be able to come in here and at this location and put up the capital that's needed to remediate the soils where where most of the engineering issues lie. So, just to kind of recap here, this is the location. This is actually the new site plan. I wasn't going to get too much into the detail, but you can see there we have adjusted the drive through. I think what's really notable about

what we're proposing in our commercial use is yes, the C-2 is more intense, but it's already a commercial use, and we're reducing the amount of access curb cuts that are along Newburgh, so this is going to help in the traffic situation. As I mentioned before, the traffic counts are very consistent with what you would see at C-2 locations. This is a main thoroughfare, and the traffic is there, and there is no other gas stations within close proximity. So as as I mentioned before...

Mr. Wilshaw: Everyone please, be quiet. Let the petitioner speak.

Mr. Miller: As I mentioned before, part of the denial for our previous location was that the area was already well served. This intersection is not well served, and that's what kind of led us here. Finally, as I mentioned, you know, as far as inconsistent land use, we're abutting a commercial use. It's a golf course, even though it's, you know, considered Parks and Rec. Finally, you know what we're proposing here, we do feel is in harmony and is incompatible with the current use. Like I mentioned, it's a Rite Aid. The final thing I'd like to mention here, and you can see it pretty clearly, is the tree buffering that exists around this site. There is no residential immediately adjacent to our site. We've found this location because it was appropriate. It has the traffic volume, it's already commercial, and it's very low impact, and that's why we feel this is appropriate. The topic of the creek came up last time as well, and I do want to just reinforce the fact that we did a wetland delineation. We walked the site with an EGLE representative, and we have made adjustments to our site plan to stay as far away from the wetlands as possible. And we don't anticipate having any major permits with EGLE. We do anticipate having a minor impact permit just for the construction of the store. So, we've really done our homework on this site. We feel it's very appropriate to rezone this to C-2 based on everything I've said here. And you know, we're looking forward to moving on to the next step. So thank you. We're here for questions.

Mr. Wilshaw: Thank you, sir. Do we have any questions from the Commission for Mr. Miller or any of his representatives?

Mr. Long: You touched on something that I'd like you to speak a little further to. Your interactions with EGLE and the ramifications of the development on the creek that runs in front of the seventh green there, storm water runoff, safety on the fuel tanks. Please expound a little more.

Mr. Miller: Sure. EGLE has very stringent standards. A lot of the development work we do is in Ohio, and I would applaud EGLE for what they do. I would also applaud Sheetz for what they do. Before we started looking at any locations, we got together with the entire EGLE team in Lansing, Michigan, and talked about what Sheetz plans were for the future, and we made sure that they were going to meet every standard. In fact, they exceed a lot of those standards. And we have Sheetz representatives here that can get into more detail about, you know, how they how they do that, and how they manage that, but they have state of the art fuel system, everything's monitored with those USTS modern construction practices and take extreme caution when you're next to a creek here and so stormwater runoff and capture is very critical, especially on a fuel site. We acknowledge that. There is potential for an accident here or there, there is a way to mitigate that. We capture that. There are oil / water separators and they monitor it and maintain it throughout the year. Last month Mr. Sawicki mentioned that all of their stores are non-franchised. They are all independently owned and operated by the Sheetz family. They have complete control over maintaining those systems. I am not aware of any issues they have experienced here in Michigan, and like I said, we work very closely with EGLE in every jurisdiction we are in to make sure we are doing it right.

Mr. Wilshaw: Any other questions for the petitioner?

Mr. Droze: Picking up on Mr. Long's questions about stormwater, The current site today, built in 1996, what measure for stormwater...does it have any type detention on site?

Mr. Miller: I do know they have a septic tank underneath part of that parking lot.

Mr. Droze: So, then assuming this is going to be a full reconstruction you would follow the Wayne County ordinance that would include peak flow, stormwater detention, water quality, like you mentioned?

Mr. Miller: Certainly, Mr. Uhazie, I am not sure if any of those plans made it over to you in that capacity yet?

Mr. Uhazie: I don't think so.

Mr. Miller: Yes, that is something that we get in front of early. It is something that we need to make sure we can do before we start spending money and getting too far down the road. That is a very important

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part of our due diligence process to make sure that we are going to be able to have the utilities here at this location. Stormwater is such an important one, especially here in Michigan.

Mr. Wilshaw: Anything else, Mr. Droze? Any other questions for our petitioner?

Mr. Caramagno: Sir, you started talking about capital improvements for this property for this building. What kind of money are we talking about?

Mr. Miller: Excuse me?

Mr. Caramagno: What kind of money are you talking about putting into this property to bring it up to standards?

Mr. Miller: I don't know if I can answer specifically. We do have Sheetz representatives, but if you are just looking for a construction estimate, I would say maybe in the \$8 – 10 million range.

Mr. Caramagno: \$10 million to demolish what is there, refurb it, and build something new?

Mr. Miller: That is correct. This is a bit of more expensive site for us because the soils are very poor. Historically, there used to be a house here, a really long time ago, early 1900's. There was a pool in the backyard at one point. It almost feels like what exists there was built on topsoil. We will be removing that topsoil and putting in some engineered fill to make sure everything is going to be up to standards and last a long time.

Mr. Caramagno: Thank you.

Mr. Wilshaw: Thank you, Mr. Caramagno. Any other questions for the petitioner? If there are no other questions, then we are ready for a motion. Folks, like I stated at the beginning of the meeting, we are not going to have any discussion because this item has been discussed at length at the prior meetings.

(Someone from the audience yelled out)

Mr. Wilshaw: Questions are the same thing as discussion. If I get into a question and answer we will be here for another half hour answering questions, but...

(Someone else yelling from the audience)

Mr. Wilshaw: If you have information you would like to submit, you can hand it to Ms. Reece and she will pass it on to us. We also make sure that all information that is given to us is part of the record for this meeting, which will go on to City Council. We did receive a number of emails. We did receive petitions. We did receive other information from a number of residents, which we appreciate. Those are all in our packet. We have had a chance to read all of those and they will be tied to this petition and continue on as it goes to City Council with either an approving or denying recommendation.

(Someone from audience yelling out)

Mr. Wilshaw: I can't answer that question for you. I can't answer that question for you. I'm not the person who gives the records. What is your question, sir? Please come forward, because we can't hear anybody else. What's your question?

Audience member: As a commission, do you have the right to allow people to make presentations, if you choose, as a group,

Mr. Wilshaw: On pending items, there is an opportunity, if the commission wishes to open the meeting to public comments. They can do that. It requires a unanimous vote by the Commission.

Same audience member: It seems to me that if you allow the petitioner to give additional information, you should also allow citizens to do the same.

Mr. Wilshaw: Sir, again, as I'm as I mentioned we had a public hearing on this item. We gave an opportunity for anyone who wishes to come to that meeting to come and speak on this item. There's been a sign at that location for a number of weeks announcing the dates of these meetings, and we did hear from a number of residents at our previous meeting. We also always accept communication by email or in writing at any time prior to this meeting. We've accepted it at this meeting and will continue to accept it after this meeting, as it moves on to City Council. Remember that we are making a recommendation to the City Council. This is not the final decision on this item. This is a recommendation. City Council will be making the final decision. So that's where you're...regardless of what happens, whether you're for or against it, or whether this gets approved or denied. That's where you want to follow this item onto. And you will have an opportunity at that meeting, at City Council, there will be a public hearing. You'll have an opportunity to speak. You'll have an opportunity to present

additional information. So there'll be many, many opportunities. I'm not going to take any more questions, because...

(Audience member yelling)

Mr. Wilshaw: Ma'am, please, ma'am, please, have a seat. I'm not taking any more questions. I told you that if I, if I take one question, we're going to end up here for a half an hour taking questions. Ma'am, please stop talking. Ma'am, this is not an opportunity for you to speak right now.

(Audience member yelling still)

Mr. Wilshaw: This is not a public hearing. This is not a public hearing.

(Audience member yelling) I spoke to the officer out there, and before I left, you said that October 22 would be a public hearing. This paper says that.

Mr. Wilshaw: You can look at the minutes and see what I said. They're word for word.

(Audience member yelling out) Let me submit what this says. This is what you guys sent to my home. It says, if I want to speak, anybody that wants to speak to the Planning Commission...

Mr. Wilshaw: Feel free to hand it to our clerk.

(Many audience members yelling out) You know, out of courtesy give us 10 minutes. Half these people didn't even know about the meeting the last time.

Mr. Wilshaw: I understand that, I understand that.

Audience member: And for us not to be able to say anything is not right when you send this to my home.

Mr. Wilshaw: We don't need a group coming down to the podium, because, again, I'm not going to be allowing speaking unless there's a majority or majority of people on the commission wishing to have public comments at this meeting. Is there anyone wishing to make that motion?

(Audience member once again yelling questions)

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Mr. Wilshaw: So, what was presented to us was a letter that was sent to one of the residents stating that a public hearing will take place on October 22 by the Planning Commission. That is incorrect, but that's what was...please don't speak over me.

Mr. Long: Hang on a minute.

Mr. Wilshaw: The agenda says pending item but because they sent out a letter stating that this is a public hearing, if the commission is willing to accept that, this is our mistake, and people came here with the intention or the thought that they would be able to speak, we could open up the floor to allowing public comment, but it will be limited to two minutes per person.

Mr. Long: Mr. Chairman, because we have heard these, I would be in favor of opening it up for one minute comments.

Mr. Wilshaw: Okay, is that acceptable to the rest of the commission?

Mr. Caramagno: That's due to the error in this, in this memo that was sent out to the residents, right?

Mr. Wilshaw: Correct, or perceived error, correct.

Mr. Caramagno: I'll support that.

Mr. Wilshaw: I think that'd be the correct thing to do. All right. Everyone okay with that? Alright, if you'd like to speak, please come forward to the podium. We need your name and address so we know who we're speaking to, and please restrict your comments to one minute.

Willard Lindley, Livonia resident. Professionally, I'm an attorney, and when Michigan required it, I was also a professional community planner. It was at that time when Michigan required a licensing exam, and they're pretty much similar. You open your comments this evening regarding zoning, and that was all you are going to be addressing. This is a zoning application from local, community, local retail to C-2 then with a variance for C-3. That's basically highway commercial in a C-2 zone, and that's authorized under the zoning ordinance. My concern here is that this is going directly from a very low-density development, recreation on the south side of Eight Mile and residential on the north side of Eight Mile. And I know you don't like to talk about what's on Eight Mile on the other side, you can't ignore it. It is residential. Livonia has adopted a land use plan and a zoning ordinance, and it's why our property

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values are where they are. They're very good, the zoning ordinance.

Ms. Dinero: That's time, sir.

Mr. Wilshaw: You had a minute.

Mr. Lindley: Are outstanding...

Mr. Wilshaw: Your time is done.

Mr. Lindley: You said I had two minutes.

Mr. Wilshaw: I said one minute.

Mr. Lindley: My introduction is a minute.

Mr. Wilshaw: I know it was

Mr. Lindley: Okay. May I submit something in writing?

Mr. Wilshaw: Yes, you may.

Mr. Lindley: From this point definitely, because this was at a public hearing. How do I do that? Please provide specific instructions, because I don't want that to get lost.

Mr. Wilshaw: You can send it to City Hall. You can send it to the Planning Department.

Mr. Lindley: Planning department, the Director of the Planning Department. Do I reference this as an item?

Mr. Wilshaw: Yes, you can. You just reference to the Eight Mile and Newburgh rezoning of this property.

Mr. Lindley: They'll know? Use the rezoning number in the application.

Mr. Wilshaw: You can, yes.. Thank you, sir.

Mr. Wilshaw: Good evening. Mr. Ralko.

Greg Ralko, 36116 Fairway Drive, Livonia, MI. I took the time since this last meeting; I took the time to go to every resident in Golf Ridge Villa. There are 118, I talked to 110. 95% of them said, no. Okay, if you're going to put something in an area, what's the first thing you

do. You talk to the people that are going to be most affected. We're going to be most affected. Okay? You talk about, you downplay runoff. It could be run off. That's where we get our water from to water our lawns, from those ponds. Let's not forget that. Okay? And the biggest thing here is that this is a quality of life for us. A quality of life issue. The people around our subdivision, and I might add Willow Woods, which is on the south side of Whispering Willows. They too, did a petition as well in their subdivision, and the same percentages came. 95% said no. So, if you ignore the people most affected, you're not doing your job.

Mr. Wilshaw: We are all set. Thank you. Good evening, sir.

Dave Hall, 37300 West Eight Mile. I live directly across this monstrosity that's going to propose to be built. Here. You can say what you want. This is a truck stop. They are all truck stops. I...my bedroom...I have a big, beautiful window in my bedroom. It's at the front of my house. 24/7, 365, I'm going to have light shining in my room. I will not be able to sleep. And this gentleman, as much as I respect him, he calls Whispering Willows a commercial property. No, it's not. It's recreational. This is not commercial. If it was, I'd love to have my property zoned commercial. It's just not going...this cannot happen. I brought reports from Farmington Hills. I went to the Freedom of Information Act. There's over 13 accidents on this corner just in Farmington Hills, at Farmington Hills, probably twice as many with Livonia. And I'm going to have Livonia's records.

Ms. Dinaro: Sir, that's time.

Mr. Hall: All right.

Mr. Wilshaw: Thank you, sir.

Mr. Hall: No thank you guys.

Michael Kenny, 35223 Pembroke, Livonia, MI. We live about a half mile from this site. It's very important that we take into account that Livonia is one of only two communities in the nation that has three golf courses owned by the city, and then we have Greenmead across the street from that. So that's a valuable property. That ought to be thought through by the planning committee in a way that improves that area, you know, as opposed to, as I understand, a 24-hour truck stop being located there. So, I urge the committee not to change the zoning. The zoning is there for very wise reasons, and we have valuable property related to that. If you know this is the kind of property where people would want to build

condominiums to overlook the golf course, as opposed to a 24 hour truck stop. So please take all that into account, and it impacts us dramatically. Thank you.

Mr. Wilshaw: Thank you for your comments.

David Sharp, (no address given). I've distributed to you a statement that I prepared. I understand a new subdivision is going to be built at the end of Lujan in Livonia, where a church exists. Now this is going to be another community that will be negatively affected by this possible decision, although Mr. Wilshaw made the assumption that it was going to pass, I hope he is wrong. But let me say, I thank you for allowing us to speak tonight. And I think in my statement, if you read it carefully, you will see how much I care about Livonia and how much I love the area where I live. And I hope you'll consider that I'm a 78 year old former teacher and master gardener who developed the gardens at the Finish Center, where many Livonia people/members also use our gardens. Thank you very much.

Mr. Wilshaw: Thank you, sir. Good evening. Ma'am.

Linda Allen, 37203 Whitetail Court, Farmington Hills, MI. It's a brand-new subdivision of 17 home sites just north of Eight Mile and Halstead. Key two questions. First of all, I guess this really put some thought with the Sheetz individuals. What's the marketing concept on volume of this place? What marketing studies were done was that presented to any of you on this Planning Commission, that's really food for thought, and we've been around all the communities, talking to people, going to doors, writing emails. I'm on the HOA of my subdivision, and in all honesty, no one's going to be going to Sheetz after 8pm or 9pm. This is a very low key community with a lot of upcoming families and retirees, and so I...that's why it's very important to think about really, what are those projections and who did marketing studies.

Mr. Wilshaw: All right, you're out of time. Ma'am, thank you for coming. Hello. Good evening. Ma'am,

Faye Numer, I'm here representing business members part of the MENA American Chamber of Commerce. Not only does this affect residents in your area, it also affects the businesses in the area. The entire supply chain is affected. This is cannibalizing revenue as well as misallocating the resources away from existing gas station owners who have lived in the area and contributed significantly to the region for many years. We're not opposed to

competition. What we're opposed to is unfair competition. The Sheetz business model, they enter an area, and they are able to sell 88 octane with their underground tanks. And that puts existing business owners at an automatic disadvantage, because they don't have the same capabilities. That is 0.50 to 0.60 cents less per gallon on average, compared to other business owners that are in the area. So automatically, they're put at a disadvantage. The gentleman that mentioned the underground tank leakage. That is an EPA concern. Not only is the EPA scrutinizing Sheetz, there's also scrutiny from the Equal Employment Commission with respect to their unethical hiring practices where...

Mr. Wilshaw: You're running out of time. Thank you for your comments, though I appreciate it.

Ms. Numer: But just take into consideration the impact of the local community as well as the residents.

Mr. Wilshaw: Got it. Thank you for your time. Thank you, ma'am.

Julianne Michaels Levine. I'm a resident in Halstead Hollow in Farmington Hills, just north east of the Eight Mile and Newburgh intersection, I would just like to offer...just driving through the area, and clearly I haven't studied it and but there is other properties out there. There's at Six Mile and 275, which is all commercial, open land space. There's property for sale at the Seven Mile and 275 interchange property for sale that are clearly in more commercial areas than the intersection. So, for Sheetz to consider this particular property versus some of the other areas that are in the commercial areas of those exits off the highway. That's only something that I would at least put forth, that maybe as a Planning Commission should be considered.

Mr. Wilshaw: We appreciate your comments. Thank you

Thomas Perno, 21154, Prestwick, Farmington Hills, MI. An eighth of a mile, just north of this location. I can sit on my deck, and I can hear the traffic on Eight Mile right now. I can hear when they stop, when they take off. I can hear the loud cars. You're going to put this business there that's going to bring transient, people coming off of the expressway with their trucks at night. When those air brakes go on and off, I'm going to hear those. I won't be able to sleep. I have a beautiful home in Farmington Hills that I worked hard to get and you guys are going to put this kind of business next to my house? I don't think so.

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

Ron Sumner, 20008 Parker, Livonia, MI. Yeah, a couple of things. I can't believe that they don't...they're not going to give them a D cell lane. If you drive down Eight Mile, should be called Eight Mile highway. People drive so fast through there, especially that intersection. So that's, that's one reason why I don't think you should go in there. Another one is that property, I believe is, isn't the...like the north half, like 12 to 15 feet higher than the south half. So, you try to get tanker trucks in there with a lot of traffic, especially in the wintertime. I think there could be some some accidents going on in there. And is the Meijer at Seven Mile and Farmington still going in?

Mr. Wilshaw: Yes.

Mr. Sumner: Are they going to build a gas station there?

Mr. Wilshaw: No.

Mr. Sumner: Okay. Thank you.

Mr. Wilshaw: Thank you, sir, sure. Yeah, certainly. That's perfectly okay. I

Johnny, I own the property, and I'm not selling the property to Sheetz, I am leasing it to them. They have confidence in what they're going to do, but I hear the word truck stop come up. They're not building a truck stop. They have a truck stop at Metro airport. Trucks will not fuel here, cannot fuel here, and cannot pull up and there's no room for them. And the same thing I hear from all the people, I took notes at last meeting. They all complain about traffic on Halsted northbound because it goes to two lanes. How is that a problem of Livonia. I drive down the road every single day on Newburgh Road, sometimes twice a day on Newburgh Road. I never get backed up. I never have a problem driving through. I drive on Eight Mile. Eight Mile is busy. Eight Mile got paved 100 years ago. Eight Mile was put there before it was a City of Livonia and it was a Township, and the people that bought homes there knew there was traffic when they bought those homes on Eight Mile Road. We're not putting in a superhighway. We're putting a gas station in a place where you can get a cup of coffee or a sandwich. Okay? We're not putting a Cedar Point there, bringing bus loads of kids from Indiana.

Mr. Wilshaw: Understood. Thank you, sir. Please have respect for other views. Obviously, the majority of people here, we know, are against it,

but other people are welcome to their opinions as well. Good evening.

Karen Sutherland, 37300 West Eight Mile, right across from the old Rite Aid. I lived there when that house was...it was a house when the doctor owned it with the pool behind it, when it was a two lane road that it's always been a traffic problem. I went out and I videoed a horrible traffic accident last week on the rainy day, at nine o'clock at night, the car was totaled. There's traffic there all the time, when it's not going this way it's coming into my driveway because it's all backed up. So, I constantly have cars in and out of my driveway, because I have a circle driveway. There is no room for more cars there and for them to come in and out of that what would be Sheetz. It would be horrible for my house and anybody else that's going on to Eight Mile and Halstead. He has a million dollar reason to sell that place or to lease that place, and if I wanted to, I would go commercial with mine, but it's not appropriate in the area, so I just want you to take that in consideration with traffic.

Mr. Wilshaw: Thank you for your comments. Okay, hi, good evening. Ma'am.

Patty, Riggio, 37204 Bretton Drive, Livonia, MI. President of the Willow Woods HOA. We submitted our all of our information of the 51 homes that I pounded the pavement to go talk to. Forty-five are adamantly against this. Also, you tabled this at the last meeting. My understanding was you had six people in in attendance, three were in favor, three were against. So, you had six, but now you only have five. How can you make a vote with less people?

Mr. Wilshaw: We have a quorum. We do have enough to make a vote. Thank you. Good evening, sir.

Jim Coterba, resident of Livonia, MI. The only thing I have to say is, as I watch these things happen, normally, by the time the proposal gets to this point, it just seems like the decision has been made, and we've personally, I feel like I'm wasting your time and mine at this point. It just when it gets to this point and people come before you, I don't get a sense that you listen. That's the first thing. My second point is the fact that where in Livonia City Charter does it state that we have to supply goods and services to Farmington or Farmington Hills? We have strip malls, we have gas stations, we have liquor stores. Farmington, Farmington Hills, next to their residential suburbs, you don't find gas stations. You don't find liquor stores, but they run down Newburgh at 50 and 55 miles an hour. They gather their goods, and then they go to where they

live, which they voted against this. I'd like you to think about it. Thank you

Mr. Wilshaw: Thank you. Appreciate your comments. I think there's one more person. Good evening, sir.

Orin. Mazoni, 37531, Dungarran Court, Northville, MI, which is actually Farmington Hills. We are kitty corner, Meadowbrook Hills from the development, other than the fact of all the things that have been brought up so far, the noise, the traffic and so on. This is a very unique corner for Livonia. Okay? If you drive down going east on Eight Mile, you're coming down that hill, you have Greenmead on the right, okay? It gives you a certain feeling, okay, about the area and about the city. You come back, turn right on there you're going back to Greenmead. You've got the golf course on the left. I mean, it's just the whole area is just a very, very nice, comfortable place, and I think it sets the mood for the whole city and why people live there. I've been at my address for 45 years, so we've seen a lot of changes there. I'm also a property owner in Livonia. It's a great city, and I hope you would just take a look at the esthetics that's going to happen if you put a gas station there.

Mr. Wilshaw: We understand. Thank you,

Mr. Long: Mr. Chairman, let's cut off public comment after this last person in line behind this gentleman,

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

Kenneth Moore, 20185 Ellen Drive, Livonia, MI. I'm just looking at the zoning change, not the particular person who's asking for it. If you were to change from C-1 to C-2 just going through the the Livonia PDF on this, I could see that if this business failed, you could put in pawn shops, payday lenders, auto paint shops, massage establishments, hotels, radio, TV antennas. I don't think we really want to change the zoning. Thank you.

Mr. Wilshaw: Thank you for your comments.

Colleen Powers. 20938, Deerfield, Farmington Hills, MI. I'd like to echo a lot of what Mr. Mazoni just spoke about. The character of that corner and what is there, and having the green space, if you will, of the golf course, and of the homes and the residential area around there, as well as all the beautiful property and historic nature of Greenmead, to put a gas station on that corner completely

changes the character of that area, and we have two gas stations a mile down the road at Eight and Haggerty, one at Seven and Farmington, and three in the other direction, down Eight Mile. Two at Eight and Farmington and one less than a mile away at Kroger at Gill. We are not lacking for gas stations in our area, and I would hate to see the city destroy the look of that area. I have two daughters in their 20s, married, looking to move in to homes around there. That's where they've been looking, but not if something like this is going to be in their backyard.

Mr. Wilshaw: Thank you, ma'am.

Mr. Wilshaw: We'll let you be the last person, and then we're done.

Claudia Lindley, 20218 Edgewood Avenue, Livonia, MI. We've been there for about 20 years, and I agree with everybody about changing from low density to high density is a really bad decision. We used to live in Dearborn Heights. We moved about 20 years ago, right off of Ford Road. Talk about high density. It's was so nice to move to Livonia to drive down Haggerty. I mean, Newburgh drive up around Eight Mile in front of the golf course, even the cemetery. I mean, it's beautiful, and Sheetz gas station with a big red sign on 275 I think it's really bad choice.

Mr. Wilshaw: Thank you for your comments. Appreciate that. All right, at this point, we close the comments. We do apologize to the residents who misunderstood that this was a pending item, hopefully at least giving another opportunity for some folks to speak on this item helps with that. We did hear all your comments from our previous meeting. We have heard your comments from tonight's meeting. We have numerous emails and petitions. So, we do have a lot of input from the residents, which we appreciate.

Mr. Long: Chair, if I may, the one gentleman spoke that by the time it gets to this point that it's a done deal, and nothing could be further from the truth. This is the first bite at the apple for this. This comes before us for a zoning issue. We're going to make a recommendation to City Council. There will be another public hearing at City Council where you will have the opportunity to speak, if you want. You will be able to speak with the City Council members about it, if you'd like to. From there it goes, if it gets approved, then it goes into a site plan process. It will come back to the Planning Commission for a site plan again. There will be a public hearing, and there will be another opportunity to speak on it. And then from here, it will go back to City Council again, so there are plenty of chances for you to discuss this with your

appointed commissions and your elected officials, all right. So, nothing could be further from the truth than that this is a done deal. Thank you. Thank you, Mr. Chair.

Mr. Wilshaw: Thank you, Mr. Long. Is there any other questions or comments from any of the commissioners? If not a motion would be in order.

On a motion by Droze, seconded by Dinaro, and adopted, it was

#10-55-2024 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on October 22, 2024, Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), the Planning Commission does hereby recommend to the City Council that Petition 2024-08-01-04 be approved subject to the following conditions:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city.
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

FURTHER RESOLVED, That notice of the above hearing was given in accordance with the provisions of Section 13.15 of Livonia Zoning Ordinance, as amended.

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

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

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

Mr. Wilshaw: Is there any discussion on the motion? There's no discussion. I'm going to pass the gavel. Mr. Chair?

Mr. Long: Yes.

Mr. Wilshaw: I'd like to speak on this item. This is something I don't do very often in chairing meetings, but as a chairman, I'm not allowed to speak prior to votes, because I don't want to influence any of my fellow commissioners and making their decisions. So, I have passed the gavel, so I'm no longer responsible for this item, but a lot of comments have been made that residents have made, and I want to address a few of them, and also just give my personal view on to why I'm voting the way I am. It's no secret that I voted against this item at our prior meeting, and I intend to vote against it at this meeting. The reason for that is this is a rezoning of property from C-1 to C-2 as many folks in the audience stated, We are raising the intensity use of this property by doing that rezoning. At C-1 it's a local, what's called local zoning. It allows for light commercial uses. I would say it's probably the best way to describe it, similar to the ones that we've seen there previously. There is a light commercial use north of this property, which is the daycare center in Farmington Hills. The remainder of this intersection, when you look at it, is residential and public land. It's parks, it's a golf course and residential properties, including right at the corner, which is highly unusual at most corners throughout our city to have residential right at the corner. When I look at this area, it's a very unique area in the sense of having so much open space. There's hundreds of acres of open land in the vicinity. And I'm also old enough to remember when many areas of the city were like this. But this really exists nowhere else in Livonia at this point, and if I stand at this intersection, I can go one mile in almost any direction to get access to a gas station. I get access to a convenience store. I can get access to fast food restaurants, and many of those operate with extended hours, not necessarily 24 hours, but extended hours. I drive through the intersection of Eight Mile and Newburgh daily. I live right near there, and when I stop at that intersection, I say to myself, do I need gas at this corner? Do I need a convenience store at this corner. Do I need fast food dining at this corner, 24 hours a day? And the answer to that for me is no. So, rezoning the property to C-2 for those intended uses is increasing the intensity use, and I don't think it's it's appropriate at this location. I know Sheetz is very eager to find a location in our city that works for the community, for everyone

involved and for themselves, and I think there are some good locations around the area that could support this type of business that are either currently zoned to the appropriate zoning or are also available on the market at this time. Some maybe not available on the market at this time, but will be in the future. But whatever happens with this vote, I just want to remind the audience that we are making a recommendation to City Council. This is not the final step. As Mr. Long said, there's many more steps for this to go. So, for any residents interested in this, I do suggest that you continue to follow the process as it moves forward. City Council will hold their own public hearing. You'll be able to speak at that and they're ultimately going to make the decision on this. I do want to thank the petitioner for coming and giving his presentation tonight. I also want to thank the audience for being respectful through this meeting. And that's the end of my comment. Thank you. Mr. Chair.

Mr. Long: We have a motion on the table that has been supported. We have passed three to two, so this will go on to City Council with the recommending approval. And we wish you luck with your project. Thank you.

Mr. Wilshaw: Thank you for coming.

Mr. Long: I am going to pass the gavel back to Mr. Wilshaw to come to attend to the next. Thank you.

UNAPPROVED MINUTES

1

MINUTES OF THE 1,220th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, October 8, 2024, the City Planning Commission of the City of Livonia held its 1,220th Public Hearing and Regular Meetings in the Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan.

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

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

Members absent: Wafa Dinaro Patrick Droze

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 #5 Petition 2024-08-01-04 Sheetz

Mr. Caramagno, Secretary, announced the next item on the agenda, Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

UNAPPROVED MINUTES

2

Mr. Wilshaw: Alright, this item was tabled at our previous meeting. Is there a motion to remove this item from the table?

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

#10-51-2024 **RESOLVED**, that the City Planning commission on October 8, 2024, on Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), does hereby remove the item from the table

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

Mr. Wilshaw: The petitioner has sent us a letter requesting that this item be postponed or tabled to the October 22, 2024 meeting. Is that correct?

Mr. Uhazie: Correct.

Mr. Wilshaw: All right, so with that, we're going to respect, as we always do, the request of the petitioner to move this item to that date. Is someone willing to make a motion to table this item again?

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

#07-52-2018 **RESOLVED**, that the City Planning Commission does hereby recommend that Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), be tabled to October 22, 2024, as requested by the Petitioner in an email dated September 30, 2024.

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

UNAPPROVED MINUTES

1

MINUTES OF THE 1,219th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, September 10, 2024, the City Planning Commission of the City of Livonia held its 1,219th 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	Sam Caramagno	Glen Long
	Peter Ventura	Ian Wilshaw	Patrick Droze

Members absent: David Bongero

Mr. Scott Miller, Planner IV, 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 2024-08-01-04

Sheetz

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

Mr. Miller: This rezoning change would facilitate the development of a Sheetz gas station, convenience store and restaurant. The subject property contains a two-story commercial building that is currently vacant. Due to the slope of the site, the building has a one-story appearance from Eight Mile Road. The site formerly contained a Rite Aid drug store facing Eight Mile Road and a Caddy Shack golf shop that faced Newburgh Road. The area to be rezoned measures approximately 79,880 square feet, which is 1.83 acres. You have 264 feet along Eight Mile Road by 285 feet along Newburgh Road. To the north, you have the City of Farmington Hills, to the west, across Newburgh Road, you have Greenmead Historical Park, which is zoned PL, and to the south and east, you have the Whispering Willows Golf Course, which is also zoned PL. Gas stations and drive through restaurants are treated as a waiver use in C-2 district. Thus, if the zoning change moves forward, the next step would be a review of site plan by the Planning Commission and City Council. The preliminary plan shows a one story, 6,139 square foot building near the middle of the site. Access would be provided by two driveways, one on Eight Mile Road and one on Newburgh Road. Along Eight Mile, the plans show six fuel pumps with the capacity to accommodate 12 vehicles. Parking for up to 55 cars are shown along the building's north, south and west sides. A drive through pickup window is shown on the south side of the building. The exterior of the building would be constructed out of brick and cast stone. Outside patios are shown along the north and east side of the building. That is the extent of this proposal and with that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Miller: The first item is from the Engineering Division, dated August 22, 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 rezoning at this time but would like to note the following items: 1. The subject parcel is assigned the address of #37355 Eight Mile Road. If additional addresses are required, the developer should contact this office after site plans have been approved. 2. The legal description included with the submitted drawings appears to be correct and should be used in conjunction with this project should the rezoning be approved. 3. The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not include any information regarding proposed services to the buildings, but the*

design Engineers for the project have been in contact with this office and are aware of this Departments' requirements. We will review the proposed services once design drawings are submitted for permitting. 4. As noted, design calculations are not shown on the submitted drawings, but the project will be required to meet the Wayne County Stormwater Ordinance, including storm water detention requirements. 5. A traffic study for the intersection should be completed to determine if either of the access points would need to have restricted turn movements. Existing traffic backs up past the proposed access points during the evening rush hour, so turning movements from the site may need to be restricted. 6. No grading plans are included with the drawings, but we have concerns for the proposed parking lot and drive approach grades. The existing site has a large grade difference between the north and south side. The developer will need to make sure that pavement and walkway slopes do not exceed allowable maximums. 7. Any work within the floodplain will require permits from the Michigan Department of Environment, Great Lakes and Energy (EGLE). 8. Any work within the Eight Mile Road right-of-way will require permits from the Wayne County Department of Public Service." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Finance Department, dated August 28, 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 correspondence is from the Treasurer's Department, dated September 6, 2024, which reads as follows: *"All taxes and water payments are current on this property at this time"* The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Okay, thank you, Mr. Miller, and we did receive a copy, I believe, in our packet, of the traffic study that was done for this property. Correct. Yes. Okay, so that satisfies one of those issues that was raised. Are there any questions for our planning staff?

Mr. Long: Scott, I missed the study meeting with the power outage, but so is the intent for them to bring that...they want...they have a drive through on the south side, are they intending to bring that back, end, back up to grade?

Mr. Miller: That question should be directed to the Petitioner.

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Mr. Long: I mean, I can ask them, but I didn't know, because I think it is pretty...

Mr. Miller: Yes, the site's grade looks problematic so, yeah, I'm curious how they're going to address it.

Mr. Long: I didn't know if we were aware of that yet. And, you know, I realized that this is just zoning at this point, but I think that's a significant factor in this. We'll have to ask the petitioner, I guess. Thank you. Thank you. Mr. Chair.

Mr. Wilshaw: Thank you, Mr. Long. Any other questions?

Mr. Droze: Thank you, Mr. Chair. One point of clarification or question. During our study session, we talked about the future land use for this particular parcel, and I don't think it was noted in the packet, but at the meeting, we discussed that the change of this parcel to a parks and community designation likely was an oversight, and it was intended to remain commercial. I just want to maybe...

Mr. Miller: That's correct, it was this classification before the Rite Aid. It was never changed after being rezoned to commercial...and remained Parks and Community.

Mr. Droze: Thank you.

Mr. Wilshaw: Thank you. Mr. Droze. Any other questions or comments to our planning staff? If not, I'll ask if the petitioners in our audience feel free to come forward. And again, I do want to iterate, as has already been mentioned, that the request before us tonight is for a rezoning request. So, the focus of our meeting tonight is going to be on the change of zoning from C-1 to C-2, which is a change in commercial zoning. There will be some discussion about the site plan and how this property is going to be used, but we're not going to be giving detailed review at this point of the building and building materials and so on. So, we're going to try to focus our comments mostly on the zoning. Is this an appropriate change of zoning. So, with that, good evening, sir, we'll ask you to start with your name and address.

Drew Miller, Skilken Gold Real Estate Development, 4270 Morris Road, Columbus, Ohio.

Mr. Wilshaw: Thank you for being here.

Mr. Miller: Thank you and good evening to the members of the commissioners and city staff. Thank you for your view of this project tonight. We were really happy to be back in front of you with this new location for proposed Sheetz. With us tonight is John Cecil from Wade Trim, who is our engineer, so if there is some concerns about the grade or anything revolving that or the traffic, we're happy to answer those questions. Alex Siwicki, with Sheetz, is here as well, and he's going to take over and explain a little bit more about what's proposed.

Mr. Wilshaw: Thank you,

Alex Siwicki, Sheetz, 39300 West 12 Mile Road, Farmington Hills, Michigan. I do have a PowerPoint presentation this evening. Mr. Miller, do you think it's possible to bring it up? Well, I'm going to give you the backstory on Sheetz, and then we'll get into the site specifics here.

Mr. Wilshaw: Mr. Siwicki, right before you start that, Scott, I don't know if you can turn the TV on this behind.

Mr. Miller: Sorry...hopefully I can.

Mr. Wilshaw: If it's not going to play nice, that's fine. But for some reason, I don't know, I tend to like to look over there. Okay, thanks. All right, go ahead. Mr. Siwicki.

Mr. Siwicki: Can you go to the next slide please. Okay, so Sheetz was founded in 1952 by Bob Sheetz in Altoona, Pennsylvania. Over 70 years later, now we are still family owned and operated with over 750 plus locations. We actually just opened one up this morning down in the Toledo area, so I've been traveling across state lines today. We originally started as a restaurant and carry out, and that very much holds true to our values today. As you can see on the next slide here, we are still family owned and operated. There are no franchises in our company. All our stores are 100% corporately owned, and they're run and managed by the Sheetz family. So about 16 people of this tree here that you see come and work in our business every single day. Moving on to the next slide. So, getting to that restaurant and carry out mentality, you can see that we offer a full kitchen. So, we call it MTO. You'll see that logo in some places, but it stands for made to order. You can get all sorts of combinations out of our kitchen. Last time we calculated, you can get 1.8

million different combinations out of our menu. So that means you can get...these are really bland recommendations, but you can get a breakfast sandwich at three in the afternoon, or you can get a salad at three in the morning. We also have Sheetz brothers coffee. You can get, again, you can make it any way you want it, but you can get your specialty coffee drinks. You can get smoothies; you can get milkshakes. You can get more. And then that convenience option. We have an incredible convenience offer in our stores, you can get all the snacks and drinks you can think of, and all the way down to all your grocery items, like bread, eggs and bacon. We have in that restaurant, we have 30 interior seats, and we have up to, or I shouldn't say up to, we have 16 seats outside so you can, you know, sit down after you order your food. You can eat. You can join a conversation with friends, send off an email, whatever it is that you need to do. You order that food on our touchpad menus, which you can see in the middle photo there. So, you literally walk up to the kiosk. Just click on the screen however you want to order, whatever you want to order, and we'll make it up for you. We have that same technology out at our drive throughs. So when you pull up to our drive through which this location is proposed to have, instead of talking to someone, you can actually touch on the screen what you would like to order, pull it around, and we hopefully will have it ready for you. So, getting into a little bit of our building. We do a state-of-the-art building. Our buildings are top notch, and they look incredible. So, we have four-sided architecture. That means our buildings look good from just about every angle you can look at them. We use full section brick and stone. We have great selection of architectural metals, great color palette. The buildings really do look awesome. Again, like I said, we also have that outdoor seating. You are a great PowerPoint clicker, you're on it. So, we take our local investment in benefits to the community seriously. So, this location is going to be around a ten million investment for us, a lot of which is the geotechnical concern, which we'll discuss the grading here in a minute. Much of our construction investment is spent locally, using local contractors, and all of our engineering work, like John over here, is spent on local firms. This location will have 30 to 35 jobs, primarily full-time employment, if an employee's availability allows, we always prefer to have full time. The tax assessments on this property will most certainly increase, which is always a plus. But then we also give back to the community. So, we have a few different charities at Sheetz. One of them is Sheetz for the kids. We also do donations to local food banks. So, this store, every single week is going to make donation to the local food bank. And we

also partner with Special Olympics at every level, so national, state and local. And then we also do plenty of donations to local schools and organizations, you know, drama guild, the T ball club, those type of things. So, getting into those employees, those 30 to 35 jobs, we really believe in being a top-notch employer. So, we offer full medical, dental, vision, paid time off, parental leave, employee assistance programs, retirement, bonuses, tuition reimbursement, and of course, you got to get your MTO while you're there, get your food and drink discount. To prove what a good employer we are, I just want to talk about some of the notable awards that we've won just this year. And one we actually just won this morning. I was able to sneak that in here a little bit. So great place to work. And People Magazine has recognized Sheetz as one of the top 100 companies to work for in the entire country. We actually ranked number nine this year, great place to work. And Fortune Magazine, which you'll recommend or recognize from the Fortune 500 also named Sheetz one of the top 100 companies to work for. And then Newsweek and also great places to work, named Sheetz the second-best retailer in the entire country to work for. We got that one this morning, number two. So, we're really pumped today. So enough about Sheetz culture. Let's talk about this site specifically. So, this is a request for a rezone from C-1 (Local business) to C-2 (General Business). So, 6,139 square foot building, convenience store, restaurant, gas station, located southeast corner of Eight Mile and Newburgh roads. So, there's a little map there. As the planner said earlier, it is 1.3 acres, and it has six fueling pumps with 12 stations and convenience drive thru. Another look at the elevations to see that full section, brick and stone, the colors and metals that we use. It's a really good-looking building. Here's the site plan. I know you've all seen it, and it's kind of small up on this screen, but we do have parking on all the sides the building down towards the south. There canopy kind of central to the north, and the two cuts onto the two public right of ways. I wanted to show you guys the sidewalk plan of the building. This is kind of a specific question that came up during the planning session, but this kind of shows where the seating is going to be, that there's plenty of room to maneuver around that seating. This is the floor plan. It's pretty busy inside our stores. We do offer a lot of things, so you guys will be able to take a look at that. If you guys haven't been to our first location in Michigan, down in Romulus, I would encourage you to do so that location is bigger than this one, but once you go in, you're going to get the same general feel. And finally, I have some photos of some real-life stores in operation. This is one of our canopy and building. This is on the south side of Columbus,

Ohio. Now, another one up close in person of our main entrance. That is our indoor seating area, and you can see the touch order screens a little bit better there. And that one is another view of the canopy and the building. And then finally, to the request, so a reminder, this request is for a rezone from C-1 (Local business) to C-2 (General business), and with that, I am here to answer your questions.

Mr. Wilshaw: All right, thank you. Let's see if we have any questions for you. Any questions from any of our commissioners at this point?

Mr. Droze: Included with our packet was a traffic study. And I guess as we look at rezoning this parcel, I think you've demonstrated that you can make your product work within the site. Is Sheetz in concurrence with the traffic study and prepared to make those recommendation, excuse me, recommended improvements as part of future project?

Mr. Siwicki: So, we're still looking at the traffic study and making sure feasibility of the construction recommendations by in general, yes, we agree with the recommendation.

Mr. Droze: And then my second question was regarding the stormwater management. So, there's, I think, rather significant erosion issues within the Whispering Willows golf course adjacent and I guess I'm just looking for concurrence that full compliance with Wayne County stormwater is intended.

Mr. Siwicki: Absolutely. They wouldn't issue a permit otherwise. Thank you.

Mr. Droze: Nothing further.

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

Mr. Long: As I stated earlier, I'd like to understand what you're planning to do on the south side. And as a frequent visitor to Whispering Willows, I'm very concerned about that stormwater runoff as well.

Mr. Siwicki: Sure. So the soils there are quite bad. If you guys are familiar with the site, the building is kind of falling down. If you look at historical images from Google Earth, you can actually see the amount of concrete on the lot has become larger and larger over time. So, we're anticipating spending about one and a half million to remediate the geotechnical concern on site. So that will involve digging out all the bad soils, replacing them, bringing

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it up to a relatively flat grade, and that would include a retaining wall and special foundations for a building.

Mr. Wilshaw: Thank you. Mr. Long any other questions?

Mr. Ventura: I understand and you described, I thought very well at the study session, how you're going to bring big stone in there and build a site up so that it's stable when you put your building on top of it. However, the elevation at the entrance off of Newburgh Road can't change, correct? So, what will the grade difference be between the restaurant at the floor level of the restaurant and the elevation at the entrance?

Mr. Siwicki: John, you happen to have that answer? Our engineer will be able to answer that better.

John Cecil, Wade Trim, 1145 Wade Moon Street, Grosse Point Park, Michigan.
To answer that question, we understand that the entrance elevations are set. We've set the elevation of the building in such a manner that it's not going to be exceeding any sort of steep slopes. We're anticipating somewhere around a three and a half percent slope down through that entrance. Actually, that entrance comes into the site. So we are respecting those slopes. We are going to make that work and meet within tolerance. So we're expecting somewhere around a 3% - 4% slope coming from the Newburgh up into the site.

Mr. Ventura: In terms of feet.,

Mr. Cecil: it's probably about three feet, I don't know offhand, exactly.

Mr. Ventura: Three feet over what distance?

Mr. Cecil: Probably about 100.

Mr. Ventura: Alright. You. Thank you.

Mr. Wilshaw: Any other questions for our petitioners?

Mr. Caramagno: Mr. Siwicki, tell us, you know, we're entertaining rezoning this property, why is this a good location for a Sheetz store?

Mr. Siwicki: I mean, this is a great location. Let's put it that way. We take a lot of pride in our site selection. We look at traffic patterns. We look at consumer spending data. A whole lot of algorithms go

into that, and then also the gut feeling of our real estate personnel. You know, they have an excellent track record over the past 70 years of selecting awesome sites. This is going to serve a great demand in the community. Right in this general area, there's not too much comparable offer. So that's why we believe it's going to be a great spot.

Mr. Caramagno: Do you expect to pull majority of your business off of the local roads, the local neighborhoods, or do you expect to pull business off the highway? Or combination of all.

Mr. Siwicki: I would say a combination.

Mr. Wilshaw: Thank you. Mr. Caramagno. Any other questions? No other questions from any of the commissioners. Then I will go to our audience. I'm going to give our audience members a chance to speak. You just want to sit for a moment Mr. Siwicki. Folks in our audience are welcome to come forward to our podium, and again, we'll ask that you start with your name and address.

Dave Hall, 37300 West Eight Mile, Farmington Hills, Michigan. Thank you, Commissioners for listening to us tonight. I'm disagreeing with my friend from Sheetz. If you look at the traffic in that area, I live right on Eight Mile. This is going to be right across from my house. I have a picture of my house that I'd like to show everybody, and the front room, the front room to the right, that's my bedroom. So, I'm going to be getting lights.

Mr. Wilshaw: You can just pass it to Ms. Reece.

Mr. Hall: From their building all day and all night. This is 24/7, 365 days a year. The traffic is already unbearable there. At five o'clock I cannot get out of my driveway. This is going to cause major accidents. I mean, I've got kids that drive. We own a landscape business also that we run out of our house. We're grandfathered in from Farmington Hills. We've owned this company. We've owned the house for 40 years. I've owned this company for over 40 years. We started this thing when we were kids. So, I'm deathly afraid of my kids pulling out. They've got to go three lanes to make a left-hand turn, and now we got cars coming eastbound. I'm telling you this, there's going to be accidents. You can see the accidents already. There's an accident every other week on that corner. I mean, bad accidents. We hear it all the time. The light, the lighting in this, on these buildings, you can see how lit up they are, I mean, and this is going to be in my yard. I have no privacy. I'm going to have no privacy at all. 24/7,

365, days a year. It just...this cannot happen. We love to open our windows. We got windows, big, beautiful windows. We love opening them at night to get a breeze into our bedroom, and it's beautiful. I'm not going to be able to do that anymore. I'm going to be listening to riff raff and all kind of...they sell beer and wine here. I mean, three o'clock in the morning, the gentleman already said three o'clock in the morning they're going to be able to go in and get a salad. And this is...this is outrageous traffic. And you can call this what you want, but all I know about Sheetz, and I've read on them, this is a truck stop. This is a truck stop. And I-275 is one mile down the street. So, they cannot tell me that they're not going to have semis in this place. And then this eating deck we just found out about on the southeast side, or the east side of the building. That's again, this is what I got to deal with. It's already bad enough that I got to deal with Whispering Willows having a party there, and their band playing till midnight, that I have to deal with, and now I got to deal with this. I just hope you guys turn this down. I don't think we need it in our community. They can go to Five Mile and Haggerty or anywhere that's a big commercial area, they don't need to go here. So, my wife and I, we oppose this. Thank you very much.

Mr. Wilshaw: Thank you for your comments. We appreciate that. Good evening,

Ralph McNabb, 36372 Fairway, Livonia, MI. Thank you for this opportunity to speak. I've got a couple of copies of my presentation here, if you'd like to see. I wasn't able to print out too many. So tonight, I'd like to speak that as a crow fly, my house is 2,500 feet from this property across the golf course. But more importantly, it's downstream to this product, this property, and talk about that in just a second. The bottom line to this is, what's being proposed is taking a bundled business that is clearly permitted in a C-3 zoning classification and rezoning a piece of property that is clearly and appropriately and presently classified as C-1 by reclassifying it as a C-2 with justifying with waivers. Now let that sink in. Basically, allowing a business that belongs next to an expressway off ramp, not in a residential neighborhood. The topography of this property is horrendous. You've noted that here tonight, if you look off Eight Mile to the south, that property drops at least 20 feet. You look off to the east, it drops another 10 to 15, maybe 20 feet, and it's all into the golf course. But more importantly, it drops into a stream back there, and that stream connects up to the Bell branch, which also connects up to the Rouge River. If we get a spill, it's going to be devastating.

It goes through the golf course and runs past our houses, back through the golf course, back to the other golf course on Seven Mile and out through that property, a spill would be devastating. The wildlife that's in those ponds...if you pull up one of his slides up there that shows the property with the ponds...the golf course, you'll see clearly, nope, keep going. Thank you. There's one that is an aerial view that shows ponds. It's not this one, but there's another one that has ponds of the golf course, and they're right there next to it. It's within 20-30, feet to the to the east and the and the where the yellow line is at the bottom there, that's that creek that runs through there. But there's a pond. You can just see it squeaking out in the top left or right corner up there. There's a pond there. The traffic patterns. It's horrific. The egress problems on to Eight Mile and Newburgh is going to be a problem. If you see my slide there, number four, you can see the red arrows. Those are the problem points that you're going to see. You have to go across the different lanes, but it's not conducive at that point. That's why the drugstore didn't make it there, I'm sure. It's very difficult for people to get in and out and now you're talking about trying to get a large 12,000-gallon oil tanker in there. 96,000 pounds on that property. You're going to build it up, and then you're going to expect a 96,000-pound trailer full of fuel to pull in there to load up the fuel tanks. There's no good way to exit the property going west or going south, and it's not just at five o'clock in the afternoon. The undesirable noises and smells from a gas station, regardless of the wind directions, you can look at any one of those directions, north, south, east, west, or points in between. It's all residential. Any type of operation like this is best suited, not in a residential setting. The potential for contamination into the residential water system. There's a 40-inch water main that goes right into that corner from Eight Mile. There's waterworks just down the street there on Eight Mile. The main line for all of those residential properties comes through that corner. If anything happens to that water line, we're all screwed. The potential for crime, according to FBI statistics, in 2022 convenience stores and gas stations were the site of 14% of the robberies and 5% of violent crime. Shoplifting by juveniles, multiple customers in the stores create problems. Who wants this problem in their neighborhood, especially when the higher crime translates into higher insurance rates. There's also a 2020 study by the FBI that talks about the robberies, homicides, convenience stores, number four on the list of those crimes. Do we really need a gas station right there? Do we need that convenience store? The takeaway, there are no less than 18 gas stations within a 2.5-mile radius. I showed you the map

on the paper there. All of them are not in a residential area for good reasons. Let's be honest. You really want this in your neighborhood. Let's talk about the rezoning. Rezoning from C-1 to C-2. The major concern for this form of business at the proposed location are problems of noise, odor, lighting, fumes, dust, danger of fire, an explosion, crime and traffic. C1 is classified as a Local business district. C2 is General business district. C3 is Highway Services District. That's where this belongs. Somewhere that's C-3. The location chosen is definitely a C-1 classification. It's a monumental stretch to try to get it into C-2 and then give them all of these little waivers to allow it to be a C-2 when it really belongs in a C-3 with no waivers. So, find a spot that's a C-3 and forget the C-2. Leave our neighborhoods. One other thing on the zoning. This is considered a limited service and carry out restaurant. It says so on the on the sign out front, it says present zoning, and it says request change to G-2 general proposed limited, carry out limited. The word Limited is key here, correct? In your section, 6.51, of the zoning ordinance, 3160, it says limited service and carry out restaurants with or without outdoor dining areas are subject to several conditions. Number C is drive up window facilities are not allowed. They're prohibited. There is a drive-up window there. Who's kidding who? Is it limited or isn't it limited? Either get rid of the word or abide by it and abide by your own ordinances. My bottom line here, I would like to suggest that they move it somewhere else. There are many locations...Eight Mile and Haggerty. If they want to stay in Livonia, let's find them someplace else is more conducive. I don't know whether or not Seven Mile and Farmington is a good spot. There's a building that's been sitting there for God only whole knows...15 years empty, huge parking lot. Let them build there. Let them get their lights there. There's nobody that lives there. So, in conclusion, I thank you for your time. I thank you for consideration. I'm all for business. Don't misunderstand me, but that business does not belong on that corner. Let's find something that does. Thank you very much. Does anybody have any questions?

Mr. Wilshaw: I think we're good. Thank you, sir. Thank you. Good evening, sir. You're next.

David Sharp, 21462, Beauford Lane, Northville, MI. As a Master Gardener, I work in Greenmead. I'm a major contributor to Greenmead, and we're very close to Greenmead, as you might know. I'm a retired teacher. I taught in Detroit for 34 years. I founded the Finlandia community gardens at the Finnish center. Many of the people who use our gardens are from Livonia, and many of our

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members are from Livonia. And as a matter of fact, my wife and I go to church in Livonia. We've even owned a piece of property in Livonia. So, my heart is close to Livonia.

Mr. Wilshaw: We appreciate that.

Mr. Sharp: What I haven't heard from anybody tonight is the experience that I have with this community area now you perhaps not personally, but certainly the City of Livonia has created a most beautiful area in the southwestern part of your city. You have, as I mentioned, green meat. You have the golf course. It's an Environmental Center because we have, as was mentioned, ponds and many animals that are frequently seen in this area. We even have turkeys. You have an opportunity this evening to make an important decision. Your decision is hopefully going to be in keeping with the decisions that have come before to create this beautiful area. Now I want to address the gentleman from the Sheetz.

Mr. Wilshaw: Please speak to us, sir.

Mr. Sharp: I want you to know that I thought that was an outstanding presentation and a beautiful place. What a lovely place to buy food. But it's not belonging there. This should be placed in an area where there's noise and all of these other things that have been mentioned here, not in that location. You have a beautiful area. I don't know how many of you have ever been there. Maybe you all have been maybe often, but it is an extraordinarily nice area, and we're just going to be very, very sad if it has to change. I hope that you will, in keeping with your previous decisions, not allow these people to put this here. They're fine people, but they're in the wrong place, and I would appreciate that if you would consider it very seriously.

Mr. Wilshaw: Well, thank you for your comments. Mr. Sharp, thank you.

Mr. Wilshaw: Good evening.

Greg Ralko, 36116, Fairway Drive, Livonia, MI. We've been there about 10 years, and we like the area, but we don't like the traffic. That's a very big concern. We live close to Eight mile and traffic is, especially with the freeways, and they've been all diverting up and down Eight Mile because of the freeway work that's been done, I-275, of course. You know the I-696/I- 96 corridor as well. We it doesn't... we don't go a week without having at least one or two police officers parked right on our entrance to our subdivision,

you know, and pulling people over left and right. And I know there's police officer here, so I'm ratting them out, but give you a sense of the speed with which people are going through that area, and just the volatility of that area. That corner, I think you have to remember, when you're going northbound on Newburgh, it's one lane going northbound. The right lane is a turn only lane, and during the I-275 construction, we had so many people at that corner avoiding I-275 that they were proceeding through that intersection in both lanes and then getting over and there was plenty of accidents. I called the police. I said you can have a field day pulling people over, and they did. They were out there almost every day. So, the traffic is a big concern. I used to be in the fast-food industry years ago, and the biggest question that I have is, how many cars or how many customers. I mean...they've done all their research and they've done their projections. How many customers do they expect through there on a daily basis, on a weekend, during rush hour, during breakfast hours? How many people do they have? Because you have to factor that in when you're looking at your traffic assessments, they'll underestimate it, but I'm sure they're projections, and they're great people. I you know, I love that industry, and I think they're a noble family-owned operation. However, that's a very interesting thing to know, and it's a good thing to know, because you don't want to underestimate and then when they open up that day, that they have double the volume that they're representing, or that your traffic patterns and your thinking about traffic can sufficiently accommodate in that corner. That's a bad corner to begin with. Ralph mentioned the number of accidents, or the first individual that spoke tonight about the accidents, and there are plenty of accidents at that corner. It's kind of in the corner of the city, but it's accident prone. The other thing too is proximity to I-275, I think there's unequivocally...their projections in their revenue model has to accommodate or has to count the number of people that are going to come off I-275, to go there, because I don't think there's enough people in that area to support such a huge operation. Certainly, the fuel. But you've got fuel, as we said earlier, you have fuel. That's just at the Kroger on Eight mile, and then, of course, the brand-new Speedway, so there's enough fuel there. We don't need fuel, okay? And if that's part of their business model, then their banking on stealing customers from both of those corners. Then, I don't know if that's a good thing. Maybe they don't need fuel, or they do need to be closer to the proximity of the freeway. I don't know where the Romulus operation is, but I will almost bet that it's probably close to I-94 and it's a bigger operation, as you said, but it's probably close to

I-94 which for that reason, the designation, I believe it's a G-3 or C-3, close to proximity of a freeway is more conducive to what they're offering...meals at all times of day. Who wants those? Not the people that live there, not the families that live there, okay? And this is a family business, not the families living around there. They don't need food. 24/7. The people that need food, 24/7 that are passing through, passing through. And we don't want people passing through, okay? How do you protect your neighborhoods? Okay? You don't have people passing through, okay? And that's a big problem. And I hate to even venture the number of people, and the people where are they coming from? Where are your customers coming from? When you have proximity to neighborhoods, okay, I've requested...I've seen the cop outside our subdivision. I said, come here and park at three in the morning. Okay, that's when I want them there. And he says he doesn't work nights anymore. There was a mention of a couple other locations within the city. I'm not going to do their real estate for them. We know where they're at. We have the Jeffreys freeway coming through. There's probably places there, or this may just not be a good place for them, but it certainly is an encroachment on the people that live there, and the inconvenience of a convenience store is going to be placed on the residents that live near there. That's it's rich in irony, but that's exactly what's going to happen. I won't go west out of my sub. I'll go to Seven Mile. I'll go down Gill to Seven Mile. I'll avoid that corner. And there was a comment there about Rite Aid. I didn't shop at Rite Aid that often because of that reason, getting out of that that corner, and it's a blind left turn, if you're trying to go south, coming out of that corner, it's a blind left turn going south on Newburgh, because you're allowing...people let you cut in right and then there's someone plowing through on the left turn lane. That's the reality. I've seen it, and I've avoided accidents, but I've seen accidents. We don't need that. We don't need that. Not to mention the construction. This is going to be a huge inconvenience for everybody. For Greenmead, for everybody. How long is this thing going to take? How long is it going to take to build? He's got major geography, topography work to do. How long is this going to take? What's the traffic flow going to be for us living there during that period of time? It's not a good location. It's, you remember, over in front of Eight Mile and Haggerty, where they put that pod out in front of the bank, right on that one strip near the corner. And that lot always used to crack, and it was the soil underneath there, it wasn't conducive, or what they did, they didn't do it correctly. And forever that whole lot was...you had waves of cement, and it was unsafe, and it was just...they had to redo it so many times,

if you're trying to put a square peg in a round hole, and I think that's what they're trying to do here. That's just not a good place for it. Ideally, on a flat surface, you don't create a flat surface where there's not one and everything around it is exposed to the to the ramifications that could be created. I think we need to be aware of that. I think we really need to be aware of that. So, I'm adamantly opposed to it. Not opposed to Sheetz, you know, and family businesses and things like that. I applaud them, and it's always nice to have them come in, into our community, but this isn't the right place for it. And the last thing I'll add is, before I moved to where I am now. I used to live in Laurel Park II, and I was the president of the homeowner's association, and years ago, it probably predates most of you that sit on this committee, Schostak wanted to put in a development on that corner. And it was they wanted to put in a drive through, a Del Taco drive through. And I've got a lot of the people in our subdivision that were pretty upset about it because of the hours of operation and the lights and the noise and everything, and they didn't want it. And it was interesting, the committee said one thing. They said that area we don't have a drive thru. It's a nice area. We try to maintain the image, or whatever, of the particular plot of land in that area. This is no different. It's just two miles north and so I think that was pretty revealing when they said no to it, and then you got Qdoba, and then you got, you know, now the Walgreens there. And so that was a nice development. It was something that the people vocally wanted the Walgreens there, because that was the convenience that they liked, and it was for the people around that area. This isn't for us, okay, this isn't for us. It's for the people that are going to come off I-275, that are going to go up and down Eight Mile, and they're going to cause numerous accidents, but they're going to cause the inconvenience of this convenience store, and so I would be grateful that you say no to this, and I think it's in our best interest, and I appreciate you listening to me ramble on.

Mr. Wilshaw: We got it. Thank you. Thank you very much. Mr. Ralco. Good evening, ma'am.

Karen Hall, 37300 West Eight Mile Road, Farmington Hills, MI. My main concern is, I know we talked about the traffic and when they are doing construction, this whole time they were doing construction on Newburgh Road, I literally had people coming around my circle driveway all day long, in the evening, during the night. Of course, when they're coming up, the lights are shining into my bedroom. They're loud. I just think it's going to impact me the most with this being right across. I try to get out in the morning

to go to work at nine o'clock in the morning and come home at five, at nine o'clock in the morning, I wait through three lights to get out to Eight Mile, to take a left to go down to Farmington Road. I have to make sure that there's no cars coming, because I don't...one time, one of my sons got hit, got T-boned coming into my driveway. And I just, it's the traffic's horrible there. And I just want to make you aware that it's horrible and there. Other part I'm concerned about is the crime that when these people are open that late at night, how many people are gonna be coming up to my door? When Rite Aid was there, they came up to my door. When the house that used to be built there, they would come to my door to use my phone. It's for me, it's security, and that's gonna be all gone if this goes in there, because they somehow, they come up to my door. And I don't think anybody else wants people coming up to their wife's door at night, and that's a scary thing. So, I don't that's I really oppose this because of the traffic, the crime. If I go down to Eight Mile and Farmington to the Speedway, I'm walking out and there's people that are on drugs asking me for money, because they say they want to fill up their car instead of they take the money and they leave. Are they going to be coming up to my house asking me for money? That's what I really worry about that. So, I just want to make sure you know how bad the traffic is and the crime.

Mr. Wilshaw: We appreciate your comments. Thank you for bringing those to us. Thank you. Thank you. Be careful. Hi, good evening. Ma'am.

Linda Allen, 37203 Whitetail Court, Farmington Hills, MI. So, I'm about a good block distance down from Eight Mile and Newburgh, Eight Mile and Halstead, whatever you want to call it. I'm a strong supporter of Livonia. My husband and I lived in Livonia just about 30 years, raised our children, and our daughters went to Stevenson High School, so I know Livonia through and through. However, in conjunction with the previous speakers, I can't agree more with them on everything they said. I really don't want to regurgitate the same thing, but all of the items mentioned are so applicable. We've been in our brand-new built house for four and a half years, and I never imagined the traffic. Problem number one is the traffic problem at that intersection of Eight mile and Newburgh or Eight Mile and Halsted, however you want to name it, and like the resident's prior that have spoken, this is a major, major concern. There's always police present, there's always an accident. There are also people always rerouted, and you're taking five lanes off a Newburgh one, of course, is a right turn lane only on to Eight Mile, but

you're basically taking five lanes that includes a center lane, and you are going to two lanes. So already it's a major backup problem, like everyone else has mentioned. So, my that's one point to reiterate. Second point is I did a little bit of homework because there was a proposal by this organization for Five Mile and Newburgh. Read up about it. I don't know why it was denied and turned down, but it was denied for that location. I have very close friends that live in the Five Mile and Newburgh area, off of Hicks or by the Italian American banquet center all along there. And what they determined was, once again, we already have multiple gas stations. We don't need something like this. Well, just going five miles or three miles north isn't going to change the opinion of residents in the local area, whether they're from Northville, whether they're from Farmington Hills, or whether they're from Livonia, we all feel the same way. Now, I don't have any children at home anymore because they've grown up, but I know in my 17 home, small new subdivision, there are many brand-new families with a lot of small children. I don't think it's safe to have this locate, this location. I respect what they want to do, but as the previous people have said, it's just not the new home for Sheetz. They need to find another location, more along the lines of the C-3 zoning. The other thing is that... has anybody considered okay... Right on the corner of Eight Mile and Halstead is a daycare center all those little children, okay? Now I'm not saying accidents are going to happen. There is a fence and all that, but we all know the unexpected does happen. There are children out several times a day on recess playing with all the little Gymboree articles outside. I know if I was a parent dropping off my child, I definitely wouldn't want to see that across the street. So, I'm sure that Child Time and that business are not too thrilled either. I don't know if they've entertained any input to you guys, but I would think that's not a plus for them. We moved from our home in Livonia, which was just two and a half miles away, we were off of Seven Mile by Fox Creek Golf Course to Farmington Hills. And the reason why we stayed there is because we love the area. We love what it's about. We love the...my husband golf's constantly at Whispering Willows. You know, it's just a nice, calm, non-noisy area. We all want it to stay that way. We don't want all this. And I determine if you can get this at 3pm and this at 3am like the other people said, we don't need a 24/7 truck stop service at Eight Mile and Newburgh. I'm sorry. It makes absolutely no sense at all, and I think it's actually going to really bring down the Livonia community and the communities that butt up against Livonia. I just don't think it's going to be a nice look, even though the, like everyone said, the building is gorgeous. I mean, it's

absolutely stunning, but not the right location. So, I am very much opposed to this. I didn't move to that location in Farmington Hills, with all this, these beautiful subdivisions and these monumental homes across the street with the rod iron gates and everything in the beauty to have that thing bring down the entire surrounding area. I want to commend the gentleman that really methodically went through everything. I think his name was Ralph. Yeah, anyway, so he did an outstanding job, and he did it very well, and everything he said was exactly correct. And the neighbors are very, very concerned, because we've all talked in the last week amongst ourselves. So, thank you very much for hearing me, and I hope you deeply consider what all of these residents are saying.

Mr. Wilshaw: We appreciate your comments coming to our meeting. Thank you. Thank you. Good evening, sir.

Jerry Allen, 37203 Whitetail Court, Farmington Hills, MI. I live behind Child Time. I really appreciate what the other speakers in opposition to this have had to say and I fully agree with them. I won't reiterate all of that, but I will point out a few things. I ride my bike practically every day through that Rite Aid parking lot and I can tell you that trying to cross the crosswalk there, even walking my bike across, is taking my life in my own hands. It's dangerous. The other thing to consider that my wife brought up was about Child Time. Our daughters went there years ago. But when the gentleman from Sheetz is talking about doing a traffic study, the traffic flows there vary depending on the seasonality. I know some of you were saying that you golf at Whispering Willows like I do. In the wintertime it isn't too bad, you're not golfing in the snow. Now it's bad, okay? And you've got traffic going in and out of there. You've got that right lane where people decide that they're going to go into Whispering Willows, hitting northbound, then others are going to Eight Mile. You've also got the situation where you've got different events going on at Greenmead at different times of the year. They had a Scottish festival there a couple of weeks ago. You've got in and out traffic going there, primarily during the spring, summer and fall, maybe even in the winter, sometimes. The other issue with Child Time is that the fact that when you're going northbound, those four lanes with the middle turn lane, which is kind of like four and a half five lanes, those whittle down to a two-lane road, because Newburgh becomes Halstead. Well in the mornings and the afternoons, and sometimes even around lunchtime, if you've got kindergarteners, people are stopping to pull in, heading northbound, and so you've got this situation where the

traffic backs up due to that. You've got kids, keep in mind, Child Time has got their own busses, so you got those busses going on. The other thing is, God forbid, going back to what Ralph was saying earlier, if they were to have some sort of a leak or, God forbid, an explosion, I don't think any of you want to be having to explain why numerous injuries and possibly deaths of young children due to something like that, and with a 19,000 gallon tanker that's coming down Eight Mile road off of the hill from the top of Greenmead, just imagine if somebody goes into the rear end of that thing. As other people have said, we have a speeding issue on Eight Mile Road, even on Halstead Road, because it's such a long stretch a straight road, I just think that that's a risk that's not worth taking. I've been in Sheetz before. I used to work out in the Pittsburgh area. I like their stores; I like their food. I like the convenience. But to reiterate with other people who said here, this is, this is the right company for Livonia, but the wrong location. Thank you very much.

Mr. Wilshaw: Thank you for your comments. Mr. Allen, I think there's one more Gallico. Go forward. Anyone else wishing to speak. Please be ready. Good evening.

Kathy McRae. 21126 Center Farm, Northville, MI. I would like to say that, yeah, a bunch of us are from Farmington, but we probably shop in Livonia, more, a lot of us, than Farmington, just because I go down to Six and Newburgh all the time. So, I mean, we support your city anyway. Again, I agree with everything everybody said so succinctly and eloquently. And I would just like to add two things. You know, early on, one of the earlier speakers, either the Sheetz or one of these two gentlemen said, you know, , we'll limit traffic turning out of the station onto the main roads. We'll put a no left turn sign there. And that's a joke. I mean, there's one down at the Speedway at Seven and Newburgh, and people turn left out onto Newburgh all the time out of there. Who's going to police that? I mean, it's literally an accident waiting to happen. I mean, no one pays attention to red lights anymore, let alone a no left turn sign and then the other thing is, another factor that hasn't been mentioned yet, is litter. I mean, those places are going to have a lot of litter floating around the parking lot, and it's all going to blow down into the ponds on the golf course. You know, people can't even put their trash in a trash can. They just have to open the door and plop it down on the pavement. So, it's going to get pretty gross, pretty fast. I know you can tell me, oh, we'll have someone go clean up the, you know, the area, but I just don't see it happening. And just in general, it's, it's a jarring proposition. That's the only word I can

think of, is jarring. You're going from this one story, kind of laid-back drugstore to this building with red and it's got a canopy, and it's just going to be too much for the again, too much for that site. It's going to be, the only way I can think of, is jarring. So that's it for me. But thank you for listening to me.

Mr. Wilshaw: Appreciate your comments. We appreciate that. I There is another gentleman coming forward. Good evening, sir.

Rocky Fowler, 37250 West Eight M, Farmington Hills, MI. I am pretty much right across the street from the proposed location, really. I share the sentiments of all the previous speakers as well. So, to spare you of any of that redundancy, but I would like that those are very important statements and comments. I'm a real estate agent with Keller Williams. My office is at Haggerty between Eight and Nine. I do feel that's something that, I don't know, if that was brought up or not. You know, it's nothing against Sheetz. I think that it looks like a beautiful place. It's just the wrong location. And I think for a lot of reasons, I don't think the proper traffic situation was assessed thoroughly enough the previous people, again, not to be redundant, but they've made up some, you know, or made some very important points on that. The accidents that I see it... firsthand, you know, I'm on almost an acre right there, and I thought that it would be the great location. The only thing, you know, the noise with Eight Mile, I know that we'll have to...that's already there, but this is going to add to that, like so many of the other residents have invested in landscape and different things to adjust to that, but this is something that I don't think we have the capacity for. I will say no one can, you know, predict the future and to certainty say that it's going to bring down our property value. I think the homeowners would concur, though, that would factor in. I think too, I would just implore you all to consider what our parents and grandparents said over the years. Nothing good happens after midnight. And I'm not I'm not saying this, you know, lightly either, you know, I have kids, plan on having grandkids. Have been there for 20 years. And I don't think anything good happens after midnight either. When it comes to, I don't know if there's proposed liquor sale there. I assume there would be, but, you know, 24 hours. And so, you know, as a gentleman from Sheetz mentioned in the very beginning, he prefaced with, you know, the contributions to the, you know, kids and Special Olympics, I believe, or the, you know, that's admirable, but on a very immediate level, that's my main concern, is the kids. And I would implore you to consider that when you make your choice. That's really the main, again, all my sentiments have been

mentioned. That's really the big thing though. You know your traffic, but not just the traffic, but the fact that it's 24 hours, it's the wrong place. It really is. I don't think it's good for the city. It's good for any of the residents around either. So, I appreciate you coming out and speaking. Thank you so much for your consideration.

Mr. Wilshaw: Thank you for your comments. We have a couple people left. Please come forward. Good evening, ma'am,

Julianne Levine, 37284, Rosedale, Farmington Hills, MI. Clearly, so many important points have been made this evening. Clearly, they have a business model that's excellent, and it goes to whether this is really the right location for that. It's a very pastoral feel to that intersection. And I think we all understand, we don't want to lose that feel with you know the investment Greenmead Livonia, the City of Livonia has put into green meat, what they've put into Whispering Willow the Farmington Hills on the north side, the neighborhoods that have been developed. There are beautiful neighborhoods. I would just add a couple additional points. I don't know if you've talked to the City of Northville, but I moved into that area. I lived at nine in Halstead for 10 years prior before moving there. And I moved there in 2011 Halsted hollow neighborhood, and the lot where Linda and Jerry have moved into, and the development there, the residential neighborhood there, when that 10 acre lot went up for sale, an assisted living facility wanted to come in and redevelop it, and it what went to rezoning before Farmington Hills City Council and all the surrounding neighborhoods, because we were all notified. See, we were not notified. This is needs to be understood. Your requirements of notification to the neighborhoods was very limited, given the distance, sure, and there's a lot of neighborhood, we were all notified when the rezoning was going to occur, and all the surrounding neighborhoods, Goldstream, Applebrook, Meadowbrook Hills, Halstead Hollow, all came before the City of Farmington Hills Council and explain how we wanted to keep this area a residential area, and the importance to that and the community that we had built there and invested in. So, I just want to give you that background information, and it needs to be considered because a lot of people in that area haven't been notified. We only found out in the last week or so, and we have been networking with our neighborhood associations to make people aware of that. So there would probably be more people here this evening than what you have if those neighborhoods in the Farmington hillside had received the notification.

Mr. Wilshaw: Well, I appreciate you coming and making your comments.

Ms. Levine: I also want to add that I think it's been brought out a 24-hour site since. I've lived in that corner in that intersection, and I shop at the Haggerty and Eight Mile area. You know, there's the large Meijer store. It is well known and documented that having the 24 hour, which they've cut back since COVID, but having that 24 hour clearly became a crime scene for the City of Northville. So, I would ask you to also speak to them about the issues of having a 24-hour location open in that area and people have spoken to their concerns about crime.

Mr. Wilshaw: I appreciate that. Thank you. Good evening, sir.

John Eliav, owner of Rite-Aid on the proposed site. I've noticed more than a few people have referred to it as a truck stop, and the Sheetz at Metro airport is a gas station and a truck stop. There is truck fueling facility in the back and regular motor vehicles in the front. This location will not have a truck stop. There will be no fueling for trucks. It will be strictly for people who live there. And I had some people mentioned the Rite-Aid failed because of getting in and out. The Rite-Air was there for 25 years, and they had trouble with their opioid lawsuits over a billion dollars nationwide, and they closed all their stores in Michigan, not just this one corner and the Sheetz proposal, if you look at the drawing, they're using the two far driveways from the corner. They're eliminating the driveway closest to the corner, so they wrap the corner, making it a lot safer for traffic coming in and out of the site. Also, one neighbor mentioned he's going to have lights coming at night. I have 40 lights tall, gigantic lights on that property, and I keep them on all night long. Now that Rite-Aid closed, they're off. But for all the years I had the property, those lights are on all night for safety, and they're not proposing any more lights at that site than we have, and probably less. It's a good location but the building is old. It's over 30 years old. It needs something new, and I was impressed with Sheetz when I was out of town and I drove to the new one just the other day with the open and I loved it was beautiful, and they were busy, but they were not nothing like a Chick fil A, where cars line up and Cost traffic their drive through does? I didn't see one car while I was there. Most people got their gas, grabbed a bite to eat, either pre made food, which I did, and left, or they got something made to order. And I liked the fact I went in the restrooms were clean and they were huge. They're not like a typical gas station. And if you're coming out of Greenmead

during the event, I support Greenmead also, and you want to stop in and use the restroom, they're clean and they're large, and they take care of them. You don't let them run down. The gas station by my house is you're afraid to walk into the bathroom. It's awful as far as food goes. My great aunt lives a mile away. My mom just a little further. My mom there's 90 this year. We have 24-hour care for both of them in their home, and one of my caregivers is a vegetarian. I like the fact that I get a salad at three in the morning or two in the morning and bring it over to her while she's taking care of my mom. Not everybody lives a nine to five life. People have different jobs. People have different requirements. I don't see it as a high crime risk. They have cameras, they have security. They're virtually cashless now. They're a well-run company, and I think getting rid of that old building would do the site justice and put a nice new, modern building there, and I don't think it would impact the area. And if they're concerned about traffic, they should contact MDOT and see about getting the light signals changed where you have arrows for turning and give people more time to turn to reduce the traffic backup. That's all I have to say. Thank you.

Mr. Wilshaw: Well, thank you for your comments. Appreciate you coming down. I think that covers all the comments from our audience. We did get extensive comments from our audience, and I do appreciate everyone coming forward and speaking. We do give the petitioner the last word to speak if there's anything that you'd like to say based on anything that you've heard, again, we don't want to create a debate back and forth, but we just want to see if there's anything you want to address.

Mr. Siwicki: Yeah, absolutely. Thank you everyone in the community for coming out. That actually means quite a bit to Sheetz. So, Sheetz, if you've noticed, I've been writing this whole time. We take those comments and we I guess I'm kind of speaking through the chair here to the audience, and we look at our site plan and see if there's things that we can do to help mitigate our neighbor's concerns. So, most of you now have my contact information. If you didn't get it, please find me here before the conclusion of the meeting, and I'd love to speak with you. But some of the things that we can go over here, and we'll just touch on them very lightly, because this is a rezoning request, and we'll talk more specifically during site plan review. So, we do have a traffic study on file with you all, and it involves certain recommendations. We believe that the intersection will actually function better after the modifications to the timing signal, as the traffic study suggests. Lighting, we meet the city's ordinance. All

of our lighting cannot surpass the property boundaries, so all of our lights are down, lighting appropriately shielded, and we meet the foot candle requirements. So, our stations are typically very mellow when it comes to their lighting, compared to maybe our counterparts that are on the on the freeway. Bringing me to the freeway item, this is not a truck stop. So, there are some notable differences between a regular C-store that we're proposing here and a truck stop. Truck stops are much larger in acreage. They can accommodate tractor trailers being able to turn appropriately through the site. Have places to park that sort of thing. They're simply not the room here. If a tractor trailer came on our site, or forbid, more than one, it would clog up our entire operation, and we would have to ask them to leave. They also wouldn't want to come on our site. So, the diesel that we offer at this particular location for smaller trucks and stuff like that, the pumps only pump about six gallons per minute. At a truck stop, it's about 30 gallons per minute. So, at a truck stop, a tractor trailer can fill up in about five minutes. On this proposed location, it would take them a half hour. They simply just do not want to come to this type of location. Pardon me, while I go through my notes here, construction sequencing was brought up by a few members of the community, it depends on the time of year how long construction will take. We are very quick at construction. I actually started at Sheetz in our construction department, and on average, it takes us about five months to build one of these things. It's remarkably fast for the scale of the operation. Alcohol. Alcohol is not permitted for our use within the City of Livonia, so we will not be serving alcohol here. And I think those are some of the main points. Again, I've given my contact info to all the neighbors, and I would love to speak with them and see what we can do to make sure that this is a site that fits in within the character their community. Any questions for me?

Mr. Wilshaw: Thank you, Mr. Siwicki. I appreciate you just addressing some of those larger bullet points that we heard repeatedly from some of the people who spoke. You seem to encapsulate that really well and at least address some of those. Let's see if there's any questions from any of our commissioners for you. Are there any questions for the petitioner based on anything that we've heard so far before we close the public hearing?

Mr. Ventura: Can you tell us whether or not you'd be willing to limit your hours of operation to something less than 24 hours?

- Mr. Siwicki: So, all Sheetz locations operate 24/7 365, we have for many, many decades. It's something that's kind of ingrained in our culture. We offer the ultimate convenience for our consumer, and it is for those types of folks that maybe don't live the 9-5 lifestyle, as the previous speaker said. So at this time, we would really like to have 24/7 in Livonia.
- Mr. Ventura: So I take that as a no.
- Mr. Siwicki: That is accurate, sir.
- Mr. Ventura: Great. Thank you.
- Mr. Wilshaw: Thank you, Mr. Ventura. Any other questions for our petitioner? If not, I will close the public hearing. And thank you, Mr. Siwicki, for your presentation, and a motion would be in order.

On a motion by Droze, seconded by Dinaro, it was:

RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), be approved subject to the following conditions:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city.
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

Approving motion made by Droze.
The motion failed due to lack of majority.

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

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

Mr. Wilshaw: Would someone like to offer an alternative resolution?

On a motion by Ventura, seconded by Long, it was:

RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest $\frac{1}{4}$ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), be denied for the following reasons:

1. The proposed zoning contradicts the Future Land Use Map, which designates the site as Parks and Community.
2. That the proposed change of zoning is inconsistent with adjacent zoning districts in the area.
3. That the proposed change of zoning is inconsistent with the established pattern of the development and would adversely alter the character of the area.
4. That the proposed change of zoning is not needed to develop the property.

FURTHER RESOLVED, that notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Zoning Ordinance, as amended.

Denying motion made by Ventura.

The motion failed due to lack of majority.

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

AYES: Long, Ventura, Wilshaw
NAYS: Droze, Dinaro, Caramagno
ABSENT: Bongero

ABSTAIN: None

Mr. Wilshaw: Is there any discussion?

Mr. Droze: The only point would be that I think point one of that resolution. Prior discussion earlier is that the future land use map may have been done in error, that it was to remain a commercial land use so that's my only point to make on that.

Mr. Wilshaw: That's a fair point. Thank you. Any other discussion on the motion?

Mr. Ventura: I respond to Mr. Droze and point out that planning has acknowledged that they would leave it C-1, that does not mean that planning would have mandated a change to C-2.

Mr. Wilshaw: Thank you, Mr. Ventura. Any other comments on this motion?

Mr. Wilshaw: Motion of the vote is split. Gee wish Mr. Bongero was here tonight. All right, we have a stalemate. Is anybody willing to make a motion to table this to a future date.

Mr. Long: Mr. Chair? Is it possible that we could just send this along to city council without a recommendation either way.

Mr. Wilshaw: This is a rezoning request. Mr. Miller.

Mr. Miller: I've never heard of that.

Mr. Wilshaw: I believe we have to have some sort of definitive ruling for the City Council to consider.

Mr. Miller: You have to recommend.

Mr. Wilshaw: So, we may need to wait till Mr. Bongero gets back and vote then. Anybody would be willing to make a tabling resolution? That would be the only other alternative.

Ms. Dinero: I'll make the resolution to table this until our next meeting in October.

Mr. Wilshaw: Is that correct? So, our first meeting in October. That'll be our next regular scheduled meeting. Mr. Long, you had a comment you wanted to make?

- Mr. Long: I would like to hear from the people with Sheetz about their timetable and the act of tabling this, since we don't have a scheduled meeting for another month.
- Mr. Wilshaw: Ms. Dinaro, typically, there's no discussion on tabling motions. We haven't had support for that yet. Are you willing to...
- Ms. Dinaro: I'm willing to pull it.
- Ow To hold that for just a moment. Thank you, Mr. Siwicki, if this was to be delayed for upwards of a month, how does that factor into your plans?
- Mr. Siwicki: You know, it's not ideal for us. It is something that we can work with. If we may take a moment, I would like to address any concerns that any of the commissioners might have, more succinctly. Is that an opportunity to answer any more questions you all might have?
- Mr. Wilshaw: I think we've cut we've had as many opportunities as we can. I do appreciate you offering that, though. We're at the point where we need to make our decision, I think.
- Mr. Siwicki: Great. I understand.
- Mr. Wilshaw: Thank you for offering that. Ms. Dinaro, are you willing to put that motion back on the table?
- Ms. Dinaro: Yep, motion to table.

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

#09-45-2024 **RESOLVED**, That pursuant to a Public Hearing having been held by the City Planning Commission on September 10, 2024, on Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District), the Planning Commission does hereby table this item to the Public Hearing on October 8, 2024.

FURTHER RESOLVED, that notice of the above hearing was given in accordance with the provisions of Section 13.13 and 13.15 of the Livonia Zoning Ordinance, as amended.

Mr. Wilshaw: This item has been tabled to our next regular meeting where we will consider it again. There will be limited discussion at that meeting.

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

(Member of the audience) Are we going to be able to talk to Mr. Bongero? Is he going to be able to hear our concerns.

Mr. Wilshaw: He will have the full record everything that was said today is fully recorded, word for word in our minutes, and he'll have an opportunity to review those.

(Same member) I get that, but I want him to hear the passion in our voice.

Mr. Wilshaw: This is also videotaped too and broadcast, so he can also watch it as well. But yeah, at our next meeting, it will be a pending item, because it's one that we've already had a public hearing on, so there will not be open discussion, so we're not going to have a full comment period again, but Mr. Bongero will hopefully be there, and we'll be able to make a decision. Thank you. Thank you all for coming this evening.

(Another member of audience): So, how do we know what the result of Mr. Bongero's input is? If we're all not allowed to come to the...

Mr. Wilshaw: Ma'am, you're, you are welcome to come to the meeting. These are all open meetings, and that date will be, October 8. October 8. So that's the date, 7pm downstairs.

Mr. Long: You may want to discuss the whole process, whether, whatever happens with us...

Mr. Wilshaw: That's fair, Mr. Long, I do appreciate you mentioning that, just so anyone who's not familiar with how these petitions go through the city process is kind of a four step, sort of four meeting process, in the sense that the petitioner comes to us with a rezoning request. That's what we're dealing with today, to rezone this property from C-1 to C-2, regardless of what goes on the property. We make a decision on that. This is a recommending decision that then goes on to City Council. The City Council, after holding their own meeting and their own public hearing, will make the final vote on whether the property is rezoned or not. And what they do is they will...they have to do

a first reading, second reading. It's a multi-step process, even for them. They will hold the first reading. If they get this. Let's assume that we recommend approval. It will go to City Council. City Council will consider it if they want to go forward on it as well, they'll hold it into a first reading. Then the petitioner will come back to us and start the process of a site plan. This is the part where we go through looking at the building and the layout and the wall and the entrances and all the little nitty, picky details of the property. That comes to us again. We review it. We work with the petitioner to try to get what we feel is the best petition possible. We will either approve or deny that particular site plan, and then again, that will go to City Council with that recommendation. City Council will then vote on the zoning and on the site plan at some point in the future. So, it's a multi-step process. We are just making recommendations to City Council, so regardless of if we approve or deny this, the petitioner will have an opportunity to appeal or to make that presentation again to the City Council, and the City Council will ultimately be making the final decision. So just so you understand, it's a long process. It's a multi-step process, and City Council is really the one that's going to make the final decisions on this, not us. We're just doing the homework and trying to get the best plan we can for the city. Go ahead with this one question, because you're in the audience, and people can't and Tv can't hear you.

(Another member of audience): So, with what you just went through, how, typically, how long does all that take?

Mr. Wilshaw: It's a couple month process at least, and it depends on scheduling, when meetings occur, and all that type of thing, which is, unfortunately why you're going to have a bit of a delay now, because we don't have a meeting between now and the beginning of October, so that adds a little bit of a delay. So, it's unfortunate, but that's what it is. So, with that, we are done for the public hearing on this item. We are now going to move on to item number two in our agenda. Thank you for those who did come tonight.

From: [Uhazie, Jacob](#)
To: [Reece, Stephanie](#)
Cc: [Taormina, Mark](#)
Subject: FW: Petition 2024-08-01-04 Sheetz Rezoning
Date: Monday, September 30, 2024 4:45:46 PM
Attachments: [image001.png](#)

FYI

Jacob Uhazie

Assistant Planning Director
City of Livonia | Planning Department
(734) 466-2293 | (734) 674-7647
juhazie@livonia.gov

From: Cecil, John <jcecil@wadetrim.com>
Sent: Monday, September 30, 2024 3:23 PM
To: Uhazie, Jacob <juhazie@livonia.gov>
Cc: Alexander Siwicki <asiwicki@sheetz.com>; David Bruckelmeyer <dbruckel@sheetz.com>; Drew Miller <dmiller@skilkengold.com>; Royston, Kevin <kroyston@wadetrim.com>; Steven Lyncha <slyncha@sheetz.com>
Subject: Petition 2024-08-01-04 Sheetz Rezoning

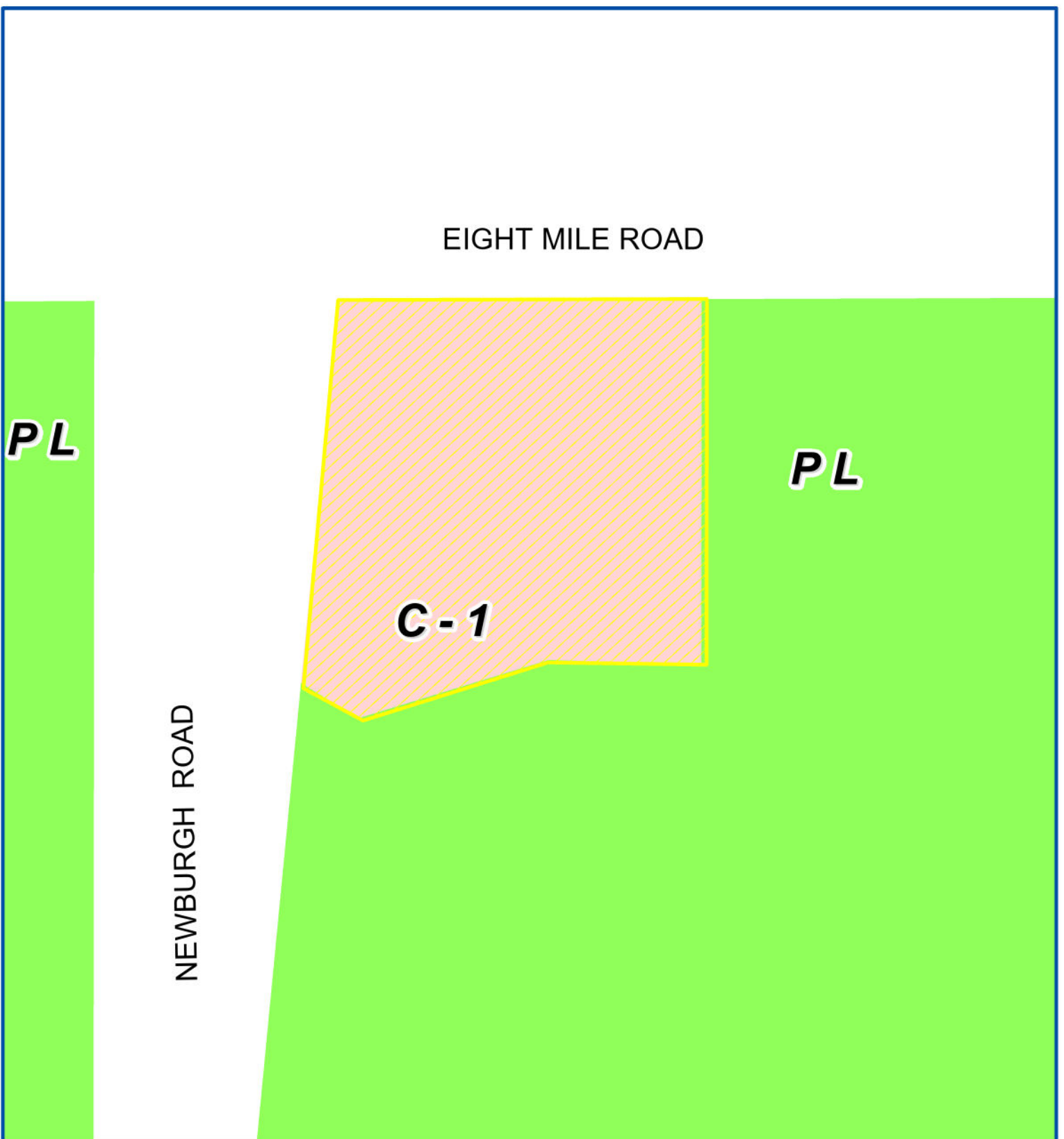
Hi Jacob,

Thanks for clarifying, please consider this email the formal request to have the Petition 2024-08-01-04 Sheetz Rezoning tabled for this weeks Planning Comission. The Development team would like to be scheduled for the October 22, 2024 Planning meeting. Please reply and confirm that this was received and that this petition will be tabled for this weeks meeting.

Regards,



John Cecil, PE
500 Griswold, Suite 2500, Detroit, MI 48226
313.961.3650 office
313.379.6825 direct



Address & Zoning Map

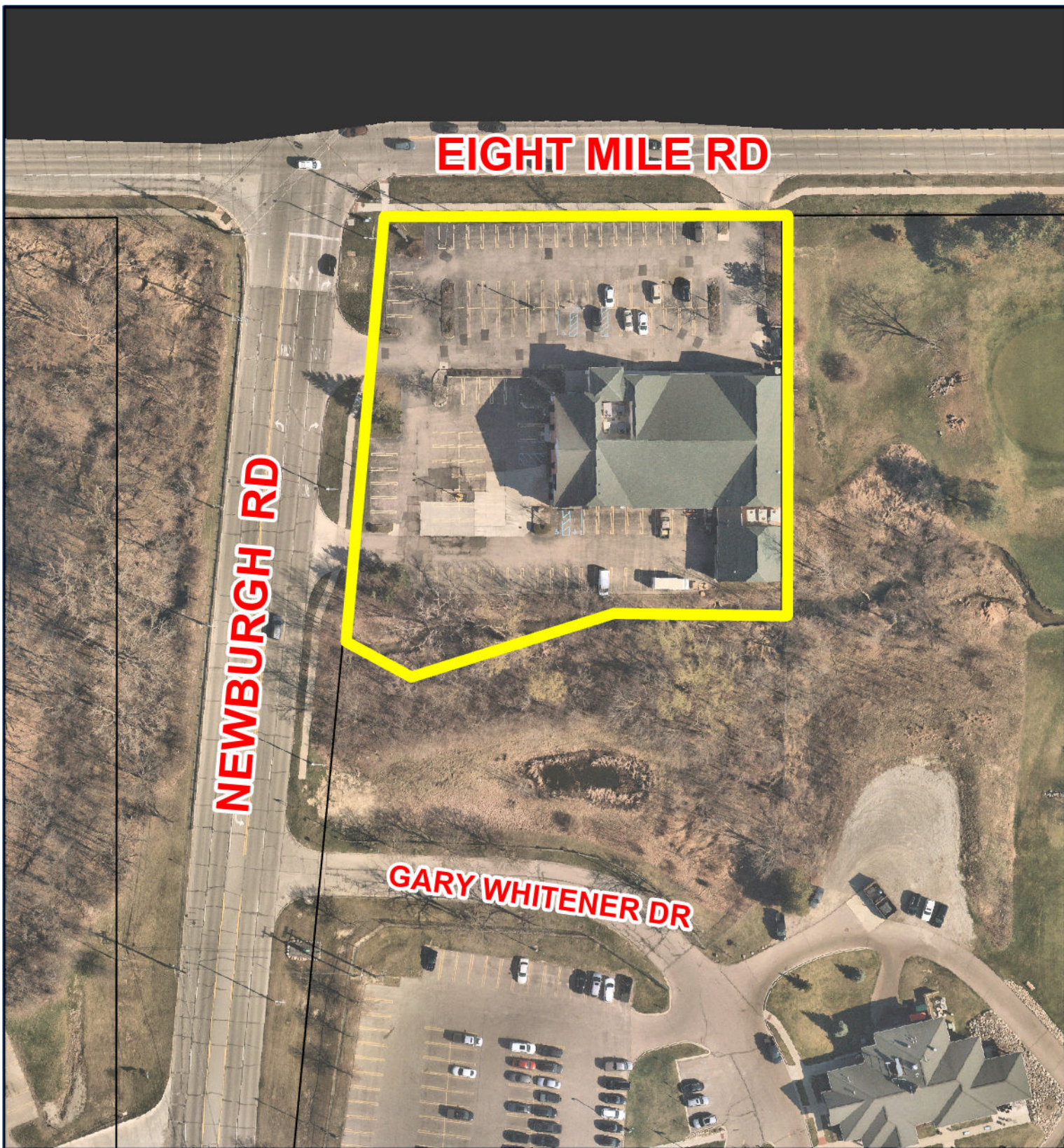
Petition 2024-08-01-04
Sheetz Store
37355 Eight Mile Road



Not to Scale



City of Livonia
Planning Department



Aerial Map

Petition 2024-08-01-04
Sheetz Store
37355 Eight Mile Road



Not to Scale

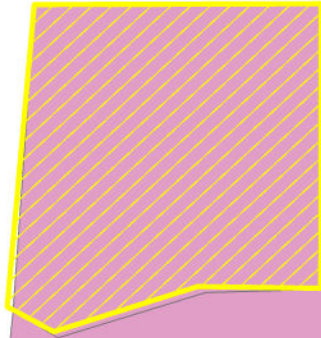


City of Livonia
Planning Department

EIGHT MILE ROAD

NEWBURGH ROAD

***Parks and
Community***



Future Land Use Map

Petition 2024-08-01-04
Sheetz Store
37355 Eight Mile Road



Not to Scale



City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PENDING

ITEM 1

Petition 2024-08-01-04 submitted by Skilken Gold under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 37355 Eight Mile Road, located on the southeast corner of Eight Mile Road and Newburgh Road in the Northwest ¼ of Section 5, from C-1 (Local Business District) to C-2 (General Business District).

August 27, 2024, Study Meeting:

This petition seeks to rezone the southeast corner of Eight Mile and Newburgh Roads from C-1, Local Business District, to C-2, General Business. The commercial development site plan was approved on November 14, 1995, by City Council. Currently the property contains a two-story unit commercial center, which currently sits vacant. Due to the slope of the land the building has a one-story appearance from Eight Mile Road. The site formerly contained a 10,050 square foot Rite Aid Drug Store that faced Eight Mile Road. The 14,825 square foot lower level was occupied by the former Caddy Shack Golf Shop that faced Newburgh Road.

The parcel affected by the rezoning is at 37355 Eight Mile Road. This parcel comprises approximately 79,880 square feet (1.83 acres), with approximately 269 feet along Eight Mile Road and approximately 285 feet along Newburgh Road.

Sheetz is a convenience store and gas station chain. The private company, based in Altoona, Pennsylvania, was started in 1952 and now operates nearly 700 stores. In addition to its gasoline service, Sheetz is known for the food customers order through self-service kiosks. Sheetz stores typically have both indoor and outdoor seating.

To the west, across Newburgh Road, is Green Mead Historical Park, zoned PL (Public Lands). To the north, across Eight Mile Road, is the city of Farmington Hills. The south and east are surrounded by the Whispering Willows Golf Course and is zoned PL as well.

The Livonia Vision 21 Future Land Use map designates the subject property as *Parks and Community*. Areas identified as *Parks and Community* are intended to encourage the preservation of open spaces, public park facilities, and civic institutions used for active and passive recreation. The designation includes publicly and privately owned facilities providing recreational, educational, governmental, and other services to the community.

The preliminary plans for the Sheetz show a one-story, 6,139-square-foot building near the rear of the site. Access would be provided from two (2) driveways: one (1) off Eight Mile Road and one (1) off Newburgh Road. Between the building and Eight Mile Road, the plans show six (6) fuel islands with two (2) pumps, one (1) on each side, with the capacity to accommodate twelve (12) vehicles at any given time. Over the fuel islands would be a structural canopy measuring approximately 32' x 149' 7" in size. Parking would be provided along the building's north, east, and west sides. A drive-thru pick-up window is shown on the south side of the building, with a separate service lane for stacking and ordering at the property's west end. This 14-foot-wide curbed lane would provide queuing space for cars. After placing an order, the drive-thru customer would proceed across the parking lot and loop around to the south side of the building to the pick-up window.

The preliminary elevation plans indicate that the exterior of the building would be constructed of brick and cast stone. A peaked tower feature is shown in the northwest corner of the building, above the main entrance. The design also incorporates canopies, awnings, and screening for the roof-mounted mechanical equipment. Outside patio seating would be located on the north and east sides of the building.

The required amount of parking is based on separate standards that apply to gas stations and restaurants. Gas stations require one (1) space for each fuel pump, and restaurants with drive-up window facilities require one (1) parking space for every 125 square feet of floor area, plus one (1) space for every three (3) outside patio seats, plus one (1) parking space for each employee. Accordingly, a total of forty-five (45) parking spaces will be required: twelve (12) for the pumps, nineteen (19) for the restaurant ($2,321 \div 125$), four (4) for the outside patio ($12 \div 3$), and ten (10) for the maximum number of employees at any one time. The number of parking spaces provided is fifty-five (55) spaces.

Gasoline service stations (Section 6.26) and drive-thru restaurants (Section 6.51) are treated as waiver uses in a C-2 district, requiring both Planning Commission and City Council review and approval.

October 1, 2024, Study Meeting:

This item was tabled at the September 10th Public Hearing because both, a motion to approve and a motion to deny, failed due to lack of majority.

October 22, 2024, Public Hearing:

At the October 15th study meeting, the Petitioner explained that they are reexamining the drive thru layout to address concerns mentioned by the planning commission. Sheetz is looking at moving the drive thru lane to the western side of the building to reduce traffic conflicts. The Petitioner also explained that they are open to adding the merge lane across Eight Mile Road into Farmington Hills to address traffic concerns.

Approving Resolution: The request to rezone the property at 37355 Eight Mile Road from C-1 (Local Business) to C-2 (General Business District) is hereby approved, subject to City Council approval, for the following reasons:

1. A zoning change to C-2 would be compatible and in harmony with the area's surrounding land uses and zoning.
2. The proposed C-2 zoning is consistent with the longstanding commercial use of the property.
3. The proposed C-2 zoning will allow the development of the subject property in a manner that is consistent with its size and location and will bring additional commercial services and retail to this part of the city.

4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

Denying Reasons: The request to rezone the property at 37355 Eight Mile Road from C-1 (Local Business) to C-2 (General Business District) is hereby denied, for the following reasons:

1. The proposed zoning contradicts the Future Land Use Map, which designates the site as Parks and Community.
2. That the proposed change of zoning is inconsistent with adjacent zoning districts in the area.
3. That the proposed change of zoning is inconsistent with the established pattern of the development and would adversely alter the character of the area.
4. That the proposed change of zoning is not needed to develop the property.

PROJECT MANAGER: C:\P\WORK\WADE-TRIM\MONITOR\0151579\PLUS-REZONING EXHIBIT\DWG - TORO - PLOTTED 7/10/2024 10:12 AM BY DONATO, MICHAEL



Know what's below.
Call before you dig.

REV#	DATE	REZONING SUBMITTAL DESCRIPTION	JAC BY
	07.31.24		



25251 Northline Rd.
Taylor, MI 48180
734.547.9700
www.wadetrim.com

SKILKEN GOLD
4270 MORSE ROAD
COLUMBUS, OH 43230

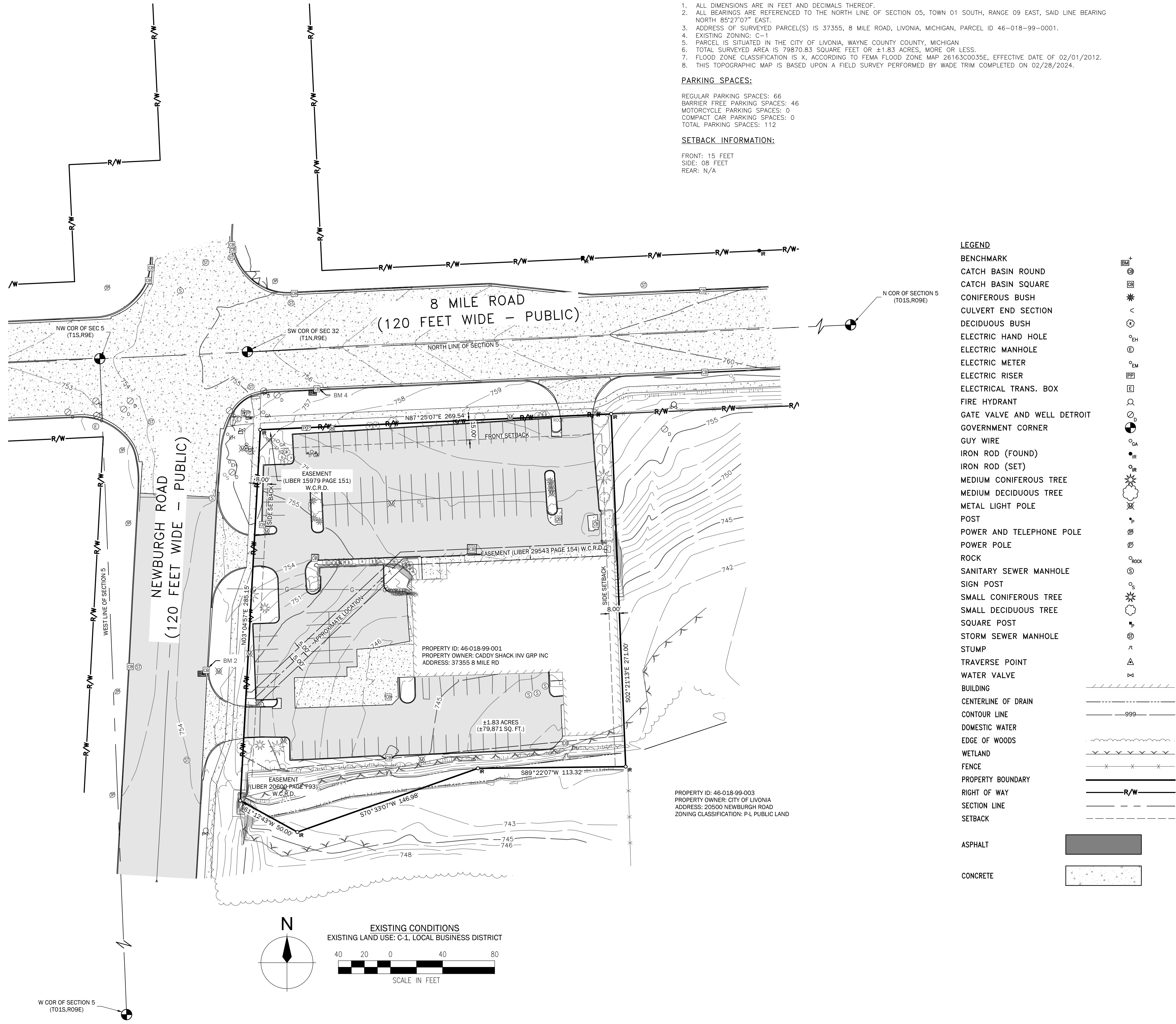
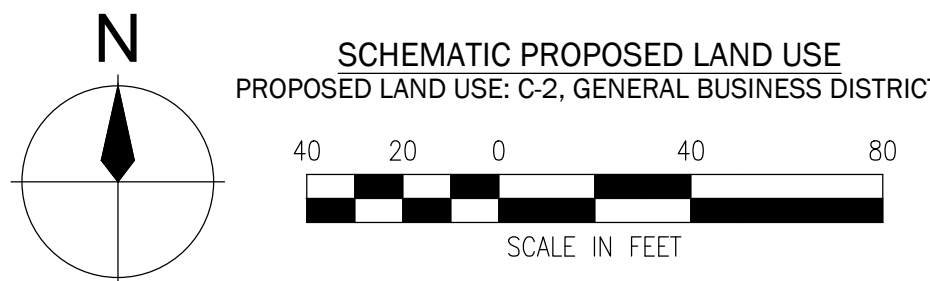
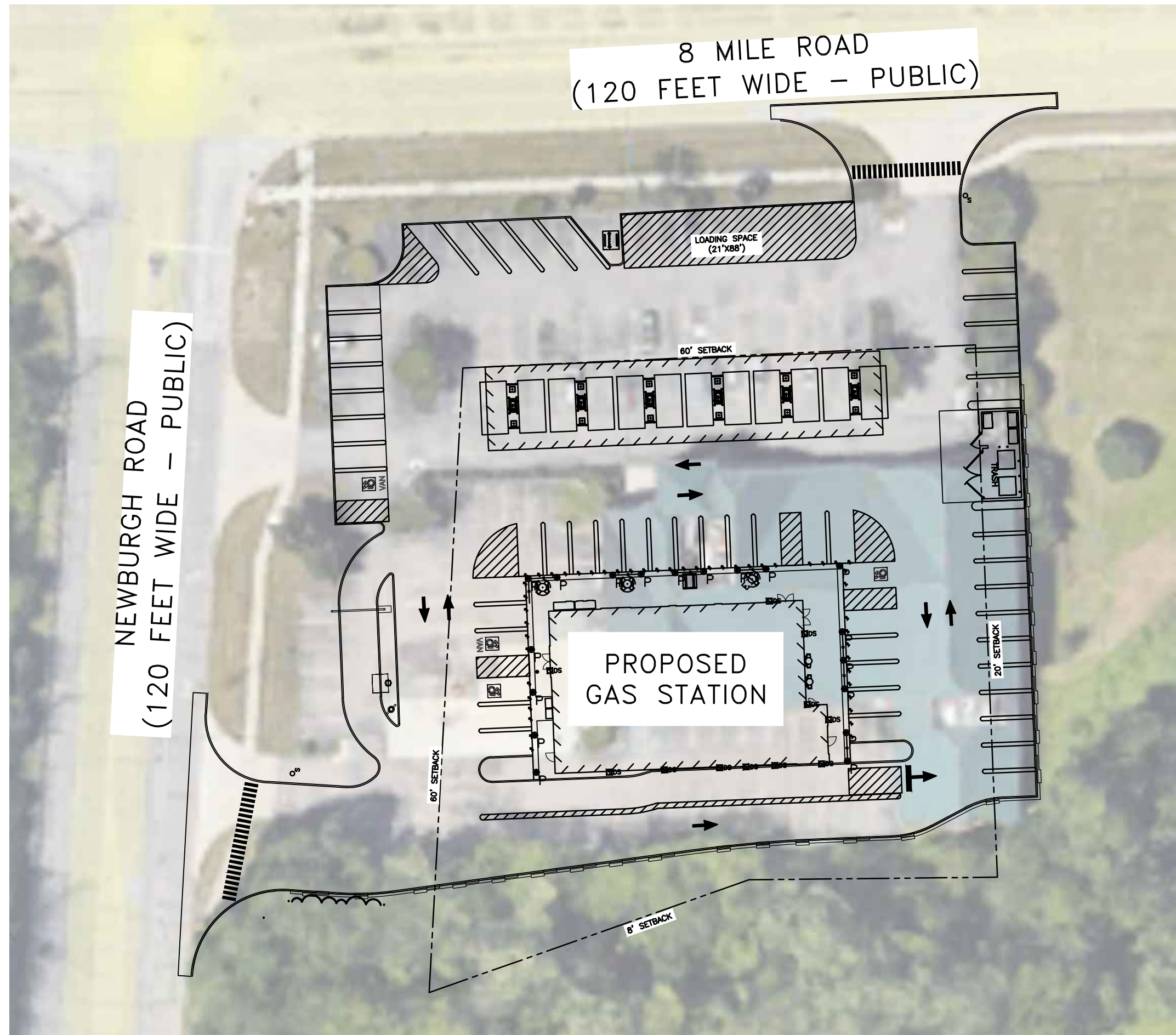
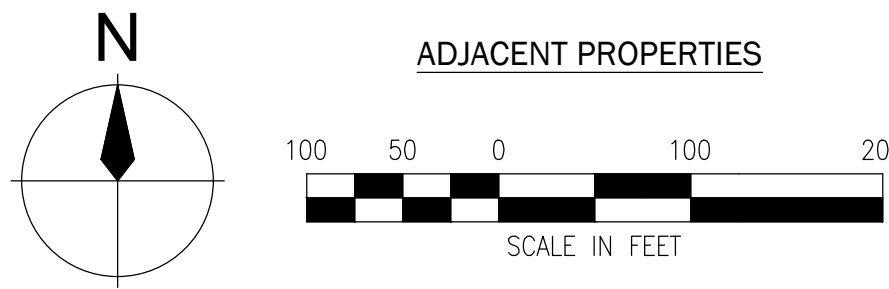
REZONING EXHIBIT
FOR
8 MILE ROAD & NEWBURGH NEW SHEETZ STORE

ISSUED FOR: DATE: BY:

JOB NO: SG02002.01F

SHEET

1



REZONING EXHIBIT - NEW SHEETZ STORE



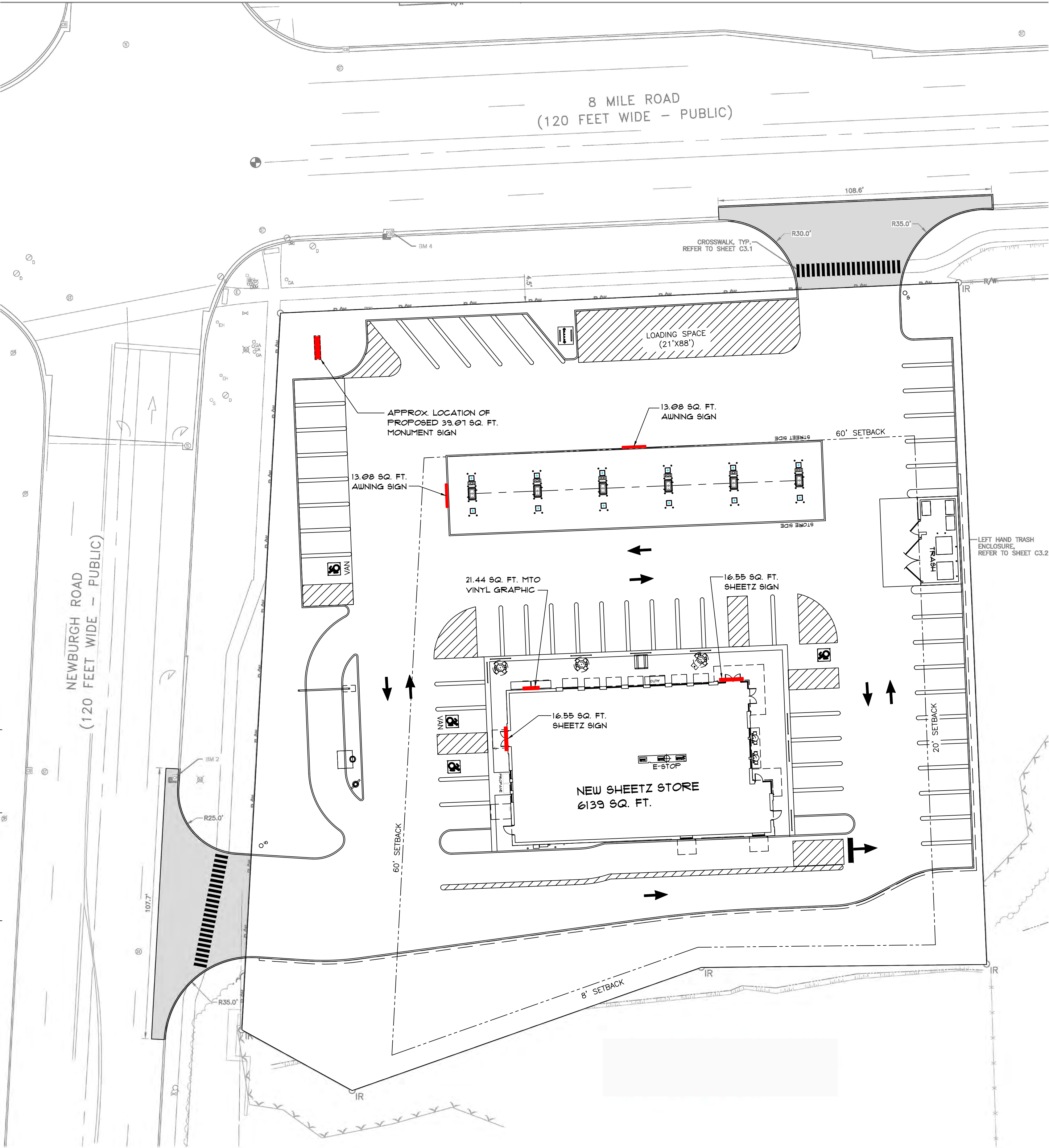
SHEETZ, INCORPORATED
5700 SIXTH AVENUE
ALTOONA, PA 16602
(814) 946-3611

NEW SHEETZ STORE
"LIVONIA"

INT. OF 8 MILE ROAD
AND NEWBURGH ROAD
LIVONIA, MICHIGAN

SIGNAGE SQUARE FOOTAGE BREAKDOWN

BUILDING ELEVATIONS	SHEETZ SIGN = 16.55 SQ. FT. X 2 = 33.10 SQ. FT.	
	MTO VINYL GRAPHIC = 21.44 SQ. FT. X 1 = 21.44 SQ. FT.	
	TOTAL = 54.54 SQ. FT.	54.54 SQ. FT.
GAS PRICE MONUMENT SIGN	SHEETZ SIGN = 12.13 SQ. FT. X 1 = 12.13 SQ. FT.	
	GAS PRICE SIGN = 26.94 SQ. FT. X 1 = 26.94 SQ. FT.	
	TOTAL = 39.07 SQ. FT.	39.07 SQ. FT.
GAS CANOPY AWNING	SHEETZ SIGN AREA = 13.08 SQ. FT. X 2 = 26.16 SQ. FT.	
	FUEL OFFERING FLAG AREA = 2.76 SQ. FT. X 12 = 33.12 SQ. FT.	
	TOTAL = 59.28 SQ. FT.	59.28 SQ. FT.
DRIVE THRU SIGN DETAILS	CLEARANCE BAR = 6.36 SQ. FT. X 1 = 6.36 SQ. FT.	
	ORDER POINT SIGNS = 13.19 SQ. FT. X 1 = 13.19 SQ. FT.	
	MENUBOARD = 24.81 SQ. FT. X 1 = 24.81 SQ. FT.	
	TOTAL = 44.36 SQ. FT.	44.36 SQ. FT.



SIGN LOCATIONS



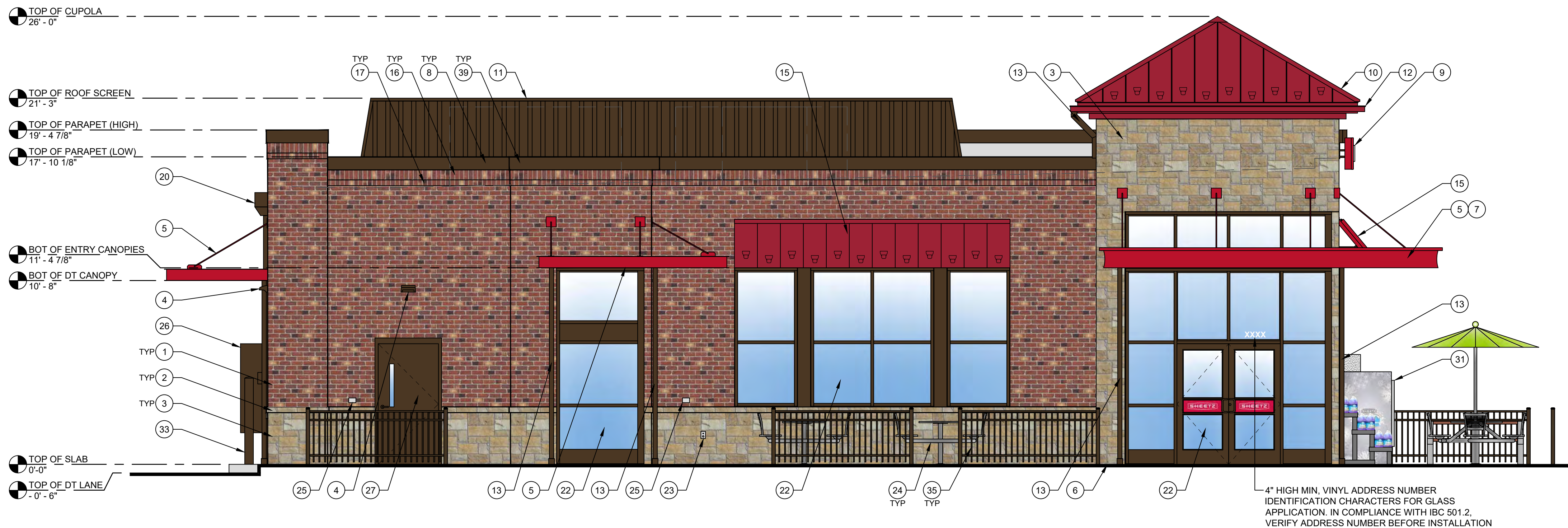
1 FRONT ELEVATION

TYPICAL EXTERIOR ELEVATION NOTES:

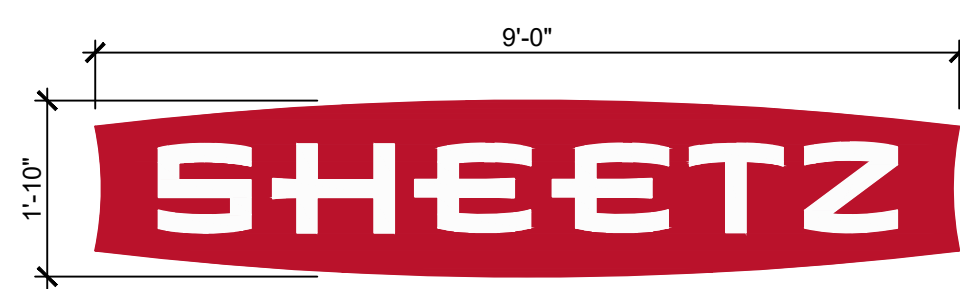
- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS. GENERAL BUILDING FASCIA/WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STORE.

EXTERIOR ELEVATION KEYNOTES:

- BRICK VENEER, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- CAST STONE SILL, COLOR: CRAB ORCHARD. SEE MASONRY SPEC
- ANCHORED CAST STONE MASONRY VENEER, COLOR: CRAB ORCHARD. SEE MASONRY SPEC
- EXTERIOR LIGHT FIXTURE, REFER TO ELECTRICAL DRAWINGS
- ARCHITECTURAL CANOPY, COLOR: REGAL RED, PREMIUM TWO-COAT KYNAR FINISH
- BRICK PAVEMENT WALKWAY
- LIGHTED CURVED FASCIA CANOPY ATTACHMENT
- METAL COPING, COLOR: DARK BRONZE
- WALL MOUNTED BUILDING SIGN, SEE SHEET A200.
- STANDING SEAM METAL ROOF, COLOR: BRITE RED
- ROOF EQUIPMENT SCREEN, COLOR: DARK BRONZE
- GUTTER, COLOR TO MATCH CUPOLA COLOR
- DOWNSPOUT, COLOR: DARK BRONZE
- DRIVE-THRU WINDOW (IF APPLICABLE)
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY, ROOF COLOR: BRITE RED, FRAME COLOR: DARK BRONZE
- BRICK SOLDIER COURSE, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- BRICK ROWLOCK COURSE, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- CONTROL JOINT, SEE MASONRY SPEC
- STEEL ROOF LADDER AND CRANKY POST, COLOR: DARK BRONZE
- STANDARD THROUGH WALL SCUPPER WITH CONDUCTOR HEAD & DOWNSPOUT, COLOR: DARK BRONZE
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM, SEE A600
- EXTERIOR HOSE BIB, REFER TO PLUMBING DRAWINGS
- OUTDOOR FURNITURE
- ELECTRICAL RECEPTACLE, REFER TO ELECTRICAL DRAWINGS
- ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS
- HM DOOR AND FRAME, COLOR: DARK BRONZE
- EMERGENCY WATER CONNECTION, REFER TO PLUMBING DRAWINGS
- SEAMLESS ALUM PANEL SYSTEM WITH EXPOSED FASTENERS, COLOR: DARK BRONZE
- PROPANE LOCKER
- ICE MERCHANDISER
- RTI FILLPORT
- STEEL BOLLARD, COLOR: DARK BRONZE
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE, COLOR DARK BRONZE
- AUTOMATIC DOOR PUSH PLATE AND BOLLARD, BOLLARD COLOR: DARK BRONZE
- GAS METER AND RISER, REFER TO CIVIL UTILITY PLAN, COLOR: DARK BRONZE
- MTO GRAPHIC DECAL, SEE SHEET A200.
- LIGHT CHANNEL AT PARAPET COPING, SEE ARCHITECTURAL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.

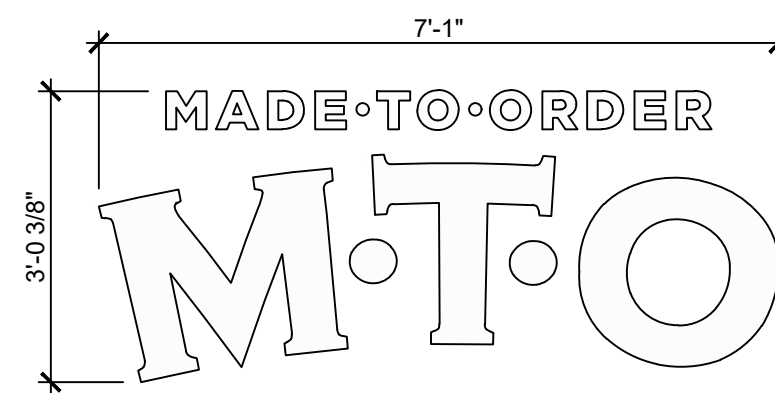


2 LEFT ELEVATION



OUTLINE AREA = 14.84 SQ. FT.
BOX AREA = 16.52 SQ. FT.
TYPICAL OF TWO
PROJECTS 0' OFF FACE OF BUILDING

A WALL MOUNTED "SHEETZ" BUILDING SIGN



OUTLINE AREA = 8.38 SQ. FT.
BOX AREA = 21.47 SQ. FT.
TYPICAL OF ONE
PROJECTS 0' OFF FACE OF BUILDING

B WALL MOUNTED "MTO" DECAL

Convenience . rchitecture
and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE

LIVONIA 8 MILE

Int. of 8 Mile Road
and Newburgh Road
Livonia, MI 214577

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

ISSUE: 06.18.2024
SITE ID NO: 214577
AUTHOR BY: RJK
REVIEW BY: RJH
VERSION: 6139_v1.6

EXTERIOR
ELEVATIONS

A200

PRELIMINARY ELEVATIONS

PROJECT NAME:
NEW SHEETZ STORE

LIVONIA 8 MILE

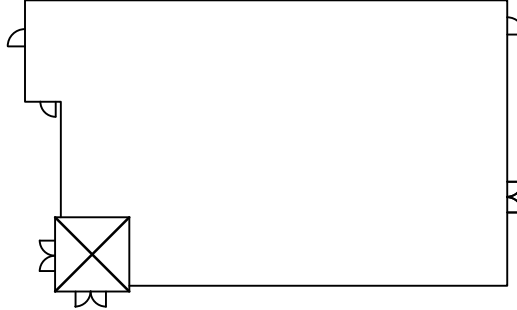
Int. of 8 Mile Road
and Newburgh Road
Livonia, MI 214577

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



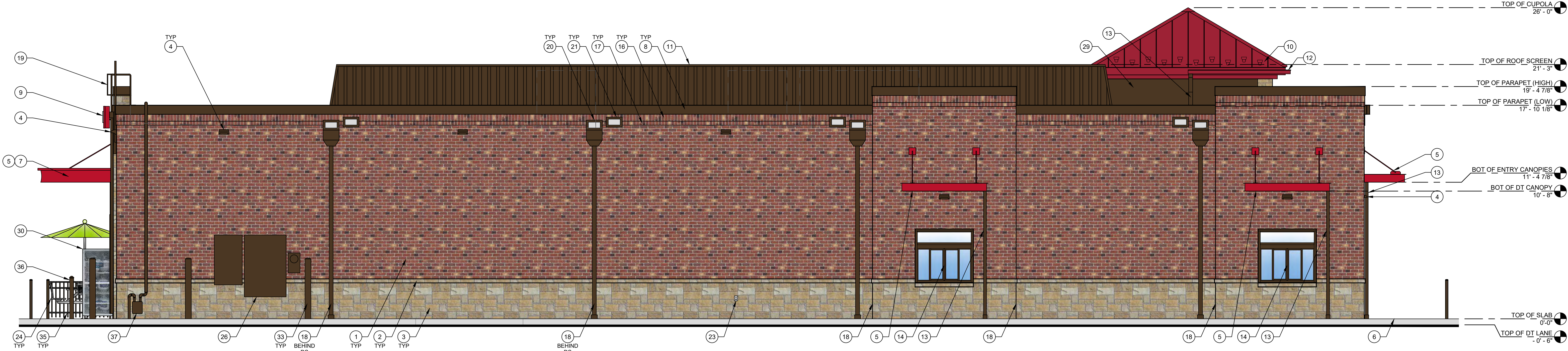
KEYPLAN

ISSUE: **06.18.2024**
SITE ID NO: **214577**
AUTHOR BY: **RJK**
REVIEW BY: **RJH**
VERSION: **6139_v1.6**

EXTERIOR
ELEVATIONS

A201

PRELIMINARY ELEVATIONS



3 REAR ELEVATION
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

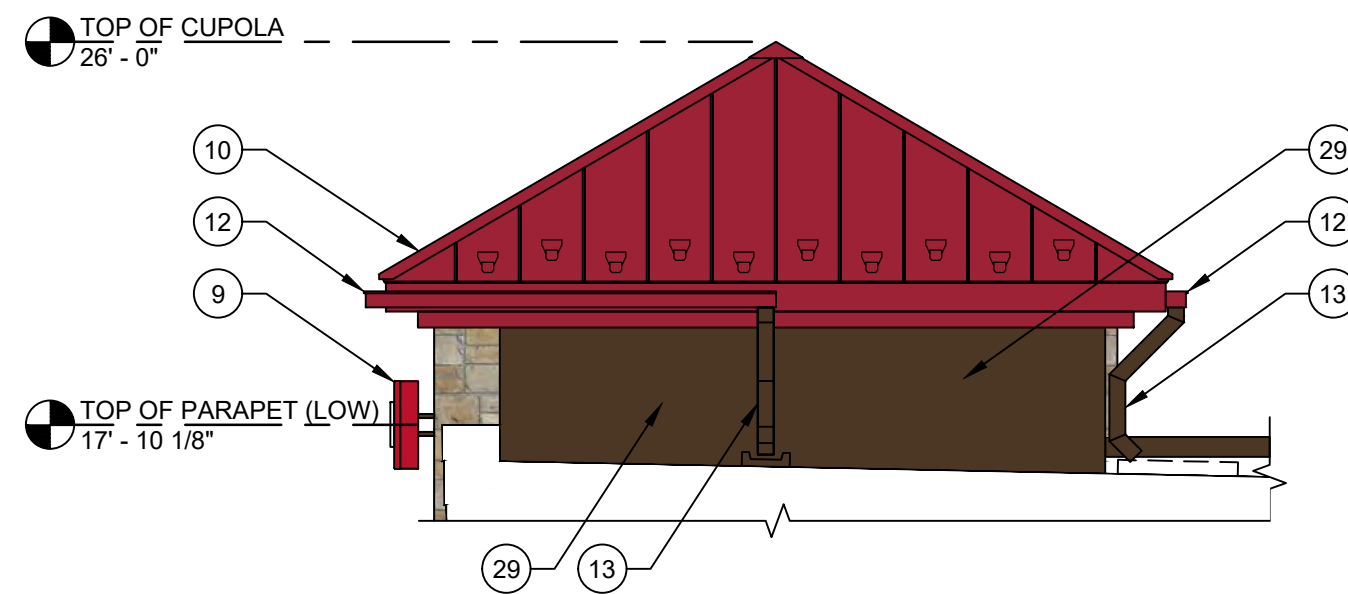
- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS, GENERAL BUILDING FASCIADE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STORE.

EXTERIOR ELEVATION KEYNOTES:

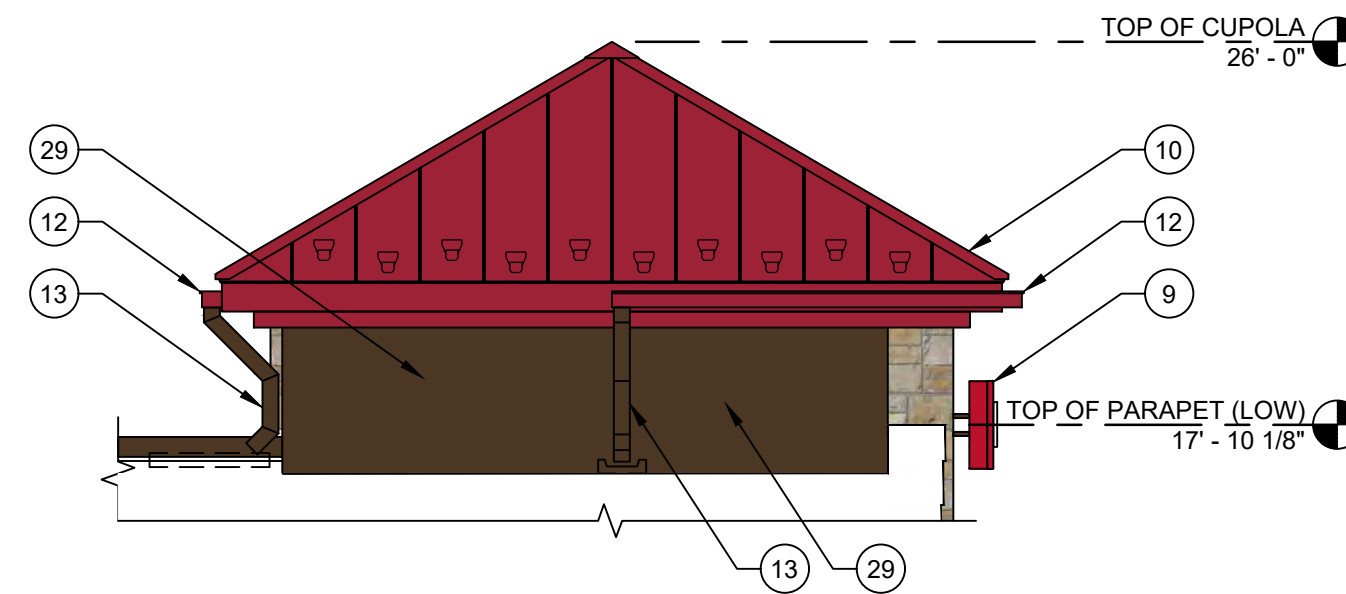
- BRICK VENEER, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- CAST STONE SILL, COLOR: CRAB ORCHARD. SEE MASONRY SPEC
- ANCHORED CAST STONE MASONRY VENEER, COLOR: CRAB ORCHARD. SEE MASONRY SPEC
- EXTERIOR LIGHT FIXTURE, REFER TO ELECTRICAL DRAWINGS
- ARCHITECTURAL CANOPY, COLOR: REGAL RED, PREMIUM TWO-COAT KYMAR FINISH
- BRICK PAVER WALKWAY
- LIGHTED CURVED FASCIA CANOPY ATTACHMENT
- METAL COPING, COLOR: DARK BRONZE
- WALL MOUNTED BUILDING SIGN, SEE SHEET A200.
- STANDING SEAM METAL ROOF, COLOR: BRITE RED
- ROOF EQUIPMENT SCREEN, COLOR: DARK BRONZE
- GUTTER, COLOR TO MATCH CUPOLA COLOR
- DOWNSPOUT, COLOR: DARK BRONZE
- DRIVE-THRU WINDOW (IF APPLICABLE)
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY, ROOF COLOR: BRITE RED, FRAME COLOR: DARK BRONZE
- BRICK SOLDIER COURSE, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- BRICK ROWLOCK COURSE, COLOR: 680 BY CONTINENTAL BRICK COMPANY. SEE MASONRY SPEC
- CONTROL JOINT, SEE MASONRY SPEC
- STEEL ROOF LADDER AND CRANKY POST, COLOR: DARK BRONZE
- STANDARD THROUGH WALL SCUPPER WITH CONDUCTOR HEAD & DOWNSPOUT, COLOR: DARK BRONZE
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM, SEE A600
- EXTERIOR HOSE BIB, REFER TO PLUMBING DRAWINGS
- OUTDOOR FURNITURE
- ELECTRICAL RECEPTACLE, REFER TO ELECTRICAL DRAWINGS
- ELECTRICAL EQUIPMENT, REFER TO ELECTRICAL DRAWINGS
- HM DOOR AND FRAME, COLOR: DARK BRONZE
- EMERGENCY WATER CONNECTION, REFER TO PLUMBING DRAWINGS
- SEAMLESS ALUM PANEL SYSTEM WITH EXPOSED FASTENERS, COLOR: DARK BRONZE
- PROPANE LOCKER
- ICE MERCHANDISER
- RTI FILLPORT
- STEEL BOLLARD, COLOR: DARK BRONZE
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE, COLOR DARK BRONZE
- AUTOMATIC DOOR PUSH PLATE AND BOLLARD, BOLLARD COLOR: DARK BRONZE
- GAS METER AND RISER, REFER TO CIVIL UTILITY PLAN, COLOR: DARK BRONZE
- MTG GRAPHIC DECAL, SEE SHEET A200.
- LIGHT CHANNEL AT PARAPET COPING, SEE ARCHITECTURAL AND ELECTRICAL DRAWINGS FOR MORE INFORMATION.



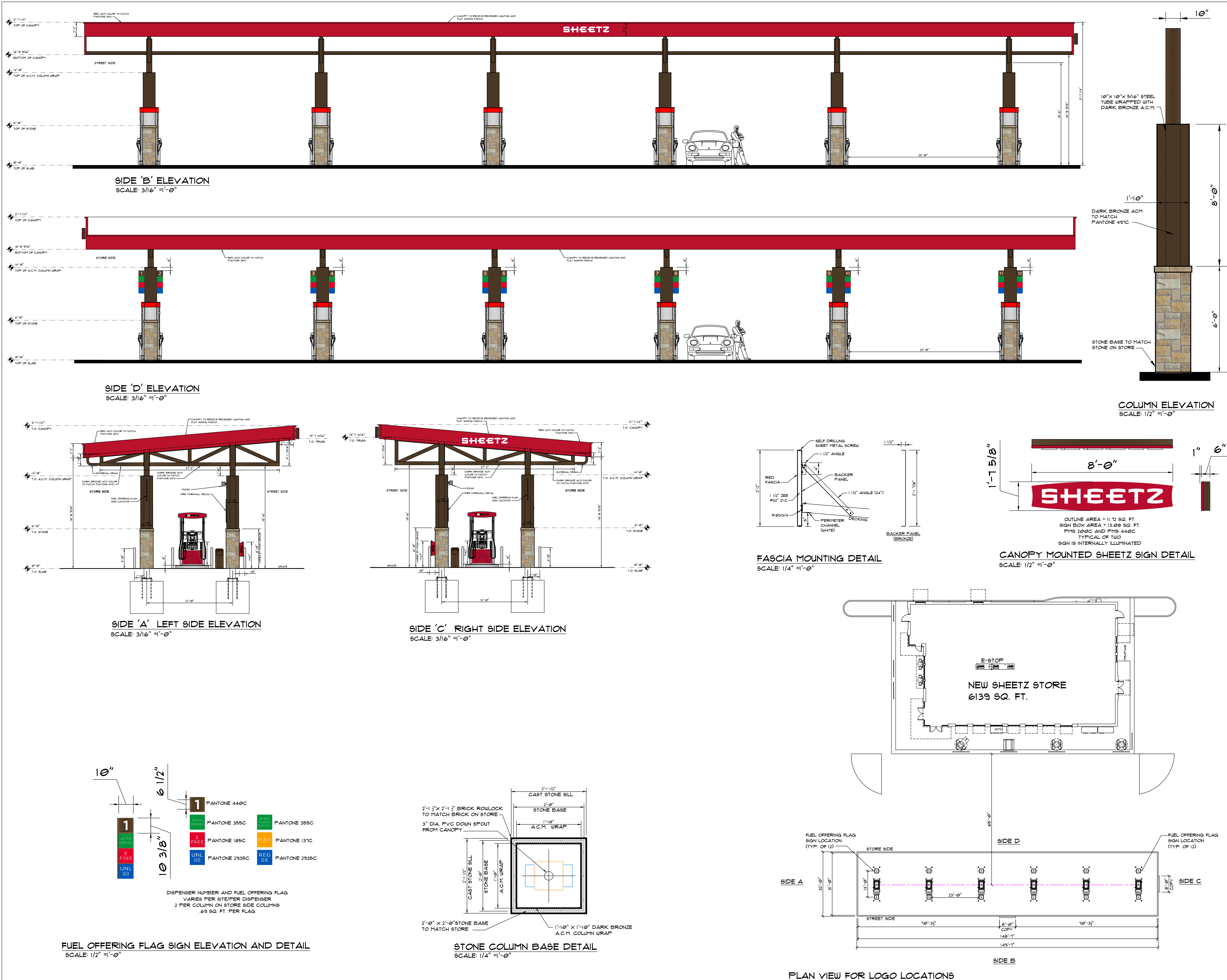
4 RIGHT ELEVATION
1/4" = 1'-0"



5 CUPOLA ELEVATION FROM ROOF
1/4" = 1'-0"



6 CUPOLA ELEVATION FROM ROOF
1/4" = 1'-0"



Convenience Architecture
and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
email toolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE

LIVONIA
8 MILE

Int. of 8 Mile Road
and Newburgh Road
Livonia
Michigan

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION
07.17.24		FULL SUBMITTAL PACKAGE

ISSUE: 06-27-24
PROJECT NO:
AUTHOR BY: DNC
REVIEW BY:
SHEET TITLE

GAS AWNING
w/ FLAT FASCIA

AWNING

nt. of 8 Mile Road
and Newburgh Road
Livonia
Michigan

700 SIXTH AVE.
ALTOONA, PA 16602

PROFESSIONAL

[illegible]

DRIVE THRU SIGN DETAILS

DT-1

102 PREFORM LOOP

ASPHALT

soil

ALLOW APPROX. 1 IN. OF SOIL OR SAND BETWEEN ASPHALT AND LOOP

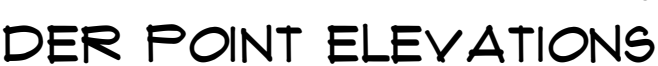
-
- CONNECT TO STORE DRIVE-THRU SYSTEM
- This diagram shows a drive-thru window layout. It includes a callout line pointing to a specific part of the window structure with the text "CONNECT TO STORE DRIVE-THRU SYSTEM".

SIDE VIEW INSTALLED

MENUBOARD W/ SPEAKER POST INSTALLATION
NO SCALE

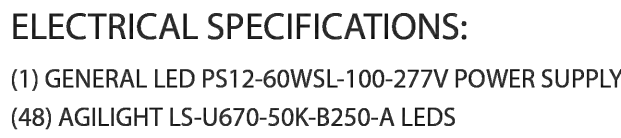
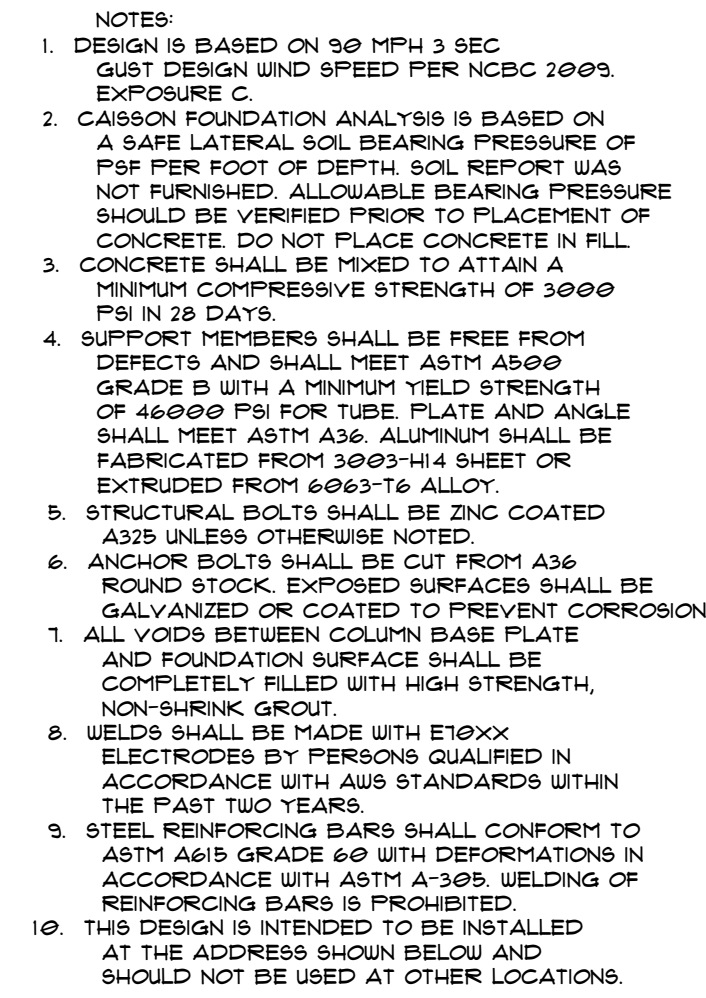


TOP OF MAGNETIC LOOP
2" BELOW TOP OF CONCRETE



SCALE: 3/8"=1' 0"





TOTAL CONNECTION LOAD:
0.95 AMPS @ 120 VOLTS- 60 HZ

FINISH:
ALL EXPOSED SURFACES OF MENU BOARD
CABINET, DOOR FRAMES AND CLADDING
TO BE PAINTED TO MATCH SUBWAY SEMI-GLOSS
BLACK

SEE FOUNDATION STRUCTURAL
DETAILS FROM SIGN VENDOR
FOR FOOTING DESIGN

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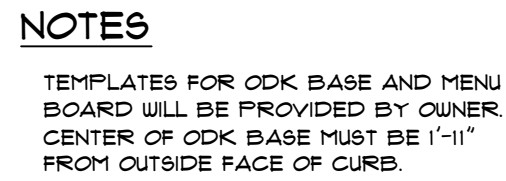
Everbrite LLC
4949 S 110th Street, Greenfield, WI 53220
Phone: 414-529-3500 • Fax: 414-529-7191
Website: www.everbrite.com

Part No:	E005059B
Description:	LED DRIVE BOARD

Project No:	434128-1
Date:	07/13/22
Drawn By:	CH



MENUBOARD DETAILS
NO SCALE AREA = 24.81 SQ. FT.



DRIVE THRU ORDER POINT PAD ELEVATION
SCALE: 3/8"=1'-0"



DRIVE THRU ORDER POINT LAYOUT

LEGEND

- ① 3 PANEL MENU BOARD 58.59" L X 6.28" W.
BA9E 15" W X 20.89" L
- ② ODK'S 50 3/4" L X 11" W
ODK BA9E 12" SQ.
- ③ TOP OF 54" X 18" MAGNETIC LOOP
2" BELOW TOP OF CONCRETE



(814) 239-6013

PROJECT NAME:

NEW SHEETZ STORE

LIVONIA
8 MILE

Int. of 8 Mile Road
and Newburgh Road
Livonia
Michigan

OWNER:
SHEETZ, INC

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

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KEYPLAN

[illegible]

ISSUE:	06-27-24
PROJECT NO:	
AUTHOR BY:	DNC
REVIEW BY:	
SHEET TITLE	

DRIVE THRU SIGN DETAILS

DT-2

LIVONIA
8 MILE

Int. of 8 Mile Road
and Newburgh Road
Livonia
Michigan

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

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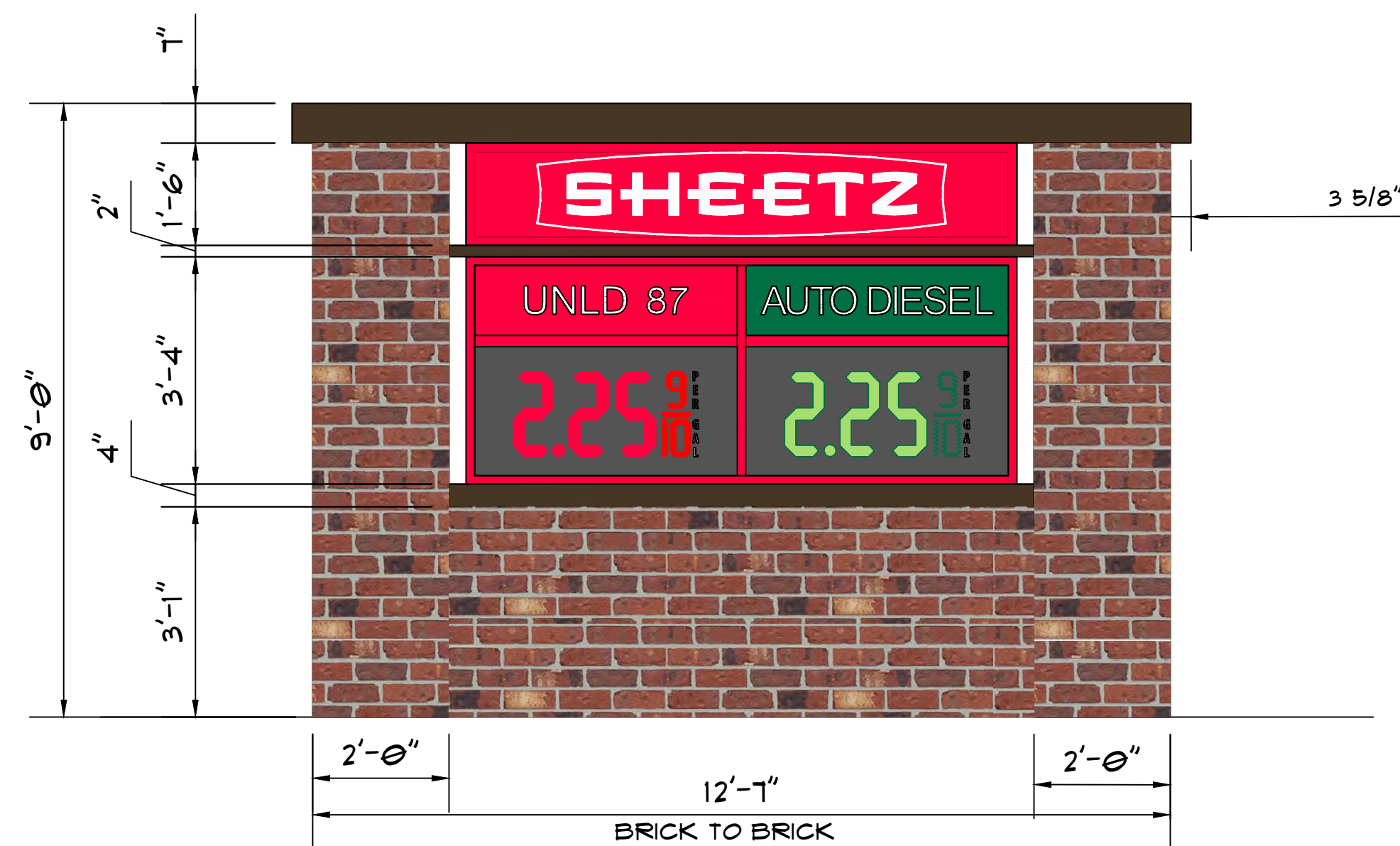
KEYPLAN

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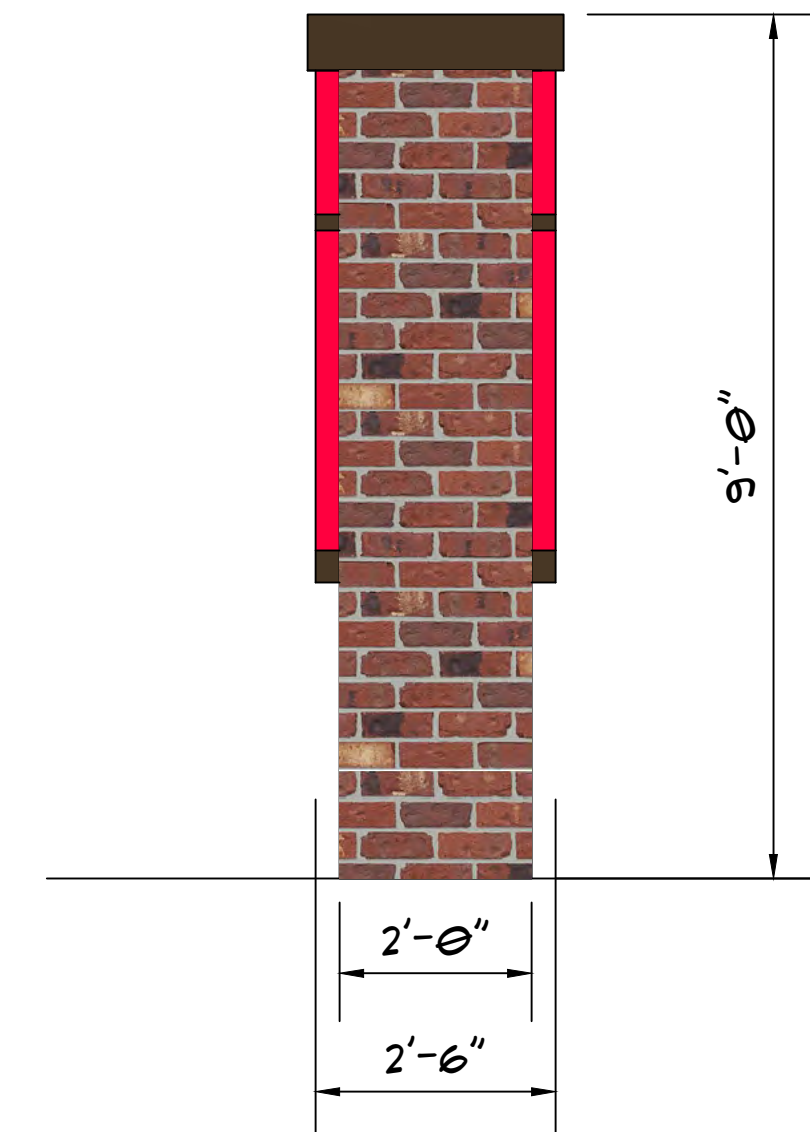
ISSUE:	06-27-24
PROJECT NO:	
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MONUMENT SIGN DETAILS

SIGN

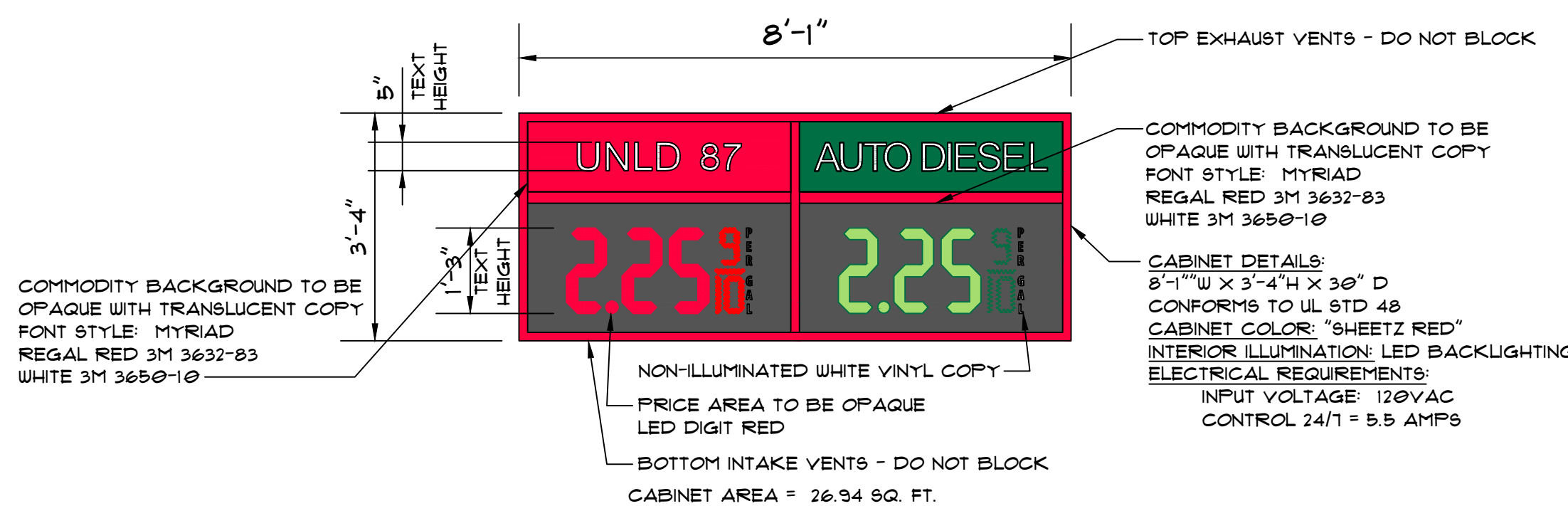
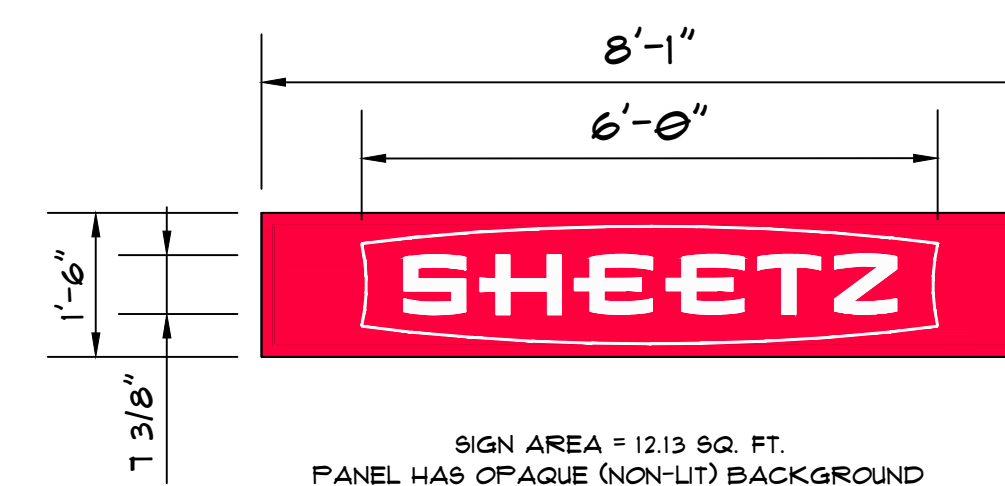


DOUBLE-FACED GAS PRICE SIGN DETAIL - PARTIAL ELEVATION
SCALE: 1/2" = 1'-0" AREA: 39.07 SQ. FT.



SIDE VIEW
SCALE: 1/2"=1'-0"

SIGN CABINET DETAILS
TOTAL SIGN AREAS: 39.01 SQ. FT.



PROJECT NAME:

NEW SHEETZ STORE

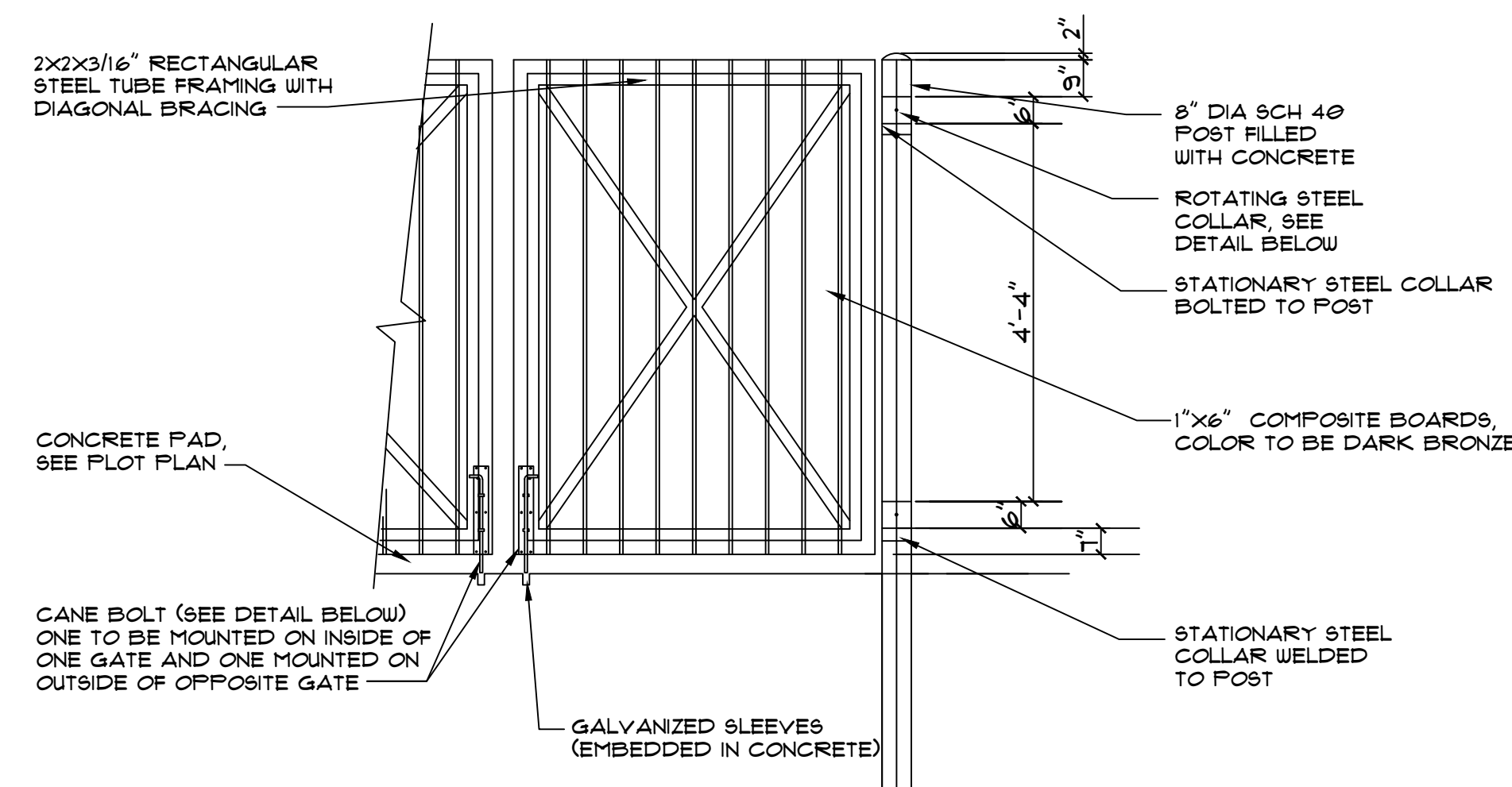
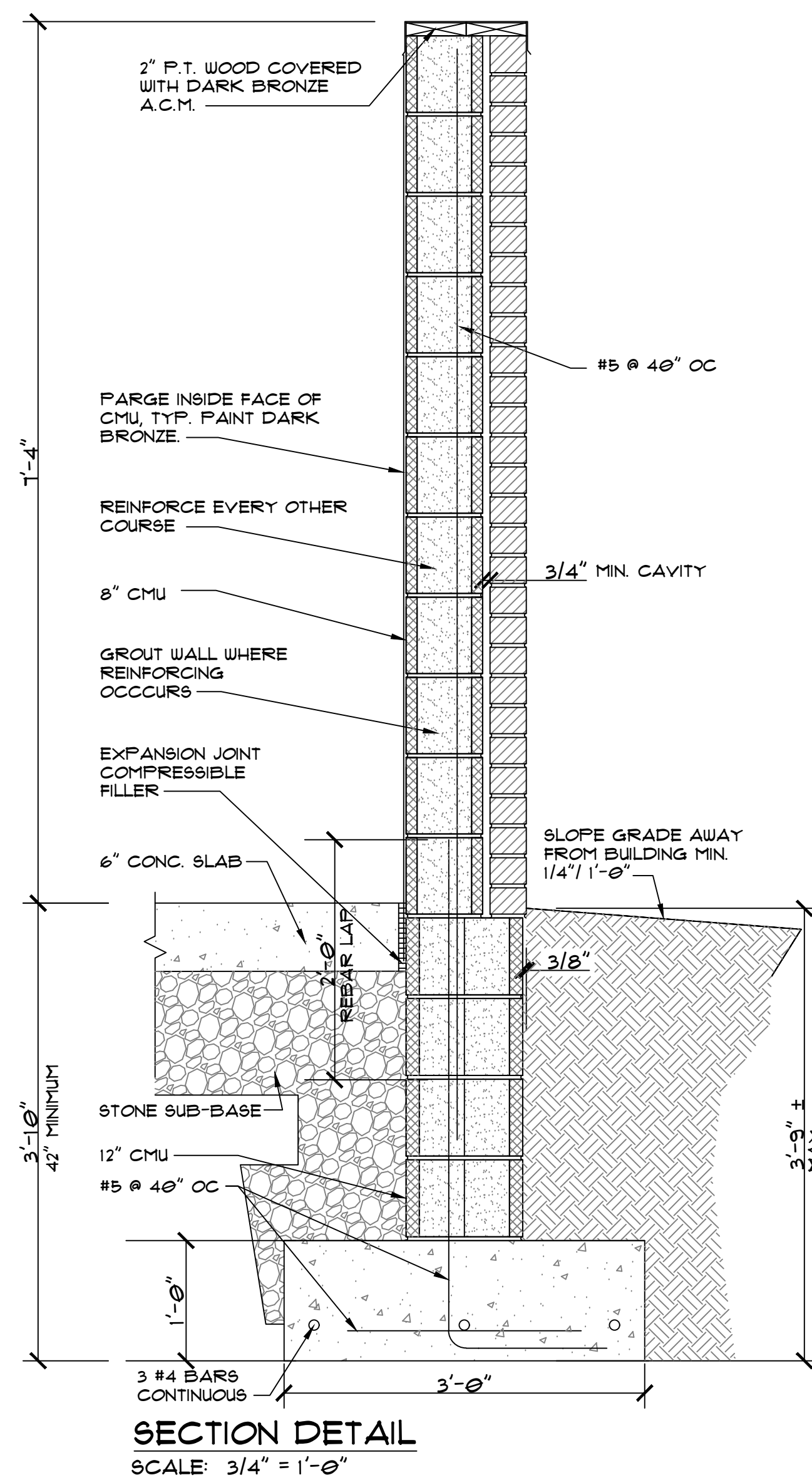
LIVONIA
8 MILE

Int. of 8 Mile Road
and Newburgh Road
Livonia
Michigan

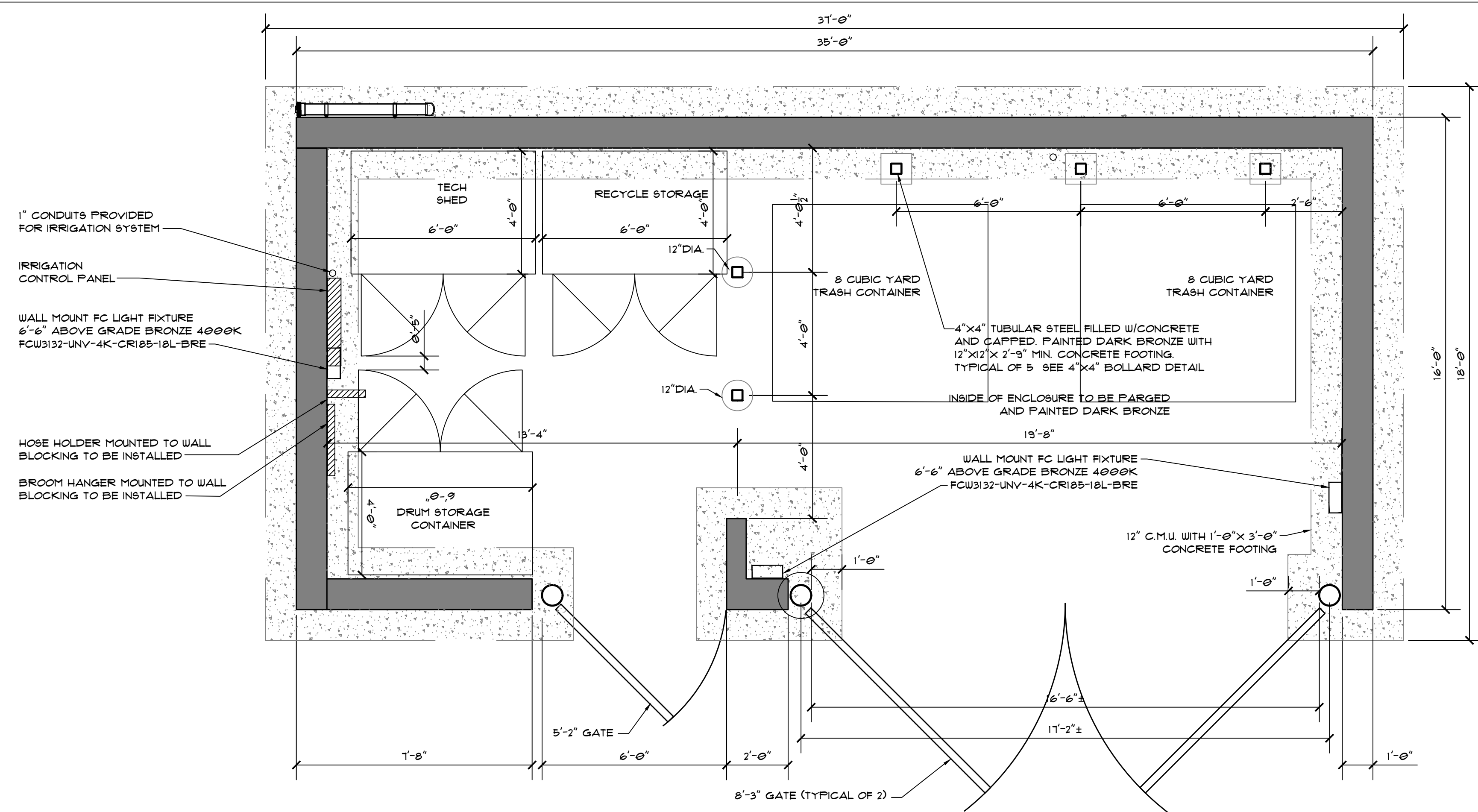
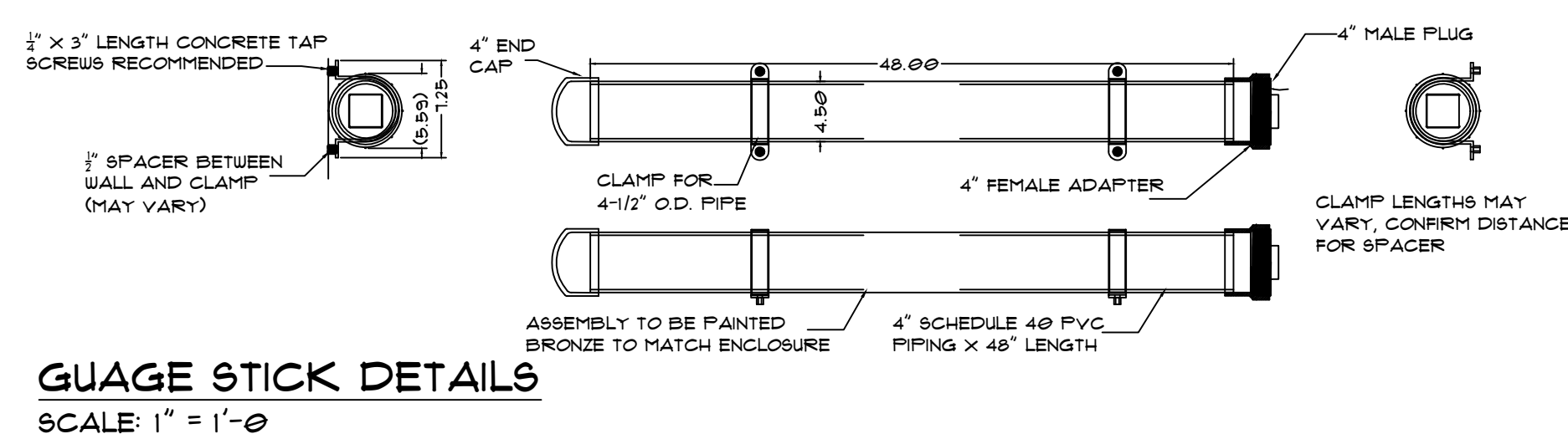
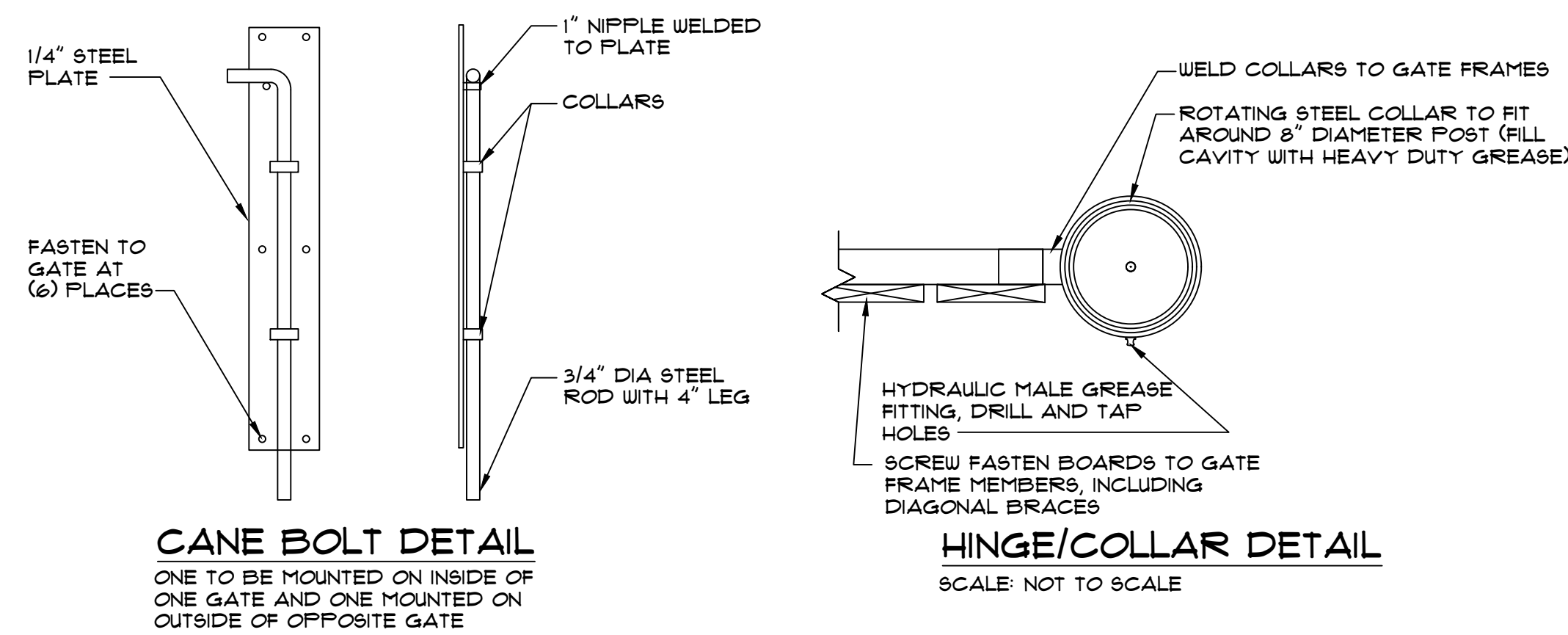
OWNER:

SHEETZ, INC.

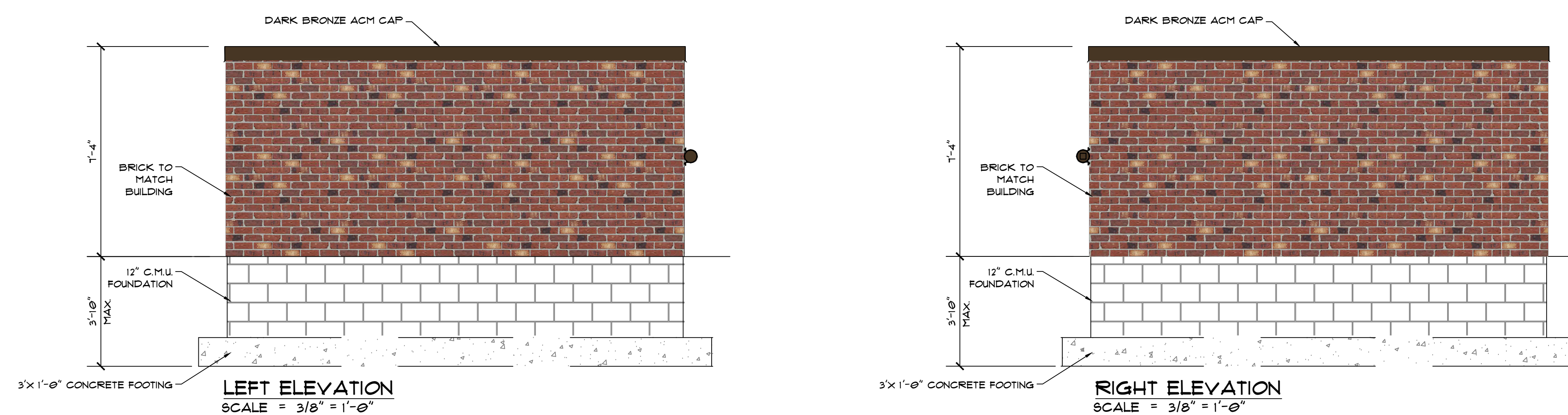
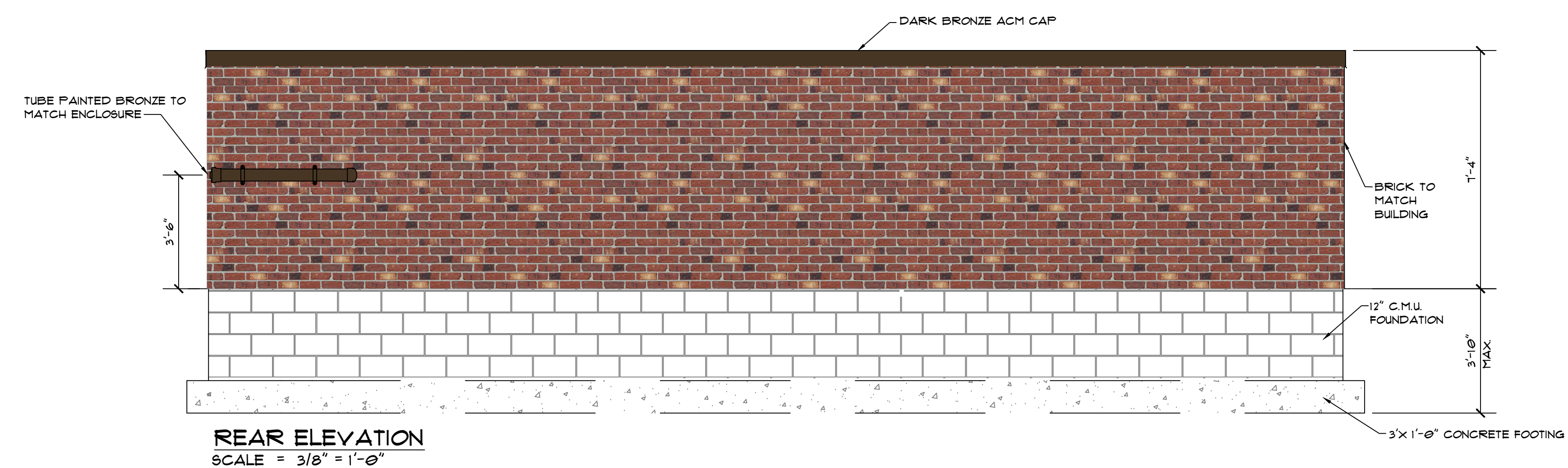
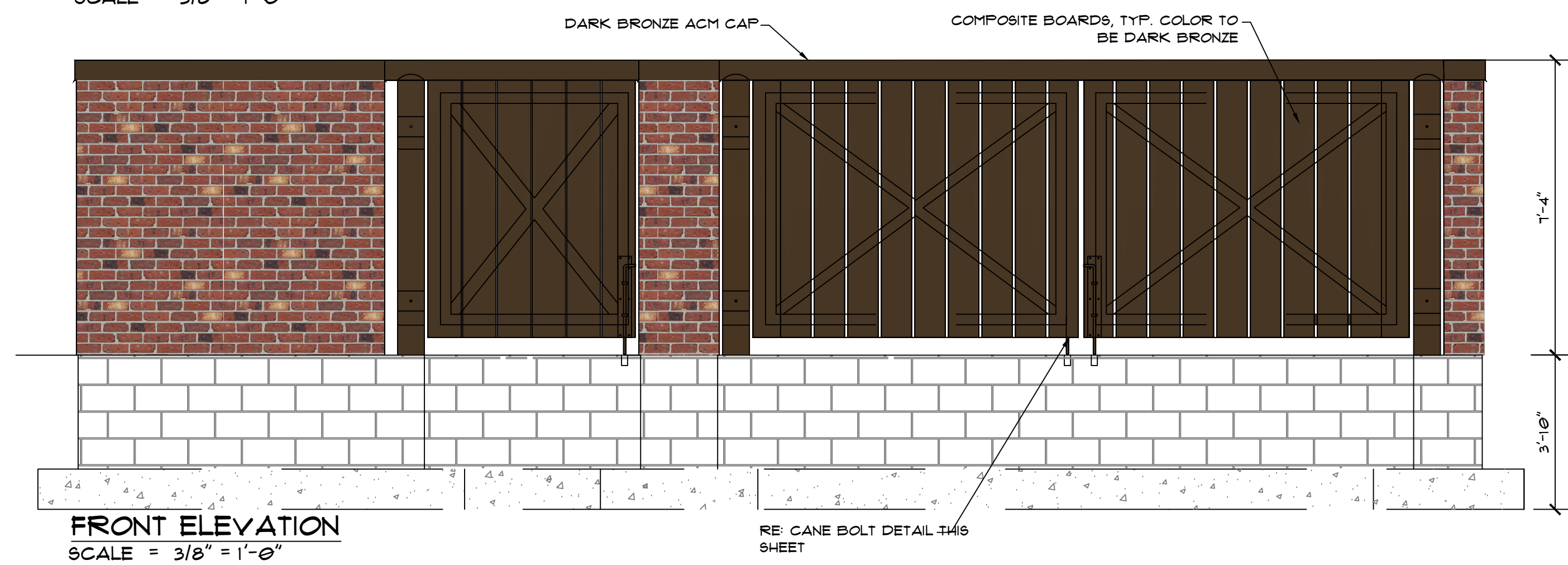
5700 SIXTH AVE.
ALTOONA, PA 16602



GATE AND POST DETAIL
FOR QUANTITIES OF GATES AND POSTS SEE PLOT PLAN



PLAN VIEW
SCALE = 3/8" = 1'-0"

[illegible]

ISSUE: **06-27-24**

PROJECT NO:

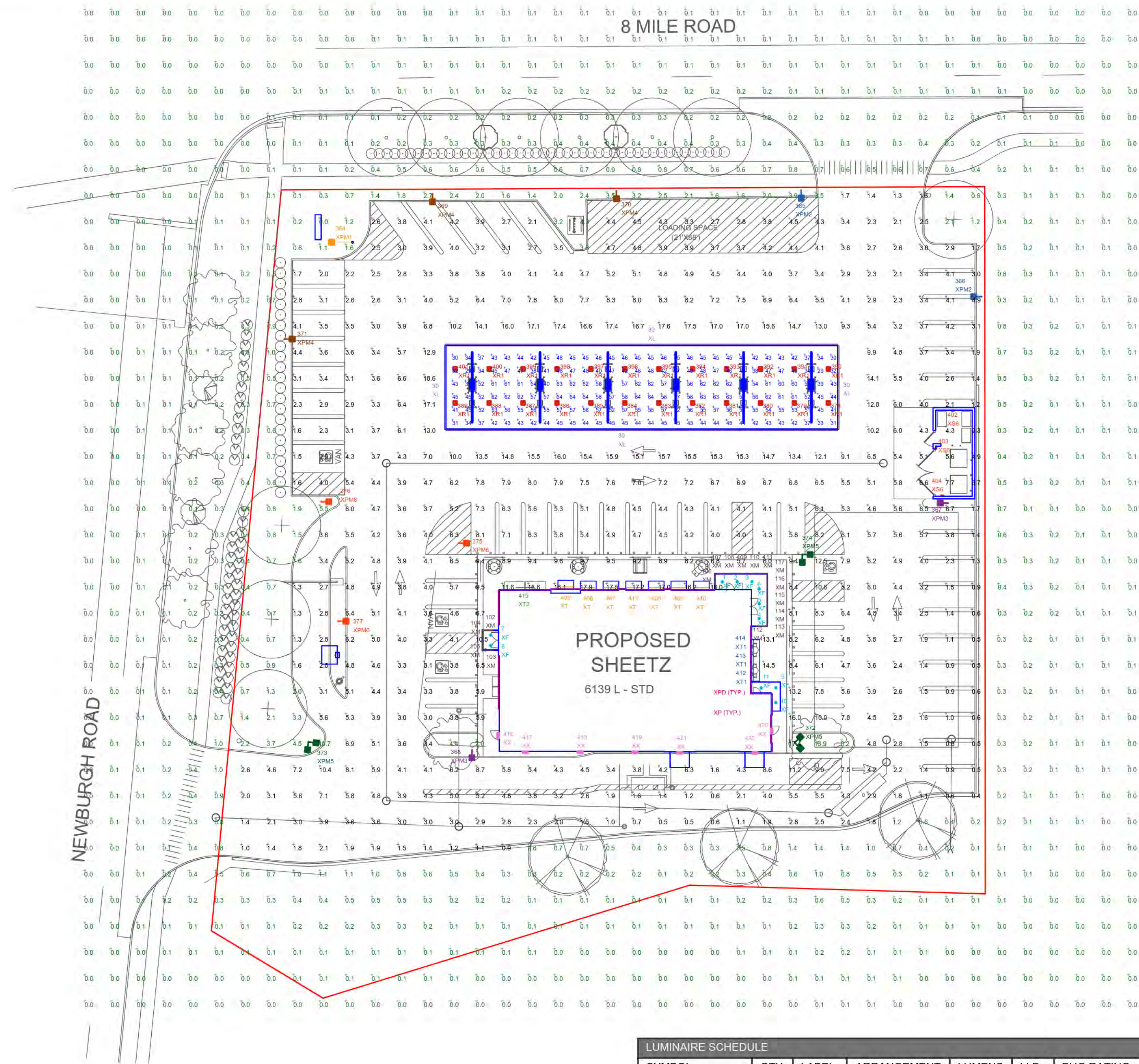
AUTHOR BY: DNC

REVIEW BY:

SHEET TITLE

SHEET TITLE

TRASH
ENCLOSURE



FOOTCANOLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PAVED AREA	5.40	18.6	0.4	13.50	46.50
UNDEFINED	0.30	13.9	0.0	N.A.	N.A.
UNDER CANOPY	48.68	64	29	1.68	2.21

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING IS REGULATED BY LOCAL ORDINANCES

LUMINAIRE LOCATION SUMMARY				
LUM NO.	LABEL	MTG. HT.	TILT	ROLL
1 - 11	XF	11.33	0	0
12 - 48	XL	20.875	0	0
49 - 85	XL	18.06	0	0
86	XL	18.25	5	0
87	XL	18.599	5	0
88	XL	18.948	5	0
89	XL	19.297	5	0
90	XL	19.646	5	0
91	XL	19.995	5	0
92	XL	20.344	5	0
93	XL	20.693	5	0
94	XL	18.25	5	0
95	XL	18.599	5	0
96	XL	18.948	5	0
97	XL	19.297	5	0
98	XL	19.646	5	0
99	XL	19.995	5	0
100	XL	20.344	5	0
101	XL	20.693	5	0
102 - 117	XM	12	0	0
118 - 201	XP	18	0	0
202 - 212	XP	19	0	0
213 - 281	XP	18	0	0
282 - 313	XPD	18	0	0
314 - 316	XPD	19	0	0
317 - 363	XPD	18	0	0
364	XPM1	1	166	0
365, 366	XPM2	20	0	0
367	XPM3	20	0	0
368	XPM3	20	0	0
369 - 371	XPM4	20	0	0
372 - 374	XPM5	20	0	0
375 - 377	XPM6	20	0	0
378 - 389	XR1	17.71	0	0
390 - 401	XR1	18.83	0	0
402 - 404	XS6	6.5	90	0
405 - 411	XT	13.5	0	25
412 - 414	XT1	13.5	0	-25
415	XT2	15	0	0
416 - 419	XX	15.42	0	0
420	XX	11.33	0	0
421, 422	XX	9.33	0	0

NOTE:
- ALL AREA LIGHTS ON NEW 17 FT. POLE MOUNTED ON 3 FT. CONCRETE BASE

LUMINAIRE SCHEDULE									
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	CATALOG LOGIC
	11	XF	Single	1037	1.000	B1-U0-G0	13	143	LF Illumination LLC (Ledil) BULLET MINI-5911-1AA-T-13C-9240-M-DMU-BLACK COLOR 90CRI
	90	XL	Single	136	1.000	N.A.	4.12	370.8	4 FT. LINEAR STRIP LIGHT (BY OTHERS, SHOWN FOR CONTRIBUTION)
	16	XM	Single	136	0.700	N.A.	4.12	65.92	LB-110-00-XX-025-RD(1)FR4-15
	164	XP	Single	305	1.000	N.A.	3.66	600.24	P-LED STREET WRAP FLEX BACK BEND 4000K
	82	XPD	Single	25	1.000	N.A.	0.305	25.01	P-LED STREET WRAP FLEX BACK BEND 4000K
	1	XPM1	Single	11000	1.020	B4-U0-G1	68	68	OSQ-ML-C-AA-XX w/PGM-1 + OSQM-C-11L-40K7-33-UL-NM-XX
	2	XPM2	Single	7200	1.020	B1-U0-G2	68	136	OSQ-ML-C-DA-XX + OSQM-C-11L-40K7-3B-UL-NM-XX
	2	XPM3	Single	10450	1.020	B2-U0-G2	68	136	OSQ-ML-C-DA-XX + OSQM-C-11L-40K7-3M-UL-NM-XX
	3	XPM4	Single	6600	1.020	B1-U0-G1	68	204	OSQ-ML-C-DA-XX + OSQM-C-11L-40K7-4B-UL-NM-XX
	3	XPM5	2 @ 90 degrees	10450	1.020	B2-U0-G2	68	408	OSQ-ML-C-DA-XX + OSQM-C-11L-40K7-4M-UL-NM-XX
	3	XPM6	Single	10450	1.020	B2-U0-G2	68	204	OSQ-ML-C-DA-XX + OSQM-C-11L-40K7-4M-UL-NM-XX
	24	XR1	Single	15700	1.020	B3-U3-G2	127	3048	CP5-20L-50K9-DF-UL-DM-XX-Q9-HZ
	3	XS6	Single	1858	1.000	B1-U1-G0	20	60	WLRD-C-122-840-BZ-OCC-S2X
	7	XT	Single	1840	1.000	N.A.	20	140	SEW12146 5FT L20W AN08 120-277V 4000K SMA PSE OAP6 MOD=FIXTURE HEAD TO BE LOCKED IN PLACE AIMING AWAY FROM BLDG
	3	XT1	Single	1472	1.000	N.A.	16	48	SEW12146 4FT L16W AN08 120-277V 4000K SMA PSE OAP6 MOD=FIXTURE HEAD TO BE LOCKED IN PLACE AIMING AWAY FROM BLDG.
	1	XT2	Single	2208	1.000	N.A.	24	24	SEW12146 6FT L24W AN08 120-277V 4000K SMA PSE OAP12
	7	XX	Single	1921	1.000	B1-U0-G0	16	112	WVWM-H-L17/840-TL-DBZ-CGL-DIM-UNV (BRONZE COLOR 80CRI)

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1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com

SCALE:
1" = 30'
D
DWG SIZE:
D

LAYOUT BY:
DAR
DATE:
7/16/24

PROJECT NAME:
SHEETZ
LIVONIA, MI
DRAWING NUMBER:
RL-9747-S1



SHEETZ 2.0

SHEETZ 2.0

SDS PROJECT #: 0609.0 MODEL #: REFER TO LIGHTING FIXTURE SCHEDULE FOR MODEL NUMBER AND DESCRIPTION TYPE: XS2

DOWNLIGHT



STREET WRAP



AREA



CANOPY

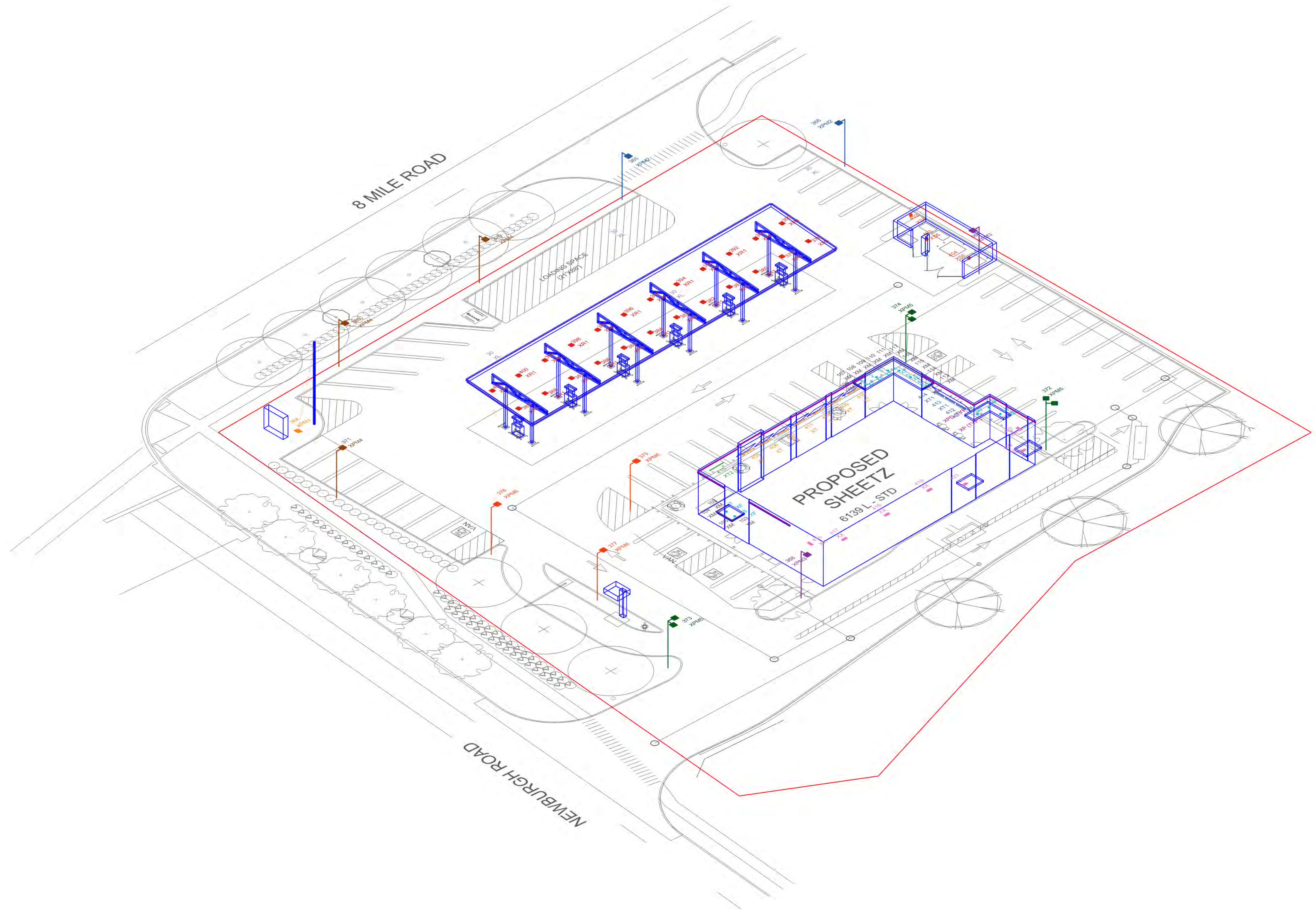


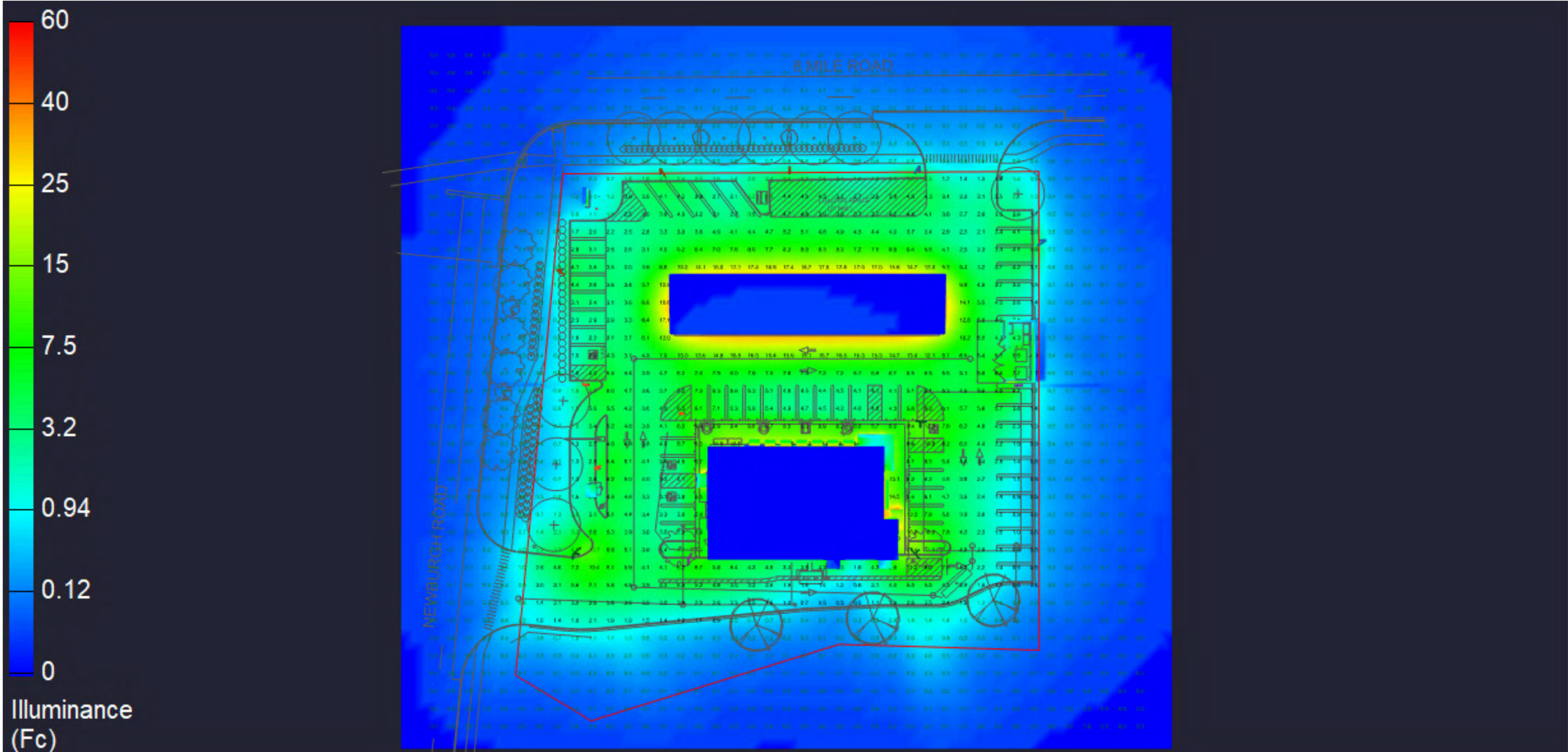
WALL MOUNTED



WALL MOUNTED



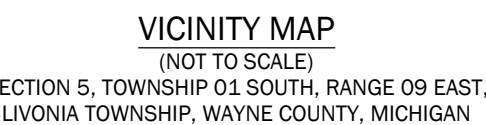








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TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION: PER 2021, TITLE COMMITMENT NO. 821223386NTS, DATED: 02/24/2024.

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

PART OF THE NORTHWEST 1/4 OF SECTION 5, TOWN 1 SOUTH, RANGE 9 EAST, BEGINNING SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 60 FEET AND NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 120.59 FEET FROM THE NORTHWEST CORNER OF SECTION 5, THENCE NORTH 89 DEGREES 45 MINUTES 30 SECONDS EAST 269.41 FEET, THENCE SOUTH 0 DEGREES 00 MINUTES 50 SECONDS EAST 271 FEET, THENCE NORTH 88 DEGREES 17 MINUTES 30 SECONDS WEST 113.32 FEET, THENCE SOUTH 72 DEGREES 53 MINUTES 30 SECONDS WEST 146.98 FEET, THENCE NORTH 58 DEGREES 52 MINUTES 20 SECONDS WEST 50.0 FEET, THENCE NORTH 05 DEGREES 25 MINUTES 20 SECONDS EAST 285.24 FEET TO THE POINT OF BEGINNING.

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. ALL BEARINGS ARE REFERENCED TO THE NORTH LINE OF SECTION 05, TOWN 01 SOUTH, RANGE 09 EAST, SAID LINE BEARING NORTH 85°27'07" EAST.
3. ADDRESS OF SURVEYED PARCEL(S) IS 37355, 8 MILE ROAD, LIVONIA, MICHIGAN, PARCEL ID 46-018-99-0001.
4. PARCEL IS SITUATED IN THE CITY OF LIVONIA, WAYNE COUNTY COUNTY, MICHIGAN
5. TOTAL SURVEYED AREA IS ±1.83 ACRES, MORE OR LESS.
6. FLOOD ZONE CLASSIFICATION IS X, ACCORDING TO FEMA FLOOD ZONE MAP 26163C00035E, EFFECTIVE DATE OF 02/01/2012.
7. THIS TOPOGRAPHIC MAP IS BASED UPON A FIELD SURVEY PERFORMED BY WADE TRIM COMPLETED ON 02/28/2024.

PARKING SPACES:

REGULAR PARKING SPACES: 66
BARRIER FREE PARKING SPACES: 46
MOTORCYCLE PARKING SPACES: 0
COMPACT CAR PARKING SPACES: 0
TOTAL PARKING SPACES: 112

SETBACK INFORMATION:

FRONT: 15 FEET
SIDE: 08 FEET
REAR: N/A

UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. MISS DIG E-DESIGN TICKET 2024022603690 WAS SUBMITTED ON 02/26/2024.

HORIZONTAL DATUM:

NORTH AMERICAN DATUM OF 1983 (NAD83), MICHIGAN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE - 2113, INTERNATIONAL FEET, GPS DERIVED.

VERTICAL DATUM:

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BENCHMARK INFORMATION:

BENCHMARK 2
ELEVATION = 753.16'
NORTHEAST "X" OF CATCH BASIN RIM, 15 FEET SOUTHEAST TO TRAVERSE POINT 1, 1 FOOT EAST TO BACK OF CURB, 7 FEET
EAST TO LIGHT POLE

BENCHMARK 4
ELEVATION = 755.92'
CHISELED "X" IN THE NORTHEAST CORNER OF CATCH BASIN RIM, 11 FEET SOUTH SOUTHEAST TO TRAVERSE POINT 3, 2 FEET SOUTH TO BACK OF CURB, 20 FEET SOUTH TO SIDEWALK

CONTROL POINT INFORMATION:

CONTROL POINT 1
NORTHING = 343588.19'
EASTING = 13380435.34
ELEVATION = 753.59'

SET 1/2" REBAR WITH CAP IN THE WEST ENTRANCE OF THE PRINT HOUSE JUST NORTH, 12 FEET NORTH TO THE LIGHT POLE, 4 FEET EAST TO SIDEWALK, 15 FEET NORTHWEST TO CATCH BASIN

CONTROL POINT 3
NORTHING = 343803.45'
EASTING = 13380512.23
ELEVATION = 757.53'

SET 1/2" REBAR WITH CAP IN THE SOUTHEAST QUADRANT OF 8 MILE ROAD AND NEWBURGH, 10 FEET NORTH TO BACK OF CURB, 11 FEET NORTH NORTHWEST TO CATCH BASIN, 23 FEET SOUTHWEST TO POWER POLE

CONTROL POINT 5
NORTHING = 343821.85'
EASTING = 13380748.27
ELEVATION = 759.91'

SET 3" REBAR WITH CAP EAST FROM THE NORTH FROM THE PRINT HOUSE IN THE FRONT LAWN, 5 FEET NORTH TO BACK OF CURB, 5 FEET SOUTH TO SIDEWALK, 35 FEET SOUTHWEST TO LIGHT POLE

MISS DIG CONTACTS

123 NET
NAME: NONE
EMAIL: NONE
POSITIVE RESPONSE: 2/28/2024
CLEAR OF UTILITIES

ATT
NAME: MICHAEL BROUGHTON
PHONE#: 248-456-0850
EMAIL: MB3517@ATT.COM
POSITIVE RESPONSE: 3/05/2024
UTILITIES IN AREA

BRIGHT HOUSE NETWORK
NAME: ASHLEY MARCOLETTE
PHONE #: NONE
EMAIL: ASHLEY.MARCOLETTE@CCISYSTEMS.COM
POSTIVE RESPONSE:2/25/2024
UTILITIES IN AREA

CHARTER COMMUNICATIONS
Name: ASHLEY MARCOLETTE
PHONE #: NONE
Email: ASHLEY.MARCOLETTE@CCISYSTEMS.COM
POSITIVE RESPONSE: 02/27/2024
UTILITIES IN AREA

CONSUMERS ENERGY
NAME: CHRIS SCHNEIDER
PHONE: 734-513-6277
EMAIL: CHRISTOPHER.SCHNEIDER@CMSENERGY.COM
POSITIVE RESPONSE: 2/27/2024
UTILITIES IN AREA

DTE ENERGY ELECTRIC
NAME:SARA KIPP
PHONE: NONE
EMAIL: SARA.FORCE@DTEENERGY.COM
POSTIVE RESPONSE: 3/11/2024
UTILITIES IN AREA

CITY OF FARMINGTON HILLS
NAME: CONNIE MOISAN
PHONE: 248-871-2560
EMAIL: CMOISAN@FHGOV.COM
POSITIVE RESPONSE: 03/12/2024
UTILITIES IN AREA

GREAT LAKES WATER AUTHORITY
NAME: DANIEL MILLER
PHONE: 313-378-4908
EMAIL: DANIEL.MILLER@GLWATER.ORG
POSITIVE RESPONSE: 02/27/2024
UTILITIES IN AREA

CITY OF LIVONIA
NAME: DAVID LEAR
PHONE: 734-466-2608
EMAIL: DLEAR@LIVONIA.GOV
POSITIVE RESPONSE: 2/28/2024
UTILITIES IN AREA

MCI/VERIZON
NAME: NONE
PHONE: NONE
EMAIL: NONE
POSITIVE RESPONSE: 2/28/2024
CLEAR OF UTILITIES

WIDE OPEN WEST
NAME: DEAN MCCOMBS
PHONE: NONE
EMAIL: DEAN.MCCOMBS@WOWINC.COM
POSITIVE RESPONSE: 3/1/2024
CLEAR OF UTILITIES

OAKLAND COUNTY DRAIN COMMISSION
NAME: CHRISTOPHER GIANAKOS
PHONE: 248-858-1116
EMAIL: GIANAKOSC@OAKGOV.COM
POSTIVE RESPONSE: 03/13/2024
UTILITIES IN AREA

SIFI NETWORKS FARMINGTON LLC
NAME: NONE
PHONE: 657-217-2970
EMAIL: NOC@SNONETOPS.COM
POSITIVE RESPONSE: 2/26/2024
CLEAR OF UTILITIES

SKILKEN GOLD
4270 MORSE ROAD
COLUMBUS, OHIO 43230
EXISTING CONDITIONS PLAN NOTES
FOR
NEW SHEETZ STORE - 8 MILE ROAD

ISSUED FOR:	DATE:	BY:
OWNER REV	04.19.24	KPR
PRELIM SP	07.17.24	JAC

JOB NO.
SG02002.01F

SHEET

C1.1

© Wode Trim Group, Inc. SHEETZ GAS STATION - CITY OF LIVONIA (8-MILE)

PROJECT MANAGER: -
-FIELD BOOK INFORMATION:-
- TRIM_JCECIL\D1463536\PLTS-VSP-EXISTING CONDITIONS PLAN.DWG - TOPO DETAILS - PLOTTED 7/16/2024 1:09 PM BY CECIL, JOHN



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PROJECT MANAGER: -
 - FIELD BOOK INFORMATION: -
 - C2.0 - PLOTTED 7/16/2024 1:16 PM BY CECIL, JOHN

PROPOSED LEGEND



SITE PLAN NOTES

-

[illegible]

SKILKEN GOLD
4270 MORSE ROAD
COLUMBUS, OHIO 43230

SITE PLAN
FOR

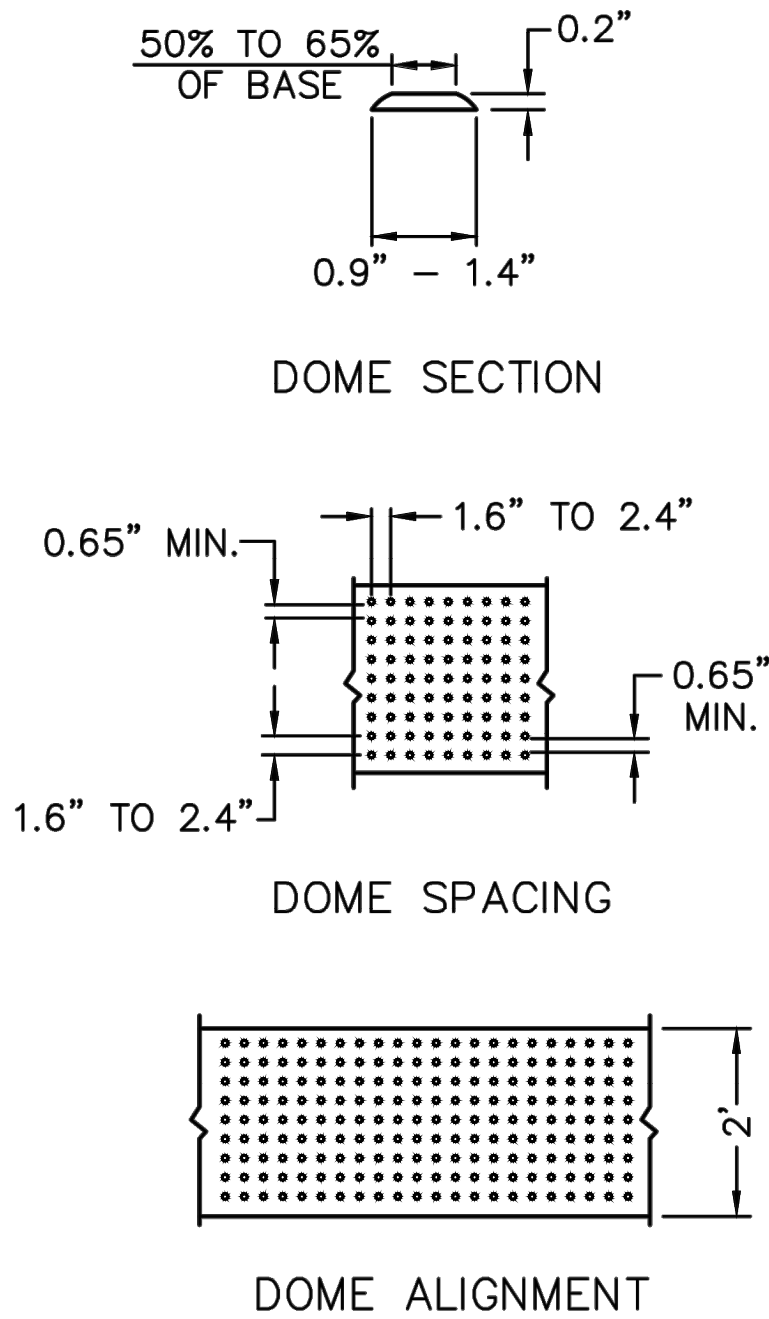
NEW SHEETZ STORE - 8 MILE ROAD
BY: KPR JAC
SHEETZ GAS STATION - CITY OF LIVONIA (8-MILE)
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ISSUED FOR:	DATE:	BY:
OWNER REV	04.19.24	KPR
PRELIM SP	07.17.24	JAC

JOB NO.
SG02002 01E

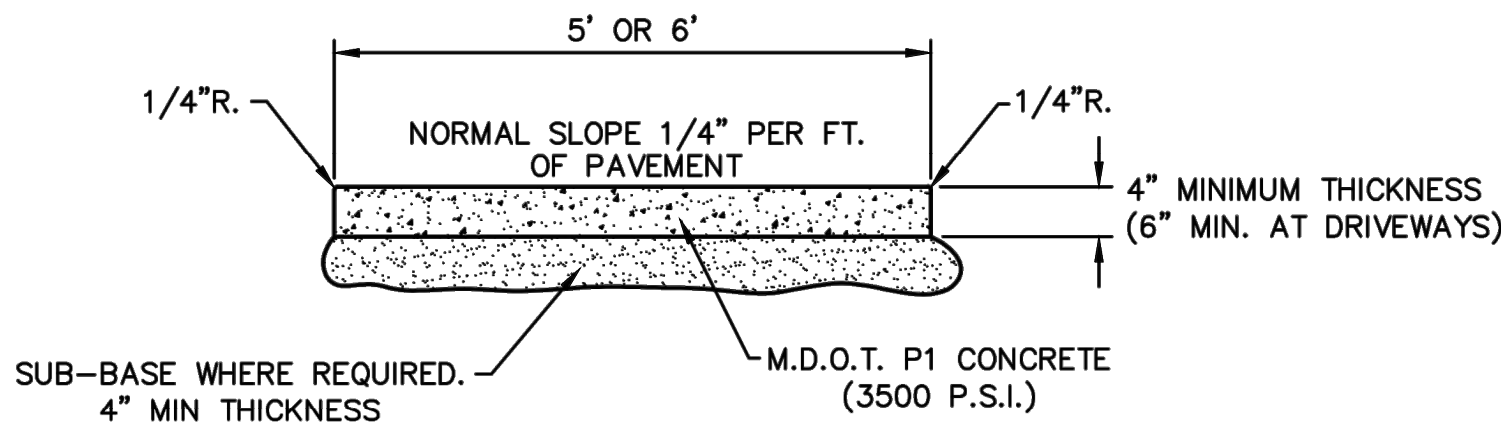
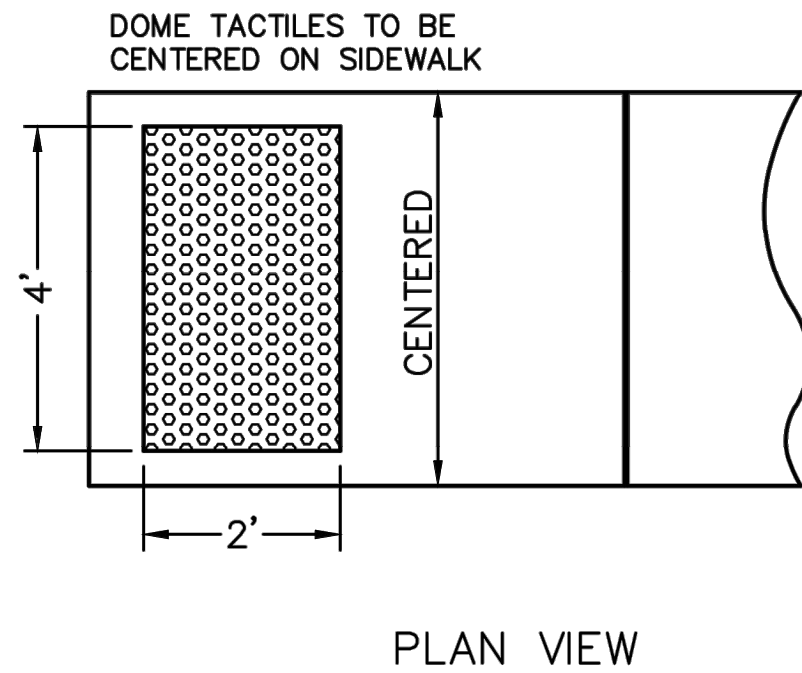
C2.0

PROJECT MANAGER - C:\PW\WORK\WADE-TRIM\JOECIL\01463536\VALTS-CSP-SITE DETAILS.DWG - C3.1 - PLOTTED 7/16/2024 1:23 PM BY: CECL, JOHN

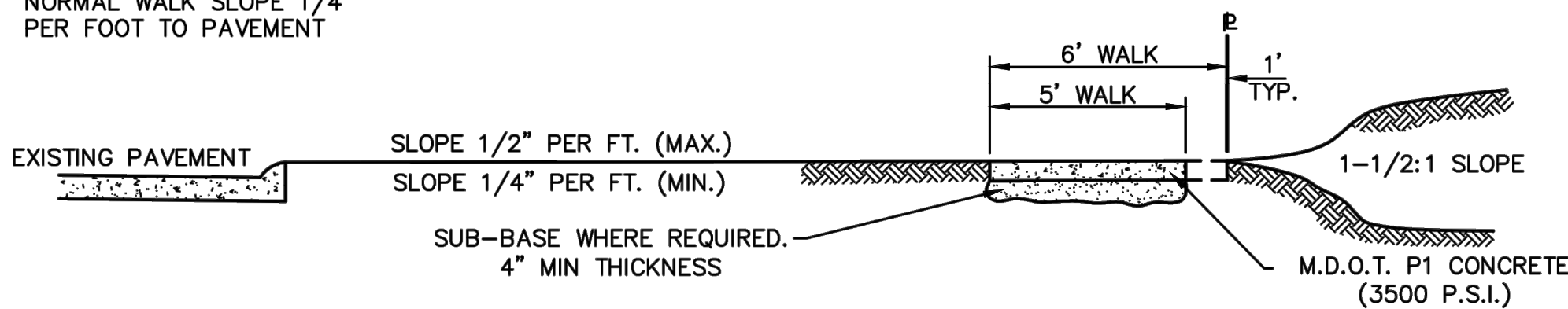


*COLOR OF DOME SHALL CONTRAST THE CONCRETE COLOR

DETECTABLE WARNING DETAILS



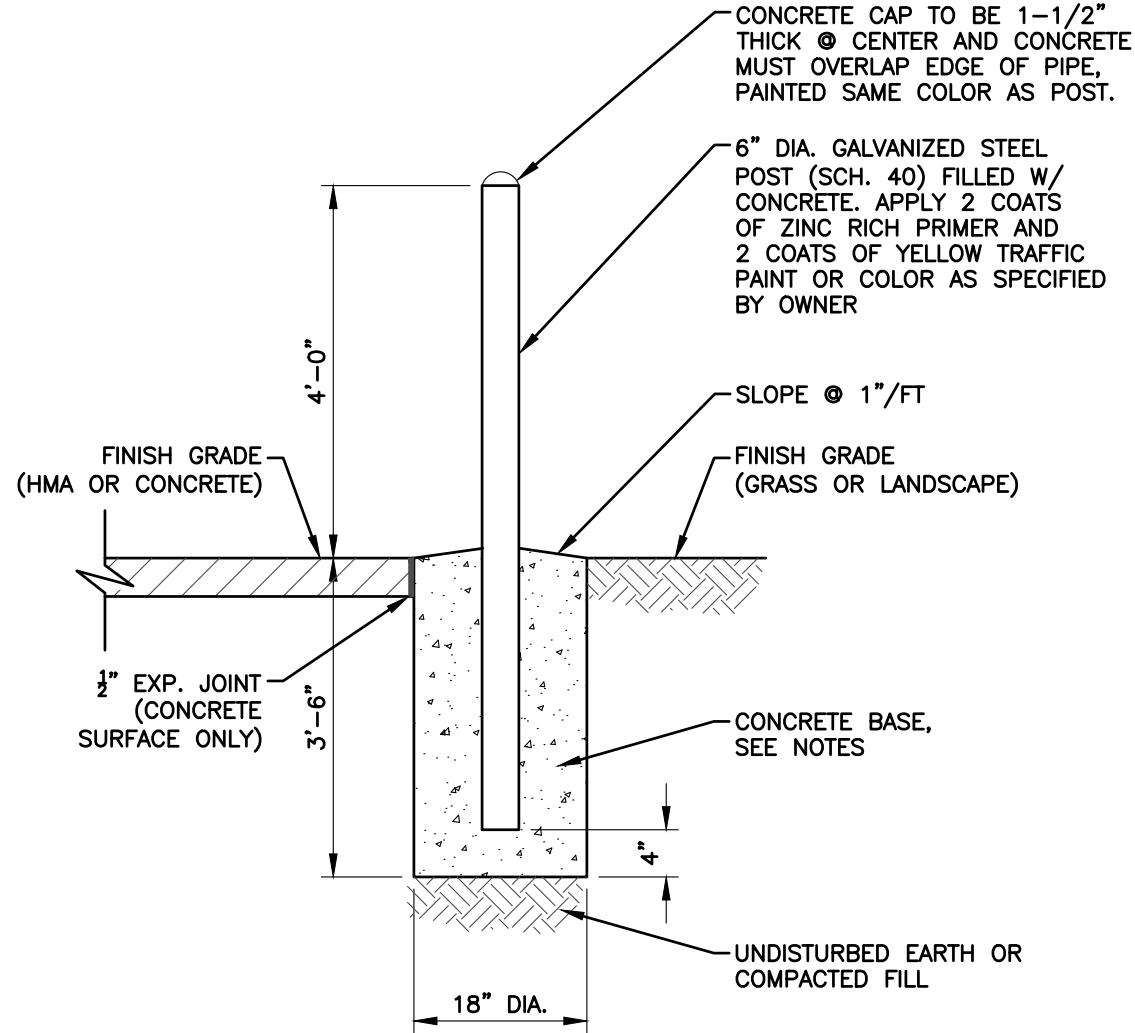
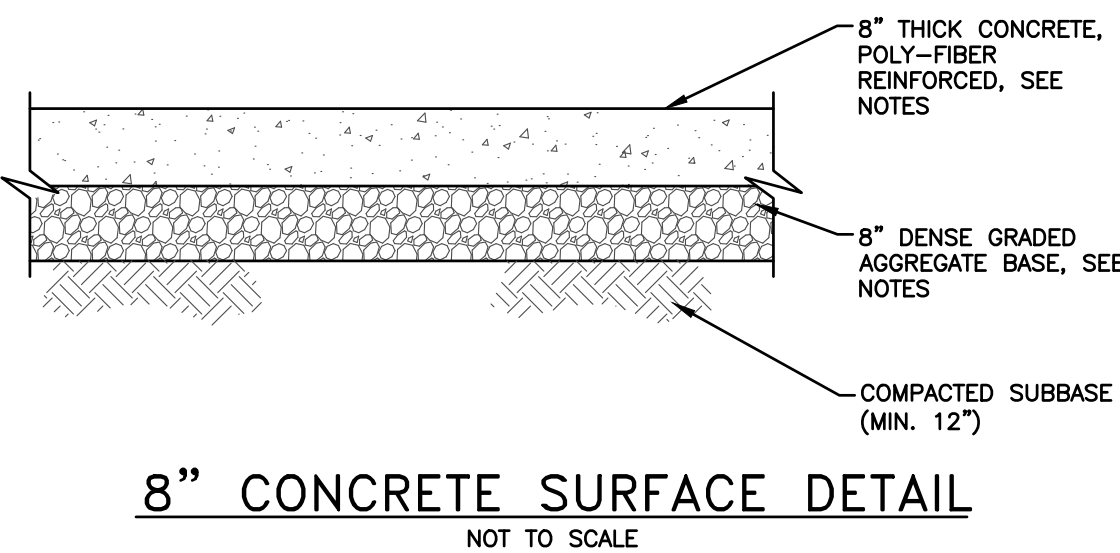
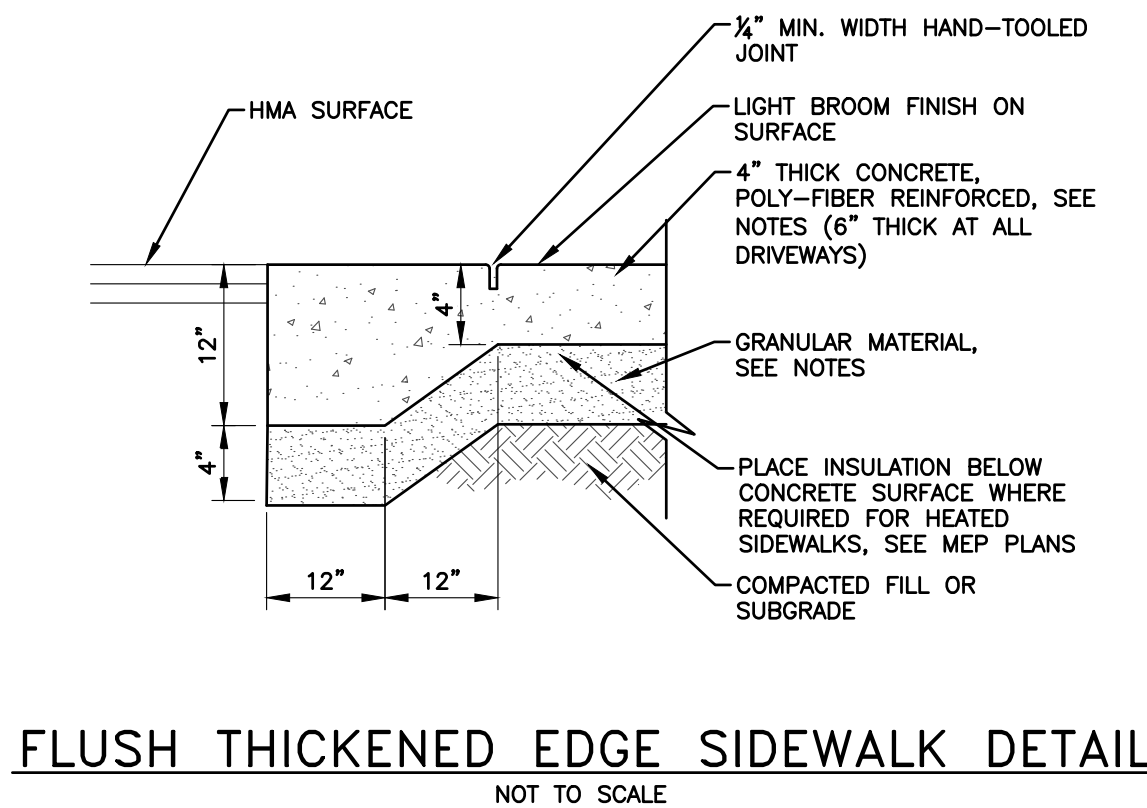
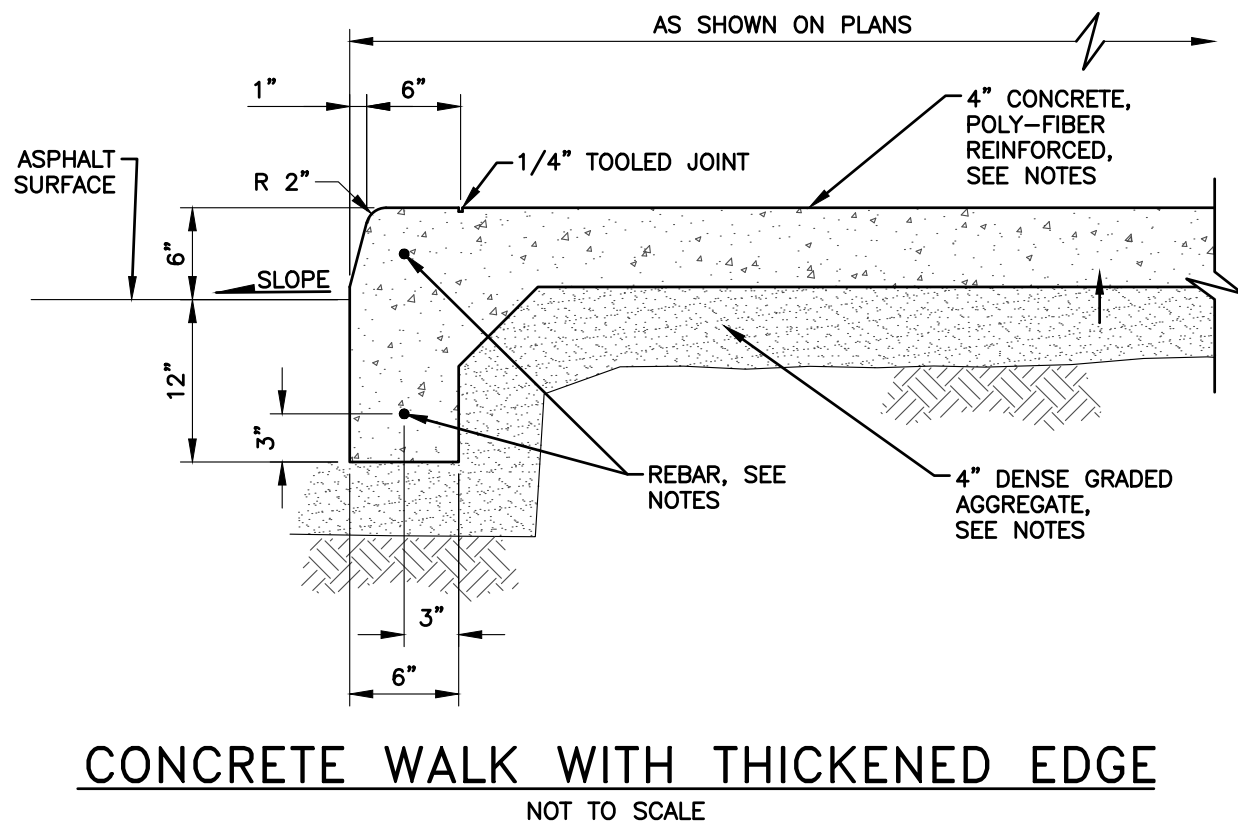
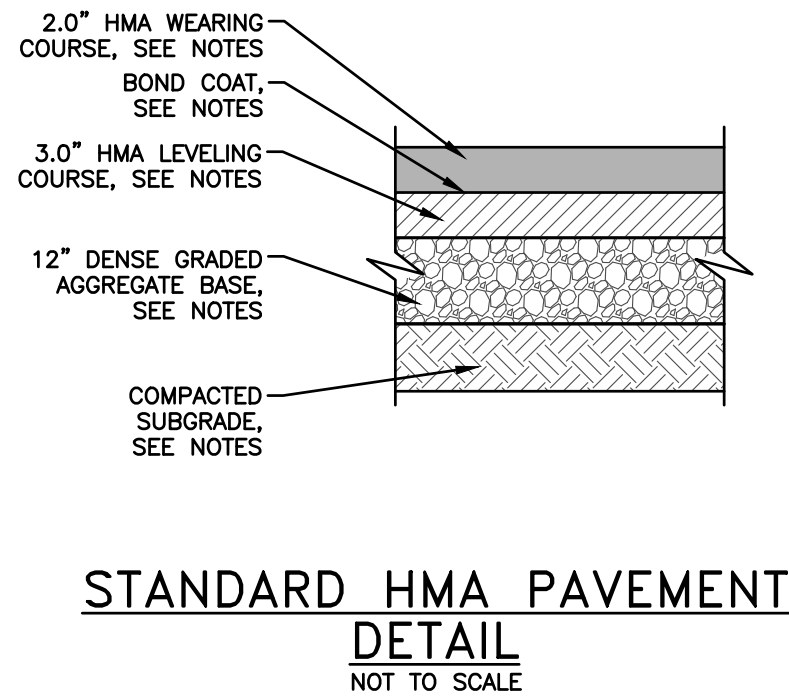
NOTE:
NORMAL WALK SLOPE 1/4" PER FOOT TO PAVEMENT



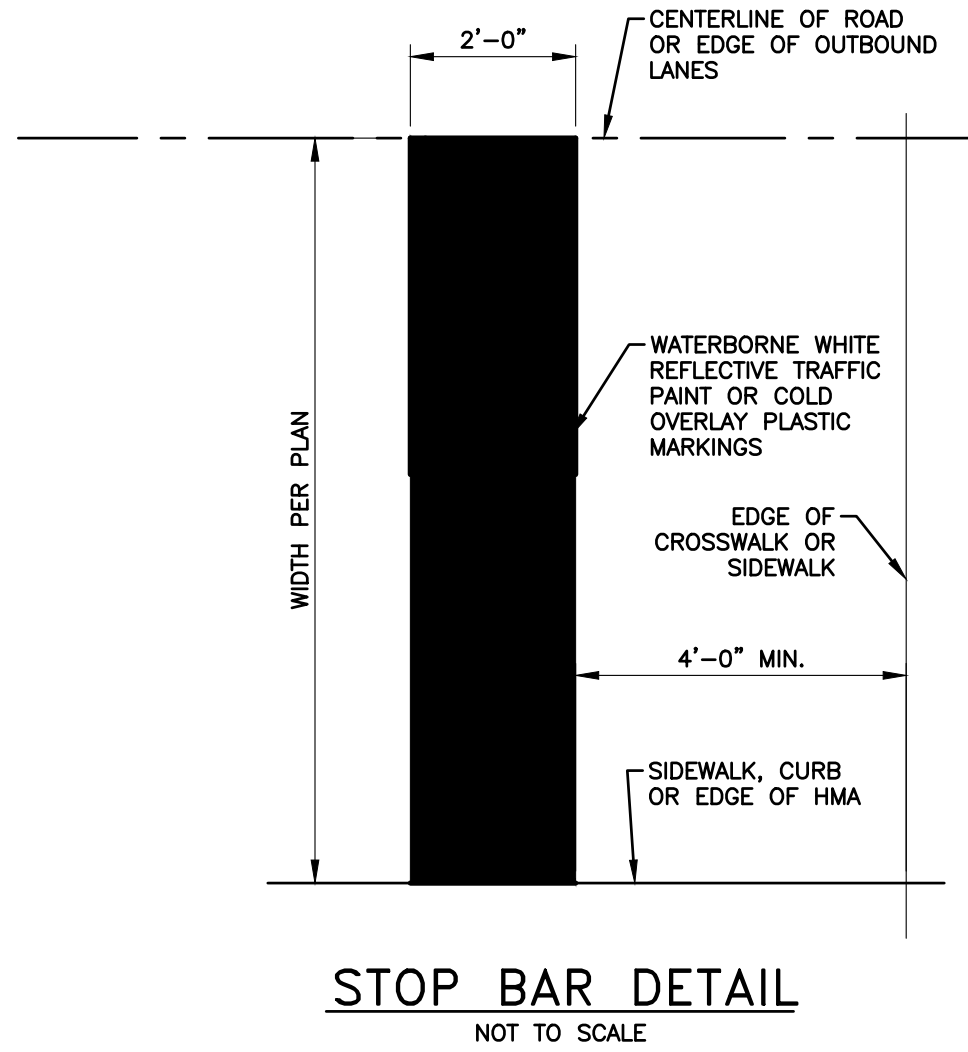
NOTES:

- SIDEWALKS SHALL BE DIVIDED INTO UNIT AREAS APPROXIMATELY SQUARE, OR NOT MORE THAN 36 NOR LESS THAN 16 SQUARE FEET.
- THE UNIT AREAS SHALL BE CONSTRUCTED BY FORMS OR BY CUTTING JOINTS IN THE PLASTIC CONCRETE TO A DEPTH OF 3/4". A 1/2" PREFORMED FIBER EXPANSION JOINT SHALL BE PLACED BETWEEN ABUTTING PARALLEL CURBS AND SIDEWALKS OR BUILDINGS AND ELSEWHERE AT APPROXIMATELY 50' INTERVALS. A PREFORMED 1/2" X 6" FIBER EXPANSION JOINT SHALL BE PLACED BETWEEN CURB RETURNS AND SIDEWALKS.
- SUB-BASE, WHERE SPECIFIED, SHALL CONSIST OF POROUS BACKFILL M.D.O.T. CLASS II UNLESS OTHERWISE SHOWN ON THE PLANS. SUB-BASE WILL BE CONSIDERED AS INCIDENTAL TO CONSTRUCTION OF CONCRETE SIDEWALK.

STANDARD SIDEWALK DETAIL

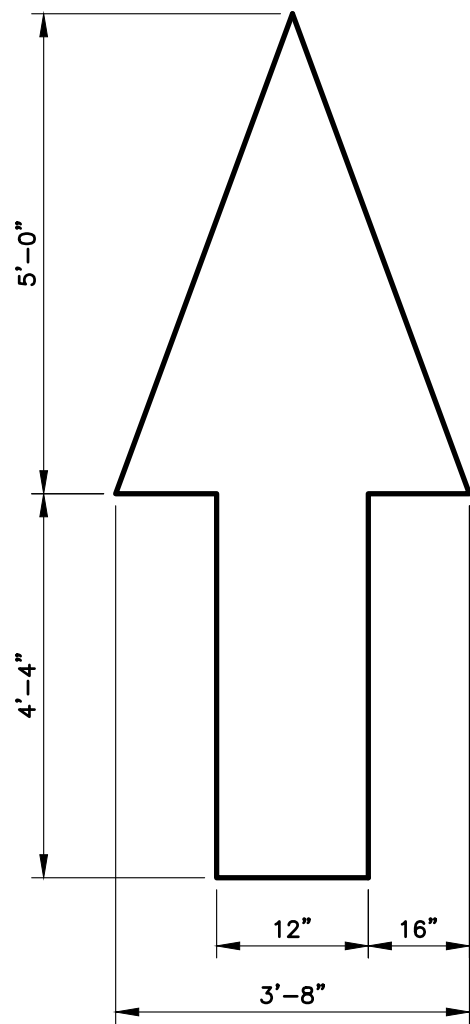


6" PIPE BOLLARD DETAIL

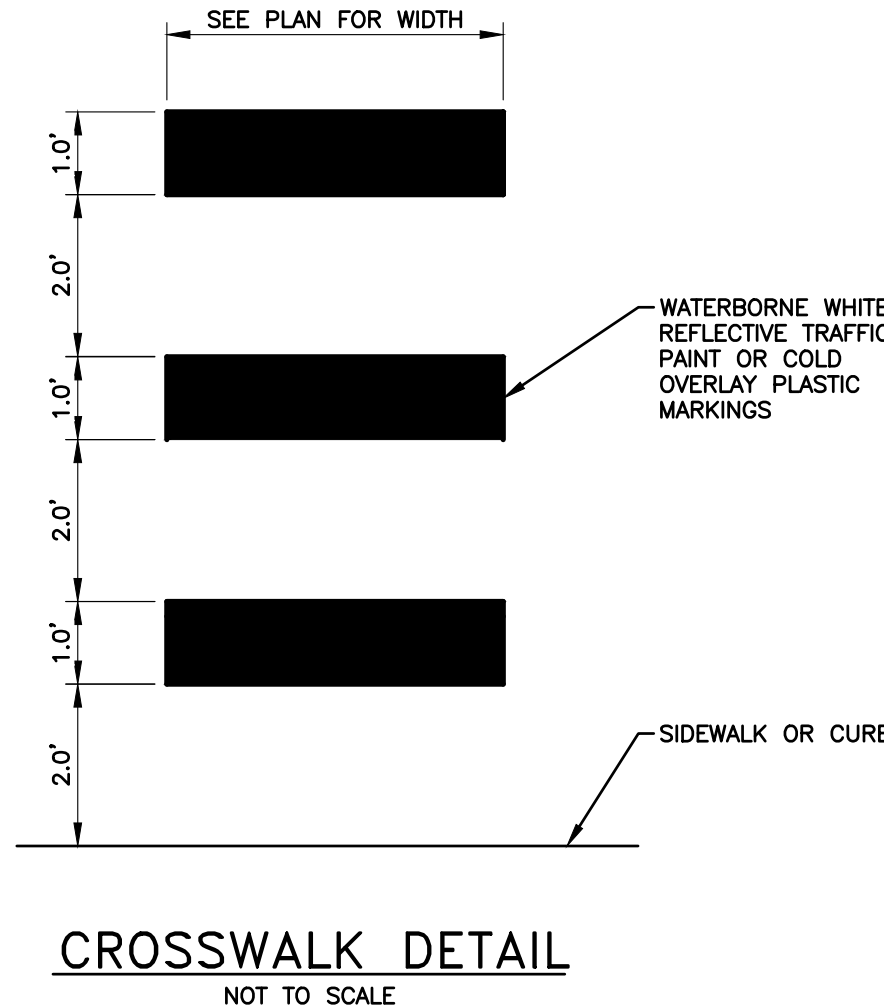


BARRIER FREE SYMBOL DETAIL

- NOTES:
- SYMBOL SHALL DEPICT A DYNAMIC CHARACTER LEANING FORWARD WITH A SENSE OF MOVEMENT.
 - PROVIDE CONTRASTING BACKGROUND WITH EITHER A WHITE SYMBOL ON BLUE BACKGROUND OR A BLUE SYMBOL ON A WHITE BACKGROUND.
 - SYMBOL SHALL BE SUBSTANTIALLY EQUIVALENT TO THE INTERNATIONAL SYMBOL OF ACCESS.
 - SYMBOL SHALL BE SIMPLE AND AVOID ANY SECONDARY MEANING.



PAINTED ARROWS



REV#	DATE	DESCRIPTION	BY
1	07.17.24	FULL SUBMITTAL PACKAGE	

25251 Northline Rd.
Columbus, OH 43230
724.847.9700
www.wadetrtrim.com

WADE TRIM

SKILKEN GOLD
4270 MORSE ROAD
COLUMBUS, OHIO 43230

FOR
SITE DETAILS - 1
NEW SHEETZ STORE - 8 MILE ROAD
SHEETZ GAS STATION - CITY OF LIVONIA (8-MILE)

ISSUED FOR: DATE: BY:
OWNER REV 04.19.24 KPR
PRELIM SP 07.17.24 JAC

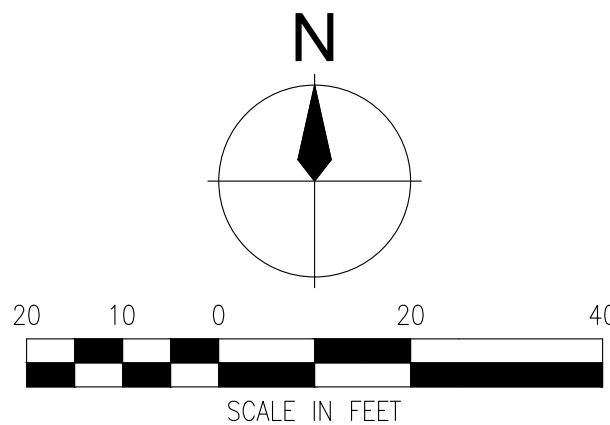
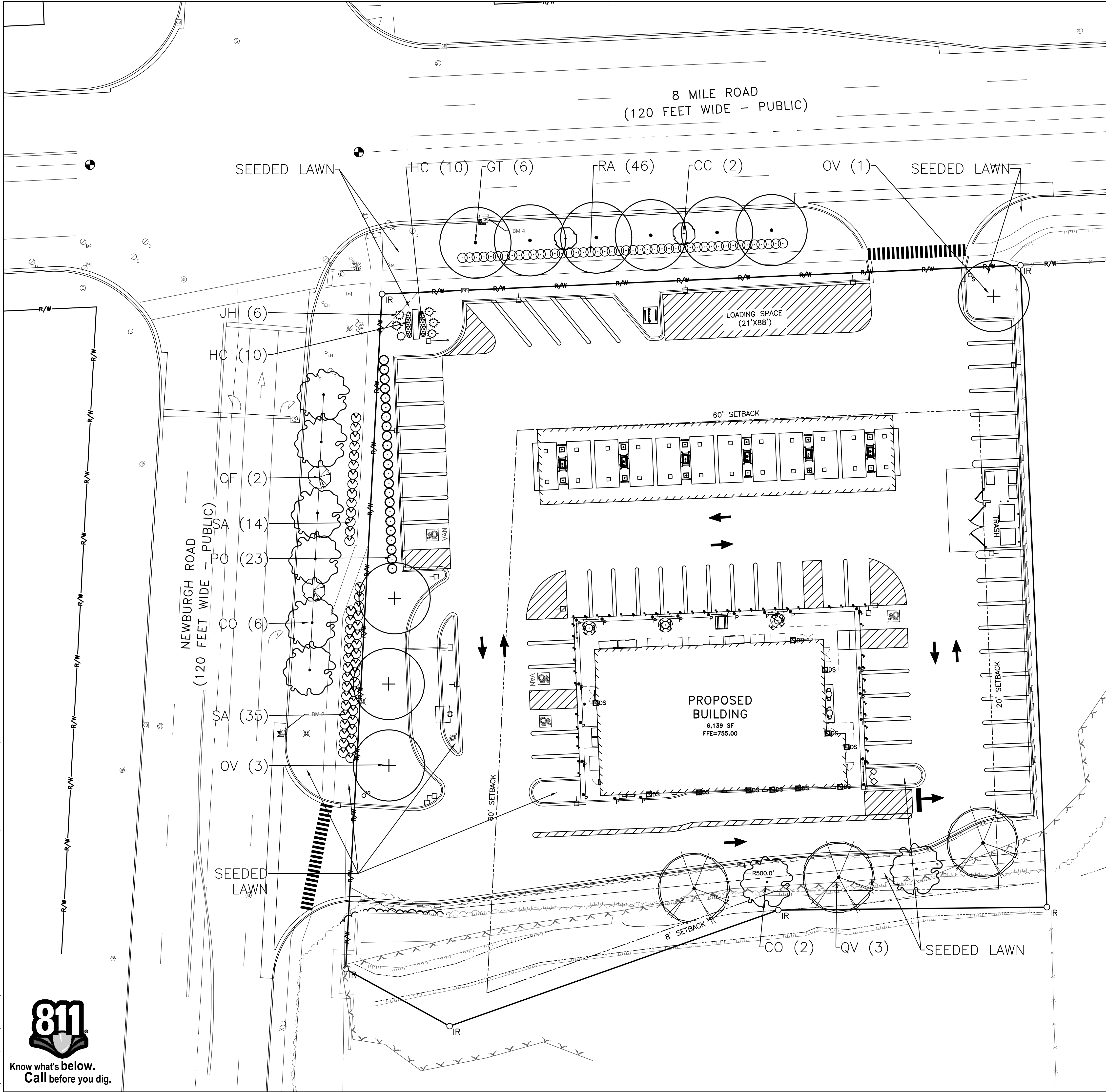
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C2.1

PROJECT MANAGER - C:\PW_WORK\KERRY\01463536\PLTS-LP-LANDSCAPE PLAN.DWG - L1.0 - PLOTTED 7/16/2024 3:26 PM BY KERR, RACHEL



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REV SP
DATE: 04.19.24
BY: KPR
JAC

JOB NO.
SG02002.01F

SHEET
L1.0

SKILKEN GOLD
4270 MORSE ROAD
COLUMBUS, OHIO 43230
LANDSCAPE PLAN
FOR
NEW SHEETZ STORE - 8 MILE ROAD
(8-MILE)
SHEETZ GAS STATION - CITY OF LIVONIA

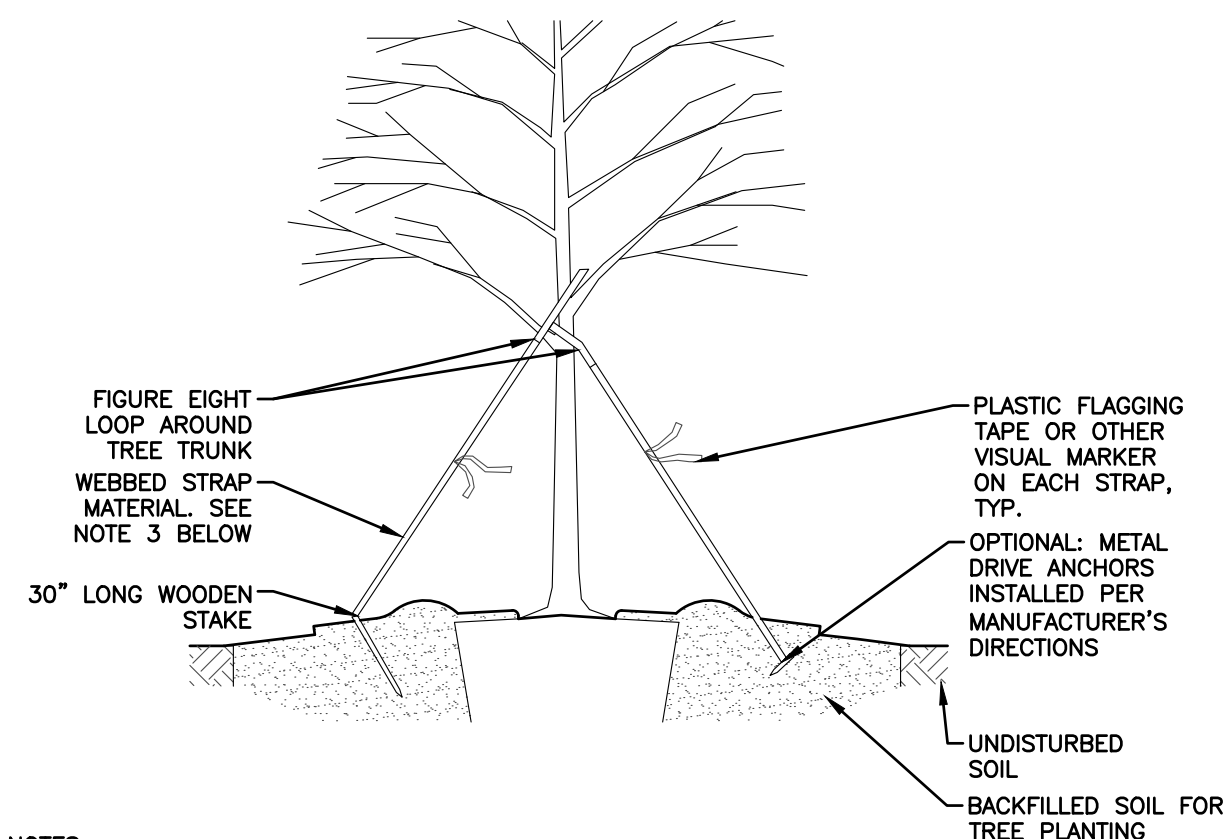
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1	07.17.24		

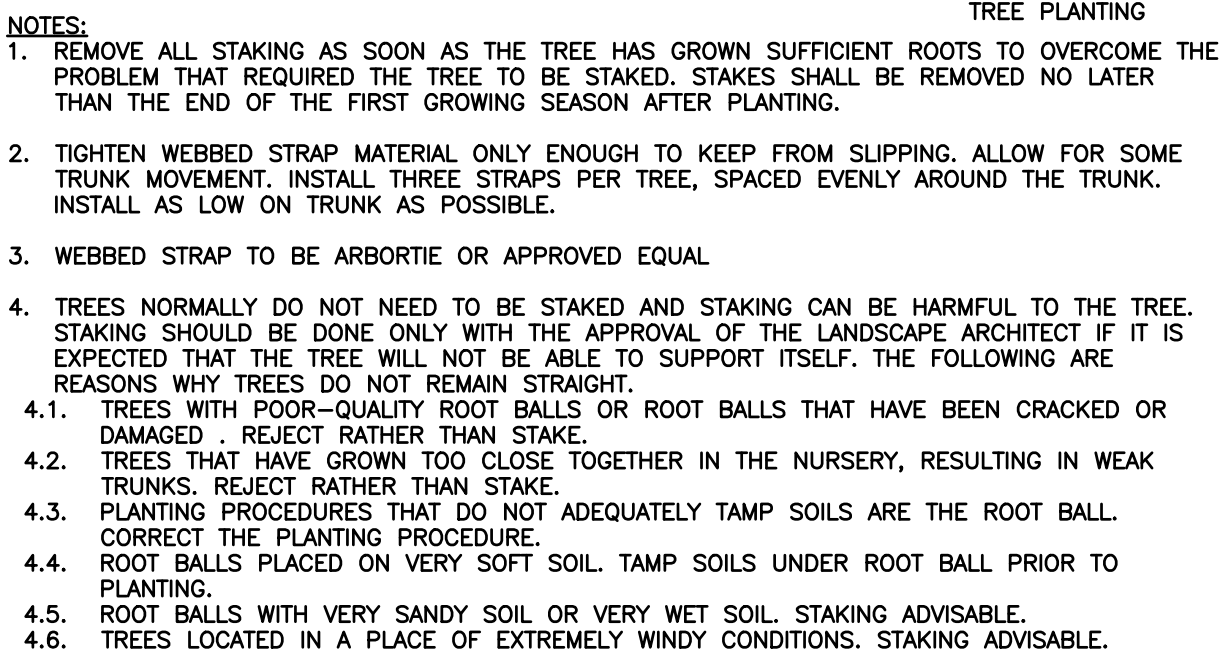
TREES

<u>SYMBOL</u>		<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>CONT.</u>	<u>SPACING</u>	<u>QTY</u>
	CC	Cercis canadensis	Eastern Redbud	2"	B&B	As Shown	2
	CO	Celtis occidentalis	Common Hackberry	2 1/2"	B&B	As Shown	8
	CF	Cornus florida	Flowering Dogwood	2"	B&B	As Shown	2
	GT	Gleditsia triacanthos var. 'Inermis'	Thornless Honeylocust	2 1/2"	B&B	As Shown	6
	OV	Ostrya virginiana	Hop Hornbeam	2"	B&B	As Shown	4
	QV	Quercus velutina	Black Oak	2 1/2"	B&B	As Shown	3



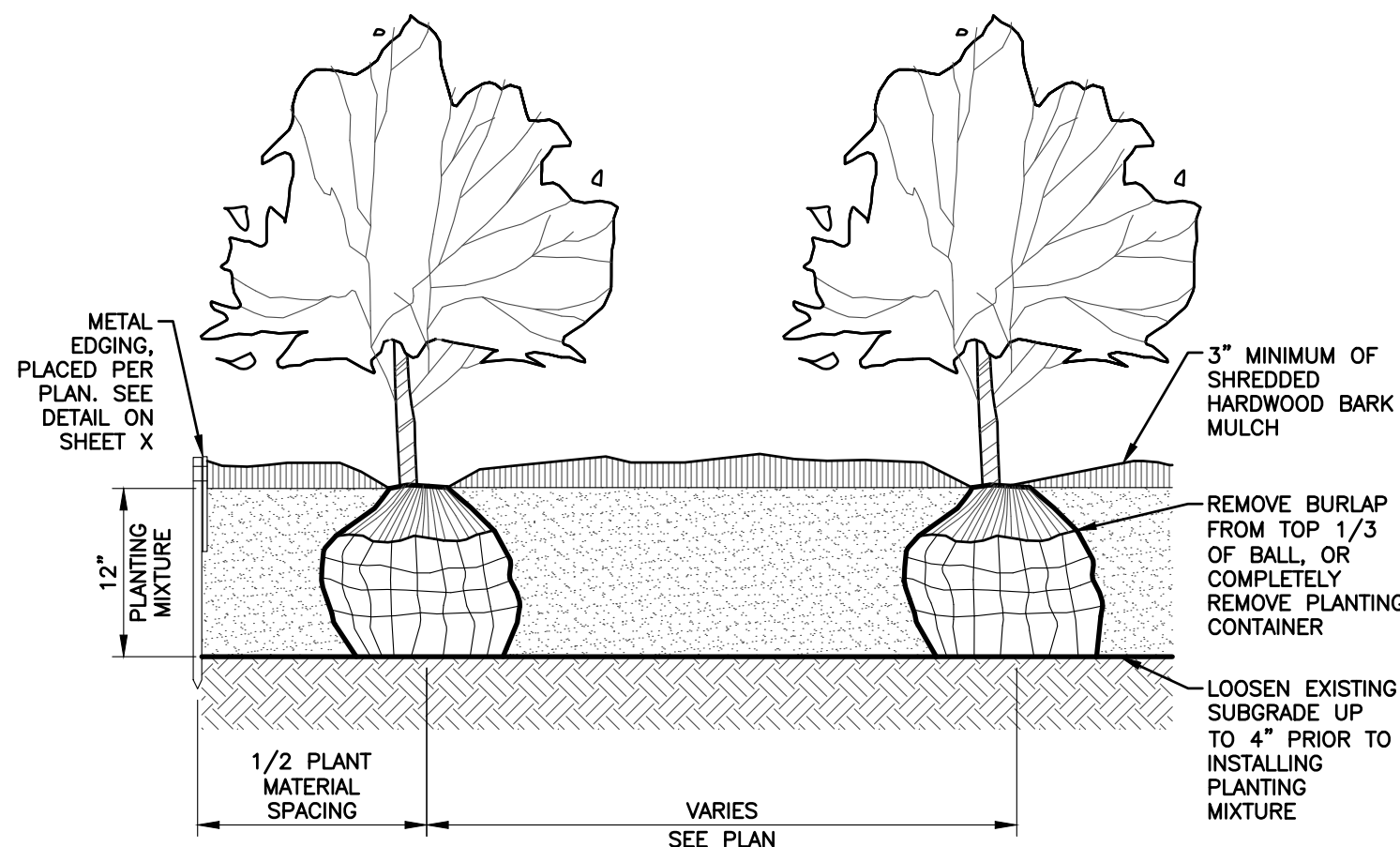
SHRUBS

<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>SPACING</u>	<u>QTY</u>
 PO	Physocarpus opulifolius	Ninebark	#3 Gal.	48"	23
 RA	Ribes alpinum	Alpine Currant	#3 Gal.	36"	46
 SA	Spiraea alba	Meadowsweet	#3 Gal.	48"	49
 JH	Juniperus horizontalis	Creeping Juniper	#3 Gal.	60"	6



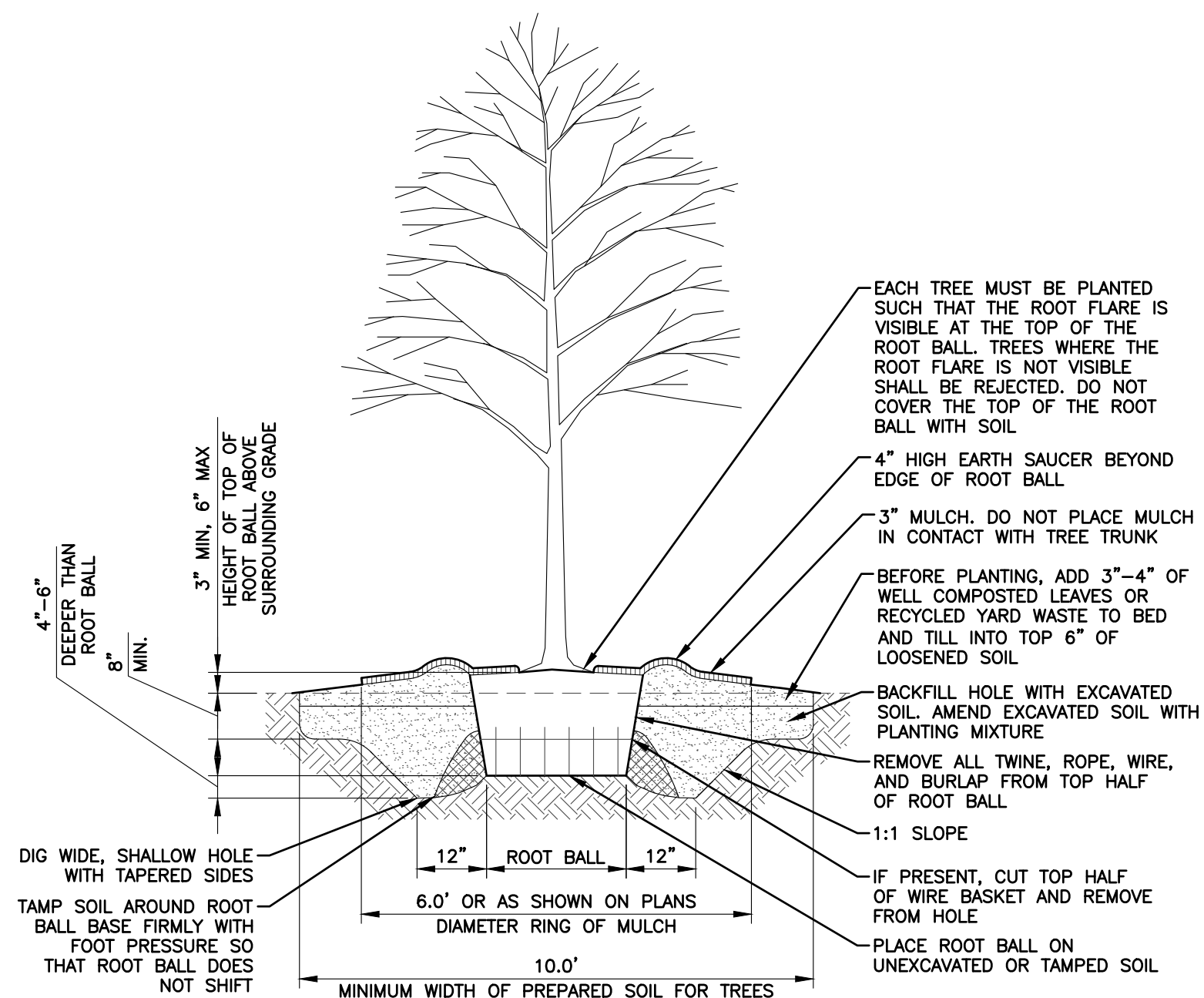
PERENNIALS

<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>SPACING</u>	<u>QTY</u>
 HC	Hemerocallis citrina	Citron daylily	1 Gal.	2.5'	20



SHRUB PLANTING DETAIL

NOT TO SCALE



TREE PLANTING DETAIL

NOT TO SCALE

LANDSCAPE NOTES

1. ALL PLANTS TO BE INSTALLED IN ACCORDANCE WITH AMERICAN ASSOCIATION OF NURSERYMEN LANDSCAPE STANDARDS.
2. CONTRACTOR SHALL PROVIDE A PLANTING MIXTURE MEETING THE FOLLOWING REQUIREMENTS. IF THE ENGINEER HAS ANY CONCERNS WITH THE QUALITY OF THE PLANTING MIXTURE, THE ENGINEER SHALL BE ALLOWED TWO WEEKS TO OBTAIN SOIL TEST TO DETERMINE SPECIFICATION COMPLIANCE. NO PLANT MATERIAL SHALL BE PLANTED PRIOR TO ENGINEER APPROVAL OF PLANTING MIXTURE. ALL PLANT MATERIAL SHALL BE MAINTAINED BY THE CONTRACTOR IN A VIGOROUS GROWING CONDITION DURING THIS TIME AT NO ADDITIONAL COST.
3. ALL PLANT MATERIALS SHALL BE AS SHOWN ON DRAWING OR ON PLANT LIST. THE ENGINEER SHALL REVIEW THE PLACEMENT OF PLANT MATERIAL PRIOR TO AND AFTER INSTALLATION, AND RESERVES THE RIGHT TO ADJUST LAYOUT TO ACCOMMODATE SITE CONDITIONS AND DESIGN INTENT.
4. ALL PLANT MATERIALS SHALL CONFORM TO PLANT SCHEDULES. SIZES SHALL BE THE MINIMUM STATED ON THE PLANT LIST OR LARGER. ALL MEASUREMENTS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "A.A.N. STANDARDS FOR NURSERY STOCK."
5. NO PLANT SHALL BE PUT INTO THE GROUND BEFORE ROUGH GRADING HAS BEEN FINISHED AND REVIEWED BY THE ENGINEER.
6. PLANTING LOCATIONS SHALL BE MARKED BY CONTRACTOR THREE WORKING DAYS PRIOR TO PLANTING FOR ENGINEER REVIEW.
7. ALL PLANTED PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANTS ORIGINAL GRADE BEFORE DIGGING.
8. PLANT MATERIAL, ESPECIALLY EVERGREENS, TO BE PLANTED HIGHER THAN NORMAL WHEN HEAVY SOIL CONDITIONS (CLAY, ETC.) PREVAIL.
9. IF FOR ANY REASON ANY BALLED AND BURLAPED PLANT MATERIALS NEED TO BE STORED ON SITE LONGER THAN A 24-HOUR PERIOD, THEIR ROOT BALLS SHALL BE PROTECTED. ALL PLANTS SHALL BE THOROUGHLY WATERED EACH DAY THEY ARE STORED ON SITE. PLANTS MAY BE STORED ON SITE FOR A MAXIMUM OF TWO (2) WEEKS, OR 14 DAYS. ANY PLANTS ALLOWED TO DRY OUT ARE DETERMINED BY THE ENGINEER AND WILL BE REJECTED.
10. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL WRAPPING MATERIALS MADE OF SYNTHETIC OR PLASTICS SHALL BE COMPLETELY REMOVED AT TIME OF PLANTING.
11. THE CONTRACTOR SHALL FILL PLANT PIT WITH PREPARED PLANT MIX TO ½ DEPTH OF ROOT BALL OR ROOT MASS, PACK FIRMLY, PUDDLE WITH WATER; THEN FOR BALLED AND BURLAPED MATERIAL, THE BURLAP AND ALL LACING (INCLUDING WIRE BASKET IF NECESSARY) SHALL BE REMOVED FROM THE UPPER 1/3 OF ROOTBALL, THEN FINISH BACKFILLING ADDING SOLID FERTILIZER TO THE PLANT MIX, PACK FIRMLY AND WATER. A SAUCER SHALL BE PLACED AROUND EVERY PLANT AND SHALL BE APPROVED PRIOR TO PLANTING.
12. ALL DISTURBED LAWN AREAS SHALL BE RESTORED WITH 4-INCHES OF TOPSOIL, SPREAD, FINE GRADED, AND SEEDED/SODDED AS SPECIFIED. PRIOR TO INSTALLATION OF TOPSOIL, LOOSEN SUBGRADE TO A DEPTH OF 2 INCHES. THIS WORK SHALL BE INCIDENTAL TO THE PROJECT.
13. TOPSOIL SHALL CONSIST OF FRIABLE, SHREDDED, AND SCREENED SOIL REASONABLY FREE OF GRASS, ROOTS, WEEDS, STICKS, STONES OR OTHER FOREIGN MATERIALS. THE TOPSOIL MATERIAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. SOIL COMPOSITION SHOULD CONTAIN AN ORGANIC CONTENT OF 2 TO 6 PERCENT AND BE CLASSIFIED AS A LOAM OR SANDY LOAM AS SPECIFIED IN THE "GUIDE FOR U.S.D.A. SOIL TEXTURAL CLASSIFICATION".
14. ALL TREES AND SHRUBS ARE TO BE PROVIDED WITH A ROOTS SYSTEM IS ESTABLISHED WITH AGRIFORM 21-GRAM FERTILIZER TABLETS AT RATES RECOMMENDED BY MANUFACTURER.
15. ALL PLANTS AND STAKES SHALL BE SET PLUMB UNLESS OTHERWISE SPECIFIED.
16. AT PLANTING TIME, ALL DEAD AND BROKEN BRANCHES SHALL BE PRUNED ON ALL DECIDUOUS TREES.
17. CONTRACTOR SHALL APPLY ENGINEER APPROVED PRE-EMERGENT HERBICIDE, "PREEN" OR EQUAL, TO SHRUB AND GROUND COVER PLANTING AREAS AT THE TIME OF PLANTING (IF SPRING PLANTED) OR THE FOLLOWING SPRING. CONTRACTOR SHALL ENSURE THE PLANT MATERIALS ARE RESISTANT TO THE HERBICIDES PROPERTIES. HERBICIDE SHALL BE APPLIED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND IN ACCORDANCE WITH LOCAL HORTICULTURAL PRACTICES.
18. ALL TREES AND SHRUBS AND PERENNIAL GROUND COVER SHALL RECEIVE A MINIMUM DEPTH OF THREE INCHES DOUBLE SHREDDED HARDWOOD BARK MULCH. WHERE PLANT BEDS MEET PAVEMENTS, LAWN, OR STEEL EDGING CUT THE GRADE TO ALLOW FOR MULCH AND THREE-INCH DROP FROM ADJOINING FINISH GRADE.
19. ALL PLANT BEDS SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 8-INCHES AND BACKFILLED WITH SPECIFIED PLANT MIX AS PER PLANTING BED DETAILS. BEDS SHALL BE EDGED WITH METAL EDGING AROUND PERIMETER. ALL EDGING SHALL BE 4" WIDE - 12 GAUGE STEEL, COLOR BLACK. CONTRACTOR SHALL LAYOUT EDGING FOR APPROVAL AND INSTALL PER MANUFACTURERS RECOMMENDATIONS.
20. ALL PLANTS WATERED BEFORE AND AFTER PLANTING IS COMPLETE. ALL TREES MUST BE STAKED, FERTILIZED AND MULCHED AND SHALL BE GUARANTEED TO EXHIBIT A NORMAL GROWTH CYCLE FOR AT LEAST ONE (1) FULL YEAR FOLLOWING PLANTING, ALL DISEASED, DAMAGED, OR DEAD MATERIAL SHOWN ON THE SITE PLAN SHALL BE REPLACED BY THE END OF THE FOLLOWING GROWING SEASON.
21. APPLICATIONS OF FERTILIZER BEYOND THE INITIAL TOPSOIL AND SEEDING SHALL BE A FERTILIZER WITH NO PHOSPHOROUS.

LANDSCAPE NOTES PER SHEETZ:

1. ADD : "PLACE 'DEWITT 15 YEAR WEED BARRIER' WOVEN POLYPROPYLENE OR APPROVED EQUAL IN ALL PLANTED BEDS AND AT EACH TREE RING.
2. ADD: 3 INCHES THICK DOUBLE SHREDDED HARD WOOD MULCH DYED COLOR BROWN OR BLACK.

OTHER NOTES TO CONSIDER:

3. LANDSCAPE DESIGN: ONLY SHOW WHAT IS REQUIRED BY ORDINANCE. COORDINATE WITH SHEETZ PERMIT MANAGER ON ANY ADDITIONAL LANDSCAPING
4. SOD, SEED, MULCH AREAS CLEARLY IDENTIFIED
5. CONFLICTS BETWEEN PROPOSED LIGHTING, UTILITIES, AND THERE SITE ELEMENTS RESOLVED
6. TYPICALLY, LOW PROFILE LANDSCAPING AROUND POLE/GROUND SIGN IS TO BE PROPOSED
7. LANDSCAPING AROUND POLE/GROUND SIGN SHALL BE PROVIDED. FOR GROUND SIGNS, BE CONSCIOUS OF HEIGHT OF GAS PRICE PANEL AND ADJUST PLANT SPECIES ACCORDINGLY. CLUSTER TREES TO AVOID PLACEMENT IN THE SIGN LINE OF A SIGN.

TREE PLANTING REQUIREMENTS

PERCENTAGE OF LANDSCAPING PROVIDED (15% OF TOTAL SITE REQUIRED)
 DECIDUOUS OR EVERGREEN TREE = 1 PER 40 LINEAR FEET OF ROAD FRONTAGE OR FRACTION THEREOF
 ORNAMENTAL (FLOWERING) TREE = 1 PER 100 LINEAR FEET OF ROAD FRONTAGE OR FRACTION THEREOF
 SHRUBS = 8 PER 40 LINEAR FEET OF ROAD FRONTAGE OR FRACTION THEREOF



Know what's below.
Call before you dig.

CORRESPONDENCE

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
CITY ENGINEER

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



MAUREEN MILLER BROSNAN
MAYOR

DONALD R ROHRAFF
DIRECTOR OF PUBLIC WORKS

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

August 22, 2024

Mr. Jacob Uhazie
Assistant Planning Director
City of Livonia

Re: Petition 2024-08-01-04 – #37355 Eight Mile 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 rezoning at this time, but would like to note the following items:

1. The subject parcel is assigned the address of **#37355 Eight Mile Road**. If additional addresses are required, the developer should contact this office after site plans have been approved.
2. The legal description included with the submitted drawings appears to be correct and should be used in conjunction with this project should the rezoning be approved.
3. The existing parcel is currently serviced by public sanitary sewer, water main and storm sewer. The submitted drawings do not include any information regarding proposed services to the buildings, but the design Engineers for the project have been in contact with this office and are aware of this Departments' requirements. We will review the proposed services once design drawings are submitted for permitting.
4. As noted, design calculations are not shown on the submitted drawings, but the project will be required to meet the Wayne County Stormwater Ordinance, including storm water detention requirements.
5. A traffic study for the intersection should be completed to determine if either of the access points would need to have restricted turn movements. Existing traffic backs up past the proposed access points during the evening rush hour, so turning movements from the site may need to be restricted.

To: Mr. Jacob Uhazie
Re: Petition 2024-08-01-04 – 37355 Eight Mile Road

August 22, 2024
Page 2

6. No grading plans are included with the drawings, but we have concerns for the proposed parking lot and drive approach grades. The existing site has a large grade difference between the north and south side. The developer will need to make sure that pavement and walkway slopes do not exceed allowable maximums.
7. Any work within the floodplain will require permits from the Michigan Department of Environment, Great Lakes and Energy (EGLE).
8. Any work within the Eight Mile Road right-of-way will require permits from the Wayne County Department of Public Service.

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

Sincerely,



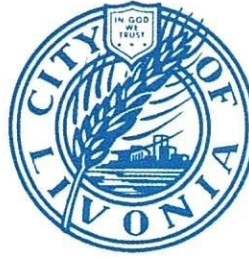
David W. Lear, P.E.
Assistant City Engineer

cc: 2024 Petition File

DEPARTMENT OF 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

August 28, 2024

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

Petition 2024-08-01-04 - 37355 Eight Mile 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

September 6, 2024

RE: 37355 Eight Mile Rd

Attention Planning Commission

All taxes and water payments are current on this property at this time

Thank you for inquiring

Susan M Nash

Sheetz

From Susan Bischoff <susan.butler02@gmail.com>

Date Tue 10/22/2024 10:54 PM

To Planning <Planning@Livonia.gov>

To Whom it may concern,

I live in a subdivision near 8 Mile and Newburgh in Farmington Hills. There is already so much traffic, due to work, houses, school. Adding a gas station there will increase traffic that is already ridiculous and increase noise. I live on 8 Mile. Traffic already backs up in front of my house. I am very disappointed that they voted to allow the zoning to change. I feel the city should listen to all residents and not just Livonia residents. That is not a place for a gas station. You have housing and historical Greenmeade that will be disrupted due to this if it is allowed to be built.

Thanks for your time.

Susie Bischoff

Proposed development at 8 Mile & Newburgh

From Robin Darnbrook <robin.darnbrook@gmail.com>

Date Mon 10/21/2024 4:01 PM

To Planning <Planning@Livonia.gov>

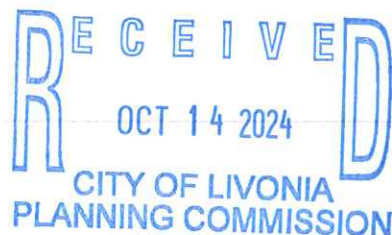
I have lived in the Meadow Brook hills subdivision for 37 years and I am horrified at the prospect of a gas station/convenience store going in at that intersection. Though I am in Farmington Hills and have no say in the matter, our subdivision is the only residents this will affect. Not to say that Greenmead across the street is a historical site and would detract very much from what they stand for. I would strongly encourage voting this down as it would create more traffic than is already hazardous there, obnoxious lighting 24/7 in a neighborhood that has no street lights and is very quiet, pollution (also near a creek). In this case, please don't let money talk. I have heard different stories about planning commission approving it and not approving it and having it go to city council if it is approved by the planning commission but just to be on the safe side I am voicing my very grave concern over this proposal.

Reece, Stephanie

From: Simmons, Jennifer
Sent: Monday, October 14, 2024 9:30 AM
To: Reece, Stephanie
Subject: FW: Online Form Submittal: Planning Inquires

Jennifer Simmons

Constituent Relations Specialist
City of Livonia | Mayor's Office
(734) 466-2204
jsimmons@livonia.gov



From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Saturday, October 12, 2024 4:57 PM
To: support <support@livonia.gov>
Subject: Online Form Submittal: Planning Inquires

Planning Inquires

This form is for any questions, comments, or concerns you may have for the City in regards to planning. If you leave contact information, the City will reply within 2 business days. If this is an emergency, please dial 9-1-1.

First Name	Gerard Christine
Last Name	Depowski
Address	36221 Club Drive Livonia
Email Address	Cdepo220@yahoo.com
Phone Number	248 417 2344
Describe your issue, concern, or question.	Regarding Petition 2024-08-01-04. Please veto Shilken King proposal to build a Sheetz at 37355 8 mile. I plan on attending the meeting on October 22nd.
Date of Concern	10/12/2024
Attachment (Optional)	Field not completed.

Proposed Sheetz Location at 8 Mile and Newburgh

From Scott Eldridge <eldfun@outlook.com>

Date Mon 10/21/2024 6:21 PM

To Planning <Planning@Livonia.gov>

From your neighbors at 8 Mile and Halsted.

My wife and I have lived here for over 35 years and are totally opposed to the proposed Sheetz location at 8 and Newburgh. We probably spend as much money in Livonia as we do in Farmington Hills and I could list a number of reasons to reject this proposal, but it basically comes down to the congestion, noise, and light pollution that would be created by opening basically a truck stop next to all the neighborhoods and green space (Whispering Willows and Greenmead), at an already busy corner.

With the Rite Aid gone, there's no light retail even in the area and a Sheetz location would permanently change the make up of that corner forever.

We've worked with our Livonia neighbors before in trying to address the noise of I275, let this be an opportunity that both cities can benefit from by voting THUMBS DOWN.

Thank you for your consideration.

Scott & Kathy Eldridge
38076 Tralee Trail
Northville, MI 48167

Please vote NO for SHEETZ rezoning proposal

From Felicia Fisher <felfish@hotmail.com>

Date Mon 10/21/2024 5:38 PM

To Planning <Planning@Livonia.gov>

Hello, I live in a neighborhood at 8 mile and Halsted roads. This area is a beautiful residential area- quite scenic compared to the commercial areas further down 8 mile in either direction. The proposed rezoning to allow a gas station/ truck stop to be built on the corner of 8 mile and Halsted/ Newburg roads would be an unwelcome addition to this residential section, and it would not look appropriate next to lovely family homes and the manicured golf course. Please vote NO to the proposed rezoning. There are other commercial areas that would be more appropriate.

Thank you for considering the locals opinions.

Sincerely,
Felicia Fisher

38615 Silken Glen Dr.

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Sheetz gas station/zoning change

From Kristie <kjski@yahoo.com>

Date Mon 10/21/2024 9:24 PM

To Planning <Planning@Livonia.gov>

To whom it may concern, I am a resident of the Meadowbrook Hills subdivision off of 8 mile Road and Newburgh/Halsted Road. I've been informed that there is a zoning change proposal to allow a large Sheetz gas station to be built at the corner of 8 mile and Newburgh. I would like to express that I request this be voted down, a no vote. This will greatly impact our beautiful neighborhood, increasing traffic and noise, light pollution, pollution of our green spaces and waterways around this area and add cause undo traffic to a very highly residential neighborhood. This is not the location for a gas station like this. There are many other areas closer to the highway with more commercial buildings where this would be more appropriate. Building this in the midst of a neighborhood is an eyesore. Thank you for hearing my recommendation and I hope you vote NO to this zoning change. Thank you very much.

A sincerely concerned neighbor,

Kristie Jaroszewski

21668 Beauford Lane
Northville, MI 48167
734-787-7860

Sent from my iPhone

SHEETZ on the corner of Newburgh and Eight Mile

From Barbara Hanmah <doctorbobbi@sbcglobal.net>

Date Mon 10/21/2024 3:29 PM

To Planning <Planning@Livonia.gov>

Dear Livonia Council members,

I am an eighteen year resident of the Meadowbrook Hills/Forest subdivision. It is a placid and family friendly area to live in.

My husband and I are very disturbed regarding the proposed plan of the SHEETZ gas and convenience store. It would bring in unnecessary traffic and noise to an otherwise placid and pleasant neighborhood. An establishment such as that would be better placed alongside an interstate highway giving the business more accessibility to late night customers while leaving our neighborhood as is. This is NOT the neighborhood for your SHEETZ to be placed.

Thank you for your consideration.

Barbara & James Kerns

"Be VERY careful who you disrespect, disregard, dismiss or dishonor in the flesh because you have NO idea their rank in the spirit." - author unknown

Concerns Regarding Sheetz Development at 8 Mile and Newburgh

From Britney Mallya <britneymallya@gmail.com>

Date Mon 10/21/2024 3:31 PM

To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

My name is Britney Mallya, and I reside in Farmington Hills. While I understand that the decision to allow a Sheetz at the corner of 8 Mile and Newburgh ultimately falls to Livonia, all surrounding communities will feel its ramifications acutely, including cherished neighborhoods like mine, Meadowbrook Hills (8 Mile and Halsted/Newburgh).

This proposed development brings a host of risks that cannot be overlooked. The influx of semi-trucks, operational largely late into the night, will disrupt the peace with noise and light pollution and create hazardous driving conditions that threaten the safety of our families. Furthermore, increased traffic congestion poses an imminent risk of accidents and will burden our already crammed roads.

Additionally, significant environmental concerns—from potential fuel spills to increased emissions—can compromise our health and the natural beauty we hold dear. It is worth noting that the area was originally zoned to protect the residential character of our communities, reflecting a vision for a peaceful environment.

This matter extends beyond just a zoning change; it affects the quality of life in our communities that share boundaries with Livonia. To provide some context: Sheetz is already attempting to implement a similar Planned Unit Development (PUD) in Farmington Hills at 12 Mile and Middlebelt. If this is indeed a PUD, it is crucial to acknowledge that it must also go to the Council for approval, providing another layer for public input.

I would also like to bring this matter to the attention of the Livonia Historical Society and the curator of the Greenmead Historical Park, to see if they are aware of the proposal and its potential impact. It's important to note that calling this development a "gas station" is somewhat of a misnomer; in reality, it is a truck stop.

I urge you to consider how this decision impacts us all, as well as the original intent behind the zoning, and to advocate for measures that preserve the tranquility and safety we value so highly.

Thank you for considering the broader implications as you deliberate.

Best regards,

Britney Mallya
Your Neighbors and Friends
Farmington Hills Resident

September 18, 2024



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CHAMBER OF
COMMERCE**

**CHALDEAN COMMUNITY
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AFFILIATES



PAC

Dear Mayor/Supervisor,

I am writing this letter on behalf of the gas station owners in your community. Sheetz, a gas station/24-hour store chain out of Pennsylvania with more than 740 locations, has big plans to move into southeast Michigan. They recently opened their first store here, in Romulus, and are planning to open another 70-80 stores in our state.

According to a recent article in the Detroit Free Press, a company spokesperson said Sheetz "felt like there was void in the market" for their type of offer, "because it is unique with gas and food and everything else." The many station/convenience store owners already in metro Detroit beg to differ.

The amenities listed in the article – coffee, slushy machines, drinks, grab n' go food, grocery staples, and gas – are already being offered at existing gas stations. The thing that makes Sheetz different is that they are open 24 hours a day, offer liquor sales, and have a drive-through restaurant with seating for up to 35 people. That is a major public safety concern for local police departments, especially in residential neighborhoods where most businesses are closed by 10PM.

In fact, Sheetz stores have experienced dozens of shootings, robberies and even deaths in other places across the country. K-9 police dogs are even being used for one of their locations on the East Coast. Most of these events occurred after midnight; it would be helpful to learn more about criminal activity during these hours from your police chief or your director of public safety. View this link to a video where residents appeal a council decision because of traffic and safety concerns: https://www.youtube.com/watch?v=dPUTRs_GP_4.

In addition, Sheetz has been cited by the US Environmental Protection Agency (EPA) for underground fuel storage violations. They've paid more than \$1 million in fines. They have also been sued by the US Equal Employment Opportunity Commission (EEOC) for violating federal law and denying employment to job applicants due to race.

These facts belie the image of a "family business" that cares about its customers, a case that Sheetz is trying to make (and having some success with local press). We share the same concerns and beliefs of most tri-county residents that there is no value nor is there a need for more gas stations in metro Detroit. We ask that you join them and us in rejecting Sheetz's move to Michigan.

Please consider sharing this letter with your city council members and your planning department and let us know if you have any questions.

Sincerely,

Martin Manna
President

8 mile & Newburgh re-zoning

From Orin Mazzoni <omazzoni@orinjewelers.com>

Date Mon 10/21/2024 11:32 PM

To Planning <Planning@Livonia.gov>

Members of the Livonia Planning Commission

Good Evening,

I understand they are proposing a gas station at 8 mile and Newburgh (the old Rite Aid building). I live in the sub on the northwest corner, Meadowbrook Hills which is actually Farmington hills. I've been there for 45 years and know that it is a unique piece of property important to the City of Livonia and very inappropriate for a gas station. I am also a property owner in Livonia at 6 mile and Newburgh.

The increased amount of traffic at 8 mile and Newburgh, traffic congestion (already a very busy corner during rush hours), noise pollution all times of the day and night (open 24 hours), large trucks filling the gas tanks are just a few of the many problems a gas station will bring to the area.

This property abuts the Golf Course and is across the street from Greenmead, which is a true gem for Livonia and the surrounding communities. The northeast corner is a childcare center. To put a gas station in this location would really be a shame and destroy the uniqueness of the area along with all the problems that come with it.

The current use has always been compatible to the area, very appropriate for small retail or office. I am familiar with the company interested in the property as they wanted to buy my Garden City property. I wouldn't sell it to them as it would have destroyed the cornerstone of the city (Ford and Middlebelt) where I grew up. I'm sure they are a very reputable company but this is not a suitable property for a gas station. Maybe there is another more appropriate location in the city.

I would hope the Planning Commission and City Council would look at the ambience and importance of this corner and would not approve the re-zoning for this project.

Respectfully,
Orin J. Mazzoni Jr.

Cell 734-748-2480

Orin J. Mazzoni Jr.

Certified Gemologist Appraiser, A.G.S.

Graduate Gemologist, GIA

Chairman of the Board

Orin Jewelers

101 East Main Street

Northville, MI 48167

248-349-6940 ext 101

www.orinjewelers.com



Possible Sheets truck stop at Nuburg & 8 mile

From Mark McCubbin <astitchintime2010@gmail.com>

Date Tue 10/22/2024 2:54 AM

To Planning <Planning@Livonia.gov>

Cc Papiya Bagchi <papiya_bagchi@ameritech.net>

Greetings,

I'm writing about a business proposal that is scheduled for review by your organization, on Tuesday I believe, the Sheetz truck stop. Please don't approve this.

We live in Meadowbrook Hills subdivision, a peaceful residential neighborhood on the opposite side of the street. If the Sheetz proposal is approved, the racket from trucks and cars flowing through a 24 hour gas station / drive-through restaurant / store will adversely affect the tranquility of the neighborhood.

This type of business is better suited for close proximity to a highway rather than the proposed site mentioned.

Please reject the Sheetz proposal at the intersection mentioned. Thank you.

Mark McCubbin &
Papiya Bagchi
248-766-7531

Proposed SHEETZ Limited Carry Out, Drive Thru and Outdoor Seating, Fueling Station

Rezoning – C1 Local Business, to C2 General Business-2

Property - 8 Mile and Newburg
Livonia, Mi
10-Sep-24

Ralph McNabb



BOTTOM LINE --

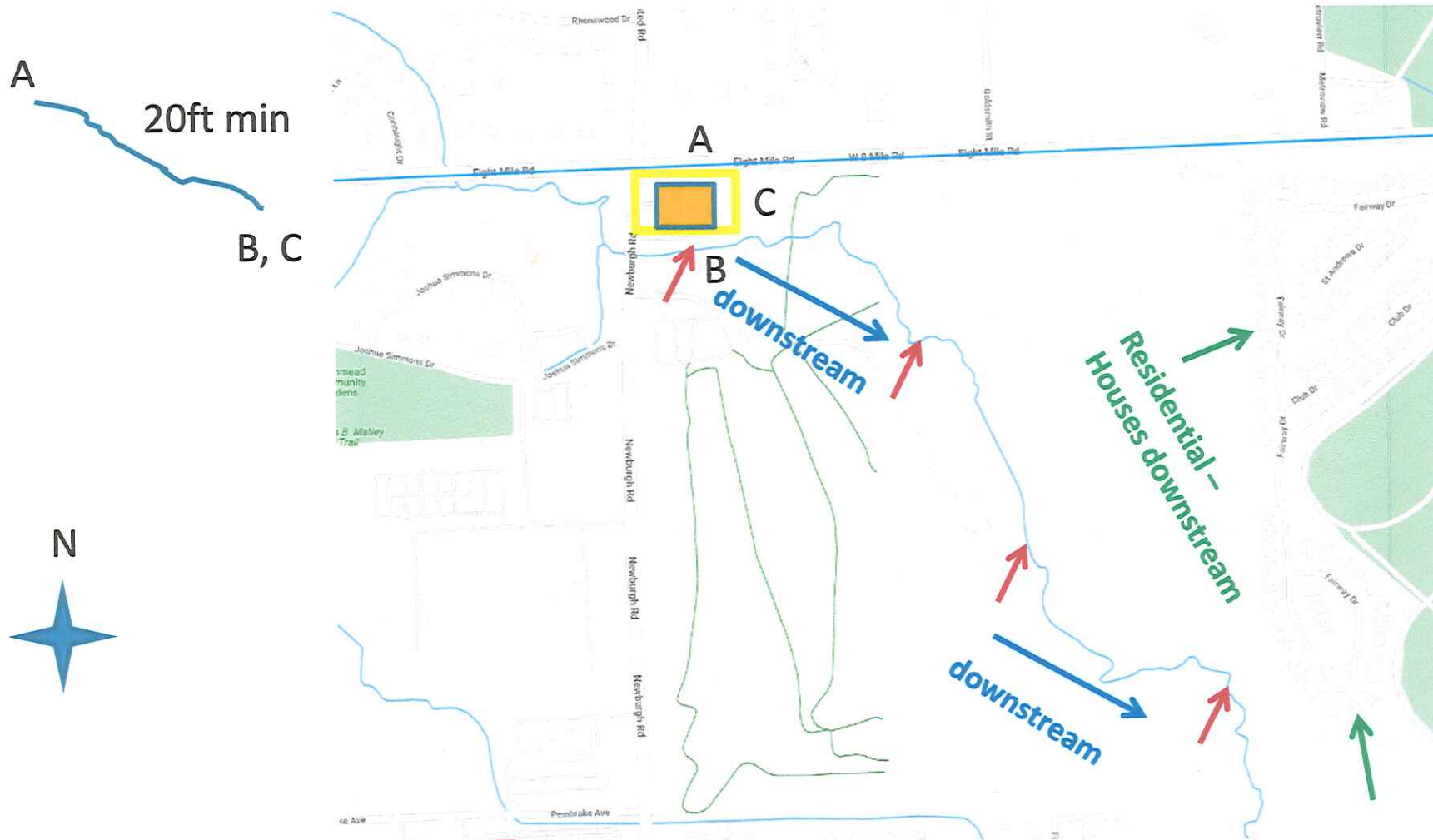
What is being proposed
is taking a bundled business
that is clearly PERMITTED in the
C-3 Zoning Classification, and
by Rezoning a piece of property that is
clearly and appropriately (AND presently) classified as C-1,
by re-Classifying it C-2 and
justifying it with WAIVERS.

Basically,

Allowing a business that belongs next to an Expressway offramp,
NOT in a residential neighborhood.

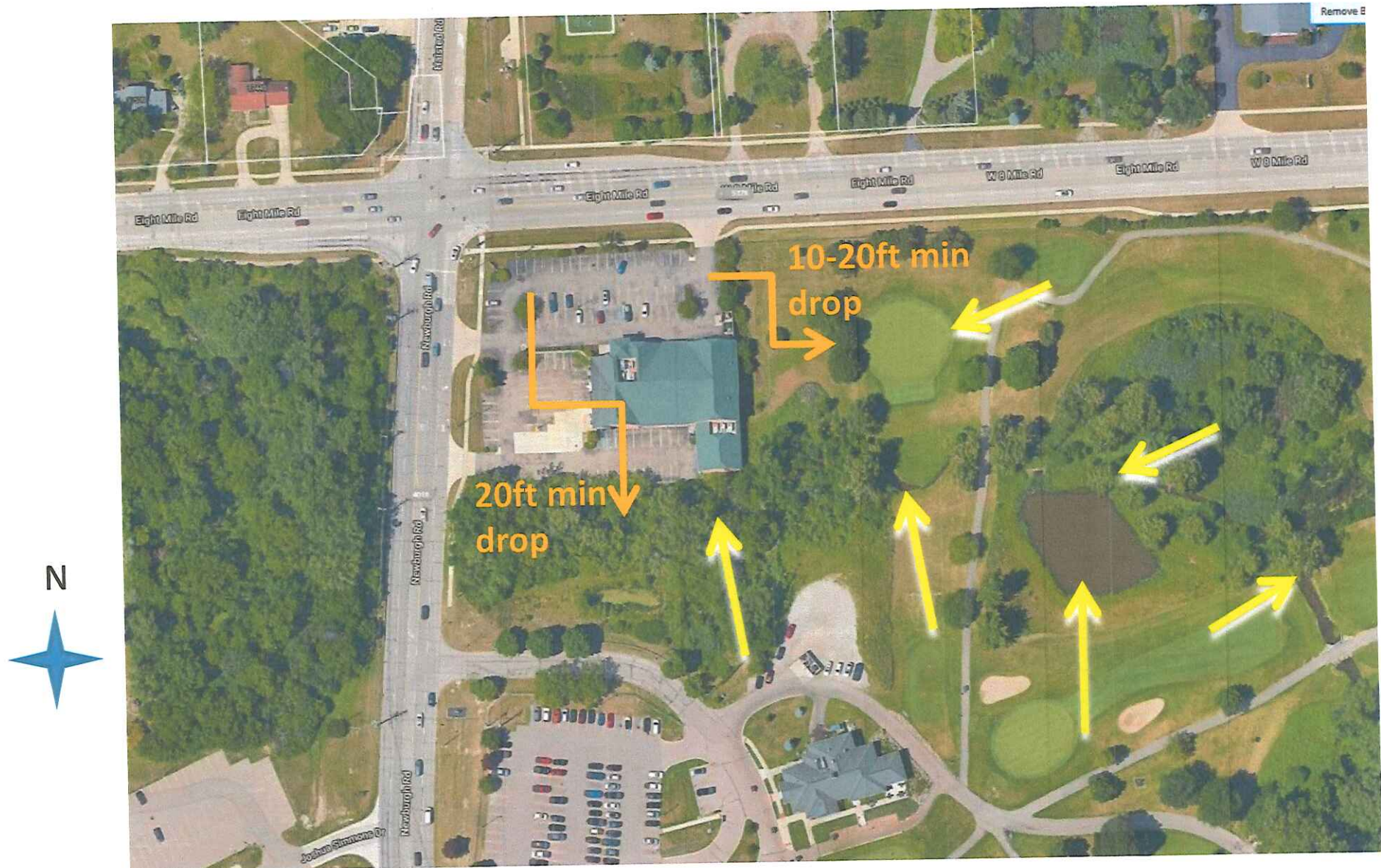
Topography – Potential Environmental Hazard

Fuel Leak into Waterway/Ponds from lot runoff



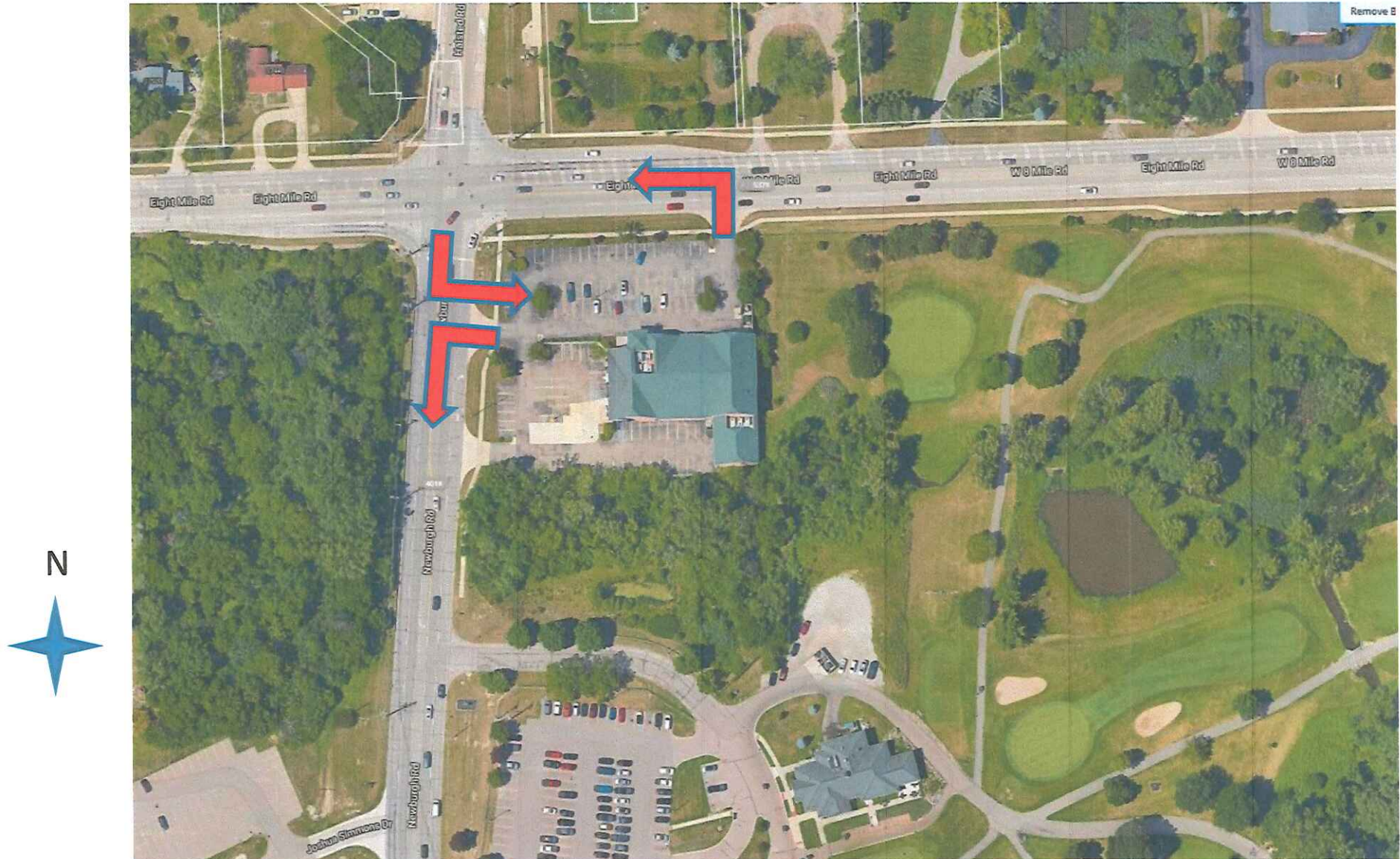
Topography – Potential Environmental Hazard

Fuel Leak into Waterway/Ponds



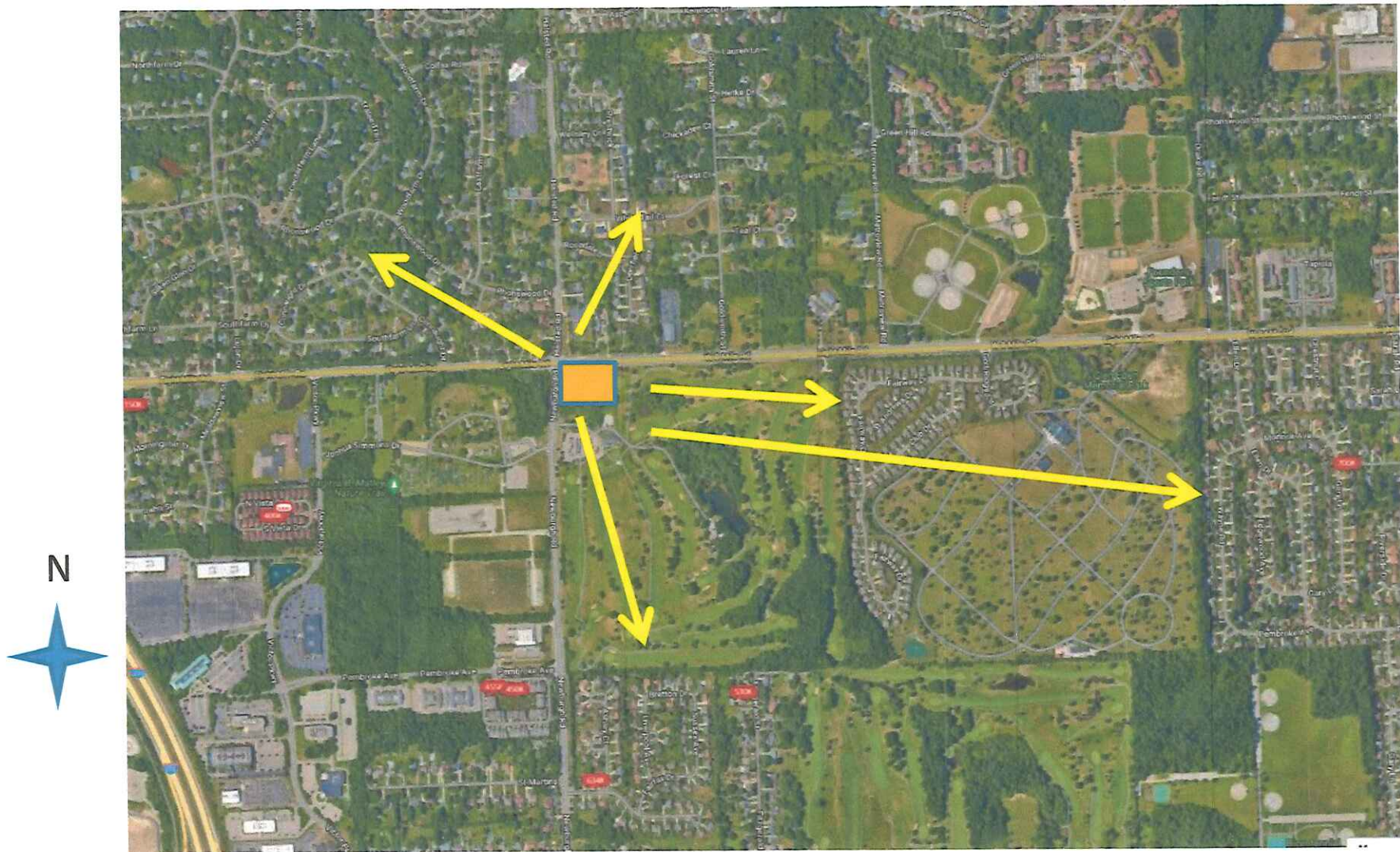
Traffic Patterns – Potential Hazard

Egress problems onto 8Mile and Newburgh
Traffic Volume / Pattern compounded issues



Undesirable Noises and Smells – Gas / Food

Regardless of wind directions – waft into Residential 24 Hours / day



Major Water Lines – 40" / 24"

Potential for contamination – into Residential Water
Proposed Business is at the Critical Juncture



Potential for Crime – FBI Statistics 2022

According to the FBI, convenience stores and gas stations were the site of 13.8% of robberies in 2022, and 4.5% of all violent crime in the country that year. Here are some other statistics about crimes at convenience stores:

Robbery rates: In 2022, robberies increased 1.3% across the country.

Weapons used in robberies: In 2019, strong-arm tactics were used in 44.8% of robberies, firearms in 36.4%, knives or cutting instruments in 8.5%, and other dangerous weapons in 10.3%.

Shoplifting: Shoplifting by juveniles is a common crime at convenience stores.

Multiple customers: When multiple customers are in the store at the same time, it can create opportunities for theft.

Potential for Crime – FBI Statistics, 2020

Of the violent crimes that the FBI covers in the report, 157 or 2% of the 10,440 total crimes at convenience stores were homicides; 119 or 1% of the total crimes at gas stations were homicides.

The FBI reported 137,556 total robberies, 13,721 or 10% were at c-stores, while 7,006 or 5% were at gas stations.

Top 10 Number of Location Types by Category

1. Residence home (346,399)
2. Highway/alley/street/sidewalk (130,331)
3. Parking garage/lot (45,107)
4. Convenience store (20,108)

Q - Do we REALLY need a *Gas Station* /

FOR GOOD REASONS – be honest, do You want this in YOUR neighborhood ?



Rezoning – C-1 to C-2

The major concern for this form of business at the proposed location are the problems of noise, odor, light, fumes, dust, danger of fire and explosion, and traffic congestion

- C-1 – is classified as “Local Business District”
- C-2 – is classified as “General Business District”
- C-3 – is classified as “Highway Services District”

The location chosen is most definitely a C-1 classification “Local” and is a monumental stretch to define as a C-2 “General B. District” considering all other structures and uses classified in the immediate location.

PERMITTED USES BY DISTRICT (Sect 3.03, Livonia Zoning 3160)

- NONE of the activities being planned (Gas Station, Restaurant Carry-Out, Drive-Thru) are “Permitted in either C-1 nor C-2, but are categorically permitted in C-3”
- What IS allowed in C-1 and C-2 are “waivers” for these activities
- **Q - Why not relocate to a location that Permits AND is conducive to these activities, i.e., C-3 ???**

Rezoning – C-1 to C-2

Article VI, Standards Applicable to Specific Uses –

Section 6.51 – Restaurants (Livonia Zoning Ord. 3160, amended)

Limited service and carry-out restaurants with or without outdoor dining areas subject to the following:

A) **Districts Permitted.** The following standards apply in the C-1, C-2, C-3, and C-4 Districts as a permitted use.

B) **Access.** Ingress and egress shall be available from a public street having an existing or planned right-of-way width of at least one hundred twenty (120) feet as shown on the Future Transportation Map.

C) **Drive-Up Window Facilities.** Drive-up window facilities are prohibited.

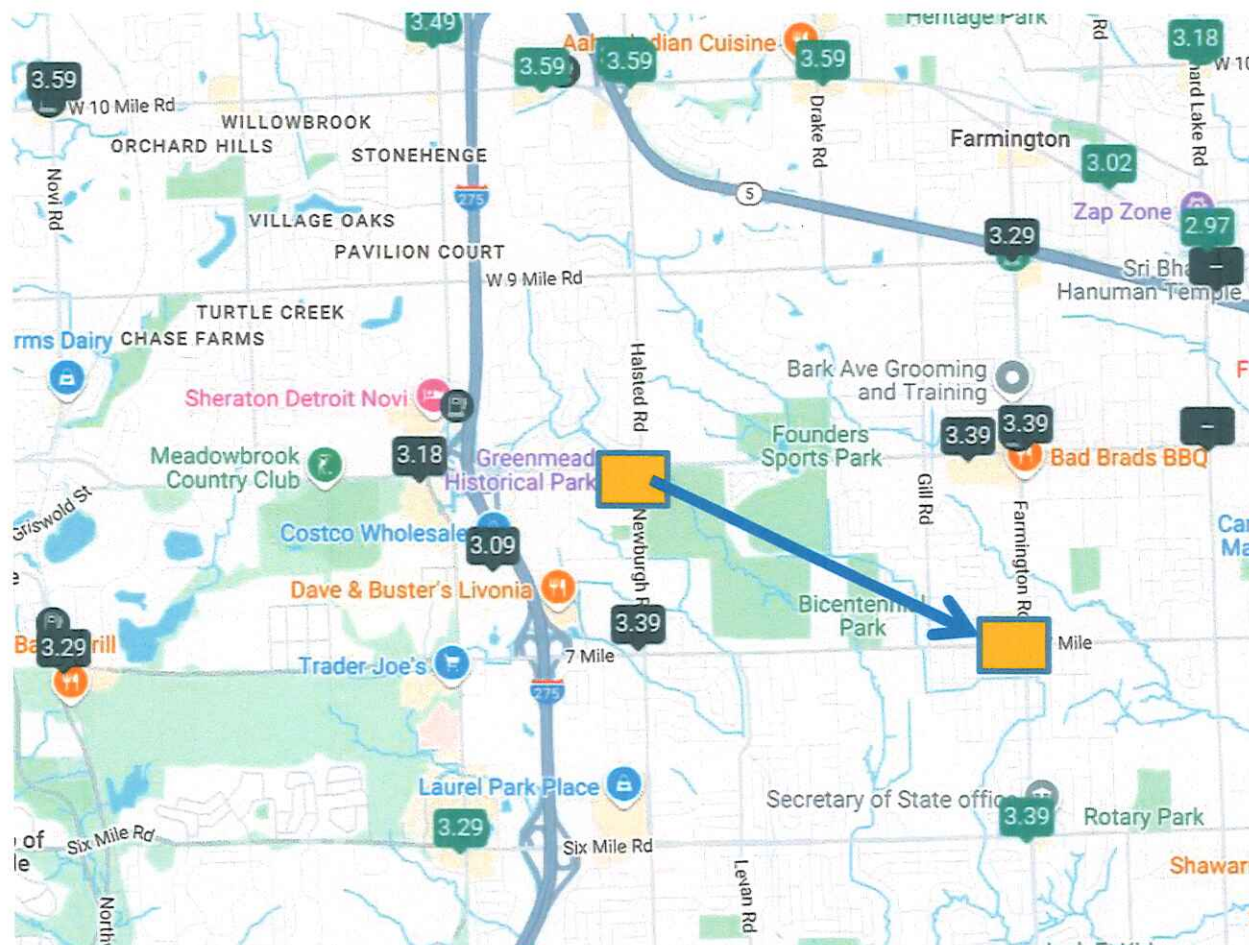
The sign on the property states “Proposed Use: LIMITED Carry-out, DRIVE-THRU and Outdoor Seating, Filling Station”

If this is a “Limited Carry-out” and the Standard for this type of business is “Limited Service” – HOW can a Drive-Thru operation be permitted if clearly prohibited in Section C ?



A – A more perfect location for this *Gas Station / Convenience Store / Take-Away ?*

I would suggest - The Southeast corner, OR Northwest corner, of 7 Mile and Farmington would be a more ideal location for this proposed business
It should “check” all the boxes the owner would desire and require.



8 Mile and Newburgh

From Alisia O'Driscoll <alisiaod@gmail.com>

Date Mon 10/21/2024 3:17 PM

To Planning <Planning@Livonia.gov>

To Whom It May Concern,

Please do not approve the rezoning of 8 Mile and Newburgh. Our sub in Farmington is very close to this corner and the 8 mile noise is enough. Can't imagine how loud a truck stop would be. Is the golf course a fan of this? What about Greenmeade? What about the daycare across the street? This will change the entire corner. What about the creek that runs through and the wildlife that drink from the water in the area? We don't want the pollution and traffic, let alone the road issues the trucks will cause. Perhaps a market like Vintage in Westland or even a small speedway, but not a Sheetz! PLEASE VOTE NO!

Alisia O'Driscoll
Resident of Meadowbrook Hills
734-578-5071

Promised Documents for Tomorrow's Meeting

From Greg Ralko <greg.ralko@gmail.com>

Date Mon 10/21/2024 8:00 PM

To Planning <Planning@Livonia.gov>

Cc Patty Riggio <priggio01@yahoo.com>; nancy philpott <grvhnancy@gmail.com>

 3 attachments (10 MB)

Sheetz_102224 Planning Commission.pdf; Golf Ridge Petitions.pdf; Willow Woods Petitions.pdf;

Hi Ian

As discussed, attached are the three documents I promised to send ahead of tomorrow evening's Planning Commission meeting in hopes that all of the Commission members can read these ahead of their vote on the Sheetz proposal.

The attachments include:

Concerns about Sheetz solicited from the residents of both Golf Ridge Villa and Willow Woods subdivisions. These are the Livonia residents that live closest to the Eight Mile & Newburgh corner and thus, the Livonia residents that would be most affected by this development.

Golf Ridge Villa Petitions & Willow Woods Petitions - we were able to speak to 89% of our combined 179 homeowners in our visits to their homes. Of the neighbors we were able to speak to, a resounding 95% of them are against this development. We feel it is essential that their voices be heard and their message is very clear - NO.

I plan to be at the meeting tomorrow evening and can speak if asked.

Finally I am cc'ing the two Board Presidents of our respective homeowners associations: Nancy Philpott and Patty Riggio.

Greg Ralko

Response to the Proposal to Rezone and Build a Sheetz Location at the Corner of Eight Mile & Newburgh Roads From the Golf Ridge Villa and Willow Woods Residents

Background

- Sheetz is a major operator of Gas Station/Convenience Store/Restaurants with Drive-Thru, Sit-Down, Take-Out & On-Premise Seating combination locations.
- Sheetz has an offer to buy the
- Sheetz stores are open 24 hours a day, 365 days a year. They never close.
- Sheetz owns 750 locations primarily in Pennsylvania, Ohio and neighboring states.
- Sheetz opened its first location in Michigan a few months ago, located in Romulus, on Vining Road right off I-94 near Metro Airport – pictures below.
- Like the Romulus location, the trademark Sheetz location is typically found on interstate freeways, where traffic has easy-on easy-off access and a location would have all night traffic.

Who We Are

- We are residents representing the two Livonia subdivisions that are closest to the Eight Mile & Newburgh corner (Golf Ridge Villa & Willow Woods). We have spoken to our residents and have recapped their **Overall** and **Specific** Concerns about having a Sheetz open at this corner. Further, we have also listed some **General Community** Concerns that need to be acknowledged, as well. But before these concerns are raised, one of our residents is in the Private Fueling Industry and he expressed his **Zoning Concerns**, which follow first below.

Zoning Concerns

- In C-1 (current Zoning) Restaurants are a waiver use (have to meet certain criterion and cannot have a drive-thru). Gasoline Services stations are NOT a permitted use in C-1.
- In C-2 Both restaurants and gasoline service stations are waiver uses, which are subject to the specific criterion (Section 6.51) for restaurant and (Section 6.26) for gasoline service stations. The site appears to comply with the waiver use criterion.
- What is the compelling reason to go from C-1 (Local Business) to a much more intense Zoning of C-2 (General Business) where fuel is NOT a permitted or waiver use?
- Stand-alone restaurants, without a drive-thru, are allowed as a waiver use in C-1.
- There is NO compelling reason to go to the more intense Zoning Use, C-2 (General Business), when there are no surrounding properties that share that more Intense Zoning. This is, and should remain, Zoned C-1 (Local Business).

- Under the criterion on the rezoning application the "Nature and effect of the proposed amendment" is the biggest hurdle the applicant has to jump over.
- How can the City prove that the proposed, more intense Zoning of C-2, would have no effect considering the existing less intense Zoning Use and prohibitions of C-1? The proposed Rezoning WOULD be harmful to the surrounding area and is not warranted- adjacent uses: day care to the north, and Public Lands to the west, east, and south.
- What is the compelling reason to allow a more intense use? NONE
- The closest C-2 is a mile south, which happens to be the Seven Mile & Newburgh Speedway parcel.

We therefore DO NOT support and urge the Planning Commission to not approve the rezoning from a C-1 Zone to a C-2 Zone.

Overall Concerns

The major concern of a “24/7, 365 Gas Station, Convenience Store & Restaurant with Drive-Thru, Sit-Down, Take-Out & On-Premise Seating” business at the proposed location is with the expected problems of major traffic congestion. There are other issues, such as the noise, glaring 24/7 lights, fumes, the danger of fire and explosion, and the inevitable increase in crime that always accompanies these types of establishments. Further, because of the adjacent proximity to Whispering Willows Golf Course and the ponds just east of the location and the many streams that flow through the golf course and Livonia from this area to the Rouge River, any environmental leak or related disaster at this location will have a compounded ripple effect throughout our city and beyond.

The overall consensus is that this proposal simply tries to put a “Square peg into a round hole”.

Specific Concerns

Golf Ridge Villa has 118 homes and Willow Woods has 61 homes. The responses to Rezoning this property from C-1 to C-2 to allow a Sheetz to be built on this site are overwhelmingly NO. We were able to speak to 158 out of 179 our residents. A total of 150 out of 158 agreed to sign the enclosed petitions against this development. One resident abstained since they sit on the Planning Commission. **A resounding 95% of the homeowners we spoke to are against this proposal and this planned development, and against any fuel stations in that corner.** Here’s what they had to say, in no particular order of importance:

We don’t need another gas station in the area.

- Our fueling needs are already being met.
- The City needs to consider what we need in making any major decisions like this. And we don’t need another gas station.

- This operation would not be serving the residents of Livonia since we already have more fueling choices than we need with the Speedway (24/7) at Seven Mile & Newburgh, Kroger on Eight Mile west of Farmington or Costco on Haggerty that most of us already go to.
- This development would not be filling a need for the nearby Livonia residents.
- There are already 18 fueling locations in the 2.5-mile radius from the proposed corner of Eight Mile & Newburgh.

Our area in the corner of the city is basically a bedroom community. This doesn't fit in.

- Sheetz is a 24/7 operation. If we go there at all, it will never be after 8pm at night. So, who's going to be there after dark and throughout the night? People that aren't from around here and other individuals that we would prefer not to be in our neighborhoods. Especially in the middle of the night.
- These places always bring in more crime. We don't want more crime this close to our homes. No one does. Especially when we don't have a need for a nearby need Sheetz location in the first place.
- Don't push this on us. We pay large property tax bills and we need to be heard on this issue.
- What does the Livonia Police Department have to say? 24/7 stores and convenience stores in general always have more crime and we don't want that around here, and certainly in the middle of the night.
- Sheetz locations are well-lit 24/7 and operations of this size will generate more noise, glaring lights all night, fumes, and the danger of fire and explosion.
- The area north of Eight Mile on Halsted Road is a bedroom community as well, where the lanes go down to just two. This would not be fair to these neighborhood communities
- We back up to the golf course and the bright 24/7 lights will be shining in our backyards, especially in the winter when the leaves are down.

This area of the city is supposed to be a green area.

- The proposal is in direct opposition of the City's 2022 Greenmead Historical Park Master Plan to protect the 200-year-old, 95-acre historical park – Greenmead Historical Park – directly across the street. In the Master Plan, there are plans for a natural playground and petting farm. There are already major traffic backups along Newburgh Road & Eight Mile Road during events at Greenmead.
- This makes no sense. The city obviously wants to make this corner of the city a natural area, as shown by the significant investments over the years in developing Greenmead. A huge 24/7 gas station is just the opposite of what is being developed across the street. It's a huge contradiction to what the residents have been supporting.
- Whispering Willows Golf Course helps make this a green area, too. They should give this land to the golf course and let them make hole #8 a par five. That makes more sense.
- We heard a longtime volunteer from Greenmead at the last Planning Commission meeting express his concern and the concern of people he volunteers with. Did they ask the Greenmead people what they think?
- We live in Golf Ridge and our water for our lawns comes out of the ponds adjacent to our properties. If there is an environmental issue with an oil or gas spill at this site, the pond

down from the Rite-Aid site on the golf course will be contaminated as will the streams that go through the golf course to our ponds. Our irrigation system could be impacted and severely damaged. Not to mention our lawns and property.

More traffic at that corner will be an even bigger problem than it is now.

- The City is already aware of the excess traffic along Newburgh Road and plans are currently underway for the Newburgh Road Reconstruction Project (Ann Arbor Trail to Plymouth Road) and Traffic Signal Revitalization by replacing 5 traffic signals along Newburgh Road (at Churchill High School, Ann Arbor Trail, Hines Drive, Plymouth Road, and Seven Mile Road) for more efficient traffic flow.
- More accidents will happen here. Did the Planning Commission get the accident statistics on this corner, and did they ask the Livonia Police Department for their opinion?
- We are so tired of traffic and don't need more right outside our subdivision. It's hard enough to get out of the sub during rush hours. We don't need more traffic.
- Newburgh is the detour of choice at least once a week – during the morning and evening rush hours – whenever there is an accident backup on 275. Having even more traffic drawn to this area is a huge mistake.
- Turning left out of this location onto either Newburgh or Eight Mile will result in multiple accidents – some serious. These left turns are blind.
- Drivers from 275 will not be familiar with this corner, making matters even worse, in their attempt to get back to the freeway. They will need to turn left on Newburgh or left on Eight Mile because this is the only way back to I-275. Left turns from this corner will be disastrous.
- My husband was just involved in an accident on October 12th in this intersection, while turning left on Newburgh from Eight Mile.
- The Childtime day-care center is right across Eight Mile Road. Dropping off and picking up in the morning and evening, respectively, will be much more difficult with traffic and when 275 and/or 696 are closed or have accidents.
- Eight Mile has been an alternative route for the last three years due to the 696 reconstruction. It too becomes an alternative route when 696 is backed up. We are tired of it. There has even been a significant increase in night traffic.

The last thing we want is more construction.

- The Seven Mile & Newburgh redevelopment took well over a year, in fact, it seemed like two years. The Sheetz project will take much longer because they will knock down the existing buildings, need to build up the land on the south side and then put in a retaining wall before they can even begin the construction of their business. The Newburgh and Eight Mile roads will be affected, and the traffic will be a nightmare during this time.
- The Newburgh and Eight Mile roads are FINALLY in good shape. We've gone through the inconvenience of several resurfacing projects over the years and now the road are fine. Major construction equipment and the many trucks that will be going in and out of this site will tear up the roads. We don't need or want this. The weight of the trucks alone that will bring in the amount of soil to build up the south side of this site will be enough to destroy

the roads. Then we will need to go through the long process of getting these roads fixed once again with road closures and construction, while the additional traffic from Sheetz will be coming. This is neither acceptable nor close to reasonable.

General Community Concerns

Is this fair to Speedway?

- As mentioned by one of our residents, the Speedway rebuild at Seven Mile & Newburgh not only took a long time, but it had to come at a significant cost. No question, the investment was well over a million dollars.
- When companies and individuals invest in our community it is our obligation to help them recover their investment. While this is important for the investors it is also important for the city. Livonia wants to be known as a good place to invest, so more will invest.
- Thus, it seems that just after Speedway makes such an investment in our city (albeit very recently) that the city would rezone a property just a mile away to allow a *significant* competitor to open a competing business that close.
- This doesn't seem like a good-faith way to do business. The city has an obligation to its existing businesses and to its reputation to be fair and a good place to invest.
- Of course, some will say that Speedway is a big company, and they can handle it. But the counter argument is that at the time they made their Seven Mile & Newburgh investment decision, the former Rite-Aid site was a C-1 zoned area. *his* themselves.
- We need to be fair.

Who will own the location?

- Who owns the site is a big issue, especially when the development is a 'custom' build, which the Sheetz locations are. In other words, suitable only for a Sheetz-like business.
- The standard Sheetz location is designed to be located (and they typically are located) along major interstate highways. Their business models require interstate-levels of traffic with easy-off easy-on access from/to the freeway. Such traffic volumes are required to support the investment and their full-service convenience store & restaurant operations.
- In all honesty, it's hard to understand why Sheetz is actually considering this site since it is so far from their standard footprint.
- Therefore, if it doesn't work out, how does the City of Livonia mitigate its risk, but more importantly, the risk to the residents of Golf Ridge Villa and Willow Woods, of having an abandoned Sheetz on the corner of Eight Mile & Newburgh? (By the way, this would be a much greater eyesore than the current closed Rite-Aid business.)
- If Sheetz doesn't make it, then we cannot naively assume that another gas station could easily go into the location. The standard fueling center of a Mobil/Exxon, BP, Sunoco etc. station doesn't equate to the elaborate 24/7 Sheetz format. So, if this proposal was approved by the city, all of its eggs would be in the Sheetz basket, with the city (and primarily the nearby residents) monopolizing the risk that this location could be abandoned and left as is. A big eyesore with underground fuel tanks.

- This risk of failure is real once again, because this site is not the ideal standard site that Sheetz would select. It is not located on a service drive off an interstate highway and thus may not get the minimum traffic volumes required to support this significant investment. An investment once again that will be significantly larger than their typical construction investment as this location will require a significant buildup of soil and a retainer wall, since the south side of the plot is upwards of twenty below the Eight Mile side grade.
- Why is this an important question? Because the city would need to mitigate upfront, the risk with this investment. Since Sheetz is a 'custom' build, they really should be willing to guarantee that the site would be restored to its original condition – remove tanks, take out the retaining wall, remove the structures, etc., should the location and business fail. This is critical, since any new developer of that location would need to do this anyway. Otherwise, the closed Sheetz location would be an eyesore for years to come.
- Why does this need to be asked? Well, Sheetz Corporation needs to be on the hook for the guarantee, because repurposing a failed site is likely not to happen. Further, it is not unusual for major corporations, in this case Sheetz, to 'hide' behind an LLC to mitigate any risks to the corporation. On the sign in the Rite-Aid lot, there was no mention of Sheetz, just a developer. Do we know anything about this developer? Would this be a new entity created only to 'own' this site? In other words, legally apart from the parent company and thus judgement-proof if there was ever a lawsuit to enforce a provision to restore the site to the way it was before Sheetz, should Sheetz walk away? Does this developer have any other assets, or just the asset of this location, which once again makes any judgement unenforceable?

What are the numbers – traffic etc.

- We sat outside the Romulus Sheetz location at midday for fifteen minutes – approximately 25 cars entered the premise. All things being equal (and we know they aren't) this would equate to up to 2,400 cars per day. On an annual basis, this would be close to 900,000 in and out of the Eight Mile & Newburgh corner every year. This corner is not on a freeway and therefore the location might very well 1,000 to 1,500 cars & trucks to this corner every day of the year. On an annual basis this would still total over half a million new vehicles to this already congested corner.
- The Eight Mile & Newburgh corner cannot handle this type of increase in traffic, much less have these many vehicles in and out of this corner location lot. Once again, left turns from this location onto either Eight Mile or Newburgh will be very unsafe.
- Absence of knowing the traffic volumes that Sheetz undoubtedly has modeled in their financial projections for this site, there is no answer to how traffic will be directed at this corner and whether, for example, if left turns will be prohibited from the Sheetz locations. If left turns are prohibited, then traffic will be forced to go north on Newburgh across Eight Mile, where the lanes are reduced to two (one in each direction) and traffic will be forced to go east on Eight Mile. In either scenario, the people that want to go the opposite way will be forced to find the nearest subdivision or parking lot to turn around. The residents in Golf Ridge Villa are adamantly opposed to this.

Sheetz may have missed the Livonia boat and vice versa

- We recently read that Sheetz has targeted Michigan as one of its prime development zones and that it intends to open 50 Sheetz locations in the state in the near term.
- We further understand that a Sheetz proposal was denied for the southeast corner of Newburgh & Five Mile Road.
- Locations along the highways of 96 and 275 may no longer be available in the City of Livonia, as they might have been years ago. Atypical Sheetz locations within the city's residential areas don't appear to make any business sense. As such, Sheetz may have missed the boat in its efforts to find suitable business sites for its 'typical' operating units.
- While the city of Livonia may not want to miss out on the business opportunity to have a Sheetz location or two within its city limits, that opportunity doesn't appear to be there now. Thus, Livonia may have missed the Sheetz boat. That's okay.

Respectively submitted,

Greg Ralko, Golf Ridge Villa

Patty Riggio, Willow Woods









NO to SHEETZ PETITION

(Please Print)

	ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1	36336 FAIRWAY DR.	Robert A. Duminske	Robert A. Duminske
2	36364 FAIRWAY DR	Adam Rowe	Adam Rowe
3	36372 FAIRWAY DR	RALPH MCNABB	Ralph McNabb
4	36388 Fairway Dr.	Loretta M. Humann	Loretta M. Humann
5	36246 Club DR	Robert J. Lagarde	Robert J. Lagarde
6	36221 Club Dr	Christine Depowski	Christine Depowski
7	36221 Club DR	GERARD J Depowski	Gerard J Depowski
8	36241 Club Drive	Julie A. Yasuhara	Julie A. Yasuhara
9	36312 Fairway Dr	Dawnelle Lane	Dawnelle Lane
10	36325 FAIRWAY	PEGGY MCMAMARA	Peggy McMamara
11	36323 FAIRWAY DR.	KEVIN CARDEN	Kevin Carden
12	36323 Fairway Dr	Patricia Carden	Patricia Carden
13	36356 FAIRWAY DR.	JUAN MALDONADO	Juan Maldonado
14	36360 Fairway Dr	Anne Marie Graves	Anne Marie Graves



NO to SHEETZ

PETITION

(Please Print)

	ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1	36320 Fairway Dr.	Christina Kus	Christina Kus
2	36320 Fairway Dr	Timothy Kus	Tim Kus
3	36324 Fairway Dr	Antoinette Crimi	Antoinette Crimi
4	36324 Fairway Dr	GARY CRIMI	Gary Crimi
5	36340 Fairway Dr	Stephanie Randolph	Stephanie Randolph
6	36344 Fairway Dr.	Gatty Sadek	Gatty Sadek
7	36344 Fairway Dr	JOHN SADEK	John Sadek
8	36348 Fairway Dr.	John Beeskow	John Beeskow
9	36352 FAIRWAY DR	SUSAN CAHILL	Susan A. Cahill
10	36380 FAIRWAY DR	ION VALLESLEY	ION VALLESLEY
11	36384 Fairway Dr.	Lynne Schroeder	Lynne Schroeder
12	36300 FAIRWAY DR	John Blicharz	John Blicharz
13	36300 Fairway Dr	Mary Blicharz	Mary Blicharz
14	36204 Fairway Dr.	VALERIE V. WEATHERLY	Valerie V. Weatherly



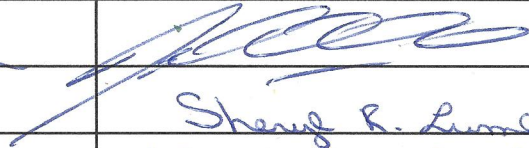
NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	36269 CLUB DR.	JOHN SHOEMAKER	
2	36392 Fairway Dr.	Sheryl Lumley	Sheryl R. Lumley
3	36392 FAIRWAY DR.	MARK LUMLEY	Mark A. Lumley
4	36238 CLUB DR	KAREN MILLARD	Karen Millard
5	36232 CLUB DR	MICHAEL KINGSBURY	Michael Kingsbury
6	36301 St Andrews Dr.	Russell Richey	Russell Richey
7	36320 ST ANDREWS DR	CHARLES CALOMENI	Charles Calomeni
8	36320 ST. ANDREWS DR	CARRIE CALOMENI	Carrie Calomeni
9	36321 ST. ANDREWS DR.	William HATLEY	William Hatley
10	36321 ST. ANDREWS DR.	Karen Hatley	Karen Hatley
11	36324 St Andrews DR	Barbara Heil	Barbara Heil
12	36310 ST. ANDREWS DR.	JOHN PERRECA	John Perreca
13	36211 Fairway Dr., Livonia	Jo Ann Hyde	Jo Ann Hyde
14	36328 FAIRWAY DR LIVONIA	Alex Borzyk	



NO to SHEETZ

PETITION

(Please Print)

ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1 36188 FAIRWAY DRIVE	TOM HENDRICKSON	Tom Hendrickson
2 " " "	WANDA HENDRICKSON	Wanda Hendrickson
3 36160 FAIRWAY DRIVE	DIUAN LUND	Diuan Lund
4 36158 FAIRWAY DR	LESA DUGAN	Lesa Dugan
5 36152 FAIRWAY DR.	DAVID DUGAN	David Dugan
6 36140 FAIRWAY DR	NICOLE BRYANT	Nicole Bryant
7 36112 FAIRWAY DR.	JAYCE FISHER	Joyce Fisher
8 36329 ST. ANDREWS DR	ROBERT BRYEN	Robert Bryen
9 20649 GOLF RIDGE CIRCLE	ALLEN KELLY	Allen Kelly
10 36245 CLUB	RUTH LOPEZ	Ruth Lopez
11 20658 GOLF RIDGE CIRCLE	JUANITA VAUGHN	Juanita Vaughn
12 20645 GOLF RIDGE CIRCLE	DANCEY PHILPOTT	Dancey Philpott
13 20645 GOLF RIDGE CIR	JAMES PHILPOTT	James Philpott
14 20637 GOLF RIDGE CIR	GARY VIBOLLI	Gary Vibolli



NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1 36273 CLUB DR	WILLIAM RIPPER	William Ripper
2 36273 Club Dr	Carolyn Ripper	Carolyn E. Ripper
3 36277 CLUB DR	KEN KRAWCZYK	Ken Krawczyk
4 36277 CLUB DR	LINDA KRAWCZYK	Linda Krawczyk
5 36237 CLUB DR.	ANDY VERNIER	AR Vernier
6 36237 Club Dr	Patti VERNIER	P Vernier
7 36229 Club Dr	Michaela Roberts	M Roberts
8 36229 CLUB DR	MATT WONG	Matt Wong
9 36226 Club Dr	ZED FESKI	Zed Feski
10 20641 Golf Ridge	Laura Manzo	Laura Manzo
11 20601 Golf Ridge Cir	Marcia Marshall	M Marshall
12 36408 Fairway DR	CHANG S. Kang	CS Kang
13 34156 Fairway DR	MICHAEL McEVILLY	Michael McEvilly
14 36269 Club DR.	LAURA HUBER-SHEEMAKER	Laura Huber Sheemaker



NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1 36104 Fairway Dr.	Jill Howard	Jill Howard
2 36116 FAIRWAY	GREG RALKO	Greg Ralko
3 36116 FAIRWAY	MARY RALKO	Mary Ralko
4 36233 Club Dr.	Sherry Lumley	Sherry Lumley
5 36233 Club Dr.	Timothy Lumley	Timothy Lumley
6 36400 CLUB DR	DALE MARTIN	Dale Martin
7 36120 Fairway Dr.	Alice Minassian	Alice Minassian
8 36124 Fairway Dr	Jory Cook	Jory Cook
9 36128 FAIRWAY DR	Michael Schocker	Michael Schocker
10 36136 Fairway	Yunus Burhan	Yunus Burhan
11 36148 Fairway	STEVEN HUANG	Steven Huang
12 36168 FAIRWAY	Gary Young	Gary R. Young
13 1 FAIRWAY DR	Winom Mahoney	Winom Mahoney
14 36172 " 36172 Fairway	Charlotte Mahoney	Charlotte Mahoney



NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1 20633 Golf Ridge Circle	Karl DomagalSKI	
2 20625 Golf Ridge Cir	Laura Dallacqua	
3 20617 GOLF RIDGE CIR	BRUCE R BANN	
4 20617 Golf Ridge Cir	Peggy Bann	
5 20613 Golf Ridge Cir	VASYL Pikhunyk	
6 20605 Golf Ridge Cir	Bo Chan	
7 Livonia, MI 48152		
8 36305 ST ANDREWS	Nancy Grabowski	
9 36313 ST. ANDREWS DR	MAR LU MARTINEZ	
10 36317 ST ANDREWS DR	CHRISTINE KELLY	
11 36310 St. Andrews Dr	Judith Perreca	
12 36144 Fairway Dr.	ANTHONY Billingsley	
13 36330 St. Andrews Dr	Cynthia Gresens	
14 36330 ST. ANDREWS DR	RONALD W. GRESENS	



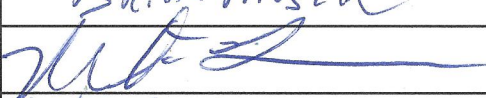
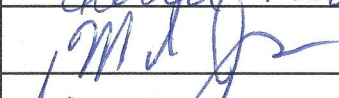
NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	36272 Club Dr	Dawn muscoe	
2	36272 Club Dr	Brian muscoe	Brian muscoe
3	36268 Club Dr	Mitch Lupescu	
4	36268 Club Drive	Linda K. Lupescu	Linda K. Lupescu
5	36264 Club Drive	Deborah Vigliarolo	Deborah C. Vigliarolo
6	36252 Club Dr	Lynne Allen	
7	36242 CLUB DR.	THOMAS MILLION	Thomas W. Million
8	36242 Club Dr	Olga Million	Olga Million
9	36249 Club Dr.	Marcie Moran	Marcie Moran
10	36253 CLUB DR	MARK JOSE	
11	36257 Club Dr	Jim Bowe	Jim Bowe
12	36257 Club Dr.	Stella Bowe	Stella Bowe
13	36261 Club Dr.	Rebecca Fitzgerald	Rebecca Fitzgerald
14	36261 Club Dr.	JOSEPH ROZNER	



NO to SHEETZ PETITION

(Please Print)

	ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1	36176 FAIRWAY	THOMAS M-DONNELL	Tom McDonnell
2	36180 Fairway	SHARON MAURO	Sharon MAURO
3	36180 FAIRWAY	STEVE MAURO	Steve Mauro
4	36184 Fairway	Shobi Francis	Shobi
5	36196 Fairway	MARK HANNIS	Mark Hannis
6	36196 Fairway	Susie Hannis	Susie Hannis
7	36200 FAIRWAY	MIKE TALGA-KX	Mike Talga-KX
8	36208 FAIRWAY DR	VICTOR HESS	Victor Hess
9	36208 FAIRWAY DR	NANCY HESS	Nancy Hess
10	36308 FAIRWAY DR	Rene Chutorach	Rene Chutorach
11	36308 FAIRWAY DR	ROBERT CHUTORASH	Robert Chutorach
12	20621 GOLF RIDGE CIR	BARBARA HOGAN	Barbara Hogan
13	36307 FAIRWAY DR	MARK HELVENSTON	Mark Helvenston
14	36329 St. Andrews Dr.	Marjorie Bryer	Marjorie Bryer



NO to SHEETZ PETITION

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	36360 FAIRWAY DR	ROBERT GRAVES	Robert Graves
2	36316 Fairway Dr	Bruce E Godfrey	Bruce E Godfrey
3	20626 Golf Ridge Circle	Barbara S. Borow	Barbara S. Borow
4	20626 GOLF RIDGE CIRCLE	Ron Below	Ron Below
5	20626 Golf Ridge Circle	Beth Batz	Beth Batz
6	20609 Golf Ridge Circle	Mildred Dallis	Mildred Dallis
7	36164 FAIRWAY DR	LEO SCANTAMBURLO	Leo Scantamburlo
8	36224 CLUB DRIVE	ANTHONY BRIDGES	Anthony Bridges
9	36325 ST. ANDREWS DR.	ROBERT J. SCHUESSLER	Robert J. Schuessler
10	36325 ST. ANDREWS DR.	KATHERINE SCHUESSLER	Katherine Schuessler
11	20653 Golf Ridge Circle	Phil Young	Phil Young
12	20622 Golf Ridge Circle	REX & LEAH MOUTOS	Rex & Leah Moutos
13	36276 CLUB DRIVE	SCOTT & ANGIE MONTFORT	Scott & Angie Montfort
14			

**Willow Woods
Subdivision**

**NO to SHEETZ
PETITION**

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	Jim & Kathy Koturba	19710 Liverpool	Kathy Koturba
2	William Romanowski	19726 Liverpool Ave	William Romanowski
3	Colleen Romanowski	19726 Liverpool Ave	Colleen R.
4	Dan & Wendy Curren	19744 LIVERPOOL AVE.	Dan Curren
5	Susan LaPeer	37162 Faufer	Susan LaPeer
6	BILL LAPEER	37162 Faufer	Bill LaPeer
7	Dan & Mardi Cragel	19600 SUSSEX AVE.	Dan Cragel
8	Bill Woodrow	19727 SUSSEX	William T. Woodrow
9	JOE & JUDY COSTA	19701 LIVERPOOL AVE	Joseph Costa
10	Joe & Cindy Rega	19760 SUSSEX AVE	Joe Rega
11	Jim & Betty Ann Piska	37225 ST. MARTIN'S ST	Jim Piska
12	Melanie Fragoso	19745 Liverpool Ave	Melanie Fragoso
13	Zachary Fragoso	19745 Liverpool	Zachary Fragoso
14	MIKE & JUDY CULLINAN	19784 SUSSEX	Mike Cullinan

**Willow Woods
Subdivision**

**NO to SHEETZ
PETITION**

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	37248 Brethton Dr.	Frank Fane	Frank Fane
2	19767 Liverpool Ave. S. Mother	Skaria Matthew LIVERPOOL Ave	Skaria Matthew
3	37325 ST MARTINS	JAMES AMO	James Amo
4	37303 ST. MARTINS	GREG PAGNUCCO	Greg Pagnucco
5	37161 St. Martins	Kathleen Mulka	Kathleen Mulka
6	37129 St. Martins	Andrea Wojcinski	Andrea Wojcinski
7	37070 St. Martins	Marla Merritt	Marla Merritt
8	37083 ST. MARTINS	Bob Goryca	Bob Goryca
9	37231 Fairfax	Susan Young	Susan Young
10	37206 Fairfax	Janet Hyslop	Janet Hyslop
11	19664 Sussex	Michelle Staher	Michelle Staher
12	19686 SUSSEX	Jim Staher	Jim Staher
13	19718 SUSSEX	JUDY WEISER	Judy Weiser
14	19702 Liverpool Ave	Blair Ackman	Blair Ackman

**Willow Woods
Subdivision**

**NO to SHEETZ
PETITION**

(Please Print)

	ADDRESS (LIVONIA, MI)	NAME	SIGNATURE
1	Marge HUNT	37175 Fairfax Drive	Marge Hunt
2	37219 Fairfax	Kyle Thom	Kyle Thom
3	Ray & Kathy Fortier	19635 Liverpool	Kathy Fortier
4	19772 Sussex Ave.	Karen Gee	Karen Gee
5	37257 St. Martins	Ann Szczepaniak	Ann Szczepaniak
6	3782 Breton Rd. 48152	Ralph Ourlian	Ralph Ourlian
7	19657 LIVERPOOL AVE.	JULIE SULLIVAN	Julie M. Sullivan
8	19860 Sussex Ave	Ann Carlson	Ann Carlson
9	37193 ST MARTINS	MARTIN HERAK	Martin Herak
10	37178 St. Martins	Lori Lee	Lori Lee
11	37092 St. Martins	Kevin Shonce	Kevin Shonce
12	37204 Breton	Patty Riggio	Patty Riggio
13	37291 St Martins	Sean O'Brien	Sean O'Brien
14	37107 St Martins	Ali HAMADE	Ali Hamade

Willow Woods
Subdivision

NO to SHEETZ
PETITION

(Please Print)

ADDRESS (LIVONIA, MI)

NAME

SIGNATURE

1	19695 Sussex Ave.	Kathy Wolfe	K. Wolfe
2	37124 St. Martin	Mary Nascimento	Mary Nascimento
3	37174 Fenwick	Kim Casey	Kim Casey
4	77281 St. Martins	Shirley Hay	Shirley Hay
5			
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14			



Good Evening,

My name is David Sharpe and my wife, Jeannette and I, are 50 year residents of the Meadowbrook Hills, Woods, and Forest subdivision in Farmington Hills. We are located across from Greenmead Historical Park in Livonia. As a Master Gardner I have worked in the Greenmead gardens and am a major contributor to the facility. I am a retired Detroit Public School science teacher and the founder of Finlandia Community Gardens at the Finnish Center on Eight Mile Road across from your city. Many Livonia residents use our gardens and are members of the Finnish Center. We have owned a Livonia residence in the past and we attend St Andrew's Church in Livonia. So, as you can see, Livonia is close to our hearts in many ways.

I am sure you are proud of your community and the beautiful areas you have created and sustained in your city. One of these areas is located at Eight Mile and Newburgh roads.

Greenmead with its collection of historic homes, gardens, and greenery, demonstrates the concern your community has shown by creating places that reflect the past and preserve for the future. Across the street is your city golf course which provides recreation and relaxation in a pleasant setting. A meandering stream is located there as well.

I want to express our appreciation to you and the City of Livonia for the beautiful areas that have been created in this southwestern part of the city. The golf course and Greenmead offer a wildlife habitat, and the ambiance needed in a city that cares for providing green space for its citizens and that reflects well your interest in creating spaces to recreate in pleasant surroundings.

This evening you are presented with an opportunity to continue your responsibility in caring for Livonia citizens and the greater community by supporting or denying a zoning change at the SE corner of Newburgh and Eight Mile roads. I wonder if any of you on this commission have actually visited and spent time in this area. Changing the zoning and allowing the building of a Sheetz gas station at this location would change the character of this area of Livonia forever.

It would bring 24 hours of light, noise, traffic, pollution, and increased numbers of collisions to a section of Livonia known for its beauty. It seems to me that you will wish to maintain the current character of this beautiful area.

And now a word to the developer of Sheetz facilities, I hope you will understand that your businesses are important to our communities in the appropriate locations but should not change the character of a city area just to make profit. Your businesses have been rejected by a number of communities due to their being proposed in inappropriate locations. We ask you to reconsider this attempt to change our neighborhood. I am sure your purchase of the Rite Aide site will turn out to have been a good investment for your firm.

I want to thank you for the opportunity to address this issue and I hope you will seriously consider our concerns.

David and Jeannette Sharpe, 10000 W. 10th Ave., Suite 100, Livonia, MI 48150-1000
734-461-1111

My name is David Sharpe and I am a resident of Livonia, Michigan. I am writing to you today to express my concerns about the proposed development of a Sheetz convenience store and gas station on the corner of W. 10th Ave. and W. 10th St. in Livonia. I am a member of the Livonia Planning Commission and I am also a member of the Livonia Neighborhood Association. I am writing to you today to express my concerns about the proposed development of a Sheetz convenience store and gas station on the corner of W. 10th Ave. and W. 10th St. in Livonia.

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David

Sheetz Truck-stop

From claire14tryon@yahoo.com <claire14tryon@yahoo.com>

Date Mon 10/21/2024 8:42 PM

To Planning <Planning@Livonia.gov>

To Whom it May Concern,

The proposal for the southeast corner of 8 mile and Newburgh to have a 24 hour Sheetz Truck-stop is unsatisfactory for this area.

We have residential neighborhoods, Childcare, and Greenmeade Historical Park adjacent to this site. In addition a new subdivision is being built just west of the corner.

This location should not be treated as a highway for truck and car gas refueling 24 hours a day. Gas stations are already located at Haggerty, Farmington Road and 7mile and Newburgh. Drive through restaurants and convenience stores are also already located at Haggerty Road, Farmington Road, and 7 Mile and Newburgh.

The additional light, noise, traffic, possible crime and pollution are not wanted here.

Thank you,
Claire Tryon

Sent from Yahoo Mail for iPhone

Cc: kdenha@comcast.net; mkoza@group10.net; Aly Bazzi <ABazzi@bazcooil.com>; scott@barbatorganization.com; MICHAEL AWADA <lakportgas@gmail.com>; tarek gayar <tgayar@gmail.com>; 'Michael@yatoomaoil.com' <Michael@yatoomaoil.com>; Martin Manna <mmanna@chaldeanchamber.com>

Subject: Sheetz at 8 & Newburgh Rd

Honorable Livonia Mayor and Council Members,

Yesterday, your planning commission approved **Sheetz 24-Hour Gas Station, convenience Store, and Restaurant** proposal with only 3-2 vote and many neighbors correctly expressed major opposition to it.

The Chaldean American Chamber of Commerce have been opposing Sheetz expansion into Southeast Michigan with the goal of developing 80-100 locations that will have the "Walmart" effect on local small and independent businesses, many of them are members of our chamber.

This national chain will ultimately bankrupt older gas stations that was constructed 40+ years ago prior to any EPA regulations and add more hardships on the already struggling gas stations because of lower gas sales because of EV and other economic factors.

Attached is public information that Sheetz does not want you or Livonia residents to be aware of which includes the following categories:

- Public Safety (Google Crimes at Sheetz)
- Environmental Concerns/Violation
- Discrimination Concerns/Violation
- Noise Pollution
- Light Pollution
- Increase Traffic
- Sheetz was rejected in five (5) communities because their master plan said: **No need for more gas stations** Click link for a brief video:
<https://dayton247now.com/news/local/centerville-city-council-reverses-the-approval-for-a-sheetz-next-to-epiphany-lutheran-church>
- Unfair Competition (Multibillion dollar corporation competing against "mom & pop" operation.

I hope that you will conduct your due diligence about the history of Sheetz and the short- and long-term impact of corporate America coming to our communities and robbing us from our local mom and pop stores that make our neighborhoods unique and desirable.

Thank you and please call me at 248-224-5262 if you have questions.

Sharkey Haddad | Special Projects Manager | **Chaldean American Chamber of Commerce**

30095 Northwestern Hwy #101, Farmington Hills, MI 48334 | **Phone:** 248-851-1200 | **Cell:** 248-224-5262

www.chaldeanchamber.com | www.chaldeanfoundation.org |    



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Sheetz, Inc. Settles Underground Fuel Tank Violations in Pa., Va., Md., and W. Va.

Bonnie Smith, 215-814-5543

PHILADELPHIA – Sheetz, Inc., owner of a chain of convenience stores and gas stations in Pennsylvania, Maryland, Virginia, and West Virginia, has settled alleged violations of regulations designed to prevent fuel leaks from underground storage tanks, the U.S. Environmental Protection Agency announced today.

In a settlement agreement with EPA, the Altoona, Pa.-based company will pay a \$26,024 penalty to settle alleged violations of federal and state underground storage tank regulations. The settlement resolves an EPA complaint involving underground storage tank violations at two Sheetz stores in Winchester, Va.

According to EPA's complaint, the company failed to immediately investigate and report suspected leaks in 2000 and 2001 from seven 15,000-gallon gasoline and diesel fuel tanks at stores located at 2311 Valley Avenue and 1683 Berryville Pike in Winchester, Va. EPA also cited the company for failing to conduct required monthly leak detection monitoring of the underground storage tanks at its Valley Avenue store.

After EPA notified Sheetz of these violations in September 2002, the company agreed to perform a self-audit of underground storage tank leak detection monitoring at 275 Sheetz stores in the mid-Atlantic states. Sheetz also agreed to promptly correct any non-compliance and report those violations to EPA.

"Today's settlement resolves both the initial violations found at two Virginia stores and violations found during the self-audits. In addition, the company will undertake supplemental projects where it will make upgrades to underground storage tank systems that go beyond environmental compliance to better protect the local environment," said Donald S. Welsh, EPA mid-Atlantic regional administrator.

The self-audits showed various violations of underground storage tank monitoring, investigation, and leak detection regulations in 111 Sheetz stores. To settle the violations found during the self-audits, Sheetz has agreed to pay an additional penalty of \$57,188. The company will also undertake a supplemental project to remove and upgrade its underground storage tank systems. The project exceeds the requirements of state and federal environmental regulations and will have a value of at least \$875,000 and goes beyond compliance.

The settlement penalties reflect the company's good faith compliance efforts and cooperation with EPA in this matter. As part of the settlement, the company neither admitted nor denied liability for the alleged violations.

With millions of gallons of gasoline, oil, and other petroleum products stored in underground storage tanks throughout the U.S., leaking tanks are a major source of soil and groundwater contamination. EPA and state underground storage tank regulations are designed to reduce the risk of underground leaks, and thus avoid the costs of major cleanups. For more information on EPA's underground storage tank program, visit: <https://www.epa.gov/swerust1/>.

EEOC Sues Sheetz, Inc. For Racially Discriminatory Hiring Practice

Federal Agency Charges That Employer's Criminal History Screening Causes Discriminatory Impact Against Black, Native American and Other Workers

BALTIMORE – Sheetz, a large convenience store chain, violated federal law by denying employment to a class of job applicants because of their race, the U.S. Equal Employment Opportunity Commission (EEOC) charged in a lawsuit filed today.

The EEOC filed suit against Sheetz, Inc.; Sheetz Distribution Services, LLC; and CLI Transport, LP (collectively, Sheetz), which together operate a chain of convenience stores with over 600 locations in six states. According to the lawsuit, Sheetz has maintained a longstanding practice of screening all job applicants for records of criminal conviction and then denying them employment based on those records.

The EEOC charges that Sheetz's hiring practices disproportionately screened out Black, Native American/Alaska Native and multiracial applicants. Sheetz's companywide hiring practices violated provisions of Title VII that prohibit disparate impact discrimination, the EEOC says. The lawsuit does not allege that Sheetz was motivated by race when making hiring decisions.

Such alleged conduct violates Title VII, which prohibits facially neutral employment practices that cause a discriminatory impact because of race when those practices are not job-related and consistent with business necessity or where alternative practices with less discriminatory impact are available. The EEOC filed suit in U.S. District Court for the District of Maryland, Northern Division (U.S. EEOC v. Sheetz, Inc., et al., Civil Action No. 1:24-cv-01123-JKB, after first attempting to reach a pre-litigation settlement through its conciliation process.

"Federal law mandates that employment practices causing a disparate impact because of race or other protected classifications must be shown by the employer to be necessary to ensure the safe and efficient performance of the particular jobs at issue," said EEOC Regional Attorney Debra M. Lawrence. "Even when such necessity is proven, the practice remains unlawful if there is an alternative practice available that is comparably effective in achieving the employer's goals but causes less discriminatory effect."

EEOC Philadelphia District Office Director Jamie R. Williamson said, "This highlights the significance of the observance of April as [Second Chance Month](#), underscoring our nation's commitment to reintegrating individuals with criminal records into society by ensuring they have fair access to employment and other essential services. To that end, the EEOC is dedicated to making sure that individuals with criminal records are not unlawfully excluded from employment opportunities because of race."

The lawsuit was initiated by the EEOC's Baltimore Field Office, one of four component offices of the agency's Philadelphia District Office. The Philadelphia District Office has jurisdiction over Maryland, Pennsylvania, West Virginia, Delaware, and portions of New Jersey and Ohio. Attorneys in the Philadelphia District Office also prosecute discrimination cases in Washington, D.C., and portions of Virginia.

The EEOC prevents and remedies unlawful employment discrimination and advances equal opportunity for all. More information is available at www.eeoc.gov. Stay connected with the latest EEOC news by subscribing to our [email updates](#).

Security/Safety concerns at gas stations are not new, however, operating a 24/7 gas station involves several heightened concerns due to its constant availability and the nature of its services. Below are some key security/safety concerns with building a Sheetz in Farmington Hills

Robbery/Shootings:

- 24/7 operated gas stations are easy targets for robberies, especially during late-night hours when fewer customers and employees are present.
- This shootout occurred at 2:30 am, innocent customer was shot and injured
<https://www.youtube.com/watch?v=G0yEPsUx0Go>

Organized Crime/Vandalism:

- Acts of organized crime/vandalism can damage property and create an unwelcoming environment for customers and residents.
- This group caused inconvenience and annoyance to the employees and customers by blocking the parking lot, roads and fuel pumps with their cars while they looted the location. <https://abc6onyourside.com/news/local/police-searching-for-16-suspects-group-stealing-riot-theft-parking-lot-cars-sheetz-gas-station-johnstown-road-northeast-columbus-store-business>

Employee Safety:

- Employees, especially those working night shifts, may be at higher risk of confrontations or attacks.
- Customer entered the store around 7:30 p.m. and began talking with the staff. Police say he reportedly stayed in or around the store for over two hours, and at approximately 9:30 p.m., he allegedly entered the employee area, behind the registers, and brandished a knife.
<https://wjactv.com/news/local/police-crime-robbery-armed-dangerous-video-surveillance-suspect-blair-sheetz-pennsylvania-investigation>.

Environmental Safety:

- This Sheetz will have 6 underground tanks (60-80k gallons) almost 3-4 times the gallons than a typical gas station.



Picture above is from a Sheetz 6 storage tank installation

- Sheetz cited for underground Fuel Tank violations
https://www.epa.gov/archive/epapages/newsroom_archive/newsreleases/0813acee77a78c2e852570d60070fed1.html

The surrounding gas stations and local businesses in Farmington Hills typically close at 10pm or earlier. While the residents in Farmington Hills are going to bed and getting ready for the next workday, Sheetz will be operating a 24/7 gas station that will serve as a gathering spot for residents outside of Farmington Hills.

Sheetz adds security dogs to some North Carolina stores amid crime concerns

by RAY LEWIS | The National Desk-Fri, April 5th, 2024, at 11:53 AM



[SheetzGreensboroSecurityNorth CarolinaCrimeK-9 unitsPoliceSafety](#)

GREENSBORO, N.C. (TND) — A convenience store chain has employed K-9 units at some North Carolina locations to help deter criminal activity.

Sheetz added the police dogs at Greensboro, N.C. locations more than three months after an off-duty officer died in a shooting at a store near the city.

The safety of our customers and employees at Sheetz is a top priority,” Nick Ruffner, the chain’s public relations manager, told The National Desk. “We continually assess which stores need additional support and have implemented supplemental security measures, including K-9 units, at several Greensboro store locations as an additional safety measure.”

In December, Sgt. Philip Nix died after attempting to intervene in a robbery he witnessed at a Colfax, North Carolina Sheetz, according to [WXLV](#). One of the suspects, Jamere Foster, reportedly shot Nix as the officer approached him.

Roughly three weeks earlier, a thief [stole](#) vehicles from two Greensboro Sheetz stores, according to the outlet. Police purportedly charged Dionysus Thomas with robbery with a dangerous weapon.

In October, a man also reportedly [robbed](#) a Sheetz register in northeast Greensboro.

The city has [reported](#) a slight increase in overall crime so far in 2024. North Carolina is a competitive state in the presidential election, with public safety emerging as a key issue for voters.

Follow Ray Lewis on X for trending national news [@rayjlewis](#) or send a tip to rjlewis@sbgvtv.com.

CRIMES AT SHEETZ GAS STATIONS

3 North Carolina Sheetz stations deploy K-9 units as ...



New York Post

<https://nypost.com/2024/04/05/us-news/3-north-c...>

Apr 5, 2024 — Three **Sheetz gas stations** in Greensboro, North Carolina are deploying **crime**-fighting canines at the pumps as an added security measure for ...

2 men shot at Virginia gas station in possible bias crime ...



NBC4 Washington

<https://www.nbcwashington.com/news/local/2-me...>

Mar 1, 2024 — The alleged shooter is in custody. Investigators think he opened fired on the victims because they are Latinos.

Suspect in deadly 2022 shooting at Sheetz gas station ...

10TV

<https://www.10tv.com/video/news/crime/suspect-i...>

Keimariyon Ross will be sentenced on Sept. 5. Author: 10tv.com. Published: 5:22 PM EDT July 30, 2024. Updated: 5:22 PM EDT July 30, 2024. WBNS-TV.

Sheetz to use K-9 units as security



YouTube · WFMY News 2

530+ views · 4 months ago

Following multiple carjackings, robberies, and a deadly **shooting** where an off-duty Greensboro officer was **killed**, **Sheetz** said it would be ...

Crime Roundup: Man charged with peeping at Sheetz gas ...



The Daily Reflector

<https://www.reflector.com/news/crime-roundup-man-...>

May 25, 2024 — Greenville **police** have arrested a man accused of taking a photo of a woman in a convenience store bathroom.

Man found guilty of murder in deadly shooting at Sheetz

10TV

<https://www.10tv.com/article/news/crime/deadly-...>

2 days ago — Keimariyon Ross will be sentenced on Sept. 5. ... COLUMBUS, Ohio — A Columbus man charged in a deadly **shooting** that happened at a **gas station** ...

Gunshot victim found at north Columbus Sheetz parking lot



nbc4i.com

<https://www.nbc4i.com/news/local-news/gunshot-...>

Apr 24, 2024 — According to Columbus **police** one person was shot in or near an Advance Auto Parts parking lot on East Dublin Granville Road, just west of ...

[Suspect in deadly 2022 shooting at Sheetz gas station ...](#)

YouTube · WBNS 10TV

10+ views · 1 day ago

Keimariyon Ross will be sentenced on Sept. 5.

[Officer shot and killed after witnessing a crime at Sheetz ...](#)



WSFA

<https://www.wsfa.com> › 2023/12/31 › officer-shot-kille...

Dec 31, 2023 — The Greensboro **Police** ...

[Man arrested in assault of Hillsborough police officer at ...](#)



ABC11 Raleigh-Durham

<https://abc11.com> › officer-assaulted-sheetz-hillsboroug...

Jan 11, 2024 — **Police** arrested a man who dragged an officer while trying to flee a **Sheetz** convenience store in Hillsborough.

[Sheetz adds security dogs to some North Carolina stores ...](#)

WPMI

<https://mync15.com> › news › nation-world › sheetz-add...

Apr 5, 2024 — **Sheetz** added the **police** dogs at Greensboro, N.C. **locations** more than three months after an off-duty officer died in a **shooting** at a store ...

[Double shooting at Sheetz may be bias crime, Virginia ...](#)

YouTube · NBC4 Washington

520+ views · 5 months ago

The alleged shooter is in custody. Investigators think he opened fired on the victims because they are Latino. News4's Julie Carey reports.

[Greensboro police investigate after two similar carjackings ...](#)



WNCT

<https://www.wnct.com> › news › north-carolina › greens...

Dec 8, 2023 — GREENSBORO, N.C. (WGHP) — **Police** are now investigating after two carjackings in broad daylight were reported within an hour of each other at ...

[Man killed in shooting at Columbus Southeast Side Sheetz ...](#)



The Columbus Dispatch

<https://www.dispatch.com> › news › crime › 2023/03/03

Mar 3, 2023 — A 23-year-old man died in the early hours of Friday morning after Columbus **police** said he was shot at a **gas station** on the city's Southeast ...

[Man wanted, accused of stealing alcohol at Sheetz](#)

PAhomepage.com

<https://www.pahomepage.com> › news › crime-courts › m...

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SHEETZ STORE TRAFFIC IMPACT STUDY

Final Report
August 8, 2024



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Appendix B. Existing Traffic Data

Appendix C. Existing 2024 Synchro & SimTraffic Results

Appendix D. SimTraffic Performance Report (Validation Logs)

Appendix E. Future 2025 No-Build Synchro & SimTraffic Results

Appendix F. Trip Generation Worksheets

Appendix G. Projected 2025 Build Synchro & SimTraffic Results

DISCLAIMER

The contents of this report reflect the views of Wade Trim, Inc. who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of Sheetz, Skilken Gold, City of Livonia, or Wayne County Roads, Department of Public Services.

EXECUTIVE SUMMARY

Sheetz is proposing a new Sheetz store in the City of Livonia, Wayne County, Michigan. The project site is located at 37355 Eight Mile Road, which is along the south side of 8 Mile Road and east of Newburgh Road. The new Sheetz store will consist of a 6,139 square foot gas station and convenience store with twelve vehicle fueling stations and a fast-food restaurant with one drive-through lane. Access for the proposed development is to be via two full movement accesses: one to Newburgh Road and one to 8 Mile Road. The proposed development is anticipated to be fully constructed and open for business in 2025.

The report analyzes and presents the traffic impacts that the proposed Sheetz store will have on the intersection of 8 Mile Road and Newburgh Road/Halstead Road. This intersection was analyzed for the morning and afternoon peak hours for the following conditions:

- Existing 2024 Conditions
- Future 2025 No-Build Conditions
- Projected 2025 Build Conditions

The elements to be covered in the traffic study were discussed with the City of Livonia and Wayne County Roads, Department of Public Services prior to the study commencing.

Existing 2024 Conditions

The existing weekday counts were collected on Thursday, May 16, 2024 during the weekday morning peak from 7:00 a.m. to 9:00 a.m. and weekday afternoon peak from 4:00 p.m. to 6:00 p.m. at the intersection of 8 Mile Road and Newburgh Road/Halstead Road. Based on the intersection counts, the overall weekday morning system peak hour was found to occur between the hour of 7:30 a.m. and 8:30 a.m. while the afternoon system peak hour was found to occur between the hour of 4:30 p.m. and 5:30 p.m. These hours were selected for analysis of existing and future year conditions.

It should be noted that there was a significant amount of road construction happening in this overall area during the traffic data collection. The collection of traffic counts could not wait until all the construction is completed. We made sure the traffic counts were collected once the I-275 and 8 Mile Road intersection was completed and open to traffic. However, there was construction on all the major freeways surrounding this site. In addition, I-275 still had daily lane closures in the area that most likely affected north/south traffic volumes at the 8 Mile Road and Newburgh Road/Halstead Road intersection. Therefore, the traffic volumes collected are likely higher than typical for this intersection due to the back-ups on I-275 at this same time.

The capacity analyses for existing conditions revealed that all study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour. During the afternoon peak hour, the westbound, northbound, and southbound approaches all have

movements operating poorly. During our observations at the intersection, the northbound through movement experienced lengthy queues. This was also found in the SimTraffic model for the afternoon peak hour.

Mitigation to improve the existing delays for the intersection during the afternoon peak hour were examined. In order to mitigate each of these movements, it was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would provide acceptable levels of service. The morning peak hour currently operates with a 90-second cycle length. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed traffic signal adjustments.

Future 2025 No-Build Conditions

An evaluation of traffic impacts associated with the proposed Sheetz store relies on an understanding of the future traffic conditions in the study area without the proposed Sheetz store development. Traffic volumes for the future no build 2025 conditions were estimated by applying a traffic growth rate to the existing traffic volumes to develop the future 2025 traffic volumes.

The study area intersection was evaluated with the future 2025 no build traffic volumes to determine the future intersection operations without the proposed Sheetz store project. Mitigation recommended under the existing conditions was not included in the future 2025 no build conditions analysis. The capacity analyses for future 2025 no build conditions revealed that all study area intersection approaches and movements operate at the same levels of service as existing conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. During the afternoon peak hour, the SimTraffic model indicates that the northbound through movement will have significant queueing along Newburgh Road.

Mitigation to improve the delays for the intersection during the afternoon peak hour were examined. It was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would not completely mitigate this intersection to acceptable levels of service as it did under existing conditions. The slight increase in traffic volumes between existing conditions and no build conditions are requiring further mitigation for the intersection. In order to mitigate the intersection to obtain acceptable levels of service for all movements and approaches, the northbound right turn lane should be restriped to a shared through/right turn lane. This would allow the through movements to utilize two lanes to get through the intersection. Halstead Road has two receiving lanes on the north side of the intersection to accommodate this lane use change and was used in the same manor in earlier years. In addition to the restriping of this northbound lane, changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting

the splits was also needed. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed mitigation plan.

Projected 2025 Build Conditions

The Sheetz store is estimated to be fully constructed and open for business in 2025. The new Sheetz store will consist of a 6,139 square foot gas station and convenience store with twelve vehicle fueling stations and a fast-food restaurant with one drive-through lane.

Three existing driveways serve the site property currently: two full movement accesses to Newburgh Road and one full movement access to 8 Mile Road. This project plans to close the northernmost site driveway to Newburgh Road and utilize the remaining two driveways for access to the site. One full movement access is proposed to 8 Mile Road and another full movement access to Newburgh Road. Both proposed driveways are located at the edge of the property furthest from the 8 Mile Road and Newburgh Road intersection.

The projected traffic impacts for the proposed new Sheetz store were determined based on the analysis of future year 2025 traffic volumes upon full build out in 2025. The examination of the projected build 2025 conditions began with the projection of turning movement volumes for the weekday morning and weekday afternoon peak hours. This process was accomplished by adding the estimated number of weekday morning and afternoon peak hour site generated trips associated with the Sheetz store to future 2025 no build traffic volumes.

New trips to be generated by the new Sheetz store were estimated based on information and procedures contained in the Institute of Transportation Engineer's (ITE) report *Trip Generation Manual*, Eleventh Edition, September 2021. Two different land use types from the manual were utilized for the proposed site: Land Use Code (LUC) 945 - Convenience Store/Gas Station – GFA (5.5-10k) and LUC 935 – Fast-Food Restaurant with Drive-Through Window and No Indoor Seating. These two land uses were combined to determine the total number of trips for the entire project. After accounting for internal trips and pass-by trips, the proposed Sheetz Store is expected to generate a total of 103 new trips during the morning peak hour and 93 new trips during the afternoon peak hour. The number of weekday morning and weekday afternoon new peak hour trips was distributed to the surrounding roadway network based on traffic volumes from the SEMCOG Travel Demand Forecast Model.

Site generated trips were then added to future 2025 no build traffic volumes to yield the projected 2025 build conditions. The study area intersection as well as the site driveways were evaluated with the projected build traffic volumes to determine the future intersection operations with the proposed Sheetz store project. Right-turn lane warrants were evaluated based on the Michigan Department of Transportation (MDOT) Geometric Design Guidance manual with the site generated traffic to determine if right turn lanes would be needed along 8 Mile Road or Newburgh Road at the proposed

driveways. Based on the volume warrants, a full-width right turn lane is not warranted at either driveway to the Sheetz store. A deceleration taper is recommended as part of the driveway approach at both site driveways. 8 Mile Road and Newburgh Road both have a five-lane cross-section with a center left-turn lane adjacent to the proposed site accesses therefore the left-turn lane warrants were not examined.

None of the mitigation options discussed under existing conditions or future no build conditions were assumed to be in place for the projected 2025 build conditions analyses, therefore the same movements identified under existing and no build conditions at the intersection of 8 Mile Road and Newburgh Road/Halstead Road as operating poorly will continue to operate poorly under the projected 2025 build conditions. The capacity analyses for projected 2025 build conditions revealed that all study area intersection approaches and movements operate at the same levels of service as existing and no build conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with very minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. During the afternoon peak hour, the SimTraffic model continues to indicate that the northbound through movement will have significant queueing along Newburgh Road.

The capacity analyses for the proposed Sheetz store driveways to 8 Mile Road and Newburgh Road revealed that all movements at the proposed Sheetz store driveways are expected to operate acceptably at full build out of the store.

Mitigation to improve the delays expected for the intersection during the afternoon peak hour were examined. Improvements were needed under the no build condition to achieve acceptable levels of service for all movements at the intersection. These same improvements were examined to determine if any further mitigation would be needed with the proposed Sheetz store. These improvements include restriping the northbound right turn lane to a shared through/right turn lane and changing the cycle length from a 120-second cycle to a 90-second cycle during the afternoon peak hour. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed mitigation plan. No further mitigation is needed due to the proposed Sheetz store.

Improvement Summary

Below is a bulleted list of improvements that are needed by study scenario.

Existing 2024 Conditions

Improvements that are needed in order to mitigate the existing 2024 conditions include the following:

- Signal timing adjustments to the cycle length (120 second cycle length to 90 second cycle length) and splits at the intersection of 8 Mile Road and Newburgh Road/Halstead Road.

Future 2025 No Build Conditions

Improvements that are needed to mitigate the future 2025 no build conditions include:

- Restriping the existing northbound right turn lane along Newburgh Road at 8 Mile Road to a shared through/right turn lane.
- Signal timing adjustments to the cycle length (120 second cycle length to 90 second cycle length) and splits at the intersection of 8 Mile Road and Newburgh Road/Halstead Road.

Projected 2025 Build Conditions

No additional improvements beyond the northbound lane repurposing and signal timing adjustments are needed in order to mitigate projected 2025 full build out due to the addition of Sheetz store traffic.

The proposed site driveways were reviewed to determine if intersection improvements would be needed. A center left-turn lane currently exists along 8 Mile Road and Newburgh Road for left-turns into the proposed store. Right-turn lane warrants were examined at both driveways and were found to warrant a deceleration taper only. Full right turn lanes were not found to be needed based on the approaching traffic volumes and projected right turn volumes at each driveway. All movements at the proposed Sheetz store driveways are expected to operate acceptably at full build out.

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1.0 INTRODUCTION

Sheetz is proposing a new Sheetz store in the City of Livonia, Wayne County, Michigan. The project site is located at 37355 Eight Mile Road, which is along the south side of 8 Mile Road and east of Newburgh Road as shown in Figures 1-1 and 1-2. The new Sheetz store will consist of a 6,139 square foot gas station and convenience store with twelve vehicle fueling stations and a fast-food restaurant with one drive-through lane. Access for the proposed development is to be via two full movement accesses: one to Newburgh Road and one to 8 Mile Road. The proposed site plan is provided in Appendix A. The proposed development is anticipated to be fully constructed and open for business in 2025.

This report describes the data collection, analyses, and the traffic impacts due to the proposed new Sheetz store.

Figure 1-1 Location Map

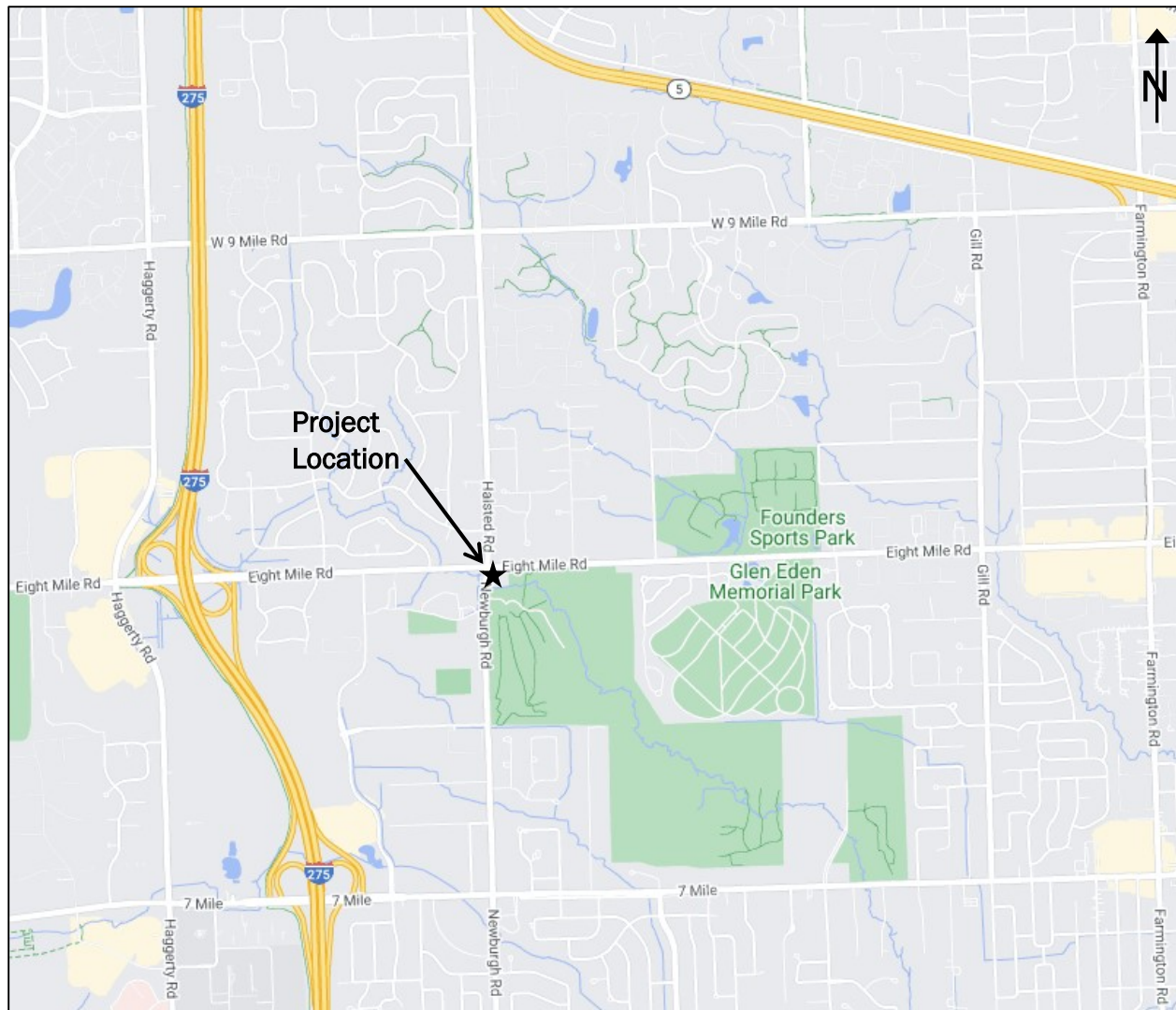


Figure 1-2 Approximate Site Area



1.1 Purpose and Scope

The purpose of this report is to document the assessment of the traffic impacts that the proposed new Sheetz store is expected to have on the adjacent roadways and study area intersection. The traffic impacts and mitigation measures described in this report are based on existing, future no build traffic volumes in 2025, and full build out in the year 2025.

The assessment included a review of existing roadway and intersection geometry, traffic control devices, and traffic volumes. The study also included trip generation, distribution, and traffic assignment. The analysis examined the following conditions:

- Existing Conditions: 2024 traffic volumes and operations.
- Future 2025 No Build Conditions: future traffic conditions that are anticipated in 2025 without the new Sheetz store.
- Projected 2025 Build Conditions: future build traffic conditions that are anticipated in 2025 at full build out of the new Sheetz store.

A comparison of future no build conditions to projected build conditions was used to determine the traffic impacts of the proposed Sheetz store upon the adjacent street system.

2.0 METHODOLOGY

The study involved the collection and review of geometric, traffic control, and traffic volume data for roadways and intersections potentially impacted by the proposed Sheetz store. This data served as input for the highway capacity analyses that were conducted to estimate the traffic impacts of the new Sheetz store. The information collected, and the evaluation procedures used to conduct the analyses, are described in this section.

2.1 Traffic Impact Study Area

Based on a review of the road network adjacent to the proposed site and discussions with the City of Livonia and Wayne County Roads, Department of Public Services, the impact area for this study was identified. It was agreed upon that the analysis study area would include the intersection of 8 Mile Road and Newburgh Road/Halstead Road. In addition, the project site accesses to 8 Mile Road and Newburgh Road would be studied in the projected build conditions.

2.2 Data Collection

Data collection consisted of obtaining roadway and intersection geometry, existing traffic control devices, and traffic volumes.

Traffic volume collection included obtaining directional vehicle turning movement counts for the weekday morning and weekday afternoon peak periods. These data were collected by Quality Counts, LLC for Wade Trim. Directional turning movements were derived from video taken during the weekday morning peak from 7:00 a.m. to 9:00 a.m. and weekday afternoon peak from 4:00 p.m. to 6:00 p.m. at the study area intersections.

The weekday counts were collected on Thursday, May 16, 2024. All possible vehicle turning movements at these intersection approaches were recorded in 15-minute intervals. During collection

of the turning movement data, truck volumes were recorded, and the number of pedestrians and bicyclists were also noted for each 15-minute interval. All existing turning movement data that were collected are summarized in Appendix B.

A field review of the intersections and surrounding area were made by Wade Trim personnel to obtain other data needed for the study. For example, traffic control regulations at the intersections, pedestrian accommodations, speed limits, roadway cross-sections, etc. were verified during the field observations. These data were used in developing the Synchro and SimTraffic models for the study roads and intersections.

The traffic signal timing permit for the signalized intersection of 8 Mile Road and Newburgh Road/Halstead Road was obtained from Wayne County Roads, Department of Public Services, which is the agency that maintains the signal.

2.3 Operational Analysis

The traffic impact analysis includes methodology for trip generation, distribution, and traffic assignment based on the Institute of Transportation Engineers (ITE) standard practices. The guidelines suggested in the document *Evaluating Traffic Impact Studies – A Recommended Practice for Michigan Communities, 1994 Edition* were used in the preparation of the impact study. Applicable technical standards such as the *6th Edition Highway Capacity Manual*, *MDOT Geometric Design Guide*, and the *2011 Michigan Manual on Uniform Traffic Control Devices (MMUTCD)* were also used.

2.3.1 Highway Capacity Analysis

Highway capacity analyses were conducted to determine the existing level of service of the study area intersections, the level of service expected in the year 2025 when only background traffic is added, and the level of service expected in 2025 when the Sheetz store is fully built-out and operational. *Synchro 11.1* was used to conduct the analyses.

Synchro 11.1 is a software package used for modeling and optimizing traffic signal timing at intersections. The program utilizes the methods of the *6th Edition Highway Capacity Manual* to calculate capacity. The capacity worksheets for existing year conditions are provided in Appendix C, while the future no build 2025 conditions are given in Appendix E. The worksheets for the projected build conditions in 2025 are provided in Appendix G.

Capacity analyses were conducted to measure the performance of the intersections in terms of level of service. Level of service ranges from level of service A, which represents the best traffic conditions, to level of service F, which is the worst condition. Operations at level of service A through D are generally considered acceptable for signalized intersections while a level of service E is

generally considered acceptable for side-street movements at unsignalized intersections.

Quantitative measures of level of service are given in the following paragraphs.

The level of service measurement for both signalized and stop controlled intersections is average control delay, which is also quantified in terms of seconds of delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The level of service criteria for unsignalized and signalized intersections, taken from the *6th Edition Highway Capacity Manual*, is shown in Table 2-1.

Level of Service	Description	Unsignalized Intersections Average Control Delay, Seconds per vehicle	Signalized Intersections Average Control Delay, Seconds per vehicle
A	Little or no delay.	<10.0	<10.0
B	Short traffic delays.	Between 10 and 15	Between 10 and 20
C	Average traffic delays.	Between 15 and 25	Between 20 and 35
D	Long traffic delays.	Between 25 and 35	Between 35 and 55
E	Very long traffic delays.	Between 35 and 50	Between 55 and 80
F	Demand exceeds capacity.	>50	>80

One important factor used in calculating capacity at intersections is the peak-hour factor. The peak hour factor is found by dividing the total hourly volume observed on a road or intersection by four times the highest 15-minute volume. Because manual traffic counts based on 15-minute data were collected for the area intersections, the peak-hour factors used in the existing conditions analyses are based on actual count data. The peak hour factors are applied by intersection approach. The peak hour factors were kept the same for the future no build and projected build analyses. However, as the traffic volumes through this area increase over time and with the proposed development, the peak hour factors may also increase.

3.0 ANALYSIS

The traffic impact study included a review of the study area, an estimation of the amount of peak-period traffic generated by the proposed Sheetz store, distribution of the site traffic onto the local streets, assignment of traffic volumes to the study area intersections, and capacity analyses to determine the impact of the proposed Sheetz store on the level of service and operations. Traffic projections were made to estimate future traffic volumes on the area roads in 2025 without the proposed Sheetz store and in 2025 with the proposed Sheetz store.

3.1 Existing 2024 Conditions

The existing transportation network in the vicinity of the project site is comprised of the road system and pedestrian facilities. No transit or bicycle facilities exist within the study area. A summary of the existing network is described below.

It should be noted that 8 Mile Road is the boundary line between Oakland County to the north and Wayne County to the south. It also separates the City of Farmington Hills to the north and the City of Livonia to the south.

3.1.1 Road System

8 Mile Road is a county principal arterial roadway that runs east/west along the north side of the project site. Although 8 Mile Road is the baseline road between Oakland County and Wayne County, Wayne County maintains this section of 8 Mile Road. The roadway has a five-lane cross-section within the study area including a two-way center left-turn lane. A posted speed limit of 45 mph exists along 8 Mile Road through the study area.

Newburgh Road is minor arterial roadway under City of Livonia jurisdiction. It has a five-lane cross-section with a two-way center left-turn lane and runs north/south along the west side of the project site. The roadway has a posted speed limit of 45 miles per hour.

Halstead Road is minor arterial roadway under the City of Farmington Hills jurisdiction. Halstead Road begins at 8 Mile Road and runs northerly with a five-lane cross-section (two-way center left-turn lane) which tapers down to a three-lane roadway and then narrows to a two-lane roadway. The posted speed limit on Halstead Road is 35 mph within the study area.

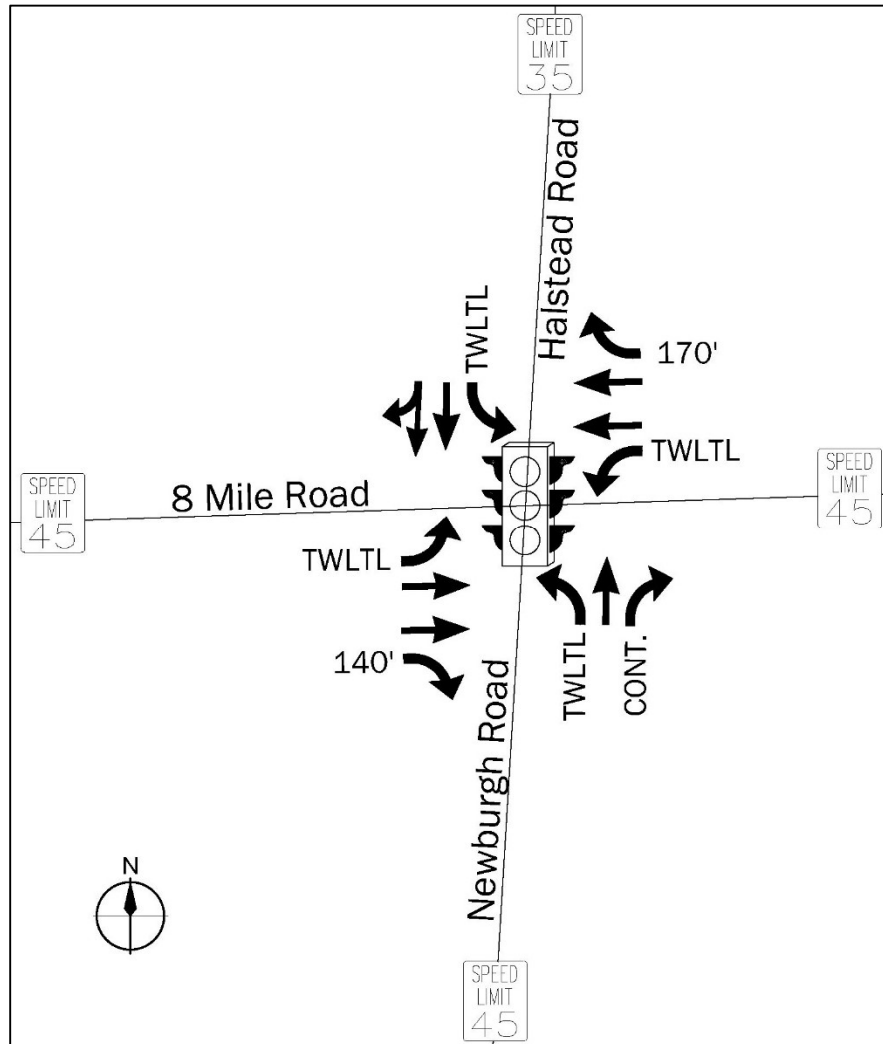
Intersection Geometry and Traffic Control

There is one primary intersection in the study area which is controlled by a traffic signal. Three existing full movement driveways serve the existing vacant property; one to 8 Mile Road and two to Newburgh Road. The existing property is currently vacant and has no traffic in/out. The existing lane configuration for the study area intersection is depicted in Figure 3-1.

The intersection of 8 Mile Road and Newburgh Road/Halstead Road has four approach legs and is controlled by a traffic signal. The eastbound and westbound 8 Mile Road approaches have a left-turn lane, two through lanes and a right turn lane. The northbound Newburgh Road approach has a left turn lane, a through lane, and a right turn lane. The right turn lane is a continuous lane to the south. The southbound Halstead Road approach has a left turn lane, a through lane, and a shared through/right turn lane. The traffic signal is a traditional diagonal span system with four phases. One phase for the northbound/southbound throughs, one phase for the northbound and southbound left-turns, one phase for the eastbound/westbound throughs, and one phase for the eastbound/westbound left-turns. Permissive-protected left turns are allowed on all four approaches.

Right turn green arrow overlaps are present with the eastbound and westbound right turn lanes. The existing traffic signal timing is pretimed with an existing cycle length of 90 seconds during the weekday morning peak hour and 120 seconds during the afternoon peak hour.

Figure 3-1 Existing Lane Configuration



3.1.2 Pedestrian Facilities

Sidewalk is present on all four quadrants of the study area. Along 8 Mile Road, continuous sidewalk is present along the north side of the road. Along the south side of 8 Mile Road, sidewalk begins approximately 300 feet west of Newburgh Road and continues through the intersection and to the east. Along Halstead Road, sidewalk is only present on the east side of the roadway. Along Newburgh Road, sidewalk is only present along the east side of the road from 8 Mile Road to the Whispering Willows Golf Course driveway. No other pedestrian facilities are present along Newburgh Road. Crosswalks with pedestrian signals exist on all four legs of the 8 Mile Road and Newburgh Road/Halstead Road intersection.

3.1.3 Land Use

The proposed development area is currently zoned C-1 Local Business. The site is currently unoccupied. The proposed zoning for the project site is C-2 General Business. Along 8 Mile Road, the land use consists of PL Public Lands with the golf course surrounding the project site and the Greenmead Historical Park along the west side of Newburgh Road. Beyond the public land areas on the south side of 8 Mile Road, residential neighborhoods exist. Along the north side of 8 Mile Road, the entire area is zoned RA-1 One Family Residential. Childtime of Northville is located on the northeast corner of the 8 Mile Road and Halsted Road intersection. Further east along 8 Mile Road are two churches with the remaining area all residential.

3.1.4 Traffic Volumes

The traffic impact analysis began with an examination of the weekday morning and weekday afternoon peak hours. The peak hour consists of the four highest consecutive 15-minute intervals within the peak time periods. Based on the intersection counts, the overall weekday morning system peak hour was found to occur between the hour of 7:30 AM and 8:30 AM while the afternoon system peak hour was found to occur between the hour of 4:30 PM and 5:30 PM. These hours were selected for analysis of existing and future year conditions. Figures 3-2 and 3-3 illustrate the existing weekday morning and afternoon peak hour traffic volumes.

It should be noted that there was a significant amount of road construction happening in this overall area. The collection of traffic counts could not wait until all the construction is completed. We made sure the traffic counts were collected once the I-275 and 8 Mile Road intersection was completed and open to traffic. However, there was construction on all the major freeways surrounding this site. In addition, I-275 still had daily lane closures in the area that most likely affected north/south traffic volumes at the 8 Mile Road and Newburgh Road/Halstead Road intersection. Therefore, the traffic volumes collected are likely higher than typical for this intersection due to the back-ups on I-275 at this same time.

During the collection of the manual intersection turning movement counts, pedestrian data, bicyclist, passenger car and light truck, and large truck data were recorded. The pedestrian, bicyclist, and truck data are also shown in the existing counts in Appendix B. The truck percentages and any pedestrian/bicycle crossings were used in the traffic capacity analyses. Minimal pedestrians and bicyclists were recorded within the study area during the peak hours. No pedestrian crossings were recorded during the peak hours. One bicyclist was recorded during the afternoon peak hour riding eastbound on 8 Mile Road through the intersection.

Figure 3-2 Existing AM Peak Hour Volumes

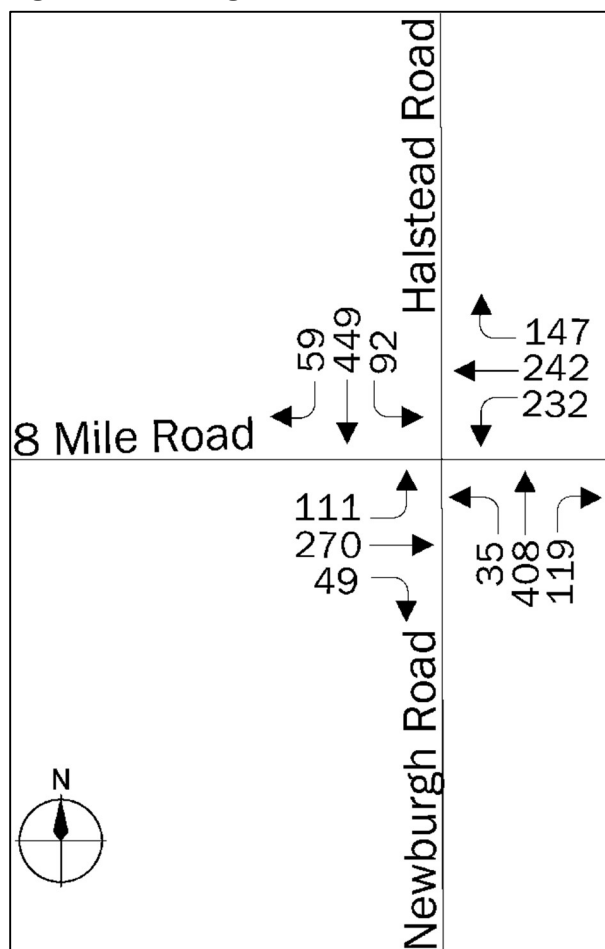
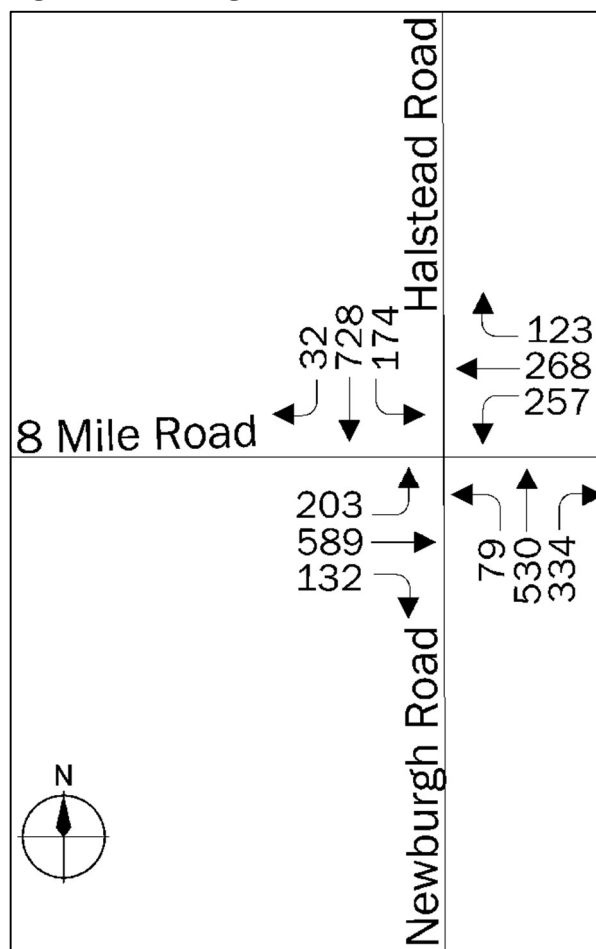


Figure 3-3 Existing PM Peak Hour Volumes



3.1.5 Operational Analysis

The analysis of existing operations was initiated with the preparation of existing condition models using Synchro 11 and the aerial and field obtained geometric data. The existing peak hour traffic volumes were input into the existing conditions model.

Highway capacity analyses were conducted for existing geometric conditions and traffic control. The capacity analysis included an examination of the weekday morning and weekday afternoon peak hours. The results of the capacity analyses for existing year 2024 conditions are summarized in Table 3-1. Table 3-1 provides the level of service, delay values, and volume to capacity (v/c) ratios at each intersection for each movement and approach that currently exist throughout the study area.

Table 3-1 Existing 2024 Synchro Analyses Results

Intersection	Lane Movement/ Approach	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	25.4	0.27	C	33.2	0.43
	EB Thru	C	25.7	0.29	C	33.8	0.51
	EB Right	C	20.1	0.10	C	24.1	0.21
	EB Approach	C	25.0	N/A	C	32.3	N/A
	WB Left	C	33.0	0.54	E	55.6	0.73
	WB Thru	C	25.3	0.26	C	29.4	0.23
	WB Right	C	22.5	0.29	C	23.8	0.19
	WB Approach	C	27.5	N/A	D	38.7	N/A
	NB Left	C	29.7	0.11	D	49.7	0.31
	NB Thru	D	43.8	0.82	E	74.7	0.98
	NB Right	C	27.2	0.28	D	47.6	0.73
	NB Approach	D	39.4	N/A	E	63.0	N/A
	SB Left	D	42.3	0.39	F	99.3	0.92
	SB Thru	C	31.4	0.52	D	46.8	0.73
	SB Right	C	31.5	0.53	D	46.5	0.73
	SB Approach	C	33.1	N/A	E	56.5	N/A
	Overall	C	31.5	N/A	D	48.4	N/A

The capacity analyses for existing conditions revealed that all study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour. During the afternoon peak hour, the westbound, northbound, and southbound approaches all have movements operating poorly. The westbound left turn movement operates at a level of service E with a delay of 55.6 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of 74.7 seconds. The southbound left turn movement operates at a level of service F with a delay of 99.3 seconds and the overall southbound approach operates at a level of service E.

During our observations at the intersection, the northbound through movement experienced lengthy queues. This was also observed in the SimTraffic model for the afternoon peak hour. As mentioned previously, there was a significant amount of road construction happening in the overall area at the time of the traffic data collection. The traffic counts were collected once the I-275 and 8 Mile Road intersection was completed and open to traffic. However, there was construction on all the major freeways surrounding this site. In addition, I-275 still had daily lane closures in the area that likely affected north/south traffic volumes at the 8 Mile Road and Newburgh Road/Halstead Road intersection. Therefore, the traffic volumes collected are likely higher than typical for this intersection due to the back-ups on I-275 at this same time.

3.1.6 Existing Conditions Mitigation

Mitigation to improve the existing delays for the intersection during the afternoon peak hour were examined. In order to mitigate each of these movements, it was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would provide acceptable levels of service. The morning peak hour currently operates with a 90-second cycle length.

Highway capacity analyses were again conducted for the existing conditions with the traffic signal timing adjustments proposed at the 8 Mile Road and Newburgh Road/Halstead Road intersection. The results of the existing 2024 mitigated conditions analysis for this intersection are presented in Table 3-2. The Synchro capacity worksheets for the existing 2024 mitigated conditions are provided in Appendix C. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed traffic signal timing adjustments.

Table 3-2 Existing 2024 Mitigated Synchro Analyses Results				
Intersection	Lane Movement/ Approach	PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	34.7	0.49
	EB Thru	D	54.4	0.91
	EB Right	C	27.4	0.31
	EB Approach	D	46.2	N/A
	WB Left	D	53.3	0.80
	WB Thru	C	33.9	0.40
	WB Right	C	26.9	0.28
	WB Approach	D	40.3	N/A
	NB Left	C	33.9	0.25
	NB Thru	D	55.0	0.94
	NB Right	D	35.6	0.70
	NB Approach	D	46.3	N/A
	SB Left	D	51.3	0.69
	SB Thru	C	34.9	0.70
	SB Right	C	34.7	0.70
	SB Approach	D	37.9	N/A
	Overall	D	42.9	N/A

3.1.7 SimTraffic Model Calibration and Validation

After completing the Synchro analysis for existing conditions, the SimTraffic models were calibrated and validated to ensure that they reflected actual field operations. This is an essential step in Synchro modeling and was conducted prior to the analysis and simulation of any future conditions.

The SimTraffic results for existing conditions were calibrated and validated for weekday morning and weekday afternoon peak hour conditions. The process involved comparing the actual traffic volumes collected at each intersection with the SimTraffic Volume Exited report. The models were considered validated when the field counts and model results were within the greater of ± 10 percent or ± 20 vehicles.

In order to meet the calibration targets, adjustments can be made to a number of simulation parameters including headway factors, actual link speeds, vehicle and driver options, mandatory lane change distances, and lost time values. When there are differences, changing one or more of these parameters often will bring the model values within the acceptable range of the vehicle counts.

Ten simulations of each peak period were performed and the average of the volumes for each turning movement was reported in a SimTraffic Performance Report. During both peak periods for each turning movement, the differences between the actual field counts and the average values from 10 simulation runs were within the acceptable range. Accordingly, no adjustments to the simulation parameters for these periods were made. The SimTraffic Performance Reports for the peak periods are provided in Appendix D.

3.2 Future No Build 2025 Conditions

An evaluation of traffic impacts associated with the proposed new Sheetz store relies on an understanding of the future traffic conditions in the study area without development of the site. Since traffic volumes in the study area would likely continue to increase with or without the traffic generated by the Sheetz store project, it is necessary to understand the future conditions without the proposed Sheetz store in order to compare the project impacts against a baseline condition. The following sections describe the study area future no build 2025 traffic impacts without the proposed Sheetz store project.

The traffic impact analysis for future no build 2025 conditions began with the projection of turning movement volumes for the weekday morning and weekday afternoon peak hours. This process was accomplished by applying a traffic growth rate to the current traffic volumes to develop the future 2025 traffic volumes and adding any traffic from approved developments in the area.

3.2.1 Background Traffic Growth

Traffic volumes on a roadway change over time depending upon shifts in population density, economic fluctuations, and a host of other factors. These changes occur independently of any proposed development in the area and must be considered in an impact analysis of future conditions. This change is usually known as background traffic growth, which can represent an increase or decrease in existing volumes over time.

The Southeast Michigan Council of Governments (SEMCOG) forecasted traffic volumes from their Travel Demand Forecast Model was utilized to calculate the annual growth rate. Forecasted traffic volumes are provided for every 5 years. An annual growth rate was calculated for the weekday traffic flows, morning peak hour traffic flows, and afternoon peak hour traffic flows for the 8 Mile Road and Newburgh Road segments adjacent to the site. It was found that between 2020 and 2025, 8 Mile Road is expected to have an increase of approximately 0.5% per year while Newburgh Road is expected to have an increase of roughly 0.4% per year. A 0.5% per year growth rate was utilized for the entire intersection to forecast 2025 traffic volumes from the existing 2024 volumes. This 0.5% per year growth rate was applied to the existing traffic volumes at the study area intersection to obtain the future 2025 no build traffic volumes.

3.2.2 Committed Developments

In addition to background traffic growth, it is important to account for traffic associated with specific developments in the vicinity of the study area that have been approved by the local jurisdiction. Committed developments are developments that have received site approval and are under construction, or will be under construction in the near future, and will impact the study area. No committed developments were identified to be included into the background traffic growth volumes.

3.2.3 Future No Build 2025 Traffic Volumes

Future traffic volumes were developed for the future 2025 no build scenario based solely on the background traffic growth. The growth rate was applied to the existing 2024 traffic volumes to project the future 2025 no build volumes during the morning and afternoon peak hours. The future no build 2025 weekday morning and weekday afternoon peak hour traffic volumes, without the proposed Sheetz store project, are shown in Figures 3-4 and 3-5.

Figure 3-4
No Build 2025 AM Peak Hour Traffic Volumes

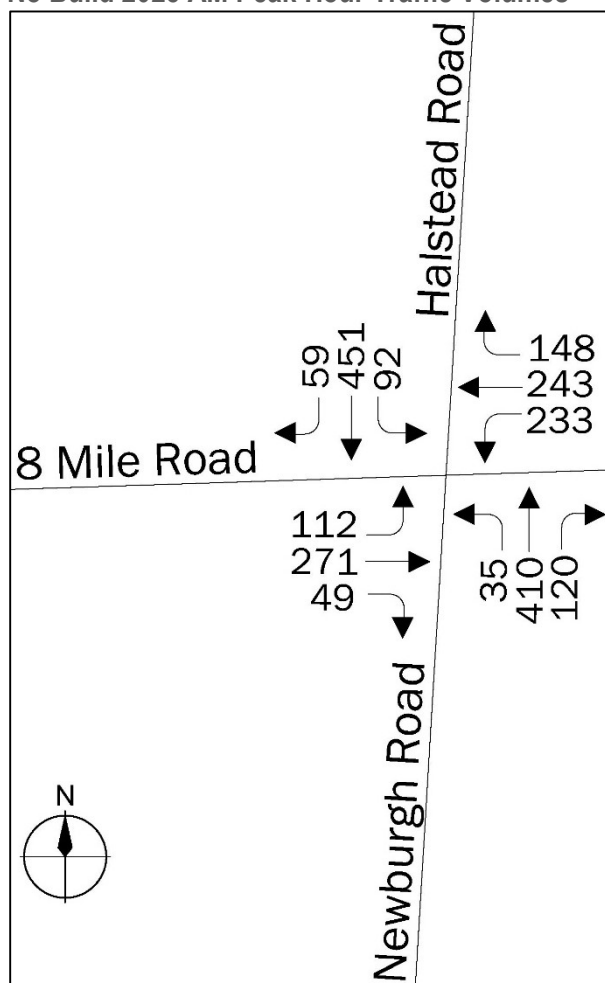
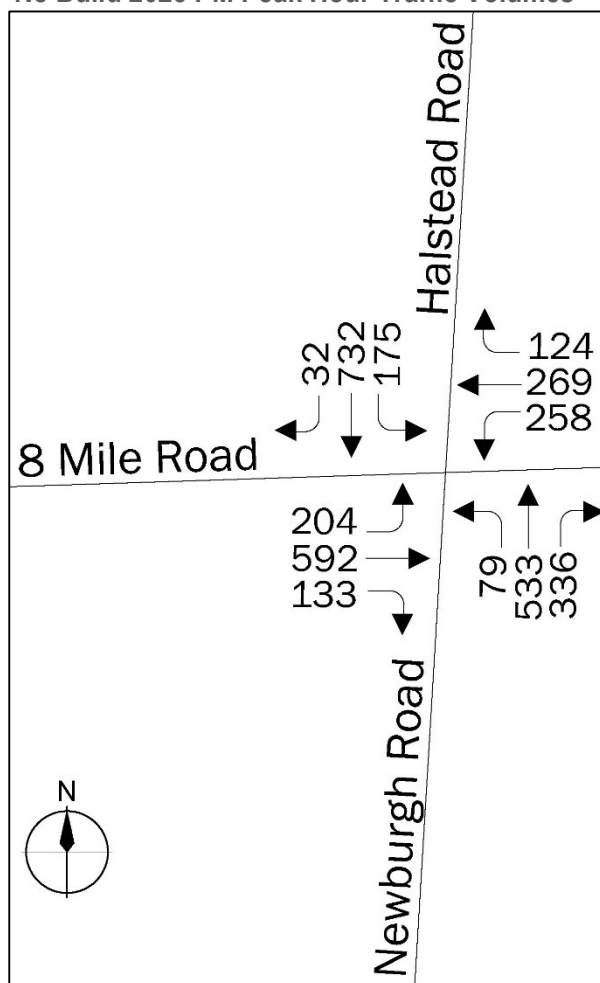


Figure 3-5
No Build 2025 PM Peak Hour Traffic Volumes



3.2.4 Future No Build 2025 Operational Analysis

The study area intersections were evaluated with the future 2025 no build traffic volumes to determine the future intersection operations without the proposed Sheetz store project. Highway capacity analyses were conducted for existing geometric conditions and traffic control, and future 2025 no build traffic volumes (without the proposed Sheetz store) and are summarized in Table 3-3. Any existing mitigation discussed under the existing conditions was not included in the future 2025 no build conditions analysis. This includes the traffic signal timing adjustments.

Table 3-3 Future No Build 2025 Synchro Analyses Results

Intersection	Lane Movement/ Approach	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	25.5	0.27	C	33.3	0.43
	EB Thru	C	25.7	0.29	C	33.9	0.52
	EB Right	C	20.1	0.10	C	24.1	0.21
	EB Approach	C	25.0	N/A	C	32.4	N/A
	WB Left	C	33.1	0.55	E	56.0	0.73
	WB Thru	C	25.3	0.26	C	29.4	0.23
	WB Right	C	22.6	0.29	C	23.8	0.19
	WB Approach	C	27.6	N/A	D	38.9	N/A
	NB Left	C	29.7	0.11	D	49.9	0.31
	NB Thru	D	44.1	0.82	E	75.9	0.98
	NB Right	C	27.2	0.29	D	47.8	0.73
	NB Approach	D	39.6	N/A	E	63.8	N/A
	SB Left	D	42.5	0.39	F	101.9	0.93
	SB Thru	C	31.5	0.53	D	47.0	0.73
	SB Right	C	31.5	0.53	D	46.8	0.73
	SB Approach	C	33.2	N/A	E	57.1	N/A
	Overall	C	31.6	N/A	D	48.8	N/A

The capacity analyses for future 2025 no build conditions revealed that all study area intersection approaches and movements operate at the same levels of service as existing conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. The westbound left turn movement operates at a level of service E with a delay of 56.0 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of 75.9 seconds. The southbound left turn movement operates at a level of service F with a delay of 101.9 seconds and the overall southbound approach operates at a level of service E. During the afternoon peak hour, the SimTraffic model indicates that the northbound through movement will have significant queueing along Newburgh Road.

3.2.5 Future No Build 2025 Mitigation

Mitigation to improve the delays for the intersection during the afternoon peak hour were examined. It was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would not completely mitigate this intersection to acceptable levels of service as it did under existing conditions. The slight increase in traffic volumes between existing conditions and no build conditions are requiring further mitigation for the intersection. In order to

mitigate the intersection to obtain acceptable levels of service for all movements and approaches, the northbound right turn lane should be restriped to a shared through/right turn lane. This would allow the through movements to utilize two lanes to get through the intersection. Halstead Road has two receiving lanes on the north side of the intersection to accommodate this lane use change and was used in the same manor in earlier years. In addition to the restriping of this northbound lane, changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits was also needed.

Highway capacity analyses were again conducted for the future no build conditions with the northbound lane repurposing and traffic signal timing adjustments proposed. The northbound lane repurposing would also affect the morning peak hour conditions and was therefore examined with this restriping as well. No signal timing adjustments were made for the morning peak hour, only the afternoon peak hour. The results of the no build 2025 mitigated conditions analysis for this intersection are presented in Table 3-4. The Synchro capacity worksheets for the no build 2025 mitigated conditions are provided in Appendix E. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed mitigation plan.

Table 3-4 Future No Build 2025 Mitigated Synchro Analyses Results

Intersection	Lane Movement/ Approach	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	25.5	0.27	C	33.9	0.48
	EB Thru	C	25.7	0.29	D	48.0	0.87
	EB Right	C	20.1	0.10	C	28.4	0.32
	EB Approach	C	25.0	N/A	D	42.1	N/A
	WB Left	C	33.1	0.55	D	51.3	0.78
	WB Thru	C	25.3	0.26	C	32.8	0.38
	WB Right	C	22.6	0.29	C	27.9	0.29
	WB Approach	C	27.6	N/A	D	39.2	N/A
	NB Left	C	29.7	0.11	D	35.2	0.28
	NB Thru	C	32.5	0.56	D	40.2	0.81
	NB Right	C	32.8	0.57	D	41.2	0.81
	NB Approach	C	32.5	N/A	D	40.2	N/A
	SB Left	C	32.8	0.31	D	53.8	0.71
	SB Thru	C	31.5	0.53	C	33.2	0.68
	SB Right	C	31.5	0.53	C	33.0	0.68
	SB Approach	C	32.0	N/A	D	37.0	N/A
	Overall	C	29.5	N/A	D	39.7	N/A

3.3 Projected 2025 Build Conditions

The new Sheetz store will consist of a 6,139 square foot gas station and convenience store with twelve vehicle fueling stations and a fast-food restaurant with one drive-through lane. The proposed store is anticipated to be fully constructed and open for business in 2025.

The projected traffic impacts for the proposed new Sheetz store were determined based on the analysis of future year 2025 traffic volumes upon full build out in 2025. The examination of the projected build 2025 conditions began with the projection of turning movement volumes for the weekday morning and weekday afternoon peak hours. This process was accomplished by adding the estimated number of weekday morning and afternoon peak hour trips associated with the Sheetz store to future 2025 no build traffic volumes.

3.3.1 Site Access

Three existing driveways serve the site property currently: two full movement accesses to Newburgh Road and one full movement access to 8 Mile Road. This project plans to close the northernmost site driveway to Newburgh Road and utilize the remaining two driveways for access to the site. One full movement access is proposed to 8 Mile Road and another full movement access to Newburgh Road. Both proposed driveways are located at the edge of the property furthest from the 8 Mile Road and Newburgh Road intersection. The proposed site plan is provided in Appendix A.

3.3.2 Trip Generation

The project will consist of a 6,139 square feet Sheetz Gas Station and Convenience Store with twelve vehicle fueling stations, one drive-thru lane, and 55 parking spaces. Trips to be generated by the proposed development were derived based on information and procedures contained in the Institute of Transportation Engineer's (ITE) report *Trip Generation Manual, Eleventh Edition*, September 2021. Two different land use types from the manual were utilized for the proposed site: Land Use Code (LUC) 945 - Convenience Store/Gas Station – GFA (5.5-10k) and LUC 935 – Fast-Food Restaurant with Drive-Through Window and No Indoor Seating. The ITE descriptions of the two land use codes are as follows:

LUC 945 - Convenience Store/Gas Station

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

LUC 935 - Fast-Food Restaurant with Drive-Through Window and No Indoor Seating

This land use includes any fast-food restaurant that provides drive-through service only. The restaurant is typically housed in a very small building. It may provide a limited amount of outside seating at which there usually is no table service.

As described above, LUC 945 does include sales of made to order food, but it does not include a drive-through for these sales. LUC 935 includes fast-food restaurants that only have drive-through service. These two land uses were combined to determine the total number of trips for the entire project. Appendix F provides the trip generation worksheets for the project.

A project that contains multiple uses, such as this one, can be expected to have some internal trip sharing. A shared trip is one that visits more than one use on the site and thus lessens the overall impact of a multiple use site on the adjacent street system. The NCHRP 8-51 Internal Trip Capture Estimation Tool was used based on the ITE Trip Generation Manual guidelines to estimate the internal capture trips for this project. The estimation tool automatically calculates overall internal capture and total external vehicle trips in and out and summarizes the results. The internal capture estimation tool worksheets for this project are provided in Appendix F. It was found that an overall 6% internal capture percentage would occur at this site during the morning peak hour and an 11% internal capture percentage would occur during the afternoon peak hour. The inbound and outbound percentages by use are provided in the worksheets in the appendix.

Pass-by trips are associated with retail uses, as well as gas stations and restaurants. Pass-by trips are comprised of vehicles already traveling on the adjacent roads, which divert from their original path of travel to visit one of the uses on the site. The ultimate destination of a pass-by trip is directed elsewhere. Pass-by trips were applied to the convenience store/gas station as well as the fast-food restaurant with drive-through. The pass-by rates were based on ITE's *Trip Generation Manual*, 11th Edition and are provided in Appendix F. Based on the appendix tables of pass-by rates for uses, LUC 945- Convenience Store/Gas Station would have a pass-by rate of 76% during the morning peak hour and 75% during the afternoon peak hour. There were only three study sites for LUC – 935 which were deemed not comparable to the proposed development site, therefore LUC – 934 Fast-

Food Restaurant with Drive-Through Window was utilized to obtain the pass-by rate, which was found to be 50% during the morning peak hour and 55% during the afternoon peak hour.

Tables 3-5 and 3-6 summarize the trip generation for the overall site. The proposed new Sheetz Store is expected to generate a total of 103 new trips during the morning peak hour and 93 new trips during the afternoon peak hour.

3.3.3 Directional Distribution

Trip distribution for the proposed Sheetz store was based on traffic volumes from the SEMCOG Travel Demand Forecast Model. Since it is likely that the existing traffic volumes collected have a higher-than-normal north/south volume along Newburgh Road/Halstead Road due to the I-275 construction, we utilized the SEMCOG model to determine the distribution of traffic. The following distribution pattern for the proposed development was determined:

- To/from the west on 8 Mile Road 32%
- To/from the east on 8 Mile Road 30%
- To/from the south on Newburgh Road 23%
- To/from the north on Halstead Road 15%.

The distribution provided above was used to assign the projected new trips to/from the proposed development onto the adjacent street system.

Pass-by trips were distributed based on the existing direction of travel by movement at the 8 Mile Road and Newburgh Road/Halstead Road intersection.

Table 3-5 AM Peak Hour Trip Generation Summary

Land Use Code	Independent Variable/Size	Total Trips			Internal Trips			Net Trips			Pass-by Trips			New Trips		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
LUC 945 – Convenience Store/Gas Station	GFA (5.5-10k) + 12 Vehicle Fueling Positions	190	189	379	4	10	14	186	179	365	141	136	277	45	43	88
LUC 935 – Fast-Food Restaurant w/Drive-Through Window and No Indoor Seating	1 Drive-Through Lane	20	23	43	10	3	13	10	20	30	5	10	15	5	10	15
Total Trips		210	212	422	14	13	27	196	199	395	146	146	292	50	53	103

Table 3-6 PM Peak Hour Trip Generation Summary

Land Use Code	Independent Variable/Size	Total Trips			Internal Trips			Net Trips			Pass-by Trips			New Trips		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
LUC 945 – Convenience Store/Gas Station	GFA (5.5-10k) + 12 Vehicle Fueling Positions	161	162	323	11	10	21	150	152	302	112	114	226	38	38	76
LUC 935 – Fast-Food Restaurant w/Drive-Through Window and No Indoor Seating	1 Drive-Through Lane	30	30	60	9	12	21	21	18	39	12	10	22	9	8	17
Total Trips		191	192	383	20	22	42	171	170	341	124	124	248	47	46	93

3.3.4 Projected 2025 Build Traffic Volumes

The estimated number of weekday morning and afternoon peak hour trips was distributed to the surrounding roadway network using the distributions discussed in Section 3.3.3. Figures 3-6 and 3-7 show the corresponding site generated traffic volumes distributed on the study area network for the proposed Sheetz store.

Projected site generated trips were then added to future 2025 no build traffic volumes to yield the projected 2025 build conditions. Future 2025 no build traffic volumes (without the development) were derived from the 0.5% per year growth rate between 2024 and 2025. Figures 3-8 and 3-9 illustrate the weekday morning and weekday afternoon peak hour traffic volumes for the projected 2025 build conditions.

Figure 3-6
AM Peak Hour Site Generated Trips

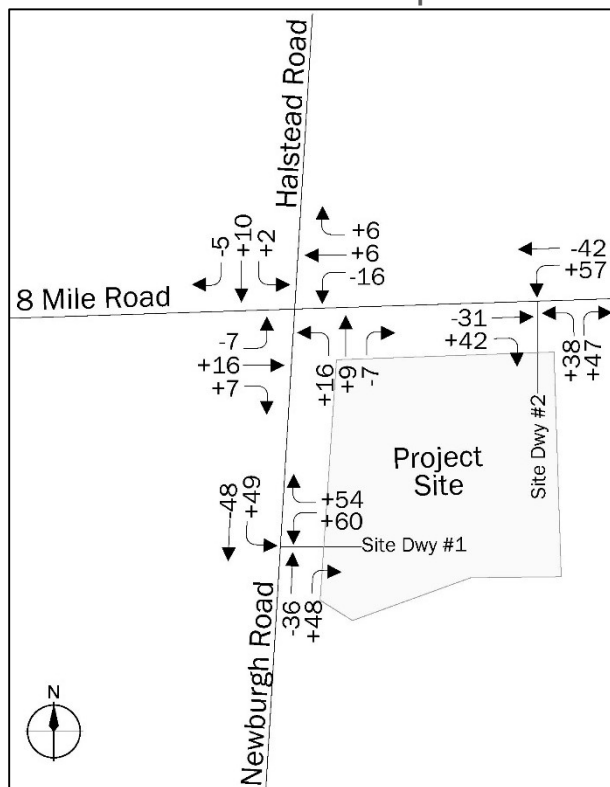


Figure 3-7
PM Peak Hour Site Generated Trips

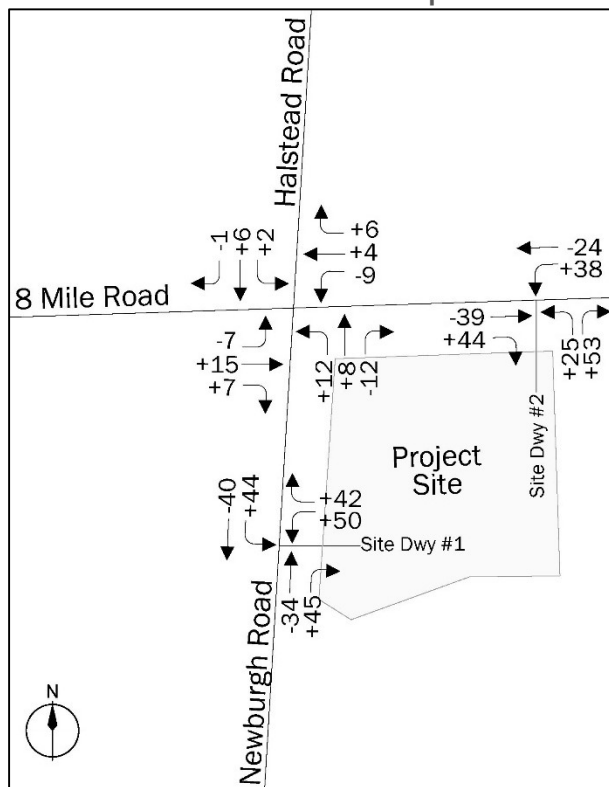


Figure 3-8
2025 Build AM Peak Hour Traffic Volumes

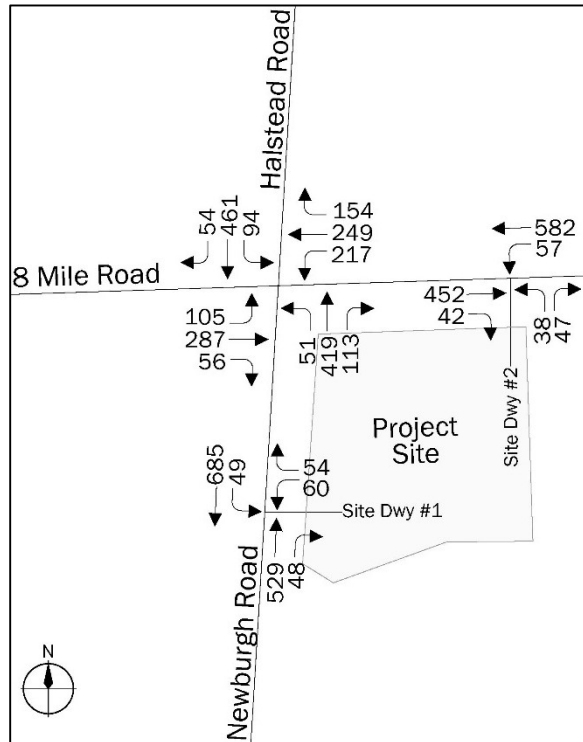
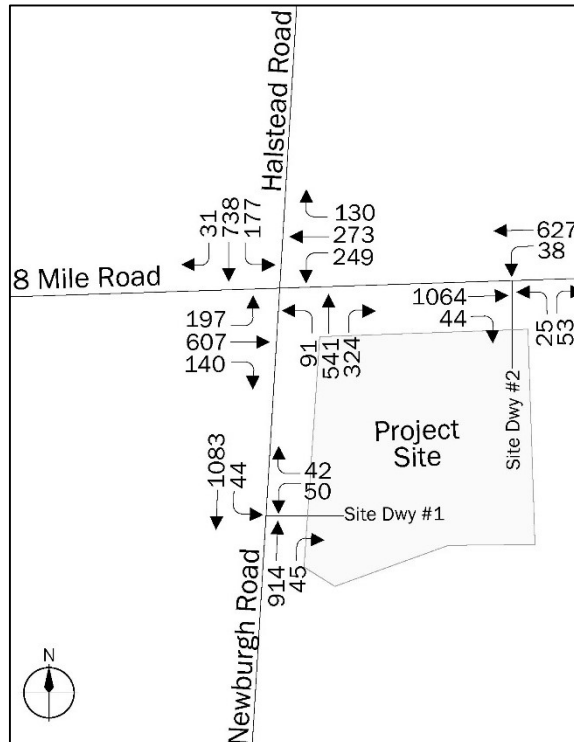


Figure 3-9
2025 Build PM Peak Hour Traffic Volumes

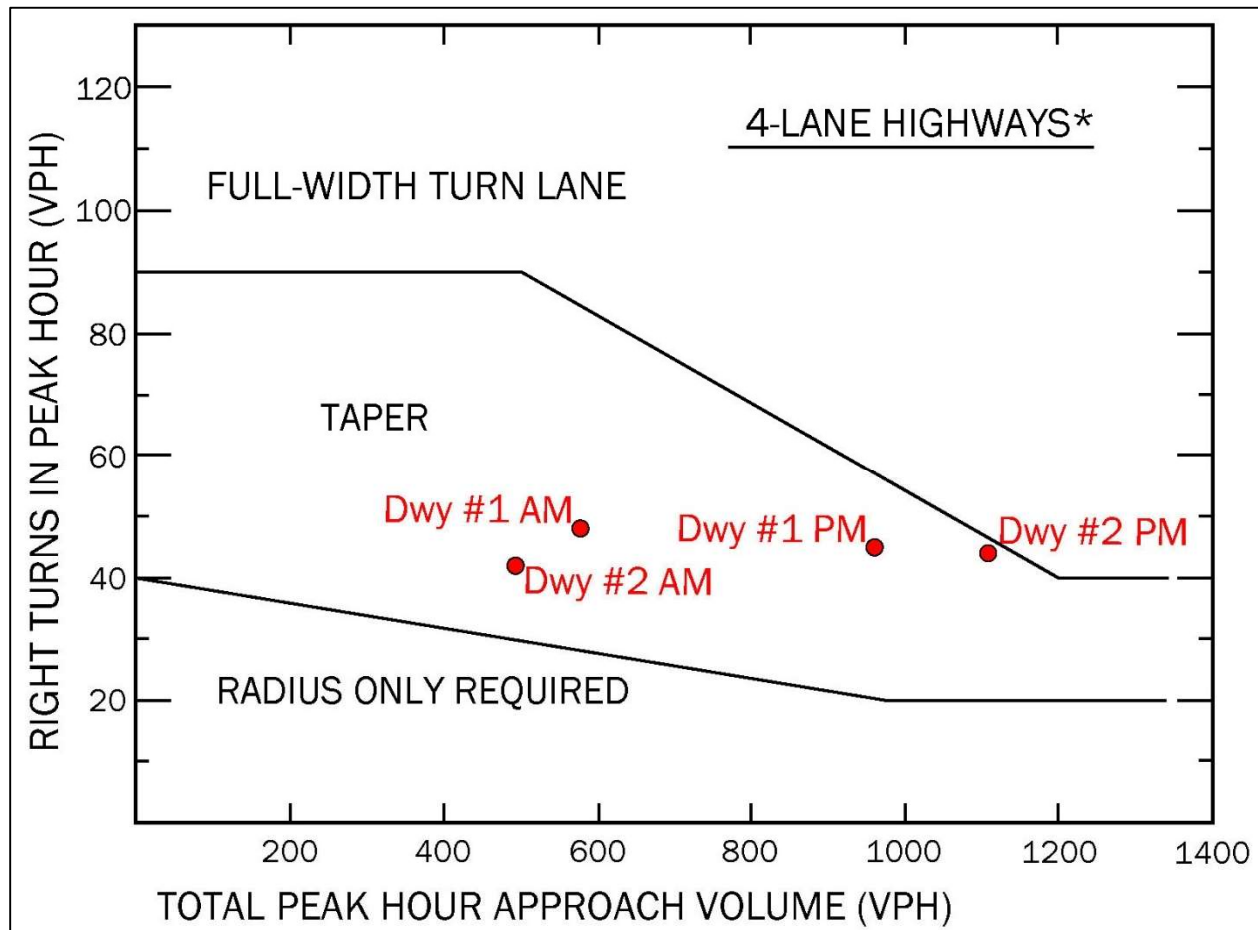


Access Configuration

Access to the site is proposed to be via one full movement access to 8 Mile Road and another full movement access to Newburgh Road. Both proposed driveways are located at the edge of the property furthest from the 8 Mile Road and Newburgh Road intersection.

8 Mile Road and Newburgh Road both have a five-lane cross-section with a center left-turn lane adjacent to the proposed site accesses. Right-turn lane warrants were evaluated based on the Michigan Department of Transportation (MDOT) Geometric Design Guidance manual with the site generated traffic to determine if right turn lanes would be needed along 8 Mile Road or Newburgh Road at the proposed driveways. Based on the volume warrants, a full-width turn lane is not warranted at either driveway to the Sheetz store. Figure 3-10 illustrates the right-turn warrant evaluation for the proposed Sheetz driveways. A deceleration taper is recommended as part of the driveway approach at both site driveways.

Figure 3-10 Right-Turn Lane Evaluation at Site Driveways



3.3.5 Projected 2025 Build Operational Analysis

The study area intersections were evaluated with the projected 2025 build traffic volumes to determine the future intersection operations with the proposed Sheetz store. Highway capacity analyses were conducted for the existing geometric conditions and traffic control, and 2025 projected build traffic volumes, and are summarized in Table 3-7. Unsignalized intersections do not have an overall intersection level of service, delay value, or volume to capacity ratio based on the HCM methodology and are therefore notated with a N/A (Not Applicable) in the table.

None of the mitigation options discussed under existing conditions or future no build conditions were assumed to be in place for the projected 2025 build conditions analyses, therefore the same movements identified under existing and no build conditions at the intersection of 8 Mile Road and Newburgh Road/Halstead Road as operating poorly will continue to operate poorly under the projected 2025 build conditions.

Table 3-7 Projected 2025 Build Synchro Analyses Results

Intersection	Lane Movement/ Approach	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	25.4	0.26	C	33.1	0.42
	EB Thru	C	25.9	0.31	C	34.1	0.53
	EB Right	C	20.2	0.11	C	24.3	0.22
	EB Approach	C	25.1	N/A	C	32.5	N/A
	WB Left	C	32.7	0.52	E	55.5	0.72
	WB Thru	C	25.4	0.27	C	29.5	0.23
	WB Right	C	22.7	0.30	C	24.0	0.20
	WB Approach	C	27.3	N/A	D	38.3	N/A
	NB Left	C	30.8	0.17	D	51.5	0.37
	NB Thru	D	45.7	0.84	E	79.4	1.00
	NB Right	C	27.0	0.27	D	46.4	0.70
	NB Approach	D	40.8	N/A	E	65.5	N/A
	SB Left	D	43.2	0.41	F	108.5	0.96
	SB Thru	C	31.5	0.53	D	47.3	0.74
	SB Right	C	31.6	0.53	D	47.0	0.74
	SB Approach	C	33.4	N/A	E	58.6	N/A
	Overall	C	31.9	N/A	D	49.6	N/A
Newburgh Road & Site Dwy #1	SB Left	A	9.1	0.074	B	10.9	0.093
	WB Left	C	20.1	0.265	D	33.1	0.361
	WB Right	B	11.0	0.113	B	13.1	0.119
	WB Approach	C	15.8	N/A	C	24.0	N/A
	Overall	N/A	N/A	N/A	N/A	N/A	N/A
8 Mile Road & Site Dwy #2	WB Left	A	8.9	0.080	B	11.8	0.094
	NB Left	C	17.1	0.154	D	27.6	0.183
	NB Right	B	10.5	0.093	B	14.7	0.170
	NB Approach	B	13.5	N/A	C	18.8	N/A
	Overall	N/A	N/A	N/A	N/A	N/A	N/A

The capacity analyses for the projected 2025 build conditions revealed that all study area intersection approaches and movements operate at the same levels of service as existing and no build conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with very minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. These are the same movements that were identified under the existing conditions and future no build conditions as operating poorly and requiring mitigation. The westbound left turn movement operates at a level of service E with a delay of 55.5 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of

79.4 seconds. The southbound left turn movement operates at a level of service F with a delay of 108.5 seconds and the overall southbound approach operates at a level of service E. During the afternoon peak hour, the SimTraffic model continues to indicate that the northbound through movement will have significant queueing along Newburgh Road.

The capacity analyses for the proposed Sheetz store driveways to 8 Mile Road and Newburgh Road revealed that all movements at the proposed Sheetz store driveways are expected to operate acceptably at full build out and operation of the store.

3.3.6 Projected 2025 Build Mitigation

Mitigation to improve the delays expected for the intersection during the afternoon peak hour were examined. Per the discussion under the future no build conditions, traffic signal timing adjustments alone would not mitigate this intersection to acceptable levels of service as it did under existing conditions. Improvements were needed under the no build condition to achieve acceptable levels of service for all movements at the intersection. These same improvements were examined to determine if any further mitigation would be needed with the proposed Sheetz store.

Highway capacity analyses were again conducted for the projected build conditions with the northbound lane repurposing and traffic signal timing adjustments that were proposed under the future no build conditions. The northbound lane repurposing would also affect the morning peak hour conditions and therefore was examined with this restriping as well. No signal timing adjustments were made for the morning peak hour, only the afternoon peak hour. The results of the projected build 2025 mitigated conditions analysis for this intersection are presented in Table 3-8. The Synchro capacity worksheets for the projected build 2025 mitigated conditions are provided in Appendix G. All intersection movements and approaches are expected to operate at acceptable levels of service with the proposed mitigation plan. No further mitigation is needed due to the proposed Sheetz store.

Table 3-8 Projected 2025 Build Mitigated Synchro Analyses Results

Intersection	Lane Movement/ Approach	AM Peak Hour			PM Peak Hour		
		LOS	Delay (sec)	V/C Ratio	LOS	Delay (sec)	V/C Ratio
8 Mile Road & Newburgh Road/ Halstead Road	EB Left	C	25.4	0.26	C	33.7	0.46
	EB Thru	C	25.9	0.31	D	50.1	0.89
	EB Right	C	20.2	0.11	C	28.7	0.34
	EB Approach	C	25.1	N/A	D	43.5	N/A
	WB Left	C	32.7	0.52	D	50.1	0.76
	WB Thru	C	25.4	0.27	C	32.9	0.39
	WB Right	C	22.7	0.30	C	28.2	0.31
	WB Approach	C	27.3	N/A	D	38.5	N/A
	NB Left	C	30.8	0.17	D	36.6	0.32
	NB Thru	C	32.5	0.57	D	39.8	0.81
	NB Right	C	32.8	0.57	D	40.7	0.81
	NB Approach	C	32.5	N/A	D	39.9	N/A
	SB Left	C	34.9	0.31	D	53.8	0.72
	SB Thru	C	31.5	0.53	C	33.4	0.68
	SB Right	C	31.6	0.53	C	33.2	0.68
	SB Approach	C	32.1	N/A	D	37.1	N/A
	Overall	C	29.4	N/A	D	39.9	N/A

4.0 CONCLUSIONS

This report assessed the traffic impacts that the proposed Sheetz store is expected to have on the adjacent roadways and study area intersection. The traffic impacts and mitigation described in this report are based on existing and future no build traffic volumes and anticipated project traffic generated at full build out in 2025. A comparison of future no build conditions in 2025 to the projected build conditions in 2025 was used to determine the traffic impacts of the proposed Sheetz store site development.

4.1 Existing 2024 Conditions

The capacity analyses for existing conditions revealed that all study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour. During the afternoon peak hour, the westbound, northbound, and southbound approaches all have movements operating poorly. The westbound left turn movement operates at a level of service E with a delay of 55.6 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of 74.7 seconds. The southbound left turn movement operates at a level of service F with a delay of 99.3 seconds and the overall southbound approach operates at a level of service E. During our observations at the

intersection, the northbound through movement experienced lengthy queues. This was also observed in the SimTraffic model for the afternoon peak hour.

Mitigation to improve the existing delays for the intersection during the afternoon peak hour were examined. In order to mitigate each of these movements, it was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would provide acceptable levels of service. The morning peak hour currently operates with a 90-second cycle length.

4.2 Future 2025 No Build Conditions

Traffic volumes for the future no build 2025 conditions were estimated by applying a 0.5% per year traffic growth rate to the existing traffic volumes to develop the future 2025 no build traffic volumes. The capacity analyses for future 2025 no build conditions revealed that all study area intersection approaches and movements operate at the same levels of service as existing conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. The westbound left turn movement operates at a level of service E with a delay of 56.0 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of 75.9 seconds. The southbound left turn movement operates at a level of service F with a delay of 101.9 seconds and the overall southbound approach operates at a level of service E. During the afternoon peak hour, the SimTraffic model indicates that the northbound through movement will have significant queueing along Newburgh Road.

Mitigation to improve the delays for the intersection during the afternoon peak hour were examined. It was found that changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits would not completely mitigate this intersection to acceptable levels of service as it did under existing conditions. The slight increase in traffic volumes between existing conditions and no build conditions will require further mitigation for the intersection. In order to mitigate the intersection to obtain acceptable levels of service for all movements and approaches, the northbound right turn lane should be restriped to a shared through/right turn lane. This would allow the through movements to utilize two lanes to get through the intersection. Halstead Road has two receiving lanes on the north side of the intersection to accommodate this lane use change and was used in the same manor in earlier years. In addition to the restriping of this northbound lane, changing the cycle length to a 90-second cycle length from the existing 120 seconds and adjusting the splits was also needed.

4.3 Projected 2025 Build Conditions

The new Sheetz store is expected to be open for business in 2025. The projected traffic impacts for the proposed new Sheetz store were determined based on the analysis of future year 2025 traffic volumes with a 6,139 square foot gas station and convenience store with twelve vehicle fueling stations and a fast-food restaurant with one drive-through lane. Access for the proposed development is to be via two full movement accesses: one to Newburgh Road and one to 8 Mile Road.

Since none of the mitigation proposed under the future no build conditions were assumed to be in place for the projected 2025 build out conditions analyses, the same movements/approaches identified under existing conditions and future no build conditions as operating poorly will continue to operate poorly under the projected 2025 build conditions.

The capacity analyses for the projected 2025 build conditions revealed that all study area intersection approaches and movements operate at the exact same levels of service as existing and no build conditions during the weekday morning and afternoon peak hours. All study area intersection approaches and movements operate at an acceptable level of service during the weekday morning peak hour with very minimal changes in delay. During the afternoon peak hour, the westbound, northbound, and southbound approaches all continue to have movements operating poorly. The westbound left turn movement operates at a level of service E with a delay of 55.5 seconds. The northbound through movement and overall northbound approach operates at a level of service E with the through movement having a delay of 79.4 seconds. The southbound left turn movement operates at a level of service F with a delay of 108.5 seconds and the overall southbound approach operates at a level of service E. During the afternoon peak hour, the SimTraffic model continues to indicate that the northbound through movement will have significant queueing along Newburgh Road.

The capacity analyses for the proposed Sheetz store driveways to 8 Mile Road and Newburgh Road revealed that all movements at the proposed Sheetz store driveways are expected to operate acceptably at full build out and operation of the store.

Mitigation to improve the delays expected for the 8 Mile Road and Newburgh Road/Halstead Road intersection during the afternoon peak hour were examined. It was found that the same improvements that were needed under the no build condition to achieve acceptable levels of service for all movements at the intersection are expected to provide the mitigation needed with the addition of traffic from the proposed new Sheetz store. No further mitigation is needed due to the site development.

4.4 Improvement Summary

Below is a bulleted list of improvements that are needed by study scenario.

4.4.1 Existing 2024 Conditions

Improvements that are needed in order to mitigate the existing 2024 conditions include the following:

- Signal timing adjustments to the cycle length (120 second cycle length to 90 second cycle length) and splits at the intersection of 8 Mile Road and Newburgh Road/Halstead Road.

4.4.2 Future 2025 No Build Conditions

Improvements that are needed to mitigate the future 2025 no build conditions include:

- Restriping the existing northbound right turn lane along Newburgh Road at 8 Mile Road to a shared through/right turn lane.
- Signal timing adjustments to the cycle length (120 second cycle length to 90 second cycle length) and splits at the intersection of 8 Mile Road and Newburgh Road/Halstead Road.

4.4.3 Projected 2025 Build Conditions

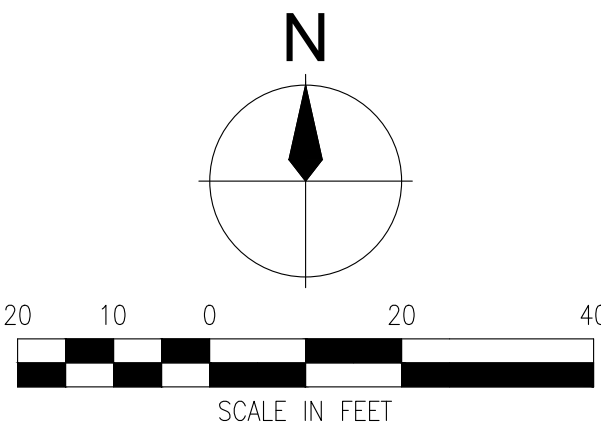
No additional improvements beyond the northbound lane repurposing and signal timing adjustments are needed in order to mitigate projected 2025 full build out due to the addition of Sheetz store traffic.

The proposed site driveways were reviewed to determine if intersection improvements would be needed. A center left-turn lane currently exists along 8 Mile Road and Newburgh Road for left-turns into the proposed store. Right-turn lane warrants were examined at both driveways and were found to warrant a deceleration taper only. Full right turn lanes were not found to be needed based on the approaching traffic volumes and projected right turn volumes at each driveway. All movements at the proposed Sheetz store driveways are expected to operate acceptably at full build out.

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Appendix A. Site Plan



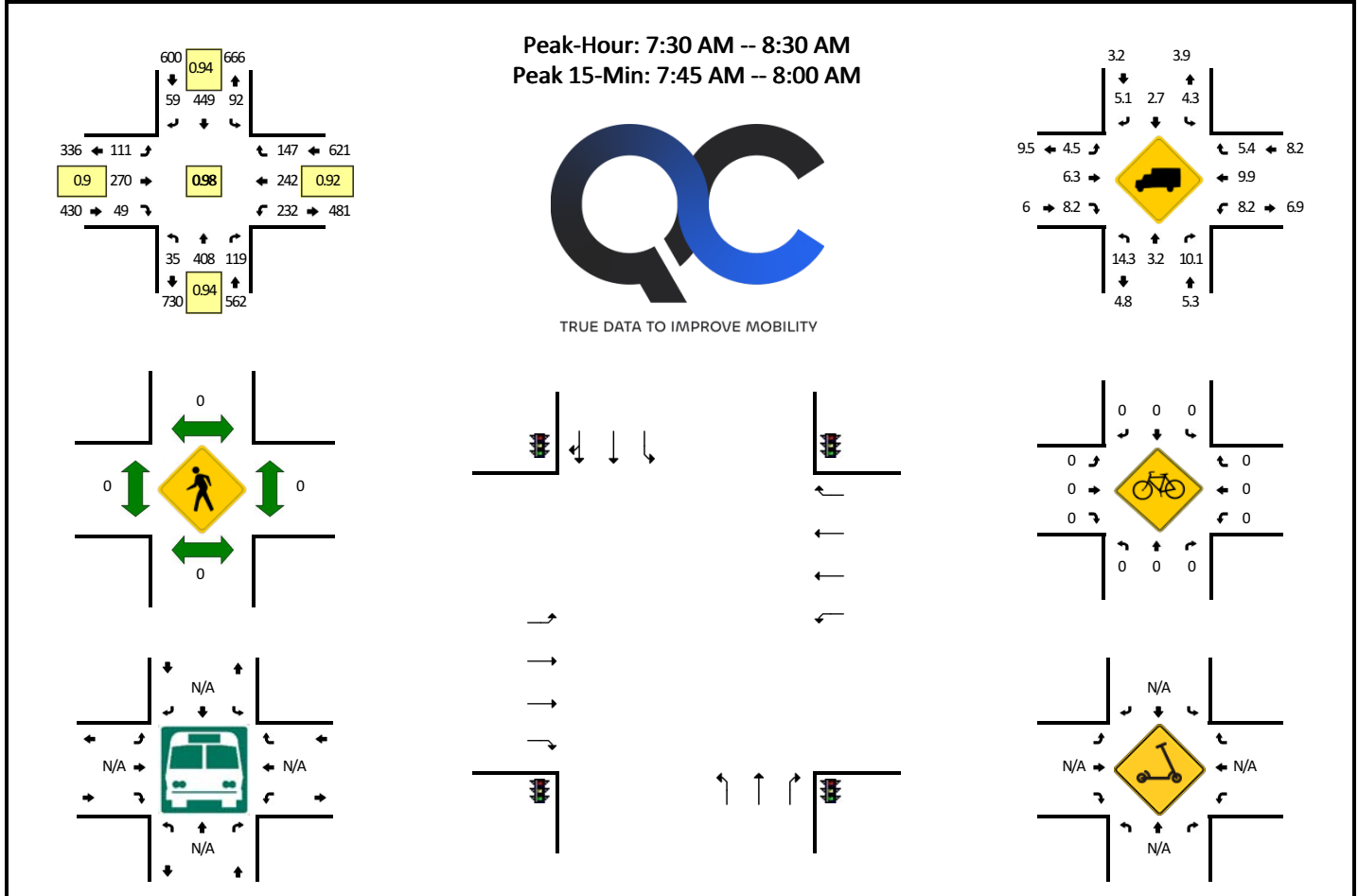
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Appendix B. Existing Traffic Data

LOCATION: Newburgh Rd/Halsted Rd -- 8 Mile Rd
CITY/STATE: Livonia, MI

QC JOB #: 16513601
DATE: Thu, May 16 2024



15-Min Count Period Beginning At	Newburgh Rd/Halsted Rd (Northbound)				Newburgh Rd/Halsted Rd (Southbound)				8 Mile Rd (Eastbound)				8 Mile Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	84	19	0	12	60	11	0	28	43	7	0	35	41	18	0	364	
7:15 AM	5	97	30	0	16	91	14	0	21	55	6	0	45	50	15	0	445	
7:30 AM	11	104	28	0	24	102	11	0	31	74	11	0	60	63	37	0	556	
7:45 AM	8	104	38	0	29	107	16	0	36	74	9	0	64	41	40	0	566	1931
8:00 AM	5	96	23	0	20	116	15	0	26	60	13	0	59	68	42	0	543	2110
8:15 AM	11	104	30	0	19	124	17	0	18	62	16	0	49	70	28	0	548	2213
8:30 AM	9	85	32	0	12	98	16	0	26	63	13	0	57	62	26	0	499	2156
8:45 AM	10	98	18	0	16	108	8	0	21	50	12	0	58	78	23	0	500	2090
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	416	152	0	116	428	64	0	144	296	36	0	256	164	160	0	2264	
Heavy Trucks	0	12	16	0	8	16	0	0	8	16	12	0	28	20	0	0	136	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

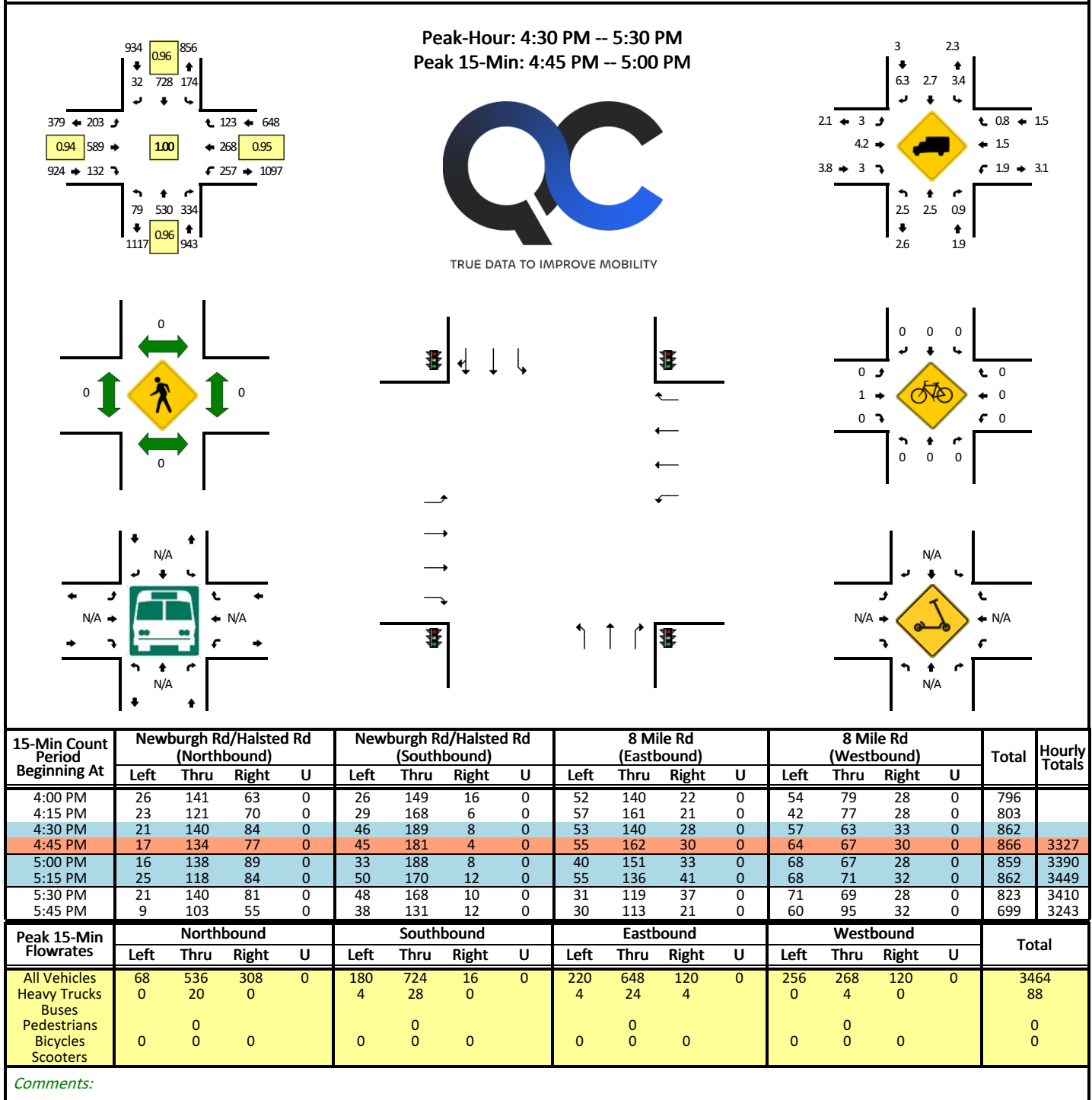
Comments:

Report generated on 7/15/2024 7:00 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Newburgh Rd/Halsted Rd -- 8 Mile Rd
CITY/STATE: Livonia, MI

QC JOB #: 16513602
DATE: Thu, May 16 2024





Appendix C. Existing 2024 Synchro & SimTraffic Results

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Existing 2024 Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	270	49	232	242	147	35	408	119	92	449	59
Future Volume (veh/h)	111	270	49	232	242	147	35	408	119	92	449	59
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	1906	1906	1906	1875	1875	1875	1922	1922	1922	1953	1953	1953
Adj Flow Rate, veh/h	123	300	54	252	263	160	37	434	127	98	478	63
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	8	8	8	5	5	5	3	3	3
Cap, veh/h	463	1038	564	464	1021	554	329	530	449	253	909	119
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.06	0.28	0.28	0.06	0.28	0.28
Sat Flow, veh/h	1816	3622	1616	1786	3563	1589	1830	1922	1629	1860	3298	433
Grp Volume(v), veh/h	123	300	54	252	263	160	37	434	127	98	268	273
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1786	1781	1589	1830	1922	1629	1860	1856	1875
Q Serve(g_s), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	19.0	5.5	0.0	11.0	11.1
Cycle Q Clear(g_c), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	19.0	5.5	0.0	11.0	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	463	1038	564	464	1021	554	329	530	449	253	511	517
V/C Ratio(X)	0.27	0.29	0.10	0.54	0.26	0.29	0.11	0.82	0.28	0.39	0.52	0.53
Avail Cap(c_a), veh/h	463	1038	564	464	1021	554	329	530	449	253	511	517
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	24.0	25.0	19.7	28.5	24.7	21.2	29.0	30.5	25.6	37.9	27.6	27.6
Incr Delay (d2), s/veh	1.4	0.7	0.3	4.5	0.6	1.3	0.7	13.3	1.6	4.4	3.8	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.4	0.8	5.2	2.1	2.5	0.7	10.1	2.2	2.3	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	25.7	20.1	33.0	25.3	22.5	29.7	43.8	27.2	42.3	31.4	31.5
LnGrp LOS	C	C	C	C	C	C	C	D	C	D	C	C
Approach Vol, veh/h		477			675			598			639	
Approach Delay, s/veh		25.0			27.5			39.4			33.1	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	31.6	14.0	32.0	12.4	31.6	14.0	32.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	5.6	24.8	* 7.8	* 26	5.6	24.8	* 7.8	* 26				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	127	124	131	61	230	119	129	86	218	445	111	137
Average Queue (ft)	51	67	66	21	113	58	61	37	32	232	29	58
95th Queue (ft)	101	111	115	51	194	100	110	72	130	395	91	112
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			0				0		0	13		
Queuing Penalty (veh)			0				0		0	5		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	189	205	12	21
Average Queue (ft)	106	120	1	1
95th Queue (ft)	165	182	10	22
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 6: Bend

Movement	NB	NB
Directions Served	T	
Maximum Queue (ft)	29	10
Average Queue (ft)	1	0
95th Queue (ft)	18	10
Link Distance (ft)	309	309
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Existing 2024 Conditions

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	589	132	257	268	123	79	530	334	174	728	32
Future Volume (veh/h)	203	589	132	257	268	123	79	530	334	174	728	32
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	216	627	140	271	282	129	83	558	352	183	766	34
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	506	1221	662	372	1241	673	265	571	484	199	1050	47
Arrive On Green	0.09	0.33	0.33	0.09	0.33	0.33	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	1969	1668	1860	3619	161
Grp Volume(v), veh/h	216	627	140	271	282	129	83	558	352	183	393	407
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1969	1668	1860	1856	1924
Q Serve(g_s), s	0.0	16.5	0.0	3.2	6.5	0.0	0.0	33.7	22.8	7.4	22.9	22.9
Cycle Q Clear(g_c), s	0.0	16.5	0.0	3.2	6.5	0.0	0.0	33.7	22.8	7.4	22.9	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	506	1221	662	372	1241	673	265	571	484	199	538	558
V/C Ratio(X)	0.43	0.51	0.21	0.73	0.23	0.19	0.31	0.98	0.73	0.92	0.73	0.73
Avail Cap(c_a), veh/h	506	1221	662	372	1241	673	265	571	484	199	538	558
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	30.6	32.3	23.4	43.8	29.0	23.2	46.6	42.2	38.3	53.8	38.4	38.4
Incr Delay (d2), s/veh	2.6	1.5	0.7	11.8	0.4	0.6	3.1	32.5	9.2	45.5	8.4	8.2
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	5.2	7.3	2.6	8.5	2.9	2.4	2.5	20.8	10.2	7.9	11.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	33.8	24.1	55.6	29.4	23.8	49.7	74.7	47.6	99.3	46.8	46.5
LnGrp LOS	C	C	C	E	C	C	D	E	D	F	D	D
Approach Vol, veh/h	983				682				993			
Approach Delay, s/veh	32.3				38.7				63.0			
Approach LOS	C				D				E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	41.6	17.0	46.0	15.4	41.6	17.0	46.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	8.6	34.8	* 11	* 40	8.6	34.8	* 11	* 40				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	48.4											
HCM 6th LOS	D											
Notes												

Intersection: 3: Newburgh Road/Halstead Raod & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	228	258	273	218	355	189	193	61	280	1529	1243	234
Average Queue (ft)	102	160	163	58	188	91	81	32	136	922	378	176
95th Queue (ft)	178	231	242	149	367	291	200	57	341	1734	1116	283
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			13	0	4		0		0	63		16
Queuing Penalty (veh)			17	0	5		0		0	50		58

Intersection: 3: Newburgh Road/Halstead Raod & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	371	371	66	58
Average Queue (ft)	245	245	9	4
95th Queue (ft)	368	355	68	37
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	8	3		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	10			
Queuing Penalty (veh)	17			

Intersection: 6: Bend

Movement	NB
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	17
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 147

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Raod & Eight Mile Road

Existing 2024 Conditions with Imp
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	589	132	257	268	123	79	530	334	174	728	32
Future Volume (veh/h)	203	589	132	257	268	123	79	530	334	174	728	32
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	216	627	140	271	282	129	83	558	352	183	766	34
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	443	687	456	340	698	463	333	595	504	266	1094	49
Arrive On Green	0.13	0.19	0.19	0.13	0.19	0.19	0.09	0.30	0.30	0.09	0.30	0.30
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	1969	1668	1860	3619	161
Grp Volume(v), veh/h	216	627	140	271	282	129	83	558	352	183	393	407
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1969	1668	1860	1856	1924
Q Serve(g_s), s	0.0	15.0	0.0	7.9	6.0	0.0	0.0	24.8	16.8	3.7	16.9	16.9
Cycle Q Clear(g_c), s	0.0	15.0	0.0	7.9	6.0	0.0	0.0	24.8	16.8	3.7	16.9	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	443	687	456	340	698	463	333	595	504	266	561	582
V/C Ratio(X)	0.49	0.91	0.31	0.80	0.40	0.28	0.25	0.94	0.70	0.69	0.70	0.70
Avail Cap(c_a), veh/h	443	687	456	340	698	463	333	595	504	266	561	582
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	30.9	35.9	25.7	36.0	32.2	25.4	32.1	30.6	27.8	37.8	27.8	27.8
Incr Delay (d2), s/veh	3.8	18.6	1.7	17.4	1.7	1.5	1.8	24.4	7.8	13.5	7.1	6.9
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	8.1	2.4	7.0	2.7	2.2	1.7	14.8	7.3	4.6	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	54.4	27.4	53.3	33.9	26.9	33.9	55.0	35.6	51.3	34.9	34.7
LnGrp LOS	C	D	C	D	C	C	C	D	D	D	C	C
Approach Vol, veh/h		983			682			993			983	
Approach Delay, s/veh		46.2			40.3			46.3			37.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	34.0	18.0	23.0	15.0	34.0	18.0	23.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	8.2	27.2	* 12	* 17	8.2	27.2	* 12	* 17				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection: 3: Newburgh Road/Halstead Raod & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	220	281	304	229	274	131	134	67	280	967	572	225
Average Queue (ft)	105	172	179	75	144	68	76	34	135	548	136	112
95th Queue (ft)	187	260	273	185	239	113	124	59	338	1015	426	199
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			21	0			0		0	51		1
Queuing Penalty (veh)			28	0			0		0	40		5

Intersection: 3: Newburgh Road/Halstead Raod & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	296	290	74	77
Average Queue (ft)	164	176	3	4
95th Queue (ft)	252	257	67	76
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	2			
Queuing Penalty (veh)	4			

Intersection: 6: Bend

Movement	NB
Directions Served	T
Maximum Queue (ft)	11
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 77



Appendix D. SimTraffic Performance Report (Validation Logs)

3: Newburgh Road/Halstead Road & Eight Mile Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Exited	106	271	49	233	246	143	31	410	110	92	453	58
Hourly Exit Rate	106	271	49	233	246	143	31	410	110	92	453	58
Input Volume	111	270	49	232	242	147	35	408	119	92	449	59
% of Volume	95	100	101	101	102	97	89	101	93	100	101	98

3: Newburgh Road/Halstead Road & Eight Mile Road Performance by movement

Movement	All
Vehicles Exited	2202
Hourly Exit Rate	2202
Input Volume	2212
% of Volume	100

Total Network Performance

Vehicles Exited	2202
Hourly Exit Rate	2202
Input Volume	5690
% of Volume	39

3: Newburgh Road/Halstead Road & Eight Mile Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicles Exited	199	587	131	252	261	125	72	508	323	176	736	32
Hourly Exit Rate	199	587	131	252	261	125	72	508	323	176	736	32
Input Volume	203	589	132	257	268	123	79	530	334	174	728	32
% of Volume	98	100	99	98	97	102	91	96	97	101	101	101

3: Newburgh Road/Halstead Road & Eight Mile Road Performance by movement

Movement	All
Vehicles Exited	3402
Hourly Exit Rate	3402
Input Volume	3448
% of Volume	99

Total Network Performance

Vehicles Exited	3403
Hourly Exit Rate	3403
Input Volume	8686
% of Volume	39



Appendix E.

Future 2025 No-Build Synchro & SimTraffic Results

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

No Build 2025 Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	271	49	233	243	148	35	410	120	92	451	59
Future Volume (veh/h)	112	271	49	233	243	148	35	410	120	92	451	59
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	1906	1906	1906	1875	1875	1875	1922	1922	1922	1953	1953	1953
Adj Flow Rate, veh/h	124	301	54	253	264	161	37	436	128	98	480	63
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	8	8	8	5	5	5	3	3	3
Cap, veh/h	463	1038	564	463	1021	554	328	530	449	251	909	119
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.06	0.28	0.28	0.06	0.28	0.28
Sat Flow, veh/h	1816	3622	1616	1786	3563	1589	1830	1922	1629	1860	3300	431
Grp Volume(v), veh/h	124	301	54	253	264	161	37	436	128	98	269	274
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1786	1781	1589	1830	1922	1629	1860	1856	1876
Q Serve(g_s), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	19.1	5.6	0.0	11.1	11.2
Cycle Q Clear(g_c), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	19.1	5.6	0.0	11.1	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	463	1038	564	463	1021	554	328	530	449	251	511	517
V/C Ratio(X)	0.27	0.29	0.10	0.55	0.26	0.29	0.11	0.82	0.29	0.39	0.53	0.53
Avail Cap(c_a), veh/h	463	1038	564	463	1021	554	328	530	449	251	511	517
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	24.1	25.0	19.7	28.5	24.7	21.2	29.0	30.5	25.6	38.0	27.6	27.7
Incr Delay (d2), s/veh	1.4	0.7	0.3	4.6	0.6	1.3	0.7	13.5	1.6	4.5	3.8	3.9
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	2.1	2.4	0.8	5.2	2.1	2.5	0.7	10.2	2.2	2.3	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	25.7	20.1	33.1	25.3	22.6	29.7	44.1	27.2	42.5	31.5	31.5
LnGrp LOS	C	C	C	C	C	C	C	D	C	D	C	C
Approach Vol, veh/h		479			678			601			641	
Approach Delay, s/veh		25.0			27.6			39.6			33.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	31.6	14.0	32.0	12.4	31.6	14.0	32.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	5.6	24.8	* 7.8	* 26	5.6	24.8	* 7.8	* 26				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	146	129	131	66	228	124	126	85	215	436	126	127
Average Queue (ft)	53	67	64	20	115	59	64	37	30	221	31	55
95th Queue (ft)	110	113	113	53	198	104	112	69	117	380	81	107
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			0							11		
Queuing Penalty (veh)			0							4		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	200	219	11	71
Average Queue (ft)	104	120	1	3
95th Queue (ft)	166	187	10	56
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 6: Bend

Movement	NB
Directions Served	T
Maximum Queue (ft)	35
Average Queue (ft)	1
95th Queue (ft)	19
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 4

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

No Build 2025 Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	592	133	258	269	124	79	533	336	175	732	32
Future Volume (veh/h)	204	592	133	258	269	124	79	533	336	175	732	32
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	217	630	141	272	283	131	83	561	354	184	771	34
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	505	1221	662	371	1241	673	264	571	484	198	1050	46
Arrive On Green	0.09	0.33	0.33	0.09	0.33	0.33	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	1969	1668	1860	3620	160
Grp Volume(v), veh/h	217	630	141	272	283	131	83	561	354	184	395	410
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1969	1668	1860	1856	1924
Q Serve(g_s), s	0.0	16.6	0.0	3.4	6.6	0.0	0.0	34.0	22.9	7.6	23.0	23.1
Cycle Q Clear(g_c), s	0.0	16.6	0.0	3.4	6.6	0.0	0.0	34.0	22.9	7.6	23.0	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	505	1221	662	371	1241	673	264	571	484	198	538	558
V/C Ratio(X)	0.43	0.52	0.21	0.73	0.23	0.19	0.31	0.98	0.73	0.93	0.73	0.73
Avail Cap(c_a), veh/h	505	1221	662	371	1241	673	264	571	484	198	538	558
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	30.6	32.3	23.4	43.9	29.0	23.2	46.8	42.3	38.4	53.9	38.4	38.4
Incr Delay (d2), s/veh	2.7	1.6	0.7	12.1	0.4	0.6	3.1	33.6	9.4	48.0	8.6	8.3
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	5.2	7.4	2.7	8.6	2.9	2.4	2.5	21.1	10.3	8.1	11.6	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	33.9	24.1	56.0	29.4	23.8	49.9	75.9	47.8	101.9	47.0	46.8
LnGrp LOS	C	C	C	E	C	C	D	E	D	F	D	D
Approach Vol, veh/h		988			686			998			989	
Approach Delay, s/veh		32.4			38.9			63.8			57.1	
Approach LOS		C			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	41.6	17.0	46.0	15.4	41.6	17.0	46.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	8.6	34.8	* 11	* 40	8.6	34.8	* 11	* 40				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.8									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	202	261	274	228	337	169	150	59	280	1630	1344	234
Average Queue (ft)	98	163	165	55	186	72	76	31	121	1044	545	171
95th Queue (ft)	166	236	245	141	320	161	129	54	326	2030	1607	274
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)										3	2	
Queuing Penalty (veh)										0	0	
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			13	0	1		0			65		15
Queuing Penalty (veh)			18	0	1		0			51		54

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	365	356	48	34
Average Queue (ft)	239	236	5	1
95th Queue (ft)	359	332	43	21
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	7	2		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	7			
Queuing Penalty (veh)	13			

Intersection: 6: Bend

Movement	NB	NB
Directions Served	T	
Maximum Queue (ft)	26	5
Average Queue (ft)	1	0
95th Queue (ft)	14	5
Link Distance (ft)	309	309
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 137

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

No Build 2025 Conditions with IMP
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	271	49	233	243	148	35	410	120	92	451	59
Future Volume (veh/h)	112	271	49	233	243	148	35	410	120	92	451	59
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	1906	1906	1906	1875	1875	1875	1922	1922	1922	1953	1953	1953
Adj Flow Rate, veh/h	124	301	54	253	264	161	37	436	128	98	480	63
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	8	8	8	5	5	5	3	3	3
Cap, veh/h	463	1038	564	463	1021	554	328	769	224	319	909	119
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.06	0.28	0.28	0.06	0.28	0.28
Sat Flow, veh/h	1816	3622	1616	1786	3563	1589	1830	2790	812	1860	3300	431
Grp Volume(v), veh/h	124	301	54	253	264	161	37	284	280	98	269	274
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1786	1781	1589	1830	1826	1776	1860	1856	1876
Q Serve(g_s), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	12.0	12.2	0.0	11.1	11.2
Cycle Q Clear(g_c), s	0.0	5.8	0.0	0.0	5.1	1.0	0.0	12.0	12.2	0.0	11.1	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		0.23
Lane Grp Cap(c), veh/h	463	1038	564	463	1021	554	328	503	489	319	511	517
V/C Ratio(X)	0.27	0.29	0.10	0.55	0.26	0.29	0.11	0.56	0.57	0.31	0.53	0.53
Avail Cap(c_a), veh/h	463	1038	564	463	1021	554	328	503	489	319	511	517
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	24.1	25.0	19.7	28.5	24.7	21.2	29.0	28.0	28.0	32.2	27.6	27.7
Incr Delay (d2), s/veh	1.4	0.7	0.3	4.6	0.6	1.3	0.7	4.5	4.8	2.5	3.8	3.9
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	2.1	2.4	0.8	5.2	2.1	2.5	0.7	5.5	5.5	2.1	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	25.7	20.1	33.1	25.3	22.6	29.7	32.5	32.8	34.7	31.5	31.5
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	479			678			601			641		
Approach Delay, s/veh	25.0			27.6			32.5			32.0		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	31.6	14.0	32.0	12.4	31.6	14.0	32.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	5.6	24.8	* 7.8	* 26	5.6	24.8	* 7.8	* 26				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	29.5											
HCM 6th LOS	C											
Notes												

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	114	123	133	68	222	112	125	92	76	184	208	139
Average Queue (ft)	49	66	62	20	112	56	60	41	20	105	111	54
95th Queue (ft)	99	110	111	52	190	98	105	73	55	165	184	106
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			0									
Queuing Penalty (veh)			0									

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6
Directions Served	T	TR	T
Maximum Queue (ft)	203	232	3
Average Queue (ft)	105	120	0
95th Queue (ft)	167	187	3
Link Distance (ft)	309	309	2772
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 0

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

No Build 2025 Conditions with Imp
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	592	133	258	269	124	79	533	336	175	732	32
Future Volume (veh/h)	204	592	133	258	269	124	79	533	336	175	732	32
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	217	630	141	272	283	131	83	561	354	184	771	34
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	455	728	438	349	740	445	300	690	435	258	1134	50
Arrive On Green	0.13	0.20	0.20	0.13	0.20	0.20	0.07	0.31	0.31	0.07	0.31	0.31
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	2201	1388	1860	3620	160
Grp Volume(v), veh/h	217	630	141	272	283	131	83	477	438	184	395	410
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1870	1719	1860	1856	1924
Q Serve(g_s), s	0.0	14.9	0.0	7.5	5.9	0.0	0.0	21.1	21.2	2.2	16.7	16.7
Cycle Q Clear(g_c), s	0.0	14.9	0.0	7.5	5.9	0.0	0.0	21.1	21.2	2.2	16.7	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.81	1.00		0.08
Lane Grp Cap(c), veh/h	455	728	438	349	740	445	300	586	539	258	581	603
V/C Ratio(X)	0.48	0.87	0.32	0.78	0.38	0.29	0.28	0.81	0.81	0.71	0.68	0.68
Avail Cap(c_a), veh/h	455	728	438	349	740	445	300	586	539	258	581	603
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	30.3	34.9	26.5	35.7	31.3	26.3	32.9	28.5	28.5	38.3	27.0	27.0
Incr Delay (d2), s/veh	3.6	13.1	1.9	15.6	1.5	1.7	2.3	11.7	12.7	15.5	6.3	6.1
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	7.6	2.5	6.9	2.7	2.3	1.7	10.6	9.9	4.8	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	48.0	28.4	51.3	32.8	27.9	35.2	40.2	41.2	53.8	33.2	33.0
LnGrp LOS	C	D	C	D	C	C	D	D	D	D	C	C
Approach Vol, veh/h		988			686			998			989	
Approach Delay, s/veh		42.1			39.2			40.2			37.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	35.0	18.0	24.0	13.0	35.0	18.0	24.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	6.2	28.2	* 12	* 18	6.2	28.2	* 12	* 18				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.7									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	198	261	275	214	250	116	135	68	280	585	583	227
Average Queue (ft)	100	164	168	61	135	64	72	33	141	355	335	137
95th Queue (ft)	173	237	249	148	227	101	116	58	337	596	593	237
Link Distance (ft)		2775	2775			3428	3428			2399	2399	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500			140	500			170	230			210
Storage Blk Time (%)			18	0			0		0	45		8
Queuing Penalty (veh)			24	0			0		0	35		29

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	307	297	58	69
Average Queue (ft)	175	180	4	4
95th Queue (ft)	289	273	60	70
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	3	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	2			
Queuing Penalty (veh)	3			

Network Summary

Network wide Queuing Penalty: 91



Appendix F. Trip Generation Worksheets

Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

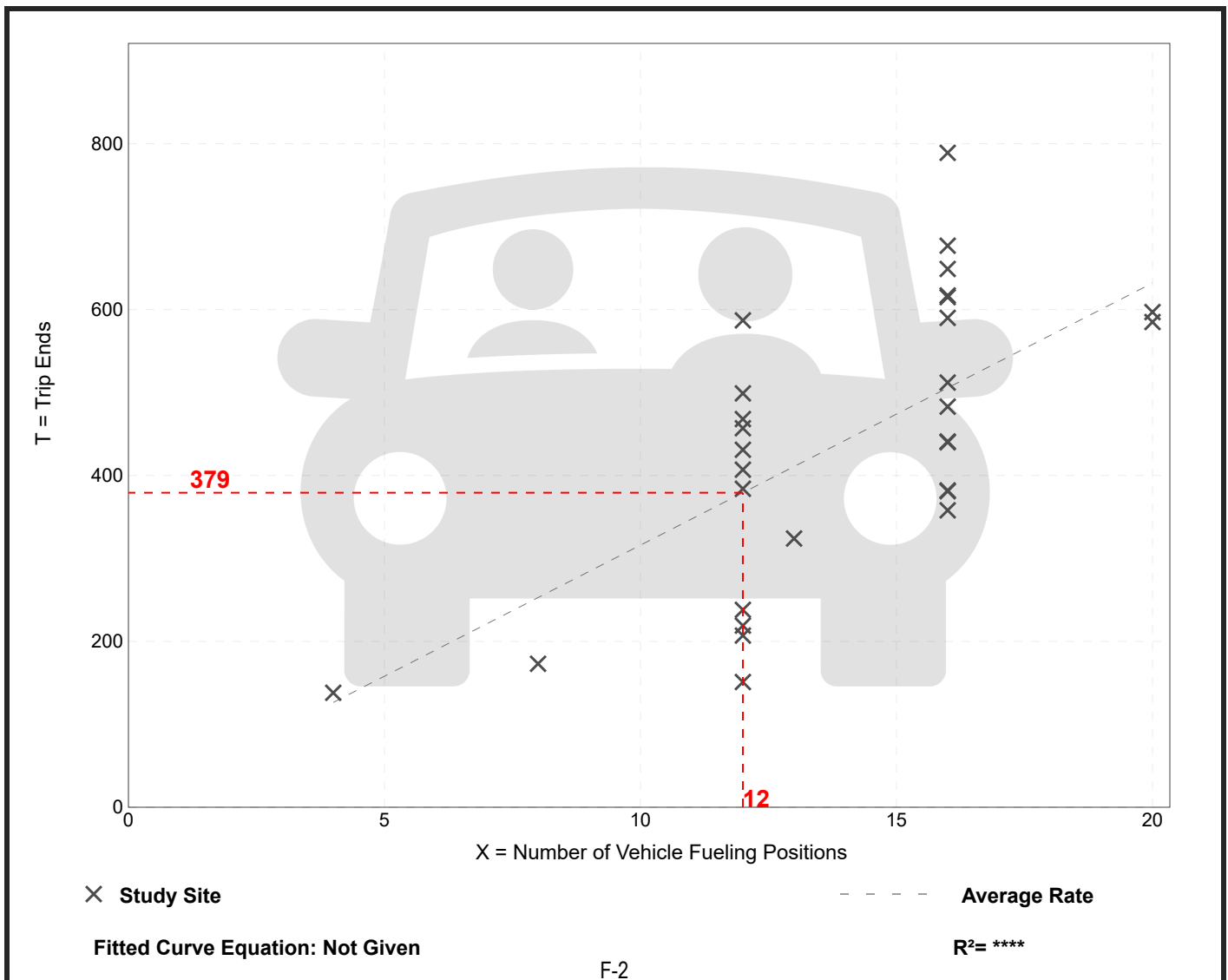
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
31.60	12.58 - 49.31	9.10

Data Plot and Equation



Convenience Store/Gas Station - GFA (5.5-10k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 29

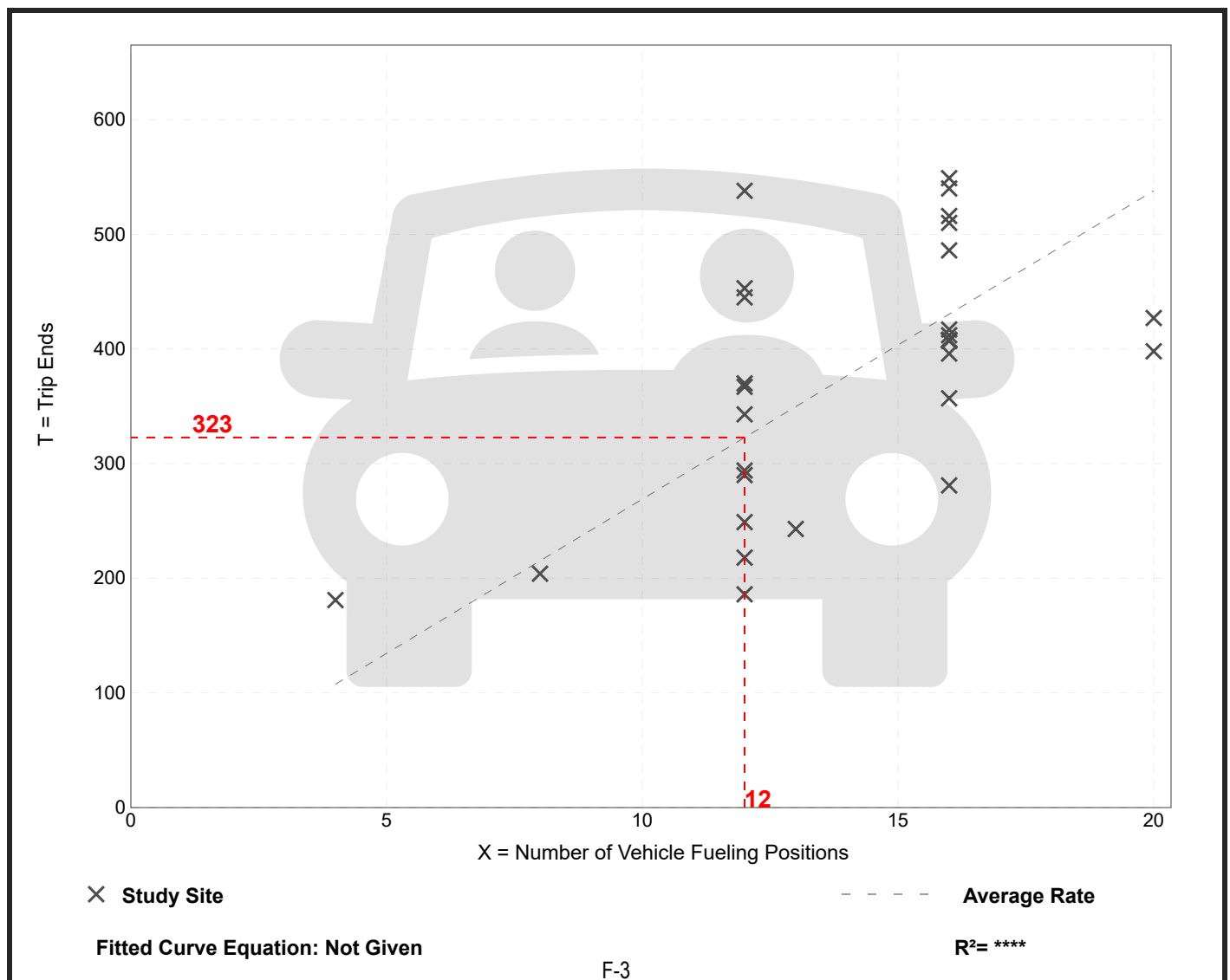
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
26.90	15.50 - 45.25	6.87

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (935)

Vehicle Trip Ends vs: Drive-Through Lanes

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Drive-Through Lanes: 1

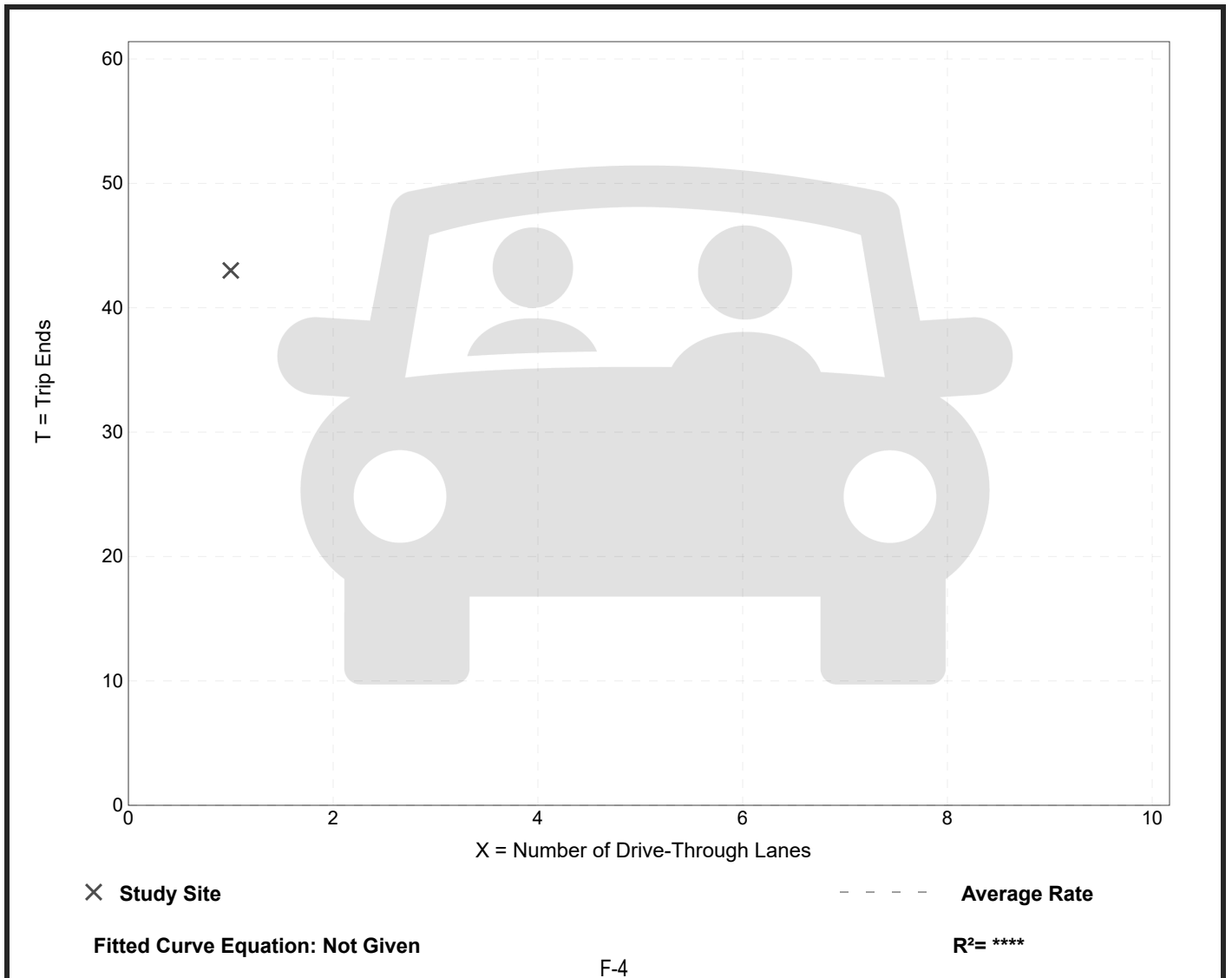
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
43.00	43.00 - 43.00	*

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (935)

Vehicle Trip Ends vs: Drive-Through Lanes

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

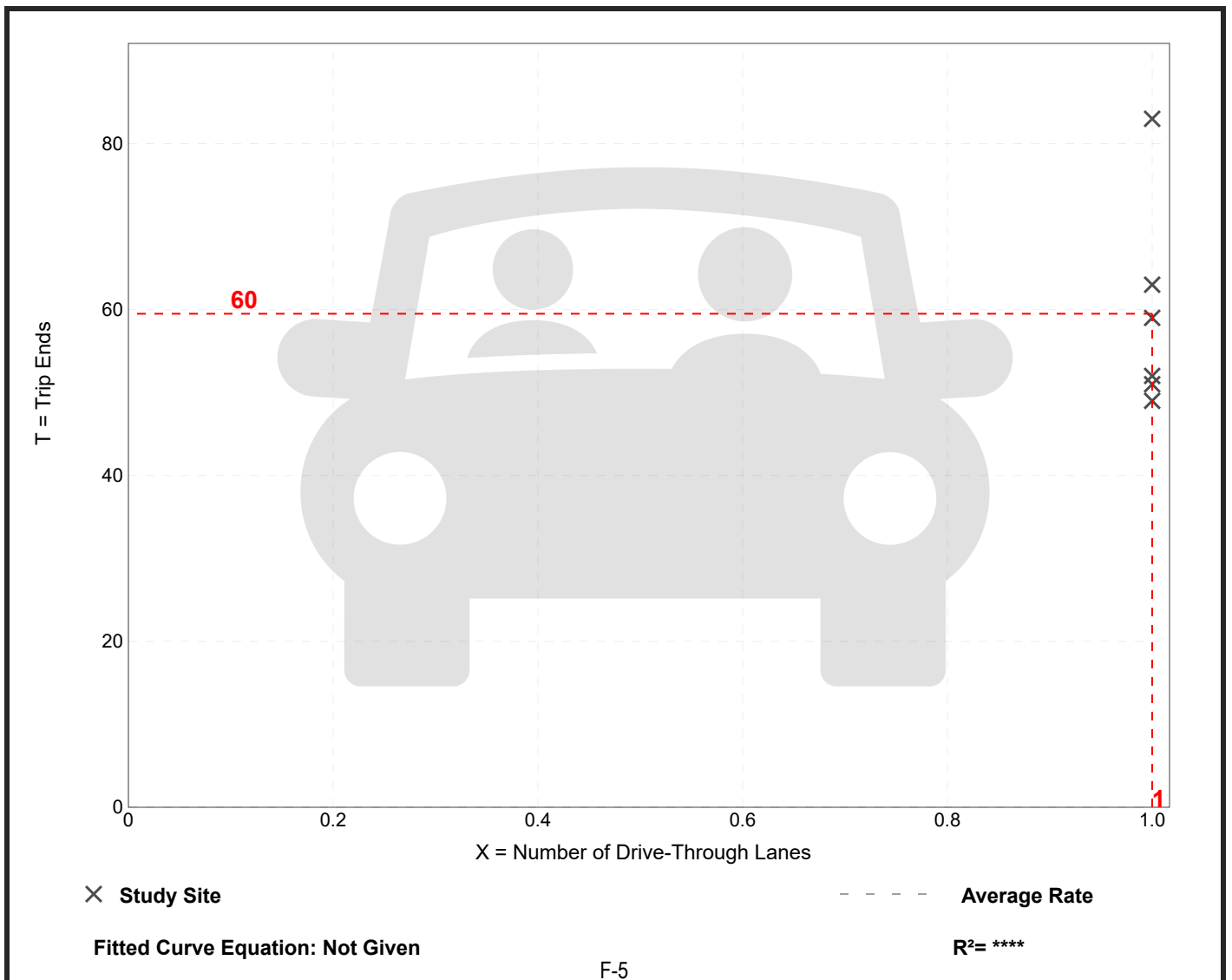
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
59.50	49.00 - 83.00	12.68

Data Plot and Equation



NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Sheetz - Livonia			Organization:	Wade Trim
Project Location:	8 Mle Rd / Newburgh Rd			Performed By:	ALG
Scenario Description:				Date:	
Analysis Year:	2025			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945			379	190	189
Restaurant	935			43	20	23
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
Total				422	210	212

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		10	0	0	0
Restaurant	0	3		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	422	210	212
Internal Capture Percentage	6%	6%	6%
External Vehicle-Trips ³	396	197	199
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	5%
Restaurant	50%	13%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Sheetz - Livonia	Organization:	Wade Trim		
Project Location:	8 Mle Rd / Newburgh Rd	Performed By:	ALG		
Scenario Description:		Date:			
Analysis Year:	2025	Checked By:			
Analysis Period:	PM Street Peak Hour	Date:			

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945			323	161	162
Restaurant	935			60	30	30
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
Total				383	191	192

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		9	0	0	0
Restaurant	0	12		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	383	191	192
Internal Capture Percentage	11%	11%	11%
External Vehicle-Trips ³	341	170	171
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	6%
Restaurant	30%	40%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual, 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak	
GFA (000)						Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual, 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	934									
Land Use	Fast-Food Restaurant with Drive-Through Window									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	5									
Average Pass-By Rate	50%									
Pass-By Characteristics for Individual Sites										
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak		Source
	Kentucky	1993	—	62	Primary (%)	Diverted (%)	Total (%)	Hour Volume		2
	Kentucky	1993	—	43	14	43	57	2903		2
	--	1996	—	68	—	—	32	—		21
	Kentucky	1993	—	32	47	21	68	437		2
	Indiana	1993	—	46	23	31	54	1049		2

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual, 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	11								
Average Pass-By Rate	55%								
Pass-By Characteristics for Individual Sites									
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak	
					Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30



Appendix G. Projected 2025 Build Synchro & SimTraffic Results

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Build 2025 Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	287	56	217	249	154	51	419	113	94	461	54
Future Volume (veh/h)	105	287	56	217	249	154	51	419	113	94	461	54
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	1906	1906	1906	1875	1875	1875	1922	1922	1922	1953	1953	1953
Adj Flow Rate, veh/h	117	319	62	236	271	167	54	446	120	100	490	57
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	8	8	8	5	5	5	3	3	3
Cap, veh/h	458	1038	564	454	1021	554	327	530	449	246	923	107
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.06	0.28	0.28	0.06	0.28	0.28
Sat Flow, veh/h	1816	3622	1616	1786	3563	1589	1830	1922	1629	1860	3351	388
Grp Volume(v), veh/h	117	319	62	236	271	167	54	446	120	100	271	276
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1786	1781	1589	1830	1922	1629	1860	1856	1883
Q Serve(g_s), s	0.0	6.2	0.0	0.0	5.3	1.3	0.0	19.7	5.2	0.0	11.1	11.2
Cycle Q Clear(g_c), s	0.0	6.2	0.0	0.0	5.3	1.3	0.0	19.7	5.2	0.0	11.1	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	458	1038	564	454	1021	554	327	530	449	246	511	519
V/C Ratio(X)	0.26	0.31	0.11	0.52	0.27	0.30	0.17	0.84	0.27	0.41	0.53	0.53
Avail Cap(c_a), veh/h	458	1038	564	454	1021	554	327	530	449	246	511	519
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	24.0	25.1	19.8	28.5	24.8	21.3	29.7	30.8	25.5	38.3	27.6	27.7
Incr Delay (d2), s/veh	1.3	0.8	0.4	4.2	0.6	1.4	1.1	15.0	1.5	4.9	3.9	3.9
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	2.0	2.6	0.9	4.8	2.2	2.6	1.0	10.7	2.1	2.4	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	25.9	20.2	32.7	25.4	22.7	30.8	45.7	27.0	43.2	31.5	31.6
LnGrp LOS	C	C	C	C	C	C	C	D	C	D	C	C
Approach Vol, veh/h	498			674			620			647		
Approach Delay, s/veh	25.1			27.3			40.8			33.4		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	31.6	14.0	32.0	12.4	31.6	14.0	32.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	5.6	24.8	* 7.8	* 26	5.6	24.8	* 7.8	* 26				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									
Notes												

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	452	42	57	582	38	47
Future Vol, veh/h	452	42	57	582	38	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	70	70	92	70	70
Heavy Vehicles, %	7	2	2	8	2	2
Mvmt Flow	491	60	81	633	54	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	1000	276
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	479	-
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	-	-	1015	-	240	721
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	221	721
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	542	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		13.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	721	-	-	1015	-
HCM Lane V/C Ratio	0.154	0.093	-	-	0.08	-
HCM Control Delay (s)	17.1	10.5	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	54	529	48	49	685
Future Vol, veh/h	60	54	529	48	49	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	94	70	70	93
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	86	77	563	69	70	737
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1107	316	0	0	632	0
Stage 1	598	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	204	680	-	-	947	-
Stage 1	512	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	680	-	-	947	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.8	0	0.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 323 680	947	-		
HCM Lane V/C Ratio	-	- 0.265 0.113	0.074	-		
HCM Control Delay (s)	-	- 20.1 11	9.1	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 1 0.4	0.2	-		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	143	131	143	68	182	172	139	102	180	215	78	130
Average Queue (ft)	56	69	68	23	103	66	66	40	45	183	31	57
95th Queue (ft)	113	113	118	52	166	126	117	76	129	234	60	108
Link Distance (ft)		2778	2778			198	198			197	197	
Upstream Blk Time (%)					0	0	0		0	21		
Queuing Penalty (veh)					0	0	0		0	62		
Storage Bay Dist (ft)	500			140	170			170	130			210
Storage Blk Time (%)			0		1	0	0		0	40		
Queuing Penalty (veh)			0		1	0	0		0	21		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	192	206
Average Queue (ft)	105	118
95th Queue (ft)	165	180
Link Distance (ft)	308	308
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 6: Bend

Movement	NB
Directions Served	T
Maximum Queue (ft)	73
Average Queue (ft)	3
95th Queue (ft)	37
Link Distance (ft)	308
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Site Dwy #2 & Eight Mile Road

Movement	EB	WB	WB	WB	NB	NB
Directions Served	TR	L	T	T	L	R
Maximum Queue (ft)	6	58	11	46	58	63
Average Queue (ft)	0	16	0	2	26	27
95th Queue (ft)	5	45	8	33	54	54
Link Distance (ft)	198		3161	3161		210
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		250			50	
Storage Blk Time (%)					3	1
Queuing Penalty (veh)					1	0

Intersection: 9: Newburgh Road & Site Dwy #1

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	L
Maximum Queue (ft)	92	202	301	53	61
Average Queue (ft)	38	63	86	2	23
95th Queue (ft)	83	178	246	27	54
Link Distance (ft)		244	2134	2134	
Upstream Blk Time (%)		5			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	75				50
Storage Blk Time (%)	2	17			2
Queuing Penalty (veh)	1	10			5

Network Summary

Network wide Queuing Penalty: 103

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Build 2025 Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	607	140	249	273	130	91	541	324	177	738	31
Future Volume (veh/h)	197	607	140	249	273	130	91	541	324	177	738	31
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	210	646	149	262	287	137	96	569	341	186	777	33
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	502	1221	662	365	1241	673	263	571	484	194	1052	45
Arrive On Green	0.09	0.33	0.33	0.09	0.33	0.33	0.07	0.29	0.29	0.07	0.29	0.29
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	1969	1668	1860	3627	154
Grp Volume(v), veh/h	210	646	149	262	287	137	96	569	341	186	397	413
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1969	1668	1860	1856	1925
Q Serve(g_s), s	0.0	17.1	0.0	3.1	6.7	0.0	0.0	34.6	21.9	8.0	23.2	23.2
Cycle Q Clear(g_c), s	0.0	17.1	0.0	3.1	6.7	0.0	0.0	34.6	21.9	8.0	23.2	23.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	502	1221	662	365	1241	673	263	571	484	194	538	558
V/C Ratio(X)	0.42	0.53	0.22	0.72	0.23	0.20	0.37	1.00	0.70	0.96	0.74	0.74
Avail Cap(c_a), veh/h	502	1221	662	365	1241	673	263	571	484	194	538	558
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	30.5	32.5	23.5	44.0	29.0	23.3	47.6	42.5	38.0	54.1	38.5	38.5
Incr Delay (d2), s/veh	2.6	1.6	0.8	11.5	0.4	0.7	3.9	36.8	8.4	54.4	8.8	8.5
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	7.6	2.8	8.3	3.0	2.6	2.9	21.9	9.7	8.5	11.7	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	34.1	24.3	55.5	29.5	24.0	51.5	79.4	46.4	108.5	47.3	47.0
LnGrp LOS	C	C	C	E	C	C	D	E	D	F	D	D
Approach Vol, veh/h		1005			686			1006			996	
Approach Delay, s/veh		32.5			38.3			65.5			58.6	
Approach LOS		C			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	41.6	17.0	46.0	15.4	41.6	17.0	46.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	8.6	34.8	* 11	* 40	8.6	34.8	* 11	* 40				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	1064	44	38	627	25	53
Future Vol, veh/h	1064	44	38	627	25	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	70	70	95	70	70
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	1132	63	54	660	36	76
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1195	0	1602	598
Stage 1	-	-	-	-	1164	-
Stage 2	-	-	-	-	438	-
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	-	-	580	-	96	445
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	580	-	87	445
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	561	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		18.8	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	445	-	-	580	-
HCM Lane V/C Ratio	0.183	0.17	-	-	0.094	-
HCM Control Delay (s)	27.6	14.7	-	-	11.8	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0.3	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	42	914	45	44	1083
Future Vol, veh/h	50	42	914	45	44	1083
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	95	70	70	95
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	71	60	962	64	63	1140
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1690	513	0	0	1026	0
Stage 1	994	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	84	506	-	-	673	-
Stage 1	319	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	506	-	-	673	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 198 506	673	-		
HCM Lane V/C Ratio	-	- 0.361 0.119	0.093	-		
HCM Control Delay (s)	-	- 33.1 13.1	10.9	-		
HCM Lane LOS	-	- D B	B	-		
HCM 95th %tile Q(veh)	-	- 1.5 0.4	0.3	-		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	224	276	290	230	194	282	198	75	180	204	203	234
Average Queue (ft)	119	154	158	52	139	121	100	29	67	200	130	176
95th Queue (ft)	206	220	228	137	205	245	172	58	170	203	219	278
Link Distance (ft)		2778	2778			198	198			197	197	
Upstream Blk Time (%)					5	6	0		0	56	6	
Queuing Penalty (veh)					0	19	0		0	265	28	
Storage Bay Dist (ft)	500			140	170			170	130			210
Storage Blk Time (%)			11		15	1	0			66		22
Queuing Penalty (veh)			16		20	2	0			60		81

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	379	378	98	17
Average Queue (ft)	249	247	6	1
95th Queue (ft)	365	350	45	6
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	8	2		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	7			
Queuing Penalty (veh)	12			

Intersection: 7: Site Dwy #2 & Eight Mile Road

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	22	56	25	72	56
Average Queue (ft)	2	19	2	26	28
95th Queue (ft)	11	43	11	60	56
Link Distance (ft)	198		3161		210
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		250		50	
Storage Blk Time (%)				12	1
Queuing Penalty (veh)				6	0

Intersection: 9: Newburgh Road & Site Dwy #1

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	100	278	1590	1574	59	80
Average Queue (ft)	23	200	934	768	26	3
95th Queue (ft)	84	342	1605	1648	54	27
Link Distance (ft)		244	2134	2134		197
Upstream Blk Time (%)		75				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)	75				50	
Storage Blk Time (%)	4	80			6	
Queuing Penalty (veh)	2	41			31	

Network Summary

Network wide Queuing Penalty: 584

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Build 2025 Conditions with Imp
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	287	56	217	249	154	51	419	113	94	461	54
Future Volume (veh/h)	105	287	56	217	249	154	51	419	113	94	461	54
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	1906	1906	1906	1875	1875	1875	1922	1922	1922	1953	1953	1953
Adj Flow Rate, veh/h	117	319	62	236	271	167	54	446	120	100	490	57
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	8	8	8	5	5	5	3	3	3
Cap, veh/h	458	1038	564	454	1021	554	327	785	210	319	923	107
Arrive On Green	0.09	0.29	0.29	0.09	0.29	0.29	0.06	0.28	0.28	0.06	0.28	0.28
Sat Flow, veh/h	1816	3622	1616	1786	3563	1589	1830	2850	761	1860	3351	388
Grp Volume(v), veh/h	117	319	62	236	271	167	54	284	282	100	271	276
Grp Sat Flow(s),veh/h/ln	1816	1811	1616	1786	1781	1589	1830	1826	1785	1860	1856	1883
Q Serve(g_s), s	0.0	6.2	0.0	0.0	5.3	1.3	0.0	12.0	12.2	0.0	11.1	11.2
Cycle Q Clear(g_c), s	0.0	6.2	0.0	0.0	5.3	1.3	0.0	12.0	12.2	0.0	11.1	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.21
Lane Grp Cap(c), veh/h	458	1038	564	454	1021	554	327	503	492	319	511	519
V/C Ratio(X)	0.26	0.31	0.11	0.52	0.27	0.30	0.17	0.57	0.57	0.31	0.53	0.53
Avail Cap(c_a), veh/h	458	1038	564	454	1021	554	327	503	492	319	511	519
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	24.0	25.1	19.8	28.5	24.8	21.3	29.7	28.0	28.0	32.3	27.6	27.7
Incr Delay (d2), s/veh	1.3	0.8	0.4	4.2	0.6	1.4	1.1	4.5	4.8	2.6	3.9	3.9
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	2.0	2.6	0.9	4.8	2.2	2.6	1.0	5.5	5.5	2.1	5.3	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	25.9	20.2	32.7	25.4	22.7	30.8	32.5	32.8	34.9	31.5	31.6
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		498			674			620			647	
Approach Delay, s/veh		25.1			27.3			32.5			32.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	31.6	14.0	32.0	12.4	31.6	14.0	32.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	5.6	24.8	* 7.8	* 26	5.6	24.8	* 7.8	* 26				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	452	42	57	582	38	47
Future Vol, veh/h	452	42	57	582	38	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	70	70	92	70	70
Heavy Vehicles, %	7	2	2	8	2	2
Mvmt Flow	491	60	81	633	54	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	1000	276
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	479	-
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	-	-	1015	-	240	721
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1015	-	221	721
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	542	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		13.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	721	-	-	1015	-
HCM Lane V/C Ratio	0.154	0.093	-	-	0.08	-
HCM Control Delay (s)	17.1	10.5	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	54	529	48	49	685
Future Vol, veh/h	60	54	529	48	49	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	94	70	70	93
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	86	77	563	69	70	737
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1107	316	0	0	632	0
Stage 1	598	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	204	680	-	-	947	-
Stage 1	512	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	680	-	-	947	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.8	0		0.8		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	323	680	947	-
HCM Lane V/C Ratio	-	-	0.265	0.113	0.074	-
HCM Control Delay (s)	-	-	20.1	11	9.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.4	0.2	-

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	142	133	139	66	185	175	143	110	125	199	209	128
Average Queue (ft)	52	69	69	22	103	64	65	43	34	112	123	56
95th Queue (ft)	109	114	120	52	168	128	116	82	80	176	198	104
Link Distance (ft)		2778	2778			198	198			197	197	
Upstream Blk Time (%)					0	0			0	0	1	
Queuing Penalty (veh)					0	0			0	1	2	
Storage Bay Dist (ft)	500			140	170			170	130			210
Storage Blk Time (%)			0		1	0	0		0	5		
Queuing Penalty (veh)			0		2	0	0		0	3		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	199	205
Average Queue (ft)	103	116
95th Queue (ft)	168	183
Link Distance (ft)	308	308
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Site Dwy #2 & Eight Mile Road

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	5	9	63	53	62
Average Queue (ft)	0	0	16	24	26
95th Queue (ft)	5	6	46	50	54
Link Distance (ft)	198	198			210
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			250	50	
Storage Blk Time (%)				2	0
Queuing Penalty (veh)				1	0

Intersection: 9: Newburgh Road & Site Dwy #1

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	L
Maximum Queue (ft)	89	95	25	49	55
Average Queue (ft)	35	32	1	2	20
95th Queue (ft)	71	70	12	20	49
Link Distance (ft)		244	2134	2134	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				50
Storage Blk Time (%)	3	0			1
Queuing Penalty (veh)	2	0			3

Network Summary

Network wide Queuing Penalty: 14

HCM 6th Signalized Intersection Summary

3: Newburgh Road/Halstead Road & Eight Mile Road

Build 2025 Conditions with Imp
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	607	140	249	273	130	91	541	324	177	738	31
Future Volume (veh/h)	197	607	140	249	273	130	91	541	324	177	738	31
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	1938	1938	1938	1969	1969	1969	1969	1969	1969	1953	1953	1953
Adj Flow Rate, veh/h	210	646	149	262	287	137	96	569	341	186	777	33
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	3	3	3
Cap, veh/h	453	728	438	345	740	445	299	705	422	260	1136	48
Arrive On Green	0.13	0.20	0.20	0.13	0.20	0.20	0.07	0.31	0.31	0.07	0.31	0.31
Sat Flow, veh/h	1845	3681	1642	1875	3741	1668	1875	2249	1347	1860	3627	154
Grp Volume(v), veh/h	210	646	149	262	287	137	96	473	437	186	397	413
Grp Sat Flow(s),veh/h/ln	1845	1841	1642	1875	1870	1668	1875	1870	1726	1860	1856	1925
Q Serve(g_s), s	0.0	15.4	0.4	7.2	6.0	0.0	0.0	20.9	20.9	2.2	16.8	16.9
Cycle Q Clear(g_c), s	0.0	15.4	0.4	7.2	6.0	0.0	0.0	20.9	20.9	2.2	16.8	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.08
Lane Grp Cap(c), veh/h	453	728	438	345	740	445	299	586	541	260	581	603
V/C Ratio(X)	0.46	0.89	0.34	0.76	0.39	0.31	0.32	0.81	0.81	0.72	0.68	0.68
Avail Cap(c_a), veh/h	453	728	438	345	740	445	299	586	541	260	581	603
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	30.3	35.1	26.6	35.6	31.4	26.4	33.7	28.4	28.4	38.3	27.0	27.0
Incr Delay (d2), s/veh	3.4	15.0	2.1	14.5	1.5	1.8	2.8	11.4	12.2	15.6	6.4	6.2
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	4.2	8.0	2.7	6.5	2.7	2.4	2.1	10.4	9.8	4.9	8.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	50.1	28.7	50.1	32.9	28.2	36.6	39.8	40.7	53.8	33.4	33.2
LnGrp LOS	C	D	C	D	C	C	D	D	D	D	C	C
Approach Vol, veh/h		1005			686			1006			996	
Approach Delay, s/veh		43.5			38.5			39.9			37.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	35.0	18.0	24.0	13.0	35.0	18.0	24.0				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.2	6.8	6.8	* 6.2	* 6.2				
Max Green Setting (Gmax), s	6.2	28.2	* 12	* 18	6.2	28.2	* 12	* 18				
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				39.9								
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	1064	44	38	627	25	53
Future Vol, veh/h	1064	44	38	627	25	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	70	70	95	70	70
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	1132	63	54	660	36	76
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1195	0	1602	598
Stage 1	-	-	-	-	1164	-
Stage 2	-	-	-	-	438	-
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	-	-	580	-	96	445
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	580	-	87	445
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	561	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		18.8	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	445	-	-	580	-
HCM Lane V/C Ratio	0.183	0.17	-	-	0.094	-
HCM Control Delay (s)	27.6	14.7	-	-	11.8	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	0.3	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	42	914	45	44	1083
Future Vol, veh/h	50	42	914	45	44	1083
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	95	70	70	95
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	71	60	962	64	63	1140
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1690	513	0	0	1026	0
Stage 1	994	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	84	506	-	-	673	-
Stage 1	319	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	506	-	-	673	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 198 506	673	-		
HCM Lane V/C Ratio	-	- 0.361 0.119	0.093	-		
HCM Control Delay (s)	-	- 33.1 13.1	10.9	-		
HCM Lane LOS	-	- D B	B	-		
HCM 95th %tile Q(veh)	-	- 1.5 0.4	0.3	-		

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	213	306	332	230	192	242	175	87	180	242	236	233
Average Queue (ft)	100	178	183	83	128	103	89	36	98	205	190	140
95th Queue (ft)	169	271	282	204	199	211	149	68	213	238	254	235
Link Distance (ft)		2778	2778			198	198			197	197	
Upstream Blk Time (%)					3	3	0	0	0	40	24	
Queuing Penalty (veh)					0	11	0	0	0	191	114	
Storage Bay Dist (ft)	500			140	170			170	130			210
Storage Blk Time (%)			22	0	7	0	0		0	58		4
Queuing Penalty (veh)			31	0	10	1	0		1	53		17

Intersection: 3: Newburgh Road/Halstead Road & Eight Mile Road

Movement	SB	SB	B6	B6
Directions Served	T	TR	T	T
Maximum Queue (ft)	308	303	11	23
Average Queue (ft)	174	180	1	1
95th Queue (ft)	273	270	9	16
Link Distance (ft)	309	309	2772	2772
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)	2			
Queuing Penalty (veh)	4			

Intersection: 6: Bend

Movement	NB
Directions Served	T
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Site Dwy #2 & Eight Mile Road

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	L	T	L	R
Maximum Queue (ft)	8	15	65	26	62	94
Average Queue (ft)	0	1	22	2	22	33
95th Queue (ft)	6	7	54	27	55	74
Link Distance (ft)	198	198		3161		210
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)			250		50	
Storage Blk Time (%)					7	2
Queuing Penalty (veh)					5	0

Intersection: 9: Newburgh Road & Site Dwy #1

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	96	227	484	476	64	42	4
Average Queue (ft)	36	83	216	193	26	2	0
95th Queue (ft)	89	220	502	493	59	24	3
Link Distance (ft)		244	2134	2134		197	197
Upstream Blk Time (%)		11					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	75				50		
Storage Blk Time (%)	8	27			5		
Queuing Penalty (veh)	4	13			29		

Network Summary

Network wide Queuing Penalty: 484

MINUTES OF THE 94TH SPECIAL MEETING AND A PUBLIC HEARING
OF THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On September 23, 1958, the City Planning Commission of the City of Livonia held a Public Hearing and the 94th Special Meeting at the Livonia City Hall, 33001 Five Mile Road, Livonia, Michigan. Mr. Robert L. Angevine, Chairman, called the meeting to order at approximately 8:15 p.m.

Members present: Robert L. Angevine, H. Paul Harsha, Leonard Kane, Wilfred Okerstrom, Dennis Anderson, Charles Walker and Robert Peacock.
* Robert Greene

Members absent: William R. Robinson

Mr. Dave McCullough, City Planner, and Mr. Charles J. Pinto, Assistant City Attorney were present along with approximately 6 interested persons.

Mr. Leonard Kane acted as Secretary in the absence of Mr. William R. Robinson.

Mr. David McCullough announced the first item on the agenda was Application TA-41 submitted by Pershing Sand Co., Jack C. Johnson requesting permission to remove top soil and sand from parcels of land located on the Northeast corner of Schoolcraft and Levan Roads in the Southeast 1/e of Section 20, Items M1, L, and K3, to be considered only if petitioner has complied with Section 17.03, sub-section a.

Mr. Steve Polgar, Attorney for the Pershing Sand Company requested that application for removal of topsoil be withdrawn.

There was no one in audience who wished to speak in favor or in opposition to petition.

Upon a motion duly made by Mr. Okerstrom, supported by Mr. Peacock and unanimously adopted, it was

#9-261-53 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958, the City Planning Commission does hereby allow Mr. Steve Polgar to withdraw Application TA-41 for the Pershing Sand Co., Jack C. Johnson, 3829 E. Seven Mile Rd., Detroit.

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

AYES: Okerstrom, Anderson, Peacock, Walker, Harsha, Kane, Angevine
NAYS: None

The Chairman declared that Application TA-41 is withdrawn as per petitioner's request.

Mr. McCullough announced the next item on the agenda was Petition M-128 by Roman J. Miotke, Supt., Service Sign Company, requesting permission to erect a 15' 4" x 11' 9" ground sign on steel columns as per print submitted, at 35323 Plymouth Road located on the Southeast corner of Plymouth and Yale Avenue in the Northwest 1/4 of Section 33. Mr. Miotke who was present, submitted plans of the proposed sign. It was determined that the sign was approximately 14 ft. higher than what was allowed in Livonia. Mr. Angevine asked the petitioner if he could come more in line with the ordinance. Mr. Miotke stated that this sign was of standard height, any change would require new plans. He asked the Commission if he would

be allowed to telephone owner now and have this petition and the following Petition (M-129 - same sign but different address) taken under advisement until later in the evening when he would be able to inform the Commission what the store owner desired.

There was no one in audience who wished to speak either in favor or in opposition to the petition.

The Chairman stated that this item would be taken under advisement along with the next Petition until the end of the present Public Hearing.

* Mr. Greene arrived at approximately 8:30 p.m.

Mr. McCullough announced the next item on the agenda was Petition M-118a by Harold J. Rice, Attorney in behalf of Edmund Franzosi, Socony Mobil Oil Company, Inc., requesting permission to erect a gasoline service station on the Northwest corner of Six Mile and Farmington Roads in the Southeast 1/4 of Section 9. Mr. Rice who was present, submitted a Brief dated September 17, 1958 in relation to their reasons why their petition should be granted.

Mr. Walker stated that the Planning Commission has spent two years on a Master Pattern in relation to re-zoning of all areas. On this particular corner this pattern designates it should be residential and not commercial as at present. When this petition was previously heard under Petition M-118, it was denied by the Commission ^{not} from a legal viewpoint but from a Planner's viewpoint. Stated that the Commission had been wrong in a legal viewpoint to deny the former petition, and that he would approve this petition on the basis that he is compelled to because of the legality.

Mr. Greene asked at what stage the Master Pattern was, at the present time. Mr. McCullough stated that a Public Hearing is scheduled for October 7th, 1958 for the first part of the overall rezoning, namely Sections 9, 10, 11 and the north halves of 14, 15 16. Mr. Greene also asked about the proposed gasoline station ordinance allowing gasoline stations only in C-2 Districts - it was determined that this was scheduled for October 21, 1958.

Mr. Pinto stated that under the present ordinance, a gasoline station is allowed in this area and that if this was taken to court, the court would rule that the ordinance was invalid on its face.

There was no one in audience who wished to speak either in favor or in opposition.

Upon a motion duly made by Mr. Walker, supported by Mr. Okerstrom, it was

#9-262-58 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958, and having reconsidered Petition M-118a of the Socony Mobil Oil Company, Inc. for approval of a gasoline service station on the Northwest corner of Six Mile and Farmington Roads, the City Planning Commission does hereby grant the approval of such use as required by Section 10.02 sub-section (f). The Planning Commission does however, take cognisance of the applicants agreement to make the architecture conform as much as possible with the surrounding buildings.

FURTHER RESOLVED, notice of the above hearing was sent to property owners within 500 feet, petitioner and City Departments as listed in the Proof of Service.

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

AYES: Greene, Okerstrom, Anderson, Walker, Harsha, Kane and Angevine
NAYS: Peacock

The Chairman declared the motion is carried and petition is granted.

Mr. McCullough announced the next item on the agenda was Petition M-114a by Standard Oil Company and Boysland Company requesting permission to erect a two stall gasoline and oil service station on the Northeast corner of Six Mile Road and Farmington Road and situated in the Southwest 1/4 of Section 10.

Mr. Hayes of the Standard Oil Company and Mr. Hern of Boysland Company were present and stated their feelings were the same as the previous petitioner.

There was no one in audience who wished to speak either in favor or in opposition.

Upon a motion duly made by Mr. Walker, supported by Mr. Okerstrom, it was

#9-263-58 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958, and having reconsidered Petition M-114a of the Standard Oil Company for approval of a gasoline service station on the Northeast corner of Six Mile Road and Farmington Roads in the Southwest 1/4 of Section 10, the City Planning Commission does hereby grant the approval of such use as required by Section 10.02, sub-section (f). The Planning Commission does however, take cognisance of the applicants agreement to make the architecture conform as much as possible with the surrounding buildings.

FURTHER RESOLVED, notice of the above hearing was sent to property owners within 500 feet, petitioner and City Departments as listed in the Proof of Service.

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

AYES: Greene, Okerstrom, Anderson, Walker, Harsha, Kane and Angevine
NAYS: Peacock

Mr. Hayes stated they would try to comply with the wishes of the existing home owners.

The Chairman declared the motion is carried and petition is granted.

Mr. McCullough announced the next item on the agenda was the proposed Patty-Ann Subdivision submitted by Gordon-Begin Investment Company requesting re-affirmation of original approval of preliminary plat located East of Middlebelt, north of Lyndon, immediately South of Patty-Ann Subdivision on the Northeast corner of Lyndon and Middlebelt in the Northwest 1/4 of Section 24. (This proposed subdivision was originally included in the Patty-Ann Subdivision). Preliminary approval was granted April 3, 1956; one year extension granted June 18, 1957. Mr. Begin who

was present stated that there had been no changes in plat, and that when the Patty-Ann Subdivision had been presented for final approval the lots in Patty-Ann Subdivision #2 had been left out, reason for the second subdivision.

There was no one in audience who wished to speak either in favor or in opposition.

Upon a motion duly made by Mr. Kane, supported by Mr. Greene and unanimously adopted, it was

#9-264-58 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958, the City Planning Commission does hereby give re-affirmation of original approval to the preliminary plat of the Patty-Ann Subdivision #2 (formerly included with Patty-Ann Subdivision) located in the Northwest 1/4 of Section 24, and

FURTHER RESOLVED, notice of the above hearing was sent to the abutting property owners, proprietor, City Departments as listed in the Proof of Service, and to the Building Department, Superintendent of Schools, Fire Department, Police Dept., Parks and Recreation Department and Members of the Plat Committee.

The Chairman declared the motion is carried and re-affirmation is given to the Patty-Ann Subdivision.

At this time Mr. Angevine stated that the Commission would continue with Item #2 which had been taken under advisement earlier in the evening.

Mr. Miotke, Supt., Service Sign Company stated he could not get in touch with the owner of the Food Fair Company. Asked if this petition could be approved until the owner could be notified.

Mr. Peacock suggested that this item (Petition M--128) and the next item (Petition M-129) be taken under advisement until the meeting of October 7, 1958 at which time the petitioner can present any revised plans.

Mr. Walker stated that because of the fact that the sign is needed at the present time he felt that these petitions should be granted upon the condition that they meet the requirements of the zoning ordinance.

Mr. Anderson stated that he did not agree with Mr. Walker that petitioner is well aware of the zoning ordinance and that this should be tabled until the meeting of October 7, 1958.

Upon a motion duly made by Mr. Okerstrom, supported by Mr. Anderson, it was

#9-265-58 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958 on Petition M-128 submitted by Roman J. Miotke, Supt. Service Sign Company, the City Planning Commission does hereby table said Petition until October 7, 1958 at which time petitioner can present any new plans of the proposed sign.

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

AYES: Greene, Okerstrom, Anderson, Peacock, Walker, Harsha and Angevine
NAYS: Kane

The Chairman declared the motion is carried and Petition M-128 is tabled until October 7, 1958.

Mr. Okerstrom stated that a maximum height of 35' should be upheld. Mr. Harsha stated that the petitioner should not be under the impression that the area of the sign is permissible.

In relation to Item #3, Petition M-129 by Roman J. Miotke, Supt., Service Sign Company requesting permission to erect identical sign as in Petition M-128, at 27414 Six Mile Road located on the Northwest corner of Inkster and Six Mile Roads in the Southeast 1/4 of Section 12, Mr. Angevine inquired whether or not there was anyone in the audience who wished to speak. Mr. Roger Davis, Livonia Meadows Home Owners Association, stated that their subdivision borders the property in petition and they were in favor of the motion made on the previous petition. Suggested that the proposed sign be held within the 35' height. Stated that the sign, as proposed, will shine into the surrounding homes.

Upon a motion duly made by Mr. Okerstrom, supported by Mr. Anderson, and unanimously adopted, it was

#9-266-58 RESOLVED that, pursuant to a Public Hearing having been held on Tuesday, September 23, 1958 on Petition M-129 submitted by Roman J. Miotke, Supt. Service Sign Company, the City Planning Commission does hereby table said Petition until October 7, 1958 at which time petitioner can present any new plans of the proposed sign.

The Chairman declared that Petition M-129 is tabled until October 7, 1958.

Upon a motion duly made by Mr. Okerstrom, supported by Mr. Peacock and unanimously adopted it was

#9-267-58 RESOLVED that this Public Hearing be duly adjourned.

The Chairman declared a ten minute recess at approximately 9:50 p.m.

The Chairman called the 94th Special Meeting to order at 10:00 p.m. with all those present who were present at the end of the Public Hearing.

Mr. McCullough announced the next item on the agenda was the proposed Mar-Git Subdivision submitted by Gordon-Begin Investment Company located approximately 1300' East of Middlebelt Road approximately 600' North of Schoolcraft in the Southwest 1/4 of Section 24. Preliminary approval July 10, 1956; extension given June 18, 1957; Public Hearing for re-affirmation of original approval August 19, 1958; tabled until regular meeting; tabled until next special meeting. Mr. Begin present.

Mr. McCullough read a letter dated September 23, 1958 from Mr. Jack Hickox of the Traffic Commission.

Mr. Okerstrom stated he objected to the R-3 zoning which exists in the proposed plat. Mr. Begin stated that at present they intended to use it as R-1 but did not want to state that they definitely would not use it as it is zoned at present.

It was determined that on the Master Pattern this area is designated for R-3 usage.

Upon a motion duly made by Mr. Kane, supported by Mr. Walker, it was

#9-268-58 RESOLVED, that pursuant to a Public Hearing having been held on Tuesday, August 19, 1958, the City Planning Commission does hereby give re-affirmation of original approval to the preliminary plat of the Mar-Git Subdivision located in the Southwest 1/4 of Section 24, and

FURTHER RESOLVED, notice of the above hearing was sent to the abutting property owners, proprietor, City Departments as listed in the Proof of Service and to the Building Department, Superintendent of Schools, Fire Department, Police Department, Parks and Recreation Department and Members of the Plat Committee.

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

AYES: Greene, Anderson, Peacock, Walker, Harsha, Kane and Angevine
NAYS: Okerstrom

The Chairman declared the motion is carried and re-affirmation is granted to the Mar-Git Subdivision.

Mr. McCullough announced the next item on the agenda was the Final approval of the Joy-Ann Subdivision located approximately 1550 feet West of Wayne Road between Ann Arbor Trail and Joy Road in the Southeast 1/4 of Section 32. Submitted by Sam Lederman, Mid-West Builders. Tentative approval granted February 5, 1957; reaffirmation granted May 6, 1958.

Mr. Harsha stated that in checking over the plat, it was found that the street Northfield should be renamed Dover in order to comply with the layout of the street in other parts of the City.

Upon a motion duly made by Mr. Harsha, supported by Mr. Walker and unanimously adopted, it was

#9-269-58 RESOLVED that, final plat of the Joy-Ann Subdivision located in the Southeast 1/4 of Section 32 be given final approval, subject to renaming Northfield Avenue to Dover Avenue in order that it will be in proximity with Dover in other parts of the City, and

FURTHER RESOLVED, inasmuch as it appears on the records that tentative approval of said proposed plat was given by the City Planning Commission February 5, 1957 and June 20, 1957; and it further appearing that said proposed plat together with the plans and specifications for improvements therein have been approved by the Department of Public Works under date of June 21, 1957; and it further appearing that a bond in the amount of \$92,000.00 to cover the installation of improvements has been filed in the office of the City Clerk under date of September 22, 1958; such bond having been approved by Charles J. Pinto, Assistant City Attorney, on September 22, 1958 it would therefore appear that all the conditions necessary to the release of building permits have been met and the Building Department is hereby so notified.

The Chairman declared the foregoing resolution adopted.

Mr. McCullough announced the next item on the agenda was the proposed Richland Estates Subdivision located on the East side of Stark Road on the North and South side of Richland Avenue in the Northeast 1/4 of Section 33; submitted by Roy McGlothin for Jimack Homes, Inc. Public Hearing, September 2, 1958, taken under advisement. Mr. McGlothin was present and stated that he had had a meeting with Mr. Van Camp and the City Planner to determine if some agreement could be made where as Mr. Van Camp's property would not be land locked by the new subdivision. Mr. McGlothin stated he had offered to sell a lot from his subdivision to Mr. Van Camp so that entrance could be made onto Mr. Van Camp's property but this was not acceptable to Mr. Van Camp. Mr. McGlothin further related that he made another offer to Mr. Van Camp, which latter found acceptable. By the terms of this agreement McGlothin was to reserve a 50 ft. strip from the southern end of Lots 8 through 15. He and Mr. Van Camp would jointly attempt to purchase land to the east of their respective tracts and subdivide the same. Lastly Mr. McGlothin agreed to save Mr. Van Camp harmless in the event he should become liable to bear any part of the cost of erecting a fence under the Wayne County Fence Ordinance. It was then suggested that if Mr. McGlothin was able to purchase the land in the back of the subdivision, streets could be put in parallel to Richland but that he would like to submit this present plat on the basis of the land that he now owns. Mr. McGlothin stated he has informed Mr. Van Camp that he will bear the expense of any fence along the property line between Mr. Van Camp's property and the subdivision, which was agreeable to Mr. Van Camp.

Upon a motion duly made by Mr. Walker, supported by Mr. Harsha and unanimously adopted, it was

#9-270-58 RESOLVED that, pursuant to a Public Hearing having been held September 2, 1958 the City Planning Commission does hereby give approval to the preliminary plat of the Richland Estates Subdivision located on the E. side of Stark Road on the North and South side of Richland in the Northeast 1/4 of Section 33, subject to Mr. McGlothin's saving Mr. Van Camp free and harmless of his share of the cost of erecting a fence along the property line of his property and the new subdivision, and

FURTHER RESOLVED, notice of the above hearing was sent to the abutting property owners, proprietor, City Departments as listed in the Proof of Service and copies of the plat together with notice having been sent to the Building Department, Superintendent of Schools, Fire Department, Police Department, Parks & Recreation Department and Members of the Plat Committee.

The Chairman declared the foregoing resolution adopted.

Mr. McCullough announced the next item on the agenda was the proposed Merucci Bros. Subdivision submitted by June Development Company located approximately 2,000 feet East of Levan Road between Five Mile and Schoolcraft Roads in the Southeast and Northeast 1/4 of Section 20 and the Northwest and Southwest of Section 21. Public Hearing September 2, 1958; taken under advisement.

Mr. Donald Deremo, attorney for the June Development Company and Mr. Layman, Engineer, were present with a revised plat, showing the new location of the school

site which had been approved by the School Board. Mr. Deremo stated that although the School Board had approved the homes backing to the school site, the Parks & Recreation Commission did not approve the homes backing to the park site. He also stated that Mr. Sheppard of the FHA had approved the backing of homes to school and park sites.

Mr. Harsha stated that where there were blocks that were over 800' long, cross walks of 10' wide would be necessary. Also, that Yale Avenue is now designated as 120' on the Master Thoroughfare Plan and it would have to be changed to 86' first before action could be taken on this plat.

Mr. Kane stated he was concerned with the adjacent land that is not now presently platted in respect to the layout of the streets. It was determined that the street layout in the proposed subdivision was in proximity with Koloff's Greenbriar Estates Subdivision which was recently given final approval.

Upon a motion duly made by Mr. Anderson, supported by Mr. Harsha, and unanimously adopted, it was

#9-271-58 RESOLVED that, the proposed Merucci Bros. Subdivision located in the Southeast and Northeast 1/4 of Section 20 and the Northwest and Southwest 1/4 of Section 21 be tabled until such time that Yale Avenue, which is presently designated on the Master Thoroughfare Plan as 120', is changed to 86' and that a revised plat with the changes suggested tonight be presented to the Commission at a Study Meeting some time before Yale Avenue is changed.

The Chairman declared the foregoing resolution is adopted.

Mr. McCullough announced the next item on the agenda was the proposed Sunset Manor Subdivision located in the Southeast and Southwest 1/4 of Section 11; submitted by Spalding, DeDecker & Associates on behalf of Jupiter Construction. Public Hearing August 19, 1958; item taken under advisement.

Mr. Hartman and Mr. Tyner, developers for the subdivision and Mr. Alfrod of the Livonia School Board were present. Mr. Alfrod pointed out the proposed school site which had been decided on by the School Board required approximately 20 acres to be used. Mr. Hartman stated that a new plat will have to be re-submitted because of this decision.

The Chairman declared that this item would be taken under advisement until such time as the new plat is re-submitted showing the proposed school site.

Mr. McCullough announced the next item on the agenda was a motion by the City Planning Commission to hold a public hearing to determine whether or not to amend Articles 10.00 and 11.00 of Ordinance No. 60 as amended, entitled "Zoning Ordinance of the City of Livonia" by adding thereto Sections 10.17 and 11.19. After a brief discussion, it was decided to refer the proposed ordinance back to the Law Department to delete the variable setback provision and make it a uniform 40 foot setback with a provision for an appeal to the Board of Appeals in hardship cases.

The Chairman declared this item will be taken under advisement until the changes are made.

Mr. McCullough announced the next item on the agenda was a motion by the City Planning Commission to hold a public hearing to determine whether or not to amend Section 4.13 of Ordinance No. 60.

Mr. Walker stated topsoil should not be stockpiled against nearby fences, a control should be established on sand stockpiled and that all land should be re-seeded after the topsoil has been removed. Mr. Walker felt that he could not act on the proposed ordinance unless a correction is made in the ordinance pertaining to the removal of sod. Mr. Kane stated he felt that this was considered agriculture.

Mr. Walker stated he felt that this should be referred to the Law Department for a legal opinion whether or not the Planning Commission can regulate the removal of sod and to determine whether the removal of sod is considered farming.

The Chairman declared this item would be taken under advisement.

Mr. D. Anderson was excused at approximately 12:40 a.m.

Upon a motion duly made by Mr. Walker, supported by Mr. Peacock, it was

#9-272-58 RESOLVED that, the City Planning Commission of the City of Livonia having given due consideration to the designated proposed width and location of Yale and Lyndon Avenues and it appearing that the designated proposed width of such thoroughfares as presently shown on the Master Thoroughfare Plan is excessive and unnecessary for the health, safety and general welfare of the community, the City Planning Commission on its own motion does hereby establish and order a public hearing to be held on December 2, 1958 at 8:00 p.m. in the City Hall of the City of Livonia to determine whether or not Part I of the Master Plan of the City of Livonia, that is the Master Thoroughfare Plan, should be amended in the following respects:

- (1) So as to change the designation of Yale Avenue, portions of which are presently designated as Wayne Road, to a uniform designation of Yale Avenue for its entire length from Plymouth Road northerly to Eight Mile Road;
- (2) So as to reduce the proposed width of Yale Avenue from Plymouth Road northerly to Eight Mile Road from the proposed 120 foot width now designated on said plan to a designated proposed width of 86 feet;
- (3) So as to change the location of Yale Avenue from Schoolcraft Road northerly to Five Mile Road so as to designate the centerline thereof as follows:

Beginning at a point on the north line of Schoolcraft Road right-of-way distant due West 133.01 feet and North 0° 26' 22" East 103.02 feet from the Southeast corner of Section 20 in the City of Livonia; thence proceeding North 0° 13' 8" West 1650.00 feet parallel

to the east line of Section 20; thence northeasterly 207.39 feet along the arc of a curve having a radius of 245 feet, an interior angle of $48^{\circ} 30' 00''$ and lying westerly of the long chord of 201.25 feet bearing North $24^{\circ} 1' 42''$ East; thence North $48^{\circ} 16' 42''$ East 185.00 feet; thence northeasterly 258.13 feet along the arc of a curve having a radius of 255 feet, an interior angle of $58^{\circ} 00' 00''$ and lying easterly of the long chord of 247.25 feet bearing North $19^{\circ} 16' 42''$ East; thence North $9^{\circ} 43' 18''$ W., 444.62 feet; thence northerly 27.76 feet along the arc of a curve having a radius of 160 feet, an interior angle of $9^{\circ} 56' 31''$ and lying westerly of the long chord of 27.73 feet bearing North $4^{\circ} 15' 03''$ W., thence North $0^{\circ} 13' 13''$ East 1506.73 feet parallel to the east line of Section 20; thence northerly 25.66 feet along the arc of a curve having a radius of 245 feet, an interior angle of $6^{\circ} 00' 00''$ and lying easterly of the long chord of 25.64 feet bearing North $2^{\circ} 46' 47''$ West 162.95 feet; thence northerly 25.66 feet along the arc of a curve having a radius of 245 feet, an interior angle of $6^{\circ} 00' 00''$ and lying westerly of the long chord of 25.64 feet bearing North $2^{\circ} 46' 47''$ West; thence North $0^{\circ} 13' 13''$ East 745.00 feet parallel to the West line of Section 20 to a point on the South side of Five Mile Road right-of-way distant North $0^{\circ} 13' 13''$ East, 60.00 feet and due west 76.00 feet to the northeast corner of Section 20.

- (4) So as to reduce the proposed width of Lyndon Avenue from the east line of Section 20 westerly to the west line of Section 20;
- (5) So as to reduce the proposed width of Lyndon Avenue from the east line of Section 20 easterly a distance of 330 feet; and

IT IS FURTHER RESOLVED, that notice of the time and place of said public hearing shall be published in a newspaper of general circulation in the City of Livonia and that a notice by registered mail be sent to each public utility or railroad company owning or operating any public utility or railroad within the City of Livonia in accordance with the Provisions of Section 5.2998 of Michigan Statutes Annotated and in accordance with the provisions of Act 285 of the Public Acts of Michigan of 1931, as amended.

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

AYES: Peacock, Walker, Harsha, Kane and Angevine
 NAYS: Greene, Okerstrom

The Chairman declared the foregoing resolution is adopted.

Upon a motion duly made by Mr. Peacock, supported by Mr. Walker, and unanimously adopted, it was

#9-273-58 RESOLVED that, the City Planning Commission on its own motion does hereby provide for a Public Hearing to be held in the City Hall of the City of Livonia for the purpose of rezoning portions of Sections 4, 5, 6, 7, 8, 17, 18, 19, 20, 21, 28, 29, 30 and the South half of Section 16 in accordance with the zoning indicated on the Proposed Master Pattern of the Re-evaluation of Zoning Study.

The Chairman declared the foregoing resolution adopted.

The Commission was informed that the corrected proposed ordinance to amend Section 10.02 of Article 10.00 of the Zoning Ordinance No. 60 (to allow dry-cleaning plants in C-1 Districts) had not been completed by the Law Department as yet and will be taken up at a later meeting.

The Chairman declared that Petition Z-312 (proposed ordinance to amend Section 4.45 of Article 4.00 of the Zoning Ordinance (Protective Walls) will be taken under advisement.

Mr. McCullough submitted copies of a proposed amendment to the ordinance in relation to filing fees of petitions, to the members of the Commission. It was decided that the members will study this ordinance and make their recommendations at a later meeting

Upon a motion duly made by Mr. Kane, supported by Mr. Walker and unanimously adopted, it was

#9-274-58 RESOLVED that, pursuant to the report and recommendation of the Bureau of Inspection dated September 22, 1958 the City Planning Commission does herein authorize the release of the bond No. 13-3607-56 in the amount of \$2,000.00 by the United States Fidelity and Guaranty Company posted with the City in connection with topsoil removal operations performed under Permit No. 33 and 38, TA-18 & TA-27; it appearing from the above report that all ordinance provisions and rules and regulations have been complied with; and the City Clerk is herein authorized to do all things necessary to the full performance of this resolution.

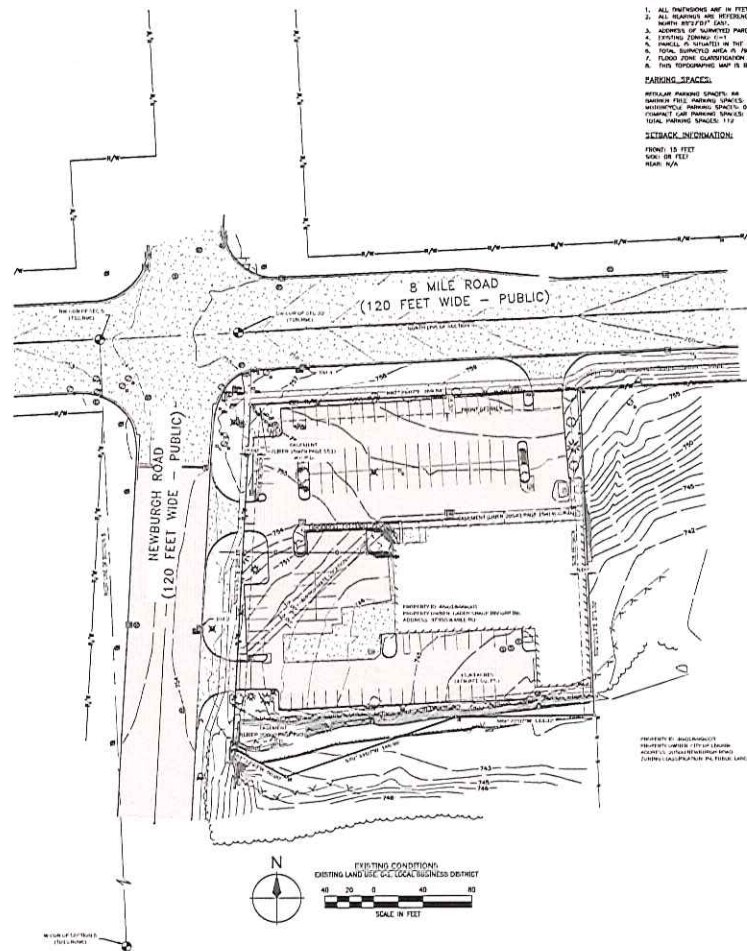
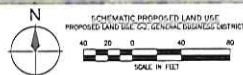
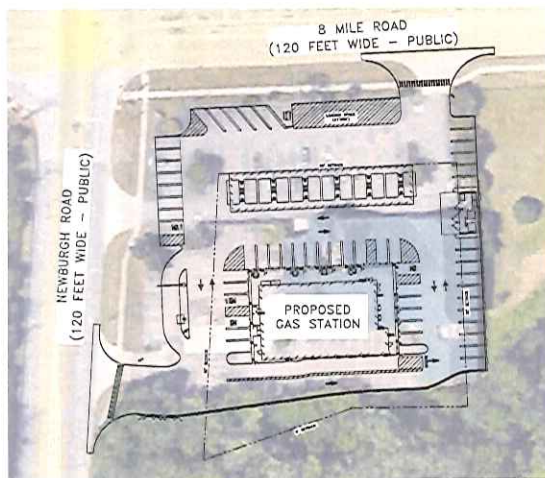
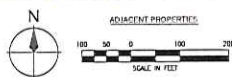
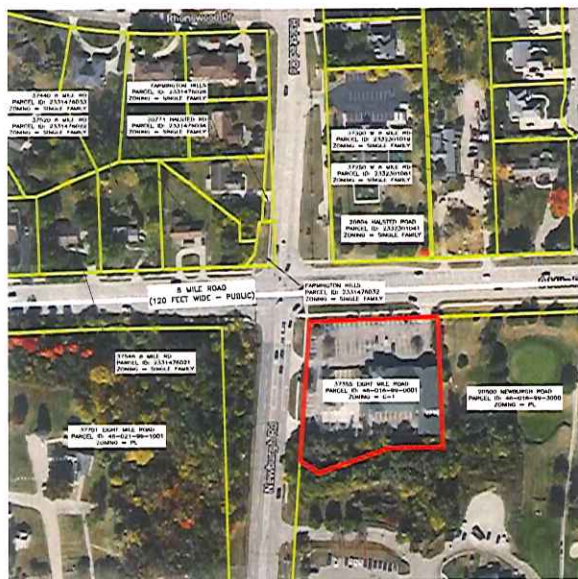
The Chairman declared the foregoing resolution adopted.

Upon a motion duly made by Mr. Peacock, supported by Mr. Kane, it was resolved that this 94th Special Meeting be duly adjourned at 1:30 a.m.

ATTESTED:

Robert L. Angevine
Robert L. Angevine, Chairman

Leonard K. Kane
Leonard K. Kane,
Secretary pro tem



LEGAL DESCRIPTION:

PARCEL 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. ALL MEASUREMENTS WERE TAKEN TO THE NORTH LINE OF SECTION 18, TOWN 10 NORTH, RANGE 10 EAST, SAID LINE BEARING NORTH 89°27'30" EAST.
3. NUMBER OF NUMBERED PARCELS IS 3720, 8 MILE ROAD, LINDA, MICHIGAN, PARCEL IS 48-08-08-0001.
4. EXISTING ZONING IS C-1.
5. PARCEL IS SITUATED IN THE CITY OF LINDA, WATKINS COUNTY, OHIO.
6. TOTAL SURVEYED AREA IS 1.16 ACRES, BEARING 111° 00' 00" N 81.14 ACRES, BEARING 111° 00' 00" N.
7. FLOOD ZONE CLASSIFICATION IS X, ACCORDING TO FIRM FLOOD ZONE MAP 174000000, EFFECTIVE DATE OF 08/01/2012.
8. THIS SURVEY MAP IS BASED UPON A FIELD SURVEY PERFORMED BY WADE TRIM, INC. ON 06/29/2012.

PARKING SPACES:

RETAIL PARKING SPACES: 88
 SERVICE PARKING SPACES: 48
 TOTAL PARKING SPACES: 136

SETBACK INFORMATION:

FRONT: 15 FEET
 SIDE: 10 FEET
 REAR: N/A

LEGEND:

- BENCHMARK
- CATCH BASIN ROUND
- CATCH BASIN SQUARE
- CONIFEROUS BUSH
- CULVERT END SECTION
- DECIDUOUS BUSH
- ELECTRIC HAND HOLE
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC RISER
- ELECTRICAL TRANS. BOX
- FIRE HYDRANT
- GATE VALVE AND WELL DETECT
- GORCHMENT CORNER
- GUY WIRE
- IRON ROD (FOUND)
- IRON ROD (NOT)
- MEDIUM CONIFEROUS TREE
- MEDIUM DECIDUOUS TREE
- METAL LIGHT POLE
- POST
- POWER AND TELEPHONE POLE
- POWER POLE
- ROCK
- SANITARY SEWER MANHOLE
- SIGN POST
- SMALL CONIFEROUS TREE
- SMALL DECIDUOUS TREE
- SQUARE POST
- STORM SEWER MANHOLE
- STUMP
- TRAVERSE POINT
- WATER VALVE
- WADING
- CENTERLINE OF DRAIN
- CONTOUR LINE
- DOMESTIC WATER
- EDGE OF WOODS
- WETLAND
- WETLAND
- WETLAND
- PROPERTY BOUNDARY
- RIGHT OF WAY
- SECTION LINE
- SETBACK
- ASPHALT
- CONCRETE



Know what's below.
 Call before you dig.

NO.	DATE	REVISIONS	DESCRIPTION	BY	CHK
01	07/11/24	REZONING SUBMITTAL		JVC	



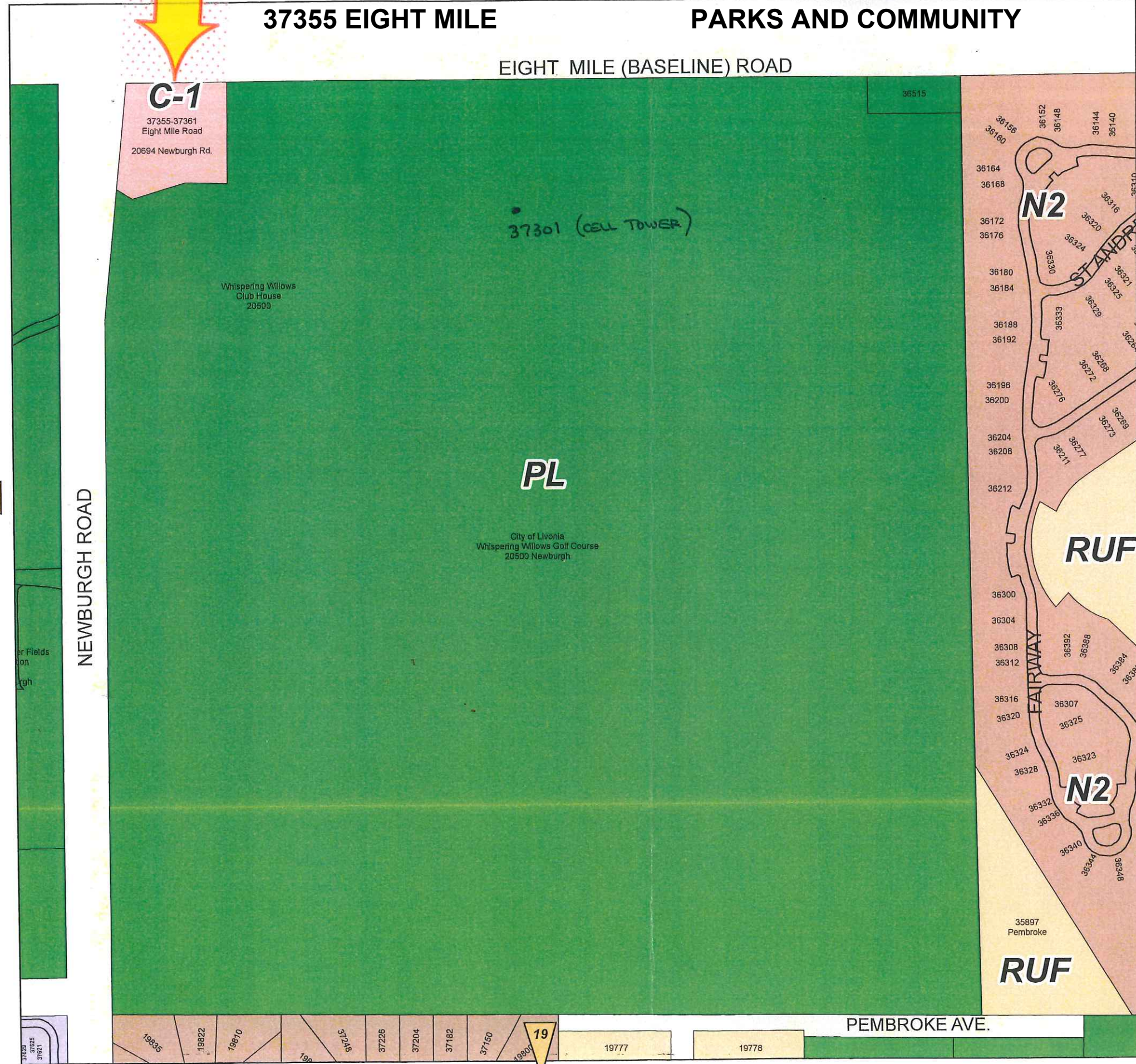
SKILKEN GOLD
 4270 MORSE ROAD
 COLUMBUS, OH 43230

REZONING EXHIBIT
 FOR
 8 MILE ROAD & NEWBURGH NEW SHEETZ STORE

PROJECT NO.	DATE	REV
5602002.01F		
SHEET		
1		

CIG LIVONIA
37355 EIGHT MILE

REF: GAS STATION IN C-1 USE VARIANCE
PARKS AND COMMUNITY



ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

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JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
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33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

MAYOR

MAUREEN MILLER BROSINAN

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PUBLIC NOTICE APRIL 18, 2025

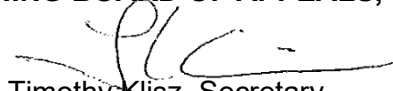
APPEAL CASE NO. 2025-03-05, 9629 Cranston: an appeal was made to the Zoning Board of Appeals by Karen Amick on behalf of Lessee Justin Baker, seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards, which is prohibited.

This Low Density Residential property is located on the west side of Cranston (9629), between Orangelawn Avenue and West Chicago Road, Lot. No. 133-03-1147-001, N-1, Neighborhood, rejected by the Inspection Department under Livonia Code of Ordinance, Section 15.44.090 A.2 & B.

THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Auditorium on the 1st Floor of City Hall on Tuesday, May 6, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,



Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

Case No: 2025-03-05
Meeting Date: May 6, 2025

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Signature: _____

Address:



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

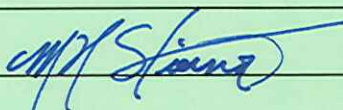
33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant <u>Justin Baker</u>	Address <u>9629 Cranston, Livonia, MI 48150</u>
Owner <u>Karen Amick</u>	Address <u>6543 Castle Dr., Bloomfield Hills, MI 48301</u>
Lessee <u>(same as applicant)</u>	Address <u>(same as applicant)</u>
Location <u>West</u>	Side of <u>9629 Cranston</u> Street
Between <u>Orangelawn</u>	And <u>West Chicago</u>
Lot No./Parcel No. <u>133-03-1147-001</u>	Subdivision <u>Rosedale Gardens No. 4</u>
Zoning District <u>N-1</u>	Lot Size <u>80' x 127' (10,160 sq. ft.)</u> Alley <u>n/a</u>
Present Use <u>Single-family residential</u>	Proposed Use <u>(no change)</u>
Present Building Size <u>n/a</u>	Proposed Building Size <u>n/a</u>
Present Height of Building <u>n/a</u>	Proposed Height <u>n/a</u>
Allowable Lot Coverage <u>n/a</u>	Proposed Lot Coverage <u>n/a</u>

Proposal : Seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards,
which is prohibited.

Reason for Rejection Livonia Code of Ordinance, Section 15.44.090 A.2. & B

Deficient Side yard _____	Deficient Front Yard _____	Deficient Rear Yard _____
Deficient Lot Area _____	Deficient Lot Area Per Room _____	Encroachment <u>48 linear feet.</u>
Excessive Lot Coverage _____	Excessive Height _____	Increasing No. Units _____
Use Prohibited _____	Deficient Parking Spaces _____	Increasing Area and Bulk _____
Remarks _____		

Plans and Application examined by  Date March 10, 2025

RECEIVED**MAR 10 2025**Inspection Department
City of Livonia**APPLICATION FOR VARIANCE**

Karen Amick	9629 Cranston Street_	Livonia	48150	(734) 788-0009	N/A
(Owner of Premises)	(Street Address)	(City)	(Zip Code)	(Telephone)	(Fax)
Justin Baker	9629 Cranston Street	Livonia	48150	(734) 855-4774	N/A
_(Lessee)	(Street Address)	(City)	(Zip Code)	(Telephone)	(Fax)
Originally Action Fence then Justin Baker, Carpenter	9629 Cranston Street	Livonia	48150	(734) 855-4774	N/A
(Contractor)	(Street Address)	(City)	(Zip Code)	(Telephone)	(Fax)

The property address is *9629 Cranston Street Livonia, MI 48150*

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they?

None that I know of. There is a violation pending to move the side fence further back from the street

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:

34C 1147, 1148 ROSEDALE GARDENS #4 T1S R9E L59 P75 WCR LOTS 1147 AND 1148

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:

The property at 9629 Cranston abutted a school for decades. Exceptionally large newer homes, as compared to the 9629 Cranston home, were built when the school was torn down. The pre-existing school had a chain link fence with the length of the current erected fence. The current fence is only a replacement of what was previously in existence and installed by the City of Livonia.

Initially Contracted with Action Fence, it was thought the permit for the new wood cedar fence was pulled. It was not, however neighboring permission were obtained prior to putting up the fence. That paperwork was misplaced and thought to be filed. The permission forms were re-signed and provided with the proper paperwork thereafter. There was no intent to put an external structure up absent the City's knowledge. The fence was evident on the property.

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return

Certainly, a financial loss however that is not primary. The different sizes of the home at 9629 Cranston and the home just North of 9629 Cranston calls for a longer privacy fence. The house north of 9629 is lovely however it is Draconian in comparison. In addition, the pre-existing fence was the same length. That chain link fence was used as a guideline as it was erected by the City originally. The new cedar fence replaces the City's fence at the same length as originally determined to be appropriate by the City.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected.

The neighbor North of 9629 Cranston Street would also like the fence to remain as is. He feels it provides privacy for his children to play and family to enjoy a greater level of privacy. This may have been the original thought when the chain link fence was erected when school occupied – to give children greater privacy. The new fence follows the same logic.

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process:]

No

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?

Recommended by Violation Officer, Frank, to apply for a variance.

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process:

It is a fence not a residence zoning issue.

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made:

Because it is a fence not a residential home matter.

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. Note that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: *[Signature]*

Please print name of property owner: Raven Amick

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 5th day of March, 2025
Brett Alpinier *[Signature]* (Notary Public, Oakland County, Michigan)

My Commission expires 04-30-29

Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

BRETT MATTHEW ALPINER
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF OAKLAND
My Commission Expires April 30, 2029
Acting in the County of Oakland

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated 12/17/24, which reads as follows:

REMOVE FENCES PER APPROVED PLANS I
certify that (a) the petitioner is not in violation of any ordinance other than the provision(s) sought to be waived in the foregoing application, (b) all applicable fees have been paid, and (c) I have examined the foregoing application, and find that said application is complete, and that the City Zoning Ordinance, Ordinance No. 543, as amended, prohibits the proposed project unless a variance is granted by the Zoning Board of Appeals.

 (Supervisor)

Application for permit filed yes Violation Issued yes

To: City of Livonia
Zoning Board of Appeals
33000 Civic Center Drive
Livonia, MI 48154

Case No: 2025-03-05
Meeting Date: April 8, 2025

You are not required to respond to this letter. If you choose to do so, please note the following reason: (APPROVAL) OR (OBJECTION) to the requested variance.

I firmly object to this fence. I live next door to 9629. I have called to the city numerous times regarding violations at the residence. Most recently there are many commercial vehicles stored here—

- A Camper
- A storage unit
- A large storage container
- A large snow plow attachment
- Numerous trucks in & out daily

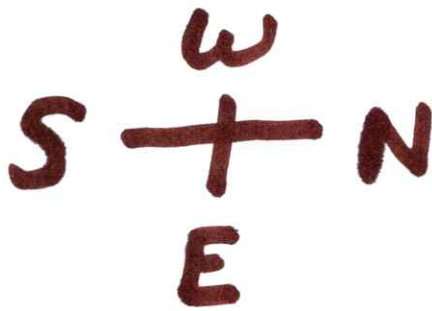
with cars sometimes parked in the yard

I know the city has been out to inspect. However, nothing ever seems to change— Are they running a commercial business out of this residence?

Signed comments will be read into the record. Unsigned or anonymous comments will not be considered.

Signature: Cathy Ryder
Name: Cathy Ryder
(Please print)

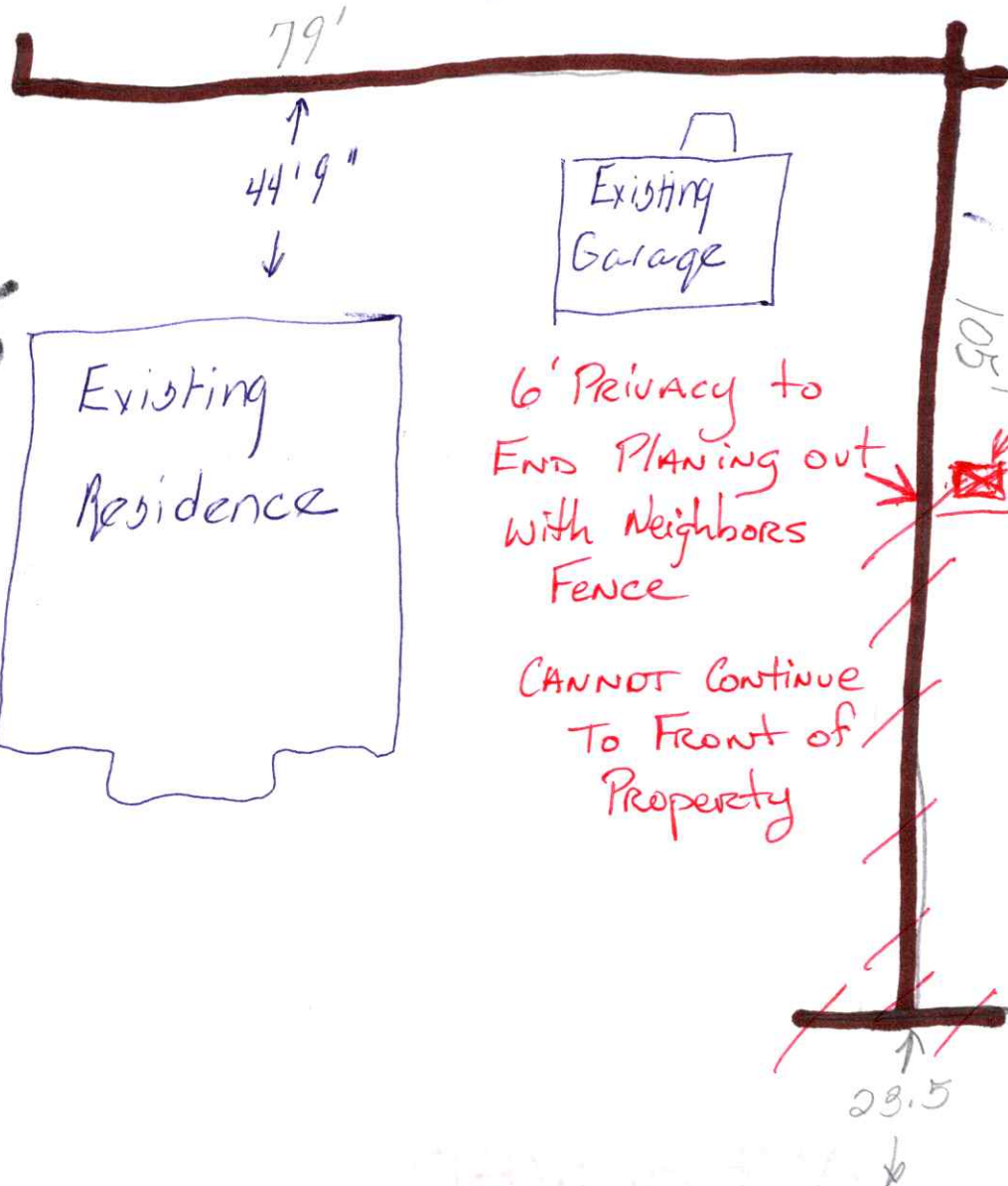
Address: 9625 Cranston
Livonia, MI 48150



105' Long
East to West
23.5' From Sidewalk
79' North to South

KAREN
Amick

734 - 788 - 0009

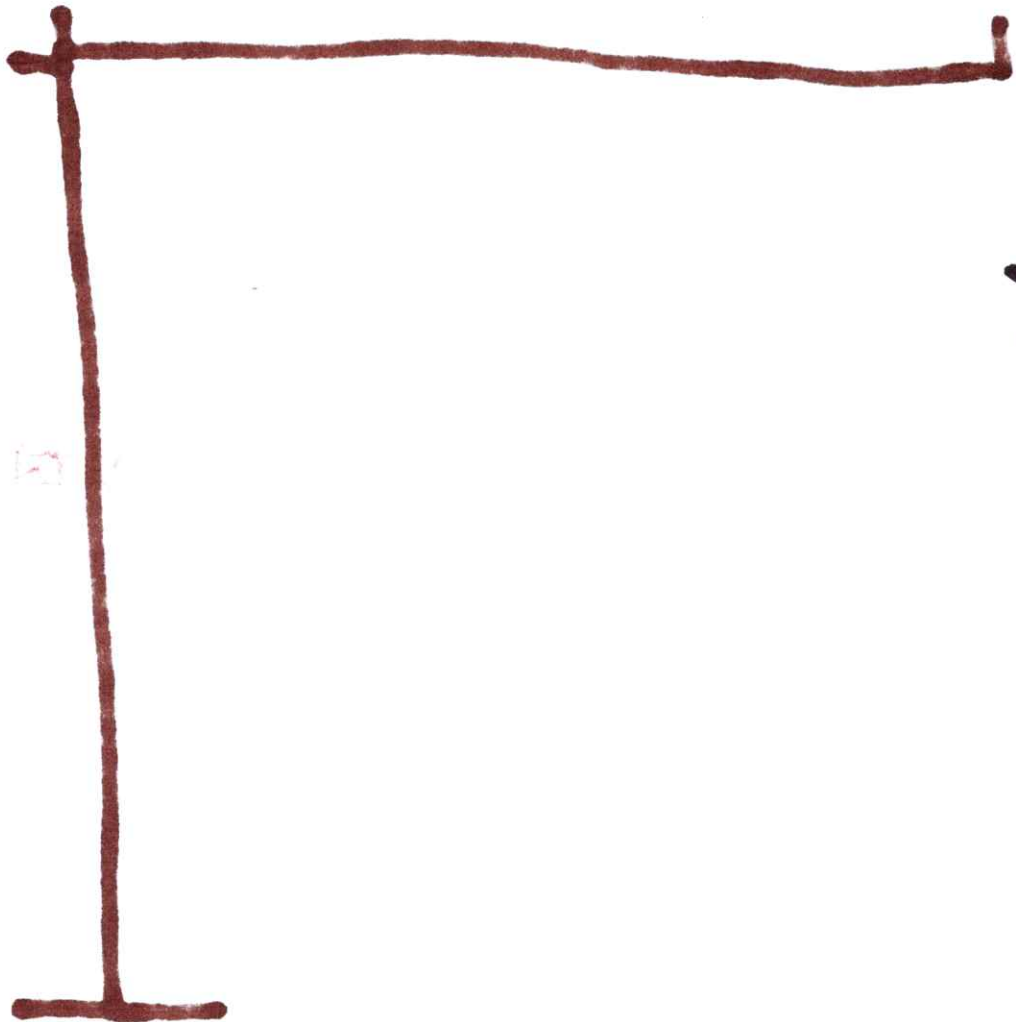


6636 Cranston
02604859

9629 Cranston Street

RECEIVED
JUN 11 2024
Inspection Department
City of Livonia

W
N
E
2



P224.0210
9629 Clawston

APPROVED
BY ZW DATE 7/1/24

755 1st Avenue NE PCUP

ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

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JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
MARC ROTONDO
MIKE TESTA



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

MAYOR

MAUREEN MILLER BROSANAN

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LAURA M. TOY

PUBLIC NOTICE MARCH 21, 2025

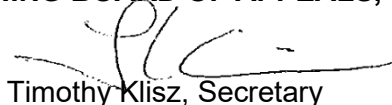
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THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Gallery on the 5th floor of City Hall on Tuesday, April 8, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,



Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

GREGORY G. COPPOLA, CHAIRMAN
JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
MARC ROTONDO
MIKE TESTA



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

MAYOR

MAUREEN MILLER BROSNAN

COUNCIL MEMBERS

BRANDON MCCULLOUGH, President
MARTHA PTASHNIK, Vice President
CARRIE BUDZINSKI
ROB DONOVIC
SCOTT MORGAN
LYNDA L. SCHEEL
LAURA M. TOY

APRIL 10, 2025

Karen Amick
9629 Cranston
Livonia, MI 48150

Ms. Amick,

Regarding the following case:

APPEAL CASE NO. 2025-03-05, Karen Amick on behalf of Lessee Justin Baker, 9629 Cranston: seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards, which is prohibited.

This Low Density Residential property is located on the west side of Cranston (9629), between Orangelawn Avenue and West Chicago Road, Lot. No. 133-03-1147-001, N-1, Neighborhood, rejected by the Inspection Department under Livonia Code of Ordinance, Section 15.44.090 A.2 & B.

Because you failed to appear for the scheduled April 8, 2025 hearing of the referenced matter, a rehearing must be scheduled. You paid the rehearing fee on April 9, 2025, so you are scheduled to be heard on May 6, 2025.

ZONING BOARD OF APPEALS,

Timothy Klisz, Secretary

cc: Justin Baker

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

4/8/25
 DID NOT SHOW
 FOR 4/8/25
 Jim B

Meeting Date: April 8, 2025

2. APPEAL CASE NO. 2025-03-05, Karen Amick on behalf of Lessee Justin Baker, 9629 Cranston: Seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards, which is prohibited.

Motion To:		Comments:
Support		
Deny		
Table		
Other		

Motion	Support	ZBA Board Member	Yes	No	Abstain	Absent
		Greg Coppola - Chairman				
		Jim Baringhaus - Vice Chairman				
		Timothy Klisz - Secretary				X
		Christopher Boloven				X
		Michael Testa				
		Marc Rotondo				
		Brian Meagher				

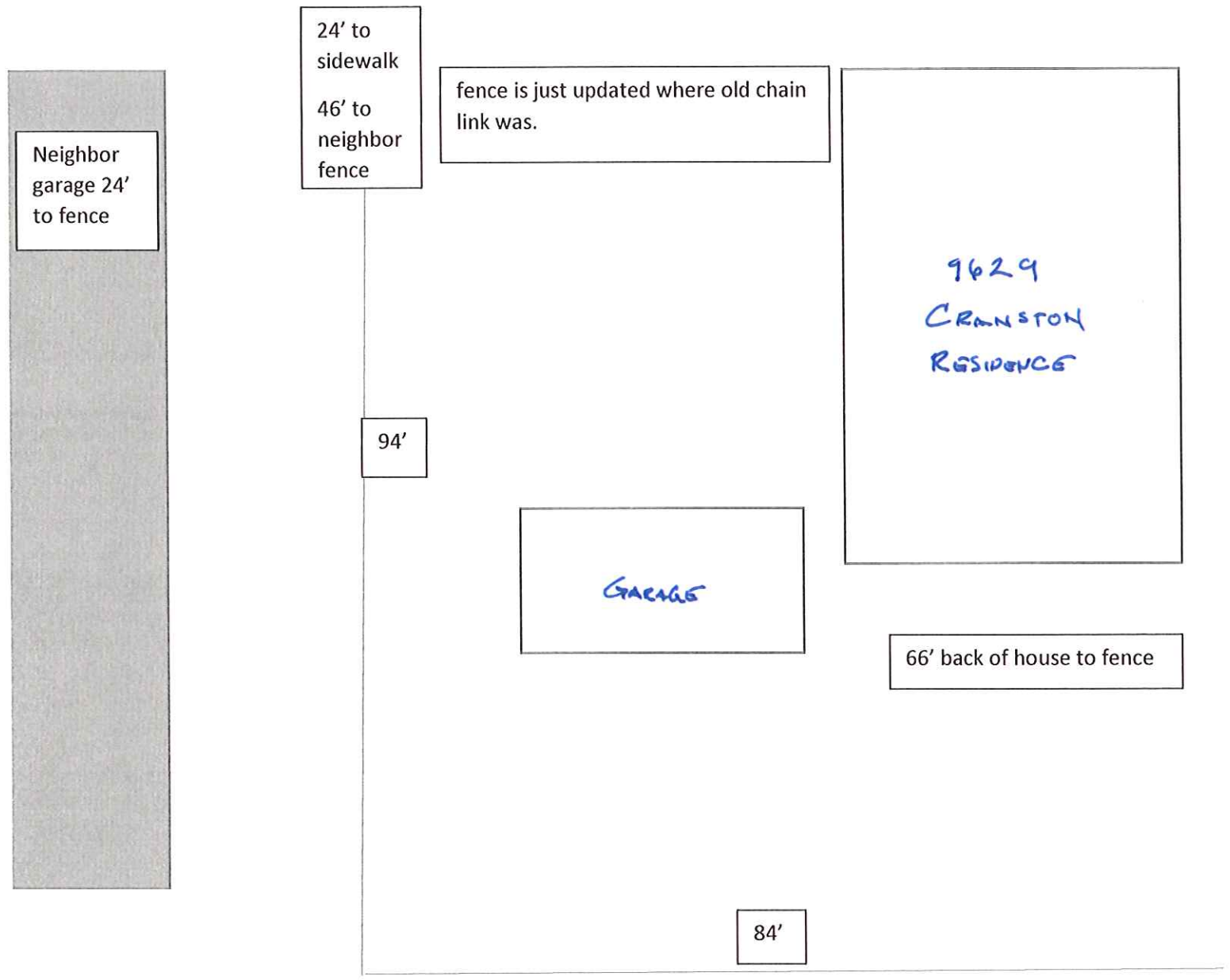
CONDITIONS	
1.	
2.	
3.	
4.	

ZBA Acting Secretary: Jim Baringhaus



P224-0240

9629 Cranston Street





Date: 3/10/2025 - 2:03 PM
Design Name: Fence Design
Design ID: 330856980831
Estimate ID: 57510
Estimated Price: \$4,861.78

**Today's estimated price. Future pricing may go up or down. Tax, labor, and delivery not included.*

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How to recall and purchase your design at home:



OR

1. On Menards.com, enter "Design & Buy" in the search bar
2. Select the Fence Designer
3. Recall your design by entering Design ID: 330856980831
4. Follow the on-screen purchasing instructions

How to purchase your design at the store:

1. Enter Design ID: 330856980831 at the Design-It Center Kiosk in the Building Materials Department
2. Follow the on-screen purchasing instructions

Design

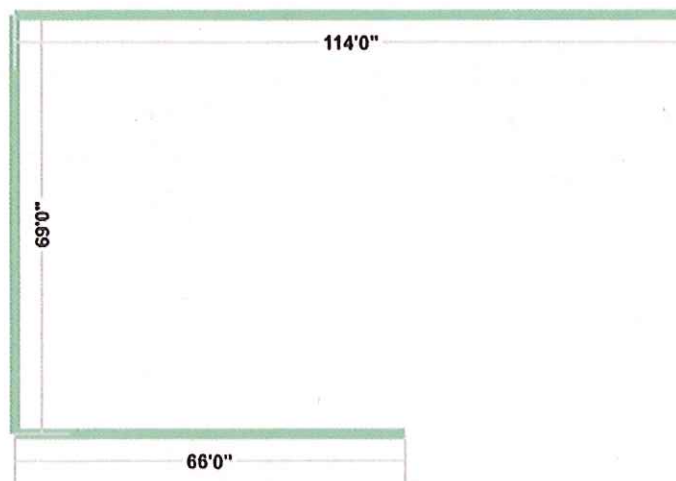


Illustration intended to show general fence size and shape. Some options may not be shown for picture clarity.

Layout dimension sheets are intended as a construction aid. Not all options selected are shown.

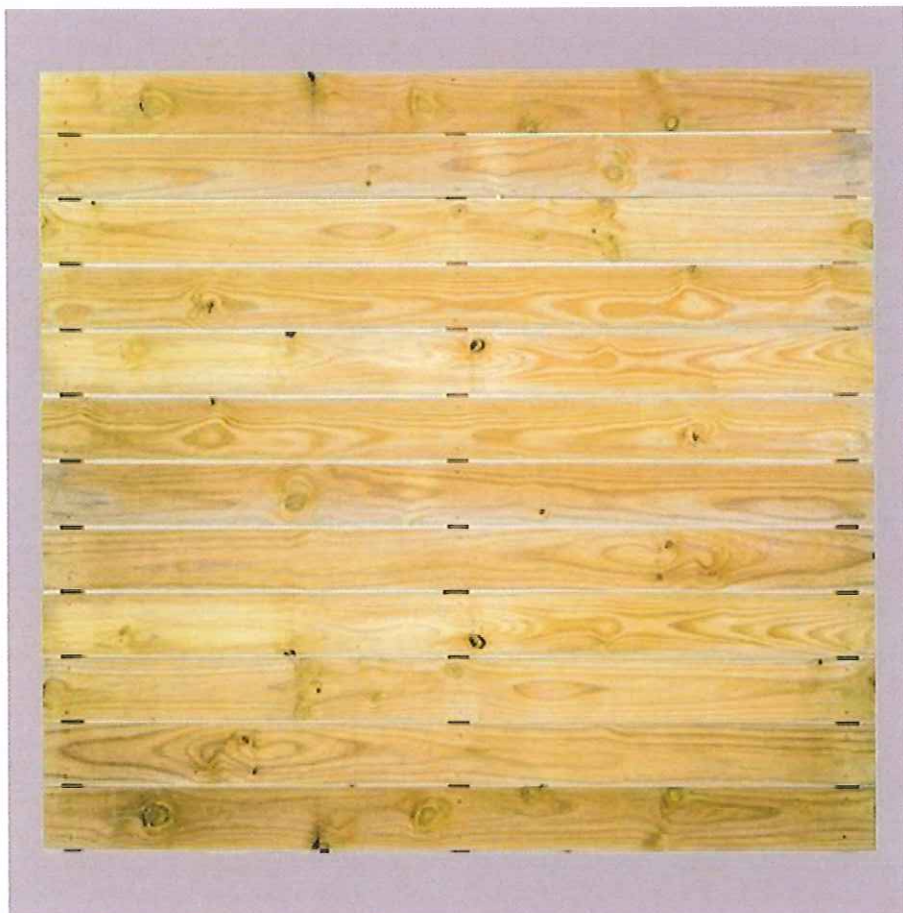
Final design should be performed by a registered professional engineer to ensure all applicable building codes and regulations are met. This is an estimate. It is only for general price information. This is not an offer and there can be no legally binding contract between the parties based on this estimate. The prices stated herein are subject to change depending upon the market conditions. The prices stated on this estimate are not firm for any time period unless specifically written otherwise on this form. The availability of materials is subject to inventory conditions. MENARDS IS NOT RESPONSIBLE FOR ANY LOSS INCURRED BY THE CUSTOMER WHO RELIES ON PRICES SET FORTH HEREIN OR ON THE AVAILABILITY OF ANY MATERIALS STATED HEREIN. All information on this form, other than price, has been provided by the customer. Menards is not responsible for any errors in the information on this estimate, including but not limited to quantity, dimension and quality. Please examine this estimate carefully. MENARDS MAKES NO REPRESENTATIONS, ORAL, WRITTEN OR OTHERWISE THAT THE MATERIALS LISTED ARE SUITABLE FOR ANY PURPOSE BEING CONSIDERED BY THE CUSTOMER. BECAUSE OF THE WIDE VARIATIONS IN CODES, THERE ARE NO REPRESENTATIONS THAT THE MATERIALS LISTED HEREIN MEET YOUR CODE REQUIREMENTS.

Date: 3/10/2025 - 2:03 PM
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MENARDS®
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Fence Image



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FENCE

Materials

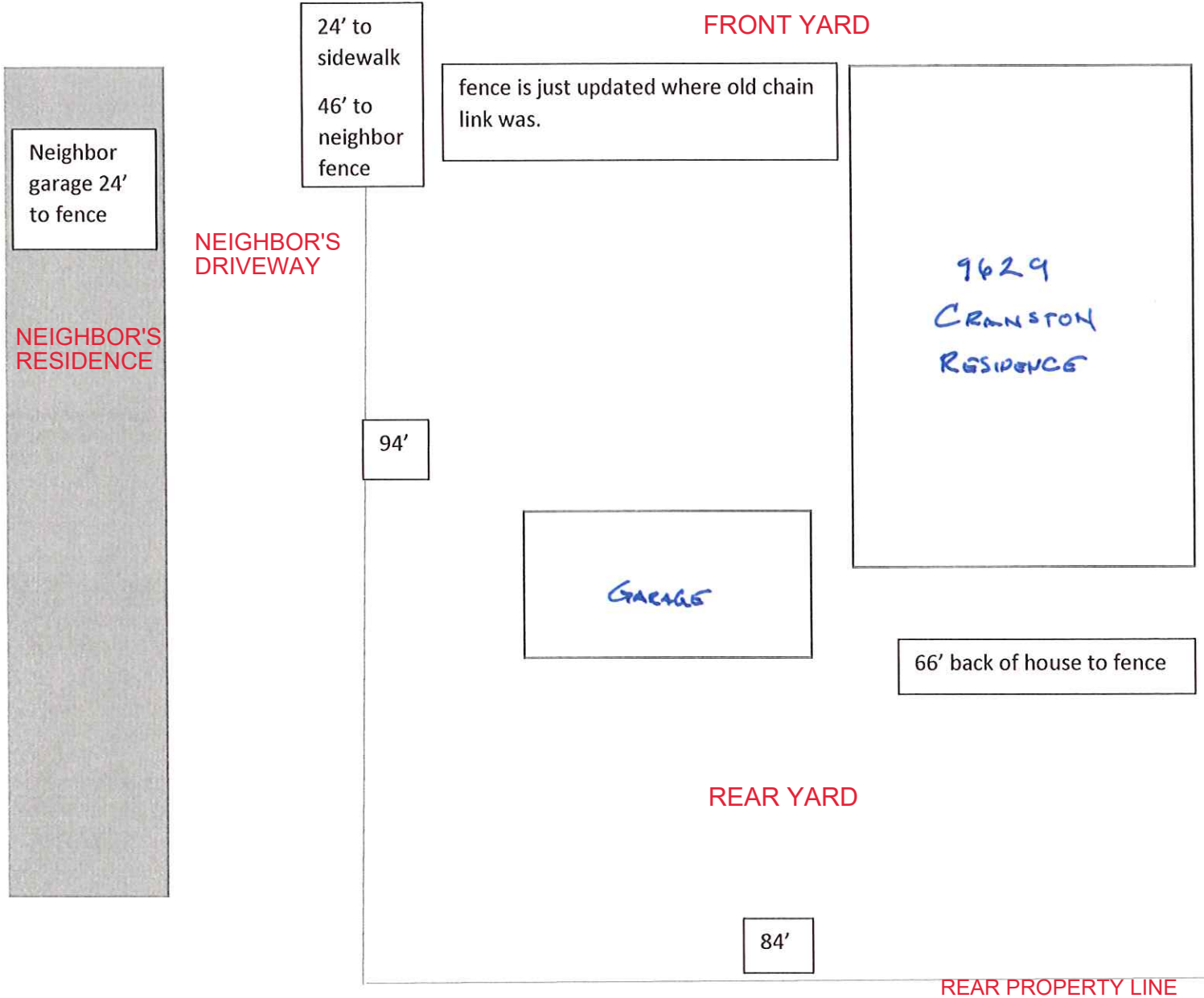
Length:	249'0"
Type:	Wood Panels
Fence:	6 x 6 Pressure Treated Horizontal Fence Panel
Post:	4 x 4 x 10' Green Pressure Treated Timber
Post Top:	No Post Top
Post Footing:	Concrete Mix - 60 lb (Bags of concrete per post: 1)
Post Drainage:	Pea Gravel
Fastener:	#9 x 3-1/2" Lobe Drive Tan Premium Screw



P224-0240

9629 Cranston Street

STREET





Date: 3/10/2025 - 2:03 PM
Design Name: Fence Design
Design ID: 330856980831
Estimate ID: 57510
Estimated Price: \$4,861.78

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OR

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2. Follow the on-screen purchasing instructions

Design

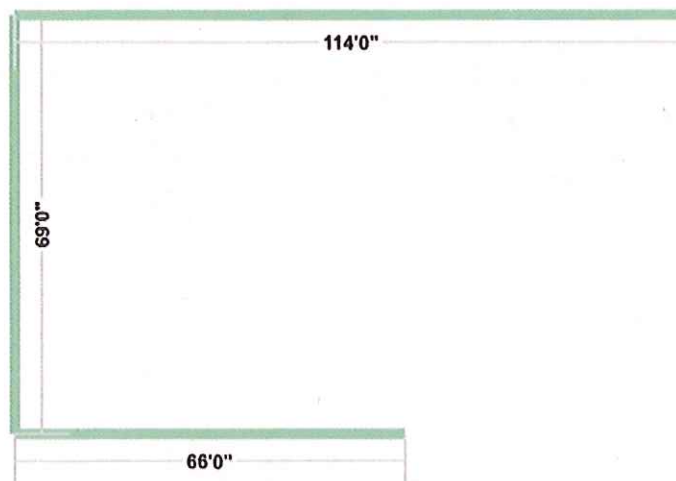


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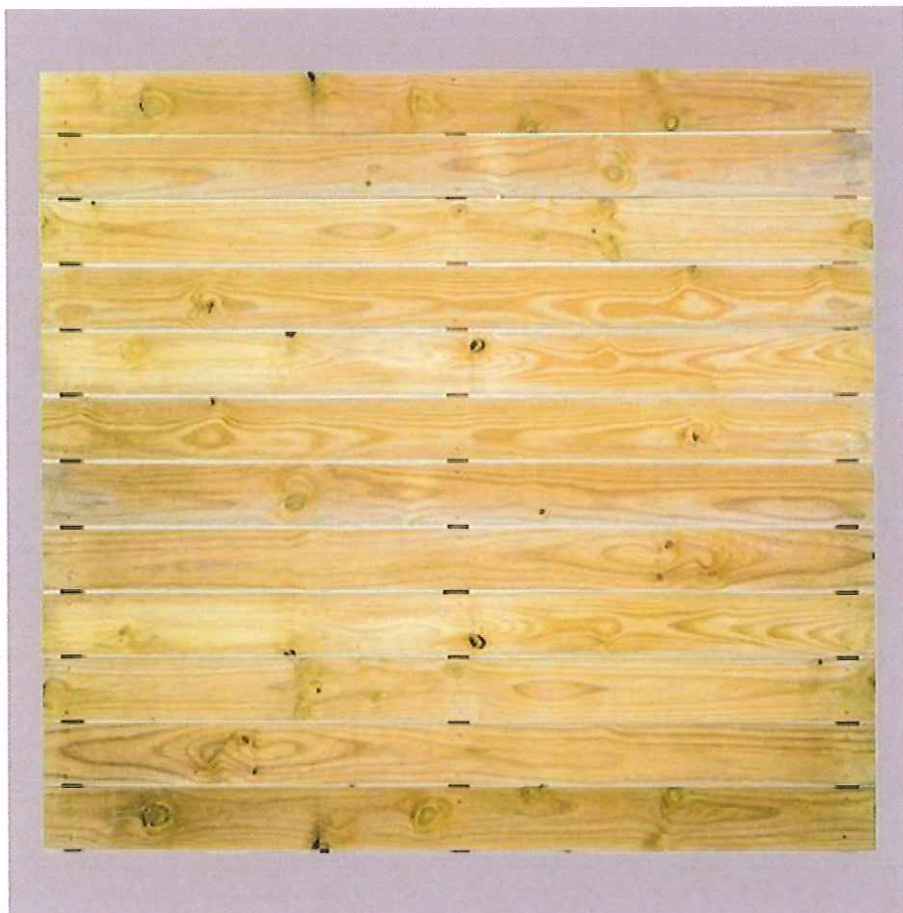
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Materials

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Type:	Wood Panels
Fence:	6 x 6 Pressure Treated Horizontal Fence Panel
Post:	4 x 4 x 10' Green Pressure Treated Timber
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Post Footing:	Concrete Mix - 60 lb (Bags of concrete per post: 1)
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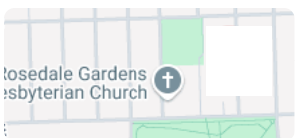
Livonia, Michigan

Google Street View

May 2024 See more dates



Image capture: May 2024 © 2025 Google



Livonia, Michigan

Google Street View

May 2024 [See more dates](#)

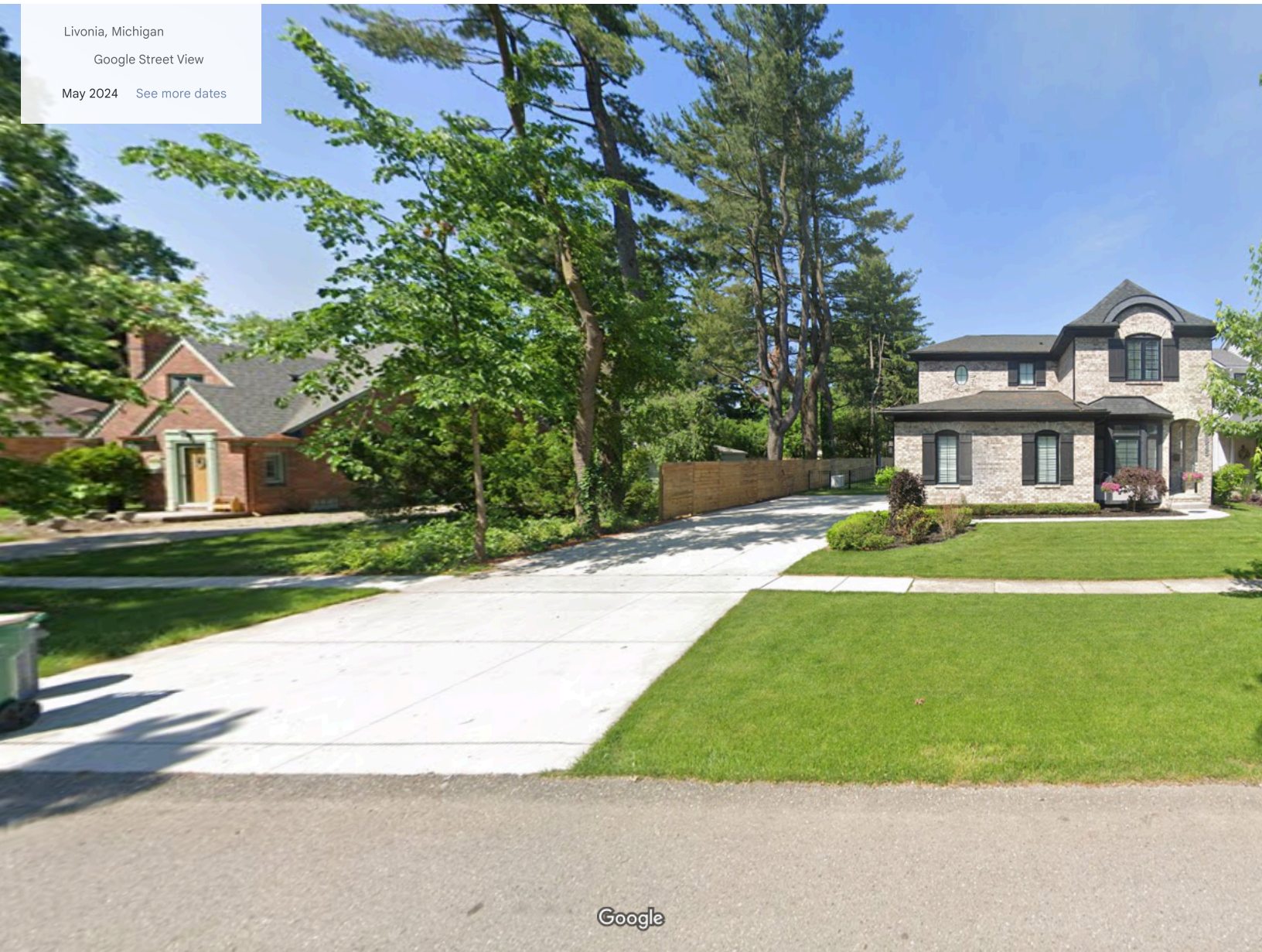
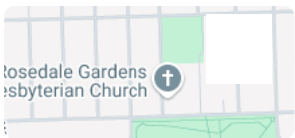


Image capture: May 2024 © 2025 Google





Privacy and/or Standard Partition Fence Authorization Form

Civic Association approval required: Yes: _____ (Approval letter provided) No: _____

Date: 7/5/2024

Fence Installation Address: 9629 Cranston

I have seen or had explained to me, the proposal made by Maren Amick c/o
(Name)

at 9629 Cranston to erect a (choose one)
(Address)

Larry
Marion

☐ Standard Partition (any non-sight-obscuring fence 4' tall or less)
☒ Privacy (Sight-obscuring fence no taller than 6')

fence separating his or her property from mine and consent to **ALL** the following:

- The height, materials, and style of the fence: _____
(Description)
- The location of the lot line.
- Only one (1) fence is permitted between our properties and that any existing fence will have to be removed in favor of the new fence.

Please initial next to the fence facing option agreed upon below.

_____ have the finished side facing my property (posts on their side of fence).

_____ have the finished side facing the fence owner (posts on my side of fence).

_____ be good on both sides (posts are between the fence panels).

Leah Sabuda
(Print Name)

9835 Cranston St.
(Address)

X [Signature]
(Signature)

580-944-7145
(Telephone number for conformation)

No permit will be issued without the original fully signed and completed form with a site plan of the property to be fenced.



Inspection Department
33000 Civic Center Dr.
City Hall Annex
Livonia, MI 48154
(734) 466-2580



Privacy and/or Standard Partition Fence Authorization Form

Civic Association approval required: Yes: _____ (Approval letter provided) No: _____

Date: 7/5/2024

Fence Installation Address: 9629 Cranston

I have seen or had explained to me, the proposal made by Karen Amick c/o
(Name)

at 9629 Cranston to erect a (choose one) Larry
(Address) Marion

☐ **Standard Partition** (any non-sight-obscuring fence 4' tall or less)
☒ **Privacy** (Sight-obscuring fence no taller than 6')

fence separating his or her property from mine and consent to **ALL** the following:

- The height, materials, and style of the fence: _____
(Description)
- The location of the lot line.
- Only one (1) fence is permitted between our properties and that any existing fence will have to be removed in favor of the new fence.

Please initial next to the fence facing option agreed upon below.

_____ have the finished side facing my property (posts on their side of fence).

_____ have the finished side facing the fence owner (posts on my side of fence).

_____ be good on both sides (posts are between the fence panels).

Valerie Burnett 9800 Hubbard
(Print Name) (Address)

Valerie Burnett 248-798-3936
(Signature) (Telephone number for conformation)

No permit will be issued without the original fully signed and completed form with a site plan of the property to be fenced.



Inspection Department
33000 Civic Center Dr.
City Hall Annex
Livonia, MI 48154
(734) 466-2580

KAREN AMICK
9629 CRANSTON

REF: FENCE
LOW DENSITY RESIDENTIAL

Page 133

ZONING MAP

LEGEND

Zoning Districts

- RUF Rural Urban Farm
- N1 Neighborhood
- N2 Neighborhood
- NM1 Neighborhood Multifamily
- NM2 Neighborhood Multifamily
- NM3 Neighborhood Multifamily
- P Parking
- C-1 Local Business
- C-2 General Business
- C-3 Highway Services
- C-4 High Rise Commercial
- M-L Manufacturing Limited
- M-1 Light Manufacturing
- M-2 General Manufacturing
- P-L Public Lands
- NP Nature Preserves

N.E. 1/4 Section 34

City of Livonia

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

Copyright 2001, City of Livonia



300 150 0 300 Feet



ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

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JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
MARC ROTONDO
MIKE TESTA



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
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MAYOR

MAUREEN MILLER BROSINAN

COUNCIL MEMBERS

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MARTHA PTASHNIK, Vice President
CARRIE BUDZINSKI
ROB DONOVIC
SCOTT MORGAN
LYNDA L. SCHEEL
LAURA M. TOY

PUBLIC NOTICE **APRIL 18, 2025**

APPEAL CASE NO. 2025-03-07, 14954 Flamingo: an appeal was made to the Zoning Board of Appeals by Gwen Hosey, seeking to construct an addition to the existing attached garage resulting in excessive accessory structure area and an accessory structure in excess of the ground floor area of the house.

Total Accessory Area

Allowed: 1000 sq. ft.
Proposed: 1320 sq. ft.
Excess: 320 sq. ft.

Total Area

Dwelling Ground Floor: 1315 sq. ft.
Proposed Garage: 1320 sq. ft.
Excess: 5 sq. ft.

This Low Density Residential property is located on the east side of Flamingo (14954), between Nye Road and Hoy Avenue, Lot. No. 089-01-0031-000, R-U-F, Rural Urban Farm, rejected by the Inspection Department under Livonia Zoning Ordinance, Section 7.09 (1) A – Maximum Size.

THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Auditorium on the 1st floor of City Hall on Tuesday, May 6, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,



Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

Case No: 2025-03-07
Meeting Date: May 6, 2025

[illegible]

Signature: _____

Address:



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant <u>Gwen Hosey</u>	Address <u>14954 Flamingo, Livonia, MI 48154</u>
Owner <u>(same as applicant)</u>	Address <u>(same as applicant)</u>
Lessee <u>n/a</u>	Address <u>n/a</u>
Location <u>East</u>	Side of <u>14954 Flamingo</u> Street
Between <u>Nye</u>	And <u>Hoy</u>
Lot No./Parcel No. <u>089-01-0031-000</u>	Subdivision <u>B.E. Taylor's Green Acres</u>
Zoning District <u>R-U-F</u>	Lot Size <u>0.75 Acres</u> Alley <u>n/a</u>
Present Use <u>Single Family Residential</u>	Proposed Use <u>(no change)</u>
Present Building Size <u>528 sq. ft. (garage) / 1,315 sq. ft (dwelling)</u>	Proposed Building Size <u>Garage:1,320 sf; House: No change</u>
Present Height of Building <u>14.58 feet</u>	Proposed Height <u>(no change)</u>
Allowable Lot Coverage <u>11,405 sq. ft. (35%) - (all structures)</u>	Proposed Lot Coverage <u>2,635 sq. ft. (8%)</u>

Proposal : Seeking to construct an addition to the existing attached garage resulting in excessive accessory structure area and an accessory structure in excess of the ground floor area of the house. Total accessory area allowed: 1,000 sq. ft.; Proposed: 1,320 s.f.; Excess: 320 sq. ft.. Total area of the dwelling ground floor: 1,315 sq. ft.; Total area of proposed garage: 1,320 sq. ft.; Excess: 5 sq. ft.

Reason for Rejection Livonia Zoning Ordinance, Section 7.09 (1) A) - Maximum Size

Deficient Side yard _____	Deficient Front Yard _____	Deficient Rear Yard _____
Deficient Lot Area _____	Deficient Lot Area Per Room _____	Encroachment _____
Excessive Lot Coverage _____	Excessive Height _____	Increasing No. Units _____
Use Prohibited _____	Deficient Parking Spaces _____	Increasing Area and Bulk <u>320 s.f. / 5 s.f.</u>

Remarks _____

Plans and Application examined by _____ Date _____



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant <u>Gwen Hosey</u>	Address <u>14954 Flamingo, Livonia, MI 48154</u>
Owner <u>(same as applicant)</u>	Address <u>(same as applicant)</u>
Lessee <u>n/a</u>	Address <u>n/a</u>
Location <u>East</u>	Side of <u>14954 Flamingo</u> Street
Between <u>Nye</u>	And <u>Hoy</u>
Lot No./Parcel No. <u>089-01-0031-000</u>	Subdivision <u>B.E. Taylor's Green Acres</u>
Zoning District <u>R-U-F</u>	Lot Size <u>0.75 Acres</u> Alley <u>n/a</u>
Present Use <u>Single Family Residential</u>	Proposed Use <u>(no change)</u>
Present Building Size <u>528 sq. ft. (garage only)</u>	Proposed Building Size <u>1,320 sq. ft. (garage only)</u>
Present Height of Building <u>14.58 feet</u>	Proposed Height <u>(no change)</u>
Allowable Lot Coverage <u>11,405 sq. ft. (35%) - (all structures)</u>	Proposed Lot Coverage <u>2,635 sq. ft. (8%)</u>

Proposal : Seeking to construct an addition to the existing attached garage resulting in excessive accessory structure area. Total accessory area allowed: 1,000 sq. ft.; Proposed: 1,320 sq. ft.; Excess: 320 sq. ft.

Reason for Rejection Livonia Zoning Ordinance, Section 7.09 (1) A) - Maximum Size

Deficient Side yard	Deficient Front Yard	Deficient Rear Yard
Deficient Lot Area	Deficient Lot Area Per Room	Encroachment
Excessive Lot Coverage	Excessive Height	Increasing No. Units 320 sq. ft.
Use Prohibited	Deficient Parking Spaces	Increasing Area and Bulk

Remarks

Plans and Application examined by [Signature] Date 3/21/25

RECEIVED

MAR 31 2025

Inspection Department
City of Livonia

APPLICATION FOR VARIANCE

GWEN HOSEY 14954 FLAMINGO, LIVONIA 48159 775-721-8514
(Owner of Premises) (Street Address) (City) (Zip Code) (Telephone) (Fax)

BONGER CONSTRUCTION 33346 GLENOLE 48150 313-530-8468
(Contractor) (Street Address) (City) (Zip Code) (Telephone) (Fax)

The property address is 14954 FLAMINGO, LIVONIA

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? NO

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:

SEE SITE PLAN

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:

MY HOME IS OLDER AND HAS A SMALL

GARAGE, I NEED MORE GARAGE STORAGE

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:

I HAVE A LARGE LOT WITH EQUIPMENT

AND CARS, MY GARAGE IS FILLED AND I NEED MORE SPACE.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected. I LOVE WHERE I LIVE AND THIS IMPROVEMENT

WILL HELP ME STAY HERE. THE PLACEMENT OF THE

GARAGE IS MOSTLY CONCEALED ON THE REAR AND WILL MATCH THE EXISTING HOUSE.

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: NO I HAVE NOT

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? I HAVE DECIDED TO STAY HERE AND THIS ALLOWS ME TO LIVE HERE LONG TERM, THIS IMPROVEMENT MAKES IT POSSIBLE.

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. Note that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

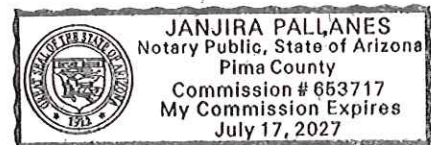
Signature of property owner: Gwendolyn M. Hosey

Please print name of property owner: Gwendolyn M. Hosey

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 26th day of March, 2025

Jeanne Pallanes
(Notary Public, Wayne County, Michigan)
My Commission expires Pima County Arizona



Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated _____, which reads as follows:

APPLICATION FOR VARIANCE

RECEIVED

MAR 20 2025

Inspection Department
City of Livonia

GWEN HOSEY 14954 FLAMINGO, LIVONIA 48159 775-721-8514
(Owner of Premises) (Street Address) (City) (Zip Code) (Telephone) (Fax)

BONGER CONSTRUCTION 33346 GLENORE 48150 313-530-8468
(Contractor) (Street Address) (City) (Zip Code) (Telephone) (Fax)

The property address is 14954 FLAMINGO, LIVONIA

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? NO

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:

SEE SITE PLAN

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:

MY HOME IS OLDER AND HAS A SMALL

GARAGE, I NEED MORE GARAGE STORAGE

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:

I HAVE A LARGE LOT WITH EQUIPMENT

AND CARS, MY GARAGE IS FILLED AND I NEED MORE SPACE.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected.

I LOVE WHERE I LIVE AND THIS IMPROVEMENT

WILL HELP ME STAY HERE. THE PLACEMENT OF THE

GARAGE IS MOSTLY CONCEALED ON THE REAR AND WILL MATCH THE EXISTING HOUSE.

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: NO I HAVE NOT

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? I HAVE DECIDED TO STAY HERE AND THIS ALLOWS ME TO LIVE HERE LONG TERM, THIS IMPROVEMENT MAKES IT POSSIBLE.

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. Note that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: _____

Please print name of property owner: _____

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this _____ day of _____, 20__.

(Notary Public, Wayne County, Michigan)

My Commission expires _____

Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated _____, which reads as follows:

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: NO I HAVE NOT

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? I HAVE DECIDED TO STAY HERE AND THIS ALLOWS ME TO LIVE HERE LONG TERM, THIS IMPROVEMENT MAKES IT POSSIBLE.

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Signature of property owner: SEE ADDENDUM

Please print name of property owner: _____

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this _____ day of _____, 20__.

(Notary Public, Wayne County, Michigan)
My Commission expires _____

Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated 3/19/2025, which reads as follows:

EXCERPTS ALLOWABLE ACCESSORY AREA.

I certify that (a) the petitioner is not in violation of any ordinance other than the provision(s) sought to be waived in the foregoing application, (b) all applicable fees have been paid, and (c) I have examined the foregoing application, and find that said application is complete, and that the City Zoning Ordinance, Ordinance No. 543, as amended, prohibits the proposed project unless a variance is granted by the Zoning Board of Appeals.

[Signature]
(Supervisor)

Application for permit filed Yes

Violation Issued No

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: Gwendolyn M. Hosey

Please print name of property owner: Gwendolyn M. Hosey

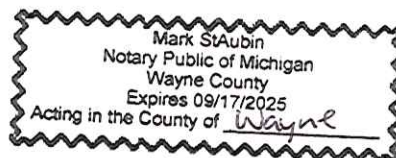
NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 20th day of March, 2025

Mark St. Aubin

(Notary Public, Wayne County, Michigan)

My Commission expires 9/17/2025



Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the

I am writing to express my strong objection to the proposed variance request for the construction of an attached garage at 14954 Flamingo. As the immediate neighbor at 14932 Flamingo, I have serious concerns about the significant negative impact this project would have on the character of our neighborhood, the use and enjoyment of my property, and potential environmental consequences.

The proposed structure would be approximately 50 feet in length I assume based on the square footage and is located only 5 feet from my property line, effectively dominating the space between our homes. This will dramatically alter the open, parklike setting that defines our street and has been a hallmark of our community's charm and appeal.

Additionally, I assume the proposed garage would be constructed with vinyl siding, completely out of character with our street, which is otherwise comprised of traditional all-brick homes. A large vinyl structure of this size would not only look out of place but would resemble a commercial or industrial building rather than a residential addition, severely diminishing the aesthetic cohesion and property values of the surrounding homes.

From a practical standpoint, the garage would block the view from the main windows of my home, significantly reducing natural light and the scenic views I currently enjoy. This would negatively impact my quality of life and the value of my property.

I am also concerned about the likelihood that the construction process would require the use of my land or cause damage to it. Given the size of the proposed building and the minimal setback from the property line, it would be nearly impossible to complete construction without impacting my property in some way.

Furthermore, the existing garage already causes stormwater drainage problems onto my land due to poorly placed gutters and downspouts. They use a pop up drainage system that was installed inches from my property line. Adding an additional 1,300 square feet of roof surface will only exacerbate the drainage issue, potentially leading to flooding, soil erosion, and long-term damage to my landscaping and foundation. This runoff concern presents a serious environmental and legal liability.

I respectfully request that the Board consider these concerns carefully and deny the variance request for the oversized attached garage. Our neighborhood's character, property values, and residents' rights deserve thoughtful protection against inappropriate and incompatible developments.

Thank you for your time and consideration.

Denise St. Ledger

Signed comments will be read into the record. Unsigned or anonymous comments will not be considered.

RECEIVED

APR 29 2025

CITY OF LIVONIA
ZONING BOARD OF APPEALS

Signature:

Denise St. Ledger

Name:

Denise St. Ledger
(Please print)

Address:

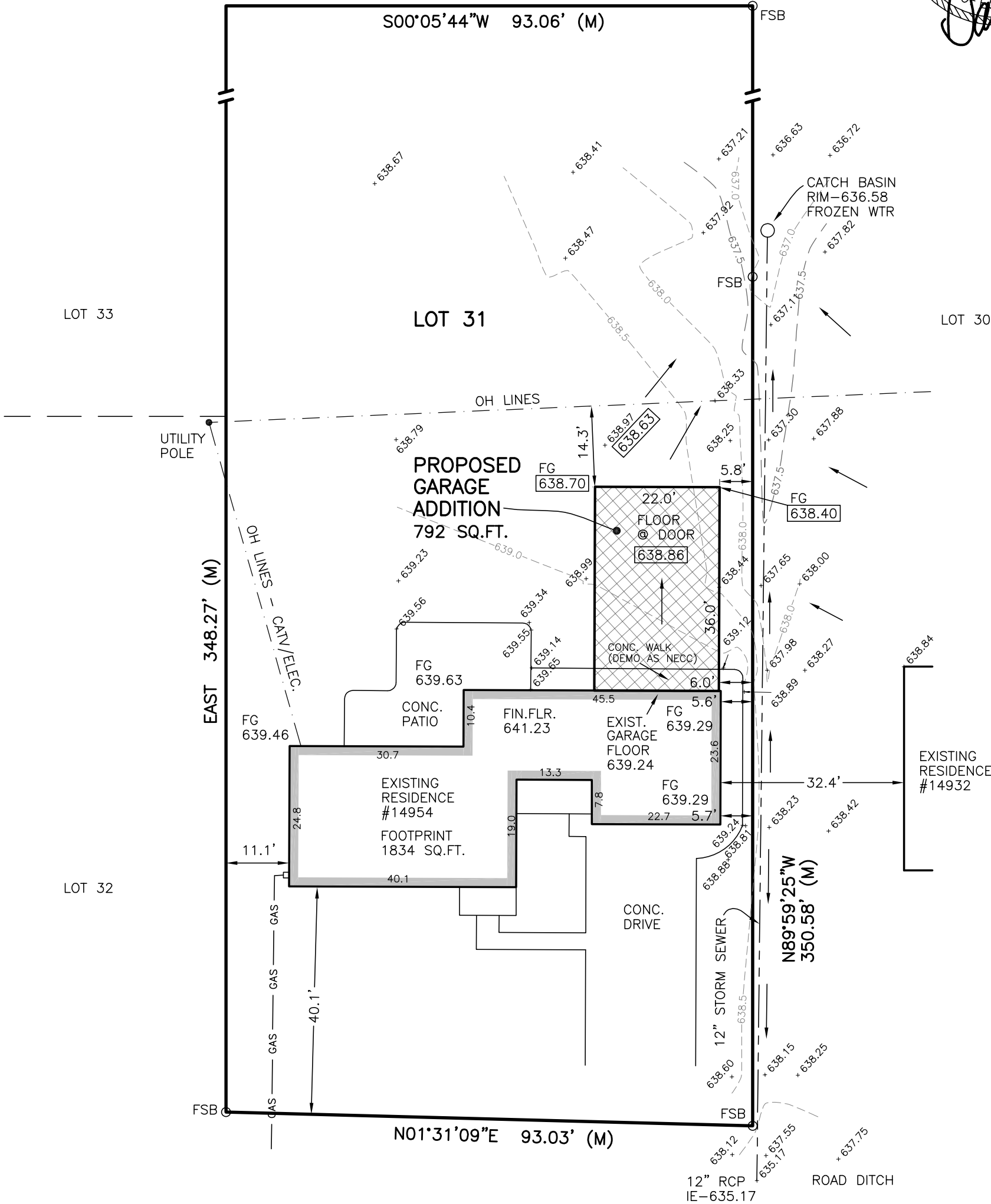
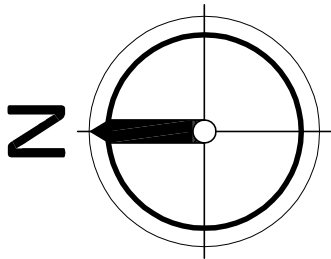
14932 Flamingo

RESIDENTIAL PLOT PLAN

089-01-0031-000 / 14954 FLAMINGO

PROPERTY DESCRIPTION:

LOT 31, "B.E. TAYLOR'S GREEN ACRES", OF PART OF THE NORTH 1/2 OF SECTION 23, T1S, R9E, LIVONIA TWP. (NOW CITY OF LIVONIA), WAYNE COUNTY, MICH. RECORDED IN LIBER 69 OF PLATS, PAGE 75, WCR.



LINETYPE LEGEND

- WATERMAIN
- SANITARY SEWER
- STORM SEWER
- GAS MAIN
- UG TELCOMM
- UG ELECTRIC
- OH LINES
- FENCE LINE

UNDERGROUND UTILITY INFORMATION AS SHOWN WAS GATHERED IN PART FROM FIELD OBSERVATION AND IN PART FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND/OR MUNICIPAL RECORDS. NO GUARANTEE IS GIVEN OR IMPLIED AS TO THE ACCURACY AND/OR COMPLETENESS THEREOF.

CALL MISS-DIG (800) 482-7171 OR 811 AT LEAST 72 HOURS BEFORE COMMENCING ANY EXCAVATION

BENCHMARK

WEST RIM OF CATCH BASIN
ON S. LOT LINE
ELEVATION-636.58 (NAVD88)

ZONING INFORMATION

PROPERTY ZONED RUF
MIN. LOT AREA 15,000 SQ.FT. (32,496 EXIST.)
MAX. LOT COVERAGE 35% (11,374 SQ.FT.) 2626 SQ.FT./8% (PROP.)
SETBACKS
MIN. FRONT 50 FT
MIN. REAR 45 FT
MIN./TOTAL SIDE 10 FT/20 FT

PREPARED FOR:
BONGERO
CONSTRUCTION



David White Land Surveying, PLLC
Boundary · Topographic · Construction · ALTA
44 DENNISON STREET, OXFORD, MI 48371
734.353.0135 dwsurveying@gmail.com
Licensed Professional Surveyor

REVISIONS:

REV	DATE	DESCRIPTION

JOB NO. 250103
DATE 2/05/25
FIELD DATE 2/03/25
SHEET 1 OF 1
SCALE 1" = 20'

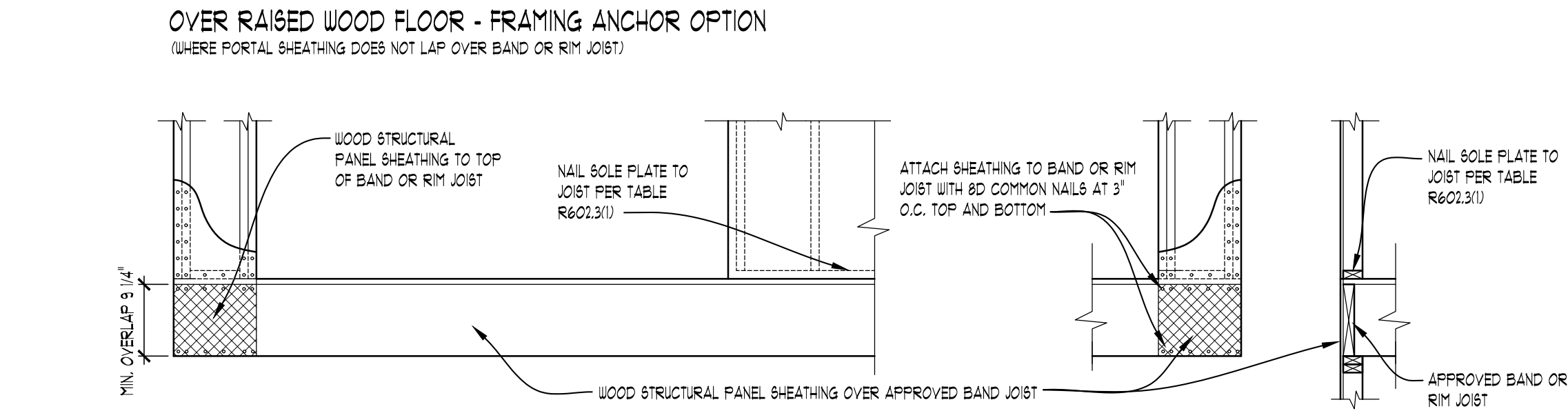
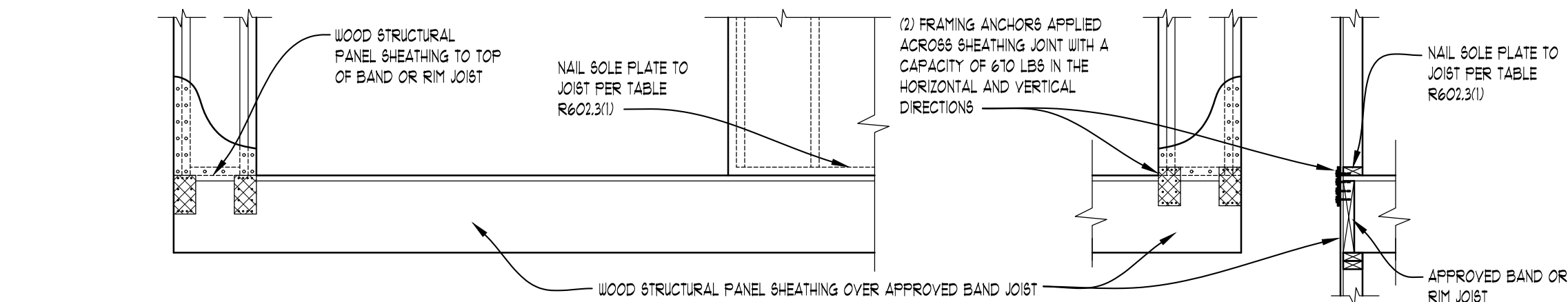
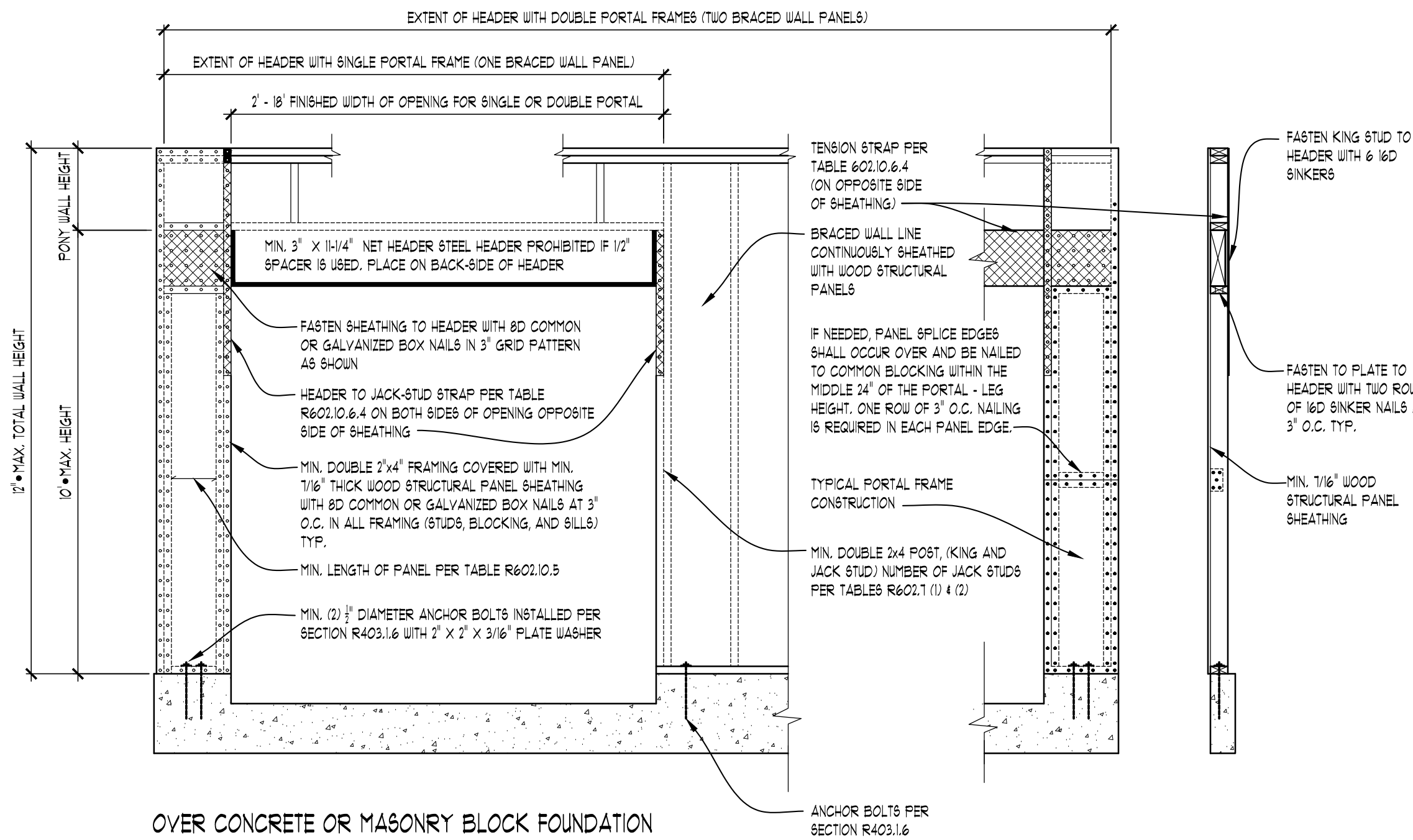


FIGURE R602.10.6.4
METHOD CS-PF: CONTINUOUSLY SHEATHED PORTAL FRAME PANEL CONSTRUCTION
FOR SI: 1 inch = 25.4 mm, 1 foot = 304.8 mm NOT TO SCALE

TABLE R602.3.(5) SIZE, HEIGHT AND SPACING OF WOOD STUDS a.							
STUD SIZE (inches)	BEARING WALLS					NONBEARING WALLS	
	Laterally unsupported stud height 'a' (feet)	Maximum spacing when supporting roof-ceiling assembly or a habitable attic (inches)	Maximum spacing when supporting one floor plus a roof-ceiling assembly or a habitable attic (inches)	Maximum spacing when supporting two floors, plus a roof-ceiling assembly or a habitable attic (inches)	Maximum spacing when supporting one floor (inches)	Laterally unsupported stud height 'a' (feet)	Maximum spacing (inches)
2x3 b	-	-	-	-	-	10	16
2x4	10	24 c	16 c	-	24	14	24
3x4	10	24	24	16	24	14	24
2x5	10	24	24	-	24	16	24
2x6	10	24	24	16	24	20	24

For SI: 1 inch = 25.4 mm. 1 foot = 304.8 mm.

a. Listed heights are distances between points of lateral support placed perpendicular to the plan of the wall. Bearing walls shall be sheathed on not less than one side or bridging shall be installed not greater than 4 feet apart measured vertically from either end of the stud. Increases in unsupported height are permitted where in compliance with Exception 2 of Section R602.3.1 or designed in accordance with accepted engineering practice.

b. Shall not be used in exterior walls.

c. A habitable attic assembly supported by 2 x 4 studs is limited to a roof span of 32 feet. Where the roof span exceeds 32 feet, the wall studs shall be increased to 2 x 6 or the studs shall be designed in accordance with accepted engineering practice.

TABLE R703.8.3.1 ALLOWABLE SPANS FOR LINTELS SUPPORTING MASONRY VENEER a,b,c,d				
SIZE OF STEEL ANGLE a,c,d (inches)	NO STORY ABOVE	ONE STORY ABOVE	TWO STORIES ABOVE	NO. OF 3" OR EQUIVALENT REINFORCING BARS b,d
3x3x $\frac{1}{2}$	6'-0"	4'-6"	3'-0"	1
4x3x $\frac{1}{2}$	8'-0"	6'-0"	4'-6"	1
5x3x $\frac{1}{2}$	10'-0"	8'-0"	6'-0"	2
6x3x $\frac{1}{2}$	14'-0"	9'-6"	7'-0"	2
2-6x3x $\frac{1}{2}$	20'-0"	12'-0"	9'-6"	4

a. Long leg of angle shall be placed in a vertical position.

b. Depth of reinforcing lintels shall not be less than 8 inches and all cells of hollow masonry lintels shall be grouted solid. Reinforcing bars shall extend not less than 8 inches into the support.

c. Steel members indicated are adequate typical examples; other steel members meeting structural design requirements shall be permitted to be used.

d. Either steel angle or reinforced lintel shall span opening.

TABLE R404.1.2(8) MINIMUM VERTICAL REINFORCEMENT FOR 6-, 8-, 10-, 12 INCH NOMINAL FLAT CONCRETE BASEMENT WALLS ^{a,c,d,e,f,h,k,o}													
MINIMUM VERTICAL REINFORCEMENT - BAR SIZE AND SPACING (INCHES)													
MAXIMUM WALL HEIGHT (feet)	MAXIMUM UNBALANCED BACKFILL HEIGHT ^a (feet)	Soil classes ^e and design lateral soil (psf per foot of depth)											
		GW, GP, SW, SP 30				GM, GC, SM, SM-SC and ML 45				SC, ML-CL and Inorganic CL 60			
		Minimum nominal wall thickness (inches)											
		6	8	10	12	6	8	10	12	6	8	10	12
5	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	5	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
6	5	NR	NR	NR	NR	NR	NR ¹	NR	NR	4 @ 35	NR ¹	NR	NR
	6	NR	NR	NR	NR	5 @ 48	NR	NR	NR	5 @ 36	NR	NR	NR
	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
7	5	NR	NR	NR	NR	NR	NR	NR	NR	5 @ 47	NR	NR	NR
	6	NR	NR	NR	NR	5 @ 42	NR	NR	NR	6 @ 43	5 @ 48	NR ¹	NR
	7	5 @ 46	NR	NR	NR	6 @ 42	5 @ 46	NR ¹	NR	6 @ 34	6 @ 48	NR	NR
8	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	5	NR	NR	NR	NR	4 @ 38	NR ¹	NR	NR	5 @ 43	NR	NR	NR
	6	4 @ 37	NR ¹	NR	NR	5 @ 37	NR	NR	NR	6 @ 37	5 @ 43	NR ¹	NR
9	7	5 @ 40	NR	NR	NR	6 @ 37	5 @ 41	NR ¹	NR	6 @ 34	6 @ 43	NR	NR
	8	6 @ 43	5 @ 47	NR ¹	NR	6 @ 34	6 @ 43	NR	NR	6 @ 27	6 @ 32	6 @ 44	NR
	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
10	5	NR	NR	NR	NR	4 @ 35	NR ¹	NR	NR	5 @ 40	NR	NR	NR
	6	4 @ 34	NR ¹	NR	NR	6 @ 48	NR	NR	NR	6 @ 36	6 @ 39	NR ¹	NR
	7	5 @ 36	NR	NR	NR	6 @ 34	5 @ 37	NR	NR	6 @ 33	6 @ 38	5 @ 37	NR ¹
11	8	6 @ 38	5 @ 41	NR ¹	NR	6 @ 33	6 @ 38	5 @ 37	NR ¹	6 @ 24	6 @ 29	6 @ 39	4 @ 46 ^m
	9	6 @ 34	6 @ 46	NR	NR	6 @ 26	6 @ 30	6 @ 41	NR	6 @ 19	6 @ 23	6 @ 30	6 @ 39
	4	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
12	5	NR	NR	NR	NR	4 @ 33	NR ¹	NR	NR	5 @ 38	NR	NR	NR
	6	5 @ 48	NR ¹	NR	NR	6 @ 45	NR	NR	NR	6 @ 34	5 @ 37	NR	NR
	7	6 @ 47	NR	NR	NR	6 @ 34	6 @ 48	NR	NR	6 @ 30	6 @ 35	6 @ 48	NR ¹
13	8	6 @ 34	5 @ 38	NR	NR	6 @ 30	6 @ 34	6 @ 47	NR ¹	6 @ 22	6 @ 26	6 @ 35	6 @ 45 ^m
	9	6 @ 34	6 @ 41	4 @ 48	NR ¹	6 @ 23	6 @ 27	6 @ 35	4 @ 48 ⁿ	DR	6 @ 22	6 @ 27	6 @ 34
	10	6 @ 28	6 @ 33	6 @ 45	NR	DR ¹	6 @ 23	6 @ 29	6 @ 38	DR	6 @ 22	6 @ 22	6 @ 28

For S13 foot = 304.8 mm; 1 inch = 25.4 mm; 1 pound per square foot per foot = 0.1571 kPa/m; 1 pound per square inch = 4.895 kPa/mm.

a. Soil classes are in accordance with the Unified Soil Classification System. Refer to Table M05.1.

b. Table values are based on reinforcing bars with a minimum yield strength of 40,000 psi.

c. Vertical reinforcement to yield strength of less than 40,000 psi and/or bars of a different size than specified in the table are permitted in accordance with Section R404.1.2.3.7.6 and Table R404.1.2(9).

d. We indicate for vertical reinforcement is required, except for 6-inch nominal walls formed with stay-in-place forming systems in which case vertical reinforcement shall be #4048 inches on center.

e. Allowable deflection criterion is L/240, where L is the unsupported height of the basement wall in inches.

f. Interpolation is not permitted.

g. Where walls will retain 4 feet or more of unbalanced backfill, they shall be laterally supported at the top and bottom before backfilling.

h. Vertical reinforcement shall be located to provide a cover of 1.25 inches measured from the inside face of the wall. The center of the steel shall not vary from the specified location by more than the greater of 10 percent of the wall thickness or 3/8-inch.

i. Concrete cover for reinforcement measured from the inside of the wall shall be less than 3/4-inch. Concrete cover for reinforcement measure from the outside face of the wall shall not be less than 1 1/2 inches for No. 5 bars and smaller, and not less than 2 inches for larger bars.

j. DR means design is required in accordance with the applicable building code, or where there is no code in accordance with ACI 318.

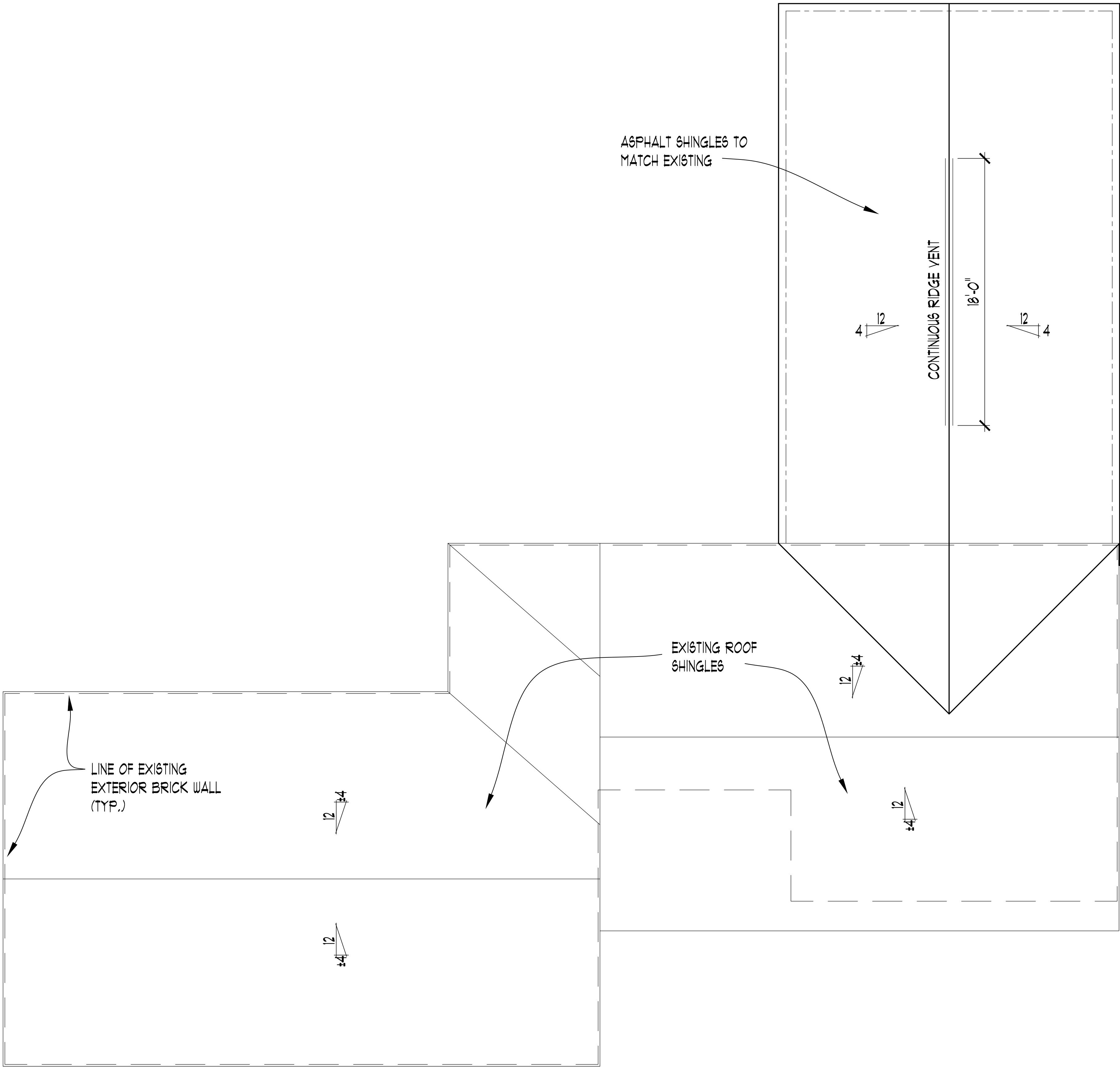
k. Concrete shall have a specified compressive strength, f_c, of not less than 2,500 psi at 28 days, unless a higher strength is required by footnote l or m.

l. The minimum thickness is permitted to be reduced 2 inches, provided the minimum specified compressive strength of concrete, f_c, is 4,000 psi.

m. A plain concrete wall with a minimum nominal thickness of 12 inches is permitted, provided minimum specified compressive strength of concrete, f_c is 3,500 psi.

n. See Table R402.3 for tolerance from nominal thickness permitted for flat walls.

o. The use of this table shall be prohibited for soil classifications not shown.



ROOF PLAN

SCALE: 1/8" = 1'-0"

ATTIC VENTILATION CALCULATIONS:

AREA R1 CALCULATIONS:
AREA OF ATTIC OVER HEATED SPACE = XXX SQ. FT.
781/300 = 2.64 (SQ. FT. REQ'D)
2.64' X 144" = 380" (SQ. INCH CONVERSION)
380" X 0.50 = 190" INCHES EACH REQ'D

RIDGE VENTING: (LOR-30 1 SQ. INCH PLF/1)
180" / 11 81 = 18" (LINEAR FT. OF RIDGE VENT REQ'D)
46" (ACTUAL AVAIL. RIDGE)

EAVE OR CORNICE VENTING:
180" (82" INCHES REQ'D)

ROOF PLAN NOTES

ATTIC VENTILATION NOTE:
RFAI CALCULATION BASED UPON MIN VENTILATION RATIO OF 1:300
R042 2" MINIMUM VENT AREA USING EXCEPTION NO. 2 2019 MICHIGAN RESIDENTIAL CODE.
NOT LESS THAN 40% AND NOT MORE THAN 50% OF REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN UPPER PORTION OF ATTIC OR RAFTER SPACE.

LEGEND

LINE OF FRAMING WALL BELOW - - - - -

ROOF AREA - - - - -

ATTIC VENTILATION TYPE:
(LOWANCO ASSUMED OR EQUAL)

SHINGLE-OVER CONTINUOUS RIDGE VENTS LOR-30

STATIC ROOF VENTS 150

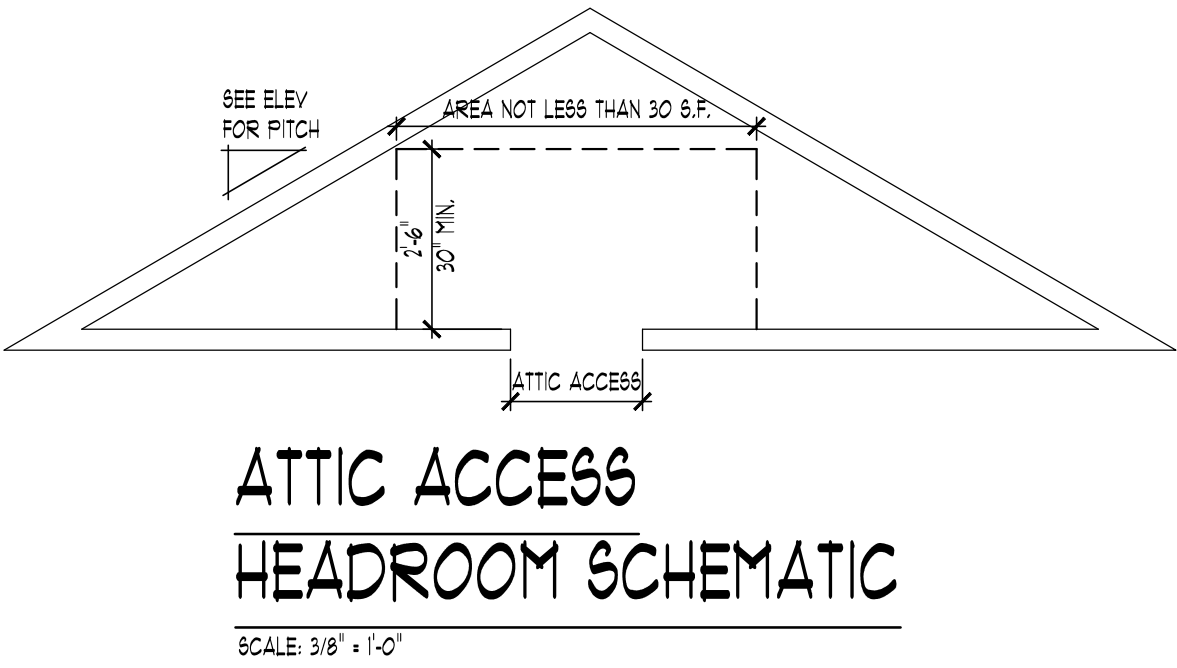
DECK-AIR VENTS DA-4

OWN-WALL OW-4

SINGLE SOFFIT VENTS

CONTINUOUS SOFFIT VENTS 105

LIP SMARTSIDE SOFFIT VENTS



TYPICAL CONVENTIONAL ROOF FRAMING				
* RIDGE BEAM SIZE WILL BE EQUAL TO THE RAFTER CUT EDGE *				
RAFTER SPANS	0'-0" - 4'-0"	4'-0" - 8'-0"	8'-0" - 12'-0"	12'-0" - 16'-0"
LUMBER SIZE	2x4	2x6	2x8	2x12

REVISIONS NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

DM DESIGNS, LLC.
Darren Mazurek, Designer
36235 West 7 Mile RD.
Livonia, MI 48152
(p) 248.722.8108
(e) DMDESIGNS4ULLC@GMAIL.COM

PROJECT BUILDER:

PROPOSED RESIDENTIAL PROJECT FOR:
GWEN HOSEY
14954 FLAMINGO ST.
LIVONIA, MI 48154

REVIEW DATE: 1-28-25
SCALE: AS SHOWN
DRAWN: D. MAZUREK
APPROVED:
JOB: 24-051
FINAL DATE: 1-30-25
SHEET: GN 3

DEMOLITION NOTES

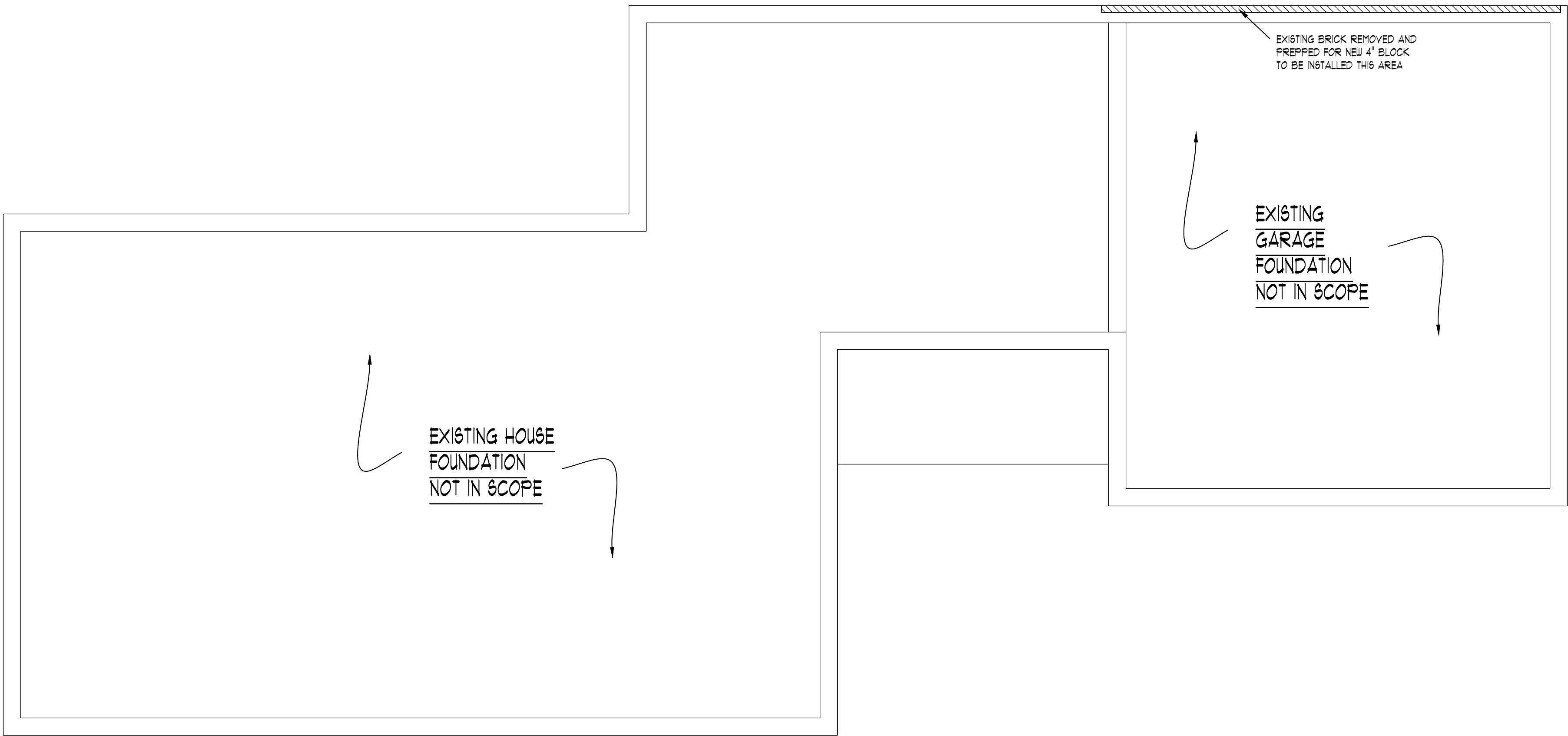
1. EXTERIOR GRADE SHALL BE INSPECTED AND LOCATIONS WHERE THE GRADE IS WITHIN 8' OF THE BILL PLATE, INSPECT CLOSELY FOR SIGNS OF ROT. ANY ROTTED WOOD SHALL BE REMOVED AND REPLACED AND THEN SPOT TREATED WITH TIMBOR OR AN EQUIVALENT PRESERVATIVE.
2. NEW SILICONE SEALANT SHALL BE APPLIED AROUND ANY OPENINGS THROUGH THE FOUNDATION (PIPES, WIRES, ETC).
3. ALL VERTICAL CRACKS NOTED SHALL BE TUCK POINTED WITH AN EPOXY MORTAR.
4. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL SUB-TRADES.
5. ALL WORK IS TO BE DONE BY LICENSED CONTRACTORS
6. CONTRACTOR SHALL VERIFY ALL ON SITE CONDITIONS & DIMENSIONS AND TO NOTIFY DM DESIGNS OF ANY DISCREPANCIES OR OMISSIONS PRIOR TO CONSTRUCTION/DEMOLITION.
7. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL CONSTRUCTION RELATED DEBRIS, TRASH, RUBBISH ETC. AND TO DISPOSE OF ALL MATERIALS IN A LEGAL MANNER. CONTRACTOR IS TO KEEP THE PROJECT AREA CLEAN AT ALL TIMES.
8. CONTRACTOR SHALL NOTIFY, COORDINATE, AND SCHEDULE ANY AND ALL DISCONNECTIONS OF EXISTING UTILITY SERVICE WITH THE OWNER PRIOR TO THE WORK BEING DONE.
9. REPAIR DEMOLITION PERFORMED IN EXCESS OF THAT REQUIRED. RETURN STRUCTURES AND SURFACES TO REMAIN TO CONDITION EXISTING PRIOR TO COMMENCEMENT OF SELECTIVE DEMOLITION WORK. REPAIR ADJACENT CONSTRUCTION OR SURFACES SOILED OR DAMAGED BY SELECTIVE DEMOLITION WORK.
10. MAINTAIN EXISTING UTILITY SERVICES AND PROTECT AGAINST DAMAGE DURING ALL PHASES OF CONSTRUCTION.
11. IF HAZARDOUS MATERIALS ARE ENCOUNTERED DURING DEMOLITION OPERATIONS, COMPLY WITH APPLICABLE REGULATIONS, LAWS, AND ORDINANCES CONCERNING REMOVAL, HANDLING, AND PROTECTION AGAINST EXPOSURE OR ENVIRONMENTAL POLLUTION.
12. ALL DRAWINGS ARE SCHEMATIC. EXTENT OF DEMOLITION SHOWN IS APPROXIMATE. FIELD VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
13. ALL STRUCTURAL MEMBERS ARE TO REMAIN (TYP. UNLESS NOTED OTHERWISE)

NOTE:

INFORMATION DEEMED RELIABLE BUT NOT GUARANTEED. ALL DIMENSIONS ARE APPROXIMATE. TRUSS MANUFACTURER AND GENERAL CONTRACTOR TO VERIFY ALL FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:

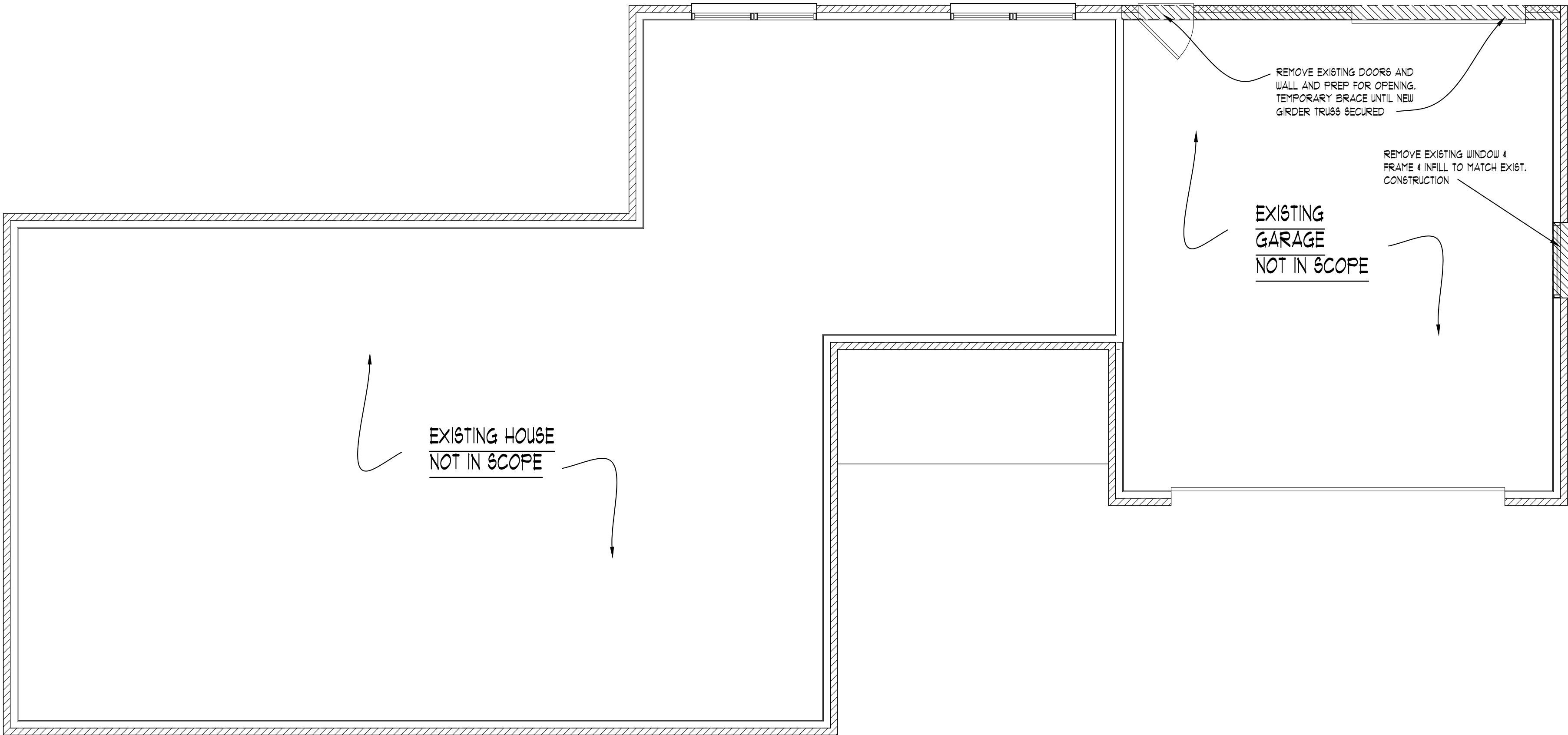
- EXTERIOR WALL THICKNESS
- EXISTING ROOF PITCH
- EXISTING HEEL HEIGHT
- OVERHANG DIMENSIONS
- OVERALL DIMENSIONS ACROSS TOP PLATES
- EXISTING FLOOR JOIST AND ROOF FRAMING DIRECTION

PRIOR TO BIDDING / TRUSS FABRICATION / MATERIAL TAKEOFF



EXISTING FOUNDATION PLAN

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



EXISTING FIRST FLOOR PLAN

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

REVISIONS	NO.	DATE	DESCRIPTION
	1		
	2		
	3		
	4		
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	6		
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	9		
	10		

DM DESIGNS, LLC;
Darren Mazurek, Designer
36235 West 7 Mile RD.
Livonia, MI 48152
(p) 248.722.8108
(e) DMDESIGNS4U@GMAIL.COM

PROJECT BUILDER:

PROPOSED RESIDENTIAL PROJECT FOR:
GWEN HOSEY
14954 FLAMINGO ST.
LIVONIA, MI 48154

REVIEW DATE:	1-28-25
SCALE:	AS SHOWN
DRAWN:	D. MAZUREK
APPROVED:	
JOB:	24-051
FINAL DATE:	1-30-25
SHEET:	D — 1

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

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

SCALE: 1/8" = 1'-0"

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

- EXTERIOR WALL THICKNESS
- EXISTING ROOF PITCH
- EXISTING HEEL HEIGHT
- OVERHANG DIMENSIONS
- OVERALL DIMENSIONS ACROSS TOP PLATES
- EXISTING FLOOR JOIST AND ROOF FRAMING DIRECTION

PRIOR TO BIDDING / TRUSS FABRICATION / MATERIAL TAKEOFF

NOTE:

ALL FOOTINGS TO BE 3000 P.S.F. SOIL BRG. CAPACITY X 30 P.S.F. ROOF SNOW LOAD. FOR VARYING CONDITIONS REFER TO TABLE R403.1(I), R403.1(2), & R403.1(3) OF THE 2015 IRC.

1. ALL COLUMNS SHOWN SHALL BE 3' DIA. SCHEDULE 40 STANDARD STEEL PIPE COLUMN ON 30" X 30" X 18" DEEP CONC. FTG. TOP OF CONCRETE FTG. TO BE 4" BELOW FINISH BASEMENT SLAB. (TYPICAL UNLESS NOTED OTHERWISE)
2. WHERE STEEL BEAMS REST ON FOUNDATION WALLS, SIZE BEAM POCKET APPROPRIATELY AND SHIM AS REQUIRED.
3. AS REQUIRED DROP Foyer Floor SHEATHING 3/4" FOR MUDSET TILE INSTALLATION
4. VERIFY ALL UTILITY LOCATIONS W/ BUILDER.
5. PROVIDE GUARDRAIL AT STAIRS DURING CONSTRUCTION.
6. PROVIDE LADDERING UNDER ANY WALL RUNNING PARALLEL W/ JOIST THAT DOES NOT LAND DIRECTLY ON A JOIST
7. PROVIDE SQUASH BLOCKS UNDER ALL BEARING CONDITIONS.
8. GROUT SOLID X BEARING CONDITIONS WHERE BLOCK IS USED.
9. PROVIDE 2" X 24" (MIN. R-10) RIGID PERIMETER INSULATION AT ALL BASEMENT SLABS THAT ARE LESS THAN 42" BELOW EXTERIOR FINISHED GRADE
10. BASEMENT CEILING HEIGHTS MAY VARY AT LOCATIONS DEPENDING ON MECHANICAL DROPS, LVL STRUCTURAL BEAMS IF REQUIRED, OR ANY FINISHED CLG. TREATMENTS.

NOTE:
PROVIDE MIN. (2) 2 X 4 HEADER AT ALL
 INTERIOR & EXTERIOR DOOR & WINDOW
 OPENINGS (UNLESS NOTED OTHERWISE).

NOTE:
PROVIDE MIN. (1) JACK STUD & (1) KING STUD AT EACH END OF ALL HEADERS (UNLESS NOTED OTHERWISE).

NOTE:
PROVIDE MIN. (1) JOIST OR LADDER
FRAMING UNDER ALL UPPER FLOOR
PARALLEL PARTITIONS

NOTE:
GROUT ALL CONCRETE BLOCK
CORES SOLID THAT SUPPORT POINT
LOADS FROM ABOVE (TYPICAL)

NOTE:

____ WOOD BEAM

____ STEEL BEAM

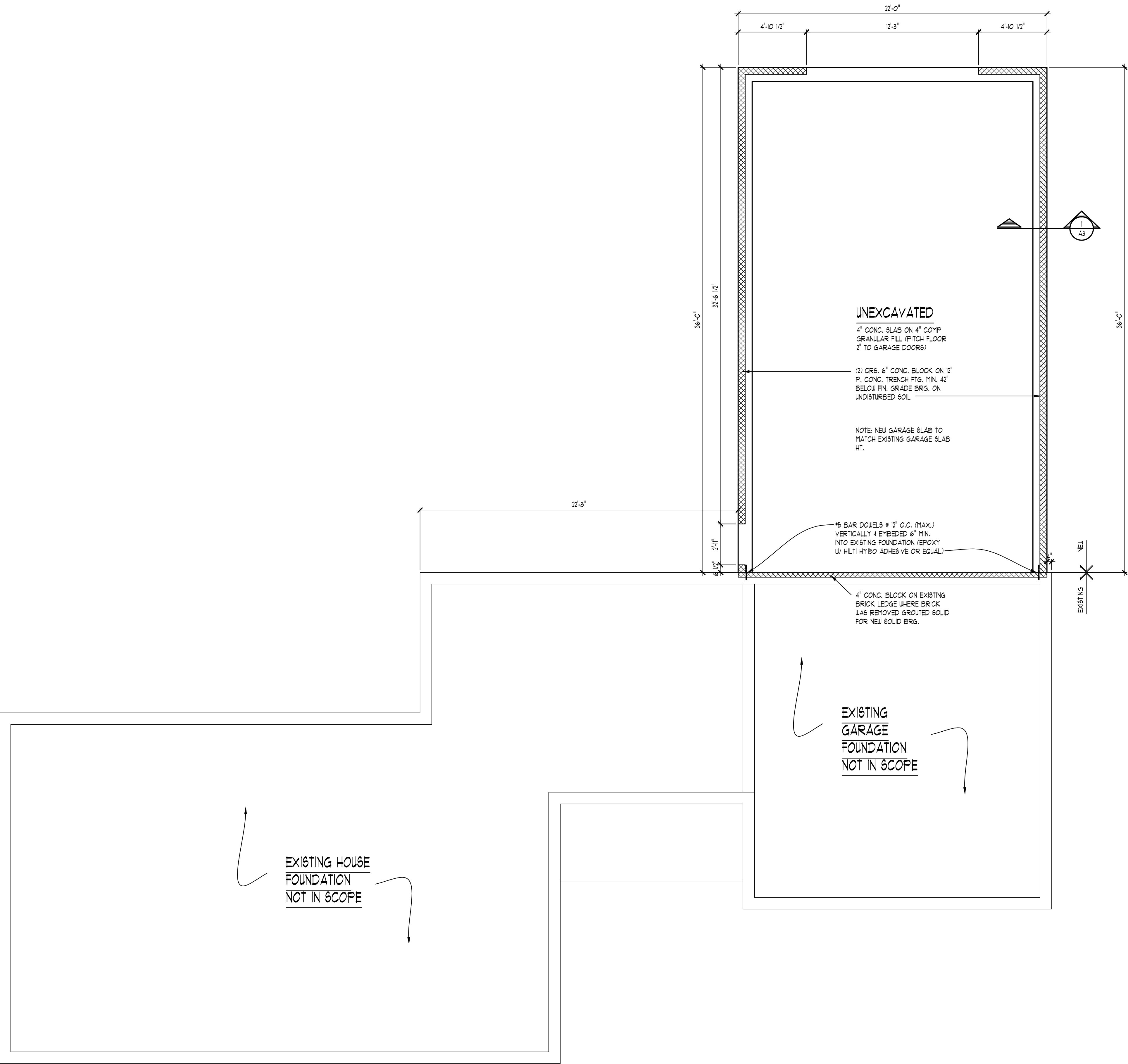
//// BRG. WALL

==== BRG. WALL ABOVE

===== BRG. WALL & BRG. WALL ABOVE

☒ POINT LOAD

☐ POINT LOAD FROM ABOVE



FOUNDATION PLAN

[illegible]

DM DESIGNS, LLC.
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Livonia, MI 48152
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(e) DMDESIGNS4ULLC@GMAIL.COM

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INTERIOR WALLS:
1/2" GYPSUM WALL BOARD ON EACH SIDE OF 2x4 WOOD STUDS @ 16" O.C. 3 1/2"
THICK TYPICAL (UNLESS NOTED OTHERWISE). ALL DIMENSION TAKEN FROM
STUD EDGES

SIDING AND/OR MASONRY WITH AIRSPACE, MOISTURE BARRIER PAPER (HOUSE WRAP) ON 1/16" O.S.B., SHEATHING ON 2X4 WOOD STUDS @ 16" O.C. OR AS NOTED, MIN. R-20 WALL CONSTRUCTION, 1/2" GYPSUM WALL BOARD (GLUE & SCREW). WALL TO BE 4" THICK WITH SIDING AND 8" THICK WITH MASONRY (TYPICAL UNLESS NOTED OTHERWISE). ALL DIMENSION TAKEN FROM FRAMING (FLOOR PLANS) OR FOUNDATION CORNERS (FOUNDATION PLAN).

- WALL KEY**
- NEW STUD WALL
- EXISTING STUD WALL TO REMAIN

ALL DOORS & WINDOWS ARE ASSUMED TO BE EITHER IN THE CENTER OF THE WALL MASS OR MIN. 4 INCHES FROM PERPENDICULAR WALL FOR CASING UNLESS NOTED OTHERWISE

PROVIDE MIN. (2) 2 X 4 HEADER AT ALL
INTERIOR & EXTERIOR DOOR & WINDOW
OPENINGS (UNLESS NOTED OTHERWISE).

PROVIDE MIN. (1) JACK STUD & (1) KING STUD AT EACH END OF ALL HEADERS (UNLESS NOTED OTHERWISE).

PROVIDE MIN. (1) JOIST OR LADDER FRAMING UNDER ALL UPPER FLOOR PARALLEL PARTITIONS

FIRE SEPARATION (R302.6)
GARAGE SPACE BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM ALL HABITABLE ROOMS BY NOT LESS THAN 5/8" THICK X GYPSUM BOARD OR EQUIVALENT. UNLESS THE SEPARATION IS A FLOOR-CEILING ASSEMBLY, THE STRUCTURE SUPPORTING THE SEPARATION SHALL ALSO BE PROTECTED BY NOT LESS THAN 1/2" THICK GYPSUM BOARD OR EQUIVALENT. ALL OTHER GARAGE SPACE SHALL BE SEPARATED FROM THE RESIDENCE AND ITS ATTIC AREA BY NOT LESS THAN 1/2" THICK GYPSUM BOARD APPLIED TO THE GARAGE SIDE. DROP C/LG. UNDER FLR. ABV. (ENCLOSE MECHANICAL AND STRUCTURAL ELEMENTS) VERIFY W/ BLDG.



EXISTING HOUSE
NOT IN SCOPE

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

AREA SUMMARY:	
OVERALL FLOOR AREA:	
GARAGE ADDITION	792 S.F.
EXISTING GARAGE	510 S.F.
TOTAL GARAGE	1302 S.F.

REVISIONS		DESCRIPTION
NO.	DATE	
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5

PROJECT BUILDER:

PROPOSED RESIDENTIAL PROJECT FOR:
GWEN HOSE
14954 FLAMINGO
LIVONIA, MI 48150

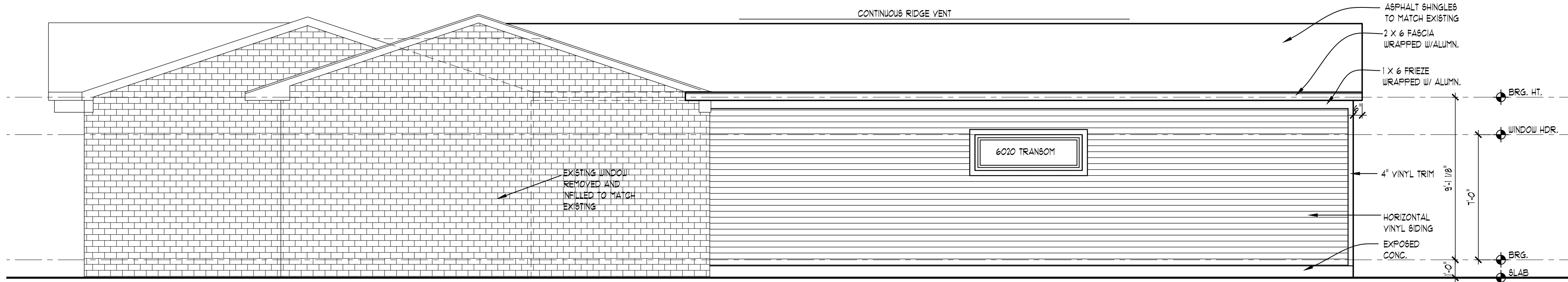
REVIEW DATE:	1-28-25
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DRAWN:	D. MAZUREK
APPROVED:	
JOB:	24-051
FINAL DATE:	1-30-25
SHEET:	

A2



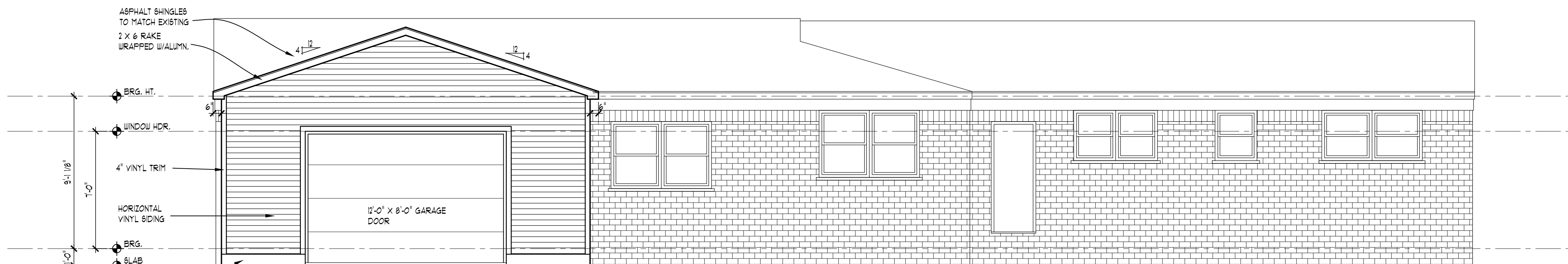
LEFT ELEVATION

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



RIGHT ELEVATION

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



REAR ELEVATION

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

ELEVATION NOTES

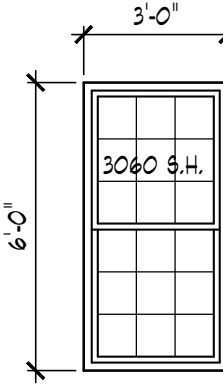
- ALL ROOF SADDLES TO BE O.S.B. SHEATHED WITH ICE & WATER SHIELD AND SHINGLES.
- PROVIDE ICE & WATER SHIELD MIN. 6'-0" COVERAGE AT ALL VALLEYS
- FIREPLACE FLUE TO BE DETERMINED PER MANUFACTURER'S SPECIFICATION
- METAL FLASHING AS REQUIRED BY CODE.
- ROOF & SOFFIT VENTS AS REQUIRED BY CODE.
- PROVIDE GUTTERS & DOWNSPOUTS FOR DRAINAGE OF ROOF WATER. DOWNSPOUTS ARE TO BE LOCATED SO THAT THE DISCHARGE WILL NOT SPILL ON OR FLOW ACROSS ANY PORCHES, WALKS OR DRIVES.
- CARPENTER TO VERIFY THICKNESS OF MASONRY PRIOR TO BUILDING BRICK RACK

NOTE:

OVERHANG DIMENSIONS (O.H.) ARE FROM SHEATHING U.N.O.

TYPICAL WINDOW DESIGNATION

NOTE:
GENERAL REFERENCE FOR
ROUGH OPENING SIZES
ONLY. CONSULT WITH
WINDOW MANUFACTURER
FOR EXACT WINDOW SIZES
& REQUIREMENTS.

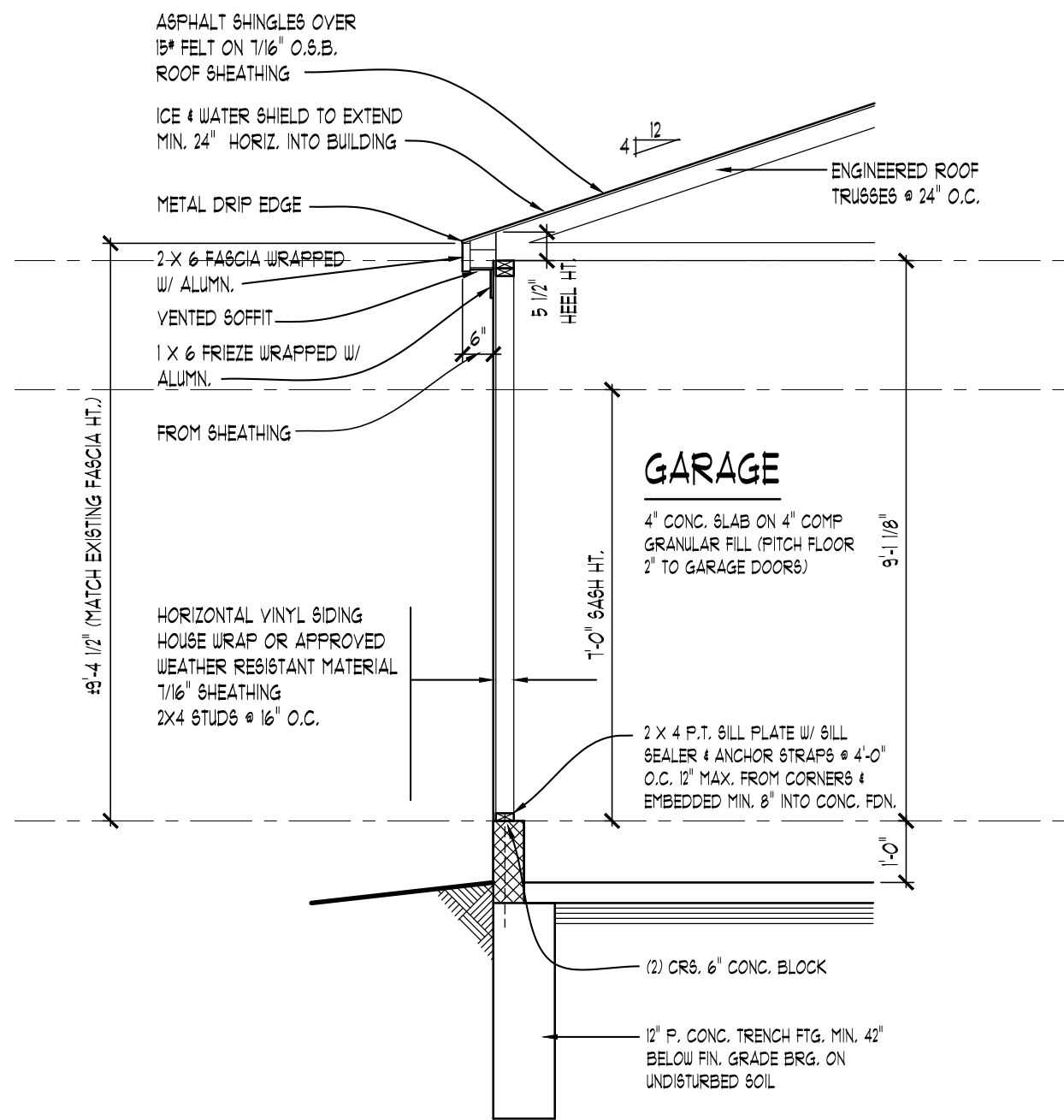


NOTE:
ALL CASEMENT VENTING TO
BE VERIFIED W/ BUILDER/
HOMEOWNER PRIOR TO
ORDERING WINDOWS

NOTE:
WINDOW MANUFACTURER TO VERIFY ALL WINDOW GRID
PATTERNS WITH HOME OWNER.

NOTE:

ALL WINDOW SILLS OVER 6'-0" ABOVE EXTERIOR GRADE OR
SURFACE BELOW TO BE MINIMUM 24" ABOVE FINISHED FLOOR
OR HAVE SASH LIMITERS PER CODE REQUIREMENTS



WALL SECTION

SCALE: 3/8" = 1'-0"

1
41-A2

REVISIONS	NO.	DATE	DESCRIPTION
	1		
	2		
	3		
	4		
	5		

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PROJECT BUILDER:

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JOB:	24-051
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SHEET:	

A3

NOTE:

PROVIDE MIN. (2) 2 X 4 HEADER AT ALL INTERIOR & EXTERIOR DOOR & WINDOW OPENINGS (UNLESS NOTED OTHERWISE).

NOTE:

PROVIDE MIN. (1) JACK STUD & (1) KING STUD AT EACH END OF ALL HEADERS (UNLESS NOTED OTHERWISE).

NOTE:

PROVIDE MIN. (1) JOIST OR LADDER FRAMING UNDER ALL UPPER FLOOR PARALLEL PARTITIONS

NOTE:

GROUT ALL CONCRETE BLOCK CORES SOLID THAT SUPPORT POINT LOADS FROM ABOVE (TYPICAL)

NOTE:

WOOD BEAM

STEEL BEAM

BRG. WALL

BRG. WALL ABOVE

BRG. WALL & BRG. WALL ABOVE

POINT LOAD

POINT LOAD FROM ABOVE

STRUCTURAL SHEATHING NOTES:

1. DESIGNED FOR SEISMIC ZONE A-C AND WIND SPEEDS OF 15 M.P.H. OR LESS

2. WALLS SHALL BE BRACED IN ACCORDANCE WITH SECTION R602.10 OF THE 2015 IRC CODE

3. BRACING REQUIREMENTS SHALL BE PER TABLE R602.10.1.3

4. EXTERIOR BRACED WALL PANELS (BWFP) SHALL BE CONSTRUCTED IN ACCORDANCE WITH CS-WSP METHOD AS PRESCRIBED IN SECTION R602.10.4 (U.N.O.)

5. ALL SHEATHABLE SURFACES OF EXTERIOR WALLS (INCLUDING AREAS ABOVE AND BELOW OPENINGS AND GABLE END WALLS) SHALL BE CONTINUOUSLY SHEATHED WITH WOOD STRUCTURAL PANEL (WSP) SHEATHING WITH A MINIMUM THICKNESS OF 3/8". SHEATHING SHALL BE SECURED WITH MINIMUM 6d COMMON NAILS SPACED AT 6" O.C. AT PANEL EDGES AND SPACED AT 12" O.C. AT INTERMEDIATE SUPPORTS

6. LENGTH REQUIREMENTS FOR BRACED WALL PANELS WITH CS-WSP METHOD SHALL BE IN ACCORDANCE WITH TABLE R602.10.5

1. PROVIDE 6d COMMON NAILS AT 6" O.C. SPACING AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS

2. R403.1.6: WALLS 24" TOTAL LENGTH OR SHORTER CONNECTING OFFSET BRACED WALL PANELS SHALL BE ANCHORED TO THE FOUNDATION WITH A MINIMUM OF ONE ANCHOR BOLT LOCATED IN THE CENTER THIRD OF THE PLATE SECTION AND SHALL BE ATTACHED TO ADJACENT BRACED WALL PANELS AT CORNERS AS SHOWN IN ITEM 9 OF TABLE R602.3(1)

3. SEE CONTINUOUS PORTAL FRAME PANEL CONSTRUCTION DETAIL (CS-PF) SHEET GN-2 FOR HEADER / CORNER FRAMING INFORMATION. HEADER PROVIDED MUST BE MINIMUM 3" X 11 1/4" SOLID SAUN OR LAMINATED VENEER LUMBER (L.V.L.)

FOUNDATION PLAN STRUCTURE

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

REVISIONS NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

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NOTE:

PROVIDE MIN. (2) 2 X 4 HEADER AT ALL INTERIOR & EXTERIOR DOOR & WINDOW OPENINGS (UNLESS NOTED OTHERWISE).

NOTE:

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NOTE:

PROVIDE MIN. (1) JOIST OR LADDER FRAMING UNDER ALL UPPER FLOOR PARALLEL PARTITIONS

NOTE:

GROUT ALL CONCRETE BLOCK CORES SOLID THAT SUPPORT POINT LOADS FROM ABOVE (TYPICAL)

NOTE:

WOOD BEAM

STEEL BEAM

BRG. WALL

BRG. WALL ABOVE

BRG. WALL & BRG. WALL ABOVE

POINT LOAD

POINT LOAD FROM ABOVE

STRUCTURAL SHEATHING NOTES:

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2

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3

SEE CONTINUOUS PORTAL FRAME PANEL CONSTRUCTION DETAIL (CS-PF) SHEET GN-2 FOR HEADER / CORNER FRAMING INFORMATION. HEADER PROVIDED MUST BE MINIMUM 3" X 11 1/4" SOLID SAUN OR LAMINATED VENEER LUMBER (L.V.L.)

FIRST FLOOR PLAN STRUCTURE

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

REVISIONS NO.	DATE	DESCRIPTION
1	1-28-25	AS SHOWN
2	1-30-25	AS SHOWN
3	1-30-25	AS SHOWN
4	1-30-25	AS SHOWN
5	1-30-25	AS SHOWN
6	1-30-25	AS SHOWN
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8	1-30-25	AS SHOWN
9	1-30-25	AS SHOWN
10	1-30-25	AS SHOWN

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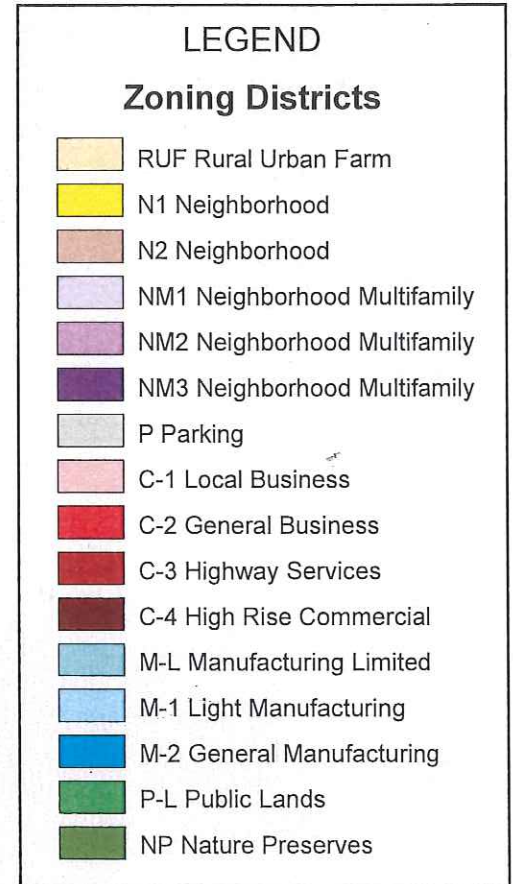
DRAWN:
D. MAZUREK

APPROVED:

JOB:
24-051

FINAL DATE:
1-30-25

SHEET:
S2



City of Livonia

Copyright 2001, City of Livonia

ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

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JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
MARC ROTONDO
MIKE TESTA



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

MAYOR

MAUREEN MILLER BROSINAN

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LAURA M. TOY

PUBLIC NOTICE APRIL 18, 2025

APPEAL CASE NO. 2025-03-08, 36797 Bristol: an appeal was made to the Zoning Board of Appeals by Christopher Lee, seeking to erect a 6-foot tall privacy screen in the corner side yard, which is prohibited.

This Low Density Residential property is located on the south side of Bristol (36797), between Newburgh Road and Munger Street, Lot. No. 066-03-0266-000, N-2, Neighborhood, rejected by the Inspection Department under Livonia Code of Ordinance, Section 15.44.090 C.

THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Auditorium on the 1st floor of City Hall on Tuesday, May 6, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,


Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

Case No: 2025-03-08
Meeting Date: May 6, 2025

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Signature: _____

Address:



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant	<u>Christopher Lee</u>	Address	<u>36797 Bristol, Livonia, MI 48154</u>
Owner	<u>(same as applicant)</u>	Address	<u>(same as applicant)</u>
Lessee	<u>N/A</u>	Address	<u>N/A</u>
Location	<u>South</u>	Side of	<u>36797 Bristol</u> Street
Between	<u>Newburgh</u>	And	<u>Munger</u>
Lot No./Parcel No.	<u>066-03-0266-000</u>	Subdivision	<u>Kingsbury Heights #3</u>
Zoning District	<u>N-2</u>	Lot Size	<u>0.275 acres</u> Alley <u>N/A</u>
Present Use	<u>Single Family Residential</u>	Proposed Use	<u>(no change)</u>
Present Building Size	<u>N/A</u>	Proposed Building Size	<u>N/A</u>
Present Height of Building	<u>N/A</u>	Proposed Height	<u>N/A</u>
Allowable Lot Coverage	<u>N/A</u>	Proposed Lot Coverage	<u>N/A</u>
Proposal : <u>Seeking to erect a 6 ft. tall privacy screen in the corner side yard, which is prohibited.</u>			

Reason for Rejection Livonia Code of Ordinance, Section 15.44.090 C.

Deficient Side yard	Deficient Front Yard	Deficient Rear Yard
Deficient Lot Area	Deficient Lot Area Per Room	Encroachment Side yard
Excessive Lot Coverage	Excessive Height	Increasing No. Units
Use Prohibited	Deficient Parking Spaces	Increasing Area and Bulk

Remarks

Plans and Application examined by  Date March 25, 2025

RECEIVED**MAR 24 2025**Inspection Department
City of Livonia**APPLICATION FOR VARIANCE**

Christopher Lee	36797 Bristol St. Livonia, MI 48154	813-546-5893	
(Owner of Premises)	(Street Address) (City) (Zip Code)	(Telephone)	(Fax)
N/A			
(Lessee)	(Street Address) (City) (Zip Code)	(Telephone)	(Fax)
T. Buell's Superior Fence	33006 W. 7 Mile Rd., #504 Livonia, MI 48152	248-935-5443	
(Contractor)	(Street Address) (City) (Zip Code)	(Telephone)	(Fax)

The property address is 36797 Bristol St. Livonia, MI 48154

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? No.

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:
See attached.

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:

Because we live on a corner lot with no privacy fencing on any of our property lines, there is, for all intents and purposes, no place for us to have privacy outside. This fencing will provide a small space for privacy, and it will not affect our neighbors in any significant or meaningful way.

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:

The difficulty involves 1) having little to no privacy while outside the house due to the lack of previously existing privacy fencing on any side of the property, 2) the greater possibility of theft as a result of being a corner lot, 3) the increased possibility of noise from neighbors and thru traffic, 4) having less access to an outside private space with our child, 5) the need to store the new (and much larger) garbage and recycling bins that the City provided, and 6) the need to enclose our A/C unit.

5. Explain why you think this variance would be fair to the neighbors and others who might be affected.

Because the variance only extends a few feet from the house, it will not affect any of my neighbors. It will also not affect any sightlines for drivers on Bristol or Munger.

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: No.

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?

N/A

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: No.
9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? N/A

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. **Note** that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: [Signature]

Please print name of property owner: Christopher Lee

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 16th day of December, 2024

[Signature]
(Notary Public, Wayne County, Michigan)
My Commission expires 12/09/2027

Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated 3/24/25, which reads as follows:

PRIVACY FENCE PROHIBITED IN COURTYARD SIDE YARD.

I certify that (a) the petitioner is not in violation of any ordinance other than the provision(s) sought to be waived in the foregoing application, (b) all applicable fees have been paid, and (c) I have examined the foregoing application, and find that said application is complete, and that the City Zoning Ordinance, Ordinance No. 543, as amended, prohibits the proposed project unless a variance is granted by the Zoning Board of Appeals.

[Signature]
(Supervisor)

Application for permit filed No

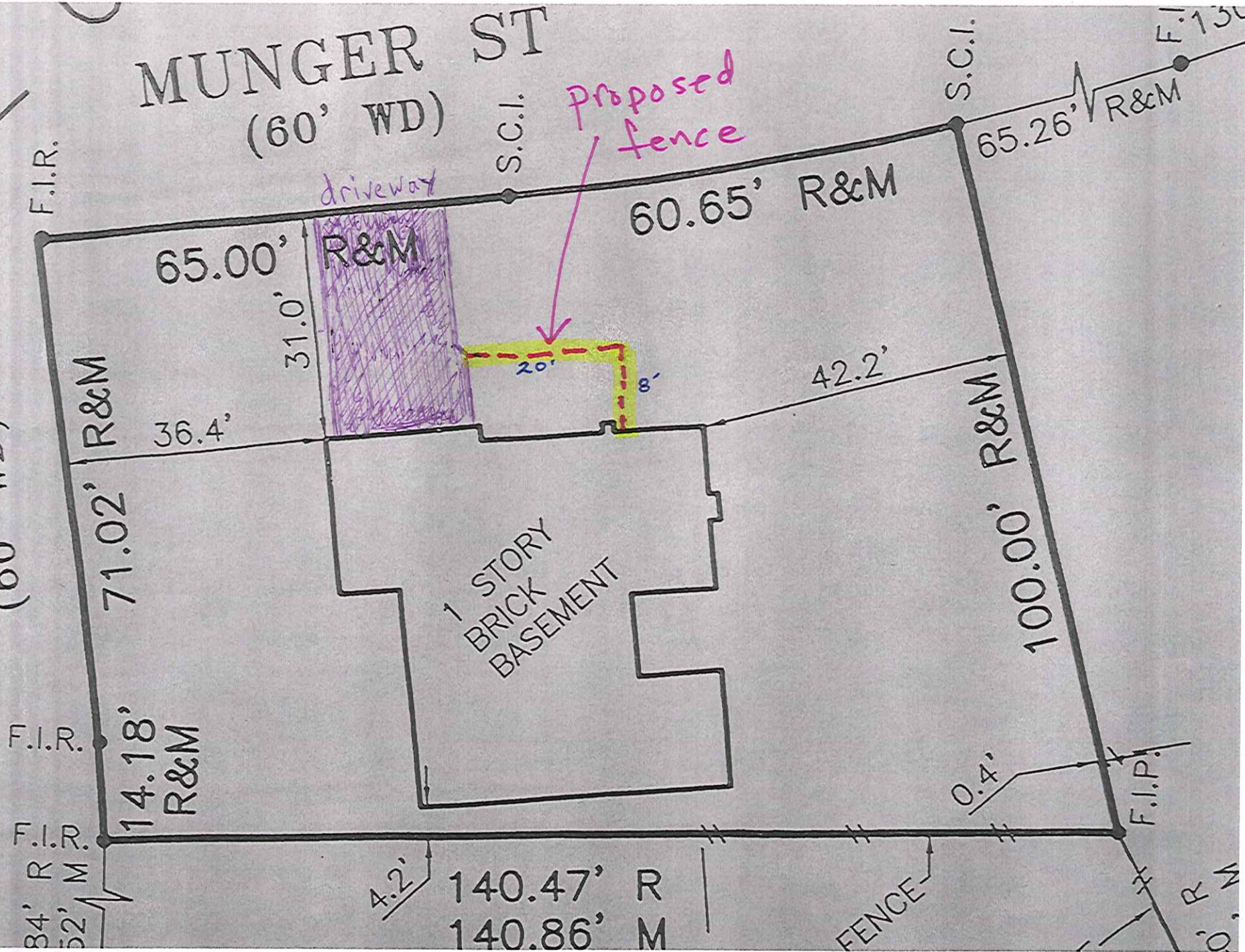
Violation Issued No

DANIEL STYBEL
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF WAYNE
MY COMMISSION EXPIRES DEC 9, 2027
ACTING IN THE COUNTY OF Wayne

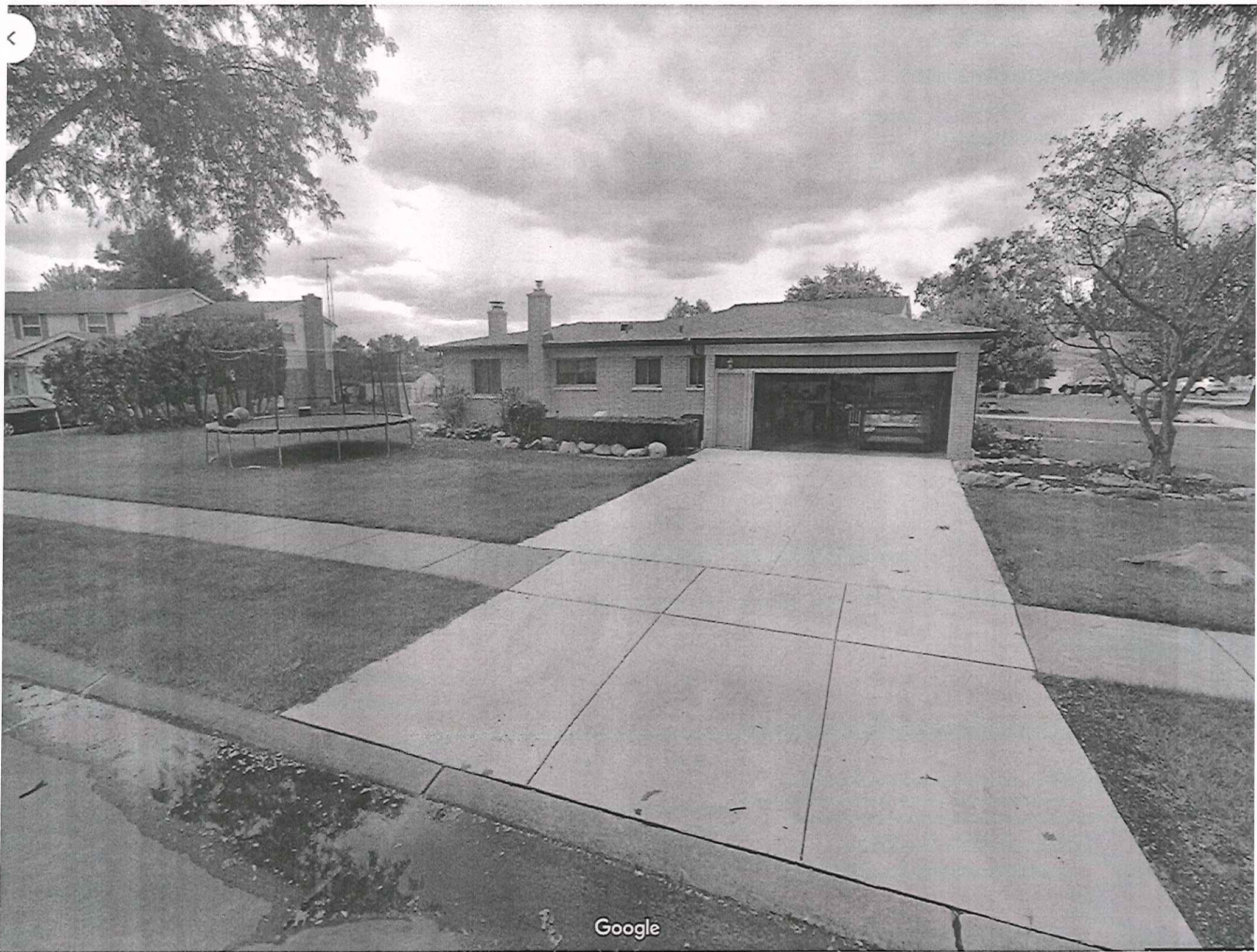


BRISTOL RD
(60' WD)

MUNGER ST
(60' WD)







26700 W. Eight Mile Rd.
Southfield, MI 48033
TBSFence@gmail.com

T. Buell's
Superior Fence
Where Quality Comes First
(248) 935-5443

DARIN
734-751-9042
www.TBSuperiorFence.com

Date 6/19/24

Customer Name <u>CHRISTOPHER LEE</u>		Home Phone <u>813-546-5893</u>		Alternate Phone	
Address <u>36797 BRISTOL ST</u>		City <u>LIVONIA</u>		State <u>MI</u>	Zip <u>48154</u>
Email		ALL WORK COMES WITH A TWO YEAR WORKMANSHIP WARRANTY			
Type of Fence <u>MODA WALNUT PRIVACY / CEDAR SPLIT RAIL</u>					
Over All Length <u>28/18</u>	Over All Height <u>6/3</u>	SPECIAL INSTRUCTIONS <u>EXT PLATCAR</u>			
Walk Gates <u>0</u>	Drive Gates <u>0</u>				
CHAIN LINK FENCE					
Wire Gauge	Diameter of Top Rail	SPECIAL WORK TO BE PERFORMED BY CUSTOMER			
Diameter of Corner Post	Diameter of Line Post				
☒ W-TO					
☐ CL-TO					
☐ CC					
☒ CORNER LOT					
☐ POOL					

Diagram: A hand-drawn sketch of a property layout. A rectangular area is labeled 'BRISTOL' at the bottom. To the left of this area is a 'DRIVEWAY'. Above the driveway, a line is labeled 'MODA WALNUT PRIVACY SCREEN FOR A/C & GARBAGE CANS'. Dimensions are noted: '20' for the driveway width, '8' for the driveway depth, and '19' for the distance from the driveway to the start of the fence line. A note indicates '(3) CEDAR POSTS'.

Responsibility of Buyer: I agree to locate and identify all **Property Lines, Easements, Underground Cables, Pipes, Sprinkler Lines, Personal Electrical** such as the house to the garage, and any other **External Unmarked Utilities** not identified by MISS DIG System Inc. (Miss Dig). I agree that I am responsible for the location of the fence described in this proposal. I will be responsible for all damages including costs and attorney fees incurred from T. Buell Superior Fence LLC (Superior Fence), in connection with any claim made by anyone regarding this project.

Terms and Conditions: Superior Fence is not responsible for repair or costs of any unmarked utilities by Miss Dig, including, but not limited to: **Underground Cables, Pipes, Sprinkler Lines, Personal Electrical**, and any other **External Unmarked Utilities**. Superior Fence does not haul dirt, trees or brush of kind. Superior Fence is not responsible to maintain integrity of landscaping, including, but is not limited to: regrading or trenching for the fence, flowers, plants, mulch, or any decorative ornaments. All balances are due immediately upon completion of the project, as described in this contract. All material remains property of Superior Fence until the balance is paid in full. Superior Fence reserves the right to post a lien on the property where the work has been performed. Initial payments become non-refundable 72 hours after this contract is executed.

Estimate is valid for 30 days. A 3% Convenience Fee will be added for all credit card transactions.

I understand and agree to all terms and conditions.

Date: 8/5/24

Customer Signature: [Signature]

PD 2060 (2000. + 60) 8/5/24 TBS ANEX

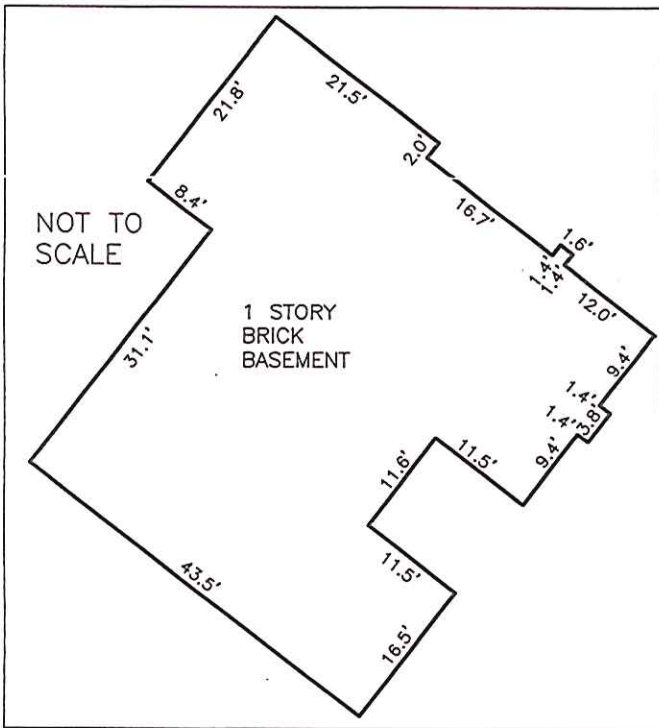
Sub Total: 4390

After Discount: 4390

Earnest Money Received: 2000

3% Convenience Fee: 60

Balance Due Upon Completion: 2390



DRAWN BY:
BGW



APPROXIMATE LINE OF SCREEN

LEGEND

	RUF Rural-Urban Farm
	N1 Neighborhood
	N2 Neighborhood
	NM1 Neighborhood Multifamily
	NM2 Neighborhood Multifamily
	NM3 Neighborhood Multifamily
	P Parking
	C-1 Local Business
	C-2 General Business
	C-3 Highway Services
	C-4 High Rise Commercial
	M-L Manufacturing Limited
	M-1 Light Manufacturing
	M-2 General Manufacturing
	P-L Public Lands
	NP Nature Preserves

N.W. 1/4 Section 17

City of Livonia

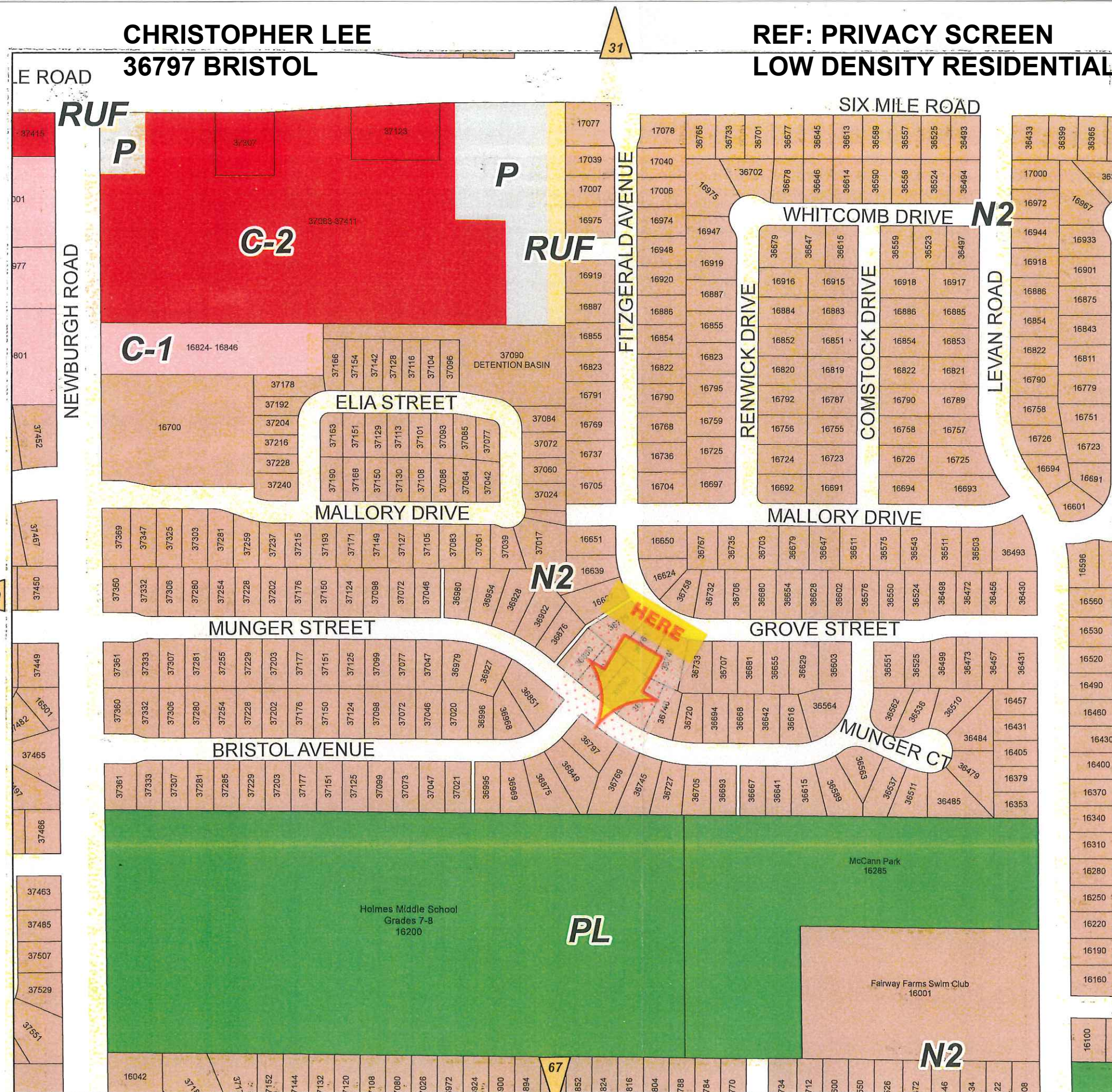
T. 1 south, R. 9 east

Wayne County, Michigan

Copyright 2001, City of Livonia



300 150 0 300 Feet



ZONING BOARD OF APPEALS

ZONING BOARD MEMBERS

GREGORY G. COPPOLA, CHAIRMAN
JAMES. M. BARINGHAUS, VICE CHAIRMAN
TIMOTHY J. KLISZ, SECRETARY
CHRISTOPHER N. BOLOVEN
BRIAN MEAGHER
MARC ROTONDO
MIKE TESTA



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2250

MAYOR

MAUREEN MILLER BROSNAN

COUNCIL MEMBERS

BRANDON MCCULLOUGH, President
MARTHA PTASHNIK, Vice President
CARRIE BUDZINSKI
ROB DONOVIC
SCOTT MORGAN
LYNDA L. SCHEEL
LAURA M. TOY

PUBLIC NOTICE APRIL 18, 2025

APPEAL CASE NO. 2025-03-09, 19069 Doris: an appeal was made to the Zoning Board of Appeals by Anthony Nerone, seeking to maintain a 6-foot-tall privacy fence erected contrary to approved fence permit, resulting in a privacy fence erected in the side yard toward the front of the lot behind the rear plane of the house, which is prohibited.

This Medium Density Residential property is located on the west side of Doris (19069), between Seven Mile Road and Curtis Avenue, Lot. No. 041-01-0004-001, R-U-F, Rural Urban Farm, rejected by the Inspection Department under Livonia Code of Ordinance, Section 15.44.090 B.

THE LAW REQUIRES THAT OWNERS OF PROPERTY LOCATED WITHIN 300 FEET OF THIS PROPERTY BE NOTIFIED OF THIS REQUEST IN WRITING. THIS IS YOUR NOTIFICATION. YOU ARE NOT REQUIRED TO RESPOND TO THIS LETTER.

This appeal will be heard at a public hearing to be held in the **Auditorium on the 1st floor of City Hall on Tuesday, May 6, 2025, at 7:00 p.m.**, at which time comments may be directed to the Board during audience participation. When replying by mail, write your comments on the back of this notice and address it to the City of Livonia, Zoning Board of Appeals, 33000 Civic Center Drive, Livonia, MI 48154. All written comments are read at the meeting and become part of the record.

ZONING BOARD OF APPEALS,



Timothy Klisz, Secretary

Petitioner will incur a \$100 rescheduling fee for every failure to appear.
In accordance with Title II of the Americans with Disabilities Act as it pertains to access to Public Meetings, the Zoning Board of Appeal's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with special needs.
Please call 734-466-2250 if you need assistance.

2025-03-09
May 6, 2025

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

Address:



CITY OF LIVONIA
INSPECTION DEPARTMENT

REJECTION OF APPLICATION FOR PERMIT
BECAUSE OF NON-CONFORMITY TO ZONING ORDINANCE LIVONIA VISION 21

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154
421-2000

Applicant Anthony Nerone Address 19069 Doris, Livonia, MI 48152
Owner (same as applicant) Address (same as applicant)
Lessee n/a Address n/a
Location West Side of 19069 Doris Street
Between Seven Mile And Curtis
Lot No./Parcel No. 041-01-0004-001 Subdivision O'Connor and Porter's #1
Zoning District R-U-F Lot Size 0.34 Acres Alley n/a
Present Use Single Family Residential Proposed Use (no change)
Present Building Size n/a Proposed Building Size n/a
Present Height of Building n/a Proposed Height n/a
Allowable Lot Coverage n/a Proposed Lot Coverage n/a

Proposal : Seeking to maintain a 6 foot tall privacy fence erected contrary to approved fence permit resulting in a privacy fence erected in the side yard toward the front of the lot beyond the rear plane of the house, which is prohibited.

Reason for Rejection Livonia Code of Ordinance, Section 15.44.090 B.

Deficient Side yard _____ Deficient Front Yard _____ Deficient Rear Yard _____
Deficient Lot Area _____ Deficient Lot Area Per Room _____ Encroachment _____ 20 feet
Excessive Lot Coverage _____ Excessive Height _____ Increasing No. Units _____
Use Prohibited _____ Deficient Parking Spaces _____ Increasing Area and Bulk _____
Remarks _____

Plans and Application examined by  Date March 27, 2025

RECEIVED**MAR 26 2025**Inspection Department
City of Livonia**APPLICATION FOR VARIANCE**

Antony Nerone 19069 Doris Livonia 48152 2487561633

(Owner of Premises) (Street Address) (City) (Zip Code) (Telephone) (Fax)

(Lessee) (Street Address) (City) (Zip Code) (Telephone) (Fax)

(Contractor) (Street Address) (City) (Zip Code) (Telephone) (Fax)

The property address is 19069 Doris Livonia Mi

Please note that if you need more space to answer any of the following questions, you may use a separate page or the back of this page. Simply identify your response(s) with the number of the question you are responding to.

1. Are there any deed restrictions or subdivision rules or restrictions on the property? If so, what are they? NO

2. Give legal description of property involved, or attach a deed or other document which contains the legal description of the property:

single family Home

A variance can only be granted if a hardship or practical difficulty with the property makes the variance necessary. Under the City's Zoning Ordinance, a practical difficulty exists only if (a) the difficulty is exceptional and peculiar to the property, and does not exist generally throughout the City, (b) the difficulty involves more than mere inconvenience, inability to earn a higher financial return, or both, and (c) the variance would be fair to the neighbors and others who might be affected, as well as those who do not have this variance.

3. Please explain how the practical difficulty you claim is unique to your property, and does not exist elsewhere in the City:

House not facing 7 mile RD

4. Please describe what the difficulty involves beyond mere inconvenience or inability to earn a higher financial return:

Security Purpose

5. Explain why you think this variance would be fair to the neighbors and others who might be affected.

Reduce chance of theft to me and neighbors

6. Have you sought an amendment to the zoning ordinance which would permit your proposed project under your current zoning? If yes, please describe the outcome of this process: NO

7. If you have not attempted to have the zoning ordinance amended, why hasn't this attempt been made?

RECEIVED

APR 15 2025

Department of
Licensing

8. Have you attempted to have the property rezoned? If yes, please describe the outcome of the rezoning process: no

9. If you have not attempted to have the property rezoned, why hasn't this attempt been made? _____

Please see the separate instruction sheet for plans, fees, and other information which should be submitted with the application. **Note** that if an agent or attorney signs the application on behalf of the owner, said agent or attorney must provide written proof of his or her authority to act on the owner's behalf. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THE ZONING BOARD OF APPEALS MEETING. NON-ATTENDANCE BY ANY INTERESTED PARTY MAY RESULT IN YOUR CASE BEING TABLED AND THE APPROPRIATE FEE BEING ASSESSED.

OWNER'S AFFIDAVIT

COUNTY OF WAYNE)
STATE OF MICHIGAN)

The undersigned being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanying information and data are in all respects true and correct to the best of (his/her) knowledge and belief, and that the undersigned personally undertakes to see that the property will be used and developed in compliance with all applicable ordinances and any conditions imposed in connection with any variance which may be granted in response to this application.

Signature of property owner: Anthony Nerone

Please print name of property owner: Anthony Nerone

NOTE: Please provide Letter of Authorization on official letterhead if not signed by owner of the property, as well as the deed and property transfer affidavit.

Subscribed and sworn to before me this 26th day of March, 2025

Leslie Rohraff
(Notary Public, Wayne County, Michigan)

My Commission expires 09/28/25

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

Any decision of the Board favorable to the applicant will remain valid only as long as the information or data relating thereto are found to be correct and the conditions upon which the resolution was based are maintained.

NOT TO BE COMPLETED BY APPLICANT

Petitioner makes application for a Hearing, seeking to (reverse, modify, or affirm) the (order, decision) of the Department of Inspection, dated 3/4/25, which reads as follows:

6' Fence Installed w/o Approval in Lieu of 4' New-Side Obstruction.

I certify that (a) the petitioner is not in violation of any ordinance other than the provision(s) sought to be waived in the foregoing application, (b) all applicable fees have been paid, and (c) I have examined the foregoing application, and find that said application is complete, and that the City Zoning Ordinance, Ordinance No. 543, as amended, prohibits the proposed project unless a variance is granted by the Zoning Board of Appeals.

[Signature]
(Supervisor)

Application for permit filed YES

Violation Issued YES

UPDATED DIMENSIONS

ANTHONY NERONE
19069 DORIS ST.
LIVONIA, MI 48152

08/01/2024

I authorize Anthony Nerone
19069 Doris to perform Privacy
fence extension that is presented on
attached plans.

19057 Doris ~~Jared Groth~~

30275 7 Mile ~~David Cott~~





ANTHONY NERONE
19069 DORIS

REF: FENCE
MEDIUM DENSITY RESIDENTIAL

ZONING MAP

LEGEND

Zoning Districts

- RUF Rural Urban Farm
- N1 Neighborhood
- N2 Neighborhood
- NM1 Neighborhood Multifamily
- NM2 Neighborhood Multifamily
- NM3 Neighborhood Multifamily
- P Parking
- C-1 Local Business
- C-2 General Business
- C-3 Highway Services
- C-4 High Rise Commercial
- M-L Manufacturing Limited
- M-1 Light Manufacturing
- M-2 General Manufacturing
- P-L Public Lands
- NP Nature Preserves

N.E. 1/4 Section 11

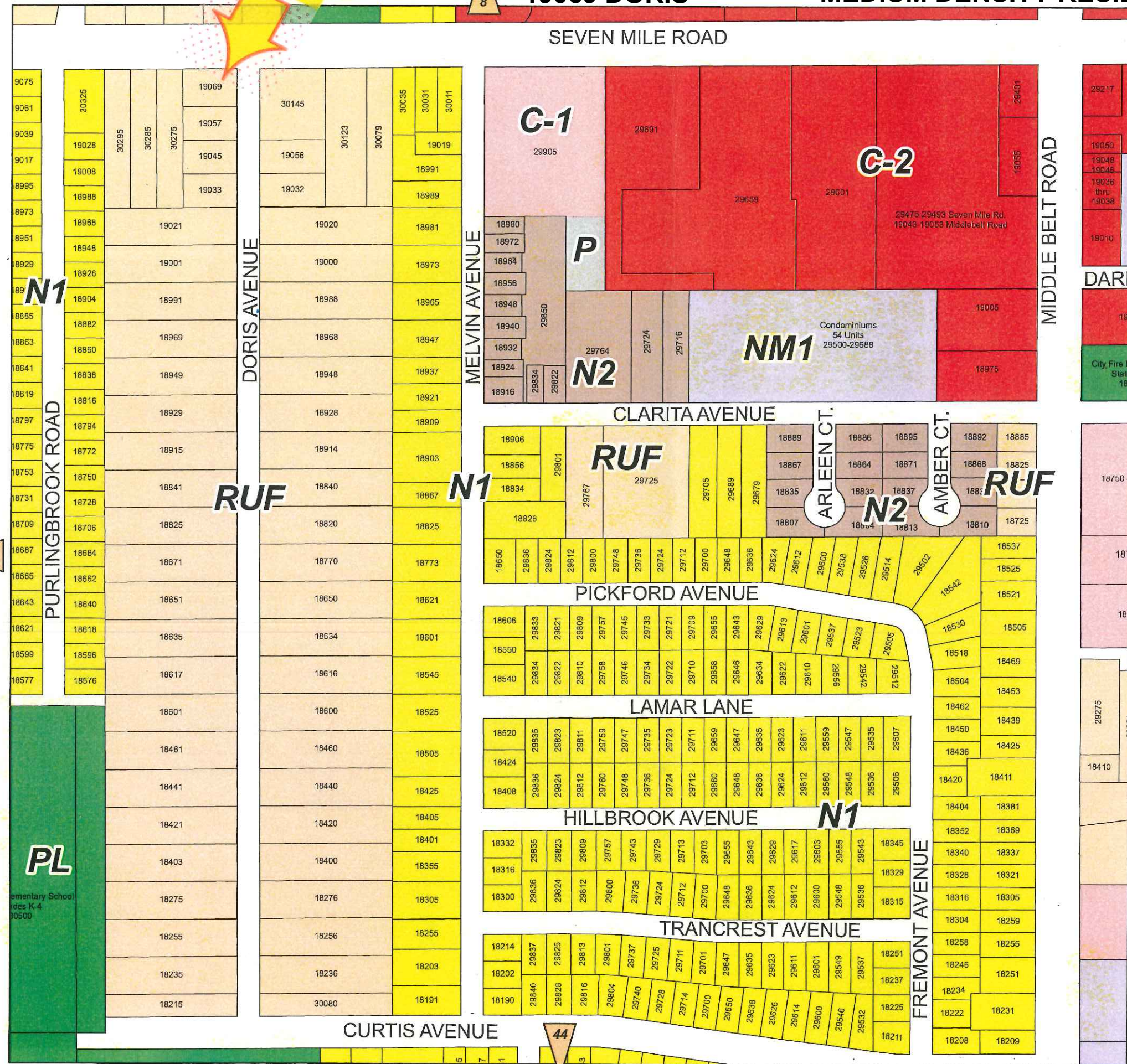
City of Livonia

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

Copyright 2001, City of Livonia



300 150 0 300 Feet



**AGENDA DATE: May 6, 2025
ZONING BOARD OF APPEALS
CITY OF LIVONIA**

**PROPOSED FINDINGS OF FACT
Pursuant to Zoning Board of Appeals
Rules of Procedure, Rule V-Hearings, Paragraph 7**

- 1. APPEAL CASE NO. 2025-03-04 (CIG Livonia, 37355 Eight Mile):** Should be denied because the alleged hardship/practical difficulty does not entail more than mere inability to earn a higher financial return, FURTHER:
- A.** The proposed variance contradicts the Future Land Use Map, which designates the site as Parks and Community;
 - B.** The area is already well served by gas stations, there being some 18 gas stations within 2.5 miles of the subject parcel;
 - C.** The variance is opposed by the retired director of the Southeast Michigan Council of Governments for the reason that it would increase the intensity of the commercial use, and would not be consistent with existing uses, such as Historic Greenmead, Whispering Willows Golf Course, residential properties, and a child care facility;
 - D.** The potential for pollution into our lakes from a broken buried tank is huge, as is the damage from storm runoff into a nearby creek which feeds the Rouge River system;
 - E.** The traffic generated by the proposed gas station and full-service restaurant with a drive-thru and the limited visibility created by the sloping road grades would increase the potential for potential for traffic conflicts and delays;
 - F.** The proposed development would require substantial alterations to the site's topography, and given its proximity to sensitive features, including wetlands and a watercourse, would unnecessarily increase the potential for adverse environmental impacts; and
 - G.** The proposed development, including underground storage tanks, a drive-thru, and other facilities of limited desirability for subsequent prospective users of the property, tends to limit the value and marketability of the property in the future.

- 2. APPEAL CASE NO. 2025-03-05, Karen Amick on behalf of Lessee Justin Baker, 9629 Cranston:** Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. [Note: the City had no involvement with the School District's fencing of the subject property.]
- 3. APPEAL CASE NO. 2025-03-07, Gwen Hosey, 14954 Flamingo:** Should be denied because the alleged practical difficulty does not entail more than mere inconvenience. FURTHER, the area of the proposed garage is greater than the area of the home on the site.
- 4. APPEAL CASE NO. 2025-03-08, Christopher Lee, 36797 Bristol:** Should be denied because the alleged practical difficulty does not entail more than mere inconvenience.
- 5. APPEAL CASE NO. 2025-03-09, Anthony Nerone, 19069 Doris:** Should be denied because the alleged practical difficulty does not entail more than mere inconvenience.

FUTURE LAND USE PLAN

CITY OF LIVONIA
ZONING BOARD OF APPEALS
May 6, 2025 – 7:00 p.m.
Livonia City Hall – Auditorium (1st floor)
33000 Civic Center Drive, Livonia, MI

1. APPEAL CASE NO. 2025-03-04, C.I.G. Livonia, LLC, 37355 Eight Mile:

Seeking to establish a gasoline service station in a local commercial business district (C-1), which is prohibited.

FUTURE LAND USE PLAN (FLUP): PARKS AND COMMUNITY

2. APPEAL CASE NO. 2025-03-05, Karen Amick on behalf of Lessee Justin

Baker, 9629 Cranston: Seeking to maintain an illegally erected privacy fence resulting in a privacy fence being erected in the side and front yards, which is prohibited.

FUTURE LAND USE PLAN (FLUP): LOW DENSITY RESIDENTIAL

3. APPEAL CASE NO. 2025-03-07, Gwen Hosey, 14954 Flamingo:

Seeking to construct an addition to the existing attached garage resulting in excessive accessory structure area and an accessory structure in excess of the ground floor area of the house.

FUTURE LAND USE PLAN (FLUP): LOW DENSITY RESIDENTIAL

4. APPEAL CASE NO. 2025-03-08, Christopher Lee, 36797 Bristol:

Seeking to erect a 6-foot-tall privacy screen in the corner side yard, which is prohibited.

FUTURE LAND USE PLAN (FLUP): LOW DENSITY RESIDENTIAL

5. APPEAL CASE NO. 2025-03-09, Anthony Nerone, 19069 Doris:

Seeking to maintain a 6-foot-tall privacy fence erected contrary to approved fence permit, resulting in a privacy fence erected in the side yard toward the front of the lot behind the rear plane of the house, which is prohibited.

FUTURE LAND USE PLAN (FLUP): MEDIUM DENSITY RESIDENTIAL