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

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

OFFICE OF THE COUNCIL

MEETING PACKET FOR
THE REGULAR MEETING OF
WEDNESDAY, DECEMBER 3, 2025
7:00 P.M.

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

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

2030th Regular Meeting Agenda of the Council of the City of Livonia
Wednesday, December 3, 2025
7:00 p.m. - City Hall Auditorium
33000 Civic Center Drive, Livonia, Michigan

CALL TO ORDER

INVOCATION/PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATION OF MINUTES – Regular Meeting Minutes of November 17, 2025

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

CONSENT AGENDA

1. REQUEST TO EXTEND CONTRACT WITH ALLIE BROTHERS, INC: Division of Police, re: for a period of three years with a three percent increase, in order to supply Police Department uniforms, from budgeted funds. (Approving)

2. REQUEST TO WAIVE THE FORMAL BIDDING PROCESS AND APPROVE RENEWAL OF A SOLE SOURCE PROFESSIONAL SERVICES AGREEMENT: Division of Police, re: for a term of three years with Brett M. Naumcheff, of the Michigan Police Legal Advisor Group, from budgeted funds. (Approving)

3. AWARD OF CONTRACT: Finance Department, re: to provide limited Accounting and Financial Services due to department vacancies, in a not-to-exceed amount of $70,000, from budgeted funds. (Approving)

4. REQUEST TO AUTHORIZE ADDITIONAL EXPENDITURE: Finance Department, re: additional accounting services related to the financial audit for the year ended November 30, 2024, from unexpended funds. (Approving)

5. REQUEST TO RELEASE GENERAL OBLIGATION LIMITED TAX BONDS: Department of Parks and Recreation, re: for the purposes of paying for all or part of the costs of acquiring, constructing, furnishing and equipping improvements to Shelden Park. (Approving)

6. REQUEST TO APPROVE A CONTRACT AMENDMENT WITH TIVITY HEALTH: Department of Parks and Recreation, re: to continue providing Silver Sneakers memberships at the Jack E. Kirksey Recreation Center. (Approving)

7. REQUEST TO APPROVE SUBLEASE AGREEMENT BETWEEN CITY OF LIVONIA AND LIVONIA CIVIC ARENAS: Department of Parks and Recreation, re: Devon-aire and Eddie Edgar arenas for the term of August 1, 2026 through July 31, 2031, with an additional five-year extension. (Approving)

8. REQUEST FOR AUTHORIZATION TO PURCHASE TWO 2026 JOHN DEERE GATORS XUV845M WITH VARIOUS ATTACHMENTS AND ONE JOHN DEERE UTILITY TRACTOR, THROUGH THE MiDEAL CONSORTIUM: Department of Public Works, re: from 2026 budgeted funds. (Approving)

9. PROPOSED 2026 CITY COUNCIL MEETING SCHEDULE: City Council President Brandon McCullough, re: in accordance with the provisions of the Open Meetings Act, 1976 P.A. 267, as amended. (Approving)

UNFINISHED BUSINESS - MEETINGS OF THE COMMITTEE(S)

10. COMMITTEE OF THE WHOLE MEETING OF NOVEMBER 17, 2025
    a. The subject matter of Council Office staffing and salaries. (CR 318-25)

11. COMMITTEE OF THE WHOLE MEETING OF NOVEMBER 19, 2025
    a. The subject matter of Petition 2025-07-02-15, submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7. (CR 340-25)

UNFINISHED BUSINESS

12. PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES, AS AMENDED: Department of Law, re: to amend the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

13. PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES, AS AMENDED: Department of Law, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

14. PROPOSED AMENDMENT TO THE LIVONIA ZONING ORDINANCES, AS AMENDED: Department of Law, re: Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.
    Public Hearing held on November 19, 2025.

15. ROLL CALL: Proposed Amendment to the Livonia Code of Ordinances, as amended: Council Vice President Martha Ptashnik, re: to amend Title 2 of Chapter 2.96, Section 160 (Retirement system—Qualifications for membership).
    First Reading given by Council Vice President Martha Ptashnik on November 17, 2025.

NEW BUSINESS

AUDIENCE COMMUNICATION

NOTICE(S)

In accordance with Title II of the American with Disabilities Act as it pertains to access to Public Meetings, the City Clerk's Office of the City of Livonia, upon adequate notice, will make reasonable accommodations for persons with disabilities. Please call (734) 466-2236 or email clerk@livonia.gov as soon as possible if you need assistance. Council agendas are available on the City's website www.livonia.gov - under Your Government, City Council, Agendas & Minutes.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

1. REQUEST TO EXTEND CONTRACT WITH ALLIE BROTHERS, INC: Division of Police, re: for a period of three years with a three percent increase, in order to supply Police Department uniforms, from budgeted funds.

   William Tyree, Police Department, stated Allie Brothers has been their vendor since approximately 1994, the original contract began in 2020, has already been extended previously, and requests the contract be extended again.

   Motion was made by Councilmember Scheel to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

1.

Police
October 30, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	

AGENDA ITEM

REQUEST TO EXTEND CONTRACT WITH ALLIE BROTHERS, INC: Division of Police, re: for a period of three years with a three percent increase, in order to supply Police Department uniforms, from budgeted funds.

BACKGROUND DETAILS

Allie Brothers, Inc. has been the police department's uniform vendor since approximately 1974 and has provided excellent service to the Police Department. Allie Brothers, Inc. is also the uniform vendor for the Livonia Fire Department. The original Livonia Police Department uniform contract began 01/01/2020 after Allie Brothers was the only company that responded to a solicitation for sealed bids in late 2019. This contract was approved for a two-year extension that will expire on 12/31/2025. Allie Brothers, Inc., is willing to extend their contract conditions for an additional three years (1/1/2026-12/31/2028) for a one-time 3% increase of the items to offset inflation.

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

The Livonia Division of Police is requesting to waive the City's sealed bid process and renew the current contract extension option for another three-year period, with a 3% increase to the per-unit bid pricing in the extended agreement with Allie Brothers. Inc., 20295 Middlebelt Road, Livonia, MI 48152. Allie Brothers Inc. has been the Police Department's uniform vendor since approximately 1974 and is the only local, city-based, vendor who is able to service the uniform demands of our department in a cost and time-efficient manner, and has done so without fail for many years.

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

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

DETAILED WORK BEING PERFORMED

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

Funds are budgeted for this purpose in account #101-325-768-010.

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

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Allie Brothers, Inc. was the only qualified vendor to bid on the original contract. They are willing to extend their professional service contract for an additional three years, with only a small price increase to cover the cost of inflation. Therefore, pursuant to Finance Ordinance 3.04.140.E.2b, the Livonia Division of Police is requesting a waiver of the competitive bid process.

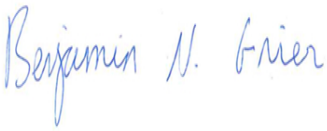
ATTACHMENTS

1. Livonia PD 2025 agreement
2. Allie Brothers Background information
3. CR# 082-24 S.L (2)

APPROVED BY



Thomas Goralski, Police Chief — Date: November 06, 2025



Benjamin N. Grier, JD, CPA, Finance Director — Date: November 06, 2025



Carter Fisher, City Attorney — Date: November 06, 2025



Maureen Miller Brosnan, Mayor — Date: November 07, 2025



11-4-25

Livonia Police Department
15050 Farmington Road
Livonia, MI 48154
Attn: D.C. Ben McDermott

Allie Brothers Uniforms agrees to a one-time 3% increase for a three year period starting on 1-1-26 through 12-31-28

Please let me know if you have any questions.

Thank you,

Robert Allie

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

CURTIS CAID
CHIEF OF POLICE

DENNIS WRIGHT
MAYOR

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

October 28, 2019

Honorable Members of Council
33000 Civic Center Drive
Livonia, MI 48154

RE: Award of Bid – Police Department Uniforms

Dear Council Members,

The Livonia Division of Police requested sealed bids for the purchase of uniforms. The bids were advertised on the Michigan Inter-Governmental Trade Network (MITN); one bid was received. On October 22, 2019, the sole bid was publicly opened; the bidder is:

Allie Brothers, Inc.
20295 Middlebelt Road
Livonia, MI 48152
(248) 477-4434

Allie Brothers, Inc. has been the police department's uniform vendor since approximately 1974 and has provided excellent service to the police department. Allie Brothers, Inc. is also the uniform vendor for the Livonia Fire Department.

I am asking that the per-unit item bid from Allie Brothers, Inc. be accepted. Please see the attached bid for the breakdown of prices. If approved, these bid prices will be in effect for two (2) years, from 01/01/2020 to 12/31/2021, with two one-year extensions under the same terms and conditions of the initial contract. Funds are budgeted for this purpose in account #101-325-768-010.

We are available to provide any additional information that the City Council may desire on this subject. Thank you for your consideration.

Yours very truly,

Curtis Caid, Chief
Livonia Division of Police

APPROVED FOR SUBMISSION:

Dennis Wright, Mayor

FUNDS AVAILABLE:

Michael Slater, Finance Director

APPROVED AS TO FORM:

Paul Bernier, City Attorney

cc: Mayor, City Clerk, Law, Finance, D/C McDermott, Captain Goralski, File

FORM OF PROPOSAL – UNFORMS, POLICE

Bid of Allie Bros. Inc hereinafter called Bidder, organized and existing under the laws of or a resident of the State of Michigan, doing business as Allie Bros. Inc *.

* Insert as applicable: "a corporation", "a partnership" or "an individual"

TO THE CITY OF LIVONIA, MICHIGAN, hereinafter called OWNER:

The undersigned as Bidder hereby declares: that this Bid is made in good faith without fraud or collusion with any person or persons bidding on the same Contract; that the Bidder has read and examined the Notice to Bidders, Instructions to Bidders, Bid, General Conditions, Supplementary Conditions, Agreement, Forms of Proposal, Bond, Specifications and Drawings, as prepared by the City of Livonia, and understands all of the same; that the Bidder or its representative has made personal investigation at the site and has become fully familiar with regard to the conditions to be met in the execution of this Contract, and the undersigned proposes to furnish all labor, materials, tools, power, transportation, and construction equipment necessary for the construction of the Project and performing related work in full accordance with the aforesaid Contract Documents, including any and all Addenda officially issued, their receipt of which is hereby acknowledged:

Addendum No.	Addendum Date

PRICING: All pricing shall be provided on the attached Excel spreadsheet included with the Request for Bid. Firms shall enter only unit prices into the spreadsheet.

The contractor and their sub-contractors agree that they will not discriminate against any employee or applicant for employment, to be employed in the performance of this contact with respect to their hire, tenure, terms, conditions or privileges of employment, or any matter directly or indirectly related to employment, because of their sex or age, except when based on a bona fide occupational qualification, or because of their race, color, religion, national origin or ancestry. (Act 453 P.A. 1976 As Amended) The contractor further agrees that they will take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to age, sex, race, creed, color or national origin. Breach of this contract may be regarded as a material breach of contract.

Bidder will identify business entity as individual, or if doing business under assumed name, indicate assumed name, partnership, (naming partners), corporation, foreign or domestic (naming principal officers), and indicate official capacity of person executing proposal and bid.

Date 10-21-19 Firm Name Allie Bros. Inc
(If corporation, partnership, or assumed name)

Address 20295 Middlebelt Rd. Signature
(Person executing bid and official capacity)

Print Name Robert S. Allie

City LIVONIA State MI Zip Code 48152

Email rsallies@alliebros.com

Phone 248-477-4434 FAX 248-477-1416

H. John Allie - President Robert S. Allie V.P.
(Names of Principal Officers and designate official capacity)

(If partnership or assumed name, indicate names of owners)

FP-2

UNIFORMS - POLICE
REFERENCE FORM

COMPANY NAME: Allie Bros. Inc

Reference Company Name: Farmington Hills Police Dept. City/State: Farmington Hills, Mi.	
Summary of Work Performed: Supply department with uniforms and equipment.	
Dates of Work: For 15 years	
Company Contact Person: Assistant Chief Jeff King	Title:
Phone Number: 248-871-2703	Email: jking@fhgov.com

Reference Company Name: State of Michigan City/State: Plainwell, Michigan	
Summary of Work Performed: Supply uniforms and shoes to Mich. Career Tech. Institute	
Dates of Work: For 10 years	
Company Contact Person: Karen Knowles	Title: Purchaser
Phone Number: 269-664-4461	Email: knowlesk@michigan.gov

Reference Company Name: Great Lakes Water Authority City/State: Detroit, Michigan	
Summary of Work Performed: Supply all officers with uniforms and equipment. Dept. of 90 officers.	
Dates of Work: For10 years	
Company Contact Person: Chief Jones	Title:
Phone Number: 844-455-4592	Email: michael.pearl@glwater.org

FP-3

STATEMENT OF QUALIFICATIONS
PRINTING OF UNIFORMS - POLICE

Bidders must answer all questions. If more space is needed to complete a question, attach a separate sheet.

Company Name: Allie Bros. Inc

Address 20295 Middlebelt Rd.

Contact Person: Robert S. Allie Title V.P

Phone No. 248-477-4434 Email rsallies@alliebros.com

1. Number of years operating under you present name: 49 years

2. General nature of work performed by your company:
Retail sales of public safety uniforms and equipment.We have an in house embroidery shop for quick service.

3. Number of years you have performed work similar in scope and size to the work requested in the Invitation for Bid: 40 years

4. Have performed work for the City of Livonia in the last ten (10) years? If so, please specify:

Year of Service	Department Serviced	Description of Services Provided
30 years	Police Dept.	Uniforms
30 years	Fire Dept/	Uniforms

5. What services will incur additional fees:

There is an additional fee for custom tailoring such as tapering shirts. Emblems and hemming pants are done at no charge.

COMPANY NAME:

CITY OF LIVONIA POLICE DEPARTMENT - UNIFORM PRICE SHEET

CHANGES TO THE SPREAD SHEET ARE NOT PERMITTED. BID AS DESCRIBED. NO SUBSTITUTIONS. FILL IN ONLY UNIT COSTS.

ITEM #	ITEM	DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
1	Uniform Trouser	Fechheimer Flying Cross #32260, dark navy in color with 1" braid	50	$ 89.99	$ 4,499.50
2	Uniform Trouser	Fechheimer Flying Cross #34291 (men) or #35291 (women), dark navy in color with 1" braid	50	$ 74.99	$ 3,749.50
3	Uniform Trouser	Elbeco Distinction #E494RN (men) or #E494RN (men) or #E949LCN, dark navy in color with 1" braid	75	$ 89.99	$ 6,749.25
4	Uniform Trouser	Elbeco Duty Maxx #E254N (men) or E9254LC (women), dark navy in color with 1" braid	75	$ 84.99	$ 6,374.25
5	Uniform Shirt	Long Sleeve Elbeco Tex-Trop, #314N (men) or #9314LC (women, dark navy, open right eqaulet *See note #10	100	$ 46.99	$ 4,699.00
6	Uniform shirt	Long Sleeve Elbeco Duty Maxx #584 (men) or #9584LC (women) dark navy, open right eapulet *See note #10	100	$ 51.99	$ 5,199.00
7	Uniform Shirt	Short Sleeve Elbeco Tex-Trap #3314N (men) or #9814LCN (women) dark navy, open right epaulet *See note #10	100	$ 44.99	$ 4,499.00
8	Uniform Shirt	Short Sleeve Elbeco Duty Maxx #5584 (men) or 9784LC (women), dark navy, open right epaulet *See note #10	100	$ 45.99	$ 4,599.00
9	Uniform Tie	S. Broome #61, dark navy, various lengths (18", 20", 22")	200	$ 6.00	$ 1,200.00
10	Summer Uniform Hat	Keystone #R-10, dark navy, 1 hole	40	$ 59.99	$ 2,399.60
11	Hat Band	Eiseman-Ludmar #M/0325, silver	25	10.5	$ 262.50

CITY OF LIVONIA
POLICE UNIFORMS

COMPANY NAME:

ITEM #	ITEM	DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
12	Hat Band	Eiseman-Ludmar #M/0320, gold	10	$ 10.50	$ 105.00
13	Winter Cap	Blauer #125 watch cap, navy, fleece-lined, embroidered	75	$ 23.99	$ 1,799.25
14	Stryker Pant	5.11 #74369	50	$ 74.99	$ 3,749.50
15	Polo Shirt	5.11 #71049 Long Sleeve - Short Sleeve	50	$ 39.99	$ 1,999.50
16	Winter Cap	Blauer #160 Skull Cap, navy, fleece-lined, embroidered, sizes regular and over-sized	75	$ 29.99	$ 2,249.25
17	Winter Jacket	Blauer #981OZ, dark navy *See Note 10	25	$ 189.99	$ 4,749.75
18	Spring Jacket	Blauer #4660, soft shell, fleece with epaulettes, badge & mic tabs *Seet note #10	25	$ 129.99	$ 3,249.75
19	Raincoat	Blauer #26990 (long), reversible black & yellow	25	$ 97.99	$ 2,449.75
20	Raincoat	Blauer #26991 (short), reversible black & yellow	25	$ 84.99	$ 2,124.75
21	Raincap Hat Cover	Blauer #107, rersible black & yellow	40	$ 9.95	$ 398.00
22	Uniform Sweater	Blauer #225, dark navy	20	$ 95.00	$ 1,900.00
23	Fatigue Trouser	Blauer #881OX, Street Gear, dark navy	25	$ 69.99	$ 1,749.75
24	Fatigue Trouser (academy)	Elbeco #E2844 (men) and E2854LC (women)	20	$ 69.99	$ 1,399.80
25	Fatigue Shirt	Blauer #8703, Long Sleeve, Street Gear, dark navy	25	$ 47.99	$ 1,199.75
26	Fatigue shirt	Blauer #8713, Short Sleebe, Street Gear, dark navy	25	$ 44.99	$ 1,124.75
27	Fatigue Shirt (academy)	Elbeco Long Sleeve #G.924 (men) and #G.944LC (women)	20	$ 47.99	$ 959.80
28	Trouser Belt	Boston Leather #6530-3. black, w/Nelcro, basket weave, underbelt	50	$ 34.99	$ 1,749.50
29	Sam Brown Belt	Boston Leather #6501-3, black, basket weave	25	$ 67.99	$ 1,699.75

CITY OF LIVONIA
POLICE UNIFORMS

COMPANY NAME:

ITEM #	ITEM	DESCRIPTION	QUANTITY	UNIT COST	TOTAL COST
30	Duty Holster	A mix of: Safariland P226 #6280-7740, #6280-77421 & #6280-77, black, right & left hand, basket weave	25	$ 149.99	$ 3,749.75
31	Holster	Blackhawk, P226, CQC, Serpa #410006BK, black, right & left hand, plain & basket weave	25	$ 54.99	$ 1,374.75
32	Handcuff Case	Safariland #90H, black, basket weave	25	$ 29.99	$ 749.75
33	Magazine Case	Safariland #77, black, basket weave	25	$ 31.99	$ 799.75
34	Belt Keepers	Boston Leather #5456-3, black, basket weave	150	$ 2.85	$ 427.50
35	Whistle	Acme Thunder, #60 Y2	25	$ 5.50	$ 137.50
36	Whistle Chain	Hamburger Woolen	25	$ 5.00	$ 125.00
37	Name Tag	Reeves #169	25	$ 12.99	$ 324.75
38	Name Strip	Academy	20	$ 4.50	$ 90.00
39	Emblem	Academy	20	$ 2.99	$ 59.80
		TOTAL COST ITEMS 1-39			**86726.75**

ITEM #	DESCRIPTION	COST PER EACH
40	Cost per each Sgt. Chevron (supplied by vendor and sewn on the uniform shirt/ Jacket (do not include thisin above total cost)	$ 3.00
41	Cost per each rocker patch: Dispatcher, Police Service Aide, Reserve Police Officer and Explorer (supplied by vendor and sewn on the uniform shirt/jacket (do not include this in the above total cost)	$ 3.00

No substitutions on any manufacturers, models, styles or speciications will be accepted. The quanitties shown are only estimates of what will be purchased during the year. Please furnish the unit cost for the items and quantities listed. See the "Additional Information" Section on the attached correspondence.

ALLIE BROS. INC.

Uniforms for the Livonia Police Dept.

Over Size Charges

Pants:	Size 46 waist and up add 10%
Jackets:	Size XXL and up add 10%
Shirts	18 neck and up add 10%
Belts	46 and up add 10%

LIVONIA POLICE DEPARTMENT – UNIFORM SPECIFICATIONS
ADDITIONAL INFORMATION

Oversize Charges

Please provide oversize charges in detail. This should be listed separately, on a per item basis, and not included in the total cost.

ADDITIONAL INFORMATION

1. The vendor shall provide a letter from: Elbeco, Blauer and Fechheimer Brothers, indicating that they are authorized resellers of their products.
2. The vendor, if outside the City of Livonia, will deliver all items to the Livonia Police Department. All bid items shall include any applicable shipping charges. No additional surcharges, such as for fuel, will be allowed during the term of the Agreement. Each item will be packaged and clearly marked with the name of the officer who ordered the item(s).
3. Specifications must be strictly adhered to in order to maintain compatibility with the present uniform.
4. All items are to be first quality, no seconds will be allowed.
5. Examples of present uniform articles will be made available at the Livonia Police Department upon request.
6. The vendor will be available for measurements at the beginning of the Agreement and at times during the year for new employees and for emergency sessions. These sessions will be held at the Livonia Police Department and may require the vendor to appear during the day time, afternoon and midnight hours.
7. Sizes of uniforms and equipment: various sizes to be fitted. Proper fit will be the responsibility of the vendor, who will bear all additional alteration and fitting costs.
8. Any additional charge for oversize/extended sizing shall be specified in the bid.
9. All shirts must have an open right epaulet.
10. Shoulder patches for the shirts and jackets will be supplied to the vendor by the Police Department. The shoulder patches are to be sewn on by the vendor and the charge to sew them on (if any) shall be included in the bid price of the shirts and jackets. Two (2) shoulder patches are required on each shirt and jacket, one being on each sleeve, one inch below the shoulder seam.
11. Sergeant chevrons are to be supplied and sewn on by the vendor and should be quoted as "per supplied and sewn on". Two (2) chevrons are required for the shirts and jackets issued to each sergeant, one on each sleeve, one inch below the shoulder patch. A sample of the required chevrons will be supplied upon request of the vendor and must be returned to the Livonia Police Department.

12. Miscellaneous rocker patches (Dispatcher, Police Service Aide, Reserve Police Officer, and Explorer) must also be supplied by the vendor (samples available upon request) and should be quoted as "per supplied and sewn on".
13. Sleeve and epaulet buttons on the uniform jackets are to be silver in color for officers and sergeants, and gold in color for command officers.
14. The length of the contract with the successful bidder will be for a period of three (3) years from the date of approval by the Livonia City Council.
15. The vendor will provide workman-like tailoring, which ensures that the garments fit each employee properly.
16. All uniform items will be provided by the vendor within fourteen (14) working days from the date of order by the Police Department employee.
17. Any substitutions/changes of uniform items/equipment made necessary during the term of the contract by production discontinuation or change by the manufacturer must be approved by the Administrative Captain of the Livonia Police Department.
18. The vendor will invoice the City of Livonia – Division of Police monthly for all items delivered to the Police Department during the previous month. The monthly invoice must delineate each employee's purchase and amount.
19. Terms of the Agreement between the City of Livonia and the successful vendor not met by the vendor may be reason for cancellation of the Agreement.
20. Contact Captain Thomas Goralski of the Livonia Police Department at (734) 466-2303 or Thomas.goralski@livoniapd.com with any questions concerning the specifications or bid.

OFFICE OF THE CITY CLERK

SUSAN M. NASH
CITY CLERK

LORI L. MILLER
DEPUTY CLERK

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

December 18, 2019

Allie Brothers, Inc.
20295 Middlebelt Road
Livonia, MI 48152

To Whom It May Concern:

The Council of the City of Livonia, at a Regular Meeting held December 2, 2019 adopted the following resolution:

> **#390-19** RESOLVED, that having considered the report and recommendation of the Chief of Police, dated October 28, 2019, which bears the signature of the Finance Director and the City Attorney, and is approved for submission by the Mayor, the Council does hereby accept the bid of Allie Brothers, Inc., 20295 Middlebelt Road, Livonia, Michigan 48152, for supplying the Division of Police with police uniforms for the unit prices set forth in the uniform price sheet attached to said report and recommendation, which unit prices shall remain in effect for a two (2) year period, from January 1, 2020 to December 31, 2021, with two (2) one-year extensions, the same having been the sole bid received and meets all specifications; FURTHER, the Council does hereby authorize such purchase from funds already budgeted in Account No. 101-325-768-010 for this purpose.

Very truly yours,

Susan M. Nash, City Clerk
SMN/bjm

cc: Finance
LPD

Livonia Police Department

Uniform Authorization

To: Allie Brothers Uniform Date:

From: Quartermaster Dept: Staff / Training (734-427-2360)

Please *prepare* the following items for **name**:

__ **Uniform trousers CX360** (machine washable), 4 pocket, **light weight,** 4-way stretch, covert flex waistband, 100% Polyester, Elbeco, **Men-**#E3424R ☐ **Women-**#E3434LC ☐
__ **Uniform trousers** (machine washable), 4 pocket, **light weight,** Poly/Rayon Duty Maxx, Elbeco, **Men-**#E254N ☐ **Women-**#E9254LC ☐
__ **Uniform trousers** (machine washable), 4 pocket, **medium weight,** Poly/Wool Elbeco Distinction with Standard belt loops: **Men-** #E494RN ☐ **Women-** #E9494LCN ☐ or Flying Cross with Keystone belt loops: **Men-** #37291 ☐ **Women-** #35291 ☐
__ **Uniform trousers** (dry clean only), dark navy, Flying Cross #32260 **heavy weight** with Keystone belt loops.
__ **Fatigue trousers**, Blauer **Men-** # 8665 ☐ **Women-** # W8665 ☐
__ **Fatigue trousers**, Elbeco **Men-** # E3464R ☐ **Women-** # E3474LC ☐
__ **5.11 Stryke Pant -** ☐ **Storm (Grey) -** # 74369-092 ☐ **Khaki -** # 74369-055

__ **L/S shirt**, Tex-Trop II, 100% Poly, open right epaulet **Men-** #314N ☐ **Women-** #9314LCN ☐
__ **S/S shirt**, Tex-Trop II, 100% Poly, open right epaulet **Men-** #3314N ☐ **Women-** #9814LCN ☐
__ **L/S**, Elbeco, 100% Poly CRX360, **Men-** # 3524 ☐ **Women-** # 3534LC ☐
__ **S/S**, Elbeco, 100% Poly CRX360, **Men-** # 3544 ☐ **Women-** # 3554LC ☐
__ **L/S shirt**, Duty Maxx, Poly-Rayon, open right epaulet **Men-** #584 ☐ **Women-** #9584LC ☐
__ **S/S shirt**, Duty Maxx, Poly-Rayon, open right epaulet **Men-** #5584 ☐ **Women-** #9784LC ☐
__ **Fatigue shirt** L/S, Blauer # **Men-** # 86710 ☐ **Women-** # W8671 ☐
__ **Fatigue shirt** S/S, Blauer # **Men-** # 8676 ☐ **Women-** # W8676 ☐

__ **Summer cap**, dark navy, 1 hole, Keystone #R-10
__ **Hat band**, Eiseman-Ludmar: Silver #M/0325 ☐ Gold #M/0320 ☐
__ **Winter fleece-lined embroidered watch cap**, Blauer, #125 navy
__ **Winter fleece-lined embroidered skull cap**, Blauer, #160 navy ☐ Regular ☐ Over-sized

__ **Rain cap**, Blauer #107, blk/yellow
__ **Raincoat, short**, Blauer #26991, blk/yellow
__ **Raincoat, long**, Blauer #26990, blk/yellow
__ **Reflective Safety Vest,** Blauer #339P, Size L-XL
__ **Sweater**, Blauer #225
__ **Sweater**, Blauer, quarter zip #228
__ **ArmorSkin Suspension System**, Length Short/Reg/Tall #174-1
__ **FlexRS ArmorSkin XP**, Length Short/Reg/Tall/Xtall #8360XP
__ **FlexRS Long Sleeve ArmorSkin base shirt**, Length 31/33/35/37/39 #8361
__ **FlexRS Short Sleeve ArmorSkin base shirt**, Length Reg/Tall #8362
__ **FlexHeat Winter base shirt**, Length 31/33/35/37/39 #8374

__ **Spring/Fall jacket**, dark navy, Blauer soft shell fleece (winter inner liner) #4660 w/epaulettes, badge & mic tabs
__ **Winter Duty coat**, dark navy, Blauer (outer Tac shell) #9820

__ **Uniform tie**, S.Broome, dark navy, #61: 18" ☐ 20" ☐ 22" ☐
__ **Trouser belt**, blk B/W, velcro, Boston Leather #6530-3
__ **Sam Brown belt**, blk B/W, Boston Leather #6501-3
__ **1.75 inch Boston Leather buckle trouser belt**, ☐ silver #6505-3 ☐ brass #6505-3B
__ **Handcuff case**, Safariland #90H, blk B/W
__ **Magazine pouch**, Safariland #77, blk B/W
__ **Belt keepers**, Boston Leather #5456-3 B/W
__ **Point Blank Balistic Body Armor**, HL6B25BVOM B11-5 with High Lite Carrier

__ **Name tag**, Reeves #169, 1st initial: ___ Last Name:_____
Gold ☐ Silver ☐
__ **Serving since backer**, Reeves: yd=Gold ☐ ys= Silver ☐ year_____
__ **Whistle chain**, Hamburger Woolen: Gold ☐ Silver ☐
__ **Whistle**, Acme Thunder #60 ½: Gold ☐ Silver ☐
__ **Handcuffs**, Double-Side Locks, chrome chain link
__ Other items:

Police Service Aides:
__ Police Service Aide **tab** beneath each shoulder patch
__ Service Aide silver **name tag backer**
__ Academy **name tag**

Holsters:
__ Safariland, P226 **Holster** 9mm, with rail, black B/W
#6360-477-481 SLS/ALA *(right)* ☐ *(left)* ☐
__ Safariland, P226 **Holster** 9mm, w/ Streamlight TLR-1, B/W **(K-9 ONLY)**
#7360-4772-411 *(right)* ☐ *(left)* ☐
__ Safariland, SIG Sauer P365 9mm ALS Concealment **Holster** w/ Belt Loop /Paddle, B/W
#7378-365-411 *(right)* ☐ *(left)* ☐
__ Blackhawk CQC Serpa **Holster:**
#410506BK plain finish ☐ or #410006BK B/W finish ☐
(right) ☐ *(left)* ☐

__ **Livonia Police Department Uniform Room Checked for Requested Equipment by CSO**

OIC Authorization: _____ Ser #: _____ Date: _____

Admin. Authorization: _____ Ser #: _____ Date: _____

Instructions PLEASE READ **: Personnel will take this approved uniform request to Allie Brothers for order and fitting. *P.O. Arakelian* will then pick up the order *when completed.***

Allie Brothers: Do NOT issue the items to the employee.

Livonia Police Department

Academy Uniform Authorization

To: Allie Brothers Uniform Date:

From: Quartermaster Dept: Staff / Training (734-427-2360)

Please *prepare* the following items for **(Requesters Full Name)**:

02 **Uniform trousers**, Elbeco, cargo pocket, Dark Navy
Men #E2844 ☐ **Women** #E2854LC ☐

02 **L/S shirt**, Elbeco, Dark Navy
Men- #G924 ☐ **Women-** #G944LC ☐

01 T**rousers,** 5.11, Navy Blue, cargo pockets (for Defensive Tactics, firearms, and driving)
Men- #74003-724 ☐ **Women-** #64359-724 ☐

01 **Uniform Tie**, 3" poly wool clip on tie (BLACK) 18" ☐ 20" ☐ 22" ☐

02 **Academy Name Tag** (Sewn on, Black with white lettering bearing first initial and last name)

04 **Academy uniform patches** (Wayne County Regional Police Academy)

00 **Trouser belt**, blk B/W, velcro, Boston Leather #6530-3

__ **Other Items:**

__ **Livonia Police Department Uniform Room Checked for Requested Equipment by CSO**

OIC Authorization: _____ Ser #: _____ Date: _____

Admin. Authorization: _____ Ser #: _____ Date: _____

Instructions PLEASE READ **: Personnel will take this approved uniform request to Allie Brothers for order and fitting.** ***P.O. Arakelian*** **will then pick up the order** ***when completed.***

Allie Brothers: Do NOT issue the items to the employee.

WAYNE COUNTY REGIONAL POLICE ACADEMY TRAINING CENTER

The Wayne County Regional Training Academy requires that you have the following equipment on the first day of class.

The items listed below are available through: Allie Brother Uniforms
20295 Middlebelt Road
Livonia, MI
(248) 477-4434

(2) Pairs of Elbeco trousers #E2844-men or #E2854LC-women, cargo pocket, dark navy
(1) Elbeco shirt #G924, long sleeve, dark navy
(1) Navy blue BDU pants with cargo pockets for Defensive Tactics, Firearms & Driving
(1) Black 3" poly wool clip on tie
(2) Uniform patches with Wayne County Regional Police Academy Logo
(1) Black uniform belt with or without buckle
(1) Embroidered sewn on name tags (black with white lettering bearing first initial and last name)

The listed items below shall be purchased at the Schoolcraft College-PSTC Bookstore. Please call the bookstore for the hours (734)-462-4321. The t-shirt and sweatshirt **MUST** have the recruit's last name horizontally across the back in 2 ½ inch block letters.

(1) Blue sweatshirt with academy logo
(1) Blue sweatpants with academy logo
(1) Pair blue shorts with academy logo
(1) Blue t-shirt with academy logo
(1) Blue academy cap
(1) Blue stocking cap (winter academy only)

The items listed below are available at retail, sporting-goods or other uniform stores.

(1) Pair of black socks
(1) Pair of good running shoes (no neon colors)
(1) Pair of white crew socks
(1) Mouth guard (shield)
(1) Flashlight (full size black in color – 3 cells or rechargeable)
(1) Pair black uniform style boots
(1) Pair safety glasses, also available at most sporting-goods stores (Uvex-11051063)

LORI L. MILLER
CITY CLERK

DORIS E. DeMARCO
DEPUTY CITY CLERK

OFFICE OF THE CITY CLERK

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

March 21, 2024

Allie Brothers, Inc.
20295 Middlebelt Road
Livonia, Michigan 48152

To whom it may concern:

The Council of the City of Livonia, at a Regular Meeting held March 11, 2024, adopted the following resolution:

> **#082-24** RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 23, 2024, submitted pursuant to Council Resolution 390-19, adopted on December 2, 2019, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, the Council does hereby authorize the Mayor and City Clerk to execute a two-year contract extension, for the period January 1, 2024 through December 31, 2025, for and on behalf of the City of Livonia, with Allie Brothers, Inc., 20295 Middlebelt Road, Livonia, Michigan 48152, for supplying the Division of Police with Police Uniforms for the unit prices set forth in the uniform price sheet, with a 4% increase to cover the cost of inflation, attached to said communication; FURTHER, the Council does hereby authorize such purchase from funds already budgeted in Account No. 101-325-768-010 for this purpose; FURTHER, the Council does hereby authorize the aforesaid action without competitive bidding for the reasons indicated in the aforesaid communication, and such action is taken in accordance with Section 3.04.140.E.2a of the Livonia Code of Ordinances, as amended.

Very truly yours,

Lori L. Miller

City Clerk

LLM/ljr
Xc: Police

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

2. REQUEST TO WAIVE THE FORMAL BIDDING PROCESS AND APPROVE RENEWAL OF A SOLE SOURCE PROFESSIONAL SERVICES AGREEMENT: Division of Police, re: for a term of three years with Brett M. Naumcheff, of the Michigan Police Legal Advisor Group, from budgeted funds.

   Thomas Goralski, Chief of Police, stated a long list of benefits having Brett on board and his willingness to stay for the same price.

   Motion was made by Councilmember Morgan to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

2.

Police
November 4, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	

AGENDA ITEM

REQUEST TO WAIVE THE FORMAL BIDDING PROCESS AND APPROVE RENEWAL OF A SOLE SOURCE PROFESSIONAL SERVICES AGREEMENT: Division of Police, re: for a term of three years with Brett M. Naumcheff, of the Michigan Police Legal Advisor Group, from budgeted funds.

BACKGROUND DETAILS

Brett M. Naumcheff is Constitutional Policing and Police Practice expert and practitioner who is admitted to practice before the United States Supreme Court, the Sixth Circuit Court of Appeals and all Michigan State Courts. He has 27 years of police experience and 24 years of public safety legal advising experience. As a Police Officer he earned the Medal of Honor and the Meritorious Service Award while surviving three hand-to-hand deadly force encounters. His record on drug and weapon seizures is historically unmatched within the department. As a lawyer, Brett has represented his client base in State, Federal, Administrative and Tribal Courts. To date, he has been involved in over 50 Officer involved shootings as the Union Counsel, Officer Defense Lawyer or Department Police Legal Advisor.

Naumcheff holds a bachelor's degree in Sociology and a master's degree in Administration from Central Michigan University. He earned a Juris Doctorate from Thomas M. Cooley Law School. His client base includes public and private sector public safety departments and public and private sector unions. Naumcheff serves as a Constitutional Policing Advisor to a variety of local, state and federal law enforcement entities and professionals.

On the national stage, Brett is a retained legal police practice and liability expert. He is also the National Police Attorney Coordinator for the Professional Law Enforcement Association. In that position, he teaches police professionals and organizations across the United States on topics such as Constitutional and Holistic Policing, Officer Involved Shootings, Use of Force and Police Civil Liability. Naumcheff recently taught Constitutional and Holistic Police training programs for CALEA, NAPO and the FBINAA.

The complexities and related liability of law enforcement are growing at a fast pace. Everything officers do is under the microscope of immediate scrutiny due to video and social media exposure. More is being asked of the police. Police Departments must progress out of this storm by creating quality trained police professionals. A Police Department now needs a Constitutional Policing and Policy Advisor (Police Attorney) that knows the unique legal world of policing in Michigan not by "theory" but by relevant, seasoned and real-world experience. Michigan Police Legal Advisor Group trains by following a Constitutional and Holistic Police Model. They provide officers with the legal training to be able to analyze, assess and address policing situations and use tools not found

on their gun belt to solve problems. The training gives officers the confidence to identify solutions using a well-reasoned, Constitutional and holistic methodology.
In Michigan, a Police Legal Advisor is a licensed and insured Michigan lawyer that has a unique background and practice that is focused on law enforcement who is well versed on those aspects of the law that touch the policing profession such as criminal law, search and seizure, constitutional law, police use of force, police discipline, police civil liability and best practices. Michigan Police Legal Advisor Group was established solely for that purpose. There is no other law firm in the State of Michigan that matches their unique credentials.
Inadequate police policy parameters along with unconstitutional practices and customs create liability for the officers, administration of that police department and the governing entity. The Police Legal Advisor Group assists the police administration with initial and continuous policy development, personnel issues, training and critical incident response. The Police Legal Advisor is focused on the Police Department, which in turn protects the organization. Michigan Police Legal Advisor Group provides 24/7/365 service from offices in Novi and Grand Rapids and represents law enforcement agencies ranging from 8 to 250 officers.

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

The Division of Police recommends renewing this agreement (expiring on December 31, 2025) by adding a three-year service agreement beginning January 1, 2026 and ending December 31, 2028, with the same services provided; with NO increase to our annual cost with Police Attorney Brett M. Naumcheff, on behalf of:
Michigan Police Legal Advisor Group:
39555 Orchard Hill Place
Suite 600
Novi, MI. 48375
(248) 348-5777

This agreement would provide for the following professional services:

- Augment current Municipal legal services by providing public safety specific policy recommendations, training, consulting and advice,
- Provide 24/7 availability by phone, electronic communication or in person,
- Provide policy advice to Police Chief and Command Staff supervisors on administrative and operational issues,
- Respond to police critical incidents,
- Conduct research on a variety of issues, including court cases and legislative actions affecting public safety, utilizing computerized legal databases,
- Prepare opinions, including investigation of facts, legal research and the preparation of memoranda,
- Assist the Chief of Police with preparation of Law Enforcement Constitutional policy and process documents including, but not limited to, draft recommended orders and documents required for search, seizure, and forfeiture activities or other investigative purposes,
- Coordinate and conduct training on personnel related legal matters for administrative personnel to aid in compliance with current court decisions and best practices,
- Review operational training outlines and provide monthly legal updates for each shift,

- Participate in interdepartmental meetings to discuss questions, personnel policies, impacts of planning decisions and procedures to be followed in various actions,
- Ensure departmental field procedures, general orders and rules and regulations are in compliance with existing court and statutory requirements,
- Liaison with the prosecuting attorney and provide administrative advice for criminal investigations such as high-profile investigations, homicides, officer-involved shootings, in-custody deaths, etc., involving department members,
- Provide advice and make recommendations regarding the handling and disposition of evidence,
- Provide on-the-spot advice and recommendations to command staff when the advice affects an active, ongoing criminal investigation or critical incident which cannot wait for research at the office,
- Assist line functions, and upon request, assist with legal research relative to ongoing investigations,
- Assist in compiling and summarizing the Public Safety Division's position in response to any claims to assist Municipal counsel,
- Assist Municipal or assigned counsel with defending lawsuits by providing public safety legal perspective, policy, process and expertise to assigned defense counsel,
- Assist department members in preparation for court testimony in regard to police policy and practices,
- Provide regular and recurring legal and policy related roll call training materials,
- Attend and participate in Command Staff meetings where important issues are on the agenda and/or anticipated,
- Perform other collateral and additional duties and projects as deemed necessary and requested by the Chief of Police or his designee.

This agreement would also provide for other potential training for Department personnel such as:

- Provide regular and recurring (monthly) legal updates on criminal law, police civil liability, use of force, police personnel law and labor law.
- Provide New Sergeant Law School Training.
- Provide Taser Law Training.
- Provide Police Civil Liability Training.
- Provide Use of Force Training.
- Provide Officer Involved Shooting (OIS) and Deadly Force Training.
- Provide Criminal Investigative Legal Training.
- Teach course at Department Academy or training of new officers.
- Provide face-to-face regular and recurring on-site training and advising.
- Establish, train and maintain OIS working protocol.
- Work with department personnel to establish relevant case law-based training scenarios.
- Provide "retread" training program for Law Enforcement at an established experience level.
- Establish a Constitutional and legally defensible training program.
- Have an on-site presence at the Police Department on a monthly basis.
- Provide other training as agreed.

Summary of Proposal and Services to be provided:

- Serve as a Constitutional Policing and Policy Advisor.
- All professional services for the legal-based consulting on Constitutional Policing, Police Law and Best Practice will be provided by Brett M. Naumcheff, a licensed and insured Michigan lawyer with 27 years of public safety experience in addition to 22 years as a Police Legal and Policy Advisor.
- 24-Month Term and 192 hours per year.
- 24/7 availability for consultation and response.
- 4 - Monthly site visits to meet with Police Administration and others as appropriate.
- Provide a Constitutional and Holistic Police Training program.
- Provide monthly and time-sensitive verbal and written legal updates.
- Review and make recommendations for identified and current high-risk policies.
- Review, recommend and draft proposed high-risk policy amendments consistent with current Michigan, Sixth Circuit and United States Supreme Court law and precedent.
- Provide large group and small group departmental legal presentations.
- Provide on-site monthly briefing legal updates.
- Provide individual and small group follow-up training for education-based discipline.
- Provide legal review of use of force encounters incidents and other police practice incidents.
- Assist with the creation and maintenance of a legal based and defendable training program.
- Provide recommendations to LPD regarding public safety risk management issues.
- Respond to critical incidents and,
- Other duties as assigned and agreed by the Chief of Police.

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

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

DETAILED WORK BEING PERFORMED

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

This expenditure will utilize budgeted funds from account number 101-304-818-000 at a cost of $3,000 per month/$36,000.00 for one year, with a total cost of $108,000 for the three-year agreement beginning January 1, 2026. This will be a sole source expenditure as the Michigan Police Legal Advisor Group (MPLAG) is the only law firm in the State of Michigan that provides the aforementioned professional services, unique legal training, consulting and advising on the narrow and specific legal aspects of police policy, practice, administration and Constitutional law. We received grant funding from our insurance carrier, Michigan Municipal Risk Management Authority

(MMRMA), through the Risk Avoidance Program (RAP)/Certification and Accredidation Program (CAP) to support our partnership with Michigan Police Legal Advisor Group (MPLAG) and Brett Naumcheff. We anticipate receiving approval again from MMRMA for this grant funding to offset some of the cost of the services provided.
MPLAG is the only firm dedicated to providing training, consulting and advising services to police agencies and has been doing so for over 22 years.
MPLAG is the only firm that provides 24/7/365 emergency response to critical incidents and to assist the Police Department with operations and other issues that have legal aspects.
MPLAG is the only firm that has a lead Police Advisor with more than 27 years as a police officer.
MPLAG is the only firm that has a lead Police Advisor that has been a practicing attorney for over 22 years.
MPLAG is the only firm that has a lead Police Advisor that has been involved with representing a party in more than 42 Officer involved shootings and critical incidents.
MPLAG is the only firm that provides a monthly written legal update.
MPLAG is the only firm that attends and provides a monthly briefing training for officers.
MPLAG is the only firm that has a group of cooperating police advisors that are all former police officers and lawyers.
MPLAG is fully insured with general liability insurance, workers' compensation insurance and professional liability insurance.
MPLAG has client experience in local and state law enforcement and also represents college, university and municipal police departments.
Mr. Brett Naumcheff is the only true Police Legal Advisor in Michigan. There is no attorney that can match his objective credentials and his practical experience as a police professional, lawyer, educator and police legal advisor.

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

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): The Livonia Division of Police is requesting to waive the bid process pursuant to finance ordinance 3.04.140.E.3. Michigan Police Legal Advisor Group (MPLAG) is the only law firm in the State of Michigan that provides the aforementioned professional services, unique legal training, consulting and advising on the narrow and specific legal aspects of police policy, practice, administration and Constitutional law.

ATTACHMENTS

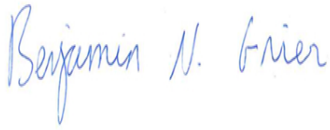
1. Livonia agreement packet - 11 4 25
2. CR# 081-24 S.L (1)
3. MPLAG Agreement-2024
4. RAP Grant Approval Letter - 11.24-05.25
5. RAP Grant Application information

APPROVED BY



Date: November 06, 2025

Thomas Goralski, Police Chief



Date: November 06, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: November 07, 2025

Carter Fisher, City Attorney



Date: November 07, 2025

Maureen Miller Brosnan, Mayor

PROFESSIONAL SERVICES AGREEMENT

This Professional Services Agreement ("Agreement") is made on this _____ day of _____, 2025, between Michigan Police Legal Advisor Group, ("MPLAG" or "Contractor") and City of Livonia ("CITY").

Recitals
The parties agree that MPLAG shall provide Constitutional Policing and Policy training and consulting services to CITY under this Agreement. The parties engage each with MPLAG as an Independent Contractor to provide the agreed upon services, based on the circumstances of the engagement and requests of CITY. Now, therefore, the parties agree as follows:

Scope of Work and Pricing
The scope of work to be performed and pricing shall be consistent with Exhibit #1. MPLAG, with its unique background shall augment the current CITY professional service providers by providing Constitutional Policing and Policy consulting related to public safety policy and practice. Mr. Naumcheff and MPLAG will provide training and Constitutional Policing and Policy consultation services. Mr. Naumcheff, absent a subsequent written agreement, will not be providing legal advice to the police department on specific legal matters or litigation absent clearance from and in consultation with the City Attorney. When the need for legal advice on specific legal issues presents itself, Naumcheff will defer to and/or consult with the City attorney representative on the matter. Brett M. Naumcheff, whose credentials are outlined in Exhibit #2, is the MPLAG representative. His CV is included as Exhibit #3. The cost for the three-year contract is $36,000.00 per year.

Term
The term of this agreement shall commence on January 1, 2026 and continue for a term of three years ending on December 31, 2028.

Independent Contractor
The parties acknowledge that MPLAG, a Michigan company, is an Independent Contractor as defined by Michigan law and there is no employee/employer relationship between MPLAG and CITY.

Services and Assignment
MPLAG represents and warrants that the services to be provided will be in accordance with the highest professional standards and ethics. This Agreement is binding on the heirs, successors and assigns of the parties. Assignment of any interest herein must be pursuant to the prior written consent of the other party.

Time of Performance
The parties understand that time is of the essence for this project and all work contracted for will be done at a mutually agreeable time when scheduling and weather conditions permit.

Force Majeure
Neither party shall be deemed in default of the Agreement or any duty hereunder to the extent that any delay or failure in the performance of its obligations results, without its fault or negligence, from any cause beyond reasonable control, including, but without limitation, acts of God, acts of any governmental body, acts or delays of other subcontractors or suppliers, supplies, flood, fire, labor disturbances or severe weather.

Confidentiality
Except as required by law, each party agrees that it will maintain in confidence and not disclose to others information acquired in performance of the work under this Agreement without prior written consent from the other.

Insurance
MPLAG affirms that it has and shall maintain, in full force and affect a policy of liability insurance, at the usual and customary limits, as specified as follows:

a. Commercial General Liability
b. Automobile Liability
c. Workers Compensation
d. Professional Liability

Certificate Holder
CITY shall be a Certificate Holder on the above listed Certificate of Liability Insurance.

Governing Law
This Agreement is to be construed and enforced according to the laws of the State of Michigan without regard to choice or conflict of law principles or provisions of any other jurisdiction. The parties irrevocably consent to the jurisdiction of the State of Michigan and Wayne County for any and all disputes.

Arbitration
Any and all disputes between the parties, absent injunctive relief, shall, at the demand of either party, be submitted to the American Arbitration Association, under its then current Rules for hearing in metro-Detroit, Michigan. The matter shall be heard by one Arbitrator. The award of the Arbitrator is binding upon the parties and may be enforced in a court of record.

Entire Agreement
This document and its related counterparts shall encompass the entire agreement of the parties. Any changes to these terms must be agreed to in writing and signed by both of the parties.

Captions
The captions contained in this Agreement are for convenience only, are without substantive meaning and should not be construed to modify, enlarge or restrict any provision.

Severability
If any provision of this Agreement found to be unenforceable, it shall be deemed severed and the remainder shall continue in full force and effect.

In witness hereto, the parties have executed this agreement on _____, 2025

_____	_____
Printed name:	Printed name:
Title: President	Title:
On Behalf of:	On Behalf of:
Michigan Police Legal Advisor Group	CITY

#1

Michigan Police Legal Advisor Group

39555 Orchard Hill Place
Suite 600
Novi, MI 49428

EIN # 30-0112166

Constitutional Policing and Policy Training Advisor Proposal

Date: November 4, 2025

Agency:
Livonia Police Department
Attn: Chief Tom Goralski
15050 Farmington Road
Livonia, MI 48154

January 1, 2026 – December 31, 2028

- **Brett Naumcheff will be the lead Constitutional Policing, Policy and Training Consultant**
- **Using a Constitutional and Holistic Based Policing Model provide the following:**

- **Work in conjunction with the City Attorney**
- **Assist with creating a Constitutional and Holistic based Police Training Program,**
- **Make reviews and recommendations related to department policies and procedures,**
- **Provide Constitutional Police Use of Force Training to the Police Department members,**
- **Integrate ICAT based de-escalation training into the department training curriculum,**
- **Provide training on police topics within the MPLAG area of expertise in a manner as agreed by the parties,**
- **Provide police relevant training on United States Supreme Court, United States Sixth Circuit Court of Appeals and Michigan published cases, as they are released,**
- **Provide training and make recommendations for real time amendments to policy, practice or custom, consistent with current and changing federal and state laws, cases and doctrines and policing best practices,**
- **Provide training to Chief and Administration regarding emerging police risk management issues,**
- **Assist is creating a post OIS protocol,**
- **Work with the training division to implement scenario-based training into the curriculum,**
- **Provide additional training and consulting as agreed by the parties,**
- **Provide 180 hours of work (generally 4 site visits per month on a once per week schedule) during the term of the contact to accommodate the training and to facilitate the goals of the Chief of Police.**

Cost:	**Year one:**	**$36,000.00**
	Year two:	**$36,000,00**
	Year three:	**$36,000.00**

#2

Brett M. Naumcheff, M.S., J.D.
Constitutional Policing and Policy Advisor



Brett M. Naumcheff is Constitutional Policing and Police Practice expert and practitioner who is admitted to practice before the United States Supreme Court, the Sixth Circuit Court of Appeals and all Michigan State Courts. He has 27 years of police experience and 25 years of public safety legal advising experience. As a Police Officer he earned the Medal of Honor and the Meritorious Service Award while surviving three hand-to-hand deadly force encounters. His record on drug and weapon seizures is historically unmatched within the department. As a lawyer, Brett has represented his client base in State, Federal, Administrative and Tribal Courts. To date, he has been involved in over 70 Officer involved shootings as the Union Counsel, Officer Defense Lawyer or Department Police Legal Advisor.

Naumcheff holds a Bachelor's Degree in Sociology and a Master's Degree in Administration from Central Michigan University. He earned a Juris Doctorate from Thomas M. Cooley Law School. His client base includes public and private sector public safety departments and public and private sector unions. Naumcheff serves as a Constitutional Policing Advisor to a variety of local, state and federal law enforcement entities and professionals.

On the national stage, Brett is a retained legal police practice and liability expert. He is a nationally certified police training instructor by the International Association of Directors of Law Enforcement Standards and Training. Additionally, Brett is also the National Police Attorney Coordinator for the Professional Law Enforcement Association. In that position, he teaches police professionals and organizations across the United States on topics such as Constitutional and Holistic Policing, Officer Involved Shootings, Use of Force and Police Civil Liability. Naumcheff recently taught Constitutional and Holistic Police training programs for CALEA, NAPO and the FBINAA.

#3

Brett M. Naumcheff, M.S., J.D.

Law Enforcement Trainer and Consultant

39555 Orchard Hill Place, Suite 600, Novi, MI 48375
Email: bnaumcheff@gmail.com Phone: (616) 262-0342 Website: www.mplag.org

PROFESSIONAL EXPERIENCE SUMMARY

The intersection of law and policing is my bailiwick. My professional experience includes a twenty-seven (27) year career as a police officer and current twenty-five (25) year career as a lawyer which includes over two decades of representing and training police officers. The full police career created experience-based relevance. The combination of the two professions was intentional and with the goal of earning a broad, unique and holistic law enforcement expertise.

My career path, as planned, has allowed me to gain a unique perspective on policing. Upon graduation from law school, I became a dual practitioner. My police schedule was flexible and allowed me to adjust work hours to accommodate gaining experience as a practicing lawyer. As such, I have decades of courtroom experience as both a police witness and litigating attorney having testified, examined and cross-examined on both sides of the aisle. Therefore, my legal and teaching experience is not philosophical but real world, broad-based and litigation enhanced.

For over three decades, my professional research and teaching focus has been police policy, training and practice. For example, my research found a need to train police professionals on how to practically apply the correct and relevant law to their use of force decision making, rather than a misguided reliance upon various historic police practice fallacies that are not based on legal doctrine, legislation or case law. Relatedly, I have taught more than one thousand (1,000) police training sessions on various law enforcement topics. Currently, in addition to police administrative advising, I research and teach over two hundred (200) live and in person police training sessions per year ranging from one to eight hours in length to police professionals at all career levels.

EDUCATION

Juris Doctorate, Thomas M. Cooley Law School, Lansing, Michigan, 2000

Master of Science, Central Michigan University, Mount Pleasant, Michigan, 1996

Bachelor of Science, Central Michigan University, Mount Pleasant, Michigan, 1990

POLICE AND PUBLIC SAFETY EXPERIENCE

City of East Grand Rapids, Michigan - February 4, 1991 to June 18, 2018
Police Officer, School Liaison, Detective and Police Legal Advisor

- Medal of Honor and Distinguished Service Medal
- Survived Three Hand to Hand Deadly Force Encounters
- Michigan Certified Police Officer and Certified Firefighter and Certified Taser Instructor

LAW PRACTICE EXPERIENCE

- Admitted to State Bar of Michigan – Member Since 2000
- Admitted to Sixth Circuit Court of Appeals and United States Supreme Court
- Adjunct Professor – Muskegon Community College and Central Michigan University
- Represented hundreds of Clients in over forty (40) Michigan Counties

General Litigation Practice

- Practice Areas: Labor Law, Employment Law, Family Law and Criminal Defense
- Represent individuals, unions, administrators, companies and governmental entities
- All aspects from initial investigation through discovery to dispute resolution and trial
- National Coordinating Attorney – Professional Law Enforcement Association, Troy, MI

Police Legal and Training Advisor – Constitutional Policing and Policy Advisor

- Represent Police Departments, Police Chiefs and Police Officers
- Provide department training on use of force, search and seizure and police procedure
- Experience in collective bargaining, labor negotiations, mediation and arbitration
- Provide risk management legal advice and civil liability training to all levels
- Respond to and advise during and after critical incidents
- Conduct internal investigations and training division audits
- Provide Policy and Procedure creation, review and recommendations

NATIONALLY CERTIFIED POLICE INSTRUCTOR

International Association of Directors of Law Enforcement Standards and Training, Eagle, Idaho

POLICE TRAINING COURSES CREATED AND TAUGHT

25 Years Training Police Officers - Over 1,000 Police Training Sessions

Constitutional Police Use of Force
Constitutional Search and Seizure
Criminal Law and Police Procedure
Officer Involved Shooting Law and Policy
Investigating Police Use of Force
Police Discipline and Discharge Law
Police Civil Liability and Policy Awareness
School Resource Officer Law and Practice
Legal Aspects of Conducted Energy Weapons
First Line Supervisor Liability Awareness
Legal Awareness for the Police Detective
Emergency Vehicle Operation Law and Practice
De-escalation Based Constitutional Policing
Basic Courtroom Testimony
Mental Health Case Law
New Officer Legal Orientation
Federal Civil Rights Legal Aspects
Drafting High Risk Policies
Less Lethal Force Law and Practice
Consent Search Law and Practice
Automobile Exception Search Law
Police Investigatory Interview Law
Terry Stop and Frisk Legal Aspects
First Amendment Audit Legal Aspects
SWAT Legal Awareness
Grievance Law and Practice

CURRENT LAW ENFORCEMENT TRAINING AND PRESENTATION SCHEDULE

Type of Class	Length	Number of Presentations Per Year
Monthly Legal Update	1 hour each	Approximately 212
Remedial Training	1-3 hours each	Approximately 16
New Officer Training	2-4 hours each	Approximately 12
Department CPE Seminars	2-8 hours each	Approximately 25
Emerging Issue Oriented	1 hour each	Approximately 20

PAST PROFESSIONAL PRESENTATIONS – REPRESENTATIVE LIST

- Northwestern University School of Police Staff and Command
- Eastern Michigan University School of Police Staff and Command
- Central Michigan University
- Western Michigan University
- Michigan State University
- University of Alabama-Birmingham
- Muskegon Community College
- Grand Rapids Community College
- Mid-Michigan Community College
- Calvin University
- Michigan Association of Chiefs of Police
- Michigan Sheriff's Association
- Michigan Association of Campus Law Enforcement Administrators
- Michigan Municipal Risk Management Authority
- FBI National Academy Graduates Association
- Commission on Accreditation for Law Enforcement Agencies
- Fraternal Order of Police
- National Troopers Coalition
- National Association of Police Organizations
- Professional Law Enforcement Association
- Michigan State Police
- Michigan DNR Law Enforcement
- Colorado State Patrol Association
- Louisiana State Troopers Association

PUBLICATIONS

Officer Involved Shootings – Preparing for the Legal Aspects
Michigan Association of Chiefs of Police Magazine, Winter 2020

LAW ENFORCEMENT RELATED CERTIFICATIONS

Force Science Analyst, Force Science Institute, Des Plaines, Illinois
Certified and trained to recognize and articulate important psychological, biological, and physiological factors that can affect behavior and memory in force encounters and pursuit situations. Professionals certified in Force Science Analysis have a foundational understanding of human dynamics to allow them to determine how and why a force confrontation proceeded and evolved in the manner that occurred.

TASER Conducted Energy Weapon Instructor, Axon Enterprise, Inc., Scottsdale, Arizona
Instructors are a certified individuals that are trained to teach others—typically law enforcement officers—how to properly and legally use a Taser or conducted energy weapon (CEW). Instructors are responsible for educating users on weapon operation, physiological effects, safety protocols, legal standards, use-of-force policies, and scenario-based applications.

ICAT Instructor, Police Executive Research Forum, Washington, D.C.
Integrating Communications, Assessment, and Tactics (ICAT) is a new way of thinking about use-of-force training for American police officers. ICAT takes the essential building blocks of critical thinking, crisis intervention, communications, and tactics, and puts them together in an integrated approach to training. ICAT is anchored by a Critical Decision-Making Model that helps officers assess situations, make safe and effective decisions, and document and learn from their actions.

PROFESSIONAL MEMBERSHIPS

International Association of Chiefs of Police – Police Legal Advisor Section
Founded in 1893, the International Association of Chiefs of Police (IACP) is the world's largest and most influential professional association for police leaders. The IACP is a recognized leader in global policing, committed to advancing safer communities through thoughtful, progressive police leadership. Since 1893, the association has been serving communities by speaking out on behalf of law enforcement and advancing leadership and professionalism in policing worldwide. The Legal Officers Section assists in the establishment of professional standards, assistance, and cooperation among attorneys who provide legal advice or representation to law enforcement administrators

Police Executive Research Forum
Founded in 1976 as a nonprofit organization, the Police Executive Research Forum (PERF) is a police research and policy organization and a provider of management services, technical assistance, and executive-level education to support law enforcement agencies. PERF helps to improve the delivery of police services through the exercise of strong national leadership; public debate of police and criminal justice issues; and research and policy development.

National Internal Affairs Investigators Association
Founded in 1993, with a main goal to develop and establish professional performance standards and instill the importance of ethical behavior and integrity to those involved in administrative and/or internal affairs investigations.

American Society of Criminology – Division of Policing
Founded in 1941, the American Society of Criminology is an international organization whose members pursue scholarly, scientific, and professional knowledge concerning the measurement, etiology, consequences, prevention, control, and treatment of crime and delinquency.

Academy of Criminal Justice Sciences – Division of Policing
The Academy of Criminal Justice Sciences (ACJS) is an international association established in 1963 to foster professional and scholarly activities in the field of criminal justice.

International Law Enforcement Educators and Trainers Association
ILEETA is a fraternal association of professional trainers and educators dedicated to the continuing improvement of the effectiveness of criminal justice practitioners, as well as enhancing their safety and the communities they serve. ILEETA is an organization of peers with no rank or hierarchy.

International Association of Directors of Law Enforcement Standards and Training
IADLEST's mission is to support the innovative development of professional standards in public safety through research, development, collaboration and sharing of information while establishing effective and defensible standards for the employment and training of public safety personnel.

TRAINING AND TECHNICAL ASSISTANCE PROVIDER

Law Enforcement Practice and Policy Expert. "Community Policing Innovations Initiative (CPII)." Community Foundation for Southeast Michigan (in partnership with 21CPSolutions). TTA provider to the Canton Township Police Department Project. Co-created, trained and serves as the Police Legal Advisor for the Police Transparency And Guidance Group (PTAGG) which is a citizen advisory committee. The purpose of PTAGG is to review and evaluate the police policy, procedures and practices of the Canton Township Police Department.

Law Enforcement Training Expert. "Community Policing Innovations Initiative (CPII)." Community Foundation for Southeast Michigan (in partnership with 21CPSolutions). TTA provider to the Warriors on Wheels and Hamtramck Police Department Project. The project purpose was to assist in creating a series of disability-based training modules for police officers.

EXPERT WITNESS RETENTION

Najlaa Jaluob v City of Dearborn, Eastern District of Michigan, Case No. 23-12963	Defendant
People v Jacob Cronick, Delta County MI Circuit Court, Case No. 24-11099-FH	Defendant
Delaware v Spearman, New Castle County Superior Court, Case No. 25-4004891	Defendant

OFFICE OF THE CITY CLERK

LORI L. MILLER
CITY CLERK

DORIS E. DeMARCO
DEPUTY CITY CLERK

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

March 21, 2024

Michigan Police Legal Advisor Group
39555 Orchard Hill Place, Suite 600
Novi, Mi 48375

To whom it may concern:

The Council of the City of Livonia, at a Regular Meeting held March 11, 2024, adopted the following resolution:

> **#081-24** RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 22, 2024, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, regarding a request to renew the service agreement for professional constitutional policing and policy advising services of Brett M. Naumcheff, through the Michigan Police Legal Advisor Group, for a period of two (2) years, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to enter into a two-year service agreement for the Professional Constitutional Policing and Policy Advising Services of Brett M. Naumcheff, through the Michigan Police Legal Advisor Group, 39555 Orchard Hill Place, Suite 600, Novi, Mi 48375, for the period January 1, 2024 through December 31, 2025, at a cost of $3,000.00 per month, in a total amount not to exceed $36,000.00 annually for period of two (2) years (24 months); FURTHER, the Council does hereby authorize a monthly expenditure in an amount not to exceed $3,000.00, for a period of two years (24 months), from funds budgeted in Account No: 101-304-818-000 (Contractual Services) for this purpose; FURTHER, the Council does hereby determine to authorize said purchase without competitive bidding for the reason that the Michigan Police Legal Advisor Group (MPLAG) is the only law firm in the State of Michigan that provides the professional services described in the aforementioned communication, as well as the unique legal training, consulting and advising on the narrow and specific legal aspects of police policy, practice, administration and constitutional law; and such action is taken in accordance with the provisions set forth in Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended.

Very truly yours,

Lori L. Miller

City Clerk
LLM/ljr
Xc: Police

PROFESSIONAL SERVICES AGREEMENT

This Professional Services Agreement ("Agreement") is made on this _____ day of _____, 2024, between Michigan Police Legal Advisor Group, ("MPLAG" or "Contractor") and City of Livonia ("CITY").

Recitals
The parties agree that MPLAG shall provide Constitutional Policing and Policy training and consulting services to CITY under this Agreement. The parties engage each with MPLAG as an Independent Contractor to provide the agreed upon services, based on the circumstances of the engagement and requests of CITY. Now, therefore, the parties agree as follows:

Scope of Work and Pricing
The scope of work to be performed and pricing shall be consistent with Exhibit #1. MPLAG, with its unique background shall augment the current CITY professional service providers by providing Constitutional Policing and Policy consulting related to public safety policy and practice. Mr. Naumcheff and MPLAG will provide training and Constitutional Policing and Policy consultation services. Mr. Naumcheff, absent a subsequent written agreement, will not be providing legal advice to the police department on specific legal matters or litigation. When the need for legal advice on specific legal issues presents itself, Naumcheff will defer to and/or consult with the City attorney representative on the matter. Brett M. Naumcheff, whose credentials are outlined in Exhibit #2, is the MPLAG representative. The cost for the initial one-year contact is $36,000.00.

Term
The term of this agreement shall commence on January 1, 2024 and continue for a term of two years ending on December 31, 2025.

Independent Contractor
The parties acknowledge that MPLAG, a Michigan company, is an Independent Contractor as defined by Michigan law and there is no employee/employer relationship between MPLAG and CITY.

Services and Assignment
MPLAG represents and warrants that the services to be provided will be in accordance with the highest professional standards and ethics. This Agreement is binding on the heirs, successors and assigns of the parties. Assignment of any interest herein must be pursuant to the prior written consent of the other party.

Time of Performance
The parties understand that time is of the essence for this project and all work contracted for will be done at a mutually agreeable time when scheduling and weather conditions permit**.**

Force Majeure
Neither party shall be deemed in default of the Agreement or any duty hereunder to the extent that any delay or failure in the performance of its obligations results, without its fault or negligence, from any cause beyond reasonable control, including, but without limitation, acts of God, acts of any governmental body, acts or delays of other subcontractors or suppliers, supplies, flood, fire, labor disturbances or severe weather.

Confidentiality
Except as required by law, each party agrees that it will maintain in confidence and not disclose to others information acquired in performance of the work under this Agreement without prior written consent from the other**.**

Insurance
MPLAG affirms that it has and shall maintain, in full force and affect a policy of liability insurance, at the usual and customary limits, as specified as follows:

a. Commercial General Liability
b. Automobile Liability
c. Workers Compensation
d. Professional Liability

Certificate Holder
CITY shall be a Certificate Holder on the above listed Certificate of Liability Insurance.

Governing Law
This Agreement is to be construed and enforced according to the laws of the State of Michigan without regard to choice or conflict of law principles or provisions of any other jurisdiction. The parties irrevocably consent to the jurisdiction of the State of Michigan and Wayne County for any and all disputes.

Arbitration
Any and all disputes between the parties, absent injunctive relief, shall, at the demand of either party, be submitted to the American Arbitration Association, under its then current Rules for hearing in metro-Detroit, Michigan. The matter shall be heard by one Arbitrator. The award of the Arbitrator is binding upon the parties and may be enforced in a court of record.

Entire Agreement
This document and its related counterparts shall encompass the entire agreement of the parties. Any changes to these terms must be agreed to in writing and signed by both of the parties.

Captions
The captions contained in this Agreement are for convenience only, are without substantive meaning and should not be construed to modify, enlarge or restrict any provision.

Severability
If any provision of this Agreement found to be unenforceable, it shall be deemed severed and the remainder shall continue in full force and effect.

In witness hereto, the parties have executed this agreement on _____, 2024

_____	_____
Printed name:	Printed name:
Title: President	Title:
On Behalf of:	On Behalf of:
Michigan Police Legal Advisor Group	CITY

Exhibit # 1

Michigan Police Legal Advisor Group

625 Kenmoor SE
Suite 301
Grand Rapids, MI 49546

EIN # 30-0112166

Constitutional Policing and Policy Training Advisor Proposal

Date: January 19, 2024

Agency:
Livonia Police Department
Attn: Chief Thomas Goralski
15050 Farmington Road
Livonia, Michigan 48154

January 1, 2024 – December 31, 2025

- **Brett Naumcheff will be the lead Constitutional Policing, Policy and Training Consultant**
- **Using a Constitutional and Holistic Based Policing Model provide the following:**

- **Assist with creating a Constitutional and Holistic based Police Training Program,**
- **Make reviews and recommendations related to department policies and procedures,**
- **Provide Constitutional Police Use of Force Training to the Police Department members,**
- **Integrate ICAT based de-escalation training into the department training curriculum,**
- **Provide training on police topics within the MPLAG area of expertise as agreed by the parties,**
- **Provide monthly Decision-Making training evolutions via Zoom/taped media,**
- **Provide police relevant training on United States Supreme Court, Untied States Sixth Circuit Court of Appeals and Michigan published cases, as they are released,**
- **Provide training and make recommendations for real time amendments to policy, practice or custom, consistent with current and changing federal and state laws, cases and doctrines and policing best practices,**
- **Provide training to Chief and Administration regarding emerging police risk management issues,**
- **Assist is creating a post OIS protocol,**
- **Work with the training division to implement scenario-based training into the curriculum,**
- **Provide additional training and consulting as agreed by the parties,**
- **Provide 192 hours of site visits (generally 4 per month on a once per week schedule) during the term of the contact to accommodate the training and to facilitate the goals of the Chief of Police.**

Cost: $36,000.00

Exhibit # 2

Brett M. Naumcheff, M.S., J.D.
Constitutional Policing and Policy Advisor



Brett M. Naumcheff is Constitutional Policing and Police Practice expert and practitioner who is admitted to practice before the United States Supreme Court, the Sixth Circuit Court of Appeals and all Michigan State Courts. He has 27 years of police experience and 24 years of public safety legal advising experience. As a Police Officer he earned the Medal of Honor and the Meritorious Service Award while surviving three hand-to-hand deadly force encounters. His record on drug and weapon seizures is historically unmatched within the department. As a lawyer, Brett has represented his client base in State, Federal, Administrative and Tribal Courts. To date, he has been involved in over 50 Officer involved shootings as the Union Counsel, Officer Defense Lawyer or Department Police Legal Advisor.

Naumcheff holds a bachelor's degree in Sociology and a master's degree in Administration from Central Michigan University. He earned a Juris Doctorate from Thomas M. Cooley Law School. His client base includes public and private sector public safety departments and public and private sector unions. Naumcheff serves as a Constitutional Policing Advisor to a variety of local, state and federal law enforcement entities and professionals.

On the national stage, Brett is a retained legal police practice and liability expert. He is also the National Police Attorney Coordinator for the Professional Law Enforcement Association. In that position, he teaches police professionals and organizations across the United States on topics such as Constitutional and Holistic Policing, Officer Involved Shootings, Use of Force and Police Civil Liability. Naumcheff recently taught Constitutional and Holistic Police training programs for CALEA, NAPO and the FBINAA.

MICHIGAN MUNICIPAL
RISK MANAGEMENT
AUTHORITY

November 13, 2024

John Cammarata
City of Livonia
15050 Farmington Rd
Livonia, MI 48154

RE: Grant Funding – Requirements for Reimbursement

Dear Mr. Cammarata,

I am pleased to inform you that the Risk Avoidance Program (RAP)/Certification and Accreditation Program (CAP) application for your Michigan Police Legal Advisor Group project was approved. The Membership Committee authorized 50% funding up to a maximum of $18,000 for your project.

RAP/CAP funds are issued on a reimbursement basis. Payment will be based upon verification received from the City of Livonia of their payment of the project in full. Please see the attached **RAP/CAP Grant Reimbursement Procedure** for guidelines on processing your grant payment.

Such documentation is needed in order to verify that the grant allotted is being used for the project described in your application. If your application submission contained the above referenced documentation, please contact MMRMA.

Payment of RAP/CAP funds is contingent upon the City of Livonia remaining a member of MMRMA and in compliance with the Joint Powers Agreement. Your approved grant reimbursement is valid for six months from the date of this letter. **GRANT EXPIRATION: 05/13/2025.**

Sincerely,

Cara Ceci

Cara Ceci, ARM, CPCU
Member Resources Manager

CC/sp

cc: Debra Peck Lichtenberg
Associated Risk Management

Livonia Police Department RAP Grant Application

MMRMA Requested Supplemental Information

August 27,2024

(MPLAG) Brett Naumcheff's professional experience includes his twenty-seven-year career as a police officer and current twenty-four-year career as a lawyer which includes over two decades of representing and training police officers. Brett was admitted to the State Bar of Michigan and has been a member since 2000. He was also admitted to the Sixth Circuit Court of Appeals and United States Supreme Court. Brett has represented hundreds of clients in over forty Michigan Counties.

As a police legal advisor, Brett Naumcheff's duties include representing police departments, providing department training on use of force, search and seizure and police procedure, providing risk management legal advice and civil liability training, responding to and advising during and after critical incidents, conducting internal investigations and training division audits and providing police policy and procedure review.

Brett Naumcheff is a nationally certified police instructor, including international association of directors of law enforcement standards and training. Brett has twenty-four years of experience training police officers with over a thousand training sessions. These training sessions include:

- Constitutional Police Use of Force
- Constitutional Search and Seizure
- Criminal Law and Police Procedure
- Officer Involved Shooting Law and Policy Investigating Police Use of Force
- Police Discipline and Discharge Law
- Police Civil Liability and Policy Awareness
- School Resource Officer Law and Practice
- Legal Aspects of Conducted Electronic Weapons
- First Line Supervisor Liability Awareness
- Legal Awareness for the Police Detective
- De-escalation Based Constitutional Policing

Livonia Police Department has a contract with Brett Naumcheff (MPLAG) where he shares his professional experience and legal knowledge to train and educate our staff. Brett's training sessions to all of our officers/bureaus is invaluable and would not be financially achievable with outsourced training classes. Brett has provided the following training for Livonia Police Department from March of 2023 through June of 2024. The training topics and hours are listed below:

2023 Training Topic Summary

March 2023

Initial Use of Force Policy Review Meeting with Administration

Taught Legal Aspects of Police Supervision to Supervisors

Taught Constitutional Use of Force

Taught Constitutional Use of Force

May 2023

Taught Constitutional Police Use of Force

Taught New Police Officer Legal Awareness

June 2023

Taught New Officer Legal Awareness

July 2023

Review UOF Policy Meeting with Administration

August 2023

Taught Shift Briefing Training

Taught Shift Briefing Training

Taught Shift Briefing Training

Taught Shift Briefing Training

Taught Training Meeting with Detective Bureau

Taught Training Meeting with UOF Instructors

September 2023

Taught Department Training - Legal Update

Taught Department Training - Legal Update

Taught Department Training - Legal Update

Taught Department Training - Legal Update

Taught Constitutional Police Use of Force

October 2023

Taught Supervisor PORTS

Taught Constitutional Police Use of Force

November 2023

Taught Constitutional Police Use of

Force Taught New Officer Legal

Awareness

Taught Reserve Officers Reserve Officer Legal Awareness

2023 Training Breakdown

16 Documents	Written "Monthly Legal Updates" and Training Bulletins were provided for Officer review and development
19 Hours	Separate training session were provided to Reserves, Officers and Supervisors
92 Hours	Training hours were provided to members of the LPD
	257 questions were asked and answered during the various training sessions

- The Firearms and Defensive Tactics instructors were trained on "Michigan and Federal Deadly Force and Less-Lethal Force Law."
- The entire department was trained on "Constitutional Police Use of Force" during PORTS
- The entire department was trained on "The Practical Application of Recent Case Law" during department training.
- The first line supervisors were trained on "Police Civil Liability Awareness" during PORTS.
- The Reserves were trained in "Reserve Officer Legal Awareness" during their November training session.
- Every new LPD Officer and Cadet received a "Police Law" course during their department orientation.

2024 Training Topic Summary

January 2024

Administration Update Meeting

February 2024

ERPO – Policy Development/Update Legal Aspects of Police

Decision Making Training for Patrol Officers

Roll Call Briefing Training for Day Shift

Roll Call Briefing Training for Night Shift

March 2024

Detective Bureau Training

Administration Update Meeting

PORTS Constitutional Search & Seizure

Training Division

- Field Training Officers

April 2024

Admin Update Meeting

PORTS Constitutional Search & Seizure

May 2024

Review UOF Policy Meeting with Administration

Detective Courtroom Testimony

Roll Call Briefing – Legal Update Day Shift

Roll Call Briefing – Legal Update Night Shift

PORTS Constitutional Search & Seizure

Administration Legal Update Meeting

Reserve Officers Legal Update Training

New Officer Training/Legal Update

June 2024

Courtroom Testimony -Detective Bureau

Staff/Courtroom Testimony

Undercover Search Warrant Training

PORTS Constitutional Search & Seizure

Total training hours for 2024 (January – June) = 45.5 hours

MICHIGAN MUNICIPAL
RISK MANAGEMENT
AUTHORITY

Risk Avoidance Program (RAP)
Certification/Accreditation Program (CAP)

Grant Application Submission Checklist

All applications must be COMPLETE by the published deadline in order to receive consideration for funding by the Membership Committee. MMRMA recommends that applications are submitted prior to the deadline in order for a timely review of your funding request and before presentation to the committee. Any applications that are incomplete or submitted past current deadlines will be held for review at a future committee meeting.

MMRMA reserves the right to refuse/return incomplete applications. All of the following MUST be completed/included with your grant application:

☑ Contact Information – The Membership Services Department welcomes a review prior to the grant deadline, applicant contact information will facilitate any follow-up discussion.

☑ Member Representative – The Member Representative is an individual within your municipality who has been designated as the primary contact with MMRMA. If you do not know the name of your Member Representative, please contact MMRMA.

☑ All sections of the application are answered completely, and address how grant funding for the product or service will reduce risk to your entity. One sentence answers are not sufficient. The quality and breadth of information contained in the grant application has an impact on the Membership Committee's decision of whether to approve or deny funding.

☑ The application is typed. *No exceptions.*

☑ The budget page is complete.

☑ Supporting documentation is attached. Supporting documentation may consist of quotes, bids, invoices, purchase orders, sales agreements, board/commission meeting minutes or other documents that provide additional information about the project described in your application and the budget associated with that project.

☑ Applicant signature.

☑ Member Representative signature – As defined previously, this individual is MMRMA's primary contact; the Member Representative must sign the grant application indicating approval to submit for grant funding.

14001 Merriman Road • Livonia, MI 48154 • 734.513.0300 • 800.243.1324 • FAX 734.513.0318 • www.mmrma.org

MICHIGAN MUNICIPAL
RISK MANAGEMENT
AUTHORITY

Risk Avoidance Program (RAP)

NEW PROJECT APPLICATION FORM

PROJECT NAME: Michigan Police Legal Advisor Group

MUNICIPALITY NAME: City of Livonia

DEPARTMENT INVOLVED: Police Department

ADDRESS: 15050 Farmington Rd., Livonia, MI 48154

PROJECT CONTACT: Lieutenant John Cammarata

DIRECT DIAL PHONE: 734-466-2304 **E-MAIL*:** john.cammarata@livoniapd.com

ALTERNATE CONTACT (If Any): Captain Eric Marcotte

DIRECT DIAL PHONE: 734-466-2306 **E-MAIL:** eric.marcotte@livoniapd.com

MMRMA MEMBER REPRESENTATIVE:** Michael Slater

PROJECT START DATE: 01/01/2024 **PROJECT END DATE:** 12/31/2024

*MMRMA will email confirmation of receipt and date of application review. If you do not receive this information, please check with MMRMA to ensure your application was received.

**The Member Representative is an individual within your municipality who has been designated as the primary contact with MMRMA. If you do not know who your designated Member Representative is, please contact MMRMA.

Submit completed applications to: Cara Ceci, Manager of Risk Management Services
Email: cceci@mmrma.org
Mail: 14001 Merriman Road
Livonia, MI 48154

RISK

MICHIGAN MUNICIPAL
RISK MANAGEMENT
AUTHORITY

MMRMA Risk Avoidance Program (RAP)

Please understand and be aware that MMRMA's Membership Committee reviews your grant prior to determining whether or not they will support the described project. Please take the time and effort to explain to them how your project will reduce claims or mitigate risk, exposure to litigation, etc. The quality and breadth of information provided can impact the Membership Committee's decision to approve or deny funding. All pages and sections of the application form MUST be complete prior to submission. Incomplete applications will not be accepted.

1. Provide a detailed description of project (if necessary, attach separate pages):

This agreement provides for the following professional services:

•Augment current municipal legal services by providing public safety specific policy recommendations, training, consulting and advice.
• Provide 24/7 availability by phone, electronic communication or in person.
• Provide policy advice to Police Chief and Command Staff supervisors on administrative and operational issues.
• Responding to critical police incidents.
• Conduct research on a variety of issues, including court cases and legislative actions affecting public safety, utilizing computerized legal databases.
• Prepare opinions, including investigation of facts, legal research and the preparation of memorandum.
• Assist the Chief of Police with preparation of Law Enforcement Constitutional policy and process documents including, but not limited to, draft recommended orders and documents required for search, seizure, and forfeiture activities or other investigative purposes.

• Coordinate and conduct training on personnel related legal matters for administrative personnel to aid in compliance with current court decisions and best practices.
• Review operational training outlines and provide monthly legal updates for each shift.
• Participate in interdepartmental meetings to discuss questions, personnel policies, impacts of planning decisions and procedures to be followed in various actions.
• Ensure departmental field procedures, general orders and rules and regulations are in compliance with existing court and statutory requirements.
• Liaison with prosecuting attorneys and provide administrative advice for criminal investigations such as high-profile investigations, homicides, officer-involved shootings, in• custody deaths, etc., involving department members.
• Provide advice and make recommendations regarding the handling and disposition of evidence.
• Provide on-the-spot advice and recommendations to command staff when the advice affects an active, on-going criminal investigation or critical incident which cannot wait for research at the office.
• Assist line functions, and upon request, assist with legal research relative to ongoing investigations.
• Assist in compiling and summarizing the Public Safety Division's position in response to any claims to assist Municipal counsel.
• Assist municipal or assigned counsel with defending lawsuits by providing public safety legal perspective, policy, process and expertise to assigned defense counsel.
• Assist department members in preparation for court testimony in regard to police policy and practices.
• Provide regular meetings at shift and bureau roll calls regarding legal and policy updates.
• Attend and participate in Command Staff meetings where important issues are on the agenda and/or anticipated.
• Perform other collateral and additional duties and projects as deemed necessary and requested by the Chief of Police or his designee.

This agreement also provides for other potential training for Department personnel such as:

• Provide regular and recurring (monthly) legal updates on criminal law, police civil liability, use of force, police personnel law and labor law.
• Provide officers/supervisors with 8 hours of legal update training on a annual basis. This training class will be held 6 times a year to allow every employee to attend.
• Provide Taser Law Training.
• Provide Police Civil Liability Training.
• Provide Use of Force Training.
• Provide Officer Involved Shooting (OIS) and Deadly Force Training.
• Provide Criminal Investigative Legal Training.
• Teach a course at the Department academy or training new officers.
• Provide face to face regular and recurring on-site training and advice.
• Establish, train and maintain OIS working protocol.
• Work with department personnel to establish relevant case law-based training scenarios.
• Provide a "retread" training program for Law Enforcement at an established experience level.

• Establish a Constitutional and legally defensible training program.
• Have an on-site presence at the Police Department on a monthly basis.
• Provide other training as agreed.

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2. What is the problem you are trying to solve?

The complexities and related liabilities of law enforcement are growing at a fast pace. Everything officers do is under the microscope of immediate scrutiny due to video and social media exposure. More is being asked of the police. Police Departments must progress out of this storm by creating quality trained police professionals. A Police Department now needs a Constitutional Policing and Policy Advisor (Police Attorney) that knows the unique legal world of policing in Michigan not by "theory" but by relevant, seasoned and real-world experience.

Inadequate police policy parameters along with unconstitutional practices and customs create liability for the officers, administration of that police department and the governing entity. The Police Legal Advisor Group assists the police administration with initial and continuous policy development, personnel issues, training and critical incident response.

3. How will this project & plan of action help to solve the problem?

Michigan Police Legal Advisor Group trains by following a Constitutional and Holistic Police Model. They provide officers with the legal training to be able to analyze, assess and address policing situations and use tools not found on their gun belt to solve problems. The training gives officers the confidence to identify solutions using a well-reasoned,Constitutional and holistic methodology.

The Police Legal Advisor is focused on the Police Department, which in turn protects the organization. Michigan Police Legal Advisor Group provides 24/7/365 service from offices in Novi and Grand Rapids and represents law enforcement agencies ranging from 8 to 250 officers.

In Michigan, a Police Legal Advisor is a licensed and insured Michigan lawyer that has a unique background and practice that is focused on law enforcement who is well versed in those aspects of the law that touch the policing profession, such as criminal law, search and seizure, constitutional law, police use of force, police discipline, police civil liability and best practices. Michigan Police Legal Advisor Group was established solely for that purpose. There is no other law firm in the State of Michigan that matches their unique credentials.

RISK

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4. Does the project duplicate or incorporate previous attempts to solve the problem? (If yes, please explain.)

☑ YES ☐ NO

The Livonia Police Department is currently working with PowerDMS and our Police Legal Advisor (Brett Naumcheff) on our policy and procedures. Police Attorney/Advisor, Brett Naumcheff is a provider of risk management policies and resources for public safety organizations. The PowerDMS policy manual is written by a legal and public safety professional (Brett Naumcheff) who constantly monitors major court decisions, legislation, and emerging trends affecting our industry. Additionally, Brett Naumcheff provides regular updates in response to legislative mandates, case law, and the evolution of best practices; currently, the Livonia Division of Police has over 200 policies and procedures in PowerDMS.

5. If benefits of this project will aid or involve other departments, agencies, municipalities, or organizations, please describe and list (Letters of support are encouraged; please attach):

• As previously noted in Answer number 3. In Michigan, a Police Legal Advisor is a licensed and insured Michigan lawyer that has a unique background and practice that is focused on law enforcement who is well versed in those aspects of the law that touch the policing profession, such as criminal law, search and seizure, constitutional law, police use of force, police discipline, police civil liability and best practices. Michigan Police Legal Advisor Group was established solely for that purpose. There is no other law firm in the State of Michigan that matches their unique credentials.

• Additional facts about MPLAG are:

• MPLAG is the only firm dedicated to providing training, consulting and advising services to police agencies and has been doing so for over 23 years.

• MPLAG is the only firm that provides 24/7/365 emergency response to critical incidents and to assist the Police Department with operations and other issues that have legal aspects.

• MPLAG is the only firm that has a lead Police Advisor with more than 28 years as a police officer.

• MPLAG is the only firm that has a lead Police Advisor that has been a practicing attorney for over 23 years.

• MPLAG is the only firm that has a lead Police Advisor that has been involved with representing a party in more than 42 officer-involved shootings and critical incidents.

• MPLAG is the only firm that provides a monthly written legal update.• MPLAG is the only firm that attends and provides a monthly briefing training for officers.

• MPLAG is the only firm that has a group of cooperating police advisors that are all former police officers and lawyers.

• MPLAG is fully insured with general liability insurance, workers' compensation insurance and professional liability insurance.

• MPLAG has client experience in local and state law enforcement and also represents college, university and municipal police departments.

• Mr. Brett Naumcheff is the only true Police Legal Advisor in Michigan. There is no attorney that can match his objective credentials and his practical experience as a police professional, lawyer, educator and police legal advisor.

MICHIGAN MUNICIPAL
RISK MANAGEMENT
AUTHORITY

6. Additional Information:

RISK

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AUTHORITY

Grant Application Budget Worksheet

Please provide supporting documentation that aligns with the budgetary information. Supporting documentation may consist of quotes, bids, invoices, purchase orders, sales agreements, board/commission meeting minutes, or other documents that provide additional information about the project described and the budget associated with that project. Large project funding requests should include an itemized list of budget expenses that cross-reference supporting attachments so that it is clear what various components of the project cost. Grant funds requested should not exceed 50% of the overall project budget. If grant is approved, MMRMA requires a copy of the invoice (not a purchase order or purchase requisition) and the cancelled check in order to provide grant reimbursement.

TOTAL PROJECT COST: $ 36,000.00

OTHER SOURCES CONTRIBUTING FUNDS: (Please list below)

Organization: **Amount:**

TOTAL FROM OTHER SOURCE: $

RAP FUNDS REQUESTED: $ 18,000.00

Signature of applicant: John Cammarata **Date:** 03/19/2024

Print Name (Member Representative): Michael Slater **Title:** Finance Director

Signature (Member Representative): **Date:** 03/19/2024

MINUTES OF THE ONE THOUSAND NINE HUNDRED EIGHTY EIGHTH

REGULAR MEETING MARCH 11, 2024

On March 11, 2024, the above meeting was held at the City Hall, 33000 Civic Center Drive, Livonia, Michigan, and was called to order by the President of the Council at 7:00 p.m. Councilmember Toy and the Livonia United Girls Hockey Team led the meeting with the Pledge of Allegiance.

Councilmember Budzinski presented a Commendation to Livonia Pompon team. She congratulated the team on being the State Champions for the second year in a row.

A Livonia Pompon parent spoke about the hard work and dedication the girls put into their team.

Councilmember Jolly said he knows there is a lot of stress, hard work and dedication that goes into the Livonia Pompon team. He thanked them for attending the meeting and congratulated them on the State Championship.

Councilmember Donovic and President McCullough congratulated the girls and their parents on their accomplishment.

President McCullough spoke about girls' hockey and presented a Commendation to the Livonia United Hockey team. He congratulated them on being two-time state runners up.

Roll was called with the following result: Laura Toy, Jim Jolly, Martha Ptashnik, Rob Donovic, Carrie Budzinski, Scott Morgan, and Brandon McCullough. Absent: None.

Elected and appointed officials present: Eric Goldstein, Assistant City Attorney; Lori L. Miller, City Clerk; Sara Kasprowicz, Program Supervisor of Council Office; and David Lear, Assistant City Engineer.

On a motion by Councilmember Budzinski, supported by Councilmember Jolly, and unanimously adopted it was:

#075-24 RESOLVED, that the Minutes of the 1,987th Regular Meeting of the Council held February 28, 2024 are approved as presented.

Steve King, 33950 Coventry, said he feels the court workers program needs to be revisited and revised. He suggested they clean storm drains as well as picking up litter on the main roads.

Christopher Martin, Michigan, spoke about the court workers program.

Councilmember Toy indicated the program is run by the 16th District Court Probation Department and suggested both speakers visit the Court to share their concerns.

Councilmember Jolly gave a shout out to David and Maureen Gordon who were present at the meeting.

Councilmember Toy asked for a moment of silence in honor of Mary DiPonio who passed way.

Councilmember Ptashnik shared that she and Councilmember Budzinski attended the Livonia Symphony Orchestra's Shamrocks and Tea, and it was a great event. The Symphony also has the 50th Anniversary Gala coming up as well. She also announced that March is Reading Month, and she recently went to the American Montessori and read to them.

Councilmember Donovic spoke about the City of Livonia app and encouraged residents to try using it as it is a great resource.

Councilmember Budzinski spoke about Hayden Hahn, who founded The Share Kindness Project. He is collecting school supplies for the next school year. She encouraged everyone to visit his wish list at tskp.me\wishlist. Her next Coffee Hour will be held on Saturday with Jacob Uhazie speaking on the topic of Livonia Transit and the Bike Walk. The April Coffee Hour will be held on April 13th and the topic will be recycling.

Councilmember Toy thanked her colleagues and the Mayor and her husband for attending the human trafficking event.

President McCullough congratulated the 10U Livonia Knights Hockey team for their performance at the Girls State Tournament.

Mayor Brosnan introduced the new Government Affairs Director, Rob Drzewicki, who has a strong background and is very active with the LPS Education Foundation and St. Baldricks Foundation. He will be applying for grants to help continue the progress of the recreation center. He has already

filed for a two-million-dollar grant with the Federal Government. He will also be attending all Council meetings and will bring administration questions back as needed.

An administrative response to CR 04-24 from the Office of the Mayor, re: subject matter of human trafficking and drug use at the various hotels and bars on Plymouth Road and how the City plans to address the issue was received and placed on file for the information of the Council.

On a motion by Councilmember Morgan, supported by Councilmember Toy and unanimously adopted, it was:

#076-24 RESOLVED, that upon the motion by Councilmember Scott Morgan, seconded by Councilmember Laura Toy, at the Regular Meeting held March 11, 2024, regarding the subject matter of human trafficking and drug use at the various hotels and bars on Plymouth Road (such as Comfort Inn and Sports Locker) and how the City plans to address the issue, the Council does hereby refer this item to the Public Safety and Health Committee for its report and recommendation.

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

#077-24 RESOLVED, that having considered a communication from the City Planning Commission, dated February 14, 2024, approved for submission by the Mayor, which transmits its resolution #02-04-2024, adopted on February 13, 2024, with regard to Petition 2024-01-02-01 submitted by Sri Shirdi Saibaba Temple, requesting waiver use approval to construct an 18,478 square foot religious temple and gazebo on the property at 28875 W. Seven Mile Road, located on the southeast corner of Seven Mile Road and Maplewood Street in the Northwest ¼ of Section 12, the Council does hereby concur in the recommendation made by the City Planning Commission and Petition 2024-01-02-01 is hereby approved and granted, subject to the following conditions:

1. The plan set and site plan documents for the Sri Shirdi Saibaba Temple, consisting of civil, landscape, lighting photometric, and architectural drawings, prepared by G.A.V. & Associates, Inc., and NF Engineers, dated January 2, 2024, are hereby approved, provided that:

a. Masonry or other durable materials, such as stone, metal, or composite siding, are added to the exterior walls of the building, replacing most of the E.I.F.S.;

b. Adjustments to the lighting plan are made such that the average illumination level for the parking areas does not exceed 1.0-foot candle as required under Section 7.22 of the Zoning Ordinance;

c. Access from Maplewood Street shall be restricted for emergency use only through a gate with either a Knox box or chain and lock that shall be kept closed at all times, subject to the review and approval of the Fire Marshal;

d. The Petitioner shall work with the Planning Department to reduce the amount of parking by land banking spaces, which—if deemed necessary to meet future demand at the Temple, may be built, subject to administrative approvals by the Planning, Inspection, and Engineering Departments; and

e. The existing temple shall be removed from the site within two (2) years following the issuance of a certificate of occupancy for the new temple;

2. All regular parking spaces shall be appropriately sized, measuring 10 feet in width, and marked, including any barrier-free space(s) as required by the State of Michigan;

3. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding;

4. Underground sprinklers shall be provided for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and, after that, permanently maintained in a healthy condition;

5. The limits of tree clearing shall be surveyed and staked, and any existing trees outside of the clearing limits along the property's east and south sides shall be protected during construction with four (4) foot-high snow fencing;

6. The height of all pole-mounted light fixtures shall not exceed twenty (20) feet and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring into adjacent roadways;

7. The dome lighting shall either be dimmed or turned off after 10:00 p.m.;

8. The three walls of the trash dumpster area shall be constructed from materials that complement the building. The enclosure gates shall be solid steel or durable, long-lasting panel fiberglass;

9. Only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;

10. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the building or around the windows; and

11. Under Section 13.13 of the Livonia Zoning Ordinance, as amended, this approval is valid for one year only from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void at the expiration of said period.

#078-24 RESOLVED, that having considered a communication from the City Planning Commission, dated February 14, 2024, approved for submission by the Mayor, which transmits its resolution #02-05-2024, adopted on February 13, 2024, with regard to Petition 2024-01-02-02 submitted by Tiseo Architects, on behalf of United Lawnscape, requesting waiver use approval under Sections 3.16 and 6.58 of the City of Livonia Zoning Ordinance, as amended, to operate a Special Trade Contractors Yard that includes the outdoor storage of landscaping equipment and materials at 12933 Farmington Road in the Northeast ¼ of Section

28, the Council does hereby concur in the recommendation made by the City Planning Commission and #2024-01-02-02 is hereby approved and granted, subject to the following conditions:

1. The Site Plan, identified as Sheet No. P1, dated January 11, 2024, prepared by Tiseo Architects, Inc., is hereby approved and shall be adhered to;

2. All outside storage shall be restricted to the areas located behind the building, as shown on the approved site plan. Storage within this area shall be limited to vehicles and landscape-related materials. Any changes in the location and extent of the outdoor storage yard shall first be approved by the Planning Commission;

3. As part of its regular biannual inspections of the properties, the Inspection Department shall review the condition of the ground surface and salt dome to determine if any improvements are necessary;

4. The perimeter of the storage area shall be fully enclosed with a fence approved by the Inspection Department pursuant to Section 6.58(3)(A);

5. There shall be no outdoor storage of junk, tires, debris, hazardous chemicals, or disabled/inoperative equipment and vehicles anywhere on the premises;

6. That only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals;

7. That the specific plan referenced in this approving resolution shall be submitted to the Inspection Department at the time the building permits are applied for; and

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

#079-24 RESOLVED, that having considered a communication from the Chief of Police, dated January 19, 2024, which bears the

signatures of the Director of Finance and the City Attorney and is approved for submission by the Mayor, the Council does hereby authorize renewal of the service agreement with Motorola Solutions, Inc., 500 W. Monroe Street, Chicago, IL 60661, for a period of three (3) years, from May 1, 2024 through April 30, 2027, for providing hands-on customer support for the Police Department's Public Safety Radio System, which includes a 24/7/365 support center to manage service requests, track cases and dispatch repair teams when necessary as well as infrastructure repair and/or replacement of certain equipment, technical support to answer questions and resolve problems, and provide network preventative maintenance and testing, in an amount not to exceed $22,947.85 for the first year, commencing May 1, 2024 to April 30, 2025; for the second year a 4% increase to $23,865.78, commencing May 1, 2025 to April 30, 2026; and for the third year a 4% increase to $24,820.37, commencing May 1, 2026 to April 30, 2027, for a total amount not to exceed $71,634.00, to be expended by utilizing public safety communication funds in account no. 261-000-818-000 (Contractual Services) for this purpose; FURTHER, the Council does hereby authorize the action herein without competitive bidding for the reason that Motorola Solutions, Inc. is a sole source provider of the Motorola proprietary information and equipment utilized by the Police Department and such action is taken in accordance with the provisions set forth in Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended, and the Mayor and City Clerk are hereby authorized for and on behalf of the City of Livonia to execute a service agreement with Motorola Solutions, Inc., subject to approval as to form and substance by the Department of Law, and to do all other things necessary or incidental to the full performance of this resolution.

#080-24 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 22, 2024, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby accept the quote of Leica Geosystems, Inc., 7469 Buckell Lake Road, Holly, Michigan 48442, for the purchase of one (1) Leica GS18T GNSS (Global Navigation Satellite System) and software to replace the current equipment that is out of warranty and at end of life expectancy, for an amount not to exceed $27,332.86; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $27,332.86 from funds budgeted in Account No. 101-302-987-000 for this purpose; FURTHER, the Council does hereby determine to authorize the said purchase without competitive bidding inasmuch as the same is based upon the low State of Michigan Contract Pricing under Contract No. 180000000005 for the new purchase, and such action

is taken in accordance with the provisions set forth in Section 3.04.140.E.4 of the Livonia Code of Ordinances, as amended.

#081-24 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 22, 2024, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, regarding a request to renew the service agreement for professional constitutional policing and policy advising services of Brett M. Naumcheff, through the Michigan Police Legal Advisor Group, for a period of two (2) years, the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to enter into a two-year service agreement for the Professional Constitutional Policing and Policy Advising Services of Brett M. Naumcheff, through the Michigan Police Legal Advisor Group, 39555 Orchard Hill Place, Suite 600, Novi, Mi 48375, for the period January 1, 2024 through December 31, 2025, at a cost of $3,000.00 per month, in a total amount not to exceed $36,000.00 annually for period of two (2) years (24 months); FURTHER, the Council does hereby authorize a monthly expenditure in an amount not to exceed $3,000.00, for a period of two years (24 months), from funds budgeted in Account No: 101-304-818-000 (Contractual Services) for this purpose; FURTHER, the Council does hereby determine to authorize said purchase without competitive bidding for the reason that the Michigan Police Legal Advisor Group (MPLAG) is the only law firm in the State of Michigan that provides the professional services described in the aforementioned communication, as well as the unique legal training, consulting and advising on the narrow and specific legal aspects of police policy, practice, administration and constitutional law; and such action is taken in accordance with the provisions set forth in Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended.

#082-24 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 23, 2024, submitted pursuant to Council Resolution 390-19, adopted on December 2, 2019, which bears the signatures of the Finance Director and the City Attorney, and is approved for submission by the Mayor, the Council does hereby authorize the Mayor and City Clerk to execute a two-year contract extension, for the period January 1, 2024 through December 31, 2025, for and on behalf of the City of Livonia, with Allie Brothers, Inc., 20295 Middlebelt Road, Livonia, Michigan 48152, for supplying the Division of Police with Police Uniforms for the unit prices set forth in the uniform price sheet, with a 4% increase to cover the cost of inflation, attached to said communication; FURTHER, the Council does hereby authorize such purchase from funds already budgeted in Account No. 101-325-768-010 for this purpose; FURTHER, the Council does hereby

authorize the aforesaid action without competitive bidding for the reasons indicated in the aforesaid communication, and such action is taken in accordance with Section 3.04.140.E.2a of the Livonia Code of Ordinances, as amended.

#083-23 RESOLVED, that having considered the report and recommendation of the Chief of Police, dated January 29, 2024, which bears the signatures of the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby authorize the purchase of nine (9) marked and unmarked Police vehicles as replacement vehicles, as part of the annual vehicle replacement program, to be utilized by officers assigned to both uniform and non-uniform assignments, utilizing the State of Michigan and Macomb County Consortium bid pricing in a total amount not to exceed $406,153.00, to be expended from funds already budgeted for this purpose in Account Nos. 101-325-985-000 ($183,409.00) AND 101-329-985-000 ($222,744.00), AS FOLLOWS:

1) 2025 Ford Utility Police Interceptor Package @ $49,975.00 from:
Lunghamer Ford of Owosso LLC
1960 E. Main Street
Owosso, MI 48867
(989) 214-3513

(3) 2024 Dodge Durango Pursuit Police Package @ $44,478.00
($133,434.00 total) from:
LaFontaine CDJR – Lansing
6131 S. Pennsylvania Avenue
Lansing, MI 48911
(517) 394-1022

(1) Ford Escape Active @ $28,217.00 from:
Lunghamer Ford of Owosso LLC
1960 E. Main Street
Owosso, MI 48867
(989) 214-3513

(1) 2024 Ford Edge AWD ST High Package @ $48,529.00 from:
Lunghamer Ford of Owosso LLC
1960 E. Main Street
Owosso, MI 48867
(989) 214-3513

(1) 2024 Chrysler Pacifica Touring @ $47,070.00 from:

LaFontaine CDJR - Lansing
6131 S. Pennsylvania Avenue
Lansing, MI 48911
(517) 394-1022

(1) 2024 Jeep Grand Cherokee L @ $53,267.00 from:
LaFontaine CDJR - Lansing
6131 S. Pennsylvania Avenue
Lansing, MI 48911
(517) 394-1022

(1) Chevrolet Blazer @ $45,661.00 from:
Todd Wenzel Chevrolet
3156 Highland Drive
Hudsonville, MI 49426
(734) 713-1065

FURTHER, the Council does hereby determine to authorize the said purchases without competitive bidding since the same is based upon the low State of Michigan cooperative purchasing consortium bids, under MiDeal Contract Nos. 071B7700178 and 071B7700183 and Macomb County Bid Nos. 21.18 A.9 and 21-18 and/or such action is taken in accordance with the provisions set forth in Section 3.04.140.E.4 of the Livonia Code of Ordinances, as amended.

#084-24 RESOLVED, that having considered the report and recommendation of the Director of Finance, dated February 16, 2024, approved for submission by the Mayor, to which is attached recommended final budget adjustments for Fiscal Year ending November 30, 2023, the Council does hereby authorize said budget adjustments and transfers in the manner and form set forth in the attachment.

#085-23 RESOLVED, that having considered a communication from the Superintendent of Parks and Recreation, dated February 15, 2024, which bears the signature of the Director of Finance and is approved for submission by the Mayor, and to which is attached an estimate from D'Angelo Brothers, Inc., dated November 30, 2023, the Council does hereby appropriate and authorize an expenditure in an amount not to exceed $45,352.00 payable to D'Angelo Brothers, Inc., 30836 W. 8 Mile Rd., Farmington Hills, MI 48336 for all materials and labor necessary to perform the emergency repair of multiple breaks in the water line feeding to the Clements Circle Pool and Bathhouse; FURTHER, the Council does

hereby authorize the action herein without competitive bidding in accordance with Section 3.04.140.E.1 of the Livonia Code of Ordinances, as amended; FURTHER, the Council does hereby authorize an appropriation and expenditure in an amount not to exceed $45,352.00 from funds budgeted in Parks and Recreation Account No: 208-796-987-000 for this purpose.

#086-24 RESOLVED, that having considered a communication from the Assistant Director of Public Works, dated February 9, 2024, submitted pursuant to Council Resolution 043-23, adopted on February 13, 2023, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, and an email communication from Kyle Schumann, Environmental Scientist, Davey Resource Group, Inc., dated January 12, 2024, forwarding an inventory status update in connection with the city-owned tree audit and update to inventory database, the Council does hereby authorize the Mayor and City Clerk to execute a contract extension, approved as to form and substance by the Department of Law, for and on behalf of the City of Livonia, with Davey Resource Group, Inc., 3381 W. Lapeer Road, Auburn Hills, Michigan 48326 for performing all work required in connection with completing the remaining inventory for the city-owned tree audit and update to inventory database, in an amount not to exceed $10,900.00; FURTHER, the Council does hereby authorize an amount not to exceed $10,900.00, payable to Davey Resource Group, Inc., from funds provided through a grant from the Michigan Economic Development Corporation (MEDC) which are available in GL Account #204-530-851-020 for this purpose; FURTHER, the Council does hereby authorize such action without competitive bidding for the reasons indicated in the aforesaid communication, and such action is taken in accordance with Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended.

#087-24 RESOLVED, that having considered the report and recommendation of the Assistant Director of Public Works, dated February 5, 2024, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, the Council does hereby authorize the purchase of two (2) Titan Pro Trailer Mounted Leaf Vacuums from Bell Equipment, 78 Northpointe Dr., Lake Orion, Mi 48359, at a cost of $76,583.48 each, for a total amount not to exceed $153,166.96, to be utilized by the Roads Department and to replace two (2) current units whose repair cost and dependability exceeds their value; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $153,166.96 from funds already budgeted in Account No. 226-528-987-000 for this purpose;

FURTHER, the Council does hereby determine to authorize this purchase without competitive bidding inasmuch as the same is based upon the low MI Deal contract bid process under Contract Agreement No. 071B7700091, and no advantage to the City would result from competitive bidding, and such action is taken in accordance with the provisions set forth in Section 3.04.140.E.4 of the Livonia Code of Ordinances, as amended.

#088-24 RESOLVED, that having considered a communication from the Assistant Director of Public Works, dated February 9, 2024, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, requesting approval to continue to participate in the Alliance of Rouge Communities (ARC) and for payment of the Annual Assessment for 2024, the Council does hereby approve the City of Livonia's continued participation in the Alliance of Rouge Communities (ARC) and for payment to the Alliance of Rouge Communities, 46036 Michigan Avenue, Suite 126, Canton, MI 48188, in the amount of $37,235.00 for the City's annual ARC assessment for 2024; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed $37,235.00 from funds already budgeted for the 2023-2024 budget year in Account No. 592-559-923-030 for this purpose.

Steve King, 33950 Coventry, asked if items approved on the consent agenda have already been purchased. He would like to see different options discussed when purchasing police cruisers.

A roll call vote was taken on the foregoing resolutions with the following result:

AYES: Toy, Jolly, Ptashnik, Donovic, Budzinski, Morgan, and McCullough

NAYS: None

Councilmember Toy took from the table for second reading and adoption, the following Ordinance:

AN ORDINANCE ADDING SECTION 075 (COUNCIL OFFICE ADMINISTRATOR) AND AMENDING SECTION 080 (CITY CLERK DUTIES) OF CHAPTER 04 (CITY COUNCIL) OF TITLE 2 (ADMINISTRATION AND PERSONNEL) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

A roll call vote was taken on the foregoing Ordinance with the following result:

AYES: Toy, Jolly, Ptashnik, Donovic, Budzinski, Morgan, and McCullough

NAYS: None

A communication in the form of the call log report regarding calls over the past year for both Livonia addresses of New Oakland and calls to COPE for comparison, received by Captain Yon, LPD, was received and placed on file for the information of the Council.

Councilmember Jolly offered a denying motion, supported by Councilmember Morgan for item #14 on the agenda.

Greg Sendi, petitioner, thanked Council for the discussions on this subject, gave background on their proposal, and said they agree and disagree on many levels. He understands they don't have votes to overturn the appeal and don't want to divide the community or council. He would like to withdraw the appeal request on tonight's agenda.

Councilmember Jolly withdrew his motion to deny the appeal.

Councilmember Donovic feels action must be taken on the item since the request to withdraw was not made prior to the meeting.

Councilmember Morgan said he is in favor of the denial since the matter was not withdrawn prior to the meeting as well.

Vice President Ptashnik suggested continuing with denial of this plan since they would be able to present a new plan in the future.

Hunter Anderson, 15470 Hidden Lane, said he is thankful that they are pulling this proposal but does agree that the community still needs to address this issue. He stated they will reach out to new Oakland Family Centers on behalf of the Youth Commission, to try and tackle the problem together with the city.

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

#089-24 RESOLVED, that having considered a communication from the City Planning Commission, dated January 24, 2024, approved for submission by the Mayor, and a communication from Kevin S. Sendi, JD, MBA, President/CEO, New Oakland Family Centers, 29550 Five Mile Road, Livonia, MI 48154, dated January 24, 2024, along with a letter of support from William T. Beecroft, M.D., Board Certified Adult and Geriatric Psychiatry, 1566 Willoughby Road, Mason, MI 48854, which in accordance with the provisions of Section 13.13(10) of the Livonia Zoning Ordinance, takes an appeal from a determination made on January 16, 2024, by the City Planning Commission in its resolution #01-02-2024 with regard to Petition 2023-12-02-15 submitted by Ark-Tec Architects, L.L.C. on behalf of New Oakland Family Centers, requesting special waiver use approval for a Planned Development, to convert two (2) former office buildings for use as a domiciliary behavioral health facility with short-term, temporary housing (less than 72 hours per stay), on the property located at 29582 - 29596 Five Mile Road, located on the north side of Five Mile Road between Middlebelt Road and Hidden Lane in the Southeast ¼ of Section 14, and the Council having conducted a public hearing with regard to this matter on Monday, March 4, 2024, THE COUNCIL DOES HEREBY CONCUR IN THE RECOMMENDATION OF THE CITY PLANNING COMMISSION AND PETITION 2023-12-02-15 SUBMITTED BY ARK-TEC ARCHITECTS, L.L.C. ON BEHALF OF NEW OAKLAND FAMILY CENTERS IS HEREBY DENIED FOR THE FOLLOWING REASONS:

1. The petitioner has failed to comply with all special and general standards and requirements as outlined in Sections 5.02 and 13.13 of the Livonia Zoning Ordinance, as amended;

2. The petitioner failed to demonstrate that the Planned Development option is needed to utilize the subject property;

3. This site was developed and intended for office purposes, not short-term residential. Use of the buildings for general or medical offices or other uses permitted in the C-1 District is appropriate, given its location, layout, size, intensity of use, hours of operation, and proximity to single-family residential;

4. The Livonia Police Department opposes the proposed use at this location as contained in its January 5, 2024, report. Concerns include the facility's location

adjacent to residential homes and the potential for incidents involving disturbances, assaults, runaways resulting in police intervention and calls for medical assistance, and ingress and egress by emergency vehicles at all hours;

5. The Planning Commission believes that options are available throughout the city for appropriately locating a domiciliary behavioral health facility that would not present the same potential threats to the residents' peace, welfare, and safety as this location poses; and

6. The proposed use is incompatible and not in harmony

7. with the surrounding uses in the area.

Councilmember Jolly stepped down at 7:58 p.m. to avoid professional conflict.

On a motion by Councilmember Toy, supported by Councilmember Morgan and unanimously adopted, it was:

#090-24 RESOLVED, that having considered an application from Brandon M. Grysko, Fausone & Grysko, PLC, 41700 Six Mile Road, Suite 101, Northville, Michigan 48168, dated February 21, 2024, the Council does hereby take this means to indicate that GH Pastor Foundation for Kids is recognized as a non-profit organization operating in the community, and the action herein being taken for the purpose of affording GH Pastor Foundation for Kids the opportunity to qualify for a charitable gaming license or registration from the State of Michigan in accordance with provisions of State statute.

Brandon Grysko, representative of the petitioner, was present to answer questions.

Councilmember Jolly resumed his chair at 8:00 p.m.

On a motion by Councilmember Jolly, supported by Councilmember Donovic and unanimously adopted, it was:

#091-24 RESOLVED, that having considered the report and recommendation of the Mayor and Treasurer, dated March 8, 2024, submitted pursuant to Council Resolution 014-24, to which is

attached a proposed agreement regarding the collection of property taxes on behalf of various school entities, the Council does hereby concur with the recommendation contained therein, and does further authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the proposed agreement with the Livonia Public Schools for tax collection, said agreement to be made subject to approval as to form and substance by the Department of Law.

Mayor Brosnan explained the reasons to adjust the contract with Livonia Public Schools along with details of the process.

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

#092-24 RESOLVED, that having considered a communication from the Superintendent of Parks and Recreation, dated February 15, 2024, which bears the signature of the Director of Finance and is approved for submission by the Mayor, and to which is attached a list of donations to be accepted, the Council does, for and on behalf of the City of Livonia, accept various gifts and cash donations in the amount of $88,771.51 from the sources indicated therein; FURTHER, the Council does hereby appropriate and credit the amount of $60,709.55 to Account No. 208-000-674-010; $250.00 to Account No. 208-000-651-717; $1,600.00 to Account No. 211-000-674-216; $1,000.00 to Account No. 208-339-300; $13,211.96 to Account No. 270-000-674-010; and $12,000.00 to Account No. 270-285-135, representing the total cash donation, for the purposes designated by the donors.

Ted Davis, Superintendent of Parks and Recreation, thanked all Donors.

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

#093-24 RESOLVED, that having considered a communication from the Department of Law, dated February 26, 2024, approved for submission by the Mayor, transmitting for Council acceptance a quit claim deed from Leo Soave as part of the lot combination of Parcel Nos. 46-125-99-0004-000 (35755 Plymouth Road) and 46-125-99-0010-006 (35841 Plymouth Road) in order to obtain the necessary road right-of-way, more particularly described as:

Land in the City of Livonia, Wayne County, Michigan, described as:

Part of the Northeast 1/4 of Section 32, Town 1 South, Range 9 East, commencing at the Northeast corner of Section 32; thence N 89°39'43" W 1291.22 feet along the North line of Section 32 to the Point of Beginning; thence S 00°27'54" W 60.00 feet; thence N 89°39'43" W 334.65 feet; thence N 00°24'17" E 60.00 feet; thence S 89°39'43" E 334.70 feet to the Point of Beginning.

the Council does hereby, for and on behalf of the City of Livonia, accept the aforesaid quit claim deed, and the Mayor and City Clerk are hereby authorized to execute the quit claim deed conveying the above-described property to the City of Livonia, and the City Clerk is hereby required to have the same recorded in the office of the register of deed and to do all other things necessary or incident to fulfill the purpose of this resolution.

On a motion by Councilmember Jolly, supported by Councilmember Donovic and unanimously adopted, it was:

#094-24 RESOLVED, that having considered a communication from the Department of Law, dated February 28, 2024, approved for submission by the Mayor, the Council does hereby, by a two-thirds roll call vote in accordance with Section 7(1) of The Open Meetings Act, direct that a Closed Committee of the Whole meeting be held for the purpose of discussing litigation matters and attorney/client privileged communications in connection with pending litigation, Donald and Dina Croskey, et al v City of Livonia; Wayne County Circuit Court Case No. 22-011590-NZ.

There was no Audience Communication at the end of the meeting.

Councilmember Jolly congratulated City of Livonia employees Randy Abrahamson and Donna Winter on their retirement.

On a motion by Councilmember Toy, supported by Vice President Ptashnik and unanimously adopted, this 1,988th Regular Meeting of the Council of the City of Livonia was adjourned at 8:13 p.m.

_____

Lori L. Miller, City Clerk

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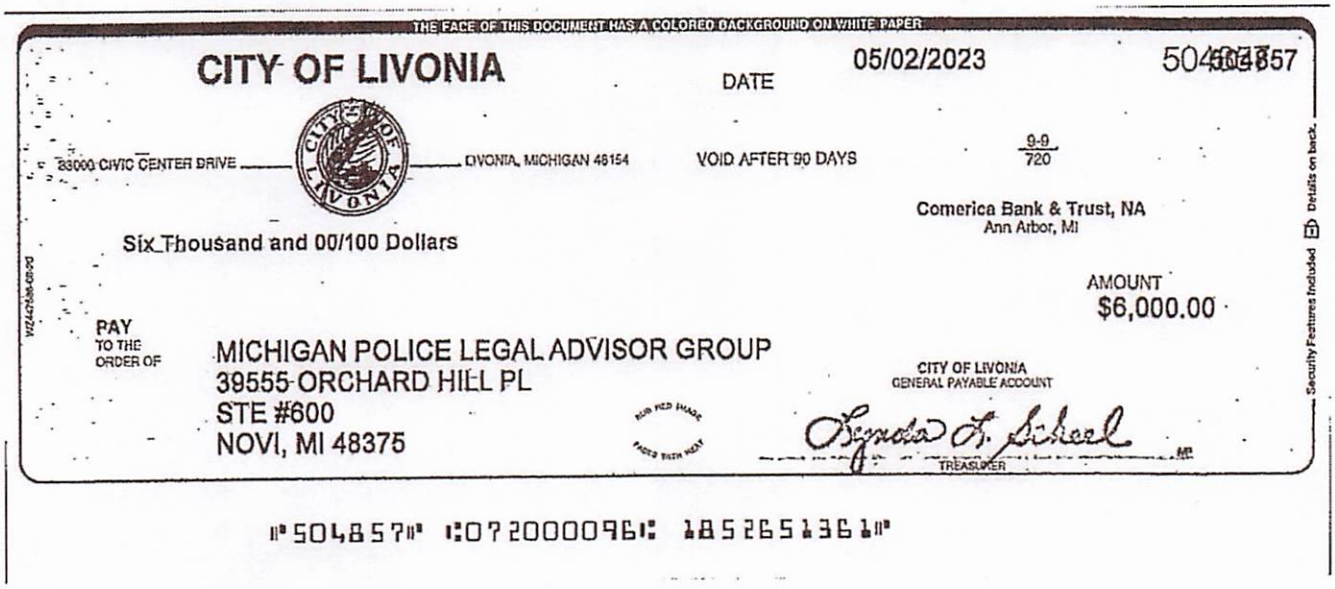

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CITY OF LIVONIA

DATE 05/02/2023

504857

33000 CIVIC CENTER DRIVE — LIVONIA, MICHIGAN 48154

VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Six Thousand and 00/100 Dollars

AMOUNT
$6,000.00

PAY
TO THE
ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Lynda A. Sibert
TREASURER

Details on back. Security Features Included

⑈504857⑈ ⑆072000096⑆ 1852651361⑈

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PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
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1851980621

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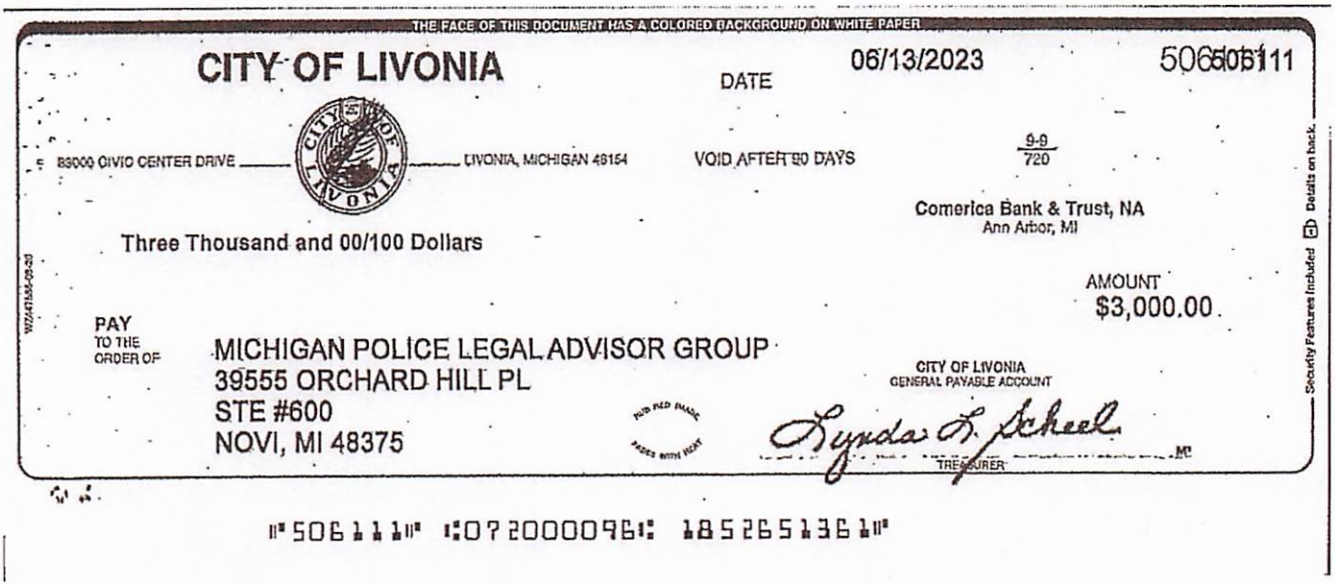

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CITY OF LIVONIA

DATE 06/13/2023

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33000 CIVIC CENTER DRIVE — LIVONIA, MICHIGAN 48154

VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

AMOUNT
$3,000.00

PAY
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ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

TREASURER

Security Features Included — Details on back.

⑈506111⑈ ⑆072000096⑆ 1852651361⑈

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072000096
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1851980821

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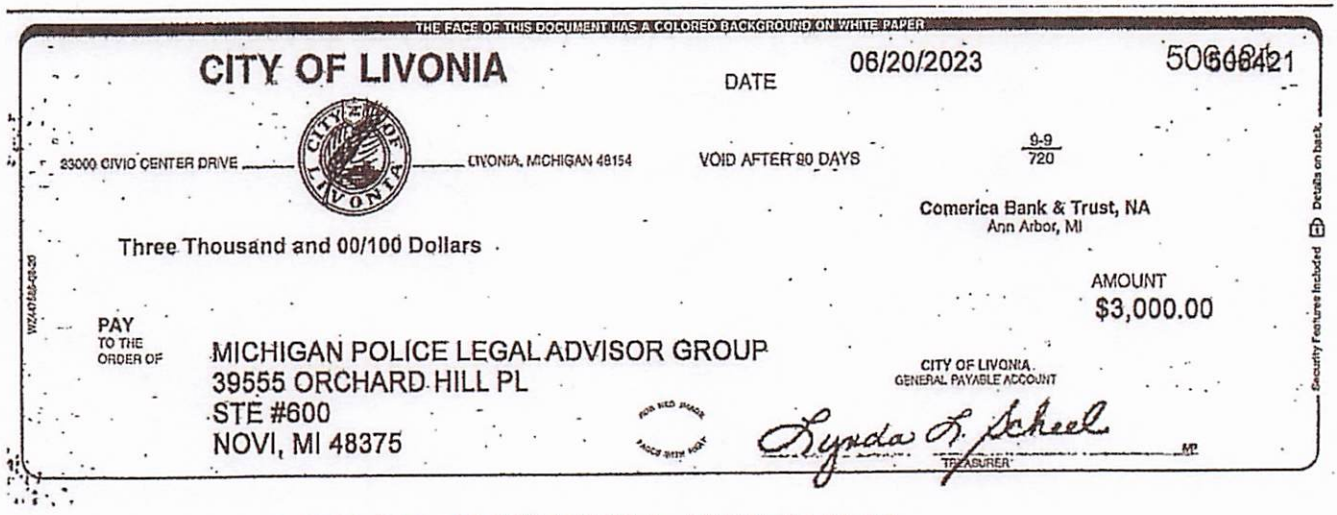

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CITY OF LIVONIA

DATE 06/20/2023

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VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

AMOUNT
$3,000.00

PAY
TO THE
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MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

TREASURER

Details on back. Security Features Included

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COMERICA BANK
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1851980621

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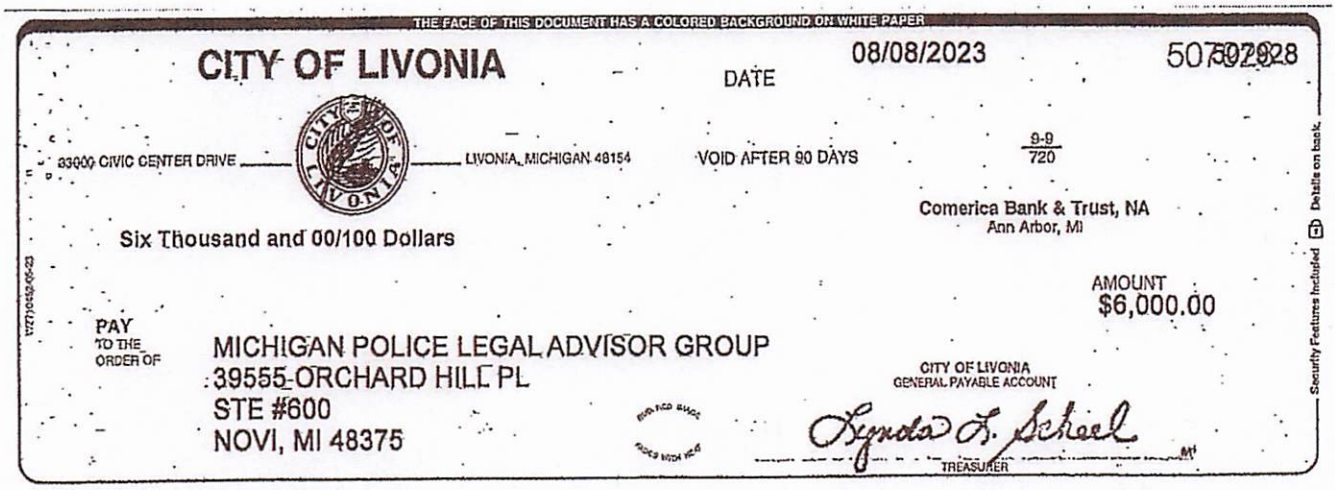

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CITY OF LIVONIA

DATE 08/08/2023

507928

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VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Six Thousand and 00/100 Dollars

AMOUNT
$6,000.00

PAY TO THE ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Lynda S. Scheel
TREASURER

Details on back.
Security Features Included

⑈507928⑈ ⑆072000096⑆ 1852651361⑈

PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
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1851080621

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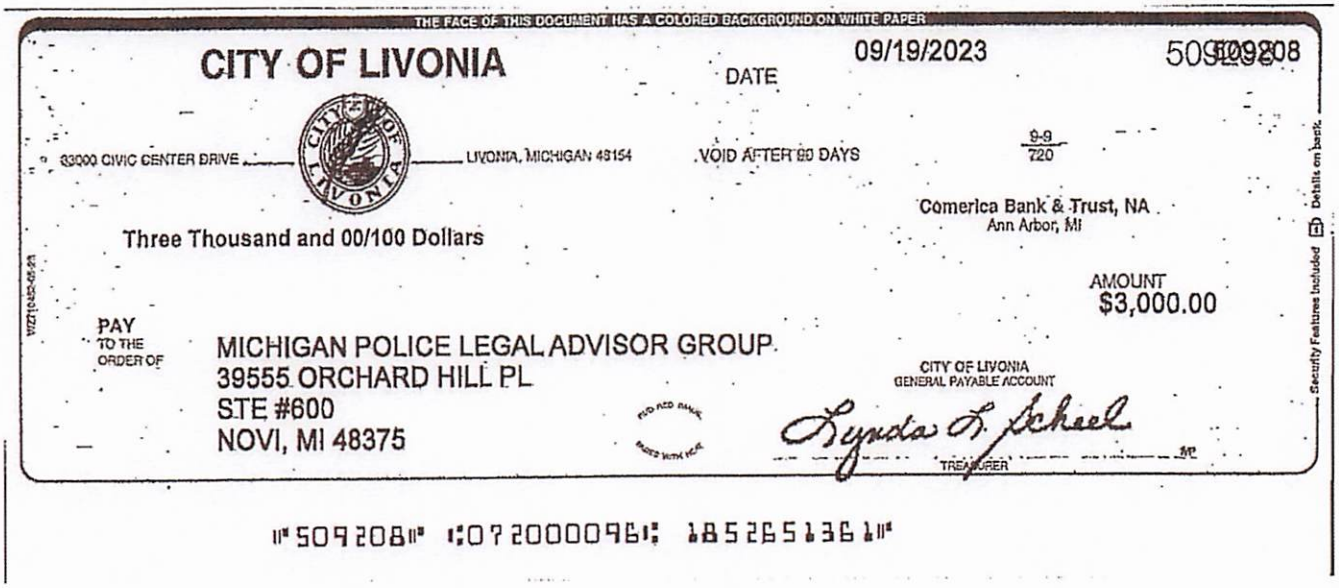

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CITY OF LIVONIA

DATE 09/19/2023 509208

33000 CIVIC CENTER DRIVE — LIVONIA, MICHIGAN 48154 — VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

AMOUNT
$3,000.00

PAY TO THE ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Lynda S. Scheel
TREASURER

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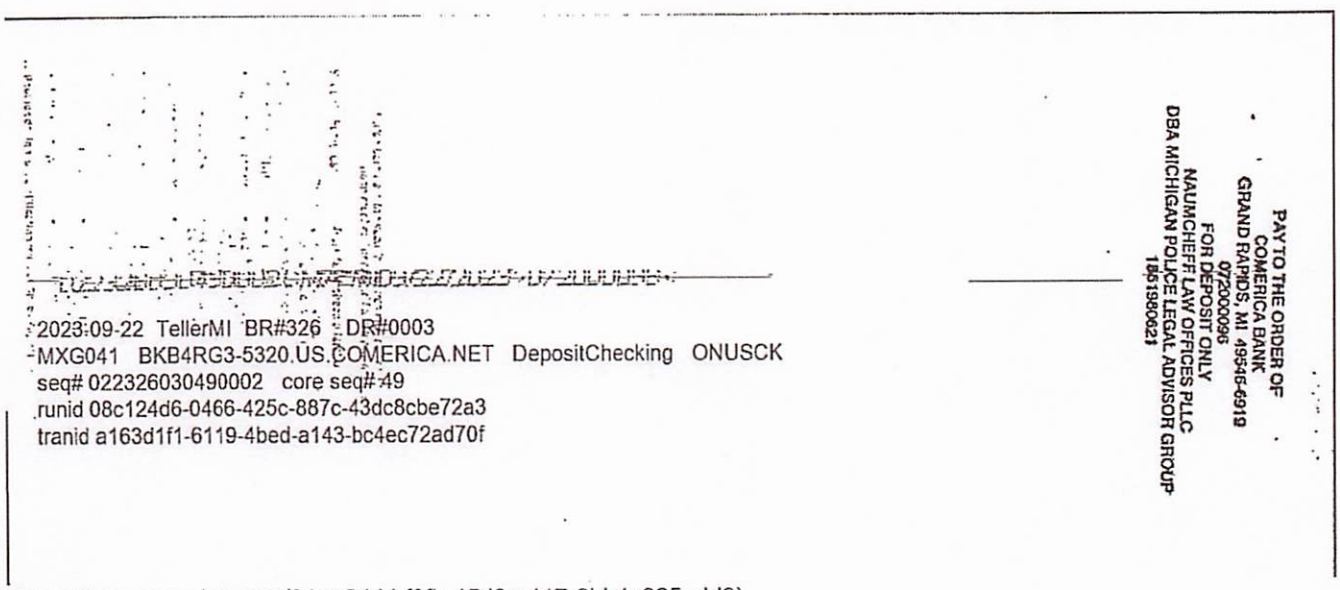

PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
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NAUMCHEFF LAW OFFICES PLLC
DBA MICHIGAN POLICE LEGAL ADVISOR GROUP
1851980621

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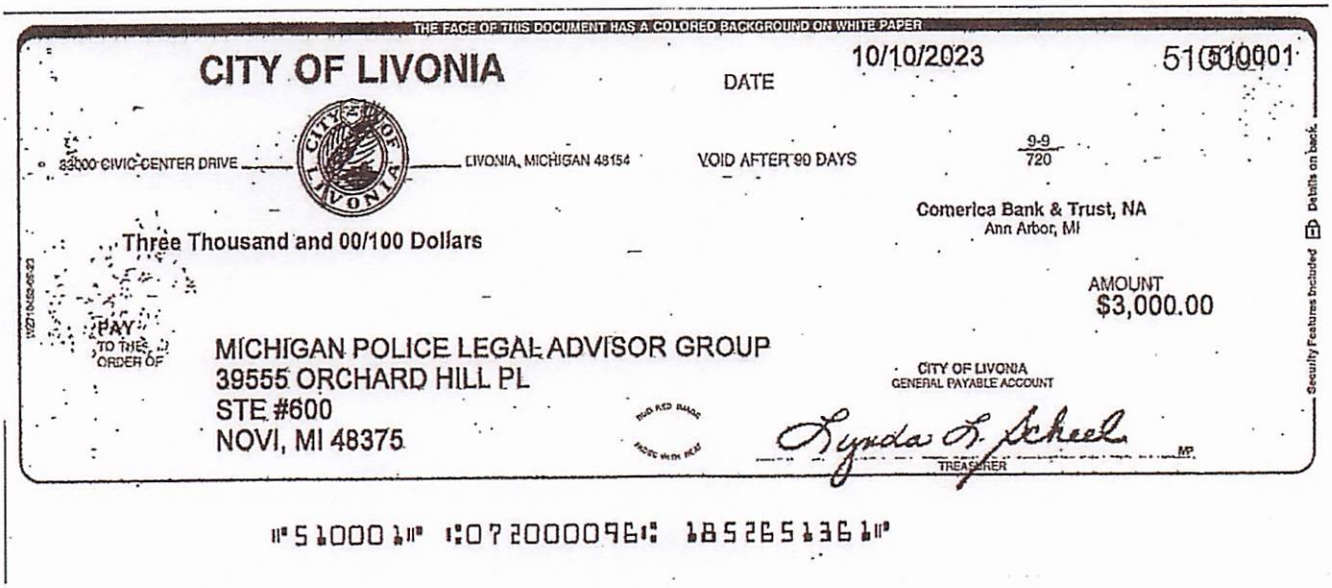

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CITY OF LIVONIA

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DATE 10/10/2023

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VOID AFTER 90 DAYS

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720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

AMOUNT
$3,000.00

PAY TO THE ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

TREASURER

Details on back. Security Features Included

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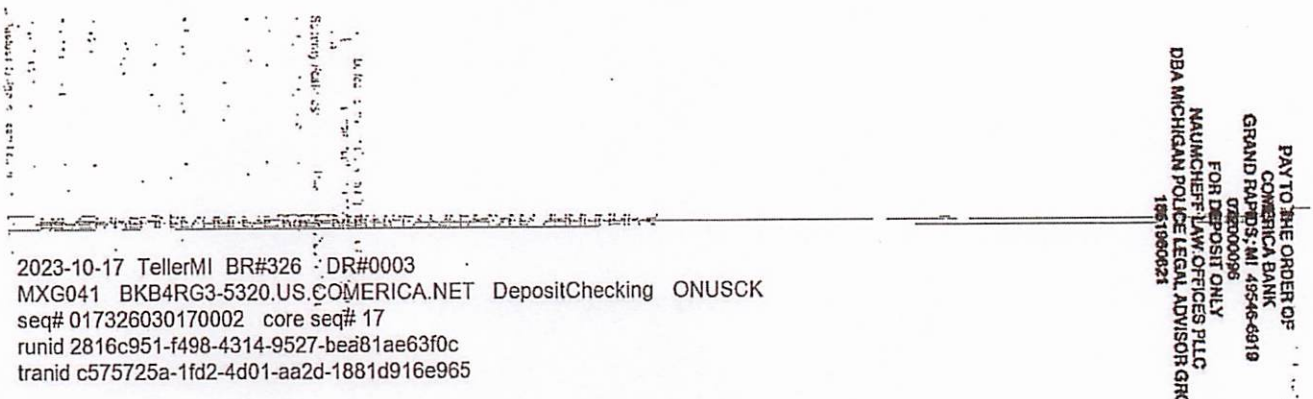

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COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
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DBA MICHIGAN POLICE LEGAL ADVISOR GROUP
1851060821

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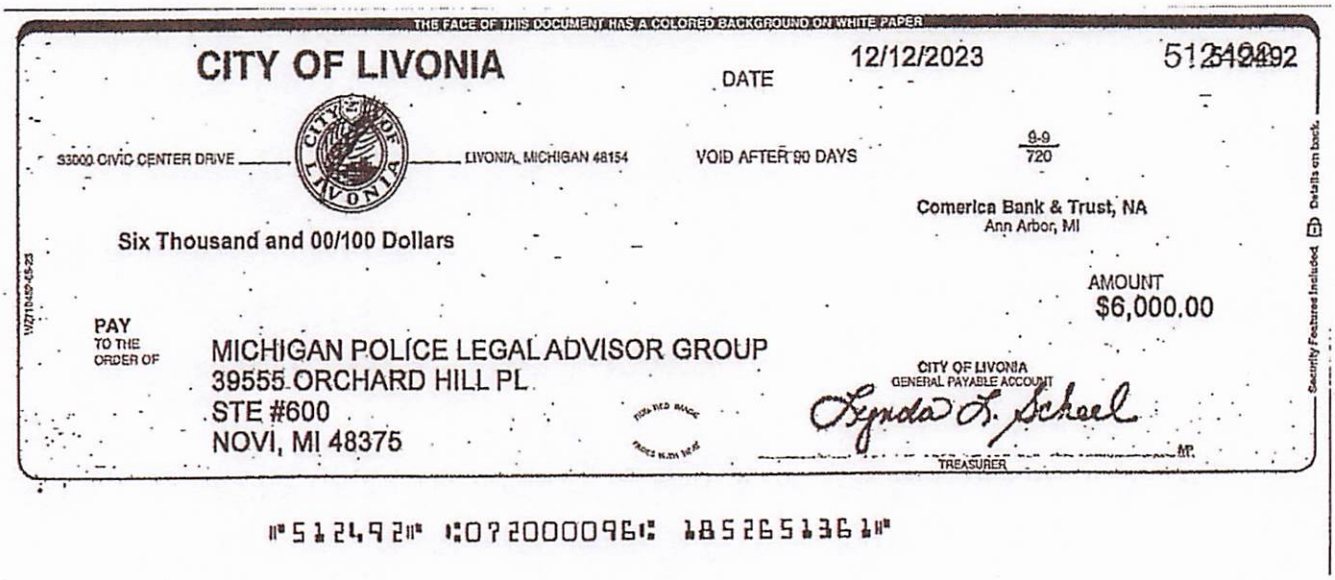

Comerica Bank.

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CITY OF LIVONIA

DATE 12/12/2023

512492

33000 CIVIC CENTER DRIVE — LIVONIA, MICHIGAN 48154

VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Six Thousand and 00/100 Dollars

AMOUNT
$6,000.00

PAY TO THE ORDER OF

MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

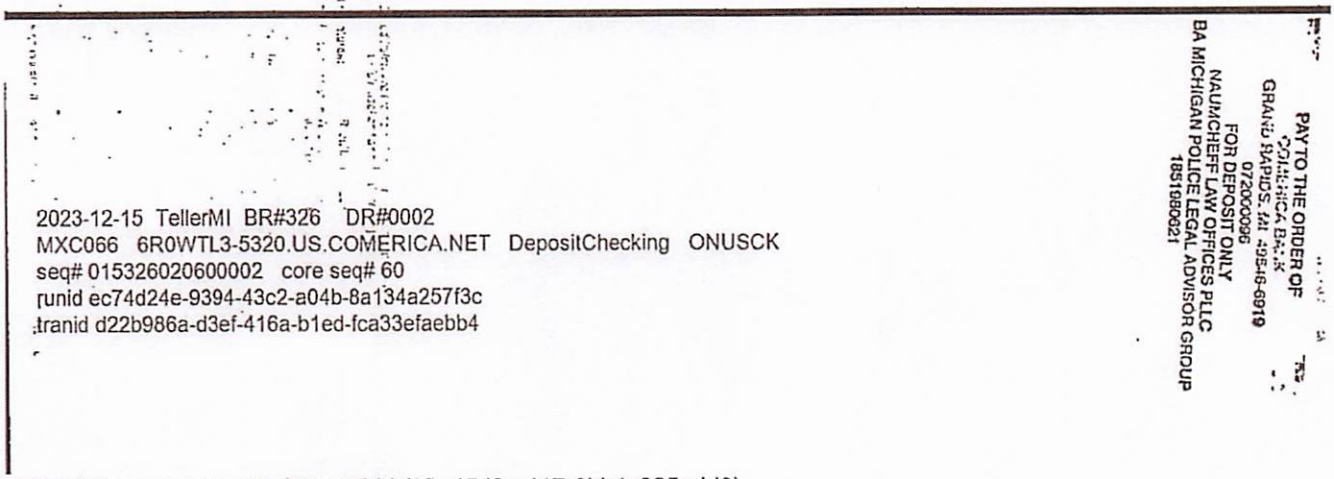
CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Lynda L. Scheel
TREASURER

Security Features Included. Details on back.

⑈512492⑈ ⑆072000096⑆ 1852651361⑈

PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
FOR DEPOSIT ONLY
NAUMCHEFF LAW OFFICES PLLC
BA MICHIGAN POLICE LEGAL ADVISOR GROUP
1851980621



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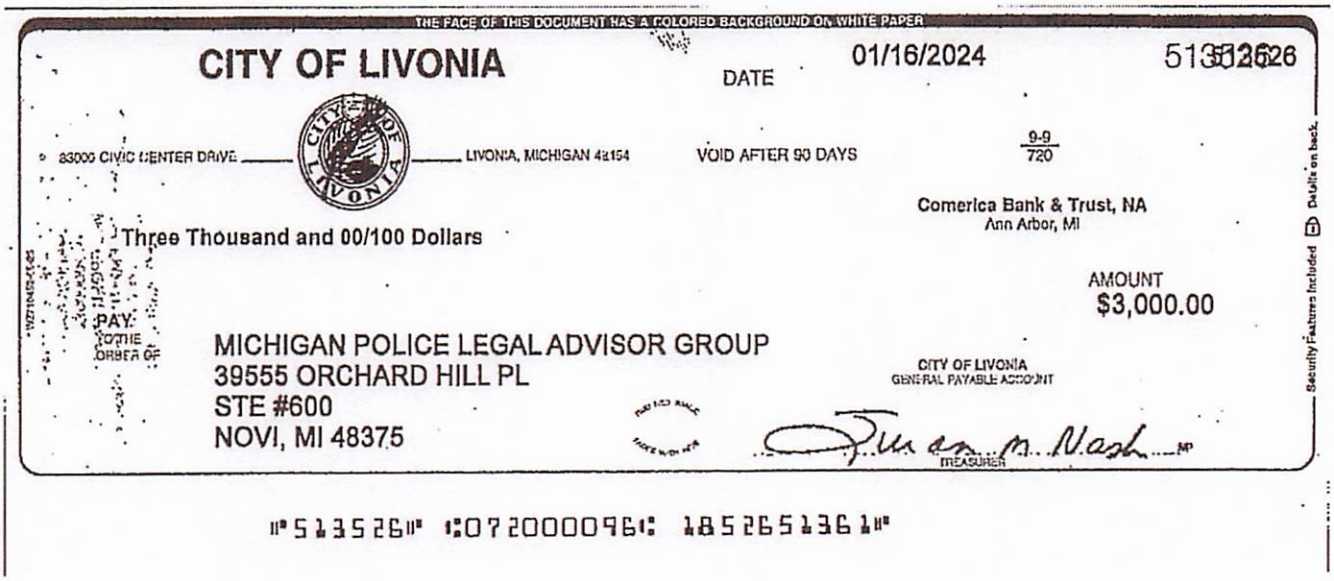
Comerica Bank.



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CITY OF LIVONIA

DATE 01/16/2024

513526

33000 CIVIC CENTER DRIVE — LIVONIA, MICHIGAN 48154

VOID AFTER 90 DAYS

9-9
720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

AMOUNT
$3,000.00

PAY TO THE ORDER OF

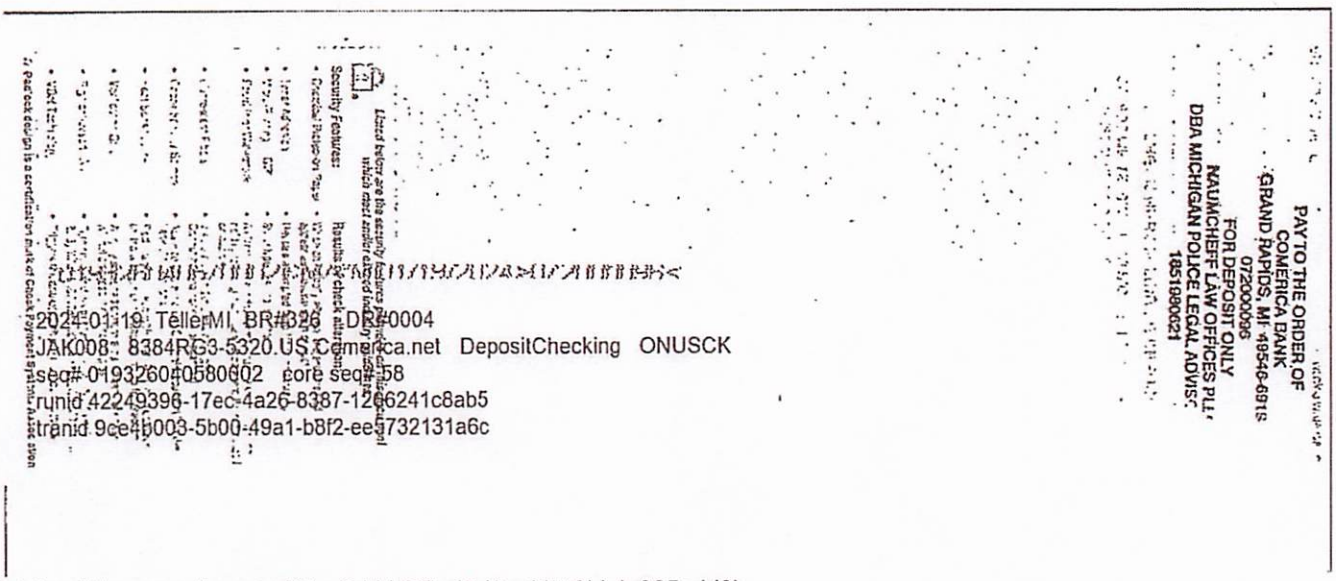
MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Susan M. Nash MP
TREASURER

Security Features Included Details on back.

⑈513526⑈ ⑆072000096⑆ 1852651361⑈



PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
FOR DEPOSIT ONLY
NAUMCHEFF LAW OFFICES PLLC
DBA MICHIGAN POLICE LEGAL ADVISOR
1851980621

Listed below are the security features which must be verified in the Comerica Bank which must endorse the security features.

Security Features:

Results check

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(blob:https://cbc.comerica.com/21ae2ddd-f9fb-45d6-a417-9bb4c825add3)

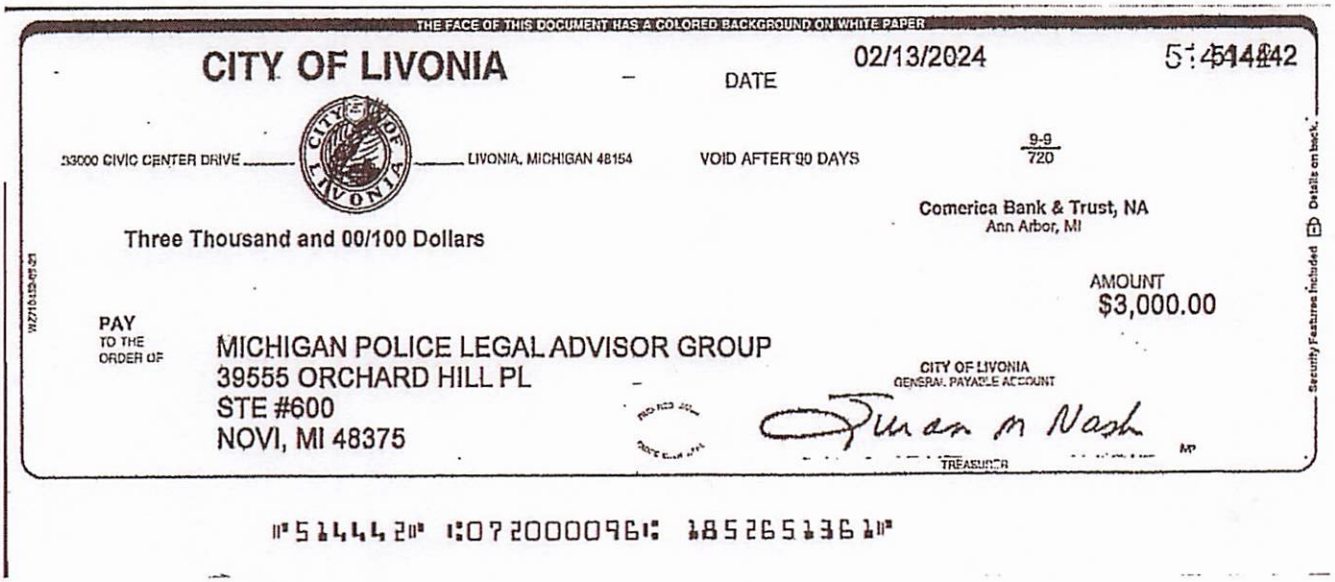
Account: **1852651361**

Post Date: **02/22/2024**

Check Amount: **3,000.00**

Check Number: **0000514442**

Comerica Bank.



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CITY OF LIVONIA DATE 02/13/2024 514442

33000 CIVIC CENTER DRIVE LIVONIA, MICHIGAN 48154 VOID AFTER 90 DAYS 9-9 / 720

Comerica Bank & Trust, NA
Ann Arbor, MI

Three Thousand and 00/100 Dollars

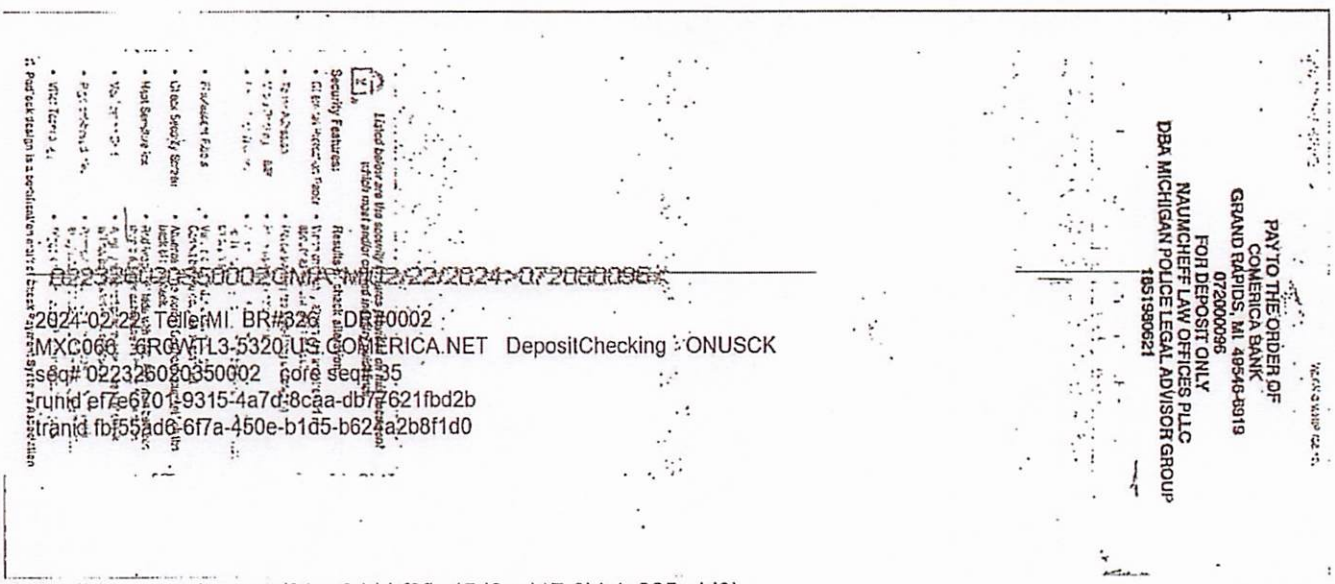
AMOUNT
$3,000.00

PAY TO THE ORDER OF
MICHIGAN POLICE LEGAL ADVISOR GROUP
39555 ORCHARD HILL PL
STE #600
NOVI, MI 48375

CITY OF LIVONIA
GENERAL PAYABLE ACCOUNT

Susan M Nash
TREASURER

⑈514442⑈ ⑆072000096⑆ 1852651361⑈



PAY TO THE ORDER OF
COMERICA BANK
GRAND RAPIDS, MI 49546-6919
072000096
FOR DEPOSIT ONLY
NAUMCHEFF LAW OFFICES PLLC
DBA MICHIGAN POLICE LEGAL ADVISOR GROUP
1851980621

Security Features Included Details on back.

Listed below are the security features available on this document which must and/or can be checked.

Security Features:

Results

Check Security Screen

Most Sensitive Ice

Flexible Fibers

Pad Lock design is a certification that's of Check Paper Sprite Protection

022326020350002CMA MI 02/22/2024 072000096

2024-02-22 TellerMI BR#326 DR#0002
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CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

3. AWARD OF CONTRACT: Finance Department, re: to provide limited Accounting and Financial Services due to department vacancies, in a not-to-exceed amount of $70,000, from budgeted funds.

   Benjamin Grier, Finance Director, stated the Finance Department is facing significant understaffing, the cost of these services are less than the alternative, and the temporary staff could provide helpful training to the newer staff members.

   Denise Mica, Resident, requested information on the previous amount requested to fill roles in the Finance Department and how it was spent.

   Eileen McDonnell, Resident, stated she is looking forward to learning along side the new Finance Director.

   Jim Biga, Resident, noted the lack of employment listings and questioned why local businesses aren't being used for these services.

   Keith S., P.M. G.A.P., stated the temporary staff's main purpose would be to help train the newer City employees and point them in the right direction, and the main purpose of their division is specifically tailored for this exact purpose as most of their employees formerly worked these positions.

   Motion was made by Vice President Ptashnik to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

NEW DATA RECEIVED FOR THE STUDY
MEETING OF NOVEMBER 17, 2025

LETTER TO THE LIVONIA CITY COUNCIL

3.

Finance
October 27, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Benjamin N. Grier, JD, CPA, Finance Director

AGENDA ITEM

AWARD OF CONTRACT: Finance Department, re: to provide limited Accounting and Financial Services due to department vacancies, in a not-to-exceed amount of $70,000, from budgeted funds for up to four months. The contract contains an option to extend services for up to an additional two months with an incremental cost of up to another $24,000, at the sole discretion of the Mayor.

BACKGROUND DETAILS

The Finance Department has experienced a significant amount of staffing changes due to retirements, promotions, resignations, and other extended vacancies. As of October 17, 2025, the Chief Accountant position became vacant. While the position has been posted, it is anticipated that the position will remain vacant until approximately March 1, 2026, due to the timeline of the Civil Service process requirements. In addition, the Assistant Chief Accountant position continues to be vacant and will likely not be filled until after the Chief Accountant hiring process is completed. The Capital Planning Manager position also remains open at this time.

In order to support the Finance team through this period of transition, additional temporary accounting assistance is needed. The PMGAP group is staffed with highly experienced governmental accounting professionals who work with municipalities to supplement in-house staff resources. In this case, we are seeking limited contract services to assist with accounting assignments while vacancies are being filled and during the training period for externally hired and internally promoted staff. This contract relates to additional services not included in prior agreements.

Funding

The monthly salary and benefit savings from each of these currently vacant positions is:

Chief Accountant	$13,184
Assistant Chief Accountant	$10,877
Total Savings, per month	$24,061
Minimum expected vacancy term	x 4 months
Expected Vacancy Savings, through March 1, 2026	$96,244

In addition, the monthly vacancy savings from the Capital Planning Manager position is $12,557.

These vacancy savings exceed the amount requested for this contract, and therefore, will offset the full cost with no additional budget needed.

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

Award professional accounting services to Plante & Moran, LLC, 3000 Town Center, Suite 100, Southfield, MI 48075, for a total cost of $70,000, with $35,000 being paid from unexpended funds in general fund, GL# 101-191-813-000 and $35,000 being paid from unexpended funds in the Water and Sewer Financial Administration department, GL# 592-558-813-000.

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

N/A

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

$70,000

DETAILED WORK BEING PERFORMED

The contract with PMGAP includes, but is not limited to:
1. Assisting with the preparation of audit workpapers.
2. Implementing and complying with Governmental Accounting Standards 72, 87, 96, and 101.
3. Compiling Schedule of Expenditures of Federal Awards.
4. Preparation of Form F-65 (State of Michigan) and Statement of Cash Flows.
5. Assisting with Long-term debt recordkeeping and journal entries.
6. Other professional services as mutually agreed.

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

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

Due to urgency, requesting emergency approval for professional services.

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Due to urgency, requesting emergency approval for professional services.

ATTACHMENTS

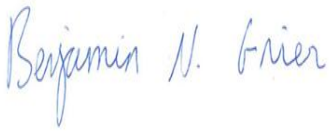
1. City of Livonia PMGAP EL 10.20.25

APPROVED BY



Date: October 28, 2025

Debra Peck Lichtenberg, CPA, Finance Director



Date: October 28, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: October 28, 2025

Carter Fisher, City Attorney



Date: October 29, 2025

Maureen Miller Brosnan, Mayor

NEW DATA RECEIVED FOR THE STUDY MEETING OF NOVEMBER 17, 2025

From: Grier, Benjamin N.
To: Kasprowicz, Sara
Subject: New Data Material
Date: Monday, November 17, 2025 1:35:03 PM
Attachments: City of Livonia PMGAP EL 10.20.25 updated NTE.pdf
Plante Moran GAP Proposal FINAL DISTRIBTION 11 17 2025.pptx
S111725 LTC Accounting and Financial Services BNG Revise 11 17 2025.docx

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Sara:

Here is the material I mentioned this morning. The PowerPoint deck covers everything including the new data. I would like the ability these evening to present from the PowerPoint deck. I have also slightly revised the memo for this item and attached the proposed contract with Plante Moran. Let me know if this is all you need.

Benjamin N. Grier, JD, CPA
Finance Director
City of Livonia | Finance Department
(734) 466-2260
bgrier@livonia.gov

LETTER TO THE LIVONIA CITY COUNCIL

3.

Finance
October 27, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Benjamin N. Grier, JD, CPA, Finance Director

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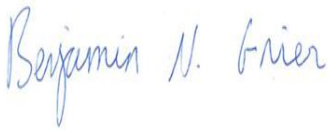
APPROVED BY



Date: October 28, 2025

Debra Peck Lichtenberg, CPA, Finance Director



Date: October 28, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: October 28, 2025

Carter Fisher, City Attorney



Date: October 29, 2025

Maureen Miller Brosnan, Mayor

Plante & Moran, PLLC
P.O. Box 307
3000 Town Center, Suite 100
Southfield, MI 48075
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

October 24, 2025

Mr. Benjamin Grier
City of Livonia
33000 Civic Center
Livonia, MI 48154

Dear Benjamin:

Thank you for your selection of Plante & Moran, PLLC ("PM") to assist you. This letter and the accompanying Professional Services Agreement, which is hereby incorporated as part of this engagement letter, confirms our understanding of the nature, limitations, and terms of the services PM will provide to City of Livonia ("Client").

Scope of Services

As Plante Moran is the City of Livonia's auditor, the Plante Moran Government Accounting Professionals ("PMGAP") service team has some limitations on what they are allowed to do under the independence standards of our profession; however, we can provide support to your accounting team provided we do not make any management decisions and that someone at the City of Livonia is willing and capable to oversee and take responsibility for our work.

Based on our previous conversations, the following departments and activities are among those for which you may request we provide assistance.

- Long-term debt – Update long-term debt roll-forward and other schedules using general ledger detail and existing debt amortization schedules. Update bond covenant schedules using general ledger and amortization schedule information. Propose journal entries necessary to update the general ledger to support including unspent bond proceeds and the capital project fund.
- Investments- Assist in compiling GASB 72 disclosures for the Retirement Systems, VEBA, and City investments using investment statements and any other necessary reports from the respective banks.
- Propose journal entries necessary to update the general ledger for the following:
    - General liability – Using existing reports and documentation, update IBNR template and prepare related audit workpapers.
    - Workers compensation liability - Using existing reports and documentation, update IBNR template and complete loss and reserve calculations.
    - Compile special assessment and property tax activity from applicable reports and comparing to general ledger to propose journal entries necessary.
    - Update pension financial schedules using pension system statements.

PRAXITY™ Empowering Business Globally

  - Update annual health benefits allocation using insurance invoices and existing fund allocation.
  - Update schedule summarizing accounts receivable balances at year and reviewing applicable reports for collection after year end to determine if any amounts should be recorded for unearned/unavailable revenue.
  - Act 51 expenditures and transfers using necessary reports from the State of MI.

- GASB 87 *Leases* & GASB 96 *SBITA's* – assist in reading the council minutes and scanning the general ledger for any new leases that may fall under GASB 87 and any new SBITA's that may fall under GASB 96 in the fiscal year.

- GASB 101 *Compensated Absences* implementation - provide assistance with implementation of GASB 101 including reading and excerpting the details of collective bargaining agreements, employee personnel manuals, City policies, etc., assist City with any further necessary research, and assist the City in calculating the resulting liability.

- SEFA (Schedule of Expenditures of Federal Awards)- Compile SEFA from extracted grant expenditure general ledger detail. In addition, using general ledger detail and review of cash receipts subsequent to year end, compile a schedule of grant receivables including the source, amount, and date of receipt. Based on date of receipt, label each receipt as revenue or deferred inflow at year end.

- Coaching and training on governmental and grant accounting concepts as needed in analyzing supporting documentation, and assisting with select journal entries, if needed.

- Facilitation of the audit preparation process will include: creation of a detailed plan for preparation to be approved by executive management. Scheduling and leading meetings to assess progress and perform PBC coordination to follow-up with task owners outside of formal meetings, as appropriate, to ensure progress is continuing to be made. Any identified delays or concerns with progress will be escalated to executive management.

- Form F-65 and financial statement cash flow preparation

- Preparation of additional audit workpapers may be requested by City management. Any agreed upon additional work not specified above will be included in an addendum to this engagement letter.

During the course of our work, it is likely that we will identify journal entries the City of Livonia should consider. Any recommendations for adjusting entries will be summarized in writing and presented to City of Livonia Management for their evaluation. Management agrees to accept responsibility for reviewing, approving, and posting any adjusting entries proposed by Plante Moran. Management will provide Plante Moran with written documentation affirming their review and approval.

It should be noted that at no time during this engagement we will not be responsible for making investment decisions, signing checks, making bank transfers, initiating ACH or wire transfers, or handling cash in any way. We will not be responsible for processing payroll, remitting payroll taxes, or filing payroll tax forms. These responsibilities remain with the Client or other external parties.

We expect our work will be performed both remotely and in person. Remote meetings and presentations will be conducted using Microsoft Teams or another video conferencing platform. For procedures that are necessary to be performed onsite, we will work with you to schedule that work based on and subject to applicable legal requirements and/or guidance regarding worksite safety conditions. While working remotely, we will rely on the City of Livonia to provide any electronic documents we require, and remote access to the general ledger and other electronic systems.

Remote access to the General Ledger and other systems is a key component of our service model. The time required to gain access can vary greatly between clients, but the primary driver of that time is the cooperation of your technology staff or vendor. Time incurred by our staff will be billed to City of Livonia at the same hourly rates listed below.

Fees and Payment Terms

The fee for our services, subject to the terms and conditions of the accompanying Professional Services Agreement, will be based on the actual time that staff expend and will be billed at the following discounted hourly rates:

Accounting Consultant	$165
Senior Accounting Consultant	$185
Manager	$250
Partner	$390

The majority of our work will be performed by either a Consultant or Senior Consultant. We strive to be as efficient as possible and delegate work to the most cost-effective member of our team.

We agree not to exceed a fee of $70,000 without expressed written consent from City management. In the event client management would request up to two additional months of assistance due to ongoing position vacancies, the not to exceed can be increased by $24,000 up to $94,000 with written consent.

The rates listed above will increase by CPI on July 1, 2026 and annually thereafter should you continue to utilize this service. We reserve the right to make additional changes to our hourly rates given prevailing market conditions; however, you will be notified before incurring time at the new adjusted rate.

Any other projects or consulting services in addition to the ones noted above may be requested by Client management. Fees for those additional services will be negotiated and included in a separate engagement letter.

As you probably realize, our primary cost is salaries that are paid currently. Accordingly, our invoices, which will be rendered as services are provided are due when received. In the event an invoice is not paid timely, a late charge in the amount of 1.25 percent per month will be added, beginning 30 days after the date of the invoice.

For your convenience, payments can be made via domestic wire or ACH to the following account:

Domestic Wire
Bank of America
100 West 33rd Street
New York, NY 10001

Account No.	9890996003
Routing/ABA No.	026009593
Account Name:	Plante & Moran, PLLC
Account Address:	3000 Town Center Suite 100 Southfield, MI 48075

ACH
Bank of America
1401 Elm Street 2nd Floor
Dallas TX 75202

Account No.	9890996003
Routing/ABA No.	071000039
Account Name:	Plante & Moran, PLLC
Account Address	3000 Town Center Suite 100 Southfield, MI 48075

If you are in agreement with our understanding of this engagement, as set forth in this engagement letter and the accompanying Professional Services Agreement, please sign the enclosed copy of this letter and return it to us with the accompanying Professional Services Agreement.

Thank you for the opportunity to serve you.

Very truly yours,

Plante & Moran, PLLC

Kari L. Shea, CPA
Partner

Agreed and Accepted

We accept this engagement letter and the accompanying Professional Services Agreement (collectively "Agreement"), which set forth the entire agreement between City of Livonia and Plante & Moran, PLLC with respect to the services specified in the Scope of Services section of this engagement letter.

City of Livonia

Benjamin Grier _____ Date _____

Title _____

Professional Services Agreement – Temporary Finance Assistance

Addendum to Plante & Moran, PLLC Engagement Letter

The terms of this Professional Services Agreement are incorporated into the accompanying engagement letter, (collectively, the Professional Services Agreement and the accompanying engagement letter are referred to herein as "Agreement") for temporary finance assistance services dated October 24, 2025 between Plante & Moran, PLLC (referred to herein and in such letter as "PM") and City of Livonia (referred to as "Client"). Any work performed in connection with the engagement before the date of this letter will also be governed by the terms and conditions of this Agreement.

1. **Management Responsibilities** – The temporary finance services PM will provide are advisory in nature. While providing these services, PM will have no authority or responsibility for any management decisions or management functions. Further, Client acknowledges that Client is solely responsible for all such management decisions and management functions. Client will also be responsible for evaluating the adequacy and results of the services PM will provide and accepting responsibility for the results of those services. Client has designated Benjamin Grier to oversee the services PM will provide.

   Client is responsible for the design, implementation, and maintenance of internal controls, including monitoring ongoing activities in connection with our engagement.

   PM accepts no responsibility as a responsible party for the payment of taxes of any nature, including, but not limited to income, withholding, sales, excess of other taxes assessed at the Federal, State or local levels that may be owed or otherwise arise.

   Client represents and warrants that any and all information that it transmits, or otherwise makes available, to PM will be done so in full compliance with all applicable federal, state, local, and foreign privacy and data protection laws, as well as all other applicable regulations and directives, as may be amended from time to time (collectively, "Data Privacy Laws"). Client shall not disclose personal data of data subjects ("Personal Data") who are entitled to certain rights and protections afforded by Data Privacy Laws to PM without prior notification to PM. Client shall make reasonable efforts to limit the disclosure of Personal Data to PM to the minimum necessary to accomplish the intended purpose of the disclosure to PM.

2. **Review and Supervision** – Client understands and acknowledges that all PM staff assigned to this project are working solely at Client's direction and agree that all work performed will be subject to the same supervision, review, and approval practices that Client undertakes with its own staff. It is understood that, in accordance with the terms of this Agreement, the work of PM staff assigned to this project will not be reviewed by any other person at PM. Client is solely responsible for supervision, review and approval of the work performed, including review and approval of any journal entries prepared by PM staff prior to posting.

3. **Nature and Limitations of Services** – PM's project activities will be based on information and records provided by Client. PM will rely on such underlying information and records and PM's project activities will not include audit or verification of the information and records provided to PM in connection with PM's project activities.

   The project activities PM will perform will not constitute an examination or audit of any Client financial statements or any other items, including Client's internal controls. If Client requires financial statements or other financial information for third-party use, or if Client requires tax preparation or consulting services, a separate engagement letter will be required. Accordingly, Client agrees not to associate or make reference to PM in connection with any financial statements or other financial information of Client. In addition, PM's engagement is not designed and cannot be relied upon to disclose errors, fraud or illegal acts that may exist. However, PM will inform Client of any such matters that come to PM's attention.

   In performing services under this agreement, PM will not provide any advice with respect to municipal financial products or the issuance of municipal securities, nor will it act as a municipal advisor as defined by 15 U.S.C. § 78o-4. To the extent Client requires services from a municipal advisor in connection with this engagement, Client represents that it will engage and rely on the advice of an independent registered municipal advisor. Client affirms its understanding that PM is not a registered municipal advisor and that it therefore is not subject to the fiduciary duties imposed on such advisors under federal law.

4. **Project Deliverables** – At the conclusion of PM's project activities and periodically as the project progresses, PM will review the results of the project work with Client and provide Client with any observations related to PM's services that PM believes warrant Client's attention. PM also will provide Client with copies of analyses, tax filings, or other materials that PM may develop in the course of this engagement upon Client's request. PM will not issue a written report as a result of this engagement and Client agrees that the nature and extent of the work product that PM will provide, as outlined in this Agreement, are sufficient for Client's purposes.

plante moran

5. **Confidentiality, Ownership, and Retention of Workpapers** – During the course of this engagement, PM and PM staff may have access to Client's confidential, proprietary information, including, but not limited to, information regarding general ledger balances, financial transactions, trade secrets, business methods, plans, or projects. PM acknowledges that such information, regardless of its form, is confidential and proprietary to Client. PM will comply with all applicable ethical standards, laws, and regulations as to the retention, protection, use and distribution of such confidential client information. Except to the extent set forth herein, PM will not disclose such information to any third party without the prior written consent of Client.

   In the interest of facilitating PM's services to Client, PM may communicate or exchange data by internet, e-mail, facsimile transmission, or other electronic methods. While PM will use its best efforts to keep such communications and transmissions secure in accordance with PM's obligations under applicable laws and professional standards, Client recognizes and accepts that PM has no control over the unauthorized interception of these communications or transmissions once they have been sent, and consents to PM's use of these electronic devices during this engagement.

   Because the work performed under this Agreement is subject solely to Client's review and supervision, we do not expect that we will need to retain detailed workpapers supporting our work. Workpapers and documentation created will be provided to the Client to maintain as part of Client's accounting records. If, however, we conclude to retain copies of such workpapers or documentation, such workpapers retained in the course of this engagement are and shall remain the property of PM. PM will maintain the confidentiality of all such workpapers as long as they remain in PM's possession.

   Both Client and PM acknowledge, however, that PM may be required to make its workpapers available to regulatory authorities or by court order or subpoena in a legal, administrative, arbitration, or similar proceeding in which PM is not a party. Disclosure of confidential information in accordance with requirements of regulatory authorities or pursuant to court order or subpoena shall not constitute a breach of the provisions of this Agreement. In the event that a request for any confidential information or workpapers covered by this Agreement is made by regulatory authorities or pursuant to a court order or subpoena, PM agrees to inform Client in a timely manner of such request and to cooperate with Client should Client attempt, at Client's cost, to limit such access. This provision will survive the termination of this Agreement. PM's efforts in complying with such requests will be deemed billable to Client as a separate engagement. PM shall be entitled to compensation for its time and reasonable reimbursement of its expenses (including legal fees) in complying with the request.

   PM reserves the right to destroy, and it is understood that PM will destroy, workpapers created in the course of this engagement in accordance with PM's record retention and destruction policies, which are designed to meet all relevant regulatory requirements for retention of workpapers. PM has no obligation to maintain workpapers other than for its own purposes or to meet those regulatory requirements.

6. **Data Access Management and Consent** – PM has operations both in and outside the United States and may, from time to time and at its reasonable discretion, use third-party service providers both in and outside the United States in support of its operations and the services for Client (individually and collectively "Third-Party Provider(s)"). Third-Party Providers may include, for example and without limitation, PM's international affiliates that support PM's domestic operations, cloud service providers that support PM's infrastructure in general, or independent contractors that serve to supplement a particular engagement team's services for specific engagements. In such circumstances, PM will be solely responsible for the provision of any services by such Third-Party Providers and, where such Third-Party Providers' services involve the accessing or processing of Client data, PM will require Third-Party Providers to maintain the confidentiality of any such data and not use such data for any purpose unrelated to assisting with PM's services for Client. In turn, Client, by its duly authorized signature on the accompanying engagement letter, consents to PM disclosing or otherwise allowing access to Client's data to such Third-Party Providers for such purposes. Client further acknowledges that, from time to time, PM representatives may have occasion to access Client data from outside the United States, for example and without limitation, when such PM representative(s) reside in or travel to another country. In such instances, PM agrees to use data access and storage protocols designed to reasonably safeguard data and Client consents to PM accessing Client data from outside of the United States under such circumstances.

7. **Recording of Meeting or Other Conversation –** Prior to making any audio or video recording of a meeting or other conversation with PM representatives through any means or medium, Client agrees to obtain the expressed consent of the PM representatives participating in such meeting or conversation, except that consent is not required where (a) the audio or video recording is required by law applicable to Client, or (b) for any publicly held or available meeting or conversation that is telecast and/or recorded for access by the general public as a matter of ordinary course, or (c) for meetings whose content, materials, minutes, etc., is subject to disclosure under freedom of information or public records laws to applicable Client. In the event consent is granted, Client agrees that any such recordings shall (i) be made available to PM upon PM's request; (ii) not be edited in any way; and (iii) be used exclusively for the purposes of fulfilling the objectives of this engagement and not for any other purposes whatsoever, including but not limited to marketing, public display, or transfer to third parties. With respect to all

audio or video recordings (whether consent is required or not or whether consent granted or not), Client acknowledges that (A) the professional services provided pursuant to this engagement may involve a series of discussions and other exchanges of information and that reliance on a recording of one or more meetings or conversations with PM representatives can create a risk that the contents of any such meeting or conversation are taken out of context, and (B) recording conversations with PM representatives can create risks of Client confidential or sensitive information becoming exposed to an uncontrolled environment and Client assumes the risks associated with Client's election to record and retain the recording of any meeting or other conversation. Neither consent to any recording, nor participation in any recorded meeting or conversation (whether consent is required or not), constitutes a license or other authorization to use any participant's name, image, likeness, voice, or similar personal attribute or quality (collectively, "Personal Attributes") for any purpose, and each PM participant retains all right, title, and interest in his or her Personal Attributes.

8. **Fee Quotes** – In any circumstance where PM has provided estimated fees, fixed fees, or not-to-exceed fees ("Fee Quotes"), these Fee Quotes are based on responsibilities under the scope of services. PM's services frequently depend upon the availability and cooperation of those Client personnel relevant to PM's project activities and providing needed information to PM in a timely and orderly manner. In the event that undisclosed or unforeseeable facts regarding these matters causes the actual work required for this engagement to vary from PM's estimates, the estimated fees will be adjusted for the additional time PM incurs as a result.

   In any circumstance where PM's work is rescheduled due to Client's failure to provide information or assistance necessary for the engagement, PM offers no guarantee, express or implied, that PM will be able to meet any previously established deadline related to the completion of the work. Because rescheduling work imposes additional costs on PM, in any circumstance where PM has provided estimated fees, those estimated fees may be adjusted for additional time PM incurs as a result of rescheduling its work.

   PM will use best efforts to advise Client in the event any circumstances occur which would require PM's work to be rescheduled. However, it is acknowledged that the exact impact on the Fee Quotes may not be determinable until the conclusion of the engagement. Such fee adjustments will be determined in accordance with the Fee Adjustments provision of this Agreement.

9. **Payment Terms** – PM invoices for professional services are due upon receipt unless otherwise specified in this engagement letter. In the event any of PM's invoices are not paid in accordance with the terms of this Agreement, PM may elect, at PM's sole discretion, to suspend work until PM receives payment in full for all amounts due or terminate this engagement. In the event that work is suspended, for nonpayment or other reasons, and subsequently resumed, PM offers no guarantee, express or implied, that PM will be able to meet any previously established deadlines related to the completion of PM's services upon resumption of PM's work, whether imposed by agreement or by law. Client agrees that in the event that work is suspended, for non-payment or other reasons, PM shall not be liable for any damages that occur as a result of PM ceasing to render services.

10. **Fee Adjustments** – Any fee adjustments for reasons described in this Agreement will be determined based on the actual time expended by PM staff at PM's current hourly rates, plus all reasonable and necessary travel and out-of-pocket costs incurred and included as an adjustment to PM's invoices related to this engagement. Client acknowledges and agrees that payment for all such fee adjustments will be made in accordance with the payment terms provided in this Agreement.

11. **Beneficial Ownership Reporting** – Beginning January 1, 2024, the Corporate Transparency Act ("CTA") requires certain companies to provide specified information related to beneficial ownership to FinCEN, a bureau of the United States Department of Treasury. Failure to comply with the beneficial ownership reporting requirements established by the CTA may be punishable by civil fines and criminal penalties.

    PM's services shall not consist of the provision of advice regarding the CTA and its beneficial ownership reporting requirements or any similar reporting requirements, or the preparation and/or the submission of beneficial ownership reports. PM recommends that any Client requiring such services should contact Client's legal counsel.

12. **Conditions of PM Visit to Client Facilities** – Client agrees that some or all of PM's services may be provided remotely. In order to facilitate the provision of services remotely, Client agrees to provide documentation and other information reasonably required by PM for PM's performance of the engaged services electronically to the extent possible throughout the course of the engagement. In the event in-person visits to Client's facility(ies) are requested by Client or otherwise determined by PM to be necessary for the performance of the engaged services, Client agrees, upon PM's request, to provide to PM Client's policies and procedures that Client has implemented relating to workplace safety and the prevention of the transmission of disease at its facility(ies). In addition, Client affirms that it is in compliance with applicable Centers for Disease Control and Prevention and OSHA guidance pertaining to the prevention of the transmission of disease (collectively, "Applicable Preventative Guidance") and agrees that it shall continue to comply with Applicable Preventative Guidance throughout any in-person visits by PM to Client's facility(ies). Notwithstanding the foregoing, PM reserves the right to suspend or refrain from any in-

person visit by PM to Client's facility(ies) or impose further conditions on any such in-person visit if and as PM deems necessary. Client agrees and acknowledges that any determination by PM to visit Client's facility(ies) is not and shall not be construed to be or relied on by Client as a determination by PM of Client's compliance with Applicable Preventative Guidance.

13. **Exclusion of Certain Damages** – Except to the extent finally determined to have resulted from PM's gross negligence or willful misconduct, Client agrees to limit the liability of PM or any of PM's officers, directors, partners, members, managers, employees, affiliated, parent or subsidiary entities, and approved third party service providers (collectively, "PM Persons") for any and all claims, losses, costs, and damages of any nature which arise from the PM Persons' provision of services so that the total aggregate liability of PM and/or the PM Persons to Client shall not exceed the total fees paid by Client to PM for the specific services provided in connection with this Agreement. Client and PM agree that these limitations on PM's maximum liability are reasonable in view of, among other things, the scope of the services PM is to provide, Client's responsibility for the management functions associated with PM's consulting services, and the fees PM is to receive under this engagement. In no event shall PM be liable for any claim, whether a claim be in tort, contract, or otherwise, for any consequential, indirect, lost profit, punitive, exemplary, or other special damages. PM and Client agree that these limitations apply to any and all liabilities or causes of action against PM, however alleged or arising, unless to the extent otherwise prohibited by law. This provision shall survive the termination of this engagement.

    In the event this Agreement expressly identifies multiple phases of services, the total aggregate liability of PM to Client shall be limited to no more than the total amount of fees paid by Client for the particular phase of services alleged to have given rise to any such liability.

14. **Receipt of Legal Process** – In the event PM is required to respond to a subpoena, court order, or other legal process (in a matter involving Client but not PM) for the production of documents and/or testimony relative to information PM obtained and/or prepared during the course of this engagement, Client agrees to compensate PM for the affected PM staff's time at such staff's current hourly rates, and to reimburse PM for all of PM's out-of-pocket costs incurred associated with PM's response unless otherwise reimbursed by a third party.

15. **Termination of Engagement** – This engagement may be terminated by either party upon written notice. Upon notification of termination of this engagement, PM will cease providing services under the engagement. Client shall compensate PM for all time expended and reimburse PM for all out-of-pocket expenditures incurred by PM through the date of termination of this engagement.

16. **Entire Agreement** – This Agreement is contractual in nature and includes all of the relevant terms that will govern the engagement for which it has been prepared. The terms of this Agreement supersede any prior oral or written representations or commitments by or between the parties regarding the subject matter hereof. Any material changes or additions to the terms set forth in this Agreement will only become effective if evidenced by a written amendment to this Agreement, signed by all of the parties.

17. **Severability** – If any provision of this Agreement (in whole or part) is held to be invalid or otherwise unenforceable, the other provisions shall remain in full force and effect.

18. **Defense, Indemnification, and Hold Harmless** – As a condition of PM's willingness to perform the services provided for in the engagement letter, Client agrees to defend, indemnify and hold PM and the PM Persons harmless against any claims by third parties for losses, claims, damages, or liabilities, to which PM or the PM Persons may become subject in connection with or related to the services performed in the engagement, unless a court having jurisdiction shall have determined in a final judgment that such loss, claim, damage, or liability resulted primarily from the willful misconduct or gross negligence of PM, or one of the PM Persons. This defense, indemnity and hold harmless obligation includes the obligation to reimburse PM and/or the PM Persons for any legal or other expenses incurred by PM or the PM Persons, as incurred, in connection with investigating or defending any such losses, claims, damages, or liabilities

19. **Conflicts of Interest** – PM's engagement acceptance procedures include a check as to whether any conflicts of interest exist that would prevent acceptance of this engagement. No such conflicts have been identified. Client understands and acknowledges that PM may be engaged to provide professional services, now or in the future, unrelated to this engagement to parties whose interests may not be consistent with interests of Client.

20. **Force Majeure** – Neither party shall be deemed to be in breach of this Agreement as a result of any delays or nonperformance directly or indirectly resulting from circumstances or causes beyond its reasonable control, including, without limitation, fire or other casualty, acts of God, war, other violence, epidemic, pandemic or other public health emergency or government mandated shut down (each individually a "Force Majeure Event"). A Force Majeure Event shall not excuse any payment obligation relating to fees or costs incurred prior to any such Force Majeure Event.

21. **Electronic Signatures** – The parties intend that any electronic signature shall be given full legal effect as if it were a handwritten signature.

22. **Governing Law** – This Agreement shall be governed by and construed in accordance with the laws of the State of Michigan, and jurisdiction over any action to enforce this Agreement, or any dispute arising from or relating to this Agreement shall reside exclusively within the State of Michigan.

End of Professional Services Agreement –Temporary Finance Assistance Services

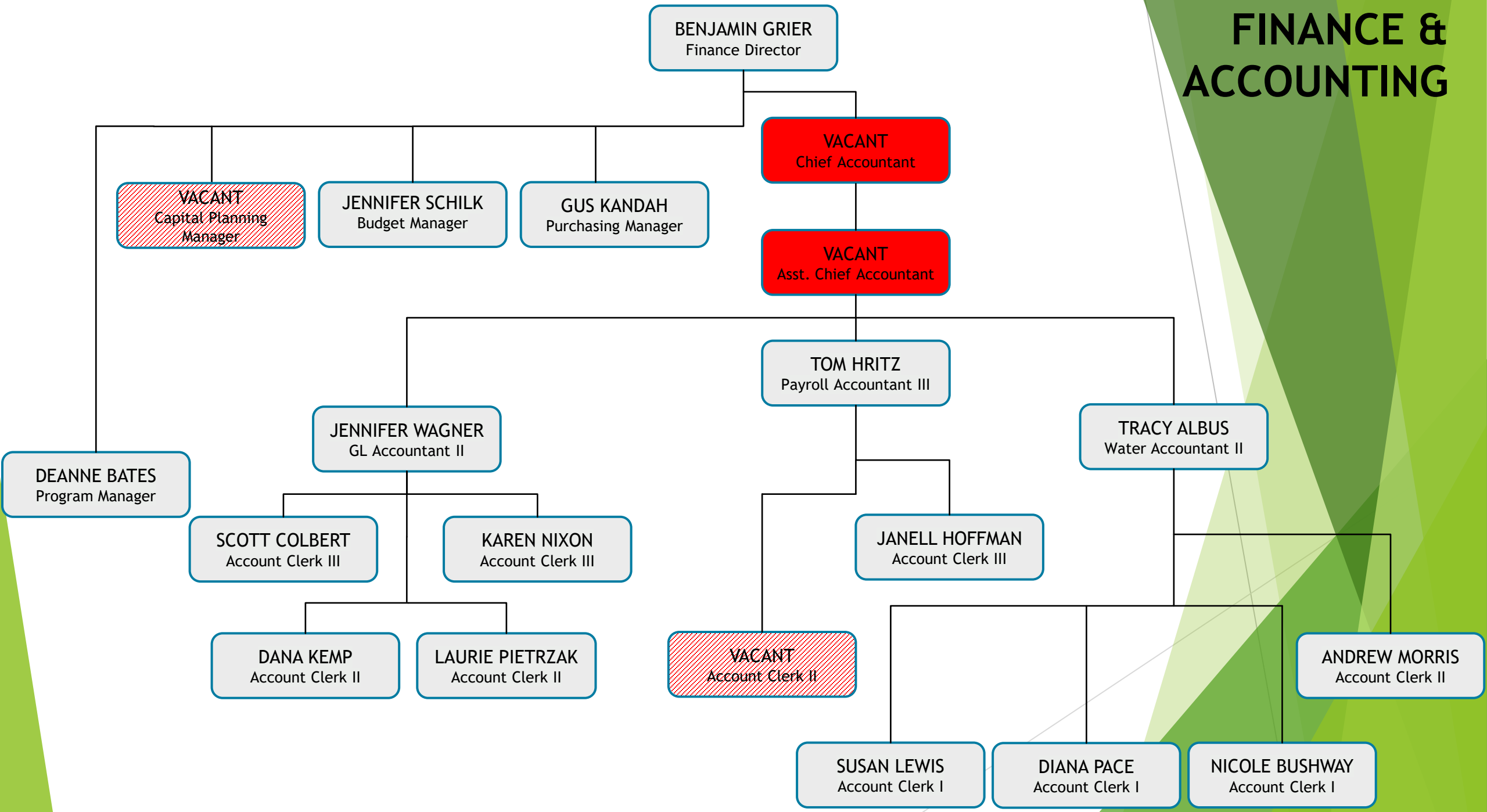
BRIDGING THE GAP:

A STRATEGIC AND FISCALLY RESPONSIBLE PARTNERSHIP WITH PLANTE MORAN GOVENRMENT ACCOUNTING PROFESSIONALS

Addressing Critical Staffing Challenges with Strategic Support

- The Finance Department is facing significant staffing shortages, institutional knowledge loss, unsustainable workloads and staff who are relatively new to their roles . Despite the team's dedication, the current environment is challenging and threatens our ability to maintain the City's high standards.
- Plante Moran Governmental Accounting Professionals (PMGAP) is staffed with experienced CPAs who work with municipalities to support their in-house staffs. Plante Moran has 49 years of institutional knowledge working with Livonia.
- The request is a contract providing for up to $70,000 over the next four months to assist the Finance Department with audit workpapers, GASB standards, grants and other professional services. The contract would include an option to extend for an additional two months at up to $24,000 in incremental cost.
- Engaging PMGAP offers a fiscally responsible, strategic solution that not only fills immediate gaps but strengthens our team for the long term.

FINANCE & ACCOUNTING



Why PMGAP?

- **Services**
  Two experienced PMGAP CPAs will work with the Finance Director and Finance staff to assist with audit-related tasks and perform other duties to ensure timely and accurate financial statements. The engagement has adequate guardrails in order to not jeopardize Plante Moran's independence for the audit.
- **Coaching, Not Just Completion**
  Their approach builds internal capacity by mentoring staff, not just doing the work — expanding our team's knowledge and resilience.
- **Reduces Overtime Costs**
  This year's overtime spending exceeded budget due to the department being understaffed. PMGAP's support will reduce the need for excessive overtime.
- **Cleaner Year-End Financials = Lower Audit Costs**
  With ongoing support, our initial financials will be more complete and accurate and thereby reduce the time and cost of our annual audit.
- **Fills Critical Vacancies at a Crucial Time**
  We currently have three unfilled positions impacting the 2025 audit including two key leadership roles: Chief Accountant and Assistant Chief Accountant. Work during the next four month is crucial to the timely completion of the 2025 audit.
- **The Cost is Offset by Vacancy Savings**
  The cost of this contract is offset by salary and benefit savings from unfilled positions.

Long-Term Value & Risk Mitigation

Protecting Our Standards and Our Staff

- **Time is Needed to Find the Best Candidates**
  It's important to take the time to identify qualified candidates to build the department for the long-term.
- **Loss of Institutional Knowledge**
  High turnover means many staff are new to their roles and the City — some are training others while still onboarding themselves.
- **Prevents Burnout and Supports Retention**
  The workload has been intense. Temporary support helps protect staff well-being and morale.
- **Preserves Our Reputation for Excellence**
  The City has a strong financial reputation and high bond rating. Continued understaffing makes maintaining the City's history of timely and clean audits more difficult.

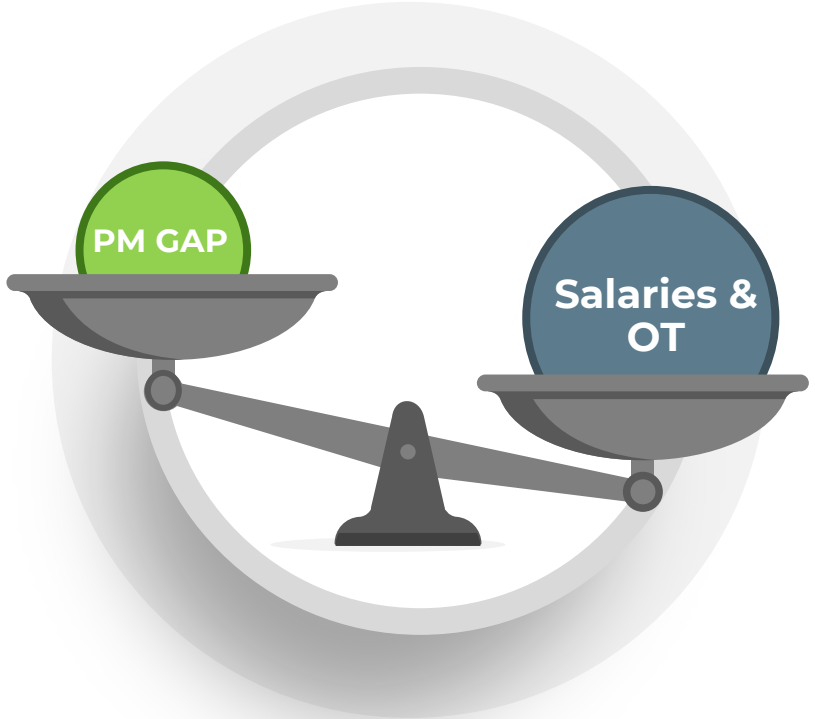
Funding PMGAP Without Additional Burden

A Fiscally Responsible Solution to Address Staffing Gaps and Operational Risk

NO NEW FUNDING REQUIRED!

PMGAP
$70,000

Salaries and Overtime
$112,894



- Chief Accountant and Assistant Chief Accountant positions could remain vacant through March 2026.
- Estimated salaries and benefit savings: $92,463.
- With PMGAP's support, OT demand is expected to return to normal levels.
- Potential OT savings: $20,431 (based on FY25 vs. 5-yr avg.)
- "Apples to apples" comparison as this analysis only considers the two unfilled Accountant positions.

The cost of hiring PMGAP is significantly offset by the savings from two unfilled Accountant positions and additional overtime needs.

LETTER TO THE LIVONIA CITY COUNCIL

3.

Finance
October 27, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Benjamin N. Grier, JD, CPA, Finance Director

AGENDA ITEM

AWARD OF CONTRACT: Finance Department, re: to provide limited Accounting and Financial Services due to department vacancies, in a not-to-exceed amount of $70,000, from budgeted funds.

BACKGROUND DETAILS

The Finance Department has experienced a significant amount of staffing changes due to retirements, promotions, resignations, and other extended vacancies. As of October 17, 2025, the Chief Accountant position became vacant. While the position has been posted, it is anticipated that the position will remain vacant until approximately March 1, 2026, due to the timeline of the Civil Service process requirements. In addition, the Assistant Chief Accountant position continues to be vacant and will likely not be filled until after the Chief Accountant hiring process is completed. The Capital Planning Manager position also remains open at this time.

In order to support the Finance team through this period of transition, additional temporary accounting assistance is needed. The PMGAP group is staffed with highly experienced governmental accounting professionals who work with municipalities to supplement in-house staff resources. In this case, we are seeking limited contract services to assist with accounting assignments while vacancies are being filled and during the training period for externally hired and internally promoted staff. This contract relates to additional services not included in prior agreements.

Funding

The monthly salary and benefit savings from each of these currently vacant positions is:

Chief Accountant	$13,184
Assistant Chief Accountant	$10,877
Total Savings, per month	$24,061
Minimum expected vacancy term	x 4 months
Expected Vacancy Savings, through March 1, 2026	$96,244

In addition, the monthly vacancy savings from the Capital Planning Manager position is $12,557.

These vacancy savings exceed the amount requested for this contract, and therefore, will offset the full cost with no additional budget needed.

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

Award professional accounting services to Plante & Moran, LLC, 3000 Town Center, Suite 100, Southfield, MI 48075, for a total cost of $70,000, with $35,000 being paid from unexpended funds in general fund, GL# 101-191-813-000 and $35,000 being paid from unexpended funds in the Water and Sewer Financial Administration department, GL# 592-558-813-000.

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

N/A

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

$70,000

DETAILED WORK BEING PERFORMED

The contract with PMGAP includes, but is not limited to:

1. Assisting with the preparation of audit workpapers.
2. Implementing and complying with Governmental Accounting Standards 72, 87, 96, and 101.
3. Compiling Schedule of Expenditures of Federal Awards.
4. Preparation of Form F-65 (State of Michigan) and Statement of Cash Flows.
5. Assisting with Long-term debt recordkeeping and journal entries.
6. Other professional services as mutually agreed.

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

$70,000, with $35,000 being paid from unexpended funds in general fund, GL# 101-191-813-000 and $35,000 being paid from unexpended funds in the Water and Sewer Financial Administration department, GL# 592-558-813-000

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

Due to urgency, requesting emergency approval for professional services.

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Due to urgency, requesting emergency approval for professional services.

ATTACHMENTS

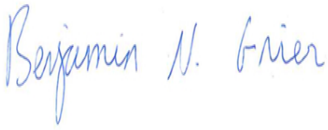
1. City of Livonia PMGAP EL 10.20.25

APPROVED BY



Date: October 28, 2025

Debra Peck Lichtenberg, CPA, Finance Director



Date: October 28, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: October 28, 2025

Carter Fisher, City Attorney



Date: October 29, 2025

Maureen Miller Brosnan, Mayor

Plante & Moran, PLLC
P.O. Box 307
3000 Town Center, Suite 100
Southfield, MI 48075
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

October 24, 2025

Mr. Benjamin Grier
City of Livonia
33000 Civic Center
Livonia, MI 48154

Dear Benjamin:

Thank you for your selection of Plante & Moran, PLLC ("PM") to assist you. This letter and the accompanying Professional Services Agreement, which is hereby incorporated as part of this engagement letter, confirms our understanding of the nature, limitations, and terms of the services PM will provide to City of Livonia ("Client").

Scope of Services

As Plante Moran is the City of Livonia's auditor, the Plante Moran Government Accounting Professionals ("PMGAP") service team has some limitations on what they are allowed to do under the independence standards of our profession; however, we can provide support to your accounting team provided we do not make any management decisions and that someone at the City of Livonia is willing and capable to oversee and take responsibility for our work.

Based on our previous conversations, the following departments and activities are among those for which you may request we provide assistance.

- Long-term debt – Update long-term debt roll-forward and other schedules using general ledger detail and existing debt amortization schedules. Update bond covenant schedules using general ledger and amortization schedule information. Propose journal entries necessary to update the general ledger to support including unspent bond proceeds and the capital project fund.
- Investments- Assist in compiling GASB 72 disclosures for the Retirement Systems, VEBA, and City investments using investment statements and any other necessary reports from the respective banks.
- Propose journal entries necessary to update the general ledger for the following:
    - General liability – Using existing reports and documentation, update IBNR template and prepare related audit workpapers.
    - Workers compensation liability - Using existing reports and documentation, update IBNR template and complete loss and reserve calculations.
    - Compile special assessment and property tax activity from applicable reports and comparing to general ledger to propose journal entries necessary.
    - Update pension financial schedules using pension system statements.

PRAXITY™ Empowering Business Globally

  - Update annual health benefits allocation using insurance invoices and existing fund allocation.
  - Update schedule summarizing accounts receivable balances at year and reviewing applicable reports for collection after year end to determine if any amounts should be recorded for unearned/unavailable revenue.
  - Act 51 expenditures and transfers using necessary reports from the State of MI.

- GASB 87 *Leases* & GASB 96 *SBITA's* – assist in reading the council minutes and scanning the general ledger for any new leases that may fall under GASB 87 and any new SBITA's that may fall under GASB 96 in the fiscal year.

- GASB 101 *Compensated Absences* implementation - provide assistance with implementation of GASB 101 including reading and excerpting the details of collective bargaining agreements, employee personnel manuals, City policies, etc., assist City with any further necessary research, and assist the City in calculating the resulting liability.

- SEFA (Schedule of Expenditures of Federal Awards)- Compile SEFA from extracted grant expenditure general ledger detail. In addition, using general ledger detail and review of cash receipts subsequent to year end, compile a schedule of grant receivables including the source, amount, and date of receipt. Based on date of receipt, label each receipt as revenue or deferred inflow at year end.

- Coaching and training on governmental and grant accounting concepts as needed in analyzing supporting documentation, and assisting with select journal entries, if needed.

- Facilitation of the audit preparation process will include: creation of a detailed plan for preparation to be approved by executive management. Scheduling and leading meetings to assess progress and perform PBC coordination to follow-up with task owners outside of formal meetings, as appropriate, to ensure progress is continuing to be made. Any identified delays or concerns with progress will be escalated to executive management.

- Form F-65 and financial statement cash flow preparation

- Preparation of additional audit workpapers may be requested by City management. Any agreed upon additional work not specified above will be included in an addendum to this engagement letter.

During the course of our work, it is likely that we will identify journal entries the City of Livonia should consider. Any recommendations for adjusting entries will be summarized in writing and presented to City of Livonia Management for their evaluation. Management agrees to accept responsibility for reviewing, approving, and posting any adjusting entries proposed by Plante Moran. Management will provide Plante Moran with written documentation affirming their review and approval.

It should be noted that at no time during this engagement we will not be responsible for making investment decisions, signing checks, making bank transfers, initiating ACH or wire transfers, or handling cash in any way. We will not be responsible for processing payroll, remitting payroll taxes, or filing payroll tax forms. These responsibilities remain with the Client or other external parties.

We expect our work will be performed both remotely and in person. Remote meetings and presentations will be conducted using Microsoft Teams or another video conferencing platform. For procedures that are necessary to be performed onsite, we will work with you to schedule that work based on and subject to applicable legal requirements and/or guidance regarding worksite safety conditions. While working remotely, we will rely on the City of Livonia to provide any electronic documents we require, and remote access to the general ledger and other electronic systems.

Remote access to the General Ledger and other systems is a key component of our service model. The time required to gain access can vary greatly between clients, but the primary driver of that time is the cooperation of your technology staff or vendor. Time incurred by our staff will be billed to City of Livonia at the same hourly rates listed below.

Fees and Payment Terms

The fee for our services, subject to the terms and conditions of the accompanying Professional Services Agreement, will be based on the actual time that staff expend and will be billed at the following discounted hourly rates:

Accounting Consultant	$165
Senior Accounting Consultant	$185
Manager	$250
Partner	$390

The majority of our work will be performed by either a Consultant or Senior Consultant. We strive to be as efficient as possible and delegate work to the most cost-effective member of our team.

We agree not to exceed a fee of $70,000 without expressed written consent from City management.

The rates listed above will increase by CPI on July 1, 2026 and annually thereafter should you continue to utilize this service. We reserve the right to make additional changes to our hourly rates given prevailing market conditions; however, you will be notified before incurring time at the new adjusted rate.

Any other projects or consulting services in addition to the ones noted above may be requested by Client management. Fees for those additional services will be negotiated and included in a separate engagement letter.

As you probably realize, our primary cost is salaries that are paid currently. Accordingly, our invoices, which will be rendered as services are provided are due when received. In the event an invoice is not paid timely, a late charge in the amount of 1.25 percent per month will be added, beginning 30 days after the date of the invoice.

For your convenience, payments can be made via domestic wire or ACH to the following account:

Domestic Wire
Bank of America
100 West 33rd Street
New York, NY 10001

Account No.	9890996003
Routing/ABA No.	026009593
Account Name:	Plante & Moran, PLLC
Account Address:	3000 Town Center Suite 100 Southfield, MI 48075

ACH
Bank of America
1401 Elm Street 2nd Floor
Dallas TX 75202

Account No.	9890996003
Routing/ABA No.	071000039
Account Name:	Plante & Moran, PLLC
Account Address	3000 Town Center Suite 100 Southfield, MI 48075

If you are in agreement with our understanding of this engagement, as set forth in this engagement letter and the accompanying Professional Services Agreement, please sign the enclosed copy of this letter and return it to us with the accompanying Professional Services Agreement.

Thank you for the opportunity to serve you.

Very truly yours,

Plante & Moran, PLLC

Kari L. Shea, CPA
Partner

Agreed and Accepted

We accept this engagement letter and the accompanying Professional Services Agreement (collectively "Agreement"), which set forth the entire agreement between City of Livonia and Plante & Moran, PLLC with respect to the services specified in the Scope of Services section of this engagement letter.

City of Livonia

Benjamin Grier _____ Date _____

Title _____

Professional Services Agreement – Temporary Finance Assistance

Addendum to Plante & Moran, PLLC Engagement Letter

The terms of this Professional Services Agreement are incorporated into the accompanying engagement letter, (collectively, the Professional Services Agreement and the accompanying engagement letter are referred to herein as "Agreement") for temporary finance assistance services dated October 24, 2025 between Plante & Moran, PLLC (referred to herein and in such letter as "PM") and City of Livonia (referred to as "Client"). Any work performed in connection with the engagement before the date of this letter will also be governed by the terms and conditions of this Agreement.

1. **Management Responsibilities** – The temporary finance services PM will provide are advisory in nature. While providing these services, PM will have no authority or responsibility for any management decisions or management functions. Further, Client acknowledges that Client is solely responsible for all such management decisions and management functions. Client will also be responsible for evaluating the adequacy and results of the services PM will provide and accepting responsibility for the results of those services. Client has designated Benjamin Grier to oversee the services PM will provide.

   Client is responsible for the design, implementation, and maintenance of internal controls, including monitoring ongoing activities in connection with our engagement.

   PM accepts no responsibility as a responsible party for the payment of taxes of any nature, including, but not limited to income, withholding, sales, excess of other taxes assessed at the Federal, State or local levels that may be owed or otherwise arise.

   Client represents and warrants that any and all information that it transmits, or otherwise makes available, to PM will be done so in full compliance with all applicable federal, state, local, and foreign privacy and data protection laws, as well as all other applicable regulations and directives, as may be amended from time to time (collectively, "Data Privacy Laws"). Client shall not disclose personal data of data subjects ("Personal Data") who are entitled to certain rights and protections afforded by Data Privacy Laws to PM without prior notification to PM. Client shall make reasonable efforts to limit the disclosure of Personal Data to PM to the minimum necessary to accomplish the intended purpose of the disclosure to PM.

2. **Review and Supervision** – Client understands and acknowledges that all PM staff assigned to this project are working solely at Client's direction and agree that all work performed will be subject to the same supervision, review, and approval practices that Client undertakes with its own staff. It is understood that, in accordance with the terms of this Agreement, the work of PM staff assigned to this project will not be reviewed by any other person at PM. Client is solely responsible for supervision, review and approval of the work performed, including review and approval of any journal entries prepared by PM staff prior to posting.

3. **Nature and Limitations of Services** – PM's project activities will be based on information and records provided by Client. PM will rely on such underlying information and records and PM's project activities will not include audit or verification of the information and records provided to PM in connection with PM's project activities.

   The project activities PM will perform will not constitute an examination or audit of any Client financial statements or any other items, including Client's internal controls. If Client requires financial statements or other financial information for third-party use, or if Client requires tax preparation or consulting services, a separate engagement letter will be required. Accordingly, Client agrees not to associate or make reference to PM in connection with any financial statements or other financial information of Client. In addition, PM's engagement is not designed and cannot be relied upon to disclose errors, fraud or illegal acts that may exist. However, PM will inform Client of any such matters that come to PM's attention.

   In performing services under this agreement, PM will not provide any advice with respect to municipal financial products or the issuance of municipal securities, nor will it act as a municipal advisor as defined by 15 U.S.C. § 78o-4. To the extent Client requires services from a municipal advisor in connection with this engagement, Client represents that it will engage and rely on the advice of an independent registered municipal advisor. Client affirms its understanding that PM is not a registered municipal advisor and that it therefore is not subject to the fiduciary duties imposed on such advisors under federal law.

4. **Project Deliverables** – At the conclusion of PM's project activities and periodically as the project progresses, PM will review the results of the project work with Client and provide Client with any observations related to PM's services that PM believes warrant Client's attention. PM also will provide Client with copies of analyses, tax filings, or other materials that PM may develop in the course of this engagement upon Client's request. PM will not issue a written report as a result of this engagement and Client agrees that the nature and extent of the work product that PM will provide, as outlined in this Agreement, are sufficient for Client's purposes.

plante moran

5. **Confidentiality, Ownership, and Retention of Workpapers** – During the course of this engagement, PM and PM staff may have access to Client's confidential, proprietary information, including, but not limited to, information regarding general ledger balances, financial transactions, trade secrets, business methods, plans, or projects. PM acknowledges that such information, regardless of its form, is confidential and proprietary to Client. PM will comply with all applicable ethical standards, laws, and regulations as to the retention, protection, use and distribution of such confidential client information. Except to the extent set forth herein, PM will not disclose such information to any third party without the prior written consent of Client.

   In the interest of facilitating PM's services to Client, PM may communicate or exchange data by internet, e-mail, facsimile transmission, or other electronic methods. While PM will use its best efforts to keep such communications and transmissions secure in accordance with PM's obligations under applicable laws and professional standards, Client recognizes and accepts that PM has no control over the unauthorized interception of these communications or transmissions once they have been sent, and consents to PM's use of these electronic devices during this engagement.

   Because the work performed under this Agreement is subject solely to Client's review and supervision, we do not expect that we will need to retain detailed workpapers supporting our work. Workpapers and documentation created will be provided to the Client to maintain as part of Client's accounting records. If, however, we conclude to retain copies of such workpapers or documentation, such workpapers retained in the course of this engagement are and shall remain the property of PM. PM will maintain the confidentiality of all such workpapers as long as they remain in PM's possession.

   Both Client and PM acknowledge, however, that PM may be required to make its workpapers available to regulatory authorities or by court order or subpoena in a legal, administrative, arbitration, or similar proceeding in which PM is not a party. Disclosure of confidential information in accordance with requirements of regulatory authorities or pursuant to court order or subpoena shall not constitute a breach of the provisions of this Agreement. In the event that a request for any confidential information or workpapers covered by this Agreement is made by regulatory authorities or pursuant to a court order or subpoena, PM agrees to inform Client in a timely manner of such request and to cooperate with Client should Client attempt, at Client's cost, to limit such access. This provision will survive the termination of this Agreement. PM's efforts in complying with such requests will be deemed billable to Client as a separate engagement. PM shall be entitled to compensation for its time and reasonable reimbursement of its expenses (including legal fees) in complying with the request.

   PM reserves the right to destroy, and it is understood that PM will destroy, workpapers created in the course of this engagement in accordance with PM's record retention and destruction policies, which are designed to meet all relevant regulatory requirements for retention of workpapers. PM has no obligation to maintain workpapers other than for its own purposes or to meet those regulatory requirements.

6. **Data Access Management and Consent** – PM has operations both in and outside the United States and may, from time to time and at its reasonable discretion, use third-party service providers both in and outside the United States in support of its operations and the services for Client (individually and collectively "Third-Party Provider(s)"). Third-Party Providers may include, for example and without limitation, PM's international affiliates that support PM's domestic operations, cloud service providers that support PM's infrastructure in general, or independent contractors that serve to supplement a particular engagement team's services for specific engagements. In such circumstances, PM will be solely responsible for the provision of any services by such Third-Party Providers and, where such Third-Party Providers' services involve the accessing or processing of Client data, PM will require Third-Party Providers to maintain the confidentiality of any such data and not use such data for any purpose unrelated to assisting with PM's services for Client. In turn, Client, by its duly authorized signature on the accompanying engagement letter, consents to PM disclosing or otherwise allowing access to Client's data to such Third-Party Providers for such purposes. Client further acknowledges that, from time to time, PM representatives may have occasion to access Client data from outside the United States, for example and without limitation, when such PM representative(s) reside in or travel to another country. In such instances, PM agrees to use data access and storage protocols designed to reasonably safeguard data and Client consents to PM accessing Client data from outside of the United States under such circumstances.

7. **Recording of Meeting or Other Conversation –** Prior to making any audio or video recording of a meeting or other conversation with PM representatives through any means or medium, Client agrees to obtain the expressed consent of the PM representatives participating in such meeting or conversation, except that consent is not required where (a) the audio or video recording is required by law applicable to Client, or (b) for any publicly held or available meeting or conversation that is telecast and/or recorded for access by the general public as a matter of ordinary course, or (c) for meetings whose content, materials, minutes, etc., is subject to disclosure under freedom of information or public records laws to applicable Client. In the event consent is granted, Client agrees that any such recordings shall (i) be made available to PM upon PM's request; (ii) not be edited in any way; and (iii) be used exclusively for the purposes of fulfilling the objectives of this engagement and not for any other purposes whatsoever, including but not limited to marketing, public display, or transfer to third parties. With respect to all

audio or video recordings (whether consent is required or not or whether consent granted or not), Client acknowledges that (A) the professional services provided pursuant to this engagement may involve a series of discussions and other exchanges of information and that reliance on a recording of one or more meetings or conversations with PM representatives can create a risk that the contents of any such meeting or conversation are taken out of context, and (B) recording conversations with PM representatives can create risks of Client confidential or sensitive information becoming exposed to an uncontrolled environment and Client assumes the risks associated with Client's election to record and retain the recording of any meeting or other conversation. Neither consent to any recording, nor participation in any recorded meeting or conversation (whether consent is required or not), constitutes a license or other authorization to use any participant's name, image, likeness, voice, or similar personal attribute or quality (collectively, "Personal Attributes") for any purpose, and each PM participant retains all right, title, and interest in his or her Personal Attributes.

8. **Fee Quotes** – In any circumstance where PM has provided estimated fees, fixed fees, or not-to-exceed fees ("Fee Quotes"), these Fee Quotes are based on responsibilities under the scope of services. PM's services frequently depend upon the availability and cooperation of those Client personnel relevant to PM's project activities and providing needed information to PM in a timely and orderly manner. In the event that undisclosed or unforeseeable facts regarding these matters causes the actual work required for this engagement to vary from PM's estimates, the estimated fees will be adjusted for the additional time PM incurs as a result.

   In any circumstance where PM's work is rescheduled due to Client's failure to provide information or assistance necessary for the engagement, PM offers no guarantee, express or implied, that PM will be able to meet any previously established deadline related to the completion of the work. Because rescheduling work imposes additional costs on PM, in any circumstance where PM has provided estimated fees, those estimated fees may be adjusted for additional time PM incurs as a result of rescheduling its work.

   PM will use best efforts to advise Client in the event any circumstances occur which would require PM's work to be rescheduled. However, it is acknowledged that the exact impact on the Fee Quotes may not be determinable until the conclusion of the engagement. Such fee adjustments will be determined in accordance with the Fee Adjustments provision of this Agreement.

9. **Payment Terms** – PM invoices for professional services are due upon receipt unless otherwise specified in this engagement letter. In the event any of PM's invoices are not paid in accordance with the terms of this Agreement, PM may elect, at PM's sole discretion, to suspend work until PM receives payment in full for all amounts due or terminate this engagement. In the event that work is suspended, for nonpayment or other reasons, and subsequently resumed, PM offers no guarantee, express or implied, that PM will be able to meet any previously established deadlines related to the completion of PM's services upon resumption of PM's work, whether imposed by agreement or by law. Client agrees that in the event that work is suspended, for non-payment or other reasons, PM shall not be liable for any damages that occur as a result of PM ceasing to render services.

10. **Fee Adjustments** – Any fee adjustments for reasons described in this Agreement will be determined based on the actual time expended by PM staff at PM's current hourly rates, plus all reasonable and necessary travel and out-of-pocket costs incurred and included as an adjustment to PM's invoices related to this engagement. Client acknowledges and agrees that payment for all such fee adjustments will be made in accordance with the payment terms provided in this Agreement.

11. **Beneficial Ownership Reporting** – Beginning January 1, 2024, the Corporate Transparency Act ("CTA") requires certain companies to provide specified information related to beneficial ownership to FinCEN, a bureau of the United States Department of Treasury. Failure to comply with the beneficial ownership reporting requirements established by the CTA may be punishable by civil fines and criminal penalties.

    PM's services shall not consist of the provision of advice regarding the CTA and its beneficial ownership reporting requirements or any similar reporting requirements, or the preparation and/or the submission of beneficial ownership reports. PM recommends that any Client requiring such services should contact Client's legal counsel.

12. **Conditions of PM Visit to Client Facilities** – Client agrees that some or all of PM's services may be provided remotely. In order to facilitate the provision of services remotely, Client agrees to provide documentation and other information reasonably required by PM for PM's performance of the engaged services electronically to the extent possible throughout the course of the engagement. In the event in-person visits to Client's facility(ies) are requested by Client or otherwise determined by PM to be necessary for the performance of the engaged services, Client agrees, upon PM's request, to provide to PM Client's policies and procedures that Client has implemented relating to workplace safety and the prevention of the transmission of disease at its facility(ies). In addition, Client affirms that it is in compliance with applicable Centers for Disease Control and Prevention and OSHA guidance pertaining to the prevention of the transmission of disease (collectively, "Applicable Preventative Guidance") and agrees that it shall continue to comply with Applicable Preventative Guidance throughout any in-person visits by PM to Client's facility(ies). Notwithstanding the foregoing, PM reserves the right to suspend or refrain from any in-

person visit by PM to Client's facility(ies) or impose further conditions on any such in-person visit if and as PM deems necessary. Client agrees and acknowledges that any determination by PM to visit Client's facility(ies) is not and shall not be construed to be or relied on by Client as a determination by PM of Client's compliance with Applicable Preventative Guidance.

13. **Exclusion of Certain Damages** – Except to the extent finally determined to have resulted from PM's gross negligence or willful misconduct, Client agrees to limit the liability of PM or any of PM's officers, directors, partners, members, managers, employees, affiliated, parent or subsidiary entities, and approved third party service providers (collectively, "PM Persons") for any and all claims, losses, costs, and damages of any nature which arise from the PM Persons' provision of services so that the total aggregate liability of PM and/or the PM Persons to Client shall not exceed the total fees paid by Client to PM for the specific services provided in connection with this Agreement. Client and PM agree that these limitations on PM's maximum liability are reasonable in view of, among other things, the scope of the services PM is to provide, Client's responsibility for the management functions associated with PM's consulting services, and the fees PM is to receive under this engagement. In no event shall PM be liable for any claim, whether a claim be in tort, contract, or otherwise, for any consequential, indirect, lost profit, punitive, exemplary, or other special damages. PM and Client agree that these limitations apply to any and all liabilities or causes of action against PM, however alleged or arising, unless to the extent otherwise prohibited by law. This provision shall survive the termination of this engagement.

    In the event this Agreement expressly identifies multiple phases of services, the total aggregate liability of PM to Client shall be limited to no more than the total amount of fees paid by Client for the particular phase of services alleged to have given rise to any such liability.

14. **Receipt of Legal Process** – In the event PM is required to respond to a subpoena, court order, or other legal process (in a matter involving Client but not PM) for the production of documents and/or testimony relative to information PM obtained and/or prepared during the course of this engagement, Client agrees to compensate PM for the affected PM staff's time at such staff's current hourly rates, and to reimburse PM for all of PM's out-of-pocket costs incurred associated with PM's response unless otherwise reimbursed by a third party.

15. **Termination of Engagement** – This engagement may be terminated by either party upon written notice. Upon notification of termination of this engagement, PM will cease providing services under the engagement. Client shall compensate PM for all time expended and reimburse PM for all out-of-pocket expenditures incurred by PM through the date of termination of this engagement.

16. **Entire Agreement** – This Agreement is contractual in nature and includes all of the relevant terms that will govern the engagement for which it has been prepared. The terms of this Agreement supersede any prior oral or written representations or commitments by or between the parties regarding the subject matter hereof. Any material changes or additions to the terms set forth in this Agreement will only become effective if evidenced by a written amendment to this Agreement, signed by all of the parties.

17. **Severability** – If any provision of this Agreement (in whole or part) is held to be invalid or otherwise unenforceable, the other provisions shall remain in full force and effect.

18. **Defense, Indemnification, and Hold Harmless** – As a condition of PM's willingness to perform the services provided for in the engagement letter, Client agrees to defend, indemnify and hold PM and the PM Persons harmless against any claims by third parties for losses, claims, damages, or liabilities, to which PM or the PM Persons may become subject in connection with or related to the services performed in the engagement, unless a court having jurisdiction shall have determined in a final judgment that such loss, claim, damage, or liability resulted primarily from the willful misconduct or gross negligence of PM, or one of the PM Persons. This defense, indemnity and hold harmless obligation includes the obligation to reimburse PM and/or the PM Persons for any legal or other expenses incurred by PM or the PM Persons, as incurred, in connection with investigating or defending any such losses, claims, damages, or liabilities

19. **Conflicts of Interest** – PM's engagement acceptance procedures include a check as to whether any conflicts of interest exist that would prevent acceptance of this engagement. No such conflicts have been identified. Client understands and acknowledges that PM may be engaged to provide professional services, now or in the future, unrelated to this engagement to parties whose interests may not be consistent with interests of Client.

20. **Force Majeure** – Neither party shall be deemed to be in breach of this Agreement as a result of any delays or nonperformance directly or indirectly resulting from circumstances or causes beyond its reasonable control, including, without limitation, fire or other casualty, acts of God, war, other violence, epidemic, pandemic or other public health emergency or government mandated shut down (each individually a "Force Majeure Event"). A Force Majeure Event shall not excuse any payment obligation relating to fees or costs incurred prior to any such Force Majeure Event.

21. **Electronic Signatures** – The parties intend that any electronic signature shall be given full legal effect as if it were a handwritten signature.

22. **Governing Law** – This Agreement shall be governed by and construed in accordance with the laws of the State of Michigan, and jurisdiction over any action to enforce this Agreement, or any dispute arising from or relating to this Agreement shall reside exclusively within the State of Michigan.

End of Professional Services Agreement –Temporary Finance Assistance Services

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

4. REQUEST TO AUTHORIZE ADDITIONAL EXPENDITURE: Finance Department, re: additional accounting services related to the financial audit for the year ended November 30, 2024, from unexpended funds.

   Benjamin Grier, Finance Director, stated the previous year's audit had an unusually large amount of work that wasn't completed in time, leading to the audit team having to pick up the rest, amounting to the requested expenditure post negotiation.

   Motion was made by Vice President Ptashnik to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

4.

Finance
October 27, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Benjamin N. Grier, JD, CPA, Finance Director

AGENDA ITEM

REQUEST TO AUTHORIZE ADDITIONAL EXPENDITURE: Finance Department, re: additional accounting services related to the financial audit for the year ended November 30, 2024, from unexpended funds.

BACKGROUND DETAILS

The annual financial and federal grants compliance audits are performed under a five-year contract with Plante Moran approved by Council on November 13, 2023 (CR#343-23). Each year, in addition to the standard scope of audit procedures and services outlined in this contract, other services may be performed to assist with the implementation of new accounting and auditing standards, recording of complex or unusual transactions, federal grant compliance, and other processes relating to the year-end close. These other services are outside of the scope of the audit contract and, therefore, are billed separately from the audit fees.

While these additional services occur each year, they are generally below the threshold requiring Council approval. However, with the significant amount of staffing changes due to retirements, promotions, resignations, and other extended vacancies within the Finance Department, coupled with a very rigorous new auditing standard (SAS No. 145) related to the documentation and testing of internal controls, the additional charges incurred for these non-audit services was over that threshold this year.

One of the major factors contributing to this is the ongoing vacancy in the Assistant Chief Accountant position since March of 2025, occurring just prior to the audit fieldwork dates. In addition, other newly promoted positions within the department required additional support for this audit period that will likely not recur in future years. The complexity of certain transactions, particularly in the areas of grants and capital assets was also impactful.

We have negotiated the amount of these additional fees and have obtained discounted rates. We feel the agreed upon amount of $45,000 is fair and accurate reflection of the additional services received related to the fiscal year ended November 30, 2024.

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

Approve payment for professional accounting services related to the financial audit for the year ended November 30, 2024 to Plante & Moran, LLC, 3000 Town Center, Suite 100, Southfield, MI 48075, for a total cost of $45,000, from unexpended funds in general fund, GL# 101-223-808-000.

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

N/A

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

$45,000

DETAILED WORK BEING PERFORMED

The additional accounting services related to the financial audit for the year ended November 30, 2024, included:

Several audit areas that were more complex and required significant financial statement disclosures in addition to the audit testing, included:

- Retiree healthcare
- Pension
- Capital assets
- User access reports to complete enhanced internal control testing in response to new auditing standard
- Various open items necessary to wrap up open audit sections

Implementation of a significant new auditing standard (Statement on Auditing Standards No. 145 related to internal controls).

Several matters related to single audit compliance that required additional time and evaluation

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

$45,000, from unexpended funds in general fund, GL# 101-223-808-000

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

Due to urgency, requesting emergency approval for professional services.

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc):
Due to urgency, requesting emergency approval for professional services.

ATTACHMENTS

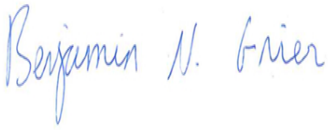
1. 13564 City of Livonia 10561760

APPROVED BY



Debra Peck Lichtenberg, CPA, Finance Director

Date: October 28, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: October 28, 2025



Carter Fisher, City Attorney

Date: November 07, 2025



Maureen Miller Brosnan, Mayor

Date: November 07, 2025

Plante & Moran, PLLC
3000 Town Center
Suite 100
Southfield, MI 48075
Tel:+1 (248) 352-2500

INVOICE

City of Livonia
33000 Civic Center
Livonia, MI 48154
United States of America

Date:	10/27/2025
Client No:	13564
Invoice No:	10561760
Page:	1

For Professional Services Rendered

Final billing for services rendered related to the financial statement audit for the year ended November 30, 2024. Bill relates to out-of-scope services performed including complex audit areas requiring additional time and testing (retiree healthcare, pension, capital assets, and user access reports necessary to complete enhanced internal control testing), implementation of significant new auditing standard (SAS 145) related to internal controls, and several matters related to single audit compliance	45,000.00
Balance Due	$45,000.00 USD

Remittance Information: *Please send all remittance information for electronic payments to Accounts.Receivable@plantemoran.com*

	ACH: *Preferred Payment Method*	**Wire Transfer:**	**Check:**
Bank	Bank of America	Bank of America	Plante & Moran PLLC 16060 Collections Center Drive Chicago, IL 60693
Routing/ABA#	071000039	026009593	
Bank Address	100 North Tryon Street Charlotte, NC 28202	222 Broadway New York, NY 10038	
Account Number	9890996003	9890996003	
Account Name	Plante & Moran, PLLC	Plante & Moran, PLLC	

Client Payment Portal: https://www.plantemoran.com/client-payment-portal

Plante Moran, PLLC's Bill.com ID: 0173649476958972

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

5. REQUEST TO RELEASE GENERAL OBLIGATION LIMITED TAX BONDS: Department of Parks and Recreation, re: for the purposes of paying for all or part of the costs of acquiring, constructing, furnishing, and equipping improvements to Shelden Park.

   Benjamin Grier, Finance Director, stated 45% of the cost will come from the PRDA and 55% of the cost will come from the City.

   Ted Davis, Superintendent of Parks and Recreation, stated if a pool was to be included in the project that the cost inflation would be easily double that of the Clement Circle pool and the department simply doesn't have enough guards to staff the pool.

   Cindy Fleming, Resident, stated that if a pool was included at Sheldon that it would be a renovated cost rather than an entire pool being constructed.

   Eileen McDonnell, Resident, questioned why Noble Library wasn't included in the packet.

   Motion was made by Councilmember Budzinski to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

5.

Parks and Recreation
November 5, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Benjamin N. Grier, JD, CPA, Finance Director

AGENDA ITEM

REQUEST TO RELEASE GENERAL OBLIGATION LIMITED TAX BONDS: Department of Parks and Recreation, re: for the purposes of paying for all or part of the costs of acquiring, constructing, furnishing and equipping improvements to Shelden Park.

BACKGROUND DETAILS

Honorable Members of City Council,

The City, in partnership with the Plymouth Road Development Authority (PRDA), has begun the process of planning the redesign of Shelden Park.

At its April 14, 2025 meeting, the PRDA has approved a contract, not to exceed $350,500, with DLZ for Professional Architectural and Engineering Design Services, including Construction Administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths and a pavilion. The Parks and Recreation Commission has also considered these plans and has passed a resolution recommending these improvements; that resolution is attached.

It is recommended that this project be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed Five Million Dollars ($5,000,000). The bond will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the current fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. Council has also already voted to accept a donation of $100,000.00 from Bill Brown Ford to support the redevelopment of Shelden Park, which will be used to help defray the costs related to this bond.

A funding agreement between the City and PRDA formalizing this arrangement will be brought to Council shortly for review and requested approval, and a resolution memorializing the PRDA's interest in this project is attached with this packet for Council's consideration. It should be noted that the notice of intent includes language allowing for the reimbursement of certain costs, including the design fees, to be reimbursed from the bond proceeds.

The first step in the bond issuance process is to publish a notice of intent at least 45 days prior to the issuance of new bonds, pursuant to Act 34, Public Acts of Michigan, 2001. The Notice of Intent is to give the public a right of referendum. Bonds will not be issued until the final terms of the bond

sale are separately approved by the City Council in a Bond Authorizing Resolution.

Attached is a proposed resolution prepared by bond counsel, Miller Canfield. We recommend that City Council adopt the proposed resolution.

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

Notice of Intent Resolution - City of Livonia 2025 Capital Improvement Bonds (Shelden Park), prepared by bond counsel, Miller Canfield.

ATTACHMENTS

1. R070725 Bond for Shelden Park improvments CR 221-25
2. S061625 Notice of Intent Shelden Park Minutes
3. S061625 LTC Notice of Intent - Shelden Park
4. S061625 Notice of Intent Resolution - City of Livonia 2025 Capital Improvement Bonds (Shelden Park) (Act 34)(43982656.1)
5. S061625 SheldenParkProposal12-20-2024
6. S061625 Shelden renderings
7. R042825 $100K donation from Bill Brown CR 126-25
8. April 14 2025 - 263rd Regular Minutes unapproved
9. Bond_Schedules_Livonia_City_Park_11.5.25

APPROVED BY

Ted Davis, CPRP, Superintendent of Parks and Recreation — Date: November 06, 2025

Benjamin N. Grier, JD, CPA, Finance Director — Date: November 06, 2025

Carter Fisher, City Attorney — Date: November 06, 2025

Maureen Miller Brosnan, Mayor — Date: November 07, 2025

Ted Davis, Superintendent of Parks and Recreation, thanked Finance and Mark Taormina for their assistance with the project, and addressed current projects and their progress.

Steve King, Coventry Gardens, asked if the project went out to bid or how the budget number was proposed.

Ted Davis, Superintendent of Parks and Recreation, noted the budget was proposed based on recent related projects.

Deb Christiansen, Resident, questioned the decision of not including the Noble building with the repair of Shelden Park.

Francis Janis, Sunset, asked whether the pools in Livonia are wheelchair accessible.

Ted Davis, Superintendent of Parks and Recreations, stated that every pool in Livonia is wheelchair accessible.

On a motion by Councilmember Budzinski, supported by Councilmember Scheel, and unanimously adopted, it was:

#221-25 WHEREAS, the City Council of the City of Livonia, County of Wayne, State of Michigan (the "City") intends to issue general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended ("Act 34"), in one or more series, in an aggregate principal amount of not to exceed Five Million Dollars ($5,000,000) (the "Bonds") for the purpose of paying all or part of the costs of acquiring, constructing, furnishing and equipping improvements to Shelden Park, including a splash pad, playgrounds, sports fields and facilities, walking paths and a pavilion, site improvements and ancillary facilities therefor (collectively, the "Project"); and

WHEREAS, a notice of intent to issue the Bonds must be published before the issuance of the Bonds in order to comply with the requirements of Section 517 of Act 34; and

WHEREAS, the City intends at this time to state its intentions to be reimbursed from proceeds of the Bonds for any expenditures undertaken by the City for the Project prior to issuance of the Bonds.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Notice of Intent Authorized. The City Clerk is authorized and directed to publish a notice of intent to issue bonds in the *Detroit Legal News*, a newspaper of general circulation in the City.

2. Form of Notice of Intent. The notice of intent shall be published as a display advertisement not less than one-quarter (1/4) page in size in substantially the form attached to this resolution as Exhibit A.

3. Approval of Notice of Intent and Publication. The City Council does hereby determine that the foregoing form of Notice of Intent to Issue Bonds and the manner of publication directed is the method best calculated to give notice to the City's electors and taxpayers residing in the boundaries of the City of the City's intent to issue the Bonds, the maximum amount of the Bonds, the purpose of the Bonds, the source of payment for the Bonds and the right of referendum relating thereto, and the newspaper named for publication is hereby determined to reach the largest number of persons to whom the notice is directed.

4. Reimbursement Declaration. The City may incur expenses for the Project prior to receipt of proceeds of the Bonds and may advance moneys for that purpose from funds available to the City, to be reimbursed from proceeds of the Bonds when available. The City makes the following declarations for the purpose of complying with the reimbursement rules of Treas. Reg. § 1.150-2 pursuant to the Internal Revenue Code of 1986, as amended:

(a) The City reasonably expects to reimburse itself with proceeds of the Bonds for certain costs of the Project which were paid or will be paid from the funds of the City subsequent to sixty (60) days prior to today.

(b) The maximum principal amount of debt expected to be issued for the Project, including issuance costs, is $5,000,000.

(c) A reimbursement allocation of the capital expenditures described above with the proceeds of the Bonds will occur not later than 18 months after the later of (i) the date on which the expenditure is paid, or (ii) the date the Project is placed in service or abandoned, but in no event more than three (3) years after the original expenditure is paid. A reimbursement allocation is an allocation in writing that evidences the City's use of the proceeds of the Bonds to reimburse the City for a capital expenditure made pursuant to this resolution.

5. Bond Counsel. Miller, Canfield, Paddock and Stone, P.L.C. is hereby approved as bond counsel for the Bonds.

6. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution are rescinded.

AYES:
Members:_____

_____

NAYS:
Members:_____

RESOLUTION DECLARED ADOPTED.

_____
Lori L. Miller
City Clerk

I hereby certify that the attached is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 7th day of July, 2025, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976 and that minutes of the meeting were kept and will be or have been made available as required by said Act.

_____
Lori L. Miller
City Clerk

EXHIBIT A

NOTICE TO TAXPAYERS AND ELECTORS
OF THE CITY OF LIVONIA
OF INTENT TO ISSUE BONDS
AND THE RIGHT OF REFERENDUM RELATING THERETO

PLEASE TAKE NOTICE that the City of Livonia, County of Wayne, State of Michigan (the "City"), intends to issue and sell its general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended, in one or more series, in an aggregate principal amount of not to exceed Five Million Dollars ($5,000,000) for the purpose of paying all or part of the costs of acquiring, constructing, furnishing and equipping improvements to Shelden Park, including a splash pad, playgrounds, sports fields and facilities, walking paths and a pavilion, site improvements and ancillary facilities therefor (the "Project").

SOURCE OF PAYMENT OF BONDS

THE PRINCIPAL OF AND INTEREST ON SAID BONDS SHALL BE PAYABLE from the general funds of the City lawfully available for such purposes including property taxes levied within applicable constitutional, statutory and charter tax rate limitations. In addition, the City intends to use revenues pledged by the Plymouth Road Development Authority to pay a portion of the debt service on the bonds.

BOND DETAILS

SAID BONDS will be payable in not more than twenty-five (25) years from the date of issuance of each series of bonds and will bear interest at the rate or rates to be determined at a public or private sale but in no event to

exceed the maximum rate permitted by law on the balance of the bonds from time to time remaining unpaid.

RIGHT OF REFERENDUM

THE BONDS WILL BE ISSUED WITHOUT A VOTE OF THE ELECTORS UNLESS A PETITION REQUESTING SUCH A VOTE SIGNED BY NOT LESS THAN 10% OF THE REGISTERED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY IS FILED WITH THE CITY CLERK WITHIN FORTY-FIVE (45) DAYS AFTER PUBLICATION OF THIS NOTICE. IF SUCH PETITION IS FILED, THE BONDS MAY NOT BE ISSUED WITHOUT AN APPROVING VOTE OF A MAJORITY OF THE QUALIFIED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY VOTING THEREON.

THIS NOTICE is given pursuant to the requirements of Section 517, Act 34, Public Acts of Michigan, 2001, as amended.

Lori L. Miller
City Clerk
City of Livonia

UNFINISHED BUSINESS ITEM 12 (Regular Meeting of July 7, 2025)

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

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD JUNE 16, 2025

Meeting was called to order at 9:00 p.m. by Council President McCullough. Present: Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, Carrie Budzinski, Lynda Scheel, and President McCullough. Absent: None.

Elected and appointed officials present: Eric Goldstein, Assistant City Attorney; Lori L. Miller, City Clerk; Mark Taormina, City Planner and Economic Development Director; Dave Lear, Assistant City Engineer.

Councilmember Morgan led the meeting with the Pledge of Allegiance.

9. REQUEST TO APPROVE NOTICE OF INTENT RESOLUTION TO ISSUE GENERAL OBLIGATION BONDS NOT TO EXCEED $5,000,000: Parks and Recreation, re: the acquisition, construction, furnishing and equipping improvements to Shelden Park.

   Debra Lichtenberg, Finance Director, presented the request to Council. Ms. Lichtenberg indicated the request is to approve the Notice of Intent resolution to publish a notice of 45-day referendum for bonds not to exceed $5,000,000 for improvements at Shelden Park. This is a partnership with the PRDA and has already begun the process of improvements for the Park. The PRDA has already approved a contract in an amount not to exceed $350,500 with DLZ for architectural and engineering design services. The new plans include a splash pad, playgrounds, sports fields, facilities, walking path and a pavilion. The design services fee under the Notice of Intent would allow those funds to be refunded from bond proceeds. Looking for the funding to support the bonds, at 45% from the PRDA and the remainder from the City. There is an existing bond that is dropping off which would allow for the debt portion of the services to drop off relative to refunding bonds for Parks & Recreation, and the City has already accepted a grant from Bill Brown Ford for improvements at this park. Ms. Lichtenberg stated an agreement with the PRDA and the City will be brought back before the City to memorialize the shared costs between the PRDA and the City.

   Councilmember Toy inquired about the pool not being opened this summer. Mr. Ted Davis, Superintendent of Parks & Recreation, responded it was done considering this planned improvement project and the pool needed to be completely redone, at an expense that would not be realized, so no plans for the pool were made. Mr. Davis explained the planned improvements include a splash pad, fitness area, accessible area, one large pavilion with restrooms and changing stations, pickle balls and tennis courts, and multiple smaller pavilions throughout the property.

   Councilmember Donovic inquired what figure of tax dollars would be covered by tax dollars by the City. Ms. Lichtenberg responded the City's responsibility would be approximately $175,000 per year and would come out of the General Fund. Mr. Davis interjected it would come out of the Parks & Rec Fund, not the General Fund. Councilmember Donovic inquired what the total amount of payments, principal and interest, would be. Ms. Lichtenberg replied approximately $350,000 per year for 25 years and would include the design services of DLZ

would also be able to be refunded from the bond proceeds.

President McCullough asked if there were any plans to sell any portion of the land for Shelden Park as there have been rumors out there and would rather to put the answer on the record. Mr. Davis indicated this plan entails the property for Shelden Park only, not the bordering property on the north and on the west, but specifically the park land and the plan before Council is solely on the Shelden Park property.

Laura Jannika, Munger Street, stated this was a big shock to her and did not see this coming. She expressed this was a lot of money, $5,000,000 and wondered if the plan had been put before the people for input and being vetted. Ms. Jannika felt it should be looked at further with consideration for the Noble building, and people in the south end do want a pool they can use and the dollar amount to remarcicite the pool would be worth the investment.

Councilmember Donovic asked Mr. Davis when this process for Shelden Park began. Mr. Davis responded it has been going on for close to ten years and has been in the Capital Plan to hire a formal architectural design since 2020. It has taken a lot longer than he would have liked to get it to this point but is thankful for the support of the PRDA who has made it possible for the City to pay for this. Mr. Davis stated he is thankful for this opportunity and feels residents will be very happy with the final product once the park has been renovated.

Motion was made by Councilmember Budzinski to put the matter on the Regular portion of the next Regular Agenda.

DIRECTION: APPROVING REGULAR

LETTER TO THE LIVONIA CITY COUNCIL

12.

Law
June 16, 2025

MEETING DATE	PRESENTED BY
S061625/R070725	Carter Fisher, City Attorney

AGENDA ITEM

REQUEST TO APPROVE NOTICE OF INTENT RESOLUTION TO ISSUE GENERAL OBLIGATION BONDS NOT TO EXCEED $5,000,000: Parks and Recreation, re: the acquisition, construction, furnishing and equipping improvements to Shelden Park.

BACKGROUND DETAILS

Honorable Members of City Council,

The City, in partnership with the Plymouth Road Development Authority (PRDA), has begun the process of planning the redesign of Shelden Park.

At its April 14, 2025 meeting, the PRDA has approved a contract, not to exceed $350,500, with DLZ for Professional Architectural and Engineering Design Services, including Construction Administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths and a pavilion. The Parks and Recreation Commission has also considered these plans and has passed a resolution recommending these improvements; that resolution is attached.

It is recommended that this project be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed Five Million Dollars ($5,000,000). The bond will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the current fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. Council has also already voted to accept a donation of $100,000.00 from Bill Brown Ford to support the redevelopment of Shelden Park, which will be used to help defray the costs related to this bond.

A funding agreement between the City and PRDA formalizing this arrangement will be brought to Council shortly for review and requested approval, and a resolution memorializing the PRDA's interest in this project is attached with this packet for Council's consideration. It should be noted that the notice of intent includes language allowing for the reimbursement of certain costs, including the design fees, to be reimbursed from the bond proceeds.

The first step in the bond issuance process is to publish a notice of intent at least 45 days prior to the issuance of new bonds, pursuant to Act 34, Public Acts of Michigan, 2001. The Notice of Intent is to give the public a right of referendum. Bonds will not be issued until the final terms of the bond

sale are separately approved by the City Council in a Bond Authorizing Resolution.

Attached is a proposed resolution prepared by bond counsel, Miller Canfield. We recommend that City Council adopt the proposed resolution.

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

Notice of Intent Resolution - City of Livonia 2025 Capital Improvement Bonds (Shelden Park), prepared by bond counsel, Miller Canfield.

ATTACHMENTS

1. S061625 LTC Notice of Intent - Noble
2. Notice of Intent Resolution - City of Livonia 2025 Capital Improvement Bonds (Shelden Park) (Act 34)(43982656.1)
3. SheldenParkProposal12-20-2024
4. Shelden renderings
5. R042825 $100K donation from Bill Brown CR 126-25
6. April 14 2025 - 263rd Regular Minutes unapproved

APPROVED BY

_____ Date:
Carter Fisher, City Attorney

_____ Date:
Debra Peck Lichtenberg, CPA, Finance Director

_____ Date:
Maureen Miller Brosnan, Mayor

RESOLUTION AUTHORIZING NOTICE OF INTENT AND DECLARING INTENT TO REIMBURSE (2025 CAPITAL IMPROVEMENT BONDS – SHELDEN PARK)

CITY OF LIVONIA
County of Wayne
State of Michigan

Minutes of a regular meeting of the City Council of the City of Livonia, County of Wayne, State of Michigan, held on the 7th day of July, 2025, at 7:00 p.m., prevailing Eastern Time.

PRESENT: Members _____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____:

WHEREAS, the City Council of the City of Livonia, County of Wayne, State of Michigan (the "City") intends to issue general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended ("Act 34"), in one or more series, in an aggregate principal amount of not to exceed Five Million Dollars ($5,000,000) (the "Bonds") for the purpose of paying all or part of the costs of acquiring, constructing, furnishing and equipping improvements to Shelden Park, including a splash pad, playgrounds, sports fields and facilities, walking paths and a pavilion, site improvements and ancillary facilities therefor (collectively, the "Project"); and

WHEREAS, a notice of intent to issue the Bonds must be published before the issuance of the Bonds in order to comply with the requirements of Section 517 of Act 34; and

WHEREAS, the City intends at this time to state its intentions to be reimbursed from proceeds of the Bonds for any expenditures undertaken by the City for the Project prior to issuance of the Bonds.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Notice of Intent Authorized. The City Clerk is authorized and directed to publish a notice of intent to issue bonds in the *Detroit Legal News*, a newspaper of general circulation in the City.

2. Form of Notice of Intent. The notice of intent shall be published as a display advertisement not less than one-quarter (1/4) page in size in substantially the form attached to this resolution as Exhibit A.

3. Approval of Notice of Intent and Publication. The City Council does hereby determine that the foregoing form of Notice of Intent to Issue Bonds and the manner of publication directed is the method best calculated to give notice to the City's electors and taxpayers residing in the boundaries of the City of the City's intent to issue the Bonds, the maximum amount of the

Bonds, the purpose of the Bonds, the source of payment for the Bonds and the right of referendum relating thereto, and the newspaper named for publication is hereby determined to reach the largest number of persons to whom the notice is directed.

4. Reimbursement Declaration. The City may incur expenses for the Project prior to receipt of proceeds of the Bonds and may advance moneys for that purpose from funds available to the City, to be reimbursed from proceeds of the Bonds when available. The City makes the following declarations for the purpose of complying with the reimbursement rules of Treas. Reg. § 1.150-2 pursuant to the Internal Revenue Code of 1986, as amended:

(a) The City reasonably expects to reimburse itself with proceeds of the Bonds for certain costs of the Project which were paid or will be paid from the funds of the City subsequent to sixty (60) days prior to today.

(b) The maximum principal amount of debt expected to be issued for the Project, including issuance costs, is $5,000,000.

(c) A reimbursement allocation of the capital expenditures described above with the proceeds of the Bonds will occur not later than 18 months after the later of (i) the date on which the expenditure is paid, or (ii) the date the Project is placed in service or abandoned, but in no event more than three (3) years after the original expenditure is paid. A reimbursement allocation is an allocation in writing that evidences the City's use of the proceeds of the Bonds to reimburse the City for a capital expenditure made pursuant to this resolution.

5. Bond Counsel. Miller, Canfield, Paddock and Stone, P.L.C. is hereby approved as bond counsel for the Bonds.

6. Rescission. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution are rescinded.

AYES: Members:_____

_____

NAYS: Members:_____

RESOLUTION DECLARED ADOPTED.

_____
Lori L. Miller
City Clerk

I hereby certify that the attached is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 7th day of July, 2025, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976 and that minutes of the meeting were kept and will be or have been made available as required by said Act.

_____

Lori L. Miller
City Clerk

EXHIBIT A

NOTICE TO TAXPAYERS AND ELECTORS
OF THE CITY OF LIVONIA
OF INTENT TO ISSUE BONDS
AND THE RIGHT OF REFERENDUM RELATING THERETO

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SOURCE OF PAYMENT OF BONDS

THE PRINCIPAL OF AND INTEREST ON SAID BONDS SHALL BE PAYABLE from the general funds of the City lawfully available for such purposes including property taxes levied within applicable constitutional, statutory and charter tax rate limitations. In addition, the City intends to use revenues pledged by the Plymouth Road Development Authority to pay a portion of the debt service on the bonds.

BOND DETAILS

SAID BONDS will be payable in not more than twenty-five (25) years from the date of issuance of each series of bonds and will bear interest at the rate or rates to be determined at a public or private sale but in no event to exceed the maximum rate permitted by law on the balance of the bonds from time to time remaining unpaid.

RIGHT OF REFERENDUM

THE BONDS WILL BE ISSUED WITHOUT A VOTE OF THE ELECTORS UNLESS A PETITION REQUESTING SUCH A VOTE SIGNED BY NOT LESS THAN 10% OF THE REGISTERED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY IS FILED WITH THE CITY CLERK WITHIN FORTY-FIVE (45) DAYS AFTER PUBLICATION OF THIS NOTICE. IF SUCH PETITION IS FILED, THE BONDS MAY NOT BE ISSUED WITHOUT AN APPROVING VOTE OF A MAJORITY OF THE QUALIFIED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY VOTING THEREON.

THIS NOTICE is given pursuant to the requirements of Section 517, Act 34, Public Acts of Michigan, 2001, as amended.

Lori L. Miller
City Clerk
City of Livonia

43982656.1/053428.00097

December 20, 2024

Mr. Ted Davis
Superintendent of Parks and Recreation
City of Livonia|Parks and Recreation Department
15100 Hubbard
Livonia, MI 48154

RE: Letter Agreement for Professional Architectural and Engineering Design Services
Shelden Park Redesign
DLZ Project: 2142-7258-13

Mr. Davis,

DLZ Michigan, Inc. (DLZ) is pleased to submit this Letter Agreement to the City of Livonia for Professional Services for the above referenced project.

DESCRIPTION OF THE PROJECT

It is understood the City of Livonia would like to proceed with professional architecture and engineering design services associated with the Redevelopment of Sheldon Park. The 20-acre community park located at 10800 Farmington Road will be redeveloped as defined in the master planning efforts completed November 2024 (Exhibit A – Initial Project Information). The Livonia Parks & Recreation department seeks to provide residents new and updated amenities, focusing on community and providing spaces to enjoy the health benefits of outdoor recreation and relaxation.

The following areas are NOT part of the Phase I scope of services:

- The Alfred Noble Library property and adjacent parking lot

SCOPE OF SERVICES

A. SURVEY

DLZ will utilize a 2021 Survey provided by the City of Livonia and provide addition site information as follows:

a. Locate existing park trees including sizes and canopy coverage.

The City of Livonia is responsible for the accuracy of all information provided to DLZ from previous surveying work. Any discrepancies or required investigative work relating to survey scope will be a mutually agreed upon additional service.

B. GEOTECHNICAL INVESTIGATION

DLZ shall engage a qualified SUBCONSULTANT to complete the following services:

1. Complete a geotechnical investigation and report.
   a. All test locations will be marked/staked based on topographic survey.
   b. SUBCONSULTANT shall explore the subsurface soil and groundwater conditions at the proposed site by drilling a total of five (5) soil borings, to a depth of 20 ft below the current grade for a total drilling of 100 linear ft.
   c. Split-spoon samples will be obtained at two and one-half (2½) ft to five (5) ft intervals for laboratory analysis. Standard Penetration Tests (SPT) values will be recorded for each split spoon samples.
   d. Groundwater observations will be made during and immediately after completion of the drilling. No long-term groundwater level monitoring is included.
   e. Included is limited laboratory testing on representative soil samples to determine classification and understand strength, compressibility, and other engineering characteristics.
   f. Results of field exploration and laboratory tests will be utilized in the engineering analyses in formulation of recommendations and will be presented in a written geotechnical report signed by a registered professional engineer.

C. DATA COLLECTION

1. Information gathered to-date has been based upon aerial photography and as-built drawings. The Data Collection phase will include detailed documentation of existing conditions to supplement and validate conceptual drawings, as follows:
   a. Each design discipline to visit the site and field verify existing building and site/civil systems that may be impacted by the proposed renovation and partial demolition scope of work.
   b. Field measure portions of the existing buildings to field verify critical dimensions and information within the original building drawings.
   c. Develop the project digital base model to be used as a background for further project development.
   d. Perform a hazardous material survey to identify asbestos containing materials and other hazardous materials that may be impacted by the planned renovation. This includes lab analysis of suspect materials, and a report prepared by qualified professionals.

D. SCHEMATIC DESIGN

   a. Prepare Schematic Site Development drawings to include preliminary grading, plantings, parking, drives, curbs pedestrian access, utilities, and storm water management.
   b. Prepare Schematic Architectural drawings to include plans, elevations, building sections, and exterior renderings.
   c. Prepare Schematic Structural drawings to identify anticipated foundation and framing systems.
   d. Prepare Schematic Mechanical, Plumbing, and Electrical drawings to identify major equipment layout and location.
   e. Prepare a Design Narrative outlining anticipating systems and major equipment for each design discipline.

f. Conduct a design review meeting for design approval prior to proceeding with the subsequent design phase.
g. During the Schematic Design phase, DLZ will assist the City with solicitation and selection of a Construction Manager (CM) for the project. The CM will be responsible to develop a cost estimate based on the Schematic Design phase documents.

E. DESIGN DEVELOPMENT

a. Based on approved Schematic Design Documents, the Design development phase shall further illustrate and detail the scope of work to include typical plan and section details, and preliminary ductwork and piping layouts.
b. Perform engineering calculations to identify civil, structural, mechanical, plumbing, and electrical equipment selection and system design.
c. Provide cut sheets for preliminary material and product selections.
d. Conduct a design review meeting for design approval prior to proceeding with the subsequent design phase.
e. Coordinate with the CM to support their cost estimating efforts; the CM will be responsible to update the cost estimate at this stage.

F. CONSTRUCTION DOCUMENTS

a. Prepare Construction Documents to include final drawings for the following disciplines:
    1. Building Demolition
    2. Site / Civil Engineering
    3. Landscape Architecture
    4. Architecture
    5. Furnishings, Fixtures, and Equipment (in coordination with applicable vendors).
    6. Structural Engineering
    7. Mechanical/Plumbing Engineering
    8. Electrical Engineering
b. Prepare Project Manual including Division 00-01 General Conditions and Division 02-33 Technical Specifications.
c. Construction Documents shall be prepared in up to three bid packages for CM distribution to applicable bidders as required to solicit competitive bids.
d. Submit Construction Documents to local authority having jurisdiction (AHJ) for review. We anticipate the plan review fee will either be waived or will be paid by the CM. If DLZ is requested to pay the application fee, it will be billed as a direct reimbursable expense.

G. BIDDING

a. Conduct a pre-bid meeting on-site for prospective bidders to review the scope of work.
b. Prepare and Advertisement of Bid for public application.
c. Distribute .pdf format Contract Documents for access by prospective Bidders.
d. Respond to Bidder's Requests for Information (RFI's) during bidding phase, in the form of an Addendum.

e. Assist the City during the opening of Bids.
f. Review Bids received and attend up to ten (10) post-bid interviews for key subcontractors.

H. CONSTRUCTION ADMINSTRATION

a. Conduct a pre-construction meeting to outline roles, responsibilities, and lines of communications.
b. Review shop drawings and submittals related to the design.
c. Respond to Contractor's Request for Information (RFI's) during construction.
d. Perform site visits an average of bi-weekly to review construction progress and overall conformance with the Contract Documents. Conduct up to ten (10) site visits during construction activity; prepare field observation reports for each site visit.
e. Conduct progress meetings and prepare meeting minutes; average of two (2) meetings per month, up to ten (10) progress meetings are anticipated.
f. Review Contractor Payment Applications and make recommendations for payment.
g. Perform one Substantial Completion walk-through and one Final Completion walk-through.
h. Review Contractor's Project Closeout documents including review of O&M Manuals, Warranties, and Contractor's "As-Built" Record Drawings prepared by the Contractor.

ADDITIONAL SERVICES: WORK TO BE PERFORMED UNDER A SEPARATE AGREEMENT

Professional services not specifically identified within the Scope of Work are outside the scope of this Project. Additional Services may be performed upon mutual agreement as an amendment to this Letter Agreement. The following work items are not within this Project's scope of services:

a. Professional Services beyond those defined in the Scope of Services.
b. Preparation of Record Documents (As-Built Drawings to be provided by CM).
c. Environmental Services beyond those identified in Scope of Services.
d. Commissioning Services.
e. Construction Material Testing and Special Inspections.
f. Air Quality Monitoring (to be provided by the CM).
g. Detailed cost estimating (to be provided by the CM).
h. LEED Certification and/or specialized sustainable design features.
i. Preparation of applications and paperwork for utility rebates (to be provided by CM).
j. Additional meetings or site visits, beyond the quantity identified in the Scope of Services.
k. Field verification of existing vehicles and equipment (to be provided by Owner).
l. 3D Scanning and/or detailed "as-built" documentation of existing interior or exterior of existing facilities.
m. Application to the Zoning Board of Appeals, Planning Commission, Historic Commission, or other AHJ related to variances, special use permits or other special project approvals.
n. Financial Analysis and research of available funding mechanisms.
o. Real estate services.
p. Traffic Impact Study and Signal Design.

ADDITIONAL INFORMATION

1. Services will be consistent with those customarily performed for similar projects of this nature, as

defined by an industry standard AIA B101-2017 Standard Form of Agreement Between Owner and Architect.

2. Correspondence and documentation shall utilize AIA documents and/or DLZ format. Deliverables will be provided electronically in a .pdf format.
3. Documented conditions are only valid at locations observed. DLZ makes no representation concerning conditions unless stated in writing.
4. The City of Livonia shall provide a copy of all applicable documents related to the site & buildings including existing drawings, previous reports, and maintenance records.
5. DLZ is not responsible for Contractor's safety compliance; jobsite safety will be solely the Contractor's responsibility.
6. This proposal does not anticipate any wetland or EGLE requirements. Discovery of conditions requiring wetland preservation will require additional services.
7. All new park structures are assumed to be pre-engineered structures.
8. Due to playground equipment lead times DLZ recommends involving suppliers early in the design process and ordering equipment direct prior to completion of construction documents. Current lead times are ranging from 8-16 months depending on manufacturer.

SCHEDULE

For services as described herein, DLZ will proceed upon receipt of a signed Agreement. The following preliminary schedule has been developed as a general guideline:

Anticipated Project Schedule			
Description	**Duration**	**Start Date**	**Completion Date**
Notice to Proceed	-	assumed +/- February 17, 2025	
Survey/Geotech	+/- 2 week*	February 17, 2025	February 28, 2025
Data Collection	+/- 2 weeks*	March 03, 2025	March 14, 2025
Schematic Design	+/- 4 weeks*	February 17, 2025	March 14, 2025
Owner Review	+/- 1 week	March 17, 2025	March 21, 2025
Design Development	+/- 4 weeks	March 24, 2025	April 18, 2025
Owner Review	+/- 1 week	April 21, 2025	April 25, 2025
100% Construction Documents	+/- 6 weeks	April 28, 2025	June 06, 2025
Owner Review & Page Turn	+/- 1 week	June 09, 2025	June 13, 2025
Bidding & Award	+/- 6 weeks	June 16, 2025	July 25, 2025
Construction Administration	+/- 20 weeks	July 28, 2025	December 12, 2025
Final Completion and Project Closeout	+/- 2 weeks	December 15, 2025	December 30, 2025

*Can occur simultaneously

ATTACHMENTS

Exhibit A: Shelden Park Master Plan
Exhibit B: Preliminary Opinion of Probable Cost, dated 12/10/2024
Exhibit C: Professional Services Fee Summary, dated 12/10/2024
Exhibit D: Geotech Proposal, dated 12/10/2024

COMPENSATION

DLZ shall provide Professional Services as outlined for an amount not to exceed three hundred fifty thousand five hundred dollars ($350,500.00) inclusive of all expenses. DLZ shall submit invoices, on a monthly basis, for services rendered.

Compensation Summary		
Survey (Tree Locating Services)	Lump Sum	$3,500.00
Geotechnical Investigation	Lump Sum	$10,000.00
Data Collection	Hourly NTE	$37,100.00
Design Documents (SD-CD)	Hourly NTE	$201,500.00
Construction Administration	Hourly NTE	$98,400.00
	Total Compensation	**$350,500.00**

- *Survey/Geotech fixed amounts based on Park Area.*
- *Survey amount assumes DLZ will receive existing CAD file and control.*
- *Hourly NTE Fee based on 7% of estimated construction cost of $5M – see Exhibits B & C for preliminary budget and hourly breakdown. Fees to adjust with construction budget proportionally.*

STANDARD TERMS AND CONDITIONS

The Standard Terms and Conditions, as set forth in DLZ's Agreement for Professional Architectural Services with the City of Livonia, dated January 1, 2021, are incorporated here into, and made part of this Letter Agreement.

ACCEPTANCE

If this Letter Agreement meets with your approval, please sign, date, and return one copy (pdf format is acceptable). An executed Letter Agreement shall serve as DLZ's Notice to Proceed with identified work. We look forward to working with you on this project. Please do not hesitate to contact us if you should have any questions.

DLZ MICHIGAN, INC.



_____
Manoj Sethi, P.E.
President



_____
Dan Swiontoniowski, AIA, NCARB
Department Manager

AGREED AND ACCEPTED
CITY OF LIVONIA, PARKS AND REC DEPARTMENT

_____
Name and Title

_____
Date

EXHIBIT A
12.10.2024



MASTER PLAN KEY

PHASE 1:

1. 10' BIKING & WALKING PATH
2. SMALL PAVILION
3. 5' SIDEWALK
4. CROSSWALK
5. BIKE RACK
6. SPLASH PAD
7. COMBINED COMFORT STATION AND PAVILION
8. PICNIC PLAZA AND SHADE SAILS
9. BENCHES TYP.
10. PLAYGROUND
11. PLAY MOUNDS AND BRIDGE
12. FLEXIBLE LAWN SPACE
13. ADULT FITNESS AREA
14. SWING BENCH TYP.
15. NATIVE PLANTINGS WITH BERMS OR SWALES
16. EXISTING PARKING LOT
17. PICKLEBALL COURTS
18. TENNIS COURTS
19. 8' SIDEWALK
20. BRONCO BASEBALL FIELD
21. H.S. BASEBALL FIELD
22. BASEBALL DUGOUTS
23. EXISTING TURNAROUND
24. EXISTING TREES TYP.
25. PROPOSED TREES TYP.
26. WELCOME / RULES SIGN
27. FLEXIBLE LAWN / SPORTS FIELD AREA

PHASE 2:

28. PAVED PARKING LOT
29. FLEXIBLE LAWN AREA
30. STORYWALK LOOP (20 POSTS)
31. NATIVE PLANTINGS WITH MOUNDS OR STORMWATER DETENTION
32. LARGE PAVILION (90' x 40')
33. 6' SIDEWALK

160 FEET

SHELDEN PARK EXPANSION MASTER PLAN

12/09/24

City of Livonia, Michigan

DLZ

EXHIBIT B
12.10.2024

SHELDEN PARK MASTER PLAN

Preliminary Opinion of Probable Costs

Description	Quantity	Units	Unit Price	Total	Subtotals
GENERAL REQUIREMENTS, REMOVALS AND SITE PREPARATION					
Mobilization/Demobilization (5%)	1	LS	$211,160.00	$211,160.00	
Material Testing (1%)	1	LS	$10,210.00	$10,210.00	
Erosion Control (3%)	1	LS	$126,696.00	$126,696.00	
Tree Removal	1	LS	$20,000.00	$20,000.00	
Playground Removal	1	EA	$8,000.00	$8,000.00	
Electrical Removals/Relocations	1	LS	$10,000.00	$10,000.00	
Tennis Court Removal	49,000	SFT	$1.00	$49,000.00	
Pool and Pool House Removal	1	LS	$50,000.00	$50,000.00	
Gazebo Removal	1	LS	$10,000.00	$10,000.00	
Ball Field Removal	3	EA	$10,000.00	$30,000.00	
Soccer Field Removal	1	EA	$2,500.00	$2,500.00	
Strip/Stockpile Topsoil	15,000	SY	$1.50	$22,500.00	
Concrete Sidewalk Removal	1,100	SY	$12.00	$13,200.00	
Curb Removal	500	LFT	$8.00	$4,000.00	
Misc. Improvement Clearing	1	LS	$5,000.00	$5,000.00	
				$572,266.00	
New Elements					
Signage	1	LS	$15,000.00	$15,000.00	
Splash Pad w/ Recirculating System	1	LS	$700,000.00	$700,000.00	
Playgrounds with PIP	1	LS	$500,000.00	$500,000.00	
Fitness Area with PIP	1	LS	$75,000.00	$75,000.00	
Main Shelter with changing rooms and restrooms w/ Electric	1	EA	$450,000.00	$450,000.00	
Shade Structures	4	EA	$24,000.00	$96,000.00	
Small Shelter (~20' x 20')	1	EA	$35,000.00	$35,000.00	
Tennis Shelter w/ Electric	1	EA	$80,000.00	$80,000.00	
Picnic Tables	35	EA	$3,000.00	$105,000.00	
Benches	20	EA	$2,500.00	$50,000.00	
Swing Benches	3	EA	$5,000.00	$15,000.00	
Litter Receptacles	10	EA	$1,500.00	$15,000.00	
Bike Rack	5	EA	$1,000.00	$5,000.00	
Court Sport Area	43,200	SFT	$10.00	$432,000.00	
Large Ball Field	1	EA	$50,000.00	$50,000.00	
Small Ball Field	1	EA	$45,000.00	$45,000.00	
Soccer Fields	3	EA	$15,000.00	$45,000.00	
Concrete Pavement, 4" with 6" aggregate	52,000	SF	$12.00	$624,000.00	
Earthwork and Topsoil Spreading	1	LS	$50,000.00	$50,000.00	
Native Plantings, mix of plugs and seed	119,000	SFT	$3.50	$416,500.00	
Trees	45	EA	$700.00	$31,500.00	
Hydroseed Turfgrass	14,000	SY	$1.00	$14,000.00	
Site Lighting	20	EA	$7,500.00	$150,000.00	
			Subtotal	$3,999,000.00	
Subtotal All Divisions					$4,571,266.00
Design Contingency (10%)					$457,126.60
Total Construction Cost (TCC)					**$5,028,392.60**

Probable Soft Costs & CM Fees (25% of TCC)	$1,257,098.15
Construction Phase Contingency (10% of TCC)	$502,839.26
Total Project Cost	**$6,285,490.75**

1.The costs stated above are probable construction cost opinions based on 2024 costs. If slated for future funding, costs will need to be reevaluated based on inflation for the current year when project moves forward. The costs provided herein are for planning purposes only and do not account for unforeseen conditions and items not indicated on available GIS, aerial data or other public information outlets used (such as utilities, actual soils conditions, etc.). In addition, these cost opinions are subject to change based on market conditions, economic conditions, inflation, material selection, etc. Multiple phases of projects, multiple bidding packages, design parameters, etc. all have an impact on project costs that cannot be absolutely identified in a planning study of this level of detail.

2. The cost opinions expressed above include a line item for project 'soft costs' which include, but are not limited to engineering and design consulting fees and expenses, legal fees, detailed analysis such as geotechnical investigation, and/or hydrological/hydraulic modeling, topographic or legal surveying, permitting and associated fees, construction phase administrative services, and other similar costs.

DLZ Michigan, Inc.
Client: City of Livonia, MI
Project: Shelden Park Redesign

EXHIBIT C
12.10.2024

FEE PROPOSAL

Phase	Description	Hours	Total Labor Cost
P1.1 - Investigation	DLZ - Architecture, Civil, and Stuctural Engineering	188	$ 24,744.00
P1.2 - Investigation	DLZ - MEP Engineering	36	$ 4,842.00

SUBCONSULTANTS

P1.3 - Technology Services	Allowance for Owners Tech Consultant	0	$ -

REIMBURSABLE EXPENSES

R1.1 - Environmental Testing	Allowance	$ 5,000.00
R1.2 - Printing	Allowance	$ 1,500.00
R1.3 - Travel	Mileage to be reimbursed at standard federal rate	$ 1,000.00
	SUBTOTAL, P1 - Investigation	**$ 37,086.00**

Phase	Description	Hours	Total Labor Cost
P2.1 - Design	DLZ - Architecture, Civil, and Stuctural Engineering	1354	$ 161,346.00
P2.2 - Design	DLZ - MEP Engineering	320	$ 37,040.00

SUBCONSULTANTS

P2.3 - Technology Services	Allowance for Owners Tech Consultant	0	$ -

REIMBURSABLE EXPENSES

R2.1 - Printing	Budget assumes up to 4 sets of drawings and specifications for plan review	$ 2,000.00
R2.3 - Travel	Mileage to be reimbursed at standard federal rate	$ 1,000.00
	SUBTOTAL, P2 - Design	**$ 201,386.00**

Phase	Description	Hours	Total Labor Cost
P3.1 - Construction Management	DLZ - Architecture and Engineering	592	$ 73,214.00
P3.2 -Construction Management	DLZ - MEP Engineering	160	$ 23,200.00

SUBCONSULTANTS

P3.3 - Technology Services	Allowance for Owners Tech Consultant	0	$ -

REIMBURSABLE EXPENSES

R3.1 - Travel	Mileage to be reimbursed at standard federal rate	$ 2,000.00
	SUBTOTAL, P3 - Construction Management	**$ 98,414.00**

TOTAL - PROFESSIONAL SERVICES	**$ 336,886.00**

Notes:

1. Fee proposal is based upon an assumed Construction Budget up to $5M. If the actual construction budget varies from this assumption, Professional Services Fees are anticipated to be adjusted proportionately per mutual agreement.
2. Environmental expense is to provide asbestos testing and report services as applicable for renovation projects; remediation services can be provided as an additional service if needed.
3. Proposed professional services are based on those as customarily defined by AIA B101, Standard form of Agreement between Owner and Architect
4. Reimbursable expenses shall be billed at cost times 1.1 multiplier.
5. Plan review cost by City of Livonia, or applicable agency, are assumed to be provided by Owner and excluded from this proposal.

EXHIBIT C
12.10.2024

DLZ Michigan, Inc.
Client: City of Livonia, MI
Project: Shelden Park Redesign

FEE PROPOSAL

Phase	Description	Principal Arch	LA/Architect PM	QM	Project Architect Senior Designer	LA/Architect	LA/Architectural Designer	Struc/Civil Engineer IV	Struc/Civil Engineer III	Struc/Civil Engineer II	Struc/Civil Engineer I	TOTAL
P1.1	**Investigation - C, A, S**											
	Project Management											
	(a) Project Management		8	2								10
	Investigation & Programming											
	(a) Civil, Site			2		40	40	8	20	8		118
	(b) Civil, Survey											
	(c) Architectural		12	2	8	8	8					38
	(d) Structural			2		2	2	2		2		10
	(e) Budget Review with Estimator			4								4
	(f) Client Review Meetings		8									8
												0
	SUBTOTAL HOURS	0	28	12	8	50	50	10	20	10	0	**188**
	BILLING RATE	$ 205	$ 162	$ 183	$ 129	$ 118	$ 97	$ 194	$ 150	$ 129	$ 97	
	SUBTOTAL LABOR COST	$ -	$ 4,536	$ 2,196	$ 1,032	$ 5,900	$ 4,850	$ 1,940	$ 3,000	$ 1,290	$ -	
											TOTAL C,A,S	**$ 24,744**

Phase	Description	Mech/Elec Engineer IV	Mech/Elec Engineer III	Mech/Elec Engineer II	Mech/Elec Engineer I							TOTAL
P1.2	**Investigation - M, E, P**											
	Investigation & Programming											
	(a) Mechanical/Plumbing	8			8							16
	(b) Electrical	8			8							16
	(c) Client Review Meetings	2			2							4
												0
	SUBTOTAL HOURS	18	0	0	18							**36**
	BILLING RATE	$ 172	$ 145	$ 118	$ 97							
	SUBTOTAL LABOR COST	$ 3,096	$ -	$ -	$ 1,746							
											TOTAL, MEP	$ 4,842

Phase	Description	Principal Arch/Eng	Staff Arch/Eng									TOTAL
P1.3	**Investigation - Technology**											
	Investigation & Programming											
	(a) Technology	0	0									0
	(b) Client Review Meetings	0	0									0
												0
	SUBTOTAL HOURS	0	0									**0**
	BILLING RATE	$ 150	$ 95									
	SUBTOTAL LABOR COST	$ -	$ -									
											TOTAL, Technology	$ -

TOTAL LABOR COST **$ 29,586**

EXHIBIT C
12.10.2024

DLZ Michigan, Inc.
Client: City of Livonia, MI
Project: Shelden Park Redesign

FEE PROPOSAL

Phase		Description	Principal Arch	LA/Architect PM	QM	Project Architect Senior Designer	LA/Architect	LA/Architectural Designer	Struc/Civil Engineer IV	Struc/Civil Engineer III	Struc/Civil Engineer II	Struc/Civil Engineer I	TOTAL
P2.1	**Design - C, A, S**												
	Project Management												
	(a)	Project Management		10	2								12
	Investigation & Programming												
	(a)	Civil, Site			12		320	480	8	100	8		928
	(b)	Architectural		12	8	120	120	60					320
	(c)	Structural			8		2	2	40		2		54
	(d)	Budget Review with Estimator		20									20
	(e)	Client Review Meetings		20									20
													0
		SUBTOTAL HOURS	0	62	30	120	442	542	48	100	10	0	**1354**
		BILLING RATE	$ 205	$ 162	$ 183	$ 129	$ 118	$ 97	$ 194	$ 150	$ 129	$ 97	
		SUBTOTAL LABOR COST	$ -	$ 10,044	$ 5,490	$ 15,480	$ 52,156	$ 52,574	$ 9,312	$ 15,000	$ 1,290	$ -	
												TOTAL C,A,S	**$ 161,346**

Phase		Description	Mech/Elec Engineer IV	Mech/Elec Engineer III	Mech/Elec Engineer II	Mech/Elec Engineer I							TOTAL
P2.2	**Design - M, E, P**												
	Investigation & Programming												
	(a)	Mechanical/Plumbing	40			120							160
	(b)	Electrical	40			120							160
	(c)	Client Review Meetings											0
													0
		SUBTOTAL HOURS	80	0	0	240							**320**
		BILLING RATE	$ 172	$ 145	$ 118	$ 97							
		SUBTOTAL LABOR COST	$ 13,760	$ -	$ -	$ 23,280							
												TOTAL, MEP	$ 37,040

Phase		Description	Principal Arch/Eng	Staff Arch/Eng									TOTAL
P2.3	**Design - Technology**												
	Investigation & Programming												
	(a)	Technology	0	0									0
	(b)	Client Review Meetings	0	0									0
													0
		SUBTOTAL HOURS	0	0									**0**
		BILLING RATE	$ 150	$ 95									
		SUBTOTAL LABOR COST	$ -	$ -									
												TOTAL, Technology	$ -

TOTAL LABOR COST	**$ 198,386**

EXHIBIT C
12.10.2024

DLZ Michigan, Inc.
Client: City of Livonia, MI
Project: Shelden Park Redesign

FEE PROPOSAL

Phase		Description	Principal Arch	LA/Architect PM	QM	Project Architect Senior Designer	LA/Architect	LA/Architectural Designer	Struc/Civil Engineer IV	Struc/Civil Engineer III	Struc/Civil Engineer II	Struc/Civil Engineer I	TOTAL
P3.1		**Constr. Admin - C, A, S**											
		Project Management											
	(a)	Project Management		10									10
		Investigation & Programming											
	(a)	Civil, Site					200	100			80		380
	(b)	Architectural (on-site)				48	48						96
	(c)	Structural							20				20
	(d)	Budget Review with Estimator		10									10
	(e)	Client Review Meetings		30		30	16						76
													0
		SUBTOTAL HOURS	0	50	0	78	264	100	20	0	80	0	**592**
		BILLING RATE	$ 205	$ 162	$ 183	$ 129	$ 118	$ 97	$ 194	$ 150	$ 129	$ 97	
		SUBTOTAL LABOR COST	$ -	$ 8,100	$ -	$ 10,062	$ 31,152	$ 9,700	$ 3,880	$ -	$ 10,320	$ -	
												TOTAL C,A,S	**$ 73,214**

Phase		Description	Mech/Elec Engineer IV	Mech/Elec Engineer III	Mech/Elec Engineer II	Mech/Elec Engineer I							TOTAL
P3.2		**Constr. Admin - M, E, P**											
		Investigation & Programming											
	(a)	Mechanical/Plumbing	40		40								80
	(b)	Electrical	40		40								80
	(c)	Client Review Meetings											0
													0
		SUBTOTAL HOURS	80	0	80	0							**160**
		BILLING RATE	$ 172	$ 145	$ 118	$ 97							
		SUBTOTAL LABOR COST	$ 13,760	$ -	$ 9,440	$ -							
												TOTAL, MEP	$ 23,200

Phase		Description	Principal Arch/Eng	Staff Arch/Eng									TOTAL
P3.3		**Constr. Admin - Technology**											
		Investigation & Programming											
	(a)	Technology	0	0									0
	(b)	Client Review Meetings	0	0									0
													0
		SUBTOTAL HOURS	0	0									**0**
		BILLING RATE	$ 150	$ 95									
		SUBTOTAL LABOR COST	$ -	$ -									
												TOTAL, Technology	$ -

TOTAL LABOR COST **$ 96,414**

FK Engineering Associates

Excellence in Infrastructure and Underground Engineering

30425 Stephenson Hwy
Madison Heights, Michigan 48071
Phone: 248-817-2946

EXHIBIT D
12.10.2024

December 11, 2024

Mr. Joe Shadik
DLZ
Project Manager
607 Shelby Street, Suite 650
Detroit, Michigan 48226

RE: Geotechnical Investigation Proposal
Shelden Park Improvements
Livonia, Michigan

Dear Mr. Shadik,

In response to your request, FK Engineering Associates (FKE) is pleased to present this proposal to perform a geotechnical investigation for the proposed Shelden Park Improvements in Livonia, Michigan. Details regarding our proposal are presented in the following sections, including background information, our scope of services, and associated lump sum professional fees.

Project Background

DLZ is providing design services for improvements at the existing Shelden Park in Livonia, Michigan. The existing Shelden Park lies between Farmington Road and Loveland Street, south of Plymouth Road, in Livonia, Michigan. Improvements will generally consist of new tennis courts, new soccer fields, new baseball fields, walking areas, and pavilions. The proposed pavilions are expected to be supported by shallow spread footings and/or drilled piers.

DLZ provided a Master Plan Sheet showing proposed improvements dated November 13, 2024, to aid the preparation of this proposal. The general proposed park improvement layout is shown in Image 1, which includes requested test boring locations by DLZ.

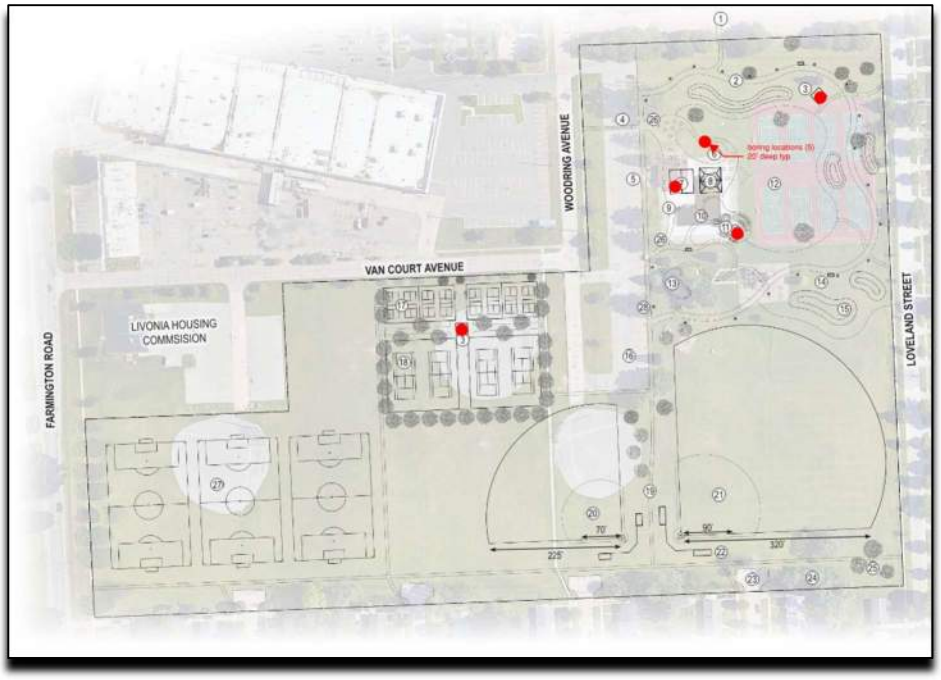


Image 1 - Provided Aerial

To assist in design efforts, DLZ is requesting a proposal from FKE to perform a Geotechnical Investigation at the site and to provide a corresponding Geotechnical Investigation Report.

Scope of Services

- Prior to drilling, we will contact MISS DIG to identify utility locations at the site. This will occur at least three business days prior to the start of fieldwork.

- We have assumed that no permits are necessary to facilitate this work. Should they become necessary, they will be obtained by others.

- Based on cursory review, it appears that a truck-mounted drill rig can facilitate work.

- DLZ has requested that five test borings be performed at the site. Loading is currently unknown, but foundations are expected to be lightly loaded.

  DLZ has requested five (5) test borings be performed, each extending to 20 feet below ground surface (100 lineal feet of drilling).

  Samples will be recovered at each crossing using the Standard Penetration Testing method (SPT). We will obtain split spoon samples at 2.5 feet on center to 10 feet and then at 5-foot intervals to the explored depth.

We will backfill the borings with soil cuttings following completion of drilling to prevailing grade. Excess spoils will be left on site as neatly as practicable. Should excess spoils need to be removed from site, additional costs will incur. Site restoration beyond boring backfill is not included in this scope.

All borings will be logged, and results prepared in the form of Logs of Test Borings. A test boring location plan will be prepared in CADD format.

An FKE geotechnical engineer or technician will provide on-site observation of drilling operations, log the samples, take groundwater level readings, and record other relevant information in the field.

- Following drilling, we will transport the samples to our Madison Heights office, where they will be further evaluated and select samples subjected to laboratory testing. We expect laboratory testing to be limited to moisture, dry density, unconfined compressive strength (cohesive), and/or grain size distribution (sieve/hydrometer). ***We have included a laboratory allowance of $900.***

- We will evaluate the soils and prepare a Geotechnical Investigation Report which includes a summary of subsurface conditions encountered, laboratory testing results, and recommendations for the proposed construction regarding soil and groundwater conditions, foundation bearing capacities, site preparation, engineered fill, and pavement considerations.

Schedule

We are prepared to schedule fieldwork immediately upon receiving your notice to proceed. We expect fieldwork to take one day to complete. Following completion of fieldwork, we will submit the final geotechnical investigation reports to DLZ within 3 weeks.

Project Fees and Terms

We propose to perform the services outlined in this proposal for the **LUMP SUM FEE of $10,000. Note, this fee includes estimated drilling efforts for DLZ (no mark-up) on the order of $3,900.**

These fees include all expenses associated with our project including field investigation, laboratory testing, evaluation software, and our corresponding engineering evaluations and recommendations**.** Any additional services will be discussed prior to initializing. We understand that these services will be authorized under our existing Master Services Agreement in the form of individual Task Order.

We appreciate this opportunity to submit this proposal for your consideration. Please call with any questions.

Sincerely,

FK Engineering, Inc.

Peter Wenderski, P.E.
Project Engineer

Kyle D. Thompson, P.E.
Sr. Project Engineer/APM

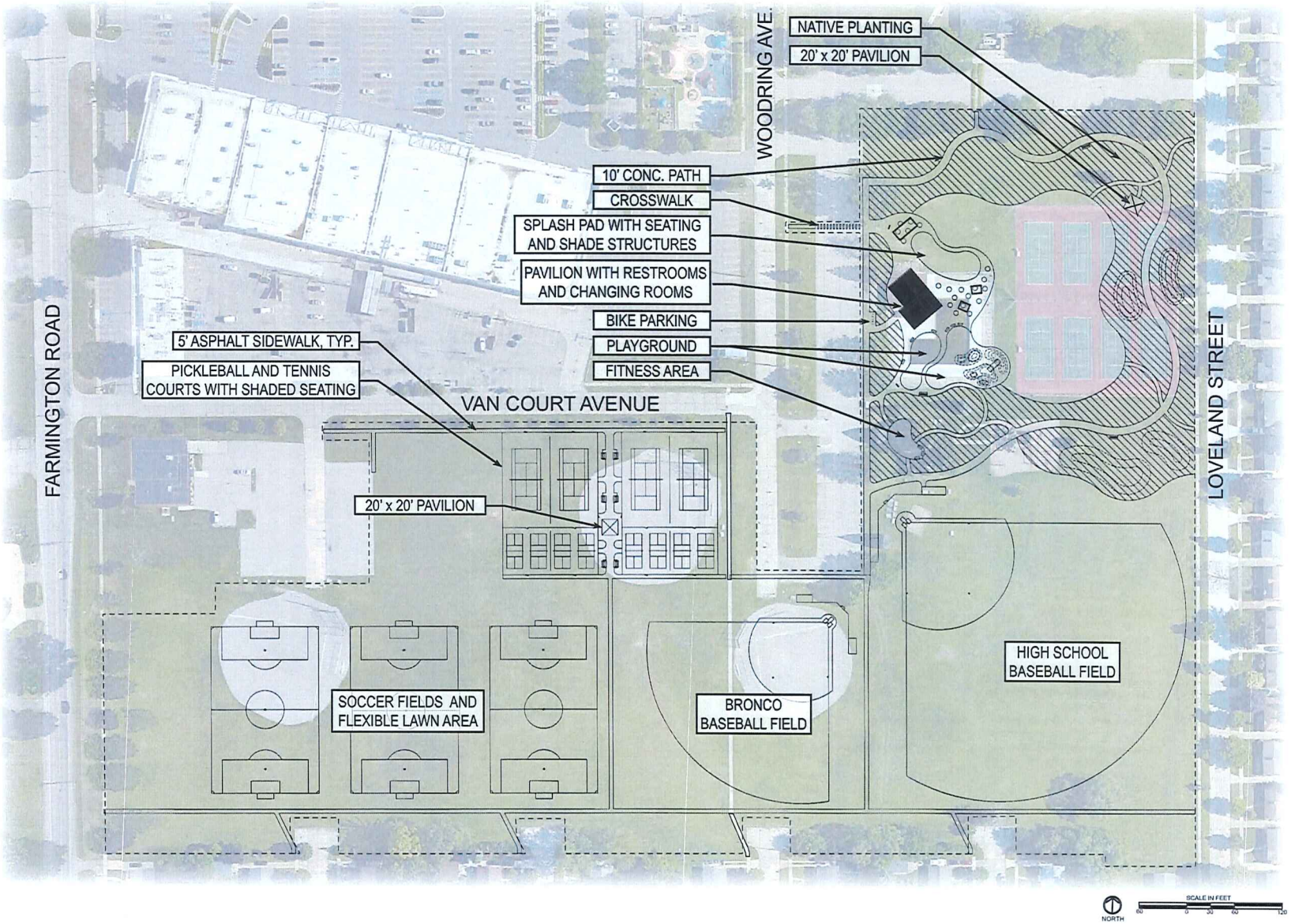
ACCEPTED BY DLZ:

BY: _____

SIGNATURE: _____

TITLE: _____

DATE: _____



LAYOUT PLAN COMPONENTS

PHASE 1:

10' BIKING & WALKING PATH
SMALL PAVILION
5' SIDEWALK
CROSSWALK
BIKE RACK
SPLASH PAD
COMBINED COMFORT STATION AND PAVILION
PICNIC PLAZA AND SHADE SAILS
BENCHES TYP.
PLAYGROUND
PLAY MOUNDS AND BRIDGE
FLEXIBLE LAWN SPACE
ADULT FITNESS AREA
SWING BENCH TYP.
NATIVE PLANTINGS WITH BERMS OR SWALES
EXISTING PARKING LOT
PICKLEBALL COURTS
TENNIS COURTS
8' SIDEWALK
BRONCO BASEBALL FIELD
H.S. BASEBALL FIELD
BASEBALL DUGOUTS
EXISTING TURNAROUND
EXISTING TREES TYP.
PROPOSED TREES TYP.
WELCOME / RULES SIGN
FLEXIBLE LAWN / SOCCER FIELD AREA

SHELDEN PARK: SCHEMATIC DESIGN PLAN LAYOUT

City of Livonia, Michigan

DLZ

MIDSTATES RECREATION



Shelden Park
Option 2
25-6358A

DESIGN SHOWN IS CONCEPTUAL, INCLUDING COLORS. FINAL PRODUCTS MAY DIFFER.

MIDSTATES RECREATION



Shelden Park
Option 2
25-6358A

DESIGN SHOWN IS CONCEPTUAL, INCLUDING COLORS. FINAL PRODUCTS MAY DIFFER.

MIDSTATES RECREATION



Shelden Park
Option 2 25-6358A

DESIGN SHOWN IS CONCEPTUAL, INCLUDING COLORS. FINAL PRODUCTS MAY DIFFER.

MIDSTATES RECREATION



Shelden Park
Option 2 25-6358A

DESIGN SHOWN IS CONCEPTUAL, INCLUDING COLORS. FINAL PRODUCTS MAY DIFFER.



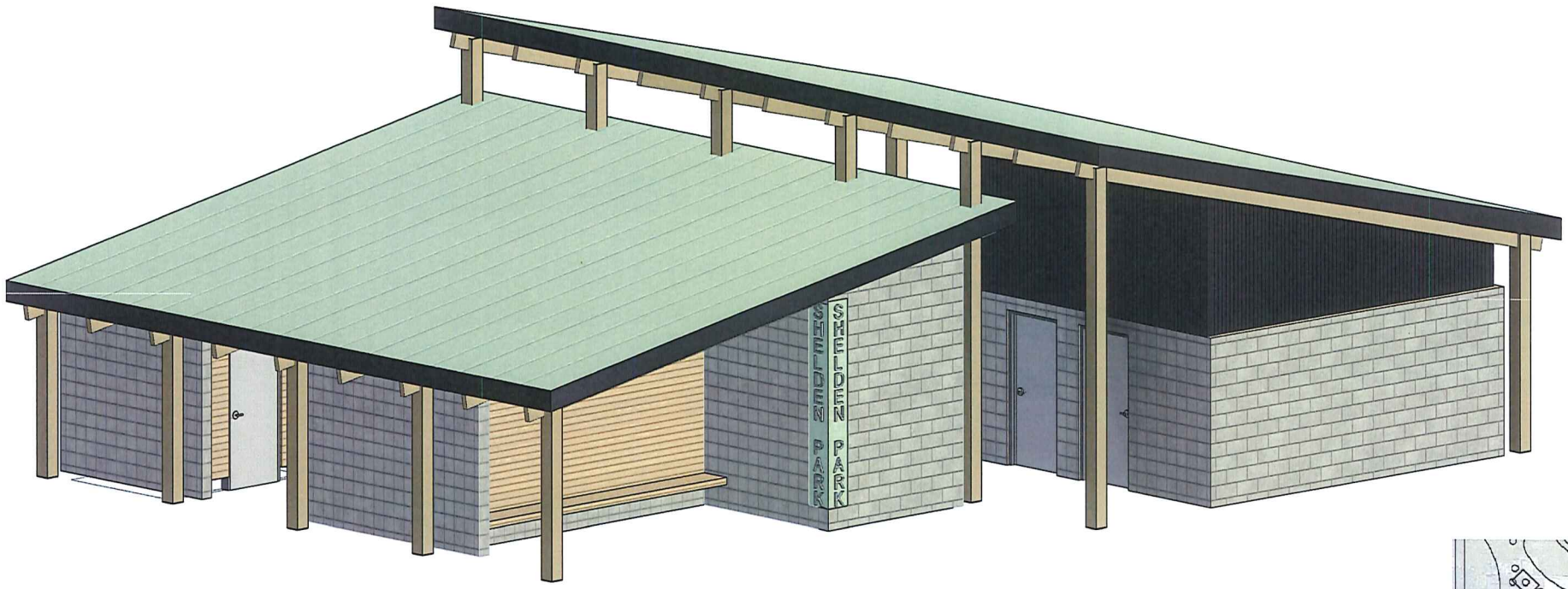
NOTES:
Elevations™ aquatic play structure presented.

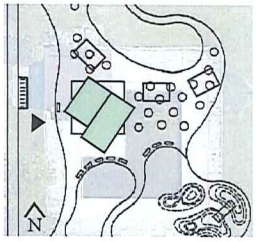
Other Splashpad® aquatic play products shown as a layout example, not included in the Elevations™ price.

All 3D renders shown are for illustration purposes only. Actual colors, textures and finishes may differ from renders.

Shown in Color Palette "Modified Marine 6". Shown with Barrier Graphic Nature A.

Waterslide finish shown in Classic style.

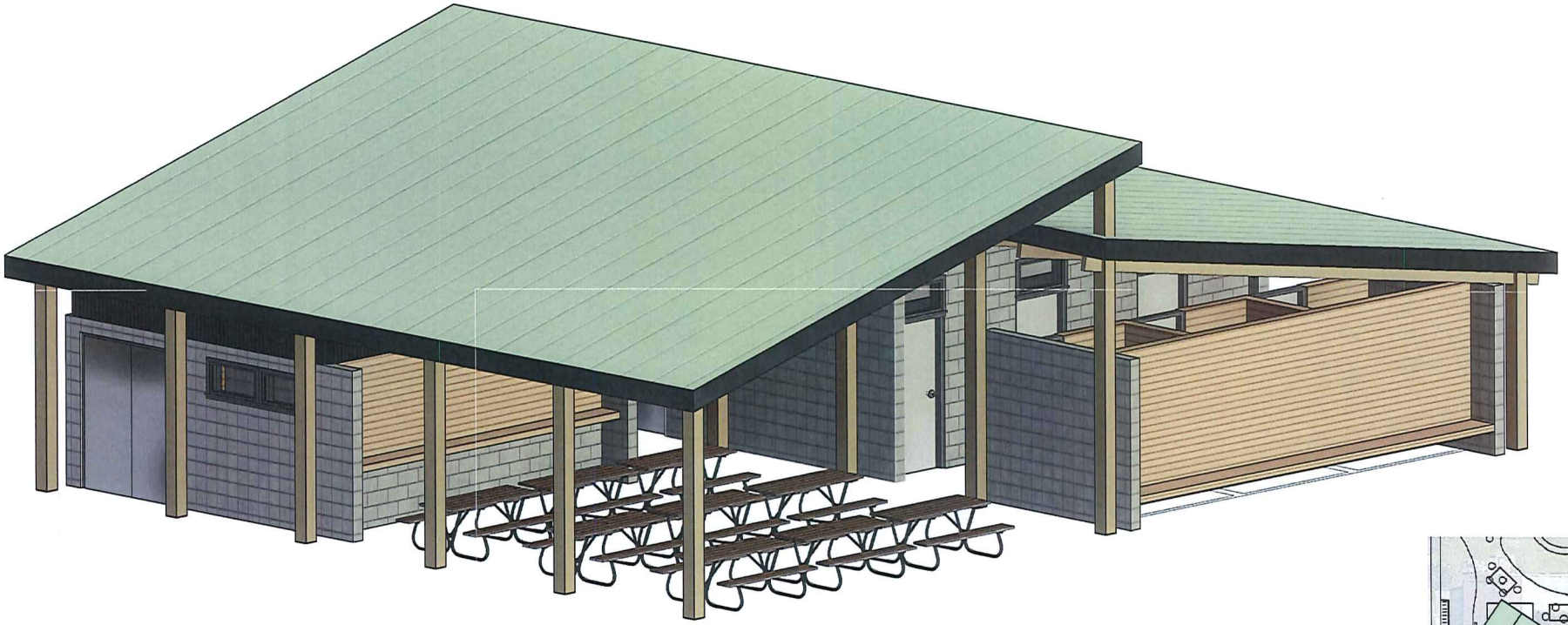


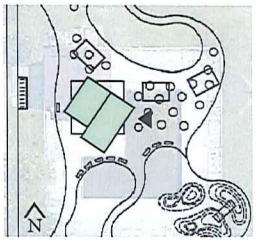


SCHEMATIC DESIGN - VIEW FROM PARKING LOT

SHELDEN PARK

DLZ

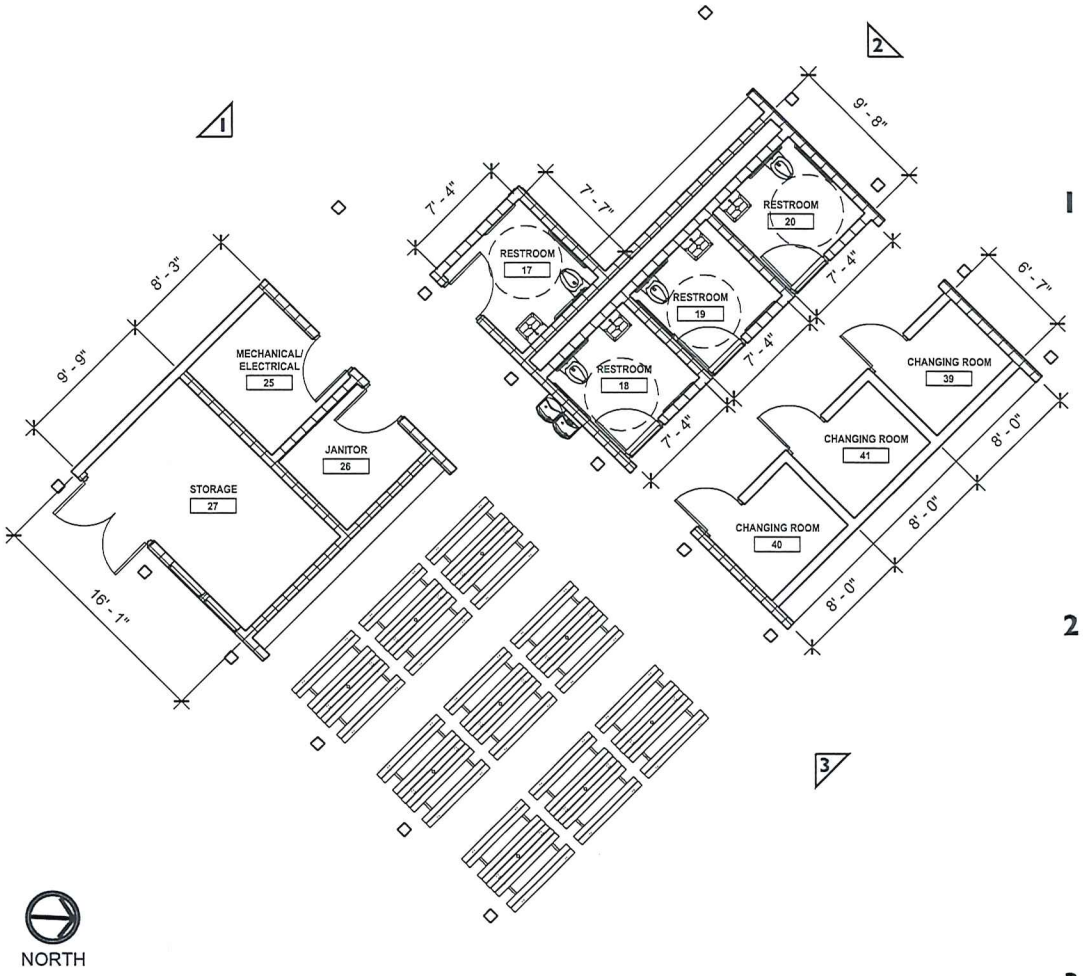


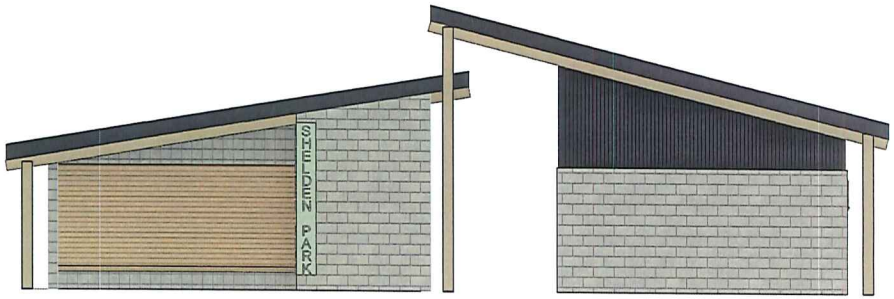


SCHEMATIC DESIGN - VIEW FROM PLAYGROUND

SHELDEN PARK

DLZ





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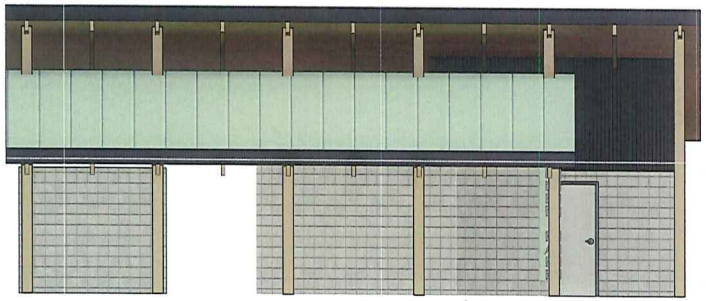

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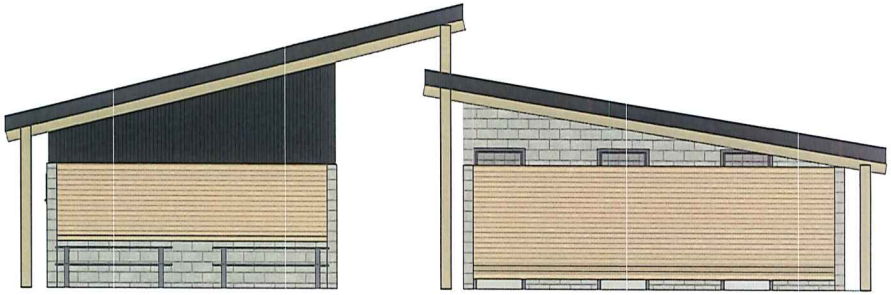

3

SCHEMATIC DESIGN - PLAN

SHELDEN PARK

DLZ

On a motion by Councilmember Budzinski, supported by Councilmember Scheel, and unanimously adopted, it was:

> **#126-25** RESOLVED, that having considered a communication from the Superintendent of Parks and Recreation, dated March 5, 2025, which bears the signature of the Director of Finance and is approved for submission by the Mayor, the Council does, for and on behalf of the City of Livonia, accept a cash donation in the amount of $100,000.00 from Bill Brown Ford, the same to be deposited in and credited to Account No. ***[to be determined]*** to support the redevelopment of Shelden Park.

Ted Davis, Superintendent of Parks and Recreation, thanked Bill Brown Ford for the generous donation, and Councilmember Donovic for his help.

UNFINISHED BUSINESS ITEM 16 (Regular Meeting of April 28, 2025)

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

MINUTES OF THE 263rd REGULAR MEETING OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY OF THE CITY OF LIVONIA

The 263rd Regular Meeting of the Plymouth Road Development Authority of the City of Livonia, Michigan, was called to order at 3:00 p.m., Monday, April 14, 2025, in the 5th-floor Gallery of City Hall.

Members Present: Maureen Miller Brosnan, Mayor
Dan Laible, Chair
Omar Faris
David Veselenak
Jeremy Curtis
Rhett Gronevelt

Members Absent: Susan Harvey, Vice Chair
Stephanie Blatt
Patrick Mies

Others Present: Mark Taormina, Economic Development & Planning Director
Jacob Uhazie, Assistant Planning Director
Kris Canty, Planner IV
Stephanie Reece, Planning Program Supervisor
Ted Davis, Director of Parks and Recreation
Robert Bywalec, D & B Landscaping

1. **ROLL CALL:** A quorum was present.

2. **AUDIENCE COMMUNICATION:**

3. **ADOPTION OF MINUTES**

On a motion made by Brosnan, seconded by Faris, and unanimously adopted, it was:

#2025-05 **RESOLVED** that the Plymouth Road Development Authority does hereby approves the Minutes of the 262nd Regular Meeting held on February 11, 2025.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

4. **FINANCIAL REPORTS – FEBRUARY 2025 AND MARCH 2025**

Mr. Taormina explained the reports prepared by the Finance Department, indicating that the format has changed. He explained the road improvements along Ann Arbor Road between Newburgh and Plymouth Roads and a cost-sharing arrangement related to street lighting. The PRDA will pay 50%, or roughly $51,396.00. He explained that the overall improvements include reconstructing portions of the road, replacing the

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bridge at Hines Drive, and adding a sidewalk on the north side of Ann Arbor Road, along with new streetlights. Mr. Laible reiterated that the fund balance is $1,569,000 through the March 31, 2025, statement. Mr. Gronevelt noted that the fund balance at the end of 2024 was up by $100,000, even though $350,000 was spent on the investment at Middlebelt.

On a motion made by Brosnan, seconded by Faris, and unanimously adopted, it was

#2025-06 **RESOLVED** that the Plymouth Road Development Authority hereby accepts and approves the Financial Statements of the Authority's Special Revenue Fund for February 2025 and March 2025.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

5. **UPDATE ON IRRIGATION SYSTEM AND REPLACEMENT OF NINE (9) STOLEN VACUUM BREAKERS** Mr. Taormina stated that nine vacuum breakers were stolen over the winter, and that the system cannot run without them. All nine have been replaced with a type that can be removed when the system is inactive. Altogether, there are about 24 to 25 vacuum breakers along the corridor. The likely reason they're stolen is the value of the scrap metal. To his knowledge, this is the first time this has happened. Mr. Laible asked if there is insurance on these, and Mr. Taormina stated that claims have been submitted. Mr. Laible asked if there were any reimbursements and if that money would be returned to the PRDA. Mr. Taormina said yes, that is his understanding. The cost was approximately $30,000 to replace them. Mr. Curtis inquired as to whether there are any advantages to the new ones. Mr. Taormina said that being removable is the advantage. He said it was looked at to see if they could go underground, but that was cost-prohibitive. He noted that the breakers will be removed for the winter and capped once the system is no longer charged.

6. **CONSIDERATION OF PROFESSIONAL ARCHITECTURAL AND ENGINEERING DESIGN SERVICES FOR THE SHELDON PARK REDESIGN** Mr. Laible spoke to the fact that this topic has been in front of the PRDA a few times already and that there was a request for support for the engineering fees with a possible not-to-exceed limit, along with the related debt coverage. He reminded everyone that at the last meeting, the Board wasn't comfortable without having more details and more of a financial analysis and breakdown. The Board had also requested a projection of what the PRDA's revenue and operating expenses would look like in the coming years, so they would understand exactly what the PRDA would be committing to, relative to debt service, and a more detailed analysis of the actual costs. He explained how he met with Mr. Taormina, Debra Lichtenberg, and Ted Davis to review the proposal. Initially, it was presented as a 50/50 cost-share with a shorter duration bond. Under that scenario, however, the Board would be asked to support $200,000 per year

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in debt service. He felt that a long-term commitment of $200,000 out of the approximate $300,000 of discretionary funds available to the PRDA each year was too tight, given the need to do certain projects. He explained that they changed the debt service factors with the PRDA responsible for 45% resulting in a new cost share projection of $157,000 per year, which he believes gives the Board more flexibility in operating funds and puts the PRDA in a better position to meet the needs and expectations of the taxpayers that are generating the revenue for improvements to the corridor. He also understands that the $1.5 million in the fund balance can cover any extraordinary projects the board may want to do, if there is a shortfall in any given year. He is supportive of the project with these revised parameters. He feels this is a great project that will bring value to the citizens and will help the corridor itself. He feels it will make it a more vibrant area, with more traffic for the corridor and the businesses. He said there isn't a lot in the southern portion of the city for Parks and Recreation. He explained that he asked Mr. Davis, Ms. Lichtenberg, and Mr. Taormina how much the city could contribute. He found out Parks has a bond that is about to expire. He also found that there isn't a lot of funding out there. He explained that the PRDA is critical to making the project happen. He feels it is a fair ask for the PRDA to contribute and feels good supporting it. The mayor said that the PRDA has been a great strength in the community regarding road and plaza improvements. She said it is the only tool that the city has to maintain financial and economic stability in the south end. She confirmed that funding with grants is getting harder. She explained a bit about Livonia Vision 21 and how this fits in, and said several other communities have used park development to stimulate redevelopment. She spoke about different areas the city has no control over, like Seven Mile and Middlebelt, the Sears property. She said that the Shelden Park area is critical in the south end and that it has been a long time since the city has looked at the south end. She said the single biggest area of young families coming into the community resides in that south end and that we need to create environments that make it exciting for them to want to locate there. She said that even after contributing to Shelden Park, there will still be funding for special projects that add value. She understands that residents on the south end are slightly more reticent about Five Mile and Farmington because they do not see amenities coming to them. She believes a sign saying that the park is coming is really important. Mr. Taormina explained that the city is asking the PRDA to consider funding the architectural and engineering for Shelden Park at a one-time cost of about $350,000, all of which would be reimbursable from the bond proceeds. He explained that the bond would not be issued by the PRDA but by the city and that the PRDA would only participate by sharing the cost of the principal and interest payments on the bond. He explained that the bond would be for $5,000,000 for 25 years. The total annual principal and interest would be approximately $350,000, and the PRDA's 45% responsibility would equate to about $157,500 a year. Mr. Taormina said the improvements to Sesquicentennial Park would be pushed back, but they could be reconsidered in the 2026 fiscal year. He said there is hope for additional revenue sources as the Board looks to amend or renew the Development and Tax Increment Financing Plans. He said that

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the city is working with Miller Canfield on a strategy that will hopefully see the potential for some TIF revenue. That will be presented to the PRDA in the coming months. Mr. Laible said that when he requested the forecast, he said that the Board did not want to rely on any future TIF revenue and that he just wanted to see what it would look like without it. He said that Debbie has put in 3% escalators on tax revenue and has inflationary costs on our costs at a higher number, from 2% to 7%. He said it is a worst-case scenario. Mr. Gronevelt stated that he went through the packet from the last meeting and apologized for not being there, but he feels comfortable with what is being presented. He wanted the maintenance line item clarified. He noticed that it started at $24,000 last year, then went to $50,000, and then to $124,000. He wants to make sure that those numbers are accurate projections. Mr. Laible stated that these are the worst-case scenario projections. Mr. Bywalec said that his company is now looking at a combined maintenance program for all the plazas, which will be redone. He didn't have the numbers yet, but it makes more sense. He also said it is already covered this year. Mr. Taormina said the PRDA has experienced extraordinary costs over the last few years, such as irrigation maintenance. Carrying these same costs forward to future years is a conservative approach to budget forecasting, which everyone hopes will improve as time passes. Mr. Gronevelt asked if the $5,000,000 was inclusive of the $350,000. Mr. Davis said no, it is only a construction estimate. Mr. Laible thought that Ms. Lichtenberg has the bond at $5,350,000. Mr. Davis said a substantial donation for Shelden Park is coming from Bill Brown Ford. He also pointed out that Wayne County Park funds will be sent to the County Commission for approval and then to the City Council for about $140,000. It is in Glenn Anderson's district. He said there will be roughly $240,000 available on top of what they bond for. Given the duration of the project and the scope, he feels that there are additional companies that will donate. Mr. Gronevelt said he appreciates Mr. Laible's time with the city staff and finding the right balance. Mr. Curtis stated that 157 of 300 yearly is a lot, which gave him pause. He understands it is important, but wants the project to go north to Plymouth Road. He also understands that the library is a separate issue. He wanted to know how much fluff there is in the $5 million, and if it goes over, who is responsible. He wanted to know if the split would remain 45-55 and how much the Board would let it go over. Mr. Laible explained that there would be a "not to exceed" amount in the resolution, and if it went over, the Board is not committing to any more than this. Mr. Davis said that Parks and Rec would commit to any overages. He also said a 15% contingency was placed on that number, which is $750,000. Mr. Gronevelt inquired about using the funds and wanted to ensure this is legal. Mr. Taormina said he checked with Miller Canfield and confirmed it is a legal and appropriate use of PRDA funds. Mr. Veselenak thanked Mr. Laible for helping navigate the numbers. He asked Mr. Davis if this was the last puzzle piece before he could start doing things. Mr. Davis said yes, if the PRDA agrees, he will contact the landscape architect quickly. He also said Shelden Park will be their biggest priority after the Senior Center. Mr. Veselenak asked if this needs approval from the City Council. The Mayor said that the Board's decision is enough, but the bonds and awards for construction will

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go to the City Council. Mr. Veselenak asked Mr. Davis when construction would start. Mr. Davis said he hopes to get the bid in July for construction. He thinks early fall for breaking ground. He would also like to see some demolition before that. Mr. Veselenak feels very comfortable with the project and thinks it is a good development. He mentioned how Larry's Foodland put so much money into that development and how much better it looks now. He said the library will get worked out eventually, but thinks that the park is in dire need of help. He said it would help the south side and be a good use. The Mayor spoke to a bigger picture for the parks and the master plans working side by side. She said this aligns with the Parks and Rec Commission's larger vision for how outdoor recreation happens in the city and what amenities we need to bring to the community. She said partnering with the PRDA to complete this project is smart. Mr. Veselenak reiterated his point that Shelden Park needs some love and attention. He said this is a logical step after improving Clement Circle, Bicentennial and Rotary Park.

On a motion made by Gronevelt, seconded by Veselenak, and unanimously adopted, it was:

#2025-07 **RESOLVED** that the Plymouth Road Development Authority does hereby authorize: 1) entering into a contract with DLZ, 607 Shelby Street, Suite 650, Detroit, MI, 48226, pursuant to the Letter Agreement submitted to Mr. Ted Davis, Superintendent of Parks and Recreation, dated December 20, 2024, for Professional Architectural and Engineering Design Services for the Shelden Park Redesign, in an amount not to exceed $350,500, provided that all PRDA expenditures related to fulfillment of the contract be reimbursed to the PRDA by the City bond proceeds in the future; and 2) entering into a cost-sharing agreement with the City, with the PRDA reimbursing the City for not more than 45% of the annual debt service payments on a city-issued bond based on a 25-year term and estimated construction costs of $5,000,000 for the Shelden Park improvements project as conceptualized in the Shelden Park Master Plan prepared by DLZ, dated November 13, 2024, provided that the annual payments by the PRDA shall not exceed $160,000.

7. ELECTION OF OFFICERS

Mr. Laible asked if anyone would be interested in the Chairman's position, and if not, he would put his name back in the ring. He then asked if anyone would volunteer to be the vice chairman. Mr. Gronevelt said he would if Ms. Harvey didn't want it. Mr. Laible felt she begrudgingly took it last time and would be happy if Mr. Gronevelt stepped in.

On a motion made by Brosnan, seconded by Faris, and unanimously adopted, it was:

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555 Briarwood Circle
Suite 333
Ann Arbor, MI 48108

734-994-9700
734-994-9710 fax
www.pfm.com

CITY OF LIVONIA
COUNTY OF WAYNE, STATE OF MICHIGAN
CAPITAL IMPROVEMENT LIMITED TAX GENERAL BONDS

SUMMARY OF PROPOSED BONDING ALTERNATIVES

Scenario Table No.	Scenario Description	Bond Amount	Bond Term	Estimated Total Interest Cost	Estimated Interest Rate	Average Annual Debt Service	Maximum Annual Debt Service
Table_1a	Current Interest Rates	$5,000,000	25 yrs., 0 mo.	$3,002,186	4.08%	$316,354	$318,900
Table_1b	Current Interest Rates + 0.50%	$5,000,000	25 yrs., 0 mo.	$3,442,119	4.59%	$333,429	$336,088

ASSUMPTIONS:
- Bonds Dated March 2026.

NT
11/5/2025

NOTATION:
- The interest rates shown above are estimates as of 11/3/2025. The actual interest rates will be determined at the time of sale.

555 Briarwood Circle
Suite 333
Ann Arbor, MI 48108

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Table_1a
Current Interest Rates as of 11/3/25

$5,000,000
CITY OF LIVONIA
COUNTY OF WAYNE, STATE OF MICHIGAN
2026 CAPITAL IMPROVEMENT BONDS
(GENERAL OBLIGATION - LIMITED TAX)

ESTIMATED MILLAGE NEEDED TO RETIRE BONDED DEBT

	Series 2026
Amount:	$5,000,000
TIC:	4.08%
Dated Date:	Mar 1, 26
First Payment:	Sep 1, 26 < 6 Months
First Levy:	N/A
Capitalized Int:	N/A
Bond Term:	25 yrs., 0 mo.
1:5 Ratio:	TRUE
Average Life:	14.86

		Series 2026				
Tax Year	Payment Year	Principal Due Mar 1	Interest Rate	Interest Due Mar 1	Interest Due Sep 1	Total Debt Service
2024	2025	$0	0.000%	$0	$0	$0
2025	2026	0	0.000%	0	93,340	93,340
2026	2027	130,000	2.970%	93,340	91,410	314,750
2027	2028	135,000	2.850%	91,410	89,486	315,895
2028	2029	140,000	2.770%	89,486	87,547	317,033
2029	2030	145,000	2.750%	87,547	85,553	318,100
2030	2031	145,000	2.740%	85,553	83,567	314,120
2031	2032	150,000	2.750%	83,567	81,504	315,071
2032	2033	155,000	2.820%	81,504	79,319	315,823
2033	2034	160,000	2.910%	79,319	76,991	316,309
2034	2035	165,000	2.920%	76,991	74,582	316,572
2035	2036	170,000	3.040%	74,582	71,998	316,579
2036	2037	175,000	3.310%	71,998	69,101	316,099
2037	2038	180,000	3.460%	69,101	65,987	315,089
2038	2039	190,000	3.670%	65,987	62,501	318,488
2039	2040	195,000	3.680%	62,501	58,913	316,414
2040	2041	205,000	3.830%	58,913	54,987	318,900
2041	2042	210,000	3.910%	54,987	50,882	315,869
2042	2043	220,000	3.990%	50,882	46,493	317,374
2043	2044	230,000	4.070%	46,493	41,812	318,305
2044	2045	240,000	4.180%	41,812	36,796	318,608
2045	2046	245,000	4.180%	36,796	31,676	313,472
2046	2047	260,000	4.390%	31,676	25,969	317,644
2047	2048	270,000	4.440%	25,969	19,975	315,943
2048	2049	280,000	4.490%	19,975	13,689	313,663
2049	2050	295,000	4.520%	13,689	7,022	315,710
2050	2051	310,000	4.530%	7,022	0	317,022
2051	2052	0	0.000%	0	0	0
		$5,000,000		$1,501,093	$1,501,093	$8,002,186

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Table_1b
Current Interest Rates as of 11/3/25 + 0.50%
$5,000,000
CITY OF LIVONIA
COUNTY OF WAYNE, STATE OF MICHIGAN
2026 CAPITAL IMPROVEMENT BONDS
(GENERAL OBLIGATION - LIMITED TAX)

ESTIMATED MILLAGE NEEDED TO RETIRE BONDED DEBT

	Series 2026
Amount:	$5,000,000
TIC:	4.59%
Dated Date:	Mar 1, 26
First Payment:	Sep 1, 26 < 6 Months
First Levy:	N/A
Capitalized Int:	N/A
Bond Term:	25 yrs., 0 mo.
1:5 Ratio:	TRUE
Average Life:	15.11

		Series 2026				
Tax Year	Payment Year	Principal Due Mar 1	Interest Rate	Interest Due Mar 1	Interest Due Sep 1	Total Debt Service
2024	2025	$0	0.000%	$0	$0	$0
2025	2026	0	0.000%	0	106,404	106,404
2026	2027	125,000	3.470%	106,404	104,235	335,639
2027	2028	125,000	3.350%	104,235	102,142	331,377
2028	2029	130,000	3.270%	102,142	100,016	332,158
2029	2030	135,000	3.250%	100,016	97,822	332,838
2030	2031	140,000	3.240%	97,822	95,554	333,377
2031	2032	145,000	3.250%	95,554	93,198	333,752
2032	2033	150,000	3.320%	93,198	90,708	333,906
2033	2034	155,000	3.410%	90,708	88,065	333,773
2034	2035	160,000	3.420%	88,065	85,329	333,395
2035	2036	165,000	3.540%	85,329	82,409	332,738
2036	2037	170,000	3.810%	82,409	79,170	331,579
2037	2038	180,000	3.960%	79,170	75,606	334,777
2038	2039	185,000	4.170%	75,606	71,749	332,355
2039	2040	195,000	4.180%	71,749	67,674	334,423
2040	2041	205,000	4.330%	67,674	63,235	335,909
2041	2042	210,000	4.410%	63,235	58,605	331,840
2042	2043	220,000	4.490%	58,605	53,666	332,271
2043	2044	230,000	4.570%	53,666	48,410	332,076
2044	2045	245,000	4.680%	48,410	42,677	336,088
2045	2046	255,000	4.680%	42,677	36,710	334,388
2046	2047	265,000	4.890%	36,710	30,231	331,941
2047	2048	280,000	4.940%	30,231	23,315	333,546
2048	2049	295,000	4.990%	23,315	15,955	334,270
2049	2050	310,000	5.020%	15,955	8,174	334,129
2050	2051	325,000	5.030%	8,174	0	333,174
2051	2052	0	0.000%	0	0	0
		$5,000,000		$1,721,060	$1,721,060	$8,442,119

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

6. REQUEST TO APPROVE A CONTRACT AMENDMENT WITH TIVITY HEALTH: Department of Parks and Recreation, re: to continue providing Silver Sneakers memberships at the Jack E. Kirksey Recreation Center.

   Ted Davis, Superintendent of Parks and Recreation, stated the contract was renegotiated changing the price and requests approval for the contract amendment.

   Denise Mica, Resident, requested the Silver Sneakers membership not just be a matinee.

   Motion was made by Councilmember Toy to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

6.

Parks and Recreation
November 5, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Ted Davis, CPRP, Superintendent of Parks and Recreation

AGENDA ITEM

REQUEST TO APPROVE A CONTRACT AMENDMENT WITH TIVITY HEALTH: Department of Parks and Recreation, re: to continue providing Silver Sneakers memberships at the Jack E. Kirksey Recreation Center

BACKGROUND DETAILS

The Parks and Recreation Commission respectfully requests your approval of a contract amendment with Tivity Health to continue providing Silver Sneakers memberships at the Jack E. Kirksey Recreation Center to eligible participants in our senior community. Eligibility is based on the individual's medical insurance provider and can be verified by accessing the Tivity Health portal.

The attached agreement allows for a reimbursement of $3.25/visit, up from $2.50/visit to the Rec Center, with a monthly cap per person of $26.00, up from $20/month. The agreement would provide Silver Sneakers participants with our "base" Matinee membership and all amenities provided with membership. The current price of a Matinee membership is $22/month or $220/year.

This program has been very successful for everyone involved. We currently have over 2,800 senior members who take advantage of our insurance-based membership options. With the placement and opening of the new Livonia Senior Wellness Center, we anticipate that number to increase.

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

Requesting approval of a contract amendment with Tivity Health to pay City of Livonia $3.25/visit with a monthly cap per person of $26/month.

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

N/A

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

Tivity to pay City of Livonia $3.25/visit with a cap of $26/month until April 30, 2029 and shall

automatically renew thereafter for successive one-year terms.

DETAILED WORK BEING PERFORMED

N/A

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

N/A

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

N/A

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

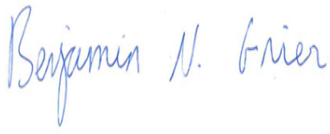
ATTACHMENTS

1. S111725 LTC Silver Sneakers memership
2. 2025 Tivity Health amendment

APPROVED BY



Ted Davis, CPRP, Superintendent of Parks and Recreation — Date: November 07, 2025



Benjamin N. Grier, JD, CPA, Finance Director — Date: November 07, 2025



Carter Fisher, City Attorney — Date: November 07, 2025



Maureen Miller Brosnan, Mayor — Date: November 07, 2025

FIRST AMENDMENT TO THE AGREEMENT BETWEEN TIVITY HEALTH SERVICES, LLC AND CITY OF LIVONIA

This First Amendment ("**First Amendment**") is dated effective as of January 1, 2026 ("**Amendment Effective Date**") and amends the Tivity Health Partner Location Agreement between **TIVITY HEALTH SERVICES, LLC** ("**Tivity Health**") and **CITY OF LIVONIA** ("**Facility**") dated November 5, 2020 (as amended, the "**Agreement**").

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby amend the Agreement as follows:

1. The Section entitled "**Term**" shall be deleted in its entirety and replaced with the following new Section entitled "**Term**":

   Term. The term of this Agreement shall commence upon execution by the Parties and shall continue until April 30, 2029 ("**Initial Term**") and shall automatically renew thereafter for successive one-year terms ("**Renewal Term**"), after the Initial Term unless either party provides written notice of intent not to renew at least 120 days' prior to the expiration of the Initial Term or the current Renewal Term of the Agreement.

2. **ATTACHMENT A** shall be deleted from the Agreement in its entirety and replaced with the following new **ATTACHMENT A** attached herein.

3. Except as expressly modified by this First Amendment, the Agreement and any previously signed amendments or addenda shall remain in full force and effect. The individual signing below on behalf of Facility represents and warrants that he/she has all requisite corporate power and authority to enter into this First Amendment on behalf of Facility.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to be effective as of the First Amendment Effective Date.

TIVITY HEALTH SERVICES, LLC	CITY OF LIVONIA
_____	_____
Signature	Signature
_____	_____
Tivity Health Printed Name	Printed Name
_____	_____
Tivity Health Title	Title
_____	_____
Date	Date

ATTACHMENT A

Notices, Utilization Payment, Programs and Pricing

1. Notices to Facility and Tivity Health.

Facility Contact: Exhibit A-2

Tivity Health Contact: Tivity Health PL Contracting Department
4031 Aspen Grove Drive, Suite 250
Franklin, TN 37067
Email: **PLContracting@tivityhealth.com**

2. Program Utilization Payment.

a) Program Utilization Payment for Selected Tivity Health Programs. Tivity Health shall compensate Facility based on Program Participant Visits, with a maximum cap payment per Program Participant per month. Tivity Health shall not compensate Facility for more than one Program Participant Visit per day. As used herein, the term ("**Program Participant**") shall mean a member who has completed the Program enrollment. Additionally, for purposes of calculating the payment, the date a Participant enrolls shall be considered a ("**Program Visit**"), regardless of whether the Participant attends a class on that day.

b) Payment Schedule. Payment shall be processed for direct deposit by Tivity Health by the last day of the month following the month in which Program Visits occurred (the "**Following Month**"), provided Tivity Health receives Facility's monthly utilization data by the fifth (5th) day of the Following Month. In the event utilization data is not received in a timely manner, payment may be delayed. Payment for monthly utilization received after the last day of the Following Month will be denied for non-timely filing and will not be eligible for reimbursement or appeal. Appeals must be brought to the attention of Tivity Health within thirty (30) days of receipt of payment; appeals brought at a later date will not be eligible for review.

3. Programs and Pricing. A description of each Program appears on the Portal: https://fitness.tivityhealth.com

☒ SilverSneakers® Fitness Program Offering Basic Fitness Membership Services
$3.25 per Program Visit up to $26.00 per Program Participant per Month

tivity HEALTH | Live healthy. Live long.

Confidential

TIVITY HEALTH PARTNER LOCATION AGREEMENT

This Tivity Health Partner Location Agreement (this "**Agreement**") is between **TIVITY HEALTH SERVICES, LLC** ("**Tivity Health**"), and the "**Facility**" named below. This Agreement is effective as of the date of the signature by the Facility below ("**Effective Date**"). Facility desires that it and its other locations listed on **Exhibit A-1** be included as a member of Tivity Health's network of locations for the purposes of fitness memberships and/or offering Tivity Health's programs, and Tivity Health desires Facility to be a member of Tivity Health's network.

Facility. The undersigned Facility and any additional participating locations of Facility as mutually agreed to and set forth in **Exhibit A-1**, which have entered into this Agreement with Tivity Health to be part of its Tivity Health Network.

Facility Contact. Facility has designated the person named on **Exhibit A-2** as authorized to represent Facility in communicating with Tivity Health about this Agreement.

Pricing. Tivity Health will pay Facility the selected program fees in **Attachment A**.

Programs. Facility will offer each Tivity Health program marked in **Attachment A.**

Term. The term of this Agreement runs from the Effective Date through April 30, 2022 ("Initial Term") and thereafter will automatically renew for successive one (1) year terms from May 1 to April 30 ("Renewal Term"), provided that after the Initial Term, either party may terminate this Agreement upon 120 days' prior written notice of the expiration of the Renewal Term.

Terms & Conditions. This Agreement will be governed by the Standard Terms and Conditions attached hereto and incorporated by reference herein.

The Tivity Health materials on the Portal are incorporated by reference as an integral part of this Agreement.

This Agreement supersedes any prior agreements and represents the entire understanding and agreement between the parties regarding the subject matter of this Agreement.

Tivity Health and Facility each sign below to agree to be bound to the terms of this Agreement as of the Effective Date.

TIVITY HEALTH SERVICES, LLC

Adam C. Holland
Adam C. Holland (Nov 5, 2020 14:46 CST)
Signature

Adam C. Holland
Tivity Health Printed Name

CFO
Tivity Health Title

Nov 5, 2020
Date

Jack E. Kirksey Livonia Community Recreation Center
Name of Facility

Maureen Miller Brosnan
Signature

Maureen Miller Brosnan
Printed Name

Mayor
Title

11/03/20
Date

Signature: Jason Bergeron (Aug 11, 2020 18:45 CDT)

Email: jason.bergeron@tivityhealth.com

ATTACHMENT A

Notices, Utilization Payment, Programs and Pricing

1. **Notices to Facility and Tivity Health.**

Facility Contact: Attached Exhibit A-2

Tivity Health Contact: Tivity Health PL Contracting Department
1445 South Spectrum Blvd.
Chandler, Arizona 85286
Phone: **(480) 444-5400**
Email: **PLContracting@tivityhealth.com**

2. **Facility Locations.** Attached Exhibit A-1

3. **Program Utilization Payment.**

a) Program Utilization Payment for Selected Tivity Health Programs. Tivity Health shall compensate Facility based on Program Member Visits, with a maximum cap payment per Program Participant per month. Program Visit shall mean one distinct occasion, recorded and reported by Facility in accordance with procedures specified in the Reference Guide, during which a Member enters Facility to enroll in or use the Program. Tivity Health shall not compensate Facility for more than one Program Visit per day. Program Participant shall mean a Member, who, after completing the Program enrollment, has used the Program at a facility in the Tivity Health Network at least once in a given month.

b) Payment Schedule. Payment shall be processed for direct deposit by Tivity Health by the last day of the month following the month in which Program Visits occurred ("following month"), provided Tivity Health receives Facility's monthly utilization data by the fifth (5th) day of the following month. In the event utilization data is not received in a timely manner, payment may be delayed. Payment for monthly utilization received after the last day of the following month will be denied for non-timely filing and will not be eligible for reimbursement or appeal. Appeals must be brought to the attention of Tivity Health within thirty (30) days of receipt of payment; appeals brought at a later date will not be eligible for review.

4. **Programs and Pricing.** A description of each Program appears on the Portal: https://fitness.tivityhealth.com

☒ SilverSneakers® Fitness Program Offering Basic Member Access
$2.50 per Member Visit up to $20.00 per Member per Month

STANDARD TERMS AND CONDITIONS

1. Definitions. All terms not defined herein will have the meanings given to them in the Partner Location Agreement between Tivity Health and Facility (the "**Agreement**").

a) "**Confidential Information**" means this Agreement, the identity of any Tivity Health customer, Participant information and information a recipient should reasonably understand to be confidential given the nature of such information, including, without limitation, any Tivity Health IP.

b) "**Sponsoring Organization**" means any organization, employer group, health plan or subset thereof that is contracted with Tivity Health to provide the Program to its members and whose members may therefore utilize Facility in accordance with the terms of this Agreement. Facility shall provide the Program to eligible Members of all Sponsoring Organizations. Sponsoring Organization information shall be available to Facility, and such Sponsoring Organization information shall be incorporated herein by reference.

c) "**Participant**" means a Sponsoring Organization member, employee, dependent or other person eligible for the Program, determined by the Participant verification process outlined in the Reference Guide.

d) "**Program**" means each Tivity Health program elected in the Agreement and as described on the Portal.

e) "**Reference Guide**" means the procedures and guidelines set forth on the Portal for participation in the Tivity Health network.

f) "**Tivity Health IP**" means any and all intellectual property associated with the Program and tangible embodiments thereof, including, without limitation: the Portal, the Reference Guide; Program descriptions, processes and know-how; Tivity Health content on the Portal; and all data regarding activity at the Facility, such as utilization reports.

2. Facility Responsibilities. In exchange for the compensation to be paid by Tivity Health, Facility shall perform the following services:

a) Program Implementation Process. To prepare for Program commencement, Facility agrees to participate in the following 1) coordination with Tivity Health of electronic reporting containing the required data elements; 2) Tivity Health-scheduled and led training; and 3) Tivity Health's evaluation of Facility to certify Facility's preparedness to provide Program (the date by which each of these has been completed, the Ready Date.")

b) Staffed Hours. Facility shall be appropriately staffed in accordance with professionally recognized standards of fitness programs a minimum of six (6) hours per day, Monday through Friday.

c) Program Enrollment. Facility shall enroll Participants in the Program in accordance with the protocol defined in the Reference Guide or other protocol mutually agreed between the Parties.

d) Reporting Obligations of Facility. Facility shall report Program utilization to Tivity Health on a monthly basis. Program utilization reporting shall consist of all 1) Program forms completed during the previous month as applicable; and 2) visits for the month. Facility shall prepare a report of daily visits and utilization from the month summarizing activity and containing the required data elements and submit it electronically to Tivity Health no later than the fifth (5th) day of the following month. The required file format, data elements and submission options are defined in the Reference Guide. The Parties to this Agreement shall work cooperatively to establish correct and acceptable electronic monthly utilization data reporting; Tivity Health may provide technical support to Facility if necessary.

e) SilverSneakers® Program Advisor. Facility shall designate one staff member as the SilverSneakers Program Advisor, who shall serve as a liaison to Tivity Health and as a resource person for SilverSneakers Participants utilizing the Tivity Health Network and is knowledgeable concerning all services provided by Facility to Participants.

f) Guest Pass Program. Facility shall provide Program services to persons presenting a Tivity Health guest pass. Properly documented guest visits will be counted the same as a Participant visit for purposes of calculating Facility's compensation.

g) Reference Guide. Facility must comply with the Reference Guide to remain a part of Tivity Health's network.

h) Access to Program at No Charge. Facility will provide all Participants access to the Program at no charge to the Participants.

i) Tivity Health Network Reciprocity. Facility will ensure that all of Facility's locations listed in the Agreement allow access to all Participants.

j) Membership Conversion. Upon the Effective Date, Facility will inactivate any existing gym/facility membership relationship a Participant may have with

Facility, which inactivation will be for the duration of the Agreement. Facility will not collect any monthly dues, cancellation fees, or other fees during the inactivation period. Upon termination of the Agreement or the termination of a Participant's membership with a Tivity Health customer, Facility may re-activate that Participant's inactivated Facility membership.

k) Portal. Facility's participating locations will create and maintain user accounts on the web based Tivity Health Fitness Provider Portal. Facility shall utilize the Tivity Health Fitness Provider Portal to verify Participant eligibility and to obtain and access Tivity Health materials, including Sponsoring Organization information, training materials, Program forms, Program reports, and the Reference Guide.

l) Communications. Facility will coordinate all external communications through Tivity Health. Facility will immediately notify Tivity Health of all external inquiries regarding any Tivity Health Program, Tivity Health, or a Tivity Health customer.

m) Return of Materials. Facility will promptly return all Tivity Health Program materials upon termination of the Agreement or at Tivity Health's request.

n) Fraud, Waste and Abuse Training. Applicable Facility personnel will complete fraud, waste and abuse training as required by the Center for Medicare and Medicaid Services and provide confirmation of completion of same on the Portal.

o) Insurance. Facility will maintain commercially reasonable levels of general liability insurance in order to satisfy Facility's obligations to Tivity Health under this Agreement and as is reasonable and appropriate and industry-standard given Facility's business operations.

3. Use of Trademarks, Logos, and Copyrighted Materials. Each party grants the other a limited and non-exclusive right to use the other's trademarked or service-marked name, logo, identity, format, and materials solely for use for the purposes outlined in this Agreement (the **"Marks and Materials"**); provided, any use by Facility must be approved in advance and in writing by Tivity Health. Upon termination of the Agreement Facility will cease all use, advertising, marketing, and referencing of Tivity Health Marks and Materials. Nothing in the Agreement grants either party any right, title or interest in or to the Marks and Materials of the other party. All use by Facility of Tivity Health's Marks and Materials (including goodwill) will be for the sole benefit of Tivity Health.

4. Tivity Health IP. Tivity Health is the sole and exclusive owner of any and all Tivity Health IP, and nothing in the Agreement will alter Tivity Health's ownership rights in the Tivity Health IP whatsoever. Facility may not sell, license or otherwise transfer the Tivity Health IP.

5. Disagreements. If the parties have a disagreement, they will work in good faith to resolve it. Neither party will sue the other in front of a judge or jury; rather, all unresolved disagreements will be resolved exclusively by binding arbitration. Neither party will initiate, support, or otherwise participate in class action lawsuits, class-wide arbitrations, private attorney-general actions or the like against the other party.

6. Research Studies. Facility must seek prior written approval (which Tivity Health may decline in its sole discretion) from Tivity Health before undertaking any research or clinical study of Participants or Programs. Facility will provide study findings and results to Tivity Health prior to any publication or presentation of same. Tivity Health may withhold approvals hereunder in its sole discretion.

7. Compensation. Tivity Health will pay Facility the fees and rates set forth in the Agreement. Facility will be responsible to pay its own taxes on any payment received from Tivity Health.

8. Termination.

a. Early Termination. Notwithstanding any other provision of this Agreement, Tivity Health may terminate this Agreement at any time upon notice to Facility due to 1) closure of Facility, resulting in denial of Program services to Participants, without thirty (30) days' prior written notice to Tivity Health; 2) fraudulent Program utilization reporting by Facility; or 3) Tivity Health's reasonable determination that the health or safety of Participants may be in jeopardy if this Agreement is not terminated.

b. Bankruptcy. If at any time there is filed by or against a party to the Agreement a petition in bankruptcy or insolvency or for reorganization or for the appointment of a receiver, trustee, or conservator of all or a portion of the party's property, or if a party makes an assignment for the benefit of creditors, and if such action is not dismissed after 90 calendar days, the Agreement may be immediately terminated by the other party.

c. Material Breach. If either party breaches a material term or condition of the Agreement, the non-breaching party may terminate the Agreement on notice to the other party specifying the nature of the breach as long as the breach is not cured within 30 days after such notice.

d. Default. Tivity Health may at its sole discretion and without limiting its other remedies withhold payment

of any amounts otherwise due to Facility if Facility commits an act of fraud or commits a material breach of the Agreement.

e. Immediate Termination. Tivity Health may immediately terminate the Agreement upon notice to Facility in the event of (i) Facility closure; (ii) fraudulent reporting of Program utilization by Facility; (iii) Tivity Health's determination that a Participant's health or safety may be at risk; or (iv) Facility or any of its owners, employees, agents, or affiliates have been convicted of Medicare fraud or appear on any state or federal government exclusion list, including, without limitation, the System for Award Management or the Office of Inspector General's List of Excluded Individuals and Entities.

f. Termination for Convenience. Tivity Health may terminate the Agreement for convenience with 30 days prior written notice to Facility. In such case, Tivity Health shall have no further obligation or liability to Facility apart from the payment of fees owed.

9. Confidentiality. During the Term and at all times thereafter, Facility may not divulge to anyone or use in any way any Confidential Information. Notwithstanding the foregoing, Facility may disclose Confidential Information to the extent compelled by law to do so, including any compelled disclosure under any federal or state Freedom of Information Act, provided Facility provides Tivity Health with prior written notice of any such compelled disclosure (to the extent legally permitted), and allows Tivity Health an opportunity to review the Confidential Information and seek a protective order to prevent or limit any such disclosure.

10. Participant Contact. Facility agrees not to contact Participants during the Term of this Agreement regarding business matters of the Program, including, without limitation, switching health plans, disenrolling, enrolling with other health plans or similar entities, or contracting directly with Facility. Facility will not dissuade Participants from engaging in any Tivity Health Program. Notwithstanding the foregoing, Facility is allowed to send weekly emails to Participants about upcoming classes offered in connection with the Program.

11. Notices. All notices and other communications under this Agreement must be in writing, sent to the applicable contact listed in the Agreement, and will be deemed to have been duly given, made and received when sent by (a) electronic mail or (b) hand delivery, including by a recognized courier service.

12. Waiver of Claims. Unless caused by the gross negligence or intentional wrongdoing of Tivity Health, Tivity Health's customers, or any applicable government agency, Facility hereby waives and releases all claims (known and unknown) against Tivity Health, Tivity Health's customers, and applicable government agencies, and/or any of their respective officers, directors, shareholders, employees, affiliates or representatives (collectively, "**Tivity Health Affiliates**") sustained by Participants as a result of the Participant's engagement in the Program or any other activities undertaken in or sponsored by Facility.

13. Cooperation in Defense. Tivity Health and Facility agree that, to the extent permitted by law, they will cooperate with one another in the defense of any claim arising from any acts of their respective officers, shareholders, employees, or agents and will give one another written notice of any claims arising in relation to the Agreement.

14. Miscellaneous.

a. Compliance with Federal and State Rules and Regulations. Facility will comply with all applicable federal and state rules and regulations regarding services provided to Participants.

b. Business License and Regulatory Standards. Facility will hold an active and unrestricted business license as required by law and meet occupational health and safety requirements and regulatory standards in the state and jurisdiction in which Facility operates.

c. Severability. Should any provision of the Agreement be determined by any court of competent jurisdiction to be illegal, invalid or unenforceable in any respect, in whole or in part, the offending provisions will not affect the enforceability of the other provisions.

d. Amendment of Agreement to Comply with Law. Tivity Health may amend this Agreement to comply with applicable law upon 60 days' prior written notice to Facility, and Facility may terminate this Agreement during such period if the amendment would have a demonstrable material adverse effect on Facility.

e. Applicable Law. The Agreement is governed by the laws of the State of Michigan, without giving effect to its conflicts of law's provisions, and each party submits to the exclusive jurisdiction of the courts of the State of Michigan.

f. Sale of Business/Transfer of Assets. Facility will notify Tivity Health in writing at least 90 days before it sells or transfers all or substantially all of its assets or business.

g. Survival. Sections 12 through 14 will survive termination of the Agreement, regardless of the reason for termination.

EXHIBIT A-1

FACILITY INFORMATION

The information in the box below is intended for marketing purposes. Please confirm that it is accurate.

Facility Name:	Jack E. Kirksey Livonia Community Recreation Center
Physical Address:	15100 Hubbard
	Livonia, MI 4814
Phone Number:	734-466-2900
Web Site Address:	www.LivoniaParks.org

To enable marketing of amenities and services are marketed, please designate your basic amenities below and all amenities upon initial log in to the Fitness Provider Portal.

Amenity/Program	☒ Offered as part of basic membership at no additional cost to Members
Cardiovascular Equipment	X
Group Exercise/Aerobics Area	N/A
Hot Tub/Whirlpool	X
Resistance Training Equipment	X
Steam and/or Sauna	X
Swimming Pool – Seasonal (not available throughout the year)	X
Swimming Pool – Year-Round	X

Fax: (734) 466-2679 ■ Direct Fax ☐ Need to call first

General Email: parks@ci.livonia.mi.us

Who will be our primary location contact (Tivity Health Program Advisor)? This individual will be responsible for scheduling training, coordinating with our Provider Services Liaison, and will need access to member records.

Contact Person: Tom Murphy

Contact Title: Facility Manager

Contact Phone: (734) 466-2914

Contact Fax: (734) 466-2679

Contact Email: tmurphy@ci.livonia.mi.us

Mailing Address (if not the same as Physical Address):

Mailing Address: same

Shipping Address (if not the same as Physical Address):

Shipping Address: same

Staffed Hours of Operation

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Open	X	8:00 am	8:00 am	8:00 am	8:00 am	8:00 am	X
Closed	X	3:00 pm	3:00 pm	3:00 pm	3:00 pm	3:00 pm	X

Are Members able to access Facility during unstaffed hours? ■ No ☐ Yes

What non-English languages does staff speak fluently? Please list:

Please select one location type:

■ Men and women
☐ Women only
☐ Men only

EXHIBIT A-2

CONTRACT ADMINISTRATOR

Name:	Michelle Koppin
Title:	Assistant Superintendent
Mailing Address:	15100 Hubbard, Livonia, MI 48154
Phone:	(734) 466-2918
Fax:	(734) 466-2679
Email:	mkoppin@ci.livonia.mi.us

The Contract Administrator shall receive legal correspondence regarding the Agreement, shall have access to payment information for all Facilities in Exhibit A-1 to this Agreement, and shall be responsible for setting up Tivity Health Fitness Provider Portal accounts for Facility staff.

Who should Tivity Health contact to coordinate the technical aspects of monthly utilization data reporting? This individual will need to have specific information about your location's reporting capabilities and be responsible for obtaining management approval for establishing a reporting method.

Name:	Tom Murphy
Phone:	734-466-2914
Email:	tmurphy@ci.livonia.mi.us

PROGRAM DESCRIPTIONS

SilverSneakers® Fitness Program – Basic Participant Access Program Description:

In exchange for the compensation to be paid by Tivity Health, Facility shall offer the Program to Participants of the Sponsoring Organization as a fully subsidized program for Medicare, Group Retirees and Older Adults that includes a basic fitness membership, which may include other Tivity Health services, for Participants provided through a network of facilities; also included in the Program are all facets presented in the Terms and Conditions section of the Partner Location Agreement. Program brands include SilverSneakers® Fitness program, Tivity Health ACCESS, and other brand names for the Mature Market Fully Subsidized Program communicated to Facility by Tivity Health from time to time.

tivity HEALTH

AUTHORIZATION AGREEMENT FOR ELECTRONIC PAYMENTS

I authorize Tivity Health, LLC, to deposit, by electronic funds transfer, payments owed to me by Tivity Health, LLC. I agree that any overpayments made by Tivity Health during any month while this Authorization Agreement for Electronic Payments is in effect may be used to offset future amounts owed on any payment due from Tivity Health. I recognize that if I fail to provide complete and accurate information on this authorization form, the processing of the form may be delayed or my payments may be erroneously transferred electronically. This authority is to remain in full force and effect until Tivity Health has received written notification from me of its termination in such time and in such manner as to afford Tivity Health a reasonable opportunity to act upon it. To receive payments electronically, you must print, complete this form, and attach a voided check.

PRINT ALL INFORMATION Date: 8-13-20 Location ID (if known): _____

PAYEE NAME: City of Livonia

FEDERAL ID#/SOCIAL SECURITY #: 38-6005820

DEPOSITORY (BANK) NAME: Comerica

BRANCH PHONE #: 734-525-2711

CITY, STATE: Livonia MI

ROUTING/TRANSIT #: 072000096

ACCOUNT #: 2049200021

This account is: ☒ Checking ☐ Savings

NOTE: A VOIDED CHECK OR DOCUMENTATION MUST ACCOMPANY THIS FORM TO VERIFY BANK ACCOUNT NUMBERS

BUSINESS E-MAIL ADDRESS for payment notification (required)

E-MAIL ADDRESS: AcctRec@ci.livonia.mi.us

AUTHORIZED SIGNATURE: Thomas J Hritz DATE: 8-14-20

PRINTED NAME: Thomas Hritz TITLE: Accountant II

ATTACH VOIDED CHECK OR PRINTED DOCUMENT FROM FINANCIAL INSTITUTION FOR VERIFICATION (REQUIRED)

SEE ATTACHED.

MAIL TO: Tivity Health Procurement Dept.
1445 S. Spectrum Blvd.
Chandler, AZ 85286

- INTERNAL USE ONLY -
SFDC Vendor ID_____ SFDC Site Code_____
Oracle Vendor ID_____ Oracle Site Code_____

Comerica Bank

comerica.com

Whitney Swanson
Vice President
Business Deposit Services
Comerica Bank
411 W. Lafayette
Detroit, MI 48226
O: (313) 222.5071
wnswanson@comeria.com

RE: City of Livonia
33000 Civic Center Dr
Livonia, MI 48154

To whom it may concern,

Please accept this letter as verification of the City of Livonia's open checking account. Routing number is 072000096 and the account number is 2049200021.

If you have any questions or concerns, please do not hesitate to contact me at 313.222.5071.

Sincerely,

Whitney Swanson

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

7. REQUEST TO APPROVE SUBLEASE AGREEMENT BETWEEN CITY OF LIVONIA AND LIVONIA CIVIC ARENAS: Department of Parks and Recreation, re: Devon-aire and Eddie Edgar arenas for the term of August 1, 2026 through July 31, 2031, with an additional five-year extension.

   Ted Davis, Superintendent of Parks and Recreation, stated LCA has been a great partner with good services but the arenas have work that needs to be done and the agreement goes directly to addressing those needs.

   Motion was made by President McCullough to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

7.

Parks and Recreation
November 6, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	Ted Davis, CPRP, Superintendent of Parks and Recreation

AGENDA ITEM

REQUEST TO APPROVE SUBLEASE AGREEMENT BETWEEN CITY OF LIVONIA AND LIVONIA CIVIC ARENAS: Department of Parks and Recreation, re: Devon-aire and Eddie Edgar arenas for the term of August 1, 2026 through July 31, 2031, with an additional five-year extension.

BACKGROUND DETAILS

LCA (Livonia Civic Arenas) has been an outstanding community partner for over 20 years, initially operating Devonaire and, for the past 20 years, with Eddie Edgar and Devonaire arenas. The maintenance and operations have been exceptional, and we wish to continue that long-standing positive relationship with a new agreement.

The proposed agreement will focus resources on capital repairs at both arenas, as there are significant needs. This will enable LCA to finance or outright pay for anticipated capital needs, which include new roofs for both facilities, Zamboni replacement, Devon-Aire compressor replacement, boiler replacement, and new flooring.

This new agreement contains several changes as follows:

- Increase the base ice rate from $259.50/hr. to $272.50/hr. a 5% increase for the 2026/27 ice season, with annual increases thereafter of 5% or CPI, whichever is greater.
- Institute a $25.00/hr surcharge on ice rentals that will go directly to capital needs at both arenas. We anticipate that this will result in an additional $110,000 per year.
- Remove the $2,000/month lease payment to Parks and Recreation for Eddie Edgar to maximize funds available for capital repairs.
- New agreement term is 8/1/26 through 7/31/31. With an additional five-year extension.

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

The Department of Parks & Recreation respectfully requests your concurrence in the proposed Sublease Agreement with LCA and suspending the remaining lease payments on the current agreement, and authorize the Mayor and City Clerk to execute the sublease agreements as

approved by the Livonia Parks & Recreation Commission.

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

N/A

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

N/A

DETAILED WORK BEING PERFORMED

N/A

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

N/A

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

N/A

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

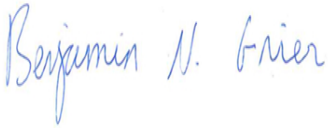
ATTACHMENTS

1. S111725 LTC Lease agr - Devon-aire and Eddie Edgar
2. 2026 devon-aire lease DRAFT Version 1 2026 td
3. 2026 eddie edgar lease DRAFT version 1 2026 td

APPROVED BY



Ted Davis, CPRP, Superintendent of Parks and Recreation — Date: November 06, 2025



Benjamin N. Grier, JD, CPA, Finance Director — Date: November 07, 2025



Carter Fisher, City Attorney — Date: November 07, 2025



Date: November 07, 2025

Maureen Miller Brosnan, Mayor

DRAFT

LEASE AGREEMENT
DEVON-AIRE ARENA
BETWEEN THE CITY OF LIVONIA
AND
LIVONIA CIVIC ARENAS, INC.
A MICHIGAN NONPROFIT CORPORATION

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LEASE AGREEMENT

DEVON-AIRE ARENA

THIS LEASE AGREEMENT made and entered into this _____ day of _____, 2025 by and between the CITY OF LIVONIA, a Michigan municipal corporation, whose address is 33000 Civic Center Drive, Livonia, Michigan 48154, the Lessor, hereinafter designated as the "LANDLORD," and Livonia Civic Arenas, Inc., a Michigan nonprofit corporation, 33841 Lyndon, Livonia, Michigan 48154, the Lessee, hereinafter designated as the "TENANT."

WITNESSETH:

WHEREAS, the City of Livonia has heretofore been incorporated pursuant to Act 279 of the Public Acts of Michigan of 1909, as amended; and

WHEREAS, the property commonly known as Devon-Aire Arena and all improvements and appurtenances located thereon are owned by the City of Livonia; and

WHEREAS, the City of Livonia, as Lessee, has entered into an agreement with the Livonia Civic Arenas, as Lessee, for the premises commonly known as Devon-Aire Arena, including all improvements and appurtenances located thereon;

NOW, THEREFORE, in consideration of the covenants hereinafter set forth, the respective parties do hereby enter into a Lease Agreement upon the following terms and conditions, to wit:

I. NATURE AND OPERATION OF THE LEASE.

1.1 General Description of the Lease.

Subject to the terms hereof, Tenant shall have the exclusive rights and privileges of a Lessee to occupy and operate the Devon-Aire Arena facility (hereafter "Arena

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Facility"). Tenant shall use and occupy the leased premises only for the recreational/sports arena purpose for which they are let to it.

1.2 Area of Lease.

Tenant agrees that the area of its operation hereunder shall be confined to the Arena Facility, including concession area, warming room, locker rooms, lavatories, and mechanical equipment room.

It is hereby expressly understood and agreed by the parties hereto that the Arena Facility lies adjacent to and is surrounded on its easterly, northerly, westerly and southerly boundaries by the John Dufour Park, which is operated by and under the jurisdiction of the Landlord.

It is expressly understood and agreed by the parties hereto that this Lease does not include the adjacent parking lot area. While persons using the Arena Facility may use the adjacent parking lot, it shall not be deemed to be included as part of this Lease.

It is further understood and agreed that the utility storage room located at the northwest corner of the Arena Facility is also not included in this Lease and shall be retained by the Landlord for its own use.

1.3 Term.

The term hereof shall commence on August 1, 2026 and end on July 31, 2031. If Tenant is not in default on any of its obligations hereunder, Tenant shall have the option to Lease the Arena Facility for an additional five (5) years, on the same terms and conditions set forth herein, by notifying Landlord at least sixty (60) days prior to July 31, 2031.

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II. OBLIGATIONS OF TENANT.

2.1 Quality of Service; Nondiscrimination.

Tenant agrees that the Arena Facility shall, during the pertinent period, be maintained and operated in a manner which provides service of a kind usually expected of an ice arena operation. Tenant agrees to perform its obligations under this Lease, and agrees to act in utmost good faith with the Landlord in the performance of all activities connected with the Arena Facility.

Tenant shall furnish service adequate to meet the demands for service of patrons, and to assure cleanliness and safety for all patrons.

Tenant shall provide its services on a fair, equal and nondiscriminatory basis to all patrons thereof. Tenant shall not discriminate or permit discrimination on the basis of race, sex, religion, national origin or for reasons of being handicapped against any person or group of persons whether they be customers, employees, suppliers, vendors or contractors of Tenant.

2.2 Prices.

Admission charges and rates established by the Tenant for use or rental of the Arena Facility shall be at prices comparable to those generally charged at other arenas in the Detroit metropolitan area. The base hourly preferred user rental charge for the first year of this agreement shall be $272.50/hr. Tenant may, annually increase rates and charges by the larger of 5% OR a percentage equal to the average rate of increase in the U.S. Consumer Price Index (CPI), or successor index, during the previous 12 calendar months, upon obtaining the written approval of the Superintendent of Parks and Recreation, which approval shall not be unreasonably withheld. Tenant may charge all rink users a twenty-five dollar ($25.00) per hour additional fee to be set aside and used

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exclusively for capital improvements to any of the ice rinks or for debt service on financing of such improvements.

The Tenant shall conduct open skate programs for the surrounding community and also permit the public to purchase day skate passes from the Tenant for open skating at designated times at the Arena Facility.

2.3 Service and Hours of Operation.

Tenant's service shall be prompt, clean, courteous and efficient. The Tenant shall at all times provide personnel sufficient to operate the Arena Facility, and shall operate the Arena Facility in compliance with all applicable State and local laws.

Tenant shall keep the arena open and available during all reasonable days and hours for such operation except when prevented from doing so by weather conditions, strikes, fire, casualty, or other cause beyond the Tenant's reasonable control and except during reasonable periods of time necessary for repairing, cleaning and decorating the premises.

Notwithstanding the general provisions with regard to use and hours of operation contained in the foregoing paragraph, the use of the Arena Facility as an ice arena by the Tenant shall be open for service during the months of September, October, November, December, January, February and March; provided, however, that the Tenant may expand the days of operation and type of recreational use, subject to obtaining the written approval of the Superintendent of Parks and Recreation, and such approval shall be granted only upon the Tenant establishing that adequate ventilation and dehumidification equipment has been installed, sufficient to minimize any damage to the roof, beams or structure of the Arena Facility, and which approval shall not be unreasonably withheld. An example of additional recreational uses which may be permitted are roller blading,

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hockey clinics (without ice), hockey schools (without ice), ski and skate swaps and league meetings and registrations.

2.4 Supervisor.

Tenant shall at all times designate an active, qualified and competent supervisor who shall be authorized to represent and act for Tenant in matters pertaining to the day to day operation of the Arena Facility.

2.5 Employees of Tenant.

The Tenant shall provide a full staff sufficient to operate the Arena Facility in an efficient and safe manner.

All employees of Tenant shall be clean, courteous, efficient and neat in appearance. Tenant shall not employ any person or persons in or about the Arena Facility who shall use improper language or act in a loud or boisterous or otherwise improper manner.

2.6 Inspection.

Tenant shall allow the Landlord's authorized representatives, as designated in writing, access to the premises to be occupied by Tenant under the terms of this Lease at all reasonable hours for the purpose of examining and inspecting said premises for purposes necessary, incidental to or connected with the performance of Tenant's obligations hereunder, or in the exercise of Landlord's governmental functions.

Tenant agrees that the Landlord's Superintendent of Parks and Recreation, or his/her authorized agent, as designated in writing, is authorized to inspect Tenant's operation for cleanliness and condition of equipment during all reasonable hours. If any of the foregoing are deemed unsatisfactory, the Superintendent of Parks and Recreation shall notify Tenant, in writing, to correct any unsatisfactory conditions. Such written notice

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shall contain specific particulars so as to adequately advise Tenant of the conditions deemed unsatisfactory and the reasons and grounds for such conclusion. Tenant shall take immediate steps to correct any such unsatisfactory condition. If Tenant is of the opinion that the action of the Superintendent of Parks and Recreation provided for herein is unwarranted, unreasonable or based upon erroneous facts or information, Tenant shall call the same to the attention of the Landlord and thereafter the parties shall use their best efforts to resolve any dispute to their mutual satisfaction.

Continued violation of the provisions of this clause by Tenant shall constitute sufficient grounds for the termination of this Lease Agreement.

2.7 Access to Premises.

Tenant, its employees and customers shall be entitled with others to the use of the adjoining parking lots. Should a question or dispute arise concerning the use of these parking lots, the parties shall utilize their best efforts to resolve such dispute in a manner appropriate to implementing the intent and purpose of this Lease Agreement while minimizing the inconvenience to others entitled to use of such parking lots.

Tenant will make sufficient hours available to preferred users. Preferred users shall be defined as the learn to skate and figure skating programs (collectively, the "skating program"), Livonia High School hockey programs, and Livonia based hockey programs that have a percentage residency requirement that is approved by the Superintendent of Parks & Recreation. All preferred users must execute an ice contract with LCA by July 1st for the upcoming year in order to maintain preferred user status.

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2.8 Records Available.

Tenant shall make available to Landlord, upon request, all financial information, including IRS Forms 990, which would be necessary or useful in an audit of Tenant's operations at the Arena Facility.

III. DUTIES AND RESPONSIBILITIES OF THE PARTIES.

3.1 Name: Devon-Aire Arena.

Tenant shall be restricted to including the use of the name of "Devon-Aire Arena" in describing the premises to be occupied under this Lease Agreement.

3.2 Present Condition of Premises.

Tenant agrees that it has examined the demised premises prior to its execution of this Lease, is familiar with the condition thereof from its years of operation of same, and is taking possession of the premises "as is." Tenant agrees that no promise to alter, remodel, improve, repair, decorate or clean the Arena Facility or any part thereof, and no representation respecting the condition of the Arena Facility has been made by Landlord, except as otherwise specified herein.

3.3 Interior Decoration.

Any and all interior decorating, including advertising, in those portions of the premises described as being under the exclusive custody and control of Tenant, shall be undertaken and accomplished at Tenant's sole cost and expense only upon written permission from Landlord. Tenant shall, upon obtaining the written approval of the Superintendent of Parks and Recreation, which approval shall not be unreasonably withheld, be allowed to obtain contribution from commercial enterprises toward the acquisition or maintenance costs of equipment such as overhead or wall-mounted scoreboards or ice resurfacing machines in exchange for suitable advertisements on such

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equipment, provided that Landlord shall retain the authority to determine that a given advertisement is not appropriate for the premises.

3.4 Interior Repairs and Maintenance.

Subject to the provisions of this Lease, Tenant shall, during the term, at Tenant's own expense, maintain the premises in good order, condition and repair, including, but not limited to, chemicals, brine, utilities, repairs, painting, interior walls, floors, adjacent deck areas, doorways, all plumbing fixtures and pipes, all electrical outlets and lights, all heating equipment and ducts, compressors, pumps, cooling towers, and all glass, both interior and exterior.

The Tenant shall be responsible for all repairs and maintenance to all equipment and personal property, including compressors, condensers, cooling tower, motors, pumps, piping and controls, and Zamboni ice resurfacer, including such repairs as may be necessary to meet building, fire, health, and similar codes. Such repairs may be paid out of a Capital Reserve Fund (the "Capital Reserve Fund") to be accumulated by Lessee from amounts by which revenues of the Arena and related operations exceed operating expenses, along with proceeds of investment of amounts in the fund and a separate capital improvement hourly fee, to a maximum of $500,000.00. Such funds shall be held in trust for the Landlord, and deposited in an account or accounts, and invested within the investments allowed by Michigan Public Act 20 of 1943 as amended.

Tenant will, on each July 1 during the term of this Sublease, provide Landlord with a written report stating the repairs and improvements paid from the Capital Reserve Fund during the previous 12 months, as well as the repairs and improvements projected to be made prior to the next succeeding July 1.

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If Tenant does not make repairs required to assure the public safety or integrity of the Arena Facility promptly and adequately, Landlord may, at its option, make such interior repairs and Tenant shall pay promptly the reasonable cost thereof, including overtime and other expenses. Landlord, at any time, either voluntarily or pursuant to governmental requirement, may make repairs, reasonably required alterations or improvements in or to the building or any part thereof including the leased premises, and, during business hours, may do all things necessary in connection therewith, taking every reasonable precaution to avoid, prevent and minimize the occurrence of property damage, and Tenant shall promptly pay the reasonable cost thereof.

3.5 Major Exterior Capital Improvements or Renovations.

The Landlord shall be responsible for outside repairs and maintenance, including the foundation, lawn areas, exterior walls, roof, landscaping and parking lot. Should the Landlord be unable to maker repairs in a timely bases, the Tenant reserves the right to have the work performed and to have the cost of the work (or costs related to the financing thereof) be reimbursed from the Capital Reserve Fund.

3.6 Signs, Advertising, and Mechanical Devices.

No signs, posters, advertising devices, amusement devices, or mechanical devices, may be erected or installed by the Tenant in violation of applicable ordinances and regulations of the City of Livonia.

3.7 Maintenance of Equipment.

Tenant agrees, at all times, to maintain and keep in good operating condition, at Tenant's sole expense, all equipment furnished by the Landlord, as set forth in the attached Exhibit A.

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The Landlord shall, at a mutually agreed-upon date, provide “start-up” and “shut-down” services for each year of this Lease with respect to the refrigeration equipment of the Arena Facility.

Any equipment installed by Tenant shall be installed at Tenant’s sole cost and expense, in compliance with all applicable building codes and health rules and regulations. All equipment installed by Tenant shall be of good quality, safe, and shall harmonize with any equipment furnished by the Landlord to the extent possible. All equipment, of any kind whatsoever, which may be installed by Tenant as a replacement for equipment initially furnished by the Landlord shall, after its installation, be and remain the property of the Landlord. All other property and trade fixtures shall be and remain the property of Tenant with the exception of those fixtures which are installed in the premises in a manner which makes them not readily removable without substantially damaging the premises.

3.8 Major Improvements.

Major improvements of a permanent nature shall be made only after submission by the Tenant of detailed plans and specifications to the Landlord who shall have the right to approve or disapprove them, either in whole or in part. All such improvements upon being made shall become the property of the Landlord. In any event, no major improvements shall be made by the Tenant without the prior approval of the Landlord.

In connection with the suspension of any rental obligations as set forth in Section 4.3, Tenant shall provide an itemized list of proposed improvements to be made by Tenant and projected costs. (Tenant shall ensure that all contractors utilized to perform the capital improvements shall obtain all required permits and shall pay all required inspection fees, with priority given to using Livonia-based contractors.

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3.9 Trash and Garbage.

Tenant shall provide, at its sole cost and expense, a suitable method for adequate, sanitary handling and disposal of all trash, garbage and other refuse generated as a result of the operation of its business. Whenever possible, the Tenant and the Landlord shall coordinate their trash and rubbish disposal methods so as to accomplish these functions in a mutually advantageous manner.

3.10 Damages to Premises.

Tenant shall be responsible for damage to the premises, including the breakage of glass, caused by the negligent acts of its agents, employees, patrons, or other persons under its direction and control.

If the premises occupied by Tenant are partially damaged by fire, explosion, the elements, the public enemy, or other casualty, not caused by negligent acts of Tenant or its agents, employees, patrons, or other persons under its direction and control, but are not rendered untenantable, the same may be repaired by the Landlord, using the capital reserve fund referenced in Section 3.4 hereof, or insurance proceeds, or such other funds as may be available.

If the damage shall be so extensive as to render such premises wholly untenantable, the Lease Agreement shall be deemed terminated by operation of law, and Landlord shall be under no obligation to repair and reconstruct the premises.

The Landlord and the Tenant mutually agree that each shall forfeit any right of action that either may later acquire against the other for loss or damage to the property of the other or to property in which either party may have an interest, where such loss is covered by Tenant's insurance.

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3.11 Insurance Coverage.

The Tenant at its sole cost and expense shall provide insurance as follows:

a) General Liability. The Tenant shall provide adequate insurance during the term of this Agreement which meets with the approval of the Landlord, covering liability to the public for loss resulting from injury to persons or damage to property arising out of or caused by its operations, acts or omissions, or those of its agents or employees. Such insurance coverage shall be in such amounts as shall be adequate to protect the public, the Tenant, the Landlord and its officers, agents and employees, and all parties in interest, and shall be not less than One Million Dollars ($1,000,000.00) in respect to death or injury to any one person, and One Million Dollars ($1,000,000.00) in respect to any one occurrence in the case of public liability, and shall not be less than One Million Dollars ($1,000,000.00) in respect to any one occurrence of property damage.

b) Worker's Compensation Coverage Insurance. The Tenant shall carry Worker's Compensation Coverage as required by the laws of the State of Michigan.

c) Property Damage. The Tenant shall carry insurance against fire and other losses as to building and contents in an amount sufficient to replace the Arena, should a loss of such magnitude occur.

d) Certified Copies. The Tenant shall file with the Landlord at the time this Agreement is returned to it for execution, a certified copy of the required insurance policies with adequate endorsements. A guarantee of at least twenty (20) days notice to the Landlord prior to the cancellation of and/or

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change in any insurance policy shall be endorsed and noted on each such policy.

3.12 Insurance Coverage by Landlord.

The Landlord shall provide its own public liability and property damage insurance covering liability to Tenant and to third persons for acts of the Landlord.

3.13 Indemnity.

Tenant does hereby covenant and agree to indemnify and save harmless the Landlord from all fines, suits, claims, demands and actions of any kind and nature whatsoever, by reason of any and all negligence on its part in conducting operations hereunder, and does hereby agree to assume all risks in the operation of its business hereunder and it shall be solely responsible and answerable in damages for any and all accidents or injuries to persons or property caused by the negligence of Tenant, its employees and agents.

3.14 Redelivery.

Tenant will make no unlawful or offensive use of said premises and will at the expiration of the term hereof or upon any earlier termination thereof, as hereinafter provided, quit and deliver said premises to the Landlord and those having their estate in the premises, peaceably, quietly, and in as good order and condition, reasonable use and wear thereof and fire and unavoidable cause excepted, as the same now are or may hereafter be placed by Tenant or the Landlord.

3.15 Additional Equipment and Furnishings.

Equipment and furnishings installed by the Tenant in the Arena Facility must first be approved by the Landlord or its authorized representative and at no time shall the

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Tenant remove or replace the equipment or furnishings without notification to and prior approval by the Landlord or its authorized representative.

Tenant covenants and agrees that it will not sell, convey, mortgage, pledge or otherwise dispose of any of the equipment or furnishings installed on the premises which are the property of the Landlord without the consent, in writing, of the Landlord.

IV. PAYMENT TERMS.

4.1 Costs Borne by Tenant.

Tenant shall bear, at its own expense, all costs of operating its business, including all taxes and assessments that may be levied against the leased premises including, but not limited to, equipment and personal property owned by the Landlord. This provision shall not require Tenant to bear the cost of any real property taxes that may now or in the future be levied on the subject property.

Tenant shall pay for and obtain all permits and licenses required by authority of law in connection with the operation of its business.

4.2 Cost of Utilities.

Tenant shall pay for all heat, gas, water and electricity used in the leased premises.

Tenant shall pay for all repairs or replacements that become necessary due to the malfunction, damage, or any other failure of any of the apparatus necessary for the providing of said heat, gas, water, and electricity.

4.3 Rental Payments by Tenant.

Tenant, in consideration of this Agreement, hereby covenants and agrees to pay to the Landlord the sum of one dollar ($1.00) per year, to be paid on or before August 1 of each year. Additionally, the Tenant shall pay to the Landlord the sum of $10,000.00 per year during the term of this Lease, or any extensions thereof, as its share of capital

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improvements to the Arena Facility. In the event that the foregoing payments with respect to locker room improvements exceed the actual cost of these items, then the balance of these payments shall be used for making additional capital improvements to fixtures within the Arena Facility. The foregoing payments shall be made on a pro-rated quarterly basis, commencing August 1 of each year, at such place as the Landlord shall designate in writing.

Notwithstanding the foregoing, as long as Tenant expends in excess of $20,000 of capital improvement monies for each year, no rent shall be due to Landlord and shall be forgiven for that particular year, with carryovers allowable for amounts expended in excess of $20,000 by Tenant to subsequent years, until such time as the total rent exceeds Tenant's capital improvements as listed on said Exhibit.

4.4 Zamboni Machine.

During the term of the Lease, the Tenant shall be responsible for the repair and maintenance of the Zamboni machine. Upon termination of this Lease for any reason, the Zamboni machine or replacement machine shall be returned to the Landlord. Tenant has the right to purchase replacement Zamboni machine(s) as necessary and to have the cost of such purchase (or costs related to the financing thereof) reimbursed by the Capital Reserve Fund.

V. ADDITIONAL TERMS OF AGREEMENT.

5.1 Section Headings.

The section headings contained herein are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

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5.2 Invalid Provisions.

In the event that any provision herein contained is held to be invalid by any court of competent jurisdiction, the invalidity of such provision shall not affect the remainder of this Agreement.

5.3 Assignment and Subletting.

Tenant shall not assign, transfer, Lease, pledge, hypothecate, surrender or otherwise encumber or dispose of any interest arising under this Agreement or any estate created by this Agreement, or any interest in any portion of the same, or permit any other person or persons, company or corporation to occupy these premises, without the prior written consent of the Landlord which consent shall not be unreasonably withheld.

All the covenants, stipulations and agreements in this Agreement shall extend to and bind the legal representatives, successors and assigns of the respective parties hereto.

5.4 Default.

It is mutually agreed that if Tenant shall neglect or fail to promptly pay any amounts due and owing as specified in this Agreement, and if such failure continues for a period in excess of thirty (30) days from due date, then this Agreement shall, at the option of the Landlord, be subject to cancellation and become void and of no further force or effect and the rights of Tenant shall forthwith be terminated hereunder.

It is further agreed that should Tenant be adjudicated a bankrupt, according to law, or become insolvent, or default on any of its other obligations hereunder, this Agreement shall become void and of no further force or effect and the rights of Tenant shall forthwith be terminated hereunder.

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5.5 Non-waiver.

Any waiver of any breach of covenant herein contained to be kept and performed by Tenant shall not be deemed or considered as a continuing waiver and shall not operate to bar or prevent the Landlord from declaring a forfeiture for any succeeding breach of any condition or covenant.

5.6 Notices.

Whenever under this Lease provision is made for notice of any kind, it shall be deemed sufficient notice and service thereof if such notice to the Tenant is in writing addressed to the Tenant at its last known post office address, or at the leased premises, and deposited in the mail with postage prepaid, and if such notice to the Landlord is in writing addressed to the last known post office address of the Landlord and deposited in the mail with postage prepaid. Notice need be sent to only one Tenant or Landlord where the Tenant or Landlord is more than one person.

5.7 Termination by Landlord.

The Landlord shall have the right, upon thirty (30) days' notice to the Tenant, except under subsections (a), (b), (c) and (d) hereof in which cases such notice shall be seven (7) days, to terminate this Agreement at any time after the occurrence of any one or more of the following events:

(a) Nonpayment of any fees required hereunder.

(b) Institution of voluntary or involuntary bankruptcy by or against the Tenant.

(c) Assignment by Tenant for benefit of creditors.

(d) Abandonment by Tenant and discontinuance of operations hereunder.

(e) Failure to pay Federal, State and local taxes as they become due.

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(f) Nonperformance of any covenant of this Agreement, excluding subsections (a), (b), (c) and (e) above, and failure of the Tenant to remedy such breach for a period of sixty (60) days after the receipt of written notice from the Landlord of the existence of such breach.

(g) In the event the Tenant becomes permanently deprived of the rights, powers and privileges necessary to the proper conduct and operation of the facilities specified in this Agreement.

5.8 Termination by Tenant.

The Tenant shall have the right, upon ninety (90) days' notice to the Landlord, to terminate this Agreement in the event the Landlord breaches any of the terms, covenants, or conditions herein contained. The Tenant shall advise the Landlord of any breach of the terms, covenants or conditions of this Agreement and the Landlord shall within sixty (60) days after receipt of written notice from the Tenant remedy the alleged breach of contract. Tenant shall further have the right to terminate this Agreement in the event that, in the opinion of the Tenant, and with the agreement of the Landlord, the facility should have equipment failure to the extent that repair or replacement is not fiscally responsible.

5.9 Compliance with Laws.

Tenant hereby agrees to keep the premises in accordance with all police, sanitary and other regulations imposed by any governmental authority and to comply with all lawful orders, regulations and ordinances of any governmental authority affecting the premises and the cleanliness, safety, occupation and use of the same.

5.10 Underwriter Requirements.

Tenant hereby agrees to observe all reasonable regulations and requirements of underwriters concerning the use and condition of the leased premises tending to reduce

fire hazards and insurance rates and further agrees not to permit nor allow any rubbish, waste material or products to accumulate on the leased premises.

5.11 Hold Over Tenancy.

Tenant hereby agrees that in the event it shall hold over after the expiration of the term demised for a sufficient period of time to create a renewal of this Lease by operation of law, that any renewal or future right of possession not evidenced by an instrument in writing, executed and delivered by the Landlord, shall be a tenancy from calendar month to calendar month and for no longer term.

If this Lease is renewed by holding over, one month's notice must be given by the Landlord to recover possession or by the Tenant if it desires to surrender.

5.12 Reentry Expenses.

In the event that the Landlord shall, during the period covered by this Lease, obtain possession of the leased premises by reentry, summary proceedings, or otherwise, the Tenant hereby agrees to pay the Landlord the expense incurred in obtaining possession of the leased premises, and also all expenses and commissions which may be paid in and about the letting of the same, and all other damages including attorney fees.

5.13 Continuing Liability.

It is mutually understood and agreed that in the event this Lease is terminated or Landlord repossesses itself of the premises by reason of the default of the Tenant, the Tenant shall not be released from liability under this Lease by reason thereof, and Tenant shall pay to the Landlord all damages sustained by reason of the default of the Tenant in failing to carry out the terms of this Lease, and all obligations of the Tenant not performed by the Tenant shall bear interest at the rate of one percent (1%) per month from the date of such termination or repossession until the same is paid in full.

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5.14 Unrestricted Use Upon Termination.

Tenant hereby agrees that upon termination of this Lease at any time or for any cause, the Landlord shall have the unrestricted use of the subject property for any purpose and without any limitation whatsoever.

5.15 Cumulative Remedies.

It is agreed that each and every of the rights, remedies and benefits provided by this Lease shall be cumulative, and shall not be exclusive of any other of said rights, remedies and benefits or of any other rights, remedies and benefits allowed by law.

5.16 Nonpartnership.

Nothing herein contained shall create or be construed as creating a co-partnership between the Landlord and the Tenant or to constitute Tenant as an agent of the Landlord.

5.17 Succession.

The covenants and conditions herein contained shall bind the representatives and assigns of the Landlord and the Tenant and if more than one join in the execution hereof as Landlord or Tenant, the liability will be joint and several, or if they or either of them be of feminine sex, or a corporation, such words and the pronouns and other relative words shall be read as if written in the plural, feminine and neuter, respectively.

5.18 Peaceful Enjoyment.

The Landlord covenants that the said Tenant, on payment of all of the aforesaid installments and performance of all the covenants aforesaid, shall and may peacefully and quietly have, hold, and enjoy the said demised premises for the term aforesaid.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

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In the Presence of:

LANDLORD: CITY OF LIVONIA, a Michigan Municipal Corporation

_____

By: _____
Maureen Miller Brosnan, Mayor

_____

and: _____
Lori Miller, City Clerk

STATE OF MICHIGAN)
)§
COUNTY OF WAYNE)

On this ____ day of _____, 2025, before me, a Notary Public in and for said County, personally appeared, to me personally known, who being by me duly sworn did say that they are the Mayor and the City Clerk, respectively, of the City of Livonia, and that the seal affixed to said instrument is the corporate seal of said municipal corporation, and that said instrument was signed and sealed in behalf of said municipal corporation by authority of a resolution of its City Council, and said officers acknowledged said instrument to be the free act and deed of said municipal corporation.

_____

Notary Public, Wayne County, Michigan
My commission expires: _____
Acting in Wayne County

In the Presence of:

TENANT: Livonia Civic Arenas, a Michigan Nonprofit Corporation

_____

By: _____

_____

and: _____

STATE OF MICHIGAN)
)§
COUNTY OF WAYNE)

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The foregoing instrument was acknowledged before me this ____ day of _____, 2025, by _____, President, and _____, _____, _____ of Livonia Civic Arenas, a Michigan Nonprofit Corporation, on behalf of said corporation.

_____

Notary Public, Wayne County, Michigan
My commission expires: _____

Pursuant to Council Resolution
_____ adopted by the Livonia
City Council on _____

APPROVED AS TO FORM:

_____Carter Fisher, City Attorney
Dated: _____

Instrument drafted by:

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

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TD:MEF

10/27/15

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SUBLEASE AGREEMENT
EDDIE EDGAR ARENA
BETWEEN THE CITY OF LIVONIA
AND
LIVONIA CIVIC ARENAS, INC.
A MICHIGAN NONPROFIT CORPORATION

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SUBLEASE AGREEMENT

EDDIE EDGAR ARENA

THIS SUBLEASE AGREEMENT made and entered into this _____ day of _____, 2025 by and between the CITY OF LIVONIA, a Michigan municipal corporation, whose address is 33000 Civic Center Drive, Livonia, Michigan 48154, the Lessor, hereinafter designated as the "LANDLORD," and Livonia Civic Arenas, Inc. a Michigan nonprofit corporation, 33841 Lyndon, Suite 340, Livonia, Michigan 48154, the Lessee, hereinafter designated as the "TENANT."

WITNESSETH:

WHEREAS, the City of Livonia has heretofore been incorporated pursuant to Act 279 of the Public Acts of Michigan of 1909, as amended; and

WHEREAS, the property commonly known as Eddie Edgar Arena and all improvements and appurtenances located thereon are owned by the City of Livonia; and

WHEREAS, the City of Livonia issued tax-exempt bonds (the "Bonds") to finance major improvements to, and an expansion of, the Eddie Edgar Arena, pursuant to Act 31 of the Public Acts of Michigan, 1948 (First Extra Session); and

WHEREAS, the City of Livonia, as Lessee, entered into a Lease with the Municipal Building Authority of Livonia, County of Wayne, Michigan (the "Authority"), in connection with the issuance of the Bonds, and then a Sublease with Livonia Hockey Association, which subsequently assigned its rights and duties as Lessee to Livonia Civic Arenas, Inc., and

WHEREAS, Landlord now desires to enter into a new Sublease with the Livonia Civic Arenas, as Lessee, for the premises commonly known as Eddie Edgar Arena, including all improvements and appurtenances located thereon;

NOW, THEREFORE, in consideration of the covenants hereinafter set forth, the respective parties do hereby enter into a Sublease Agreement upon the following terms and conditions, to wit:

I. NATURE AND OPERATION OF THE SUBLEASE.

1.1 General Description of the Sublease.

Subject to the terms hereof, Tenant shall have the exclusive rights and privileges of a Sublessee to occupy and operate the Eddie Edgar Arena facility (hereafter "Arena Facility"). Tenant shall use and occupy the leased premises only for the recreational/sports arena purpose for which they are let to it.

1.2 Area of Sublease.

Tenant agrees that the area of its operation hereunder shall include the entire Arena Facility, including concession area, warming room, locker rooms, lavatories, skate rental and sharpening areas, pro shop, and mechanical equipment room.

It is hereby expressly understood and agreed by the parties hereto that the Arena Facility lies adjacent to and is surrounded on its easterly and southerly boundaries by Ford Field, which is operated by and under the jurisdiction of the Landlord.

It is expressly understood and agreed by the parties hereto that this Sublease does not include the adjacent parking lot area. While persons using the Arena Facility may use the adjacent parking lot, it shall not be deemed to be included as part of this Sublease.

1.3 Term.

The term hereof shall commence on August 1, 2026 and end on July 31, 2031. If Tenant is not in default on any of its obligations hereunder, Tenant shall have the option to sublease the Arena Facility for an additional five (5) years, on the same terms and conditions set forth herein, by notifying Landlord at least sixty (60) days prior to July 31, 2031.

II. OBLIGATIONS OF TENANT.

2.1 Quality of Service; Nondiscrimination.

Tenant agrees that the concession stand, the pro shop, and the balance of the Arena Facility shall, during the pertinent period, be maintained and operated in a manner which provides service of a kind usually expected of a concession stand and an ice arena operation. Tenant agrees to perform its obligations under this Sublease, and agrees to act in utmost good faith with the Landlord in the performance of all activities connected therewith.

Tenant shall furnish service adequate to meet the demands for service of patrons, and to assure cleanliness and safety for all patrons.

Tenant shall provide its services on a fair, equal and nondiscriminatory basis to all patrons thereof. Tenant shall not discriminate or permit discrimination on the basis of race, sex, religion, national origin or for reasons of being handicapped against any person or group of persons whether they be customers, employees, suppliers, vendors or contractors of Tenant.

2.2 Prices.

Admission charges and rates established by the Tenant for use or rental of the Arena Facility shall not exceed rates as approved by the Superintendent of Parks and

Recreation. The preferred user base hourly rental charge for the first year of this agreement shall be $272.50/hr. Tenant may, annually increase rates and charges by the larger of 5% OR a percentage equal to the average rate of increase in the U.S. Consumer Price Index (CPI), or successor index, during the previous 12 calendar months, upon obtaining the written approval of the Superintendent of Parks and Recreation, which approval shall not be unreasonably withheld. Tenant may charge all rink users, a twenty-five dollar ($25.00) per hour additional fee to be set aside and used exclusively for capital improvements to any of the ice rinks or for debt-service on financing of such improvements.

It is explicitly agreed and understood that one of the ice rink(s) in the Arena Facility must be thawed annually. The period during which such rink shall have no ice shall commence prior to the annual “Livonia Spree” celebration in June, and such thawed rink shall be made available to the Livonia Spree Committee for use during the celebration pursuant to a separate agreement between the Livonia Anniversary Committee (SPREE) and Tenant, which is hereby incorporated by reference and which shall continue throughout the term of this sublease and any renewal thereof. Such thawed rink shall also be made available to Landlord’s Department of Parks and Recreation for activities of the Department at no charge.

2.3 Service and Hours of Operation.

Tenant’s service shall be prompt, clean, courteous and efficient. The Tenant shall at all times provide personnel sufficient to operate the Arena Facility; and shall operate the Arena Facility in compliance with all applicable State and local laws.

Tenant shall keep the arena open and available during all reasonable days and hours for such operation except when prevented from doing so by weather conditions,

strikes, fire, casualty, or other cause beyond the Tenant's reasonable control and except during reasonable periods of time necessary for repairing, cleaning and decorating the premises, and thawing one of the rink(s) for the summer, as well as re-freezing same no later than the September start of the hockey season.

2.4 Supervisor.

Tenant shall at all times designate an active, qualified and competent supervisor who shall be authorized to represent and act for Tenant in matters pertaining to the day to day operation of the Arena Facility.

2.5 Employees of Tenant.

The Tenant shall provide a full staff sufficient to operate the Arena Facility in an efficient and safe manner.

All employees of Tenant shall be clean, courteous, efficient and neat in appearance. Tenant shall not employ any person or persons in or about the Arena Facility who shall use improper language or act in a loud or boisterous or otherwise improper manner.

2.6 Inspection.

Tenant shall allow the Landlord's authorized representatives, as designated in writing, access to the premises to be occupied by Tenant under the terms of this Sublease at all reasonable hours for the purpose of examining and inspecting said premises for purposes necessary, incidental to or connected with the performance of Tenant's obligations hereunder, or in the exercise of Landlord's governmental functions.

Tenant agrees that the Landlord's Superintendent of Parks and Recreation, or his/her authorized agent, as designated in writing, is authorized to inspect Tenant's operation for cleanliness and condition of equipment during all reasonable hours. If any

of the foregoing are deemed unsatisfactory, the Superintendent of Parks and Recreation shall notify Tenant, in writing, to correct any unsatisfactory conditions. Such written notice shall contain specific particulars so as to adequately advise Tenant of the conditions deemed unsatisfactory and the reasons and grounds for such conclusion. Tenant shall take immediate steps to correct any such unsatisfactory condition. If Tenant is of the opinion that the action of the Superintendent of Parks and Recreation provided for herein is unwarranted, unreasonable or based upon erroneous facts or information, Tenant shall call the same to the attention of the Landlord and thereafter the parties shall use their best efforts to resolve any dispute to their mutual satisfaction.

Continued violation of the provisions of this clause by Tenant shall constitute sufficient grounds for the termination of this Sublease Agreement.

2.7 Access to Premises; Operation of Skating Program.

Tenant, its employees and customers shall be entitled with others to the use of the adjoining parking lots. Should a question or dispute arise concerning the use of these parking lots, the parties shall utilize their best efforts to resolve such dispute in a manner appropriate to implementing the intent and purpose of this Sublease Agreement while minimizing the inconvenience to others entitled to use of such parking lots and taking into consideration the separate agreement with SPREE.

Tenant will operate learn to skate and figure skating programs (collectively, the "skating program") at the Arena Facility. The skating program will include fall/winter and summer and spring opportunities for learn to skate and competitive skating. During even-numbered years, Tenant will host an ice show at the Arena Facility as in previous years. During odd-numbered years, Tenant will host an ice competition as part of the skating program. Such events will take place in March/April.

Hours set aside for the skating program and special events listed above shall be suitably convenient hours of the day for participants and their families and friends to attend. Rates for and amounts of ice time for the skating program shall be subject to Landlord's approval annually.

2.8 Records Available.

Tenant shall make available to Landlord, upon request, all financial information, including IRS Forms 990, which would be necessary or useful in an audit of Tenant's operations at the Arena Facility.

2.9 Residency Requirements.

Tenant, as a Michigan non-profit corporation, is recognized as an autonomous self-governing body. Tenant will, however, continue to give preference in renting ice time to "preferred user" organizations which establish and maintain residency requirements in cooperation with the City of Livonia Parks and Recreation Commission. Failure to maintain residency based preferences satisfactory to Landlord shall be cause for termination of this Sublease.

Preferred users shall be defined as the learn to skate and figure skating programs (collectively, the "skating program"), Livonia High School hockey programs, and Livonia based hockey programs that meet the residency requirement. All preferred users must execute an ice contract with LCA by July 1st for the upcoming year in order to maintain preferred user status, provided that Tenant negotiates in good faith with such preferred users.

III. DUTIES AND RESPONSIBILITIES OF THE PARTIES.

3.1 Name: Eddie Edgar Arena.

Tenant shall be restricted to including the use of the name of "Eddie Edgar Arena" in describing the premises to be occupied under this Sublease Agreement.

3.2 Present Condition of Premises.

Tenant agrees that it has examined the demised premises prior to its execution of this Sublease, is familiar with the condition thereof from its years of operation of same, and is taking possession "as is."

3.3 Interior Decoration.

Any and all interior decorating, including advertising, in those portions of the premises described as being under the exclusive custody and control of Tenant, shall be undertaken and accomplished at Tenant's sole cost and expense, only upon written permission from Landlord, except that Tenant may place advertisements within the confines of the concession stand and pro shop without prior consent from Landlord. Tenant shall, upon obtaining the written approval of the Superintendent of Parks and Recreation, which approval shall not be unreasonably withheld, be allowed to obtain contribution from commercial enterprises toward the acquisition or maintenance costs of equipment such as overhead or wall-mounted scoreboards or ice resurfacing machines in exchange for suitable advertisements on such equipment, provided that Landlord shall retain the authority to determine that a given advertisement is not appropriate for the premises.

3.4 Interior Repairs and Maintenance.

Subject to the provisions of this Sublease, Tenant shall, during the term, at Tenant's own expense, maintain the premises in good order, condition and repair,

including, but not limited to, chemicals, brine, utilities, repairs, painting, interior walls, floors, adjacent deck areas, doorways, all plumbing fixtures and pipes, all electrical outlets and lights, all heating equipment and ducts, compressors, pumps, cooling towers, and all glass, both interior and exterior.

The Tenant shall be responsible for all repairs and maintenance to all equipment and personal property, including compressors, condensers, cooling tower, motors, pumps, piping and controls, and Zamboni Ice Resurfacer, including such repairs as may be necessary to meet building, fire, health, and similar codes. Such repairs may be paid out of a Capital Reserve Fund (the "Capital Reserve Fund") to be accumulated by Lessee from amounts by which revenues of the Arena and related operations exceed operating expenses, along with proceeds of investment of amounts in the fund and a separate capital improvement hourly fee, to a maximum of $500,000.00. Such funds shall be held in trust for the Landlord, and deposited in an account or accounts, and invested within the investments allowed by Michigan Public Act 20 of 1943 as amended.

Tenant will, on each July 1 during the term of this Sublease, provide Landlord with a written report stating the repairs and improvements paid from the Capital Reserve Fund during the previous 12 months, as well as the repairs and improvements projected to be made prior to the next succeeding July 1.

If Tenant does not make repairs required to assure the public safety or integrity of the Arena Facility promptly and adequately, Landlord may, at its option, make such interior repairs and Tenant shall pay promptly the reasonable cost thereof, including overtime and other expenses. Landlord, at any time, either voluntarily or pursuant to governmental requirement, may make repairs, reasonably required alterations or

improvements in or to the building or any part thereof including the leased premises, and, during business hours, may do all things necessary in connection therewith, taking every reasonable precaution to avoid, prevent and minimize the occurrence of property damage, and Tenant shall promptly pay the reasonable cost thereof.

3.5 Major Exterior Capital Improvements or Renovations.

The Landlord shall be responsible for all outside routine repairs and maintenance of the premises, including the foundation, lawn areas, exterior walls, roof, landscaping and adjacent drives and parking areas. The Landlord shall also be responsible for all major exterior capital improvements or renovations of these elements, but shall be reimbursed therefor from the Capital Reserve Fund. Should the Landlord be unable to make repairs in a timely basis, the Tenant reserves the right to have the work performed and to have the cost of the work (or costs related to the financing thereof) be reimbursed from the Capital Reserve Fund.

3.6 Signs, Advertising, and Mechanical Devices.

No signs, posters, advertising devices, amusement devices, or mechanical devices, may be erected or installed by the Tenant in violation of applicable ordinances and regulations of the City of Livonia.

3.7 Maintenance of Equipment.

Tenant agrees, at all times, to maintain and keep in good operating condition, at Tenant's sole expense, all equipment furnished by the Landlord. Any equipment installed by Tenant shall be installed at Tenant's sole cost and expense, in compliance with all applicable building codes and health rules and regulations. All equipment installed by Tenant shall be of good quality, safe, and shall harmonize with any equipment furnished by the Landlord to the extent possible. Tenant shall supply the Superintendent

of Parks and Recreation with an annual list of all equipment installed by it in the Arena Facility which list shall describe such equipment with particularity.

All equipment, of any kind whatsoever, which may be installed by Tenant as a replacement for equipment initially furnished by the Landlord shall, after its installation, be and remain the property of the Landlord. All other property and trade fixtures shall be and remain the property of Tenant with the exception of those fixtures which are installed in the premises in a manner which makes them not readily removable without substantially damaging the premises.

3.8 Major Improvements.

Major improvements of a permanent nature shall be made only after submission by the Tenant of detailed plans and specifications to the Landlord who shall have the right to approve or disapprove them, either in whole or in part. All such improvements upon being made shall become the property of the Landlord. In any event, no major improvements shall be made by the Tenant without the prior approval of the Landlord.

3.9 Trash and Garbage.

Tenant shall provide, at its sole cost and expense, a suitable method for adequate, sanitary handling and disposal of all trash, garbage and other refuse generated as a result of the operation of its business. Whenever possible, the Tenant and the Landlord shall coordinate their trash and rubbish disposal methods so as to accomplish these functions in a mutually advantageous manner.

3.10 Damages to Premises.

Tenant shall be responsible for damage to the premises, including the breakage of glass, caused by the negligent acts of its agents, employees, patrons, or other persons under its direction and control.

If the premises occupied by Tenant are partially damaged by fire, explosion, the elements, the public enemy, or other casualty, not caused by negligent acts of Tenant or its agents, employees, patrons, or other persons under its direction and control, but are not rendered untenantable, the same may be repaired by the Landlord, using the capital reserve fund referenced in Section 3.4 hereof, or insurance proceeds, or such other funds as may be available.

If the damage shall be so extensive as to render such premises wholly untenantable, the Sublease Agreement shall be deemed terminated by operation of law, and Landlord shall be under no obligation to repair and reconstruct the premises.

The Landlord and the Tenant mutually agree that each shall forfeit any right of action that either may later acquire against the other for loss or damage to the property of the other or to property in which either party may have an interest, where such loss is covered by Tenant's insurance.

3.11 Insurance Coverage.

The Tenant at its sole cost and expense shall provide insurance as follows:

a) General Liability. The Tenant shall provide adequate insurance during the term of this Agreement which meets with the approval of the Landlord, covering liability to the public for loss resulting from injury to persons or damage to property arising out of or caused by its operations, acts or omissions, or those of its agents or employees. Such insurance coverage shall be in such amounts as shall be adequate to protect the public, the Tenant, the Landlord and its officers, agents and employees, and all parties in interest, and shall be not less than One Million Dollars ($1,000,000.00) in respect to death or injury to any one person, and one Million Dollars

($1,000,000.00) in respect to any one occurrence in the case of public liability, and shall not be less than One Million Dollars ($1,000,000.00) in respect to any one occurrence of property damage.

b) Worker's Compensation Coverage Insurance. The Tenant shall carry Worker's Compensation Coverage as required by the laws of the State of Michigan.

c) Property Damage. The Tenant shall carry insurance against fire and other losses as to building and contents in an amount sufficient to replace the Arena, should a loss of such magnitude occur.

d) Certified Copies. The Tenant shall file with the Landlord at the time this Agreement is returned to it for execution, a certified copy of the required insurance policies with adequate endorsements. A guarantee of at least twenty (20) days' notice to the Landlord prior to the cancellation of and/or change in any insurance policy shall be endorsed and noted on each such policy.

3.12 Insurance Coverage by Landlord.

The Landlord shall provide its own public liability and property damage insurance covering liability to Tenant and to third persons for acts of the Landlord.

3.13 Indemnity.

Tenant does hereby covenant and agree to indemnify and save harmless the Landlord from all fines, suits, claims, demands and actions of any kind and nature whatsoever, by reason of any and all negligence on its part in conducting operations hereunder, and does hereby agree to assume all risks in the operation of its business hereunder and it shall be solely responsible and answerable in damages for any and all

accidents or injuries to persons or property caused by the negligence of Tenant, its employees and agents.

3.14 Redelivery.

Tenant will make no unlawful or offensive use of said premises and will at the expiration of the term hereof or upon any earlier termination thereof, as hereinafter provided, quit and deliver said premises to the Landlord and those having their estate in the premises, peaceably, quietly, and in as good order and condition, reasonable use and wear thereof and fire and unavoidable cause excepted, as the same now are or may hereafter be placed by Tenant or the Landlord.

3.15 Additional Equipment and Furnishings.

Equipment and furnishings installed by the Tenant in the Arena Facility must first be approved by the Landlord or its authorized representative and at no time shall the Tenant remove or replace the equipment or furnishings without notification to and prior approval by the Landlord or its authorized representative.

Tenant covenants and agrees that it will not sell, convey, mortgage, pledge or otherwise dispose of any of the equipment or furnishings installed on the premises which are the property of the Landlord without the consent, in writing, of the Landlord.

IV. PAYMENT TERMS.

4.1 Costs Borne by Tenant.

Tenant shall bear, at its own expense, all costs of operating its business, including all taxes and assessments that may be levied against the subleased premises including, but not limited to, equipment and personal property owned by the Landlord. This provision shall not require Tenant to bear the cost of any real property taxes that may now or in the future be levied on the subject property.

Tenant shall pay for and obtain all permits and licenses required by authority of law in connection with the operation of its business.

4.2 Cost of Utilities.

Tenant shall pay for all heat, gas, water and electricity used in the leased premises, which shall be separately metered from any other use other than those within the leased premises.

Tenant shall pay for all repairs or replacements that become necessary due to the malfunction, damage, or any other failure of any of the apparatus necessary for the providing of said heat, gas, water, and electricity.

4.3 Rental Payments by Tenant.

Tenant, in consideration of this Agreement, hereby covenants and agrees to pay to the Landlord the sum of one dollar ($1) per year, to be paid on or before August 1of each year. Additionally, the Tenant shall pay to the Landlord any amounts by which revenues of the Arena exceed reasonable operating expenses, so long as the Capital Reserve Fund referenced in Section 3.4 hereof shall have a balance of $500,000.00. Reasonable operating expenses, including payments to employees and directors of Lessee, shall be measured and determined against expenses incurred at similar competing facilities in the Detroit Metropolitan Area. To the extent the balance in such fund shall exceed $500,000.00, whether due to interest or investment income or otherwise, such excess shall be forthwith paid to Landlord.

4.4 Zamboni Machine.

The Landlord has provided one Zamboni machine. Lessee has provided an additional machine. During the term of the Sublease, the Tenant shall be responsible for the repair and maintenance of the Zamboni machine(s). Tenant has the right to purchase

replacement Zamboni machine(s) as necessary and to have the cost of such purchase (or costs related to the financing thereof) reimbursed by the Capital Reserve Fund. Upon termination of this Sublease for any reason, the Landlord's Zamboni machine or replacement machine shall be returned to the Landlord.

V. ADDITIONAL TERMS OF AGREEMENT.

5.1 Section Headings.

The section headings contained herein are for convenience in reference and are not intended to define or limit the scope of any provision of this Agreement.

5.2 Invalid Provisions.

In the event that any provision herein contained is held to be invalid by any court of competent jurisdiction, the invalidity of such provision shall not affect the remainder of this Agreement.

5.3 Assignment and Subletting.

Tenant shall not assign, transfer, sublease, pledge, hypothecate, surrender or otherwise encumber or dispose of any interest arising under this Agreement or any estate created by this Agreement, or any interest in any portion of the same, or permit any other person or persons, company or corporation to occupy these premises, without the prior written consent of the Landlord which consent shall not be unreasonably withheld. An assignment or subletting without the prior written consent of the Landlord or an assignment or subletting by operation of law shall be void and shall, at the option of Landlord, terminate this Lease without notice to or further recourse by Landlord.

All the covenants, stipulations and agreements in this Agreement shall extend to and bind the legal representatives, successors and assigns of the respective parties hereto.

5.4 Default.

It is mutually agreed that if Tenant shall neglect or fail to promptly pay any amounts due and owing as specified in this Agreement, and if such failure continues for a period in excess of thirty (30) days from due date, then this Agreement shall, at the option of the Landlord, be subject to cancellation and become void and of no further force or effect and the rights of Tenant shall forthwith be terminated hereunder.

It is further agreed that should Tenant be adjudicated a bankrupt, according to law, or become insolvent, or lose its exemption from federal income taxation pursuant to Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, or default on any of its other obligations hereunder, this Agreement shall become void and of no further force or effect and the rights of Tenant shall forthwith be terminated hereunder.

5.5 Non-waiver.

Any waiver of any breach of covenant herein contained to be kept and performed by Tenant shall not be deemed or considered as a continuing waiver and shall not operate to bar or prevent the Landlord from declaring a forfeiture for any succeeding breach of any condition or covenant.

5.6 Notices.

Whenever under this Sublease provision is made for notice of any kind, it shall be deemed sufficient notice and service thereof if such notice to the Tenant is in writing addressed to the Tenant at its last known post office address, or at the leased premises, and deposited in the mail with postage prepaid, and if such notice to the Landlord is in writing addressed to the last known post office address of the Landlord and deposited in the mail with postage prepaid. Notice need be sent to only one Tenant or Landlord where the Tenant or Landlord is more than one person.

5.7 Termination by Landlord.

The Landlord shall have the right, upon thirty (30) days' notice to the Tenant, except under subsections (a), (b), (c) (d) and (e) hereof in which cases such notice shall be seven (7) days, to terminate this Agreement at any time after the occurrence of any one or more of the following events:

(a) Nonpayment of any fees required hereunder.

(b) Institution of voluntary or involuntary bankruptcy by or against the Tenant.

(c) Assignment by Tenant for benefit of creditors.

(d) Abandonment by Tenant and discontinuance of operations hereunder.

(e) Loss by Tenant of its tax-exempt status under Section 501(c)(3) of the Internal Revenue Code of 1986, as amended, or any other act or event which, in Landlord's judgment, imperils the tax exempt status of the Bonds.

(f) Failure to pay Federal, State and local taxes as they become due.

(g) Nonperformance of any covenant of this Agreement, excluding subsections (a), (b), (c) and (e) above, and failure of the Tenant to remedy such breach for a period of sixty (60) days after the receipt of written notice from the Landlord of the existence of such breach.

(h) In the event the Tenant becomes permanently deprived of the rights, powers and privileges necessary to the proper conduct and operation of the facilities specified in this Agreement.

(i) Expenditure of unreasonable amounts of compensation to any employees or staff of Lessee.

5.8 Termination by Tenant.

The Tenant shall have the right, upon ninety (90) days' notice to the Landlord, to terminate this Agreement in the event the Landlord breaches any of the terms, covenants, or conditions herein contained. The Tenant shall advise the Landlord of any breach of the terms, covenants or conditions of this Agreement and the Landlord shall within sixty (60) days after receipt of written notice from the Tenant remedy the alleged breach of contract.

5.9 Compliance with Laws.

Tenant hereby agrees to keep the premises in accordance with all police, sanitary and other regulations imposed by any governmental authority and to comply with all lawful orders, regulations and ordinances of any governmental authority affecting the premises and the cleanliness, safety, occupation and use of the same.

5.10 Underwriter Requirements.

Tenant hereby agrees to observe all reasonable regulations and requirements of underwriters concerning the use and condition of the leased premises tending to reduce fire hazards and insurance rates and further agrees not to permit nor allow any rubbish, waste material or products to accumulate on the leased premises.

5.11 Hold Over Tenancy.

Tenant hereby agrees that in the event it shall hold over after the expiration of the term demised for a sufficient period of time to create a renewal of this Sublease by operation of law, that any renewal or future right of possession not evidenced by an instrument in writing, executed and delivered by the Landlord, shall be a tenancy from calendar month to calendar month and for no longer term.

If this Sublease is renewed by holding over, one month's notice must be given by the Landlord to recover possession, or by the Tenant if it desires to surrender.

5.12 Reentry Expenses.

In the event that the Landlord shall, during the period covered by this Sublease, obtain possession of the leased premises by reentry, summary proceedings, or otherwise, the Tenant hereby agrees to pay the Landlord the expense incurred in obtaining possession of the leased premises, and also all expenses and commissions which may be paid in and about the letting of the same, and all other damages including attorney fees.

5.13 Continuing Liability.

It is mutually understood and agreed that in the event this Sublease is terminated or Landlord repossesses itself of the premises by reason of the default of the Tenant, the Tenant shall not be released from liability under this Sublease by reason thereof, and Tenant shall pay to the Landlord all damages sustained by reason of the default of the Tenant in failing to carry out the terms of this Sublease, and all moneys in the Capital Reserve Fund shall be the property of Landlord.

5.14 Unrestricted Use Upon Termination.

Tenant hereby agrees that upon termination of this Sublease at any time or for any cause, the Landlord shall have the unrestricted use of the subject property for any purpose and without any limitation whatsoever.

5.15 Cumulative Remedies.

It is agreed that each and every of the rights, remedies and benefits provided by this Sublease shall be cumulative, and shall not be exclusive of any other of said rights, remedies and benefits or of any other rights, remedies and benefits allowed by law.

5.16 Nonpartnership.

Nothing herein contained shall create or be construed as creating a co-partnership between the Landlord and the Tenant or to constitute Tenant as an agent of the Landlord.

5.17 Succession.

The covenants and conditions herein contained shall bind the representatives and assigns of the Landlord and the Tenant and if more than one join in the execution hereof as Landlord or Tenant, the liability will be joint and several, or if they or either of them be of feminine sex, or a corporation, such words and the pronouns and other relative words shall be read as if written in the plural, feminine and neuter, respectively.

5.18 Peaceful Enjoyment.

The Landlord covenants that the said Tenant, on payment of all of the aforesaid installments and performance of all the covenants aforesaid, shall and may peacefully and quietly have, hold, and enjoy the said demised premises for the term aforesaid.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

In the Presence of:

LANDLORD: CITY OF LIVONIA, a Michigan Municipal Corporation

_____

By: _____
Maureen Miller Brosnan, Mayor

_____ and: _____
Lori Miller, City Clerk

STATE OF MICHIGAN)
)§
COUNTY OF WAYNE)

On this ____ day of _____, 2025, before me, a Notary Public in and for said County, personally appeared, to me personally known, who being by me duly sworn did say that they are the Mayor and the City Clerk, respectively, of the City of Livonia, and that the seal affixed to said instrument is the corporate seal of said municipal corporation, and that said instrument was signed and sealed in behalf of said municipal corporation by authority of a resolution of its City Council, and said officers acknowledged said instrument to be the free act and deed of said municipal corporation.

_____

Notary Public, Wayne County, Michigan
My commission expires: _____
Acting in Wayne County

In the Presence of:

TENANT: Livonia Civic Arenas, a Michigan Nonprofit Corporation

_____ By: _____

_____ and: _____

STATE OF MICHIGAN)
)§
COUNTY OF WAYNE)

The foregoing instrument was acknowledged before me this ____ day of _____, 2025, by _____, President, and _____,

_____ of Livonia Civic Arenas, a Michigan Nonprofit Corporation, on behalf of said corporation.

_____

Notary Public, Wayne County, Michigan
My commission expires: _____

In the Presence of:

_____

_____

_____

ACCEPTED BY: Municipal Building Authority of Livonia

By: _____
President

and: _____
Treasurer

and: _____
Secretary

Pursuant to Council Resolution _____ adopted by the Livonia City Council on _____

APPROVED AS TO FORM:

_____Carter Fisher, City Attorney
Dated: _____

Instrument drafted by:

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

LEGAL DESCRIPTION OF SUBLEASED PREMISES

That part of the Northeast ¼ of the Southeast ¼ of Section 21, Town 1 South, Range 9 East, Livonia Township (now City of Livonia), Wayne County, Michigan more particularly described as beginning at a point distant South 01D 28M 00S West, 743.00 feet and North 88D 16M 00S West, 970.30 feet from the East ¼ corner of Section 21 and proceeding thence North 88D 16M 00S West, 310.00 feet; thence South 01D 20M 00S West, 360.00 feet; thence South 88D 16M 00S East, 310.00 feet; thence North 01D 20M 00S East, 360.00 feet to the point of beginning. Containing 2.562 Acres (Eddie Edgar Ice Arena)

P:\Agreements\ice arenas\eddie edgar 2015 FINAL.doc

TD:MEF

11/19/15

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

8. REQUEST FOR AUTHORIZATION TO PURCHASE TWO 2026 JOHN DEERE GATORS XUV845M WITH VARIOUS ATTACHMENTS AND ONE JOHN DEERE UTILITY TRACTOR, THROUGH THE MIDEAL CONSORTIUM: Department of Public Works, re: from 2026 budgeted funds.

   Doug Moore, Assistant Director of Public Works, stated the gators will be replacing some of the older ones which will be going to auction.

   Motion was made by Vice President Ptashnik to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

8.

DPW
November 5, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO PURCHASE TWO 2026 JOHN DEERE GATORS XUV845M WITH VARIOUS ATTACHMENTS AND ONE JOHN DEERE UTILITY TRACTOR, THROUGH THE MiDEAL CONSORTIUM: Department of Public Works, re: from 2026 budgeted funds.

BACKGROUND DETAILS

The Department of Public Works requests Council approve the purchase of the following equipment for from funds budgeted in the 2026 Captial Outlay Account:

Two 2026 John Deere Gators XUV845M, with Boss V-Plow attachment (Parks & Roads)
One 2026 John Deere 2032R Utility Tractor

The purchase will be made through the MiDeal bid process (Contract Agreement No. 240000000161), an extended purchasing program made available to local governments through the State of Michigan. The State bid this year was awarded to Hutson, Inc., 20801 Pontiac Trail, South Lyon, MI 48178 . Current units that have outlived their life expectancy will be disposed of through the auction process.

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

It is recommended the Council approve the purchase of two 2026 John Deere Gators XUV845M, with snow plows, and one 2026 John Deere Utility Tractor 2032R from funds budgeted in the approved 2026 Capital Outlay budget 401-000-987-000, from Hutson, Inc., 20801 Pontiac Trail, South Lyon, MI 48178

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

Gator XUV 845M	$26,664.63		
Boss 6'6" Plow	$ 6,686.98		
	$33,351.61		
x2	**$66,703.22**	**$32,898.93**	2032R Utility Tractor
GRAND TOTAL	**$99,602.15**		

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

$99,602.15
401-000-987-000 - Capital Outlay
From 2026 budgeted funds

DETAILED WORK BEING PERFORMED

na

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

401-000-987-000
$99,602,15

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

MiDeal Purchasing consortium: 240000000161

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Waive the formal bidding process in accordance with Section 3.04.140.E.4 of the Livonia Code of Ordinances, as amended since no advantage to the City would result from competitive bidding.

ATTACHMENTS

1. LTC-2025 Gators Parks & Roads
2. LTC - 2025 Deere Tractor Loader

APPROVED BY

Douglas L. Moore, MSA, Assistant Director of Public Works — Date: November 07, 2025

Don Rohraff, Director of Public Works — Date: November 07, 2025

Benjamin N. Grier, JD, CPA, Finance Director — Date: November 07, 2025



Date: November 07, 2025

Maureen Miller Brosnan, Mayor

Customer:

Quotes are valid for 30 days from the creation date or upon contract expiration, whichever occurs first.

A Purchase Order (PO) or Letter of Intent (LOI) including the below information is required to proceed with this sale. The PO or LOI will be returned if information is missing.

☐ Vendor: Deere & Company

2000 John Deere Run

Cary, NC 27513-2789 US

FED ID: 36-2382580

UEID: FNSWEDARMK53

☐ Signature on all LOIs and POs with a signature line

☐ Contract name or number; or JD Quote ID

☐ Sold to street address

☐ Ship to street address (no PO box)

☐ Bill to contact name and phone number

☐ Bill to address

☐ Bill to email address (required to send the invoice and/or to obtain the tax exemption certificate)

☐ Membership number if required by the contract

Quotes of equipment offered through contracts between Deere & Company, its divisions and subsidiaries (collectively “Deere”) and government agencies are subject to audit and access by Deere's Strategic Accounts Business Division to ensure compliance with the terms and conditions of the contracts.

For any questions, please contact:

David Brown
Hutson, Inc.
20801 Pontiac Trail
South Lyon, MI 48178
Email: dbrown@hutsoninc.com

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company

2000 John Deere Run

Cary, NC 27513-2789 US

FED ID: 36-2382580

UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

David Brown

Hutson, Inc.

20801 Pontiac Trail South Lyon, MI 48178

Prepared For

CITY OF LIVONIA CITY OF LIVONIA DEPT PUB SVC

12973 FARMINGTON RD

LIVONIA, MI 481504202

(734) 466-2655

DMOORE@LIVONIA.GOV

Prepared By

David Brown

Hutson, Inc.

20801 Pontiac Trail

South Lyon, MI 48178

dbrown@hutsoninc.com

Quote Id 1222144

Creation Date 22-Oct-2025

Expiration Date 21-Nov-2025

Quote Summary

Equipment Summary	Suggested List	Selling Price	QTY In Group	Extended
GATOR™ XUV 845M HVAC (Model Year 2026)	**$30,649.00**	**$26,664.63**	**1**	**$26,664.63**
Contract: MI Ag, Grounds, and Roadside 240000000161 (PG 3W CG 22) **Price Effective Date:** 01-Nov-2024				
Boss 6'6" V Plow Snow Equipment	**$6,686.98**	**$6,686.98**	**1**	**$6,686.98**
Contract: Open Market				
Equipment Total				**$33,351.61**

Quote Summary	
Total Selling Price	$33,351.61
Total Taxable Equipment Fees	$0.00
Estimated Service Agreement Tax	$0.00
Sub-total	**$33,351.61**
*Total Non-Taxable Equipment Fees	$0.00
Rental Applied	$0.00
Total Amount Due	**$33,351.61**
Down Payment	$0.00

Salesperson : X _____ **Accepted By : X** _____

Balance Due	**$33,351.61**

Salesperson : X _____ **Accepted By : X** _____

Selling Equipment

Quote # 1222144

Customer CITY OF LIVONIA CITY OF LIVONIA DEPT PUB SVC

GATOR™ XUV 845M HVAC (Model Year 2026)

QTY In Group : 1

Hours	- - -
Serial Number	- - -
Stock Number	- - -
Contract	MI Ag, Grounds, and Roadside 240000000161 (PG 3W CG 22)
Price Effective Date	01-Nov-2024
PUK Parent Serial #	

Suggested List
$30,649.00
Selling Price
$26,664.63
Discount Amount
($3,984.37)

Equipment Summary

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
8816M	GATOR™ XUV 845M HVAC (Model Year 2026)	1	$29,999.00	13.0%	($3,899.87)	$26,099.13

Base / Options

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
001F	US 49 State	1	$0.00	13.0%	$0.00	$0.00
0505	Build To Order	1	$0.00	13.0%	$0.00	$0.00
182A	Less AutoTrac™ /GreenStar™ Harness	1	$0.00	13.0%	$0.00	$0.00
183B	Less JDLink™ Hardware	1	$0.00	13.0%	$0.00	$0.00
1950	Less Application	1	$0.00	13.0%	$0.00	$0.00
2500	Green and Yellow	1	$0.00	13.0%	$0.00	$0.00
1060	27” Predator Heavy-Duty all-terrain radial tires on 14” Yellow Steel Wheels	1	$200.00	13.0%	($26.00)	$174.00
4022	Full Door with Side Mirrors	1	$0.00	13.0%	$0.00	$0.00
4062	HVAC Cab	1	$0.00	13.0%	$0.00	$0.00
2350	Park Position in Transmission	1	$0.00	13.0%	$0.00	$0.00
5006	Front Brush Guard	1	$450.00	13.0%	($58.50)	$391.50

5101	Base Comfort and Convenience Package	1	$0.00	13.0%	$0.00	$0.00
Total Base / Options			**$30,649.00**		**($3,984.37)**	**$26,664.63**

Technology Options

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
1880	Less Receiver	1	$0.00	13.0%	$0.00	$0.00
1900	Less Display	1	$0.00	13.0%	$0.00	$0.00
Total Technology Options			**$0.00**		**$0.00**	**$0.00**
Selling Price Subtotal						**$26,664.63**
Fees						$0.00
Total Selling Price			**$30,649.00**		**($3,984.37)**	**$26,664.63**

Boss 6'6" V Plow Snow Equipment

QTY In Group : 1

Hours	- - -
Serial Number	
Stock Number	- - -
Contract	Open Market
PUK Parent Serial #	- - -

Suggested List
$6,686.98
Selling Price
$6,686.98
Discount Amount
$0.00

Equipment Summary

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
1	Boss 6'6" V Plow Snow Equipment	1	$5,329.99	0.0%	$0.00	$5,329.99

Base / Options

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
	Snow deflector	1	$236.99	0.0%	$0.00	$236.99
	Set up and installation	1	$1,120.00	0.0%	$0.00	$1,120.00
Total Base / Options			**$6,686.98**		**$0.00**	**$6,686.98**
Selling Price Subtotal						**$6,686.98**
Fees						$0.00
Total Selling Price			**$6,686.98**		**$0.00**	**$6,686.98**

Customer:

Quotes are valid for 30 days from the creation date or upon contract expiration, whichever occurs first.

A Purchase Order (PO) or Letter of Intent (LOI) including the below information is required to proceed with this sale. The PO or LOI will be returned if information is missing.

☐ Vendor: Deere & Company

2000 John Deere Run

Cary, NC 27513-2789 US

FED ID: 36-2382580

UEID: FNSWEDARMK53

☐ Signature on all LOIs and POs with a signature line

☐ Contract name or number; or JD Quote ID

☐ Sold to street address

☐ Ship to street address (no PO box)

☐ Bill to contact name and phone number

☐ Bill to address

☐ Bill to email address (required to send the invoice and/or to obtain the tax exemption certificate)

☐ Membership number if required by the contract

Quotes of equipment offered through contracts between Deere & Company, its divisions and subsidiaries (collectively “Deere”) and government agencies are subject to audit and access by Deere's Strategic Accounts Business Division to ensure compliance with the terms and conditions of the contracts.

For any questions, please contact:

David Brown
Hutson, Inc.
20801 Pontiac Trail
South Lyon, MI 48178
Email: dbrown@hutsoninc.com

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):

Deere & Company

2000 John Deere Run

Cary, NC 27513-2789 US

FED ID: 36-2382580

UEID: FNSWEDARMK53

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:

David Brown

Hutson, Inc.

20801 Pontiac Trail South Lyon, MI 48178

Prepared For

CITY OF LIVONIA CITY OF LIVONIA DEPT PUB SVC

12973 FARMINGTON RD

LIVONIA, MI 481504202

(734) 466-2655

DMOORE@LIVONIA.GOV

Prepared By

David Brown

Hutson, Inc.

20801 Pontiac Trail

South Lyon, MI 48178

dbrown@hutsoninc.com

Quote Id 1222023

Creation Date 22-Oct-2025

Expiration Date 21-Nov-2025

Quote Summary

Equipment Summary	Suggested List	Selling Price	QTY In Group	Extended
2032R Compact Utility Tractor (25 PTO hp)	**$36,103.85**	**$30,038.93**	**1**	**$30,038.93**
Contract: MI Ag, Grounds, and Roadside 240000000161 (PG 3W CG 22) **Price Effective Date:** 01-Nov-2024				
PowerGard Protection Plan				**$2,860.00**
Commercial, 2032R, Comprehensive - Full Machine, 2000 Total Hours or 72 Total Months, 100 Deductible Date Quoted : 03-Nov-2025				
Equipment Total				**$32,898.93**

Customer Specific Service Agreements	Extended
Customer Specific Service Agreements Total	**$0.00**

Quote Summary

Total Selling Price	$32,898.93
Total Taxable Equipment Fees	$0.00
Estimated Service Agreement Tax	$0.00
Sub-total	**$32,898.93**

Salesperson : X _____ **Accepted By : X** _____

*Total Non-Taxable Equipment Fees	$0.00
Rental Applied	$0.00
Total Amount Due	**$32,898.93**
Down Payment	$0.00
Balance Due	**$32,898.93**

Salesperson : X _____ **Accepted By : X** _____

Selling Equipment

Quote # 1222023

Customer CITY OF LIVONIA CITY OF LIVONIA DEPT PUB SVC

2032R Compact Utility Tractor (25 PTO hp)

QTY In Group : 1

Hours	- - -
Serial Number	- - -
Stock Number	- - -
Contract	MI Ag, Grounds, and Roadside 240000000161 (PG 3W CG 22)
Price Effective Date	01-Nov-2024
PUK Parent Serial #	

Suggested List
$38,963.85
Selling Price
$32,898.93
Discount Amount
($6,064.92)

Equipment Summary

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
153ALV	2032R Compact Utility Tractor (25 PTO hp)	1	$28,866.00	17.0%	($4,907.22)	$23,958.78

Base / Options

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
0202	United States	1	$0.00	17.0%	$0.00	$0.00
0409	English	1	$0.00	17.0%	$0.00	$0.00
4061	Less iMatch™ Quick Hitch	1	$0.00	17.0%	$0.00	$0.00
5209	300/70 R20 (R3 Turf, 1 Position) Radial	1	$935.00	17.0%	($158.95)	$776.05
6209	200/60 R15 (R3 Turf, 1 Position) Radial	1	$45.00	17.0%	($7.65)	$37.35
1701	Factory Installed Loader with Bucket	1	$5,830.00	17.0%	($991.10)	$4,838.90
Total Base / Options			**$35,676.00**		**($6,064.92)**	**$29,611.08**

Dealer Attachments

Code	Description	Qty	List Price	Discount %	Discount $	Adjusted Selling Price
	Non-Contract: Rimguard - Load rear tires for ballast	1	$427.85	0.0%	$0.00	$427.85

Total Dealer Attachments		**$427.85**	**$0.00**	**$427.85**

Value Added Services

Description	Qty			Agreed Price
PowerGard Protection Plan	1			$2,860.00
Total Value Added Services				**$2,860.00**
Selling Price Subtotal				**$32,898.93**
Fees				$0.00
Total Selling Price		**$38,963.85**	**($6,064.92)**	**$32,898.93**

Hutson

JOHN DEERE

Extended Warranty Proposal

PowerGard™ Protection Plan

2032R Compact Utility Tractor (25 PTO hp)
Date: 03-Nov-2025

Machine/Use Information		Plan Description		Price	
Manufacturer	JOHN DEERE	Plan Type	POWERGARD	Deductible	$100.00
Equipment Type	Tractors - Compact Utility	Warranty Coverage	Comprehensive - Full Machine	Quoted Price	$2,860.00
Model	2032R	Total Months	72	PowerGard List	$2,860.00
Country	US	Total Hours	2000	Date Quoted	03-Nov-2025

MFWD/Tracks **N**

GRACE pricing is only good during the first 12 months or 1000 hours of ownership for new tractors during the John Deere basic warranty period. After this period, DELAYED pricing can be purchased up to the end of the John Deere basic warranty for tractors of 24 months or 2000 hours, and having passed a special inspection/certification process. The Total Months and Hours listed above include the John Deere basic Warranty. "Limited" Plan coverage = Engine & Powertrain only."Comprehensive" Plan coverage = Full Machine.

PowerGard Protection Proposal Prepared for:

_____
Customer Name - Please Print

_____
Customer Signature

I have been offered this extended warranty and

☑ I ACCEPT the PowerGard Protection
☐ I DECLINE the PowerGard Protection

If declined, I fully understand that any equipment listed above is not covered for customer Expenses due to component failures beyond the original basic warranty period provided by John Deere.

Note: This is not a contract. For specific PowerGard Protection coverage terms and conditions, please refer to the actual PowerGard Protection Plan contract for more information and the terms, conditions, and limitations of the agreement.

What PowerGard Protection is:

The PowerGard Protection Plan is an **extended warranty** program for reimbursement on parts and labor for covered components that fail due to faulty material or original workmanship that occur beyond the John Deere Basic Warranty coverage period. The agreement is between Deere & Company and the owners of select John Deere Commercial and Agricultural equipment, who purchase the PowerGard Plans for the desired coverage as indicated in this proposal.

What PowerGard Protection is not:

PowerGard Protection is **not insurance**. It also does not cover routine maintenance or high wear items, or insurance-related risks/perils such as collision, overturn, vandalism, wind, fire, hail, etc. It does not cover loss of income or loss of value of crops during or after an equipment failure. See the actual product-specific PowerGard Protection Plan agreement for a complete listing of covered components, and limitations and conditions under the program.

Features/Benefits:

PowerGard Protection includes the following features and benefits under the program:

- Pays for parts and labor costs incurred on failed covered components (less any applicable deductibles).
- Does not require pre-approval before repairs are made by the authorized John Deere dealership.
- Payments are reimbursed directly to the dealership, with no prepayment required by the contract holder.
- PowerGard Protection agreements ensure that only Genuine John Deere Parts are used in all repairs.
- PowerGard coverage is fully transferable to future owners, with no transfer fees when coverage remains.
- PowerGard ensures higher resale value and makes equipment more marketable during the sale or trade-in.
- PowerGard allows you to budget your total cost of ownership, with financing available through John Deere Financial or other sources.
- PowerGard helps prevent large, unexpected repair bills during later years of equipment ownership, in exchange for a smaller protection fee up front.

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD NOVEMBER 17, 2025

Meeting was called to order at 8:40 p.m. by Councilmember Donovic. Present: Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, Rob Donovic, Vice President Ptashnik, and President McCullough. Absent: None.

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

Councilmember Morgan led the meeting with the Pledge of Allegiance.

9. PROPOSED 2026 CITY COUNCIL MEETING SCHEDULE: City Council President Brandon McCullough, re: in accordance with the provisions of the Open Meetings Act, 1976 P.A. 267, as amended.

   Motion was made by President McCullough to put the matter on the Consent portion of the next Regular Agenda.

DIRECTION: APPROVING CONSENT

LETTER TO THE LIVONIA CITY COUNCIL

9.

Council Office
October 14, 2025

MEETING DATE	PRESENTED BY
S111725/R120325	

AGENDA ITEM

PROPOSED 2026 CITY COUNCIL MEETING SCHEDULE: City Council President Brandon McCullough, re: in accordance with the provisions of the Open Meetings Act, 1976 P.A. 267, as amended.

BACKGROUND DETAILS

In accordance with the provisions of the Open Meetings Act, 1976 P.A. 267, as amended, attached is the proposed City Council Meeting Schedule for calendar year 2026. An approving resolution is being requested for the following City Council schedule for 2026:

STUDY MEETINGS	**REGULAR MEETINGS**
Monday, January 5 (Starting time 8 PM)	
Wednesday, January 14	Wednesday, January 14
Monday, January 26	Monday, January 26
Monday, February 9	Monday, February 9
Monday, February 23	Monday, February 23
Monday, March 9	Monday, March 9
Monday, March 23	Monday, March 23
Wednesday, April 8	Wednesday, April 8
Monday, April 20	Monday, April 20
Monday, May 4	Monday, May 4
Monday, May 18	Monday, May 18
Monday, June 1	Monday, June 1
Monday, June 15	Monday, June 15
Monday, July 13	Monday, July 13
Monday, July 27	Monday, July 27
Monday, August 17	Monday, August 17
Monday, August 31	Monday, August 31
Monday, September 14	Monday, September 14

Monday, September 28	Monday, September 28
Monday, October 12	Monday, October 12
Monday, October 26	Monday, October 26
Monday, November 9	Monday, November 9
Monday, November 23	Monday, November 23
Monday, December 7	Monday, December 7
	Wednesday, December 16

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

To approve the 2026 Council meeting schedule as submitted.

ATTACHMENTS

1. 2026 Proposed City Council Meeting Schedule

APPROVED BY

*LIVONIA CITY COUNCIL MEETING SCHEDULE – 2026**

LIVONIA CITY HALL AUDITORIUM
33000 CIVIC CENTER DRIVE
LIVONIA, MI 48154-3097
734-466-2250

Regular Meetings begin at 7:00 PM
Study Meetings begin at 8:00 PM or immediately following the Regular Meeting

STUDY MEETINGS

Monday, January 5 (Starting time 8 PM)
Wednesday, January 14
Monday, January 26

Monday, February 9
Monday, February 23

Monday, March 9
Monday, March 23

Wednesday, April 8
Monday, April 20

Monday, May 4
Monday, May 18

Monday, June 1
Monday, June 15

Monday, July 13
Monday, July 27

Monday, August 17
Monday, August 31

Monday, September 14
Monday, September 28

Monday, October 12
Monday, October 26

Monday, November 9
Monday, November 23

Monday, December 7

REGULAR MEETINGS

Wednesday, January 14
Monday, January 26

Monday, February 9
Monday, February 23

Monday, March 9
Monday, March 23

Wednesday, April 8
Monday, April 20

Monday, May 4
Monday, May 18

Monday, June 1
Monday, June 15

Monday, July 13
Monday, July 27

Monday, August 17
Monday, August 31

Monday, September 14
Monday, September 28

Monday, October 12
Monday, October 26

Monday, November 9
Monday, November 23

Monday, December 7
Wednesday, December 16

DRAFT

*Subject to Change with Notice. (*Adopted at the Regular Meeting of ____, 2025, CR__ -25)*

COMMITTEE OF THE WHOLE MEETING
NOVEMBER 17, 2025
6:00PM

A Committee of the Whole meeting was held on November 17, 2025, in the Council Chambers at Livonia City Hall.

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

Committee Members Absent: Scott Morgan
Laura M. Toy

City Officials Present: Carter Fisher, City Attorney
Jeannine Laible, Civil Service Director

Additional attendees:
See the attached list.

1. The subject matter of Council Office staffing and salaries. (CR 318-25)

The Committee meeting commenced at 6:05 PM.

The item was introduced by the Council President, who opened the floor to the Civil Service Director, Jeannine Laible. She provided a high-level overview regarding the possibility of adding another step to the Program Supervisor classification, noting that it would be a lengthy process. Civil Service is also currently exploring the addition of another position within the Council Office.
.

The Committee meeting adjourned at 6:15 PM.

The Committee recommends:

For this subject matter to remain in Committee.

Note: This item will remain in Committee.

This item is to be placed on the **Regular Meeting Agenda of December 3, 2025**



Brandon McCullough, City Council President

COMMITTEE OF THE WHOLE
MONDAY, NOVEMBER 17, 2025, 6:00PM

NAME	DEPT OR CONTACT INFO FOR NOTIFICATIONS* *PERTAINING THE SUBJECT MATTER OF THIS MEETING
Eileen McDonnell	
Cindy Fleming	
Denise Medina	
Jim Biggs	

LETTER TO THE LIVONIA CITY COUNCIL

Council Office
November 10, 2025

MEETING DATE	PRESENTED BY
COW110525/COW111725/R111725/R120325	

AGENDA ITEM

The subject matter of Council Office staffing and salaries. (CR 318-25)

BACKGROUND DETAILS

A Committee of the Whole Meeting was held to discuss the subject matter on November 5, 2025, to be reported at the Regular Meeting of November 17, 2025.

At the Regular Meeting of October 20, 2025:
#318-25 RESOLVED, that upon the motion by Council President Brandon McCullough, seconded by Councilmember Rob Donovic, at the Regular Meeting held October 20, 2025, the Council does hereby refer the subject matter of council office staffing and salaries to the Committee of the Whole for its report and recommendation.

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

To discuss the subject matter as presented.

ATTACHMENTS

1. COW110525 LTC Council Office
2. R102025 Council Office staff and salary to COW CR 318-25

APPROVED BY

COMMITTEE OF THE WHOLE MEETING
NOVEMBER 5, 2025
6:00PM

A Committee of the Whole meeting was held on November 5, 2025, in the Council Chambers at Livonia City Hall.

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

Committee Members Absent: Martha Ptashnik, Council Vice President

City Officials Present: Lori Miller, City Clerk
Carter Fisher, City Attorney
Jeannine Laible, Civil Service Director

Additional attendees: See the attached list.

1. The subject matter of an investigation into City Departments and their procedures as it relates to the City's Charter. (CR 131-25)

The Committee meeting commenced at 6:02 PM.

The item was introduced by Council President and opened up the floor to Council.

Councilmember Lynda Scheel brought up items from the past meeting on May 19, 2025.

Clerk Miller requested to continue the conversation in a closed session.

Councilmember Toy offered a motion to have a Closed Committee of the Whole meeting.

The Committee recommends:

- For the Law Department to draft a resolution to put the subject matter into a Closed Committee of the Whole session.

Note: This item will remain in Committee.

This item is to be placed on the **Regular Meeting Agenda of November 17, 2025**

1. The subject matter of Council Office staffing and salaries. (CR 318-25)

Council President Brandon McCullough opened the meeting and gave the history.

Councilmembers gave their opinions on ensuring our office has proper staffing.

The Human Resource department has a great team, and Council is looking forward to a solution.

Councilmember Donovic offered the idea that our Program Supervisor be moved back to director status.

A suggestion was made to reconvene on November 17, 2025.

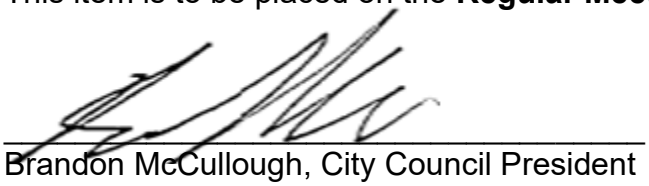
The Committee meeting adjourned at 6:47 PM.

The Committee recommends:

- To reconvene on November 17, 2025.

Note: This item will remain in Committee.

This item is to be placed on the **Regular Meeting Agenda of November 17, 2025**



Brandon McCullough, City Council President

COMMITTEE OF THE WHOLE
WEDNESDAY, NOVEMBER 5, 2025, 6:00PM

NAME	DEPT OR CONTACT INFO FOR NOTIFICATIONS* *PERTAINING THE SUBJECT MATTER OF THIS MEETING
Lynn Mills	
Denise Mika	
Jim Bazin	

LETTER TO THE LIVONIA CITY COUNCIL

2.

Council Office
October 30, 2025

MEETING DATE	PRESENTED BY
COW110525/R111725	

AGENDA ITEM

The subject matter of Council Office staffing and salaries. (CR 318-25)

BACKGROUND DETAILS

At the Regular Meeting of October 20, 2025:
#318-25 RESOLVED, that upon the motion by Council President Brandon McCullough, seconded by Councilmember Rob Donovic, at the Regular Meeting held October 20, 2025, the Council does hereby refer the subject matter of council office staffing and salaries to the Committee of the Whole for its report and recommendation.

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

To discuss the subject matter as presented.

ATTACHMENTS

None

APPROVED BY

President McCullough passed the gavel at 7:33 p.m.

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

> **#318-25** RESOLVED, that upon the motion by Council President Brandon McCullough, seconded by Councilmember Rob Donovic, at the Regular Meeting held October 20, 2025, the Council does hereby refer the subject matter of council office staffing and salaries to the Committee of the Whole for its report and recommendation.

Councilmember Toy returned the gavel to President McCullough at 7:35 p.m.

RESOLUTION REQUESTED BY COUNCIL (Regular Meeting of October 20, 2025)

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

COMMITTEE OF THE WHOLE MEETING
NOVEMBER 19, 2025
6:00PM

A Committee of the Whole meeting was held on November 19, 2025, in the Council Chambers at Livonia City Hall.

Committee Members Present: Martha Ptashnik, Council Vice President
Carrie Budzinski
Rob Gjonaj Donovic
Lynda L. Scheel

Committee Members Absent: Brandon McCullough, Council President and Chair
Scott Morgan
Laura M. Toy

City Officials Present: Carter Fisher, City Attorney
Mark Taormina, Planning and Econ. Dev. Director

Additional attendees: See the attached list.

1. The subject matter of Petition 2025-07-02-15, submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7. (CR 340-25)

The Committee meeting commenced at 6:04 PM.

The item was introduced by Council Vice President Martha Ptashnik.

Opening remarks were made by Brandon Grysko, representative of the petition.

The following topics were explained and discussed:

- Traffic
- Environmental benefits
- Working with Schoolcraft College to add a signal light

Councilmember Donovic asked questions and offered suggestions for the petitioner to consider:

- Concerns about traffic and was a traffic study done?
- Impact of future growth at Six Mile and Haggerty?
- Storm water detention plan?
- A revised site plan to move west, away from the cemetery
- A landscape plan to buffer the property

Councilmember Budzinski shared concerns about the number of car washes in the city.

Audience members shared remarks asking about barriers/ earthwork.

Quakertown residents asked about adding a signal light and shared a dislike for removing the boulevard.

The cemetery fence, headstones and chemical impact were concerns.

A representative from Schoolcraft College answered questions regarding the traffic light and timing of the light.

An approving resolution was offered.

The Committee meeting adjourned at 7:02 PM.

The Committee recommends:

- For the Law Department to draft an approving resolution.

Note: This item will be out of Committee.

This item is to be placed on the **Regular Meeting Agenda of December 3, 2025**

Martha Ptashnik, City Council Vice President

COMMITTEE OF THE WHOLE
WEDNESDAY, NOVEMBER 19, 2025, 6:00PM

NAME	DEPT OR CONTACT INFO FOR NOTIFICATIONS* *PERTAINING THE SUBJECT MATTER OF THIS MEETING
Frances Tanis	Livonia
Eileen McDonnell	
SHARON MOREAU	"
Patrick Brockway	"
NEIL MURALSKI	"
Jim Biga	
Denise Muka	
~~Nadya~~	

Councilmember Scheel offered a motion, seconded by Councilmember Morgan, to table waiver use petition submitted by Mannik & Smith Group, on behalf of Express Car Wash. (Petition 2025-07-02-15)

Following discussion by Council, a substitute motion was made by Councilmember Budzinski, supported by Councilmember Donovic, as follows:

> RESOLVED, that having considered a communication from the City Planning Commission, dated August 22, 2025, approved for submission by the Mayor, which transmits its resolution #08-37-2025, adopted on August 19, 2025, with regard to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7, the Council does hereby refer the subject matter of Petition 2025-07-02-15 to the Committee of the Whole for further discussion and consideration.

A roll call vote was taken to allow the substitute motion, with the following result:

AYES: Budzinski, Donovic, McCullough, and Toy.
NAYS: Scheel and Morgan.

President McCullough declared the motion to allow the substitute motion passed.

Vice President Ptashnik arrived at approximately 8:18 p.m.

On a motion by Councilmember Budzinski, supported by Councilmember Donovic, as follows:

> **#340-25** RESOLVED, that having considered a communication from the City Planning Commission, dated August 22, 2025, approved for submission by the Mayor, which transmits its resolution #08-37-2025, adopted on August 19, 2025, with regard to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7, the Council does hereby refer the subject matter of Petition 2025-07-02-15 to the Committee of the Whole for further discussion and consideration.

A roll call vote was taken on the foregoing resolution with the following result:

AYES: Budzinski, Donovic, Toy, Ptashnik, and McCullough.
NAYS: Scheel and Morgan.

UNFINISHED BUSINESS ITEM 6 (Regular Meeting of November 5, 2025)

Motion: **Budzinski**
Second: **Donovic**
Ayes: **Budzinski, Toy, Donovic, McCullough**
Nays: **Scheel, Morgan**
Absent: **Ptashnik**

NEW DATA RECEIVED FOR THE REGULAR MEETING OF NOVEMBER 5, 2025

October 31, 2025

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

Robert & Jennifer Doehrer
3717 Vorhies Road
Ann Arbor, MI 48105
Owners of the land parcel located at:
38888 Six Mile Road, Livonia, MI

Re: Petition 2025-07-02-15 - Waiver Petition on Behalf of Clean Express Car Wash - Requesting Waiver Use Approval to Operate an Auto-Wash Establishment located at 38888 Six Mile Road, Livonia, Michigan.

Dear Honorable Members of the City Council,

We are writing this letter in an effort to address two specific points, as brought up at the last city council meeting held on October 20, 2025, related to the request for waiver use approval by Clean Express Car Wash.

The two points we would like to address are as follows:

1.) The decision by the landowner to choose Clean Express Car Wash (an auto-wash establishment) as a tenant, as opposed to engaging with another restaurant group.

As you know, Buca di Beppo (Buca) was a long-standing tenant of that property since approximately 1999. Buca was a publicly held company at first and in the later years was held by private equity. Both owners were able to place a large amount of capital behind their projects and locations during initial operations and to sustain operations during difficult times. However, even with private equity ownership in the later years, Buca started to incur financial difficulties just prior to Covid and those difficulties continued from 2020 through August 2024, when they finally filed for bankruptcy. During the final years, they were not a steady tenants and upon their filing for bankruptcy, they left the landlord with significant debts owed while still a tenant.

The financial headwinds that Buca encountered from 2020 through their exit in 2024, was a constant throughout the entire restaurant industry. Initially, the industry was impacted by Covid issues, but for the past several years the industry has been battling the rising cost of goods, the rising cost of labor, increased labor shortages, and the fact that more competition has occurred, including new concepts. These issues alone have made the restaurant industry much more of a risk.

In fact, depending upon your research, a new restaurant has a 17% to 30% chance of failure in the first year and a 51% chance of failure by the fifth year. Obviously, national chain restaurants have a much higher chance of success, while independent operators face a higher chance of failure.

As owners of the location, we did place the property out for lease (but not for sale) on the national market. We did receive several offers for the land to be purchased, but the owners had determined that keeping the land and leasing it out was best. With that, we did receive two offers from national chain restaurant operators. However, they too have calculated the risks associated with a new restaurant and asked that we contribute approximately $1,000,000 to their project, immediately. This was not a capital, ownership injection, but an interest free loan for 10 years. Obviously, the two national operators saw this investment as a high risk, too, and they asked that we share in the risk, as well. That is not a risk we were willing to take on, as we would have no control over their operations and the market. To us, both offers did not make sense from an economic and risk/reward standpoint.

Lastly, we felt that the location was a high risk for another "sit-down" restaurant as there is current competition present and more coming within a 1-mile radius. With Capital Grille just across 275 coming, Hyde Park across Haggerty, Flemmings just to the north, and "restaurant row" on Haggerty coupled with the new development on the corner, it appears that there is significant restaurant competition.

With the items stated above, we came to the determination that with no reasonable national chain offers in hand, nor reasonable local operator offers in hand, that our best options were to entertain another industry that would be a better fit. We did our research on Clean Express Car Wash and determined that the company is very respected in the industry and has partnered with communities to best serve them.

2.) The traffic impact that would occur with Clean Express Car Wash being located at the 38888 Six Mile site.

I believe the traffic study, which was performed in coordination with Schoolcraft College, will demonstrate that no additional traffic would occur with Clean Express. In fact, it would be reduced as compared to having a restaurant on the site. A restaurant is a destination and generates new traffic from those patrons who are specifically going to the restaurant. However, a car wash is not a destination and does not generate new traffic, it feeds off of current traffic flow.

In addition, by moving the current ingress and egress from the southwest corner of the Buca site to the southeast corner this will create a new "right turn in only and right turn out only" ingress and egress, which should provide for a smoother traffic flow. By keeping the current ingress and egress on the southwest corner, patrons are able to turn in and out to the left and the right at their own discretion, which creates more traffic hazards.

Lastly, we have been fully cooperating with Schoolcraft College in attempting to have a traffic light installed at Fox Drive and Six Mile Road. At this current time, negotiations are ongoing.

We hope that our responses to the inquiries from the October 20th council meeting assist you in understanding our decision making and the benefits that we believe will occur once allowing Clean Express to operate at our site.

Thank you for your time and efforts and consideration.

Sincerely,
Robert and Jennifer Doehrer, Owners

Robert A. Doehrer 10-31-2025
Date

Jennifer Doehrer 10/31/25
Date

NEW DATA RECEIVED FOR THE REGULAR
MEETING OF NOVEMBER 5, 2025



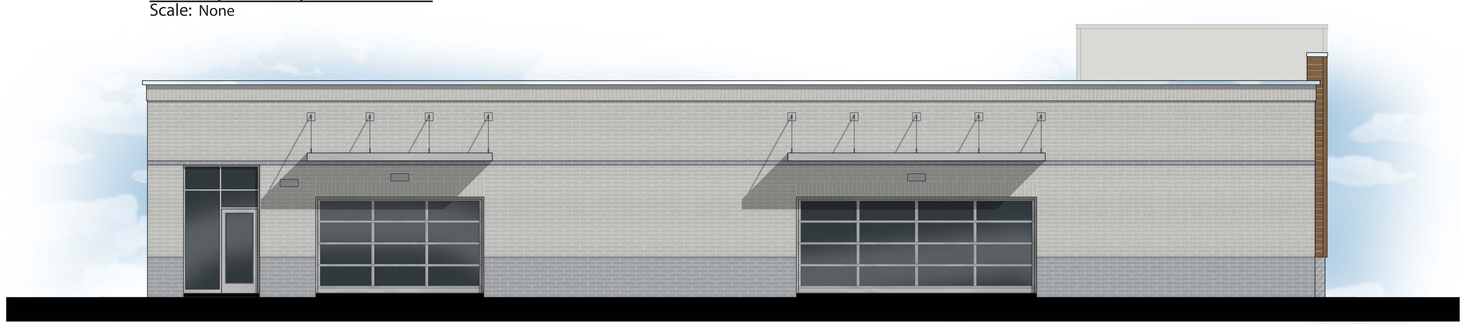
Side (East) Elevation
Scale: None



Side (West) Elevation
Scale: None



Rear (South) Elevation
Scale: None



Entry (North) Elevation
Scale: None

Clean Express Auto Wash

38888 Six Mile Road, Livonia, MI 48152

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

NEW DATA RECEIVED FOR THE REGULAR MEETING OF NOVEMBER 5, 2025

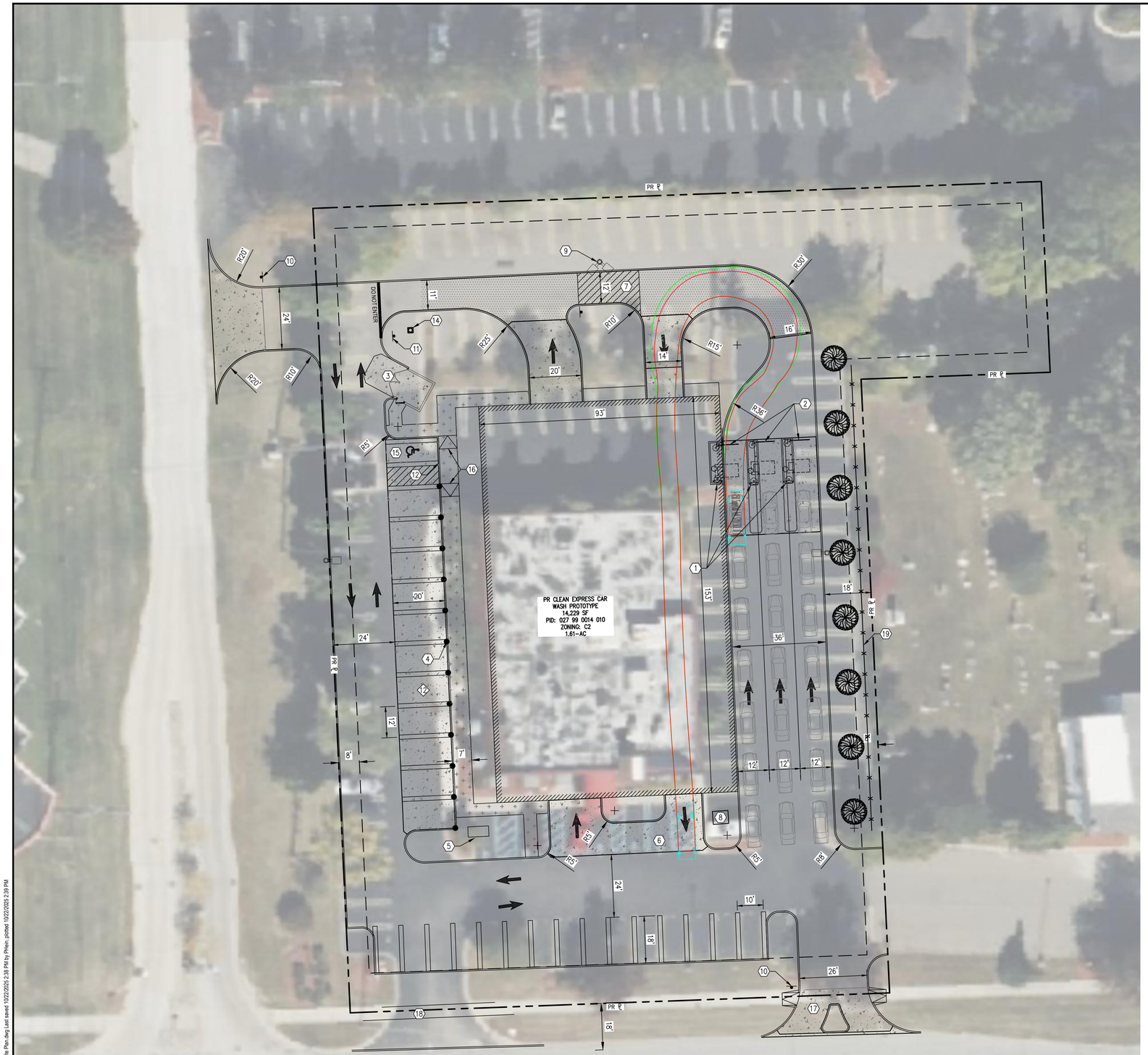
From: Taormina, Mark
To: Kasprowicz, Sara
Subject: Clean Express - New Data
Date: Wednesday, October 29, 2025 1:49:36 PM
Attachments: CE Six Mile - 10.24.2025 (002).pdf
2500286_C00X_Site Plan-SITE PLAN 10222025.pdf

Sara,

Please see the attached new data for the Clean Express carwash petition, including revised building elevations showing additional glazing on the south façade, and brick roll locks along the top of the building and above the overhead doors on all four sides, and a revised site plan showing the setback of the stacking lanes from the cemetery increased from 10 feet to 18 feet.

Mark

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

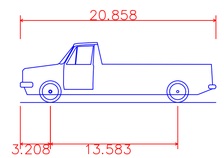


LEGEND

- EX CONCRETE CURB
- PR CONCRETE CURB
- PR PROPERTY LINE
- PR ASPHALT PAVEMENT
- PR CONCRETE PAVEMENT
- PR 5' SIDEWALK
- ⟨12⟩ PARKING COUNT

CODED NOTES

1. PAY STATION (TYP OF 3)
2. CLEARANCE BAR (TYP OF 3)
3. 8" CONCRETE DUMPSTER PAD
4. VACUUM STATION (TYP OF 12)
5. VACUUM CORRELATOR (TYP. OF 2)
6. HEATED CONCRETE PAVEMENT
7. ESCAPE LANE
8. TRANSFORMER PAD
9. LIGHT POLE
10. STOP SIGN
11. DO NOT ENTER SIGN
12. FLUSH WALK AND PAVEMENT
13. 18" STRAIGHT CONCRETE CURB
14. FLAGPOLE
15. ADA PARKING SPACE
16. RAMP
17. CURB CUT
18. 5' CONCRETE WALK
19. PR 8' DECORATIVE VINYL FENCE



F-150 SuperCab 4x4 STYLESIDE 8' Box	
Overall Length	20.858ft
Overall Width	6.575ft
Overall Body Height	6.392ft
Min Body Ground Clearance	0.833ft
Track Width	6.575ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	26.150ft

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

SITE PLAN

C200

W:\Projects\2025\200-399\2500286\CAD\SHTS\2500286_C00X_Site Plan.dwg Last saved 10/22/2025 2:38 PM by PHan, plotted 10/22/2025 2:39 PM

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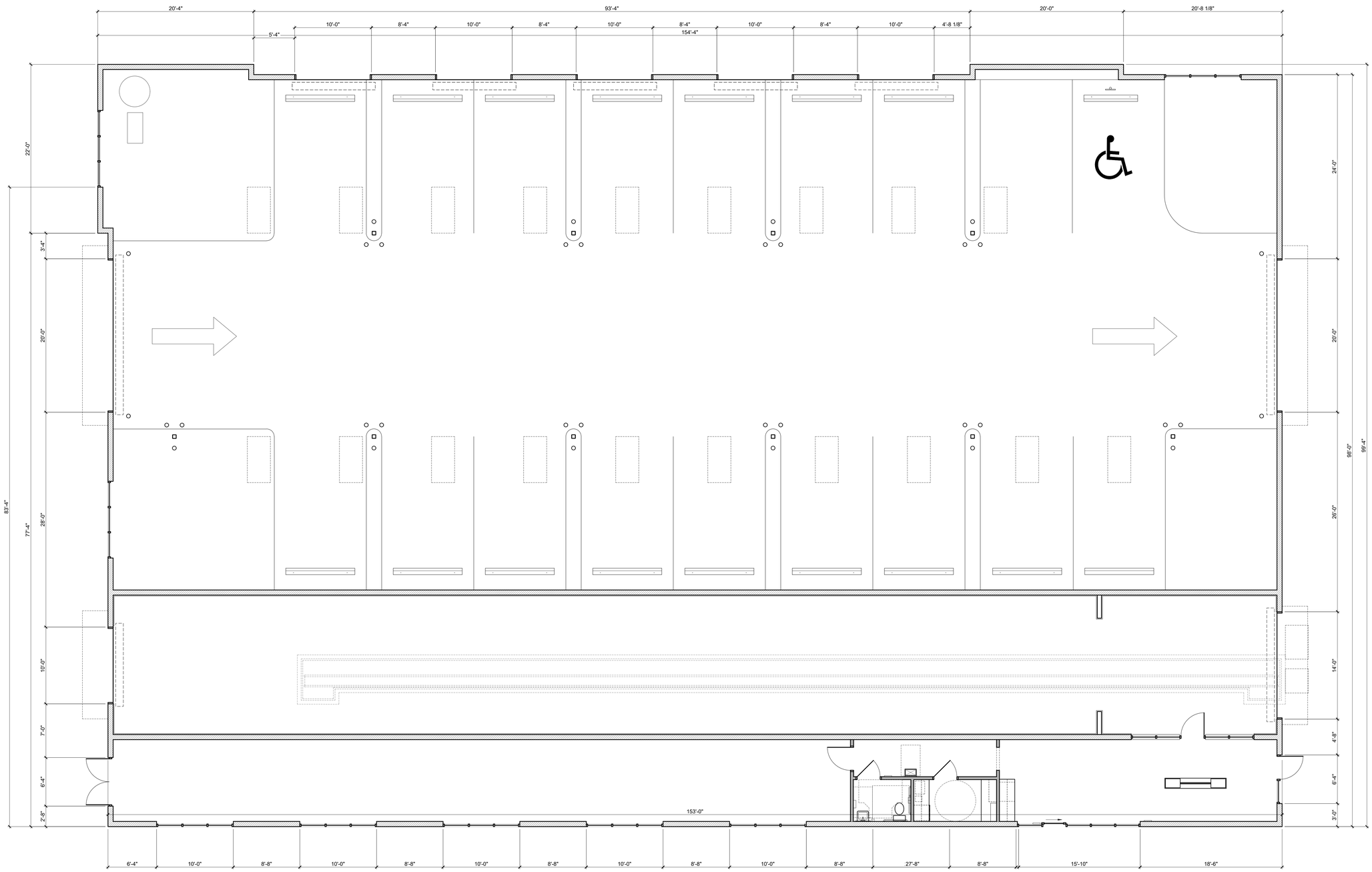
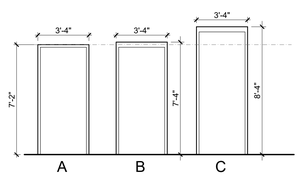
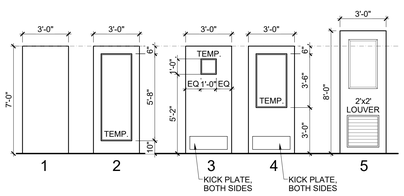


5 FLOOR PLAN



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

4 DOOR FRAMES



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

3 DOOR ELEVATIONS

2 DOOR SCHEDULE

DOOR									FRAME		
NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT	REMARKS
1.01	STAFF	3070	01	H.M.	0-HR	N/A	SET 01	A	H.M.	
1.02	CLOSET	3070	01	H.M.	0-HR	N/A	SET 02	A	H.M.	
1.03	OFFICE	(3) 3070	02	ALUM.	0-HR	TEMP	SET 05	B	ALUM.	CLOSER
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.	
1.05A	MECHANICAL	3070	04	H.M.	0-HR	N/A	SET 04	A	H.M.	
1.05B	MECHANICAL	(2) 3080	05	H.M.	0-HR	N/A	SET 05	C	H.M.	
1.05C	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.	
1.06	WASH BAY	3070	04	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07A	VACUUMS	3070	01	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07B	VACUUMS	3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.	CLOSER

DOOR GENERAL NOTES

1. ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE
2. ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.
3. ALL GLAZING IN NEW DOORS TO BE TEMPERED
4. ALL DOORS TO RECEIVE (3) HINGES
5. ALL DOORS TO RECEIVE (3) SILENCERS
6. ALL DOORS TO RECEIVE DOOR STOP
7. ALL EXTERIOR DOORS TO RECEIVE CLOSER
8. ALL EXTERIOR DOORS TO HAVE ANIS COMPLIANT THRESHOLD (1/4" MAX)
9. ALL EGRESS DOORS SHALL UNLATCH WITH ONLY ONE OPERATION OF THE DOOR HARDWARE, READILY OPERABLE FROM EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE AND SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE. 2021 MBC 1010.1.9/1010.1.9.1/1010.1.9.5.

DOOR HARDWARE SETS

SET 01: OFFICE LOCKSET
SET 02: STORAGE LOCKSET
SET 03: PRIVACY LOCKSET
SET 04: PASSAGE LOCKSET
SET 05: EXIT LOCKSET
SET 06: PUSH / PULL

KEY ALL DOORS ALIKE

1 FINISH SCHEDULE

SPACE		FLOOR		WALLS				CLG	
NO.	ROOM NAME	MAT	BASE	NORTH	EAST	SOUTH	WEST	MAT	REMARKS
1.01	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.02	CLOSET	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.03	OFFICE	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK
1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	WL	GYP	6" VINYL BASE
1.05	EQUIPMENT	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK
1.06	WASH BAY	CONC	NO	WL	WL	WL	WL	NO	PAINT BAR JOISTS & ROOF DECK
1.07	VACUUMS	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK

FLOORING

WD SIM WOOD FLR
NO NO FLOORING

SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE

BASE

VB VINYL BASE
NO NO BASE

WALLS

PT-1 WHITE PAINT
PT-2 BLONDE PAINT SW 6128
WL WALL LINER PANEL
NO NO FINISH

CEILING

GYP GYPSUM BOARD CEILING
WL WALL LINER
NO NO CEILING

FLOOR PLAN CODED NOTES

1. WALL MOUNTED FIRE EXTINGUISHER. EXTINGUISHER TO BE: RED ENEMELED FINISH HEAVY DUTY STEEL CYLINDER. UL AND FM APPROVED. ABC MULTI PURPOSE DRY CHEMICAL, 10 LB CAPACITY UL RATED 4A 60B: C, HOSE TYPE, UPRIGHT, SQUEEZE GRIP OPERATION
2. INTERIOR WALL LINER PANEL, TYP. @ WASH BAY
3. 14'-0" x 8'-0" OVERHEAD DOOR
4. 10'-0" x 8'-0" OVERHEAD DOOR
5. 20'-0" x 8'-0" OVERHEAD DOOR
6. CAR WASH TRENCH, SEE MANUFACTURER'S DRAWINGS
7. DECORATIVE AWNING, CENTER OVER WINDOWS / DOORS
8. DEDICATED COMMERCIAL GRADE SINK FOR UTILITY SINK
9. ANSI COMPLIANT WATER BOTTLE FILLER
10. 12" DEEP SHELVING W/ STANDARDS AND BRACKETS
11. WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES. BUILD WALL TO BOTTOM OF BAR JOISTS.
12. TIRE SHINE GRATE, COORDINATE W/ EQUIPMENT SHOP DRAWINGS.
13. UNDER COUNTER REFRIGERATOR
14. SERVER RACK, SEE SHEET A5-1
15. NOT USED
16. ALUMINUM STOREFRONT SYSTEM, SEE EXTERIOR ELEVATIONS, PROVIDE 1" INSULATED GLASS
17. CORRULATOR, SEE EQUIPMENT SHOP DRAWINGS
18. ANSI COMPLIANT STAFF DESK, SEE A5-1
19. PROVIDE 2 1/2" METAL Z-FURRING STRIPS @ 24" HORIZONTAL W/ MIN R-13 RIGID INSULATION IN FURRING CAVITIES W/ 5 MIL VAPOR BARRIER
20. ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM, SEE A5-1
21. COFFEE MAKER, SEE INTERIOR ELEVATION
22. MICROWAVE, SEE INTERIOR ELEVATION
23. ANSI COMPLIANT STACKABLE WASHER / DRYER
24. ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 24 PERSONS
25. QUIK-BRIK MASONRY CONSTRUCTION, TYP @ EXTERIOR WALLS.
26. ANSI COMPLIANT EXIT SIGNAGE, SEE A5-1
27. STORAGE CABINETRY BY OWNER.
28. 8" CMU WALL
29. ROOF ACCESS LADDER, CENTER BELOW ROOF HATCH ABOVE, SEE DETAIL ON A5-1
30. 30"x30" CLEAR LANDING SPACE, CENTERED ON LADDER
31. INSTALL SMOOTH, HARD, NON ABSORBANT FRP PANEL, SIM. TO WASH BAY LINER PANEL, FULL HEIGHT OVER THIS WALL.
32. PRODUCT DISPLAY RACK PROVIDED BY OWNER.
33. VACUUM EQUIPMENT.
34. SKYLIGHT ABOVE.
35. 6" CONCRETE FILLED PIPE BOLLARD.
36. PRECAST CONC. PARKING WHEEL STOP.
37. ACCESSIBLE PARKING SIGNAGE.
38. VAN ACCESSIBLE PARKING STALL PER ANSI SECTION 502, ANSI COMPLIANT VACUUM TO BE PROVIDED AT THIS STALL.
39. 8'-0" WIDE AISLE SPACE MARKED SO AS TO DISCOURAGE PARKING WITHIN IT FOR VAN ACCESSIBLE PARKING PER ANSI 502.2 THROUGH 502.4.4.

WALL LEGEND

NEW STUD WALL
NEW 8" FOUNDATION WALL

WALL TYPES SCHEDULE

#	ASSEMBLY DESCRIPTION	HR	NOTES
3B	3 5/8" METAL STUDS, @ 16" O.C. 5/8" GYP BD -3" SOUND BATT	0 HR	PARTIAL HEIGHT PARTITION, TERMINATE GYPSUM BOARD 6" ABOVE FINISH CEILING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"
3C	3 5/8" METAL STUDS, @ 16" O.C. 5/8" TYPE 'X' GYP BD	1 HR	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ MEZZANINE DECKING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

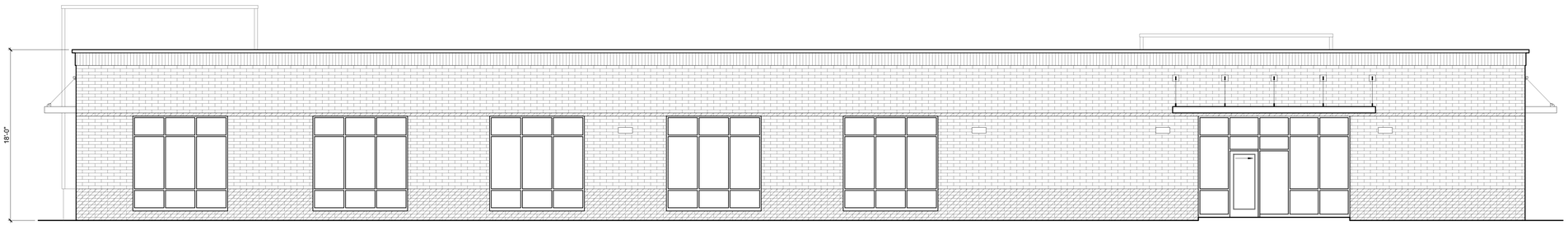
SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

PRELIMINARY NOT FOR CONSTRUCTION

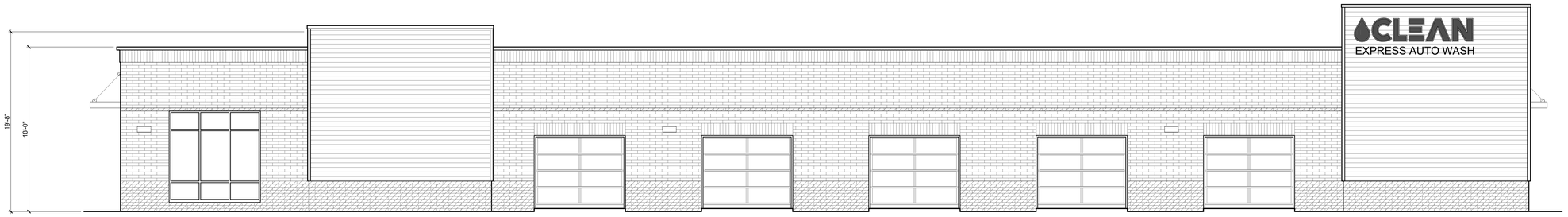
SCOTT D. BAKER
STATE OF MICHIGAN
License No. 1301072033
REGISTERED ARCHITECT
SCOTT D BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

SCALE: 3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION
FLOOR PLAN
A1-1
DATE: 08.11.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

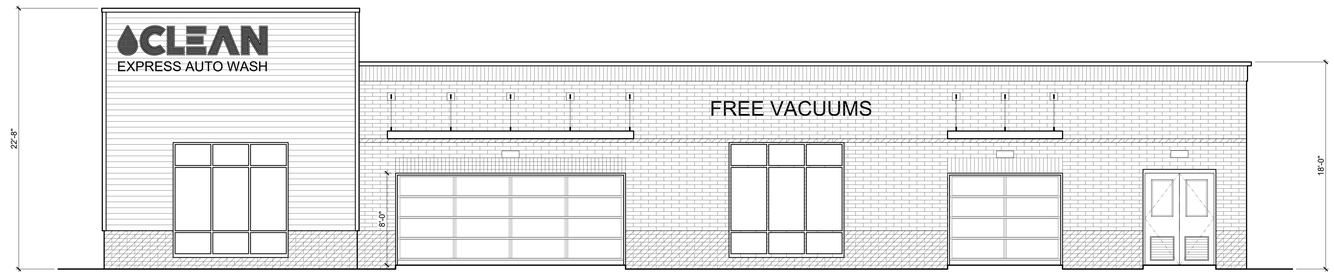
© 2025 SBA STUDIOS, LLC



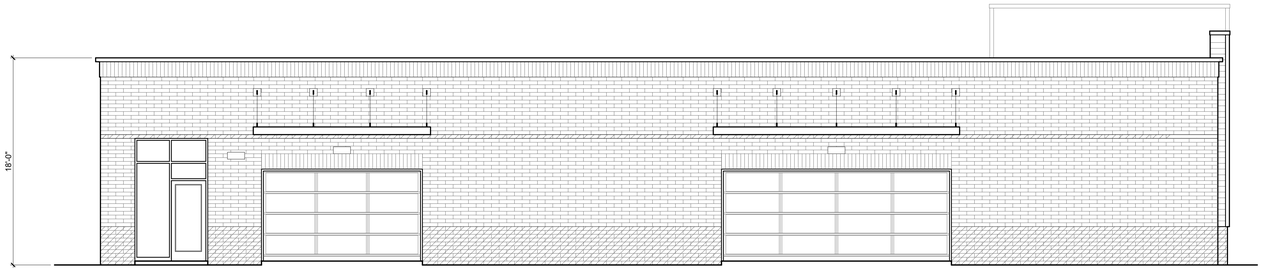
4 SIDE (EAST) ELEVATION



3 SIDE (WEST) ELEVATION



2 REAR (SOUTH) ELEVATION



1 ENTRY (NORTH) ELEVATION

ELEVATION CODED NOTES

1. ALUMINUM STOREFRONT GLAZING SYSTEM. MANUFACTURER TO DESIGN FOR WIND LOAD REQUIREMENTS PER CODE
2. QUIK-BRIK CMU CONSTRUCTION, SEE MATERIALS LEGEND. INSTALL CONTROL JOINTS PER MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS
3. CONTINUOUS METAL COPING, TYP.
4. 5" SQUARE METAL DOWNSPOUT
5. OVERHEAD DOOR
6. SIGNAGE PROVIDED BY OWNER.
7. 1x4 COMPOSITE CORNER TRIM, TYP.
8. GRADE, COORDINATE W/ CIVIL DRAWINGS.
9. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
10. NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING.
11. MASONRY BAND IN DARK FINISH TO MATCH BASE OF WALL
12. DECORATIVE LIGHT FIXTURE

ELEVATION MATERIAL LEGEND

- QUIK-BRIK (LIGHT FINISH)
- QUIK-BRIK (DARK FINISH)
- NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING

EXTERIOR MATERIAL NOTES:
1. COLOR OF METAL COPING TO MATCH STOREFRONT SYSTEM COLOR

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

STATE OF MICHIGAN
SCOTT D. BAKER
License No. 1301072033
LICENSED ARCHITECT

PRELIMINARY
NOT FOR CONSTRUCTION

SCOTT D. BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

SCALE: 3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION
EXTERIOR ELEVATIONS
A2-1
DATE: 08.11.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

NEW DATA RECEIVED FOR THE REGULAR MEETING OF NOVEMBER 5, 2025

From: Jacob Rilett
To: Kasprowicz, Sara
Cc: Dennis Miller
Subject: Clean Express Carwash 38888 6-Mile Rd
Date: Friday, October 24, 2025 4:10:20 PM
Attachments: Commitee of the Whole_Letter.pdf

Sara,
After receiving the comments from the Council at Monday's study meeting we have put together a letter expressing our agreement to move to committee of the whole in order to have additional conversation to address their questions.

Adjustments have also been made to the site plan to improve the shared property boundary with the cemetery and to the building's south elevation. Traffic representatives will be in attendance to andwer questions about the study as well as how the future development of the area was taken into account.

Jake Rilett
Project Engineer
The Mannik & Smith Group, Inc.
607 Shelby St, Suite 300
Detroit, MI 48226
313-961-9500 ext. 1021

10-23-2025

Sara Kasprowicz
Prpgram Supervisor
City of Livonia

RE:
Plan Review for: **Clean Express Car Wash**
38888 6-Mile Rd, Livonia MI
Petition 2025-07-02-15

Honorable Members of the City Council:

After hearing the council member's feedback at the 10/20 City Council study meeting, Express Wash would like to pursue the suggestion to move the project to the committee of the whole for further consideration. The additional conversation will help to fully explain the traffic impact of the carwash and traffic signal and how the future development of the area will be accounted for.

Because of the due diligence requirements of the lease agreement we would like to respectfully ask for a timely review so that we can get back on the regular city council agenda as quickly as possible.

For any questions or additional documents please call:

Jake Rilett
Project Engineer
The Mannik & Smith Group, Inc.
607 Shelby St, Suite 300
Detroit, MI 48226
313-961-9500 ext. 1021

CITY OF LIVONIA – CITY COUNCIL
MINUTES OF STUDY MEETING HELD OCTOBER 20, 2025

Meeting was called to order at 10:33 p.m. by President McCullough. Present: Rob Donovic, Carrie Budzinski, Lynda Scheel, Scott Morgan, Laura Toy, and President McCullough. Absent: Vice President Ptashnik.

2. WAIVER PETITION: Planning Commission, re: Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7.

   Jacob Rilett, 808 Northview Ln, noted the amount of traffic generated by the car wash is less than the previous restaurant that occupied the space.

   Rob Doer, Ann Arbor, stated there was a lack of offers that made sense, a lot of competition, and a low success rate, therefore, the property would be better off stepping away from being a restaurant location.

   Kathleen Bilger, Fox Creek Meadows, expressed concern over the safety of the nearby cemetery with the addition of a nearby car wash.

   Cindy Fleming, Resident, voiced concern over the monitoring of the property with the lack of employee presence.

   Barbara Glover, Myrna Court, echoed concerns over the safety of the cemetery and stated Livonia has plenty of car washes as is.

   Betsy Calhoun, Grennada, suggested a buffer between the car wash and the cemetery.

   Ray Whitney, Quakertown, spoke about the poor state of traffic in the location.

   Jim Biga, Lancashire, stated the current plan does not seem to help the traffic issue.

   Neil Morouski, Quakertown, expressed the overabundance of car washes in Livonia and suggested an independent traffic study be done.

   Eileen McDonnell, Resident, listed off the various nearby car washes and stated the location is bad for a business to exist in the first place.

   Laura Janika, Munger St., suggested visitation to the nearby cemetery before deciding.

   Motion was made by Councilmember Budzinski to consider in Committee of the Whole.

   Motion was made by Councilmember Scheel to put the matter on the Regular portion of the next Regular Agenda.

DIRECTION: APPROVING & DENYING REGULAR

NEW DATA RECEIVED FOR THE STUDY MEETING OF OCTOBER 20, 2025

From: noreply@civicplus.com
To: CityCouncil
Subject: Online Form Submittal: City Council Inquiries
Date: Monday, October 20, 2025 5:55:45 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	Mark
Last Name	Corey
Address	39057 reo dr
Email Address	mcorey@myupn.com
Phone Number	3132206214
Topic	City Council Meetings
Date of Issue	10/20/2025
Attachment (Optional)	*Field not completed.*
Comments	I can't attend 10/20 meeting but am opposed to car wash at 6 mile near Haggerty. Traffic is terrible and I typically have trouble getting out of my sub Quakertown. With all the restaurants and the new comerica bldg development adding congestion please dont approve

Email not displaying correctly? View it in your browser.

NEW DATA RECEIVED FOR THE STUDY
MEETING OF OCTOBER 20, 2025

From: McCullough, Brandon
To: Kasprowicz, Sara
Subject: Fwd: Clean Express Car Wash proposal
Date: Wednesday, October 15, 2025 7:07:45 AM

Sent from my iPhone

Brandon McCullough
Council President
City of Livonia | City Council
(734) 466-2252
bmccullough@livonia.gov

Begin forwarded message:

From: Denise Pew <pewsden2@att.net>
Date: October 14, 2025 at 10:12:05 PM EDT
To: "McCullough, Brandon" <bmccullough@livonia.gov>
Subject: Clean Express Car Wash proposal

Feel free to copy and paste my letter to city council members

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown Subdivision and am writing to formally express my opposition to Petition 2025-07-02-15, submitted by Mannik & Smith Group on behalf of Clean Express Car Wash. The petition requests waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment at 38888 Six Mile Road, located at the northeast corner of Fox Drive and Six Mile Road in the southwest ¼ of Section 7.

Traffic congestion in this area is already a serious concern for residents. Accessing and exiting the Quakertown Subdivision is increasingly difficult, and the addition of a car wash will only exacerbate these conditions. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the additional traffic generated by a high-volume car wash will further compromise safety at this intersection. Moreover, the anticipated increase in vehicles from the new Comerica development will already present substantial traffic challenges.

It should also be noted that the traffic study used to support this petition is approximately two and a half years old. At that time, a large percentage of the workforce was still operating remotely, which likely resulted in significantly lower recorded traffic volumes than what exists today. The study also appears not to have incorporated the additional traffic that will be generated by the Comerica

development or the new restaurants located in front of the Holiday Inn.

Unlike a restaurant, which experiences moderate and predictable traffic patterns tied to meal periods, a car wash produces a continuous flow of vehicles throughout the day. The project's own design engineer stated that the proposed facility is "capable of cycling through about 100 cars an hour." Such volume represents a constant and sustained traffic impact that will worsen congestion and increase the risk of traffic incidents along Six Mile Road and within surrounding neighborhoods.

Furthermore, there are already several car wash establishments within a short distance of this site, including those located at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. The addition of another facility in this corridor is redundant and inconsistent with the character of the surrounding area.

For these reasons, I respectfully urge the Planning Commission to deny Petition 2025-07-02-15 in order to protect the safety, livability, and quality of life of nearby residents.

Thank you for your time and careful consideration of this matter.

Denise Pew
Reo Drive

Sent from my iPhone

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
August 22, 2025

MEETING DATE	PRESENTED BY
S102025/R110525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

WAIVER PETITION: Planning Commission, re: Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7.

BACKGROUND DETAILS

August 25, 2025

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2025- 07-02-15 - Clean Express Wash

Dear Council Members:

At the 1,234th Meeting held by the Livonia City Planning Commission on August 19, 2025, the following resolution was adopted:

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

#08-37-2025 RESOLVED, That the City Planning Commission does hereby recommend to the City Council that Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and Section 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7, be approved subject to the following conditions:

1. That the Site Plan marked Sheet C200 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to, except as may be modified below.

2. That the Demolition Plan marked Sheet C101 dated July 9, 2025 as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

3. That the Landscape Plan marked Sheets L100 and L101 dated July 9, 2025, as revised,

prepared by Mannick Smith Group is hereby approved and shall be adhered to, except as may be modified below.

4. That the Photometric Plan marked Sheets C600 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to, except as may be modified below.

5. The Exterior Elevations Plan, identified as A2-1, dated July 10, 2025, prepared by SBA Studios, is approved and shall be adhered to except the south elevation, which shall be enhanced to the satisfaction of the Planning Director.

6. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 8:00 a.m. to 7:00 p.m.

7. All light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:00 p.m. and 7:00 a.m.

8. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

9. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

10. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

11. That a detailed Stormwater Detention plans are submitted to the Engineering Department before construction.

12. Only conforming signage is approved with this petition, and any additional signage shall be separately submitted for review and approval by the Zoning Board of Appeals.

13. No exposed LED light band or neon shall be permitted on this site, including, but not limited to, the building or around the windows.

14. The car wash bay lights shall be shut off when closed.

15. Unless approved by the Inspection Department, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

16. That sidewalks be added to the site to the satisfaction of the Planning Director.

17. The petitioner shall provide an updated traffic study to City Council to affirm the proposed use would not have a significant negative impact on the area.

18. Approval is contingent upon the Petitioner entering into an agreement with the owners of the adjacent commercial property to the west, allowing the Petitioner access to Fox Drive.

19. The petitioner shall work with Trinity House to mitigate parking issues to the satisfaction of the Planning Director.

20. All parking spaces, except the required handicapped spaces, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required.

21. Egress onto Six Mile Road shall be restricted to right-in and right-out configuration.

22. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s); and

23. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

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

ATTACHMENTS

1. 2025-07-02-15_Clean Express_Revised Plans
2. 2025-07-02-15_COUNCIL E-Pkt 2
3. 2500286_Trip Gen Comparision Memo
4. Trinity House Letter

APPROVED BY



Date: October 08, 2025

Mark Taormina, Planning and Economic Development Director



Date: October 09, 2025

Maureen Miller Brosnan, Mayor

PRELIMINARY SITE PLANS FOR

CLEAN EXPRESS CAR WASH

38888 SIX MILE ROAD
LIVONIA, MI 48152

PROJECT DESCRIPTION

REDEVELOPMENT OF A PREVIOUS RESTAURANT TO A CARWASH WITH VACUUM STALLS AND ASSOCIATED PARKING. MAXIMUM NUMBER OF EMPLOYEES PER SHIFT WILL BE 7

BENCH MARKS

ALL BENCH MARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

B.M. #1
MAG NAIL IN NORTHEAST FACE OF UTILITY POLE BASE ON SOUTH SIDE OF SIX MILE 85' WEST OF QUAKERTOWN LANE.
ELEV.=737.11' (NAVD 88)

B.M. #2
CHISLED 'X' ON SOUTH SIDE OF STORM MH. ON SOUTH SIDE OF SIX MILE 140' EAST OF QUAKERTOWN LAN
ELEV.=731.60' (NAVD 88)

FLOOD ZONE

THE PROPERTY SHOWN HEREIN LIES WITHIN ZONE X, WHICH ARE AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD HAZARD ZONE, PER NFIP FLOOD INSURANCE RATE MAP 26163C0045E, EFFECTIVE FEBRUARY 02, 2012.

UTILITY CONTACTS

SANITARY & WATER – CITY OF LIVONIA DPW
RYAN FERRELL
12973 FARMINGTON ROAD
LIVONIA, MI 48150–4202
PHONE: 734.466.2614
EMAIL: RFERRELL@LIVONIA.GOV

FIRE – CITY OF LIVONIA FIRE DEPARTMENT
ROBERT JENNISON
FIRE CHIEF
14190 FARMINGTON ROAD
LIVONIA, MI 48154
PHONE: 734.466.2441
AFTER 5:00 PM 734.466.2470

WAYNE COUNTY TRAFFIC SIGNALS:
ERIC LENTZ, P.E.
TRAFFIC OPERATIONS SECTION
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FAX: 734.955.2338
EMAIL: ELENTZ@WAYNECOUNTY.COM

WAYNE COUNTY DPS
HIKMAT KASSEM, P.E.
ASSISTANT DIVISION PERMIT ENGINEER
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WAYNE, MI 48184
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FAX: 734.595.6356
EMAIL: HKASSEM@WAYNECOUNTY.COM

MICHIGAN TAYLOR TSC
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FAX: 904.306.5037
EMAIL: CHARLIE_MYERS@CSX.COM
EMAERGENCY: 1.800.232.0144

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EMERGENCY: 800.331.4115

SUNOCO LOGISTICS
JASON ADAMS – PIPELINE INSPECTOR
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TAYLOR, MI 48180–1481
PHONE: 313.969.9478
MOBILE: 313.319.9645

MIDWEST FIBER NETWORKS, LLC
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VICE PRESIDENT, OPERATIONS
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MOBILE: 414.349.3722
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WEBSITE: MIDWESTFIBERNETWORKS.COM

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LINCOLN PARK, MI 48146
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EMAIL: MG6557@ATT.COM

GAS – CONSUMERS ENERGY
CHRIS SCHNEIDER
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LIVONIA, MI 48150
PHONE: 734.513.6277
FAX: 734.513.6266
EMERGENCY: 800.477.5050
EMAIL: CHRISTOPHER.SCHNEIDER@CSMENERGY.COM

ELECTRIC – DTE ENERGY
TRACIE DUNCAN
SUPERVISOR – REGIONAL PLANNING
8001 HAGGERTY SOUTH
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EMAIL: TRACIE.DUNCAN@DTEENERGY.COM

ITC – LOCAL GOVERNMENT & COMMUNITY AFFAIRS:
ERIKA DAVIS
27175 ENERGY WAY, NOVI, MI 48377
PHONE: 248.946.3688
CELL: 248.910.5148
EMAIL: EDAVIS@ITCTRANSCO.COM

CHARTER COMMUNICATIONS (FORMERLY SPECTRUM)
ERIC LEWIS
14525 FARMINGTON ROAD
LIVONIA, MI 48154
PHONE: 248.413.9136
EMAIL: ERIC.LEWIS1@CHARTER.COM

TURNKEY NETWORK SOLUTIONS
ERICA BENNETT
PERMIT COORDINATOR
7020 SOUTHBELT DRIVE SE
CALEDONIA, MI 49316
PHONE: 616.455.9840
FAX: 616.455.9845

FIBER NETWORK, LLC:
EARL KNAB – PROJECT MANAGER
RENEE GUIDER – PERMIT & APPLICATION
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ROCHESTER, NY 14618
PHONE: 585.202.1846
PHONE: 585.697.5193
EMAIL: EKNAB@FIBERTECH.COM
EMAIL: RGUIDER@FIBERTECH.COM

123 NET
AMANDA GRIFFITH
FIBER PERMITS MANAGER
24700 NORTHWESTERN HWY, SUITE 700
SOUTHFIELD, MI 48075
PHONE: 248.228.8286
EMAIL: PERMITS@123.NET

COMCAST BUSINESS COMMUNICATION, LLC
DALE KIRK–VP OF ENGINEERING
41112 CONCEPT DRIVE
PLYMOUTH, MI 48170
PHONE: 248.233.6811
FAX: 248.233.4875
EMAIL: DALE_KIRK@CABLE.COMCAST.COM

MCLEODUSA, A WINSTREM COMPANY
DIRK WELTE
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FLINT, MI 48507
PHONE: 810.691.1035
EMAIL: DIRKWELTE@WINSTREAM.COM

EXTENET SYSTEM, INC.:
3030 WARRENVILLE ROAD, SUITE 340
LISLE, IL 60532
PHONE: 630.505.3800
FAX: 630.505.1332
DAVID SCHNIEDER
152 DANSIN
MILFORD TOWNSHIP, MI 48381
PHONE: 734.536.3081
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VERIZON WIRELESS
DAVID HASLINGER
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PHONE: 248.672.9698
EMAIL: DAVID.HASLINGER@VERIZONWIRELESS.COM

WINDSTREAM COMMUNICATIONS, INC.
AUSTRY L. MEEKER–SR ANALYST
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WOW! INTERNET & CABLE
JOHN HAJEC–CONSTRUCTION WNGINEER
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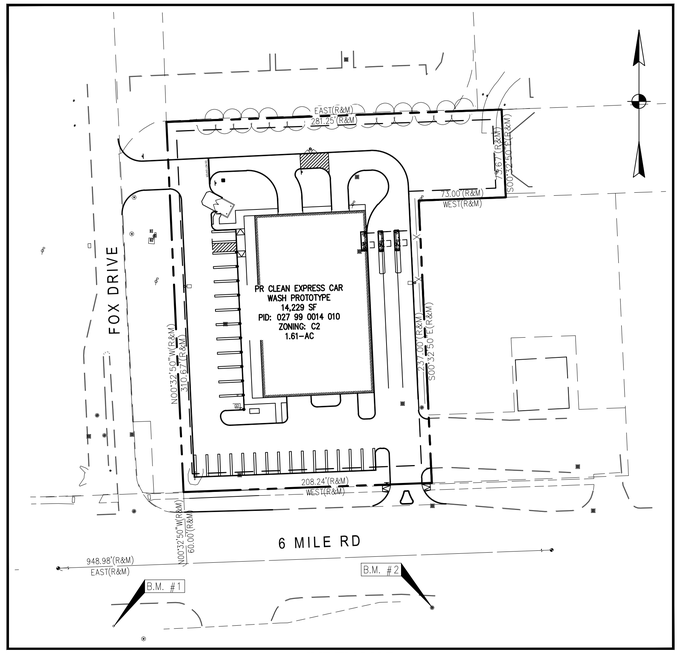
LIVONIA, MI 48150
PHONE: 734.237.4319
EMAIL: J_HAJEC30@WIDEOPENWEST.COM

WOW! INTERNET & CABLE:
BRUCE ROACH – FIELD CONTACT
32650 NAVIS DR
MADISON HEIGHTS, MI 48071
PHONE: 586.453.3553
FAX: 248.677.9021
EMAIL: BRUCE.ROACH@WOWINC.COM



INDEX MAP

0 30 60 120
SCALE: 1" = 60'

DESIGN CONSULTANT

THE MANNIK & SMITH GROUP, INC.
607 SHELBY ST, SUITE 300
DETROIT, MI 48226
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OWNER/DEVELOPER

EXPRESS WASH CONCEPTS
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VICINITY MAP

NOT TO SCALE

SITE DATA

PROPERTY INFORMATION:
ADDRESS: 38888 SIX MILE ROAD, LIVONIA, MI 48152

LOT SIZE: 1.61 AC
PARCEL NUMBERS: 027990014010
ZONING: C–2 GENERAL BUSINESS
PROPOSED USE: CAR WASH

BUILDING SETBACKS:
FRONT: 15' REQUIRED (60' PROVIDED)
SIDE: 8' REQUIRED (70' AND 45' PROVIDED
REAR: 8' REQUIRED (98' PROVIDED)

BUILDING INFORMATION:
GROSS BUILDING FOOTPRINT AREA: 14,229 SF
BUILDING HEIGHT: 22' 4"

PARKING
AUTO–WASH ESTABLISHMENTS: AT LEAST TWENTY (20) PARKING SPACES.

13 EXTERIOR SPACES PROVIDED (1 ADA, 9 VACUUM STALLS, 3 STANDARD) 14 INDOOR VACUUM SPACES

STACKING:
21 STACKING SPACES PROVIDED

APPROVALS

SIGNATURES BELOW SIGNIFY CONCURRENCE WITH THE GENERAL PURPOSE AND LOCATION OF THE PROPOSED PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE DESIGN ENGINEER PREPARING THE PLANS.

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

LEGAL DESCRIPTION

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN FEE PARCEL PART OF THE SOUTHWEST FRACTIONAL 1/4 OF SECTION 7, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, MORE FULLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 7; THENCE EAST 948.98 FEET ALONG THE SOUTH LINE OF SAID SECTION 7; THENCE NORTH 00 DEGREES 32 MINUTES 50 SECONDS WEST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 32 MINUTES 50 SECONDS WEST 310.67 FEET; THENCE EAST 281.25 FEET; THENCE SOUTH 00 DEGREES 32 MINUTES 50 SECONDS EAST, 73.67 FEET; THENCE WEST 73.00 FEET; THENCE SOUTH 00 DEGREES 32 MINUTES 50 SECONDS EAST, 237.00 FEET TO THE NORTH LINE OF SIX MILE ROAD; THENCE WEST 208.24 FEET ALONG SAID RIGHT OF WAY TO THE POINT OF BEGINNING.

NEW PLANNING COMMISSSION
DATA RECEIVED

ENGINEER OF RECORD

Mannik Smith GROUP
www.MannikSmithGroup.com
TECHNICAL SKILL. CREATIVE SPIRIT.

CONTACT: EUPONINE PIERRE, P.E.
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PLANS PREPARED BY OR UNDER THE SUPERVISION OF:

STATE OF MICHIGAN
EUPONINE SARA PIERRE
License No. 6201311305
LICENSED PROFESSIONAL ENGINEER

7/30/2025
EUPONINE S. PIERRE, PE DATE
REGISTERED PROFESSIONAL ENGINEER

MICHIGAN Utility Notification CENTER
811 or 1-800-482-7171
Know What's Below. Call Before You Dig.

REV NO	DATE	BY	REVISION DESCRIPTION

PROJECT DATE: 07/9/2025
PROJECT NO.: 2500286

C000

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GENERAL CONSTRUCTION NOTES:

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, FEDERAL, STATE AND LOCAL REGULATIONS. THE CURRENT CITY OF LIVONIOA STANDARDS AND SPECIFICATIONS SHALL GOVERN THE MATERIALS AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN ON THESE PLANS.
2. ALL CONSTRUCTION WITHIN A DOT RIGHT OF WAY SHALL COMPLY WITH ALL DEPARTMENT OF TRANSPORTATION STANDARDS.
3. WHERE CONFLICT ARISES BETWEEN ALL SPECIFICATIONS (BOOK OR PLAN BASED) INCLUDING CITY OF LIVONIA REQUIREMENTS, THE MORE STRINGENT SPECIFICATION SHALL PREVAIL.
4. DATA ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL RECORD MAPS AND FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISSDIG811 AT 811 WITHIN MICHIGAN OR AT 1-800-482-7171 AT LEAST 72 HOURS BEFORE START OF WORK AND VERIFY ALL EXISTING UTILITY LOCATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER SHOULD ANY DISCREPANCY REGARDING THE PROPOSED WORK OR UNFORESEEN CONDITIONS ARISE PRIOR TO PROCEEDING FURTHER WITH THE AFFECTED WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS FOR THE PROJECT AND NOTIFYING THE OWNER AND ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.
7. THE OWNER AT ITS DISCRETION RESERVES THE RIGHT TO MODIFY THE DETAILS AND STANDARDS OF CONSTRUCTION FOR ALL PRIVATE FACILITIES FROM THAT INDICATED ON THE APPROVED PLAN, PROVIDED THAT THE ALTERNATE STANDARD COMPLIES WITH LOCAL CODE AND/OR UTILITY COMPANY REQUIREMENTS AND THE GENERAL DESIGN INTENT OF THE PROJECT IS NOT COMPROMISED.
8. ANY DEFECTS DISCOVERED IN NEW CONSTRUCTION, WORKMANSHIP, EQUIPMENT, OR MATERIALS SHALL BE REPAIRED, OR CORRECTED BY APPROVED METHODS AS DIRECTED BY AND AT NO ADDITIONAL COST TO THE OWNER.
9. THE PRICE(S) QUOTED SHALL INCLUDE ALL ITEMS OF LABOR, MATERIALS, TOOLS, EQUIPMENT, INSURANCE AND OTHER COSTS NECESSARY TO FULLY COMPLETE THE WORK PURSUANT TO THE CONTRACT DOCUMENTS. IT IS THE INTENTION OF THE CONTRACT DOCUMENTS TO PROVIDE AND REQUIRE A COMPLETED WORK PROJECT READY FOR OPERATION. ANY WORK ITEMS OMITTED FROM SUCH CONTRACT DOCUMENTS WHICH ARE CLEARLY NECESSARY FOR THE COMPLETION OF SUCH WORK AND ITS APPURTENANCES SHALL BE CONSIDERED A PART OF SUCH WORK ALTHOUGH NOT DIRECTLY SPECIFIED OR CALLED FOR IN THE CONTRACT DOCUMENTS.
10. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS INCLUDING THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970. THE CONTRACTOR SHALL EXERCISE PRECAUTION ALWAYS FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT SHALL ALSO BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING THE REQUIREMENTS FOR CONFINED SPACES PER 29 CFR 1910.146.
11. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER AND OWNER FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT, AND/OR EXISTING FACILITIES OCCURRING IN THE COURSE OF THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
12. WHEREVER UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED THAT ARE NOT INDICATED ON THE PLANS, THE WORK SHALL BE DISCONTINUED UNTIL THE PROJECT ENGINEER AND OWNER APPROVE THE METHOD AND MATERIALS TO BE INCORPORATED INTO THE WORK.
13. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER OR ITS REPRESENTATIVE IF SUSPECTED HAZARDOUS MATERIAL OR ANY OTHER MATERIAL THAT MAY CREATE A HEALTH RISK IS DISCOVERED ON SITE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING PLANT TICKETS FOR ALL MATERIALS DELIVERED TO THE SITE. PLANT TICKETS MUST SHOW NET QUANTITY OF DELIVERED MATERIAL. MATERIAL DELIVERED OR PLACED WITHOUT PLANT TICKETS SHALL BE REMOVED AND PROPERLY DISPOSED AT THE EXPENSE OF THE CONTRACTOR
15. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL PRODUCTS, MATERIALS AND PLAN SPECIFICATIONS TO THE OWNER AND LOCAL UTILITY COMPANIES AS REQUIRED FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR DELIVERY TO THE SITE. ALLOW A MINIMUM OF 15 WORKING DAYS FOR REVIEW.
16. THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES.

MAINTENANCE OF TRAFFIC NOTES

1. ALL WORK WITHIN RIGHT OF WAY TO INCLUDE TRAFFIC CONTROL IN ACCORD WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND PER ALL CITY OF LIVONIA REQUIREMENTS. ROAD MUST REMAIN OPEN AT ALL TIMES. CONTRACTOR SHALL PREPARE A MAINTENANCE OF TRAFFIC PLAN AND SUBMIT TO THE CITY OF LIVONIA AND OWNER FOR APPROVAL PRIOR TO START OF CONSTRUCTION. CONTRACTOR TO COORDINATE ANY NECESSARY LANE CLOSURES WITH THE CITY OF LIVONIA
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF PEDESTRIANS AND VEHICLES CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC CONTROLLERS IN ACCORDANCE WITH MDOT REGULATIONS AND/OR AS REQUIRED OR DIRECTED BY THE SITE ENGINEER OR CONSTRUCTION MANAGER OR LOCAL GOVERNING AUTHORITIES. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES AND PEDESTRIAN WALKWAYS AT ALL TIMES UNLESS WRITTEN APPROVAL FROM MDOT, LOCAL MUNICIPALITY, COUNTY, OR OTHER GOVERNING AUTHORITY IS RECEIVED.
3. ANY ADDITIONAL TRAFFIC CONTROL BEYOND THAT SHOWN ON THE PLANS THAT IS REQUESTED OR REQUIRED BY THE CITY OF LIVONIA WILL BE PROVIDED BY THE CONTRACTOR AT NO COST TO THE OWNER.

EXISTING CONDITIONS AND DEMOLITION NOTES

1. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS IN THE FIELD AND CONTACT THE OWNER IF THERE ARE ANY QUESTIONS OR CONFLICTS REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT APPROPRIATE REVISIONS CAN BE MADE PRIOR TO CONSTRUCTION. ANY CONFLICT BETWEEN DRAWINGS AND THE SPECIFICATIONS SHALL BE CONFIRMED WITH THE CONSTRUCTION MANAGER PRIOR TO BIDDING.
2. EXISTING CONDITIONS AS DEPICTED ON THESE PLANS ARE ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING. IF CONDITIONS ENCOUNTERED ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL AND STATE PERMITS REQUIRED FOR DEMOLITION WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL RUBBISH, TRASH, DEBRIS, AND ORGANIC MATERIAL IN A LAWFUL MANNER. ALL DEMOLISHED MATERIALS SHALL BE TAKEN FROM THE SITE IMMEDIATELY (UNLESS OTHERWISE NOTED) AND DISPOSED OFF-SITE IN ACCORDANCE WITH ALL LAWS, REGULATIONS AND ORDINANCES. NO BURNING OF ANY MATERIALS WILL BE ALLOWED ON OR OFF SITE. NO CLEARED OR GRUBBED MATERIAL SHALL BE BURIED OR LEFT ON SITE.
5. CONTRACTOR SHALL PERFORM ALL CLEARING, GRUBBING, REMOVAL OF TREES, STUMPS, VEGETATION, AND DEBRIS NECESSARY TO PERFORM THE WORK INDICATED HEREIN. THAT CONTRACTOR SHALL LIMIT LAND DISTURBANCE TO ONLY THAT REQUIRED TO COMPLETE THE PROPOSED IMPROVEMENTS. NO CLEARED OR GRUBBED MATERIAL SHALL BE BURIED OR LEFT ON SITE.
6. SHOULD ANY UNCHARTED, OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
7. THE LIMITS OF CLEARING AND GRADING SHALL BE FIELD STAKED 48 HOURS (2 WORKING DAYS) PRIOR TO THE PRE CONSTRUCTION MEETING. AREAS BEYOND THE LIMITS OF CLEARING AND GRADING SHALL NOT BE DISTURBED INCLUDING THE STOCKPILE OF ANY MATERIALS OR CONSTRUCTION TRAFFIC.
8. ALL UTILITY REMOVAL, RELOCATION, CUTTING, CAPPING, AND/OR ABATEMENT SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY LISTED ON THE PLANS.
9. MATERIALS NOTED ON THE PLANS TO BE SALVAGED TO OWNER SHALL BE STORED IN AREAS INDICATED ON THE PLANS, OR TO THE OWNERS SATISFACTION.
10. USE SUITABLE METHODS TO LIMIT DUST AND DIRT TO ADJACENT STRUCTURES OR PROPERTY. CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL ADJACENT AREAS TO EXISTING CONDITIONS PRIOR TO THE START OF THE DEMOLITION WORK.
11. THE CONTRACTOR SHALL PROTECT TREES, LANDSCAPING, SITE IMPROVEMENTS, AND OTHER ITEMS NOT SCHEDULED FOR CLEARING, OR THAT MIGHT BE DAMAGED BY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING ANY ITEMS THAT ARE DAMAGED.
12. THE BUILDING PAD AREA IS DEFINED AS THE AREA TWENTY (20) FEET OUTSIDE OF THE PROPOSED BUILDING FOOTPRINT, INCLUDING ATTACHED WALKWAYS, CANOPIES, SIDEWALKS, LOADING DOCKS, UTILITY PADS, AND ANY OTHER SUCH APPURTENANCES.
13. ANY AND ALL DAMAGE TO EXISTING PAVEMENT WITHIN THE LAYDOWN AREA SHALL BE REPAIRED.
14. ALL UTILITIES NOT MARKED FOR REMOVAL OR RELOCATION SHALL REMAIN INTACT. THE CONTRACTOR SHALL REPAIR ANY AND ALL DAMAGE TO EXISTING UTILITIES NOT MARKED FOR REMOVAL OR RELOCATION AT THEIR SOLE EXPENSE.

LAYOUT AND PAVING NOTES

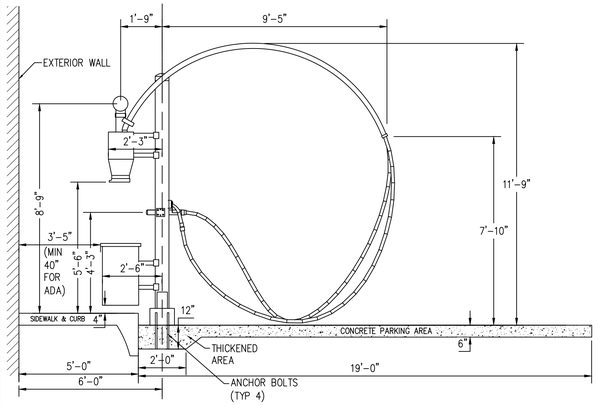
1. THE CONTRACTOR SHALL CONFINE THEIR ACTIVITIES TO THE PROJECT SITE UNDER DEVELOPMENT, THE EXISTING RIGHT-OF-WAYS, AND CONSTRUCTION AND PERMANENT EASEMENTS, AND SHALL NOT TRESPASS UPON OTHER PROPERTY WITHOUT THE WRITTEN CONSENT OF THE OWNER.
2. THE CONTRACTOR SHALL MAKE THEIR OWN PROVISIONS TO PROVIDE A SITE STAGING AREA AND JOB TRAILER (IF REQUIRED) FOR THE PROJECT IMPROVEMENTS.
3. THE CONTRACTOR SHALL REFERENCE ALL IRON PINS OR MONUMENTS. IF ANY PINS OR MONUMENTS ARE DESTROYED OR DAMAGED BY THE CONTRACTOR, THEY SHALL BE ACCURATELY REPLACED BY A REGISTERED SURVEYOR IN THE STATE OF MICHIGAN AT THE COMPLETION OF THE PROJECT.
4. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE UNLESS OTHERWISE NOTED.
5. ALL CURB RAMPS, SIDEWALKS, AND PARKING AREAS REQUIRED FOR ACCESSIBILITY SHALL SHALL BE CONSTRUCTED IN FULL COMPLIANCE WITH THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990.
6. ALL PAVING MATERIALS FURNISHED AND WORK COMPLETED SHALL BE IN STRICT ACCORDANCE WITH MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL SUBMIT A JOB-MIX FORMULA FOR THE BITUMINOUS PAVEMENT TO THE CONSTRUCTION MANAGER FOR REVIEW AND APPROVAL AT LEAST 14 DAYS PRIOR TO THE PLACEMENT OF BITUMINOUS PAVEMENTS.
7. ASPHALT SURFACE COURSE SHALL BE LAID WITH THE DIRECTION OF TRAFFIC FLOW IN ALL DRIVE LANES WITHIN PARKING FIELDS.
8. DO NOT PLACE MIX ON FROZEN OR WET SURFACES, OR WHEN PRECIPITATION IS OCCURRING.
9. DO NOT PLACE MIX WHEN AIR OR SURFACE TEMPERATURE IS BELOW THE FOLLOWING: BINDER COURSE AND WALKS - 40° F - WEARING COURSE, ROADWAYS AND PARKING AREAS - 50° F
10. ANY MATERIAL DELIVERED TO THE SPREADER HAVING A TEMPERATURE LOWER THAN 250° F SHALL NOT BE USED.
11. THE MINIMUM ROLLER WEIGHT FOR PAVEMENT SHALL BE TEN (10) TON. ALL COURSES SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE (95%) PERCENT OF THEORETICAL MAXIMUM DENSITY (TMD).
12. ALL PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO AASHTO AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ALL SIGNS SHALL BE CONSTRUCTED OF FLAT SHEET ALUMINUM IN ACCORDANCE WITH STATE HIGHWAY SPECIFICATIONS. STEEL SIGN POSTS SHALL BE USED AND CONFORM TO ASTM A36 OR ASTM A441 AND SHOULD BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.
13. CONTRACTOR SHALL FURNISH AND INSTALL ALL PAVEMENT MARKINGS AS SHOWN ON THE PLANS. PAVEMENT MARKINGS SHALL BE APPLIED PER MANUFACTURER RECOMMENDATIONS. APPLY PAINT TO CLEAN, DRY SURFACES TO YIELD SHARP DEFINITION OF EDGES. AIR TEMPERATURE 50° F MINIMUM. APPLY TWO (2) COATS.
14. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS AND SHALL BE EITHER COLD LAID PLASTIC TAPE OR PAINTED AS DESIGNATED ON THE PLANS OR PAVEMENT MARKING DETAILS.
15. THE CONTRACTOR SHALL REMOVE CONFLICTING PAVEMENT MARKINGS IN A METHOD APPROVED BY MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.
16. DIRECTIONAL TRAFFIC ARROWS SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
17. A MINIMUM CLEARANCE OF 2 FEET SHALL BE MAINTAINED FROM THE FACE OF CURB AND ANY PART OF A LIGHT POLE OR TRAFFIC SIGN.
18. CONTRACTOR SHALL SAW-CUT IN A NEAT, STRAIGHT LINE FOR SMOOTH TRANSITIONS AT TIE-INS TO EXISTING EDGES OF PAVEMENT AND AT COLD JOINTS OF RECENTLY PAVED PAVEMENT.
19. JOINTS OR SCORE MARKS ARE TO BE SHARP AND CLEAN WITHOUT SHOWING EDGES OF JOINTING TOOL.
20. CONTRACTOR SHALL SAWCUT TIE-INS AT EXISTING CURBS TO ENSURE SMOOTH TRANSITIONS. CONTRACTOR SHALL SAWCUT AND TRANSITION TO EXISTING PAVEMENT TO ENSURE POSITIVE DRAINAGE.
21. ALL CONCRETE SHALL BE 6% (+/-1½%) AIR ENTRAINED, 3/4" AGGREGATE AND CONFORM TO A 28 DAY STRENGTH OF 4,000 PSI MINIMUM AND SHALL HAVE A MAXIMUM W/C OF 0.50. ALL CONCRETE SHALL BE MADE WITH TYPE I OR TYPE II CEMENT UNLESS OTHERWISE SPECIFIED.
22. ALL SIDEWALKS SHALL HAVE A LIGHT BROOM FINISH. VERTICAL FACES SHALL BE FORMED.
23. BASE AND ASPHALT THICKNESS SPECIFIED ARE THE MINIMUM REQUIRED.
24. ALL CURB RADII ARE 4', UNLESS OTHERWISE NOTED. FOR CURBED ISLANDS SHOWN WITH ONE LABELED RADIUS, THE LABELED RADIUS SHALL APPLY TO ALL FOUR CORNERS OF THE ISLAND.
25. ALL CONCRETE FOR CURBS SHALL BE AIR ENTRAINED TO BE 6% (+/-1½%), MADE WITH SAND AND GRAVEL AGGREGATE AND SHALL CONFORM TO A TWENTY EIGHT (28) DAY STRENGTH OF 4,500 PSI MINIMUM, SHALL HAVE A MAXIMUM W/C OF 0.40 AND 130 LBS/LF.
26. CONTRACTOR SHALL INSTALL ALL CURBING IN A TRUE LINE AND PROPER GRADE IN ACCORDANCE WITH THE APPROVED SITE PLANS AND APPROPRIATE STATE DOT SPECIFICATIONS. CURVED CURB SECTIONS SHALL BE USED FOR RADII LESS THAN 30'. ALL CURBING SHALL BE BACKFILLED WITH CLEAN AGGREGATE.
27. CONTRACTOR SHALL REPAIR ANY CURB DAMAGED DURING CONSTRUCTION ACTIVITIES.
28. ALL CURBS SHALL BE FULL DEPTH CONCRETE CURB WITH 6" REVEAL, UNLESS OTHERWISE NOTED.
29. BUILDING FOOTPRINTS ARE SHOWN FOR INTENT ONLY. SEE STRUCTURAL AND ARCHITECTURAL PLANS FOR BUILDING FOUNDATION AND WALL DIMENSIONS.
30. CONTRACTOR TO COORDINATE TRANSFORMER AND GENERATOR PAD DIMENSIONS AND SPECIFICATIONS WITH MEP PLANS AND ELECTRIC PROVIDER PRIOR TO CONSTRUCTION.
31. SEE ARCHITECTURAL PLANS FOR FROST SLAB DETAILS AND SPECIFICATIONS.
32. CONTRACTOR TO INSTALL ALL UTILITY PIPING, SEWERS, CONDUIT PRIOR TO PAVING OPERATIONS. CONTRACTOR TO COORDINATE ALL SITE UTILITIES WITH UTILITY PLAN, AND MEP PLANS.

GENERAL GRADING & DRAINAGE NOTES:

1. PROPOSED ELEVATIONS SHOWN SHALL NOT BE CHANGED WITHOUT APPROVAL OF THE CITY OF LIVONIA ENGINEERING DEPARTMENT AND THE CONSTRUCTION MANAGER.
2. TOPSOIL SHALL BE STRIPPED AND STOCKPILED FOR USE IN FINAL LANDSCAPING.
3. MANHOLE RIMS AND CATCH BASIN GRATES SHALL BE SET TO ELEVATIONS SHOWN. SET ALL EXISTING MANHOLE FRAMES AND COVERS, CATCH BASIN GRATES, VALVE BOXES, ETC., TO BE RAISED OR LOWERED, TO PROPOSED FINISHED GRADE, FLUSH WITH THE ADJACENT GRADE.
4. UNDERDRAINS MAY BE ADDED, IF DETERMINED NECESSARY BY THE ENGINEER OR CONSTRUCTION MANAGER, AFTER SUBGRADE IS ROUGH GRADED.
5. THE CONTRACTOR SHALL PRESERVE EXISTING VEGETATION WHERE POSSIBLE AND/OR AS NOTED ON DRAWINGS. REFER TO EROSION CONTROL PLAN FOR LIMIT OF DISTURBANCE AND NOTES.
6. THE CONTRACTOR SHALL COMPACT FILL IN 8" MAXIMUM LIFTS UNDER ALL PARKING, BUILDING, AND DRIVE AREAS TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR TEST), OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
7. THE CONTRACTOR SHALL BE ADVISED THAT ALL EXCAVATION IS CONSIDERED UNCLASSIFIED AND THAT IT SHALL BE RESPONSIBLE FOR ALL MEANS, METHODS, AND MATERIALS OF CONSTRUCTION TO COMPLETE CONSTRUCTION AS DESIGNED. ADDITIONALLY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OFF-SITE DISPOSAL OF ANY AND ALL EXCESS OR UNSUITABLE MATERIAL UNABLE TO BE PLACED ON SITE AND THE IMPORTATION OF ANY BORROW MATERIAL NECESSARY TO COMPLETE THE JOB.
8. SITE GRADING SHALL BE PERFORMED TO PROVIDE POSITIVE DRAINAGE TO CATCH BASINS AND TO PRECLUDE THE PONDING OF WATER ON SITE.
9. THE CONTRACTOR SHALL VERIFY REQUIRED SPOT ELEVATIONS/GRADING IN THE VICINITY OF THE BUILDINGS WITH THE ARCHITECTURAL PLANS.
10. SPOT ELEVATIONS SHOWN DEPICT THE PROPOSED PAVEMENT OR GROUND SURFACE OR PAVEMENT ELEVATION AT FACE OF CURB, UNLESS OTHERWISE NOTED. TOP OF ALL CONCRETE CURBING IS 6-INCHES ABOVE SPOT ELEVATIONS UNLESS OTHERWISE NOTED.
11. IT IS THE CONTRACTORS OBLIGATION AND RESPONSIBILITY TO CONFIRM/CONCUR WITH THE EXISTING GRADES SHOWN HEREIN. THE CONTRACTOR MUST CONFIRM ALL EXISTING GRADES PRIOR TO ANY/ALL EXCAVATION.
12. THE CONTRACTOR MUST DOCUMENT EXISTING GRADE DISPUTES BY PROVISION OF A TOPOGRAPHIC SURVEY BY A STATE OF MICHIGAN REGISTERED PROFESSIONAL SURVEYOR, PRIOR TO ANY EARTH DISTURBING ACTIVITIES. IN THE ABSENCE OF THE PROVISION OF TOPOGRAPHIC SURVEY BY THE CONTRACTOR, THE GRADES SHOWN HEREON WILL BE THE "TOPOGRAPHY OF RECORD" FOR ANY AND ALL SOIL VOLUME DISPUTES.
13. THE CONTRACTOR IS RESPONSIBLE FOR ALL SOIL IMPORT/EXPORT NECESSARY TO ACHIEVE THE PROPOSED GRADES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING ALL STATE AND LOCAL REQUIREMENTS ASSOCIATED WITH IMPORTING SOIL FROM ANOTHER SITE.
14. ALL PROPOSED SLOPES 3:1 OR STEEPER AND ALL EARTHEN DRAINAGE WAYS SHALL RECEIVE JUTE OR EXCELSIOR MATTING AS PER MDOT 813 - SLOPE PROTECTION..
15. ALL EXCAVATION UNDER OR NEAR EXISTING OR FUTURE PAVEMENT (INCLUDING SIDEWALKS), SUBJECT TO SETTLEMENT, WILL BE BACK FILLED WITH PREMIUM BACKFILL AS DEFINED HEREIN. AT QUESTIONABLE AREAS THE DECISION OF THE ENGINEER, OR THEIR REPRESENTATIVE, WILL PREVAIL.
16. PAVEMENT EXCAVATION AND EMBANKMENT SHALL BE IN ACCORDANCE WITH MICHIGAN DEPARTMENT OF TRANSPORTATION PAVE-956 SPECIFICATION. THE CONTRACTOR MAY BE REQUIRED TO MAKE COMPACTION TESTS. TESTS SHALL BE TAKEN BY A TESTING COMPANY APPROVED BY THE ENGINEER. THE COST OF THESE TESTS SHALL BE PAID BY THE CONTRACTOR. "PROOF" ROLLING WILL BE REQUIRED PRIOR TO PAVING AND SHALL BE CONDUCTED PRIOR TO PLACEMENT OF AGGREGATE BASE AND PERFORMED WITH THE OWNER'S INSPECTOR PRESENT AND PAID FOR BY THE CONTRACTOR.

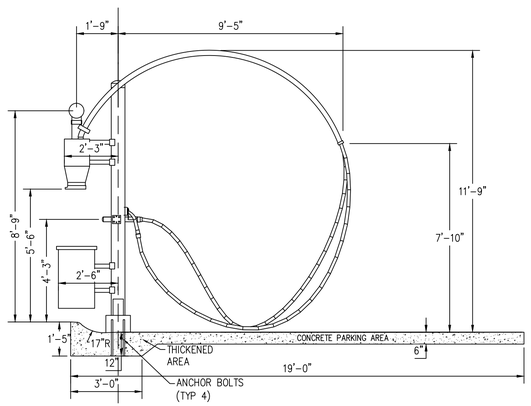
GENERAL UTILITY NOTES:

1. THE CONTRACTOR SHALL COORDINATE ALL UTILITY CONNECTIONS, ELECTRICAL AND TELECOMMUNICATIONS CONDUIT, AND GAS LINES SHOWN ON THESE PLANS WITH THE ARCHITECTURAL AND M.E.P. PLANS PRIOR TO START OF CONSTRUCTION.
2. IN THE EVENT OF CONFLICT OF ANY REQUIREMENTS OR PROVISIONS OF THE WORK INDICATED HEREON, THE SITE ENGINEER SHALL BE NOTIFIED FOR A DETERMINATION OF THE PLAN REQUIREMENTS AND INTENT THEREOF.
3. PROPER COORDINATION WITH THE RESPECTIVE UTILITY COMPANIES SHALL BE PERFORMED BY THE CONTRACTOR TO INSURE THAT ALL UTILITY COMPANY, LOCAL MUNICIPALITY, AND LOCAL COUNTY STANDARDS FOR MATERIALS AND CONSTRUCTION METHODS ARE MET.
4. THE CONTRACTOR SHALL VISIT THE SITE AND VERIFY THE ELEVATION AND LOCATION OF ALL UTILITIES BY VARIOUS MEANS PRIOR TO BEGINNING ANY EXCAVATION. TEST PITS SHALL BE DUG AT ALL LOCATIONS WHERE SEWERS CROSS EXISTING UTILITIES, AND THE HORIZONTAL AND VERTICAL LOCATIONS OF THE UTILITIES SHALL BE DETERMINED. THE CONTRACTOR SHALL CONTACT THE CONSTRUCTION MANAGER IN THE EVENT OF ANY UNFORESEEN CONFLICTS BETWEEN EXISTING AND PROPOSED UTILITIES SO THAT AN APPROPRIATE MODIFICATION MAY BE MADE.
5. THE CONTRACTOR SHALL ARRANGE FOR AND COORDINATE WITH THE RESPECTIVE UTILITY COMPANIES FOR SERVICE INSTALLATIONS AND CONNECTIONS AND MAIN AND SERVICE RELOCATIONS. THE CONTRACTOR SHALL COORDINATE THE WORK TO BE PERFORMED BY THE VARIOUS UTILITY COMPANIES AND SHALL SECURE ALL PERMITS AND PAY ALL FEES FOR CONNECTIONS, DISCONNECTIONS, RELOCATIONS, INSPECTIONS, AND DEMOLITION, AS NECESSARY.
6. THE CONTRACTOR SHALL ARRANGE FOR COORDINATE TEMPORARY UTILITY OUTAGES WITH APPLICABLE UTILITY COMPANY AND CITY AND NOTIFY NEIGHBORING EFFECTED OWNERS NO LESS THAN 72 HOURS PRIOR TO PLANNED OUTAGE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS REQUIRED TO PERFORM ALL THE WORK. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
7. DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER, LOCAL MUNICIPALITY AND/OR UTILITY COMPANY. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY OR PERMANENT SERVICE HAS BEEN PROVIDED.
8. THE CONTRACTOR SHALL ABIDE BY ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOMS, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT THE POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS.
9. RELOCATION OF ANY UTILITY COMPANY FACILITIES TO BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY AND LOCAL MUNICIPALITY.
10. ALL WATER MAINS, WATER SERVICES AND SANITARY SEWER LATERALS SHALL CONFORM TO THE MICHIGAN DEPARTMENT OF ENVIRONMENTAL, GREAT LAKES, AN ENERGY, APPLICABLE COUNTY AND LOCAL DEPARTMENTS, AND APPROPRIATE UTILITY COMPANY SPECIFICATIONS.
11. THE CONTRACTOR SHALL MAINTAIN ALL FLOWS AND UTILITY CONNECTIONS TO EXISTING BUILDINGS, ETC. WITHOUT INTERRUPTION UNLESS/UNTIL AUTHORIZED TO DISCONNECT BY THE OWNER, UTILITY COMPANIES, AND GOVERNING AUTHORITIES. THE CONTRACTOR SHALL INSTALL AS NECESSARY, TEMPORARY SITE LIGHTING, GAS, SANITARY, WATER, STORM, ELECTRIC, TELEPHONE, AND CABLE SERVICES TO SERVICE BUILDING(S) TO REMAIN OPEN.
12. ALL EXISTING PAVEMENT WHERE UTILITY PIPING IS TO BE INSTALLED SHALL BE SAW CUT AND REPLACED IN ACCORDANCE WITH THE PAVEMENT REPAIR REQUIREMENTS OF LOCAL MUNICIPALITY AND THE DETAILS CONTAINED HEREIN.
13. ALL PIPES SHALL BE LAID ON STRAIGHT ALIGNMENTS AND EVEN GRADES USING A PIPE LASER OR OTHER ACCURATE METHOD.
14. SANITARY LATERAL AND STORM SEWERS SHALL MAINTAIN 10-FOOT MIN. HORIZONTAL AND 1.5-FOOT MIN. VERTICAL SEPARATION DISTANCE FROM WATER LINES. A 1-FOOT MIN. VERTICAL CLEARANCE SHALL BE MAINTAINED BETWEEN WATER LINES AND OTHER UTILITIES INCLUDING GAS, ELECTRICAL AND TELEPHONE. ADDITIONAL PROTECTION MEASURES INCLUDING, BUT NOT LIMITED TO, CONCRETE PIPE ENCASEMENT MAY BE REQUIRED IF INDICATED CLEARANCES ARE NOT MET.
15. THE CONTRACTOR SHALL COMPACT PIPE BACKFILL IN MAX. 8" LOOSE LIFTS TO 95% OF THE MAXIMUM DRY DENSITY PER ASTM D1557, ACCORDING TO THE PIPE BEDDING DETAILS. TRENCH BOTTOM SHALL BE STABLE IN HIGH GROUNDWATER AREAS. A PIPE FOUNDATION SHALL BE USED IN AREAS OF ROCK EXCAVATION.
16. CONTRACTOR TO PROVIDE SLEEVES UNDER FOOTINGS OR THROUGH FOUNDATIONS FOR UTILITY CONNECTIONS.
17. CONTRACTOR SHALL PROVIDE ALL BENDS, FITTINGS, ADAPTERS, ETC. AS REQUIRED FOR PIPE CONNECTIONS TO BUILDING/CANOPY STUB-OUTS, INCLUDING ROOF/FOOTING DRAIN CONNECTIONS TO ROOF LEADERS AND TO STORM DRAINAGE SYSTEM.
18. UTILITY CONDUIT PIPE SHALL BE SCHEDULE 80 PVC AND/OR AS REQUIRED BY THE LOCAL UTILITY COMPANY. SERVICES MAY BE INSTALLED IN A COMMON TRENCH WITH 12" CLEAR SPACE BETWEEN SERVICES. MINIMUM COVER SHALL BE 36" ON ELECTRIC CONDUITS AND 24" ON TELEPHONE AND CABLE CONDUITS. SERVICES SHALL BE MARKED WITH MAGNETIC LOCATOR TAPE. GALVANIZED STEEL ELECTRICAL CONDUIT SHALL BE USED AT POLE AND TRANSFORMER LOCATIONS. INSTALL HAND HOLES AS REQUIRED.
19. ALL UTILITY CONSTRUCTION IS SUBJECT TO INSPECTION PRIOR TO APPROVAL FOR BACKFILL, IN ACCORDANCE WITH THE APPROPRIATE UTILITY COMPANY, LOCAL MUNICIPALITY, AND/OR LOCAL COUNTY REQUIREMENTS.
20. MANHOLE RIMS AND CATCH BASIN GRATES SHALL BE SET TO ELEVATIONS SHOWN. SET ALL EXISTING MANHOLE FRAMES AND COVERS, CATCH BASIN GRATES, VALVE BOXES, ETC., TO BE RAISED OR LOWERED, TO PROPOSED FINISHED GRADE, FLUSH WITH THE ADJACENT GRADE. ALL TOP OF CASTING ELEVATIONS SHOWN IN THE PLANS FOR CURB INLETS ARE AT THE TOP OF CURB.
21. THE CONTRACTOR MAY SUBSTITUTE MASONRY STRUCTURES FOR PRECAST STRUCTURES IF APPROVED BY THE CONSTRUCTION MANAGER AND IF ALLOWED BY THE CITY O



BUILDING SIDE SWEEPER ARM

NOT TO SCALE



ROLL CURB SWEEPER ARM

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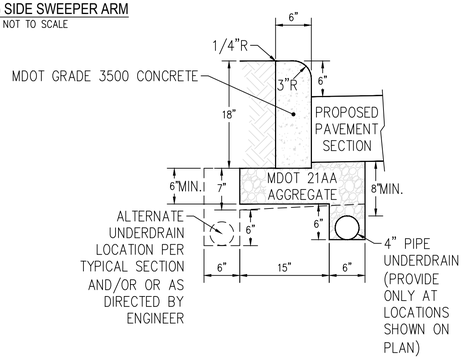
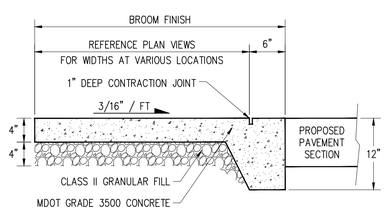


18" STRAIGHT CONCRETE CURB

NOT TO SCALE

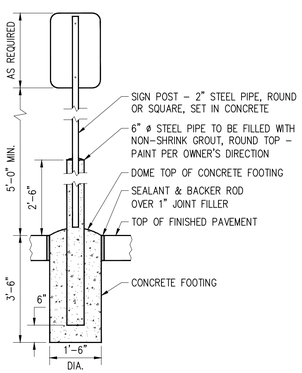


NOTE: SIDEWALK JOINTS SHALL BE EQUALLY SPACED UNLESS OTHERWISE DETAILED AS A PART OF THE BUILDING OR LANDSCAPE ARCHITECT PLANS.

OPTION: CONTRACTOR MAY POUR CURB AND WALK SEPARATELY. SEE DETAIL FOR 18" STRAIGHT CURB.

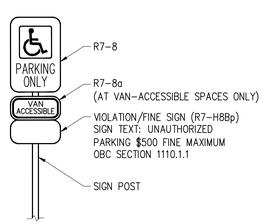
FLUSH WALK AND PAVEMENT

NOT TO SCALE



TYPICAL SIGN POST IN PAVEMENT

NOT TO SCALE



NOTE:
ACCESSIBLE PARKING SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

ACCESSIBLE PARKING SPACE SIGN

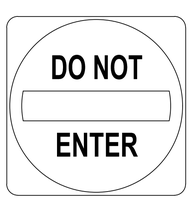
NOT TO SCALE



STOP SIGN

NOT TO SCALE

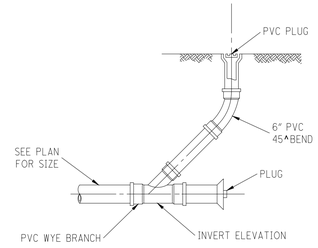
NOTES:
1. SIGN TO MATCH MUTCD R1-1



DO NOT ENTER SIGN

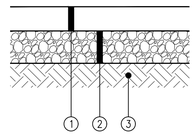
NOT TO SCALE

NOTES:
1. SIGN TO MATCH MUTCD R5-1



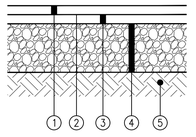
CLEANOUT DETAIL

NOT TO SCALE



CONCRETE SECTION

1. MDOT GRADE 3500 CONCRETE PAVEMENT, 6"
2. MDOT 21AA AGGREGATE BASE, 8" – EXTEND 1' MIN BEYOND THE PAVED EDGE
3. SUBGRADE COMPACTION



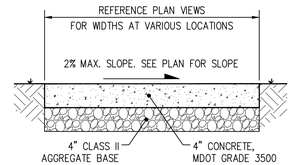
ASPHALT PAVEMENT SECTION

1. MDOT 13A HMA, 1–1/2", PG58–28, MAX. 15% RAP, 3% AIR VOIDS
2. BITUMINOUS BOND COAT (0.1 GAL./SQ. YD.)
3. MDOT 3C HMA, 1–1/2", PG58–28, MAX. 30% RAP, 3% AIR VOIDS
4. MDOT 21AA AGGREGATE BASE, 6" – EXTEND 1' MIN BEYOND THE PAVED EDGE
5. SUBGRADE COMPACTION

ALL PAVEMENT MATERIALS SHALL CONFORM TO THE MICHIGAN DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

TYPICAL PAVEMENT SECTIONS

NOT TO SCALE



TYPICAL SIDEWALK SECTION

NOT TO SCALE

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

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PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

GENERAL DETAILS

C002

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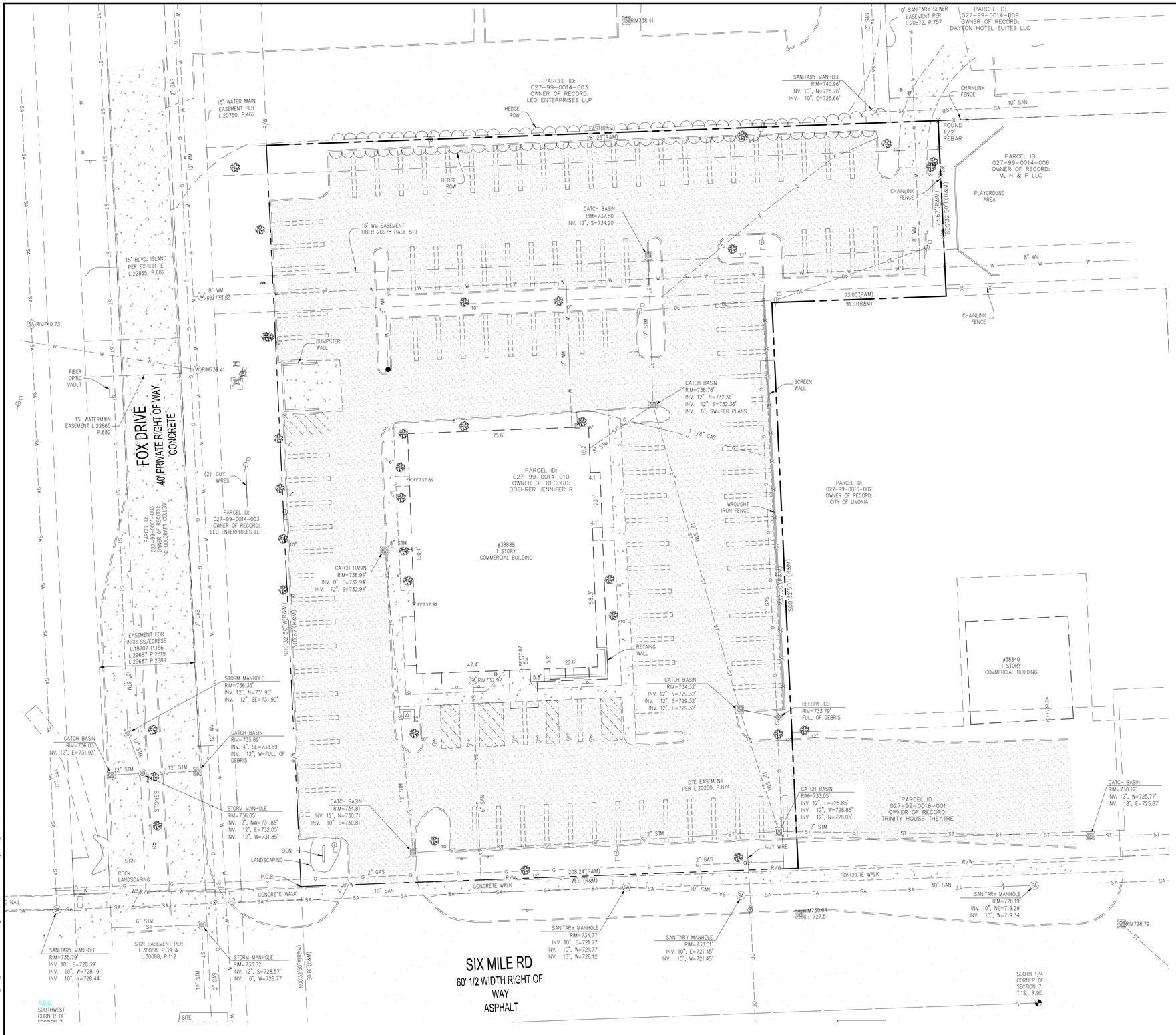

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EXISTING CONDITIONS

C100

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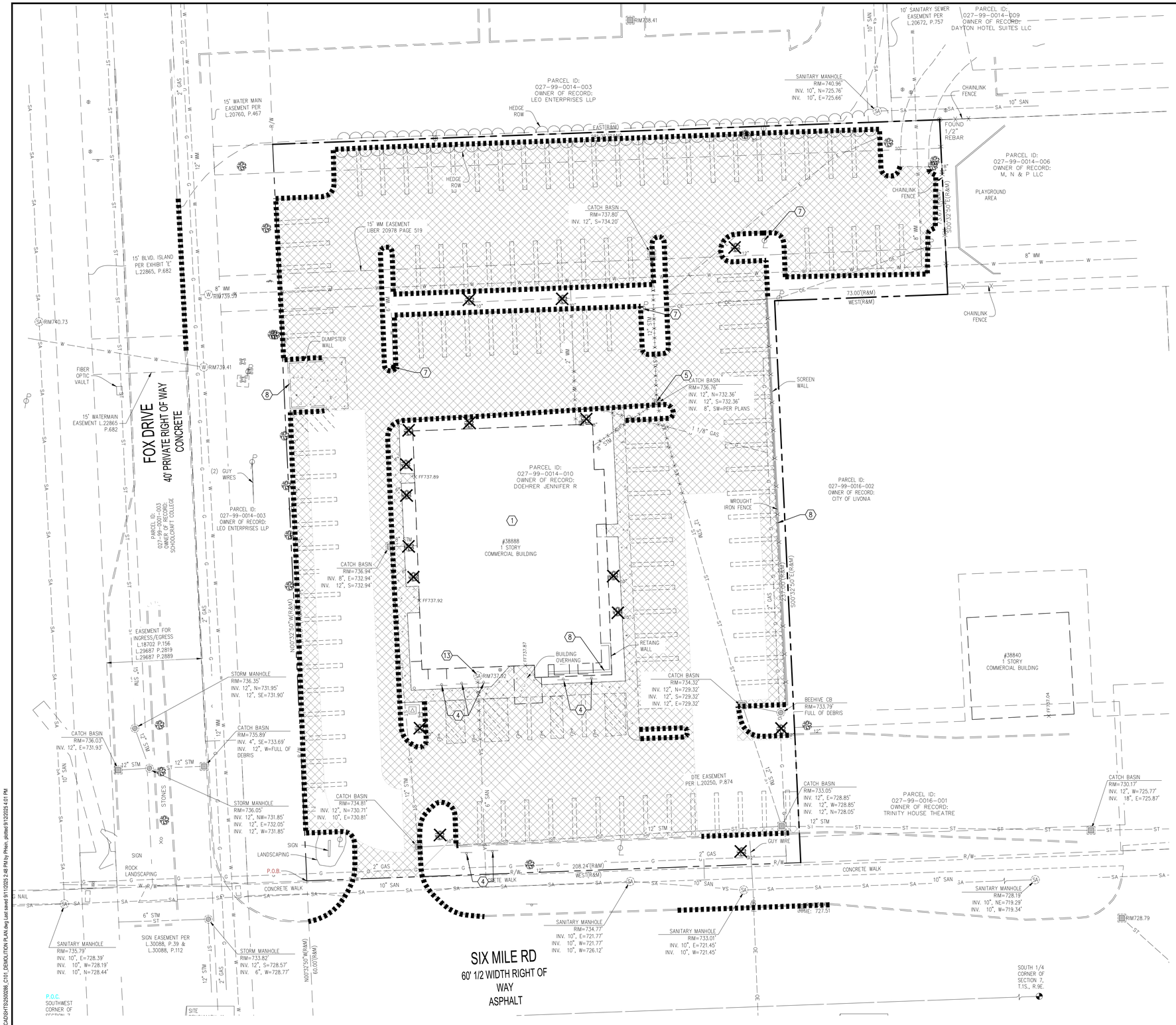

LEGEND

- PROPERTY LINE
- RIGHT OF WAY LINE
- STORM
- STORM TO BE REMOVED
- SANITARY
- SANITARY TO BE REMOVED
- COMMUNICATION
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC TO BE REMOVED
- WATER
- GAS
- GAS TO BE REMOVED
- CATCH BASIN
- EX SANITARY MANHOLE
- EX TREE TO BE PRESERVED
- EX TREE TO BE REMOVED
- EX CURB TO BE REMOVED
- EX PAVEMENT TO BE REMOVED

CODED NOTES

1. EX BUILDING TO BE REMOVED (BY OTHERS) INCLUDING BASEMENT, FOUNDATION AND ALL UTILITY SERVICES
2. EX MENU BOARD TO BE REMOVED
3. EX SPEAKER W/ CANOPY TO BE REMOVED
4. EX SIGN TO BE REMOVED
5. EX STORM STRUCTURE TO BE REMOVED
6. EX ELECTRIC POLE TO BE RELOCATED
7. EX LIGHT POLE TO BE REMOVED
8. EX WALL TO BE REMOVED
9. EX TRANSFORMER TO BE REMOVED
10. EX GATE TO BE REMOVED
11. ALL VEGETATION REMOVED WITHIN LIMITS OF DISTURBANCE
12. LIMIT OF PAVEMENT REMOVAL SHALL BE TO AN EXISTING JOINT OR STRAIGHT LINE PARALLEL TO EXISTING JOINTS WITHIN THE PROPERTY. NO WORK IS PROPOSED WITHIN THE RIGHT-OF-WAY
13. EX SANITARY STRUCTURE TO BE REMOVED

DEMOLITION NOTES

1. EXISTING CONDITIONS AS DEPICTED ON THESES PLANS ARE ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING. IF CONDITIONS ENCOUNTERED ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
2. SHOULD ANY UNCHARTED, OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
3. CONTRACTOR IS RESPONSIBLE FOR RESTORING INADVERTENT SITE DAMAGE TO THE CONDITION PRIOR TO START OF WORK, INCLUDING PAVEMENT REPAIR ASSOCIATED WITH UTILITIES SHOWN TO BE REMOVED.
4. CONTRACTOR SHALL MINIMIZE DISRUPTIONS TO ADJOINING PROPERTIES AND SHALL COMPLETE WORK AS SOON AS PRACTICAL. INTERRUPTIONS TO EXISTING UTILITY SERVICES SHALL BE AUTHORIZED AND COORDINATED WITH THE OWNERS, MUNICIPALITY, AND /OR UTILITY COMPANY.
5. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN CONDUCTING GRADING ACTIVITIES IN THE VICINITY OF EXISTING ELECTRIC, FIBER AND TELEPHONE LINES.
6. ANY EXISTING STORM INLETS IMPACTED BY THE NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL.
7. ANY WORK/DAMAGE THAT HAPPENS BEYOND THE PROPERTY LINE IS TO BE REPLACED OR REPAIRED AT COST OF THE CONTRACTOR.

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DEMOLITION PLAN

C101

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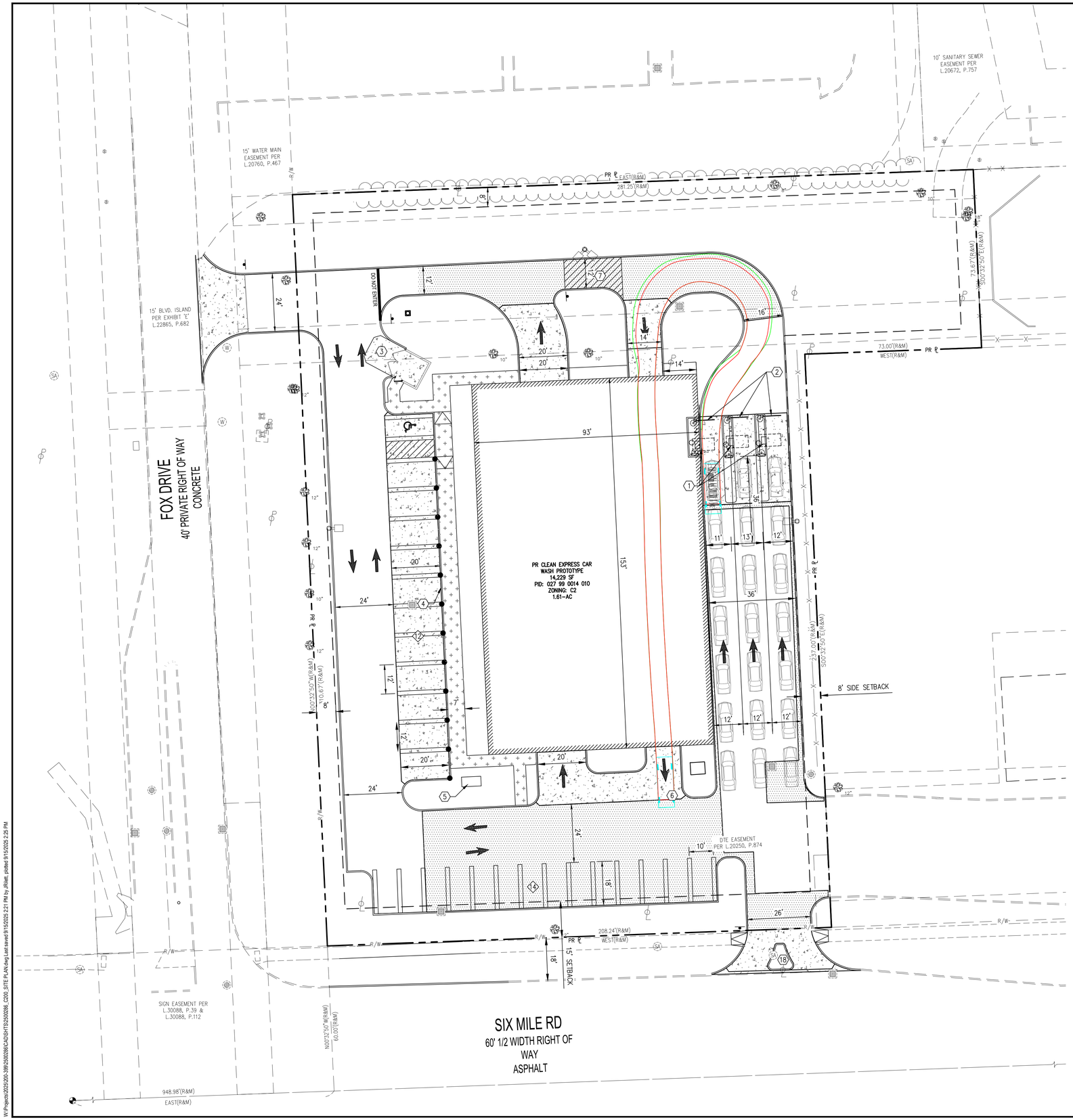

LEGEND

- EX CONCRETE CURB
- PR CONCRETE CURB
- PR ℄ PR PROPERTY LINE
- PR ASPHALT PAVEMENT
- PR CONCRETE PAVEMENT
- PR 5' SIDEWALK
- 12 PARKING COUNT

CODED NOTES

1. PAY STATION (TYP OF 3)
2. CLEARANCE BAR (TYP OF 3)
3. 8" CONCRETE DUMPSTER PAD
4. VACUUM STATION (TYP OF 12)
5. VACUUM CORRELATOR (TYP. OF 2)
6. HEATED CONCRETE PAVEMENT
7. ESCAPE LANE
8. TRANSFORMER PAD
9. LIGHT POLE
10. STOP SIGN
11. DO NOT ENTER SIGN
12. FLUSH WALK AND PAVEMENT
13. 18" STRAIGHT CONCRETE CURB
14. FLAGPOLE
15. ADA PARKING SPACE
16. RAMP
17. SIGHT DISTANCE TRIANGLE
18. CURB CUT
19. RIP RAP
20. 5' CONCRETE WALK
21. ROLLED CURB

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SITE IMPROVEMENT PLAN FOR

CLEAN EXPRESS AUTO WASH

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SITE PLAN

C200

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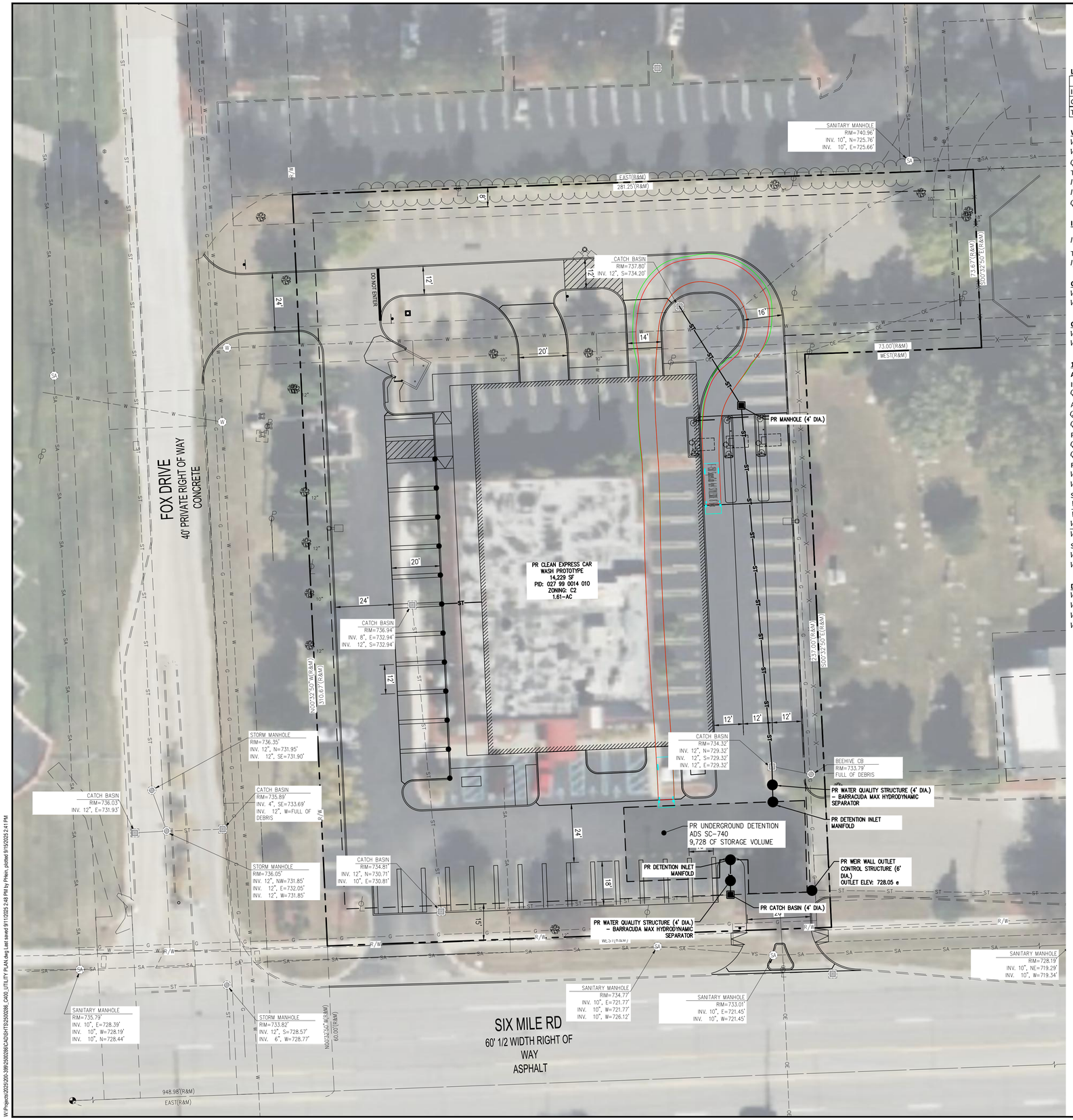

DETENTION CALCULATIONS

Land Use

Breakdown	Area (Ac.)	C
Impervious	1.00	0.95
Grass (HSG D)	0.61	0.3
Total	1.61	0.70

Water Quality

$V_{WQ-1\,inch} = 3630 * A * C$

$V_{WQ-1\,inch} =$ 4,112 cubic feet

$Q_{WQ} = C * I_1 * A$

T (min) 10 minutes

I_1 (per NOAA Atlas 14) = 2.11 inch/hr

I_1 (max per 8.2.4) = 2.00 inch/hr

$Q_{WQ} =$ 2.27 cfs

Intensity

$I_{100} = \frac{101}{(12.33 + T)^{0.84}}$

T (min) 10

$I_{100} =$ 7.43

Channel Protection Volume Control (CPVC)

$V_{CPVC} = A \times C \times 3{,}630$

$V_{CPVC} =$ 4,112 cubic feet

Channel Protection Rate Control (CPRC)

$V_{CPRC} = A \times C \times 6{,}897$

$V_{CPRC} =$ 7,814 cubic feet

100-Year Detention Volume

Allowable Release Rate

If site is less than 2 acres,

$Q_{allow} =$ 1 cfs/acre

Allowable Discharge

$Q_o = Q_{allow} \times A$

$Q_o =$ 1.61 cfs

Peak Inflow

$Q_i = C \times I_{100} \times A$

$Q_i =$ 8.42 cfs

Runoff Volume

$V_r = 18{,}900 \times C \times A$

$V_r =$ 21,412 cubic feet

Storage Ratio

$\frac{V_s}{V_r} = 0.206 - 0.15 \ln\left(\frac{Q_o}{Q_i}\right)$

$\frac{V_s}{V_r} =$ 0.454

Storage Volume

$V_s = V_r \times Storage\ Ratio$

$V_s =$ 9,728 cubic feet

Design Volumes

$V_{CPVC} =$ 4,112 cubic feet

$V_{CPRC} =$ 7,814 cubic feet

$V_s =$ 9,728 cubic feet

$V_{provided} =$ 9,728 cubic feet

LEGEND

- EX OH ELECTRIC LINE
- EX SANITARY LINE
- EX WATER LINE
- EX STORM LINE
- EX UNDERGROUND ELECTRICAL LINE
- EX COMMUNICATION LINE
- EX SANITARY MANHOLE
- EX STORM MANHOLE
- EX UTILITY POLE
- EX CATCH BASIN
- PR STORM
- PR 6" ROOF DRAIN @ 1.0% MIN SLOPE
- PR SANITARY SERVICE
- PR UNDERGROUND ELECTRIC
- PR GAS SERVICE
- PR CLEANOUT
- PR LIGHT POLE SEE PHOTOMETRIC PLANS
- PR WATER VALVE
- PR FIRE HYDRANT (AWWA STANDARD C502)

UTILITY NOTES

1. EXISTING ON-SITE SANITARY TO BE EVALUATED PRIOR TO ENGINEERING APPROVAL.
2. THE EXISTING SANITARY LEAD SHALL BE CLEANED AND TELEVISED IN THE PRESENCE OF THE ENGINEERING INSPECTOR AND A COPY OF THE VIDEO MUST BE GIVEN TO THE INSPECTOR TO DELIVER TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. IF THE CITY ENGINEER DEEMS THE SANITARY LEAD TO BE IN POOR CONDITION, THE DEVELOPER WILL BE REQUIRED TO REPLACE THE ENTIRE LENGTH UP TO AND INCLUDING THE CONNECTION TO THE CITY OF LIVONIA MAIN USING A ROMAC SADDLE TAP.
3. ALL PROPOSED UTILITIES ARE CONSIDERED PRIVATE AND SHALL NOT CONTAIN THE CITY OF LIVONIA LOGO ON THE STRUCTURE COVERS.
4. NO CONNECTION RECEIVING STORM WATER, SURFACE WATER OR GROUND WATER SHALL BE MADE TO THE SANITARY SEWER.
5. NO FOOTING DRAINS SHALL BE CONNECTED TO THE BUILDING SEWER.
6. CONTRACTOR SHALL NOTIFY THE CITY OF LIVONIA 48 HOURS PRIOR TO THE START OF CONSTRUCTION IF THE CONSTRUCTION IS WITHIN THE CITY'S RIGHT-OF-WAY OR EASEMENT.
7. DIFFERENTIAL OF EXCAVATION AROUND EXISTING MANHOLES SHALL NOT EXCEED SIX FEET.

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DETENTION PLAN

C400

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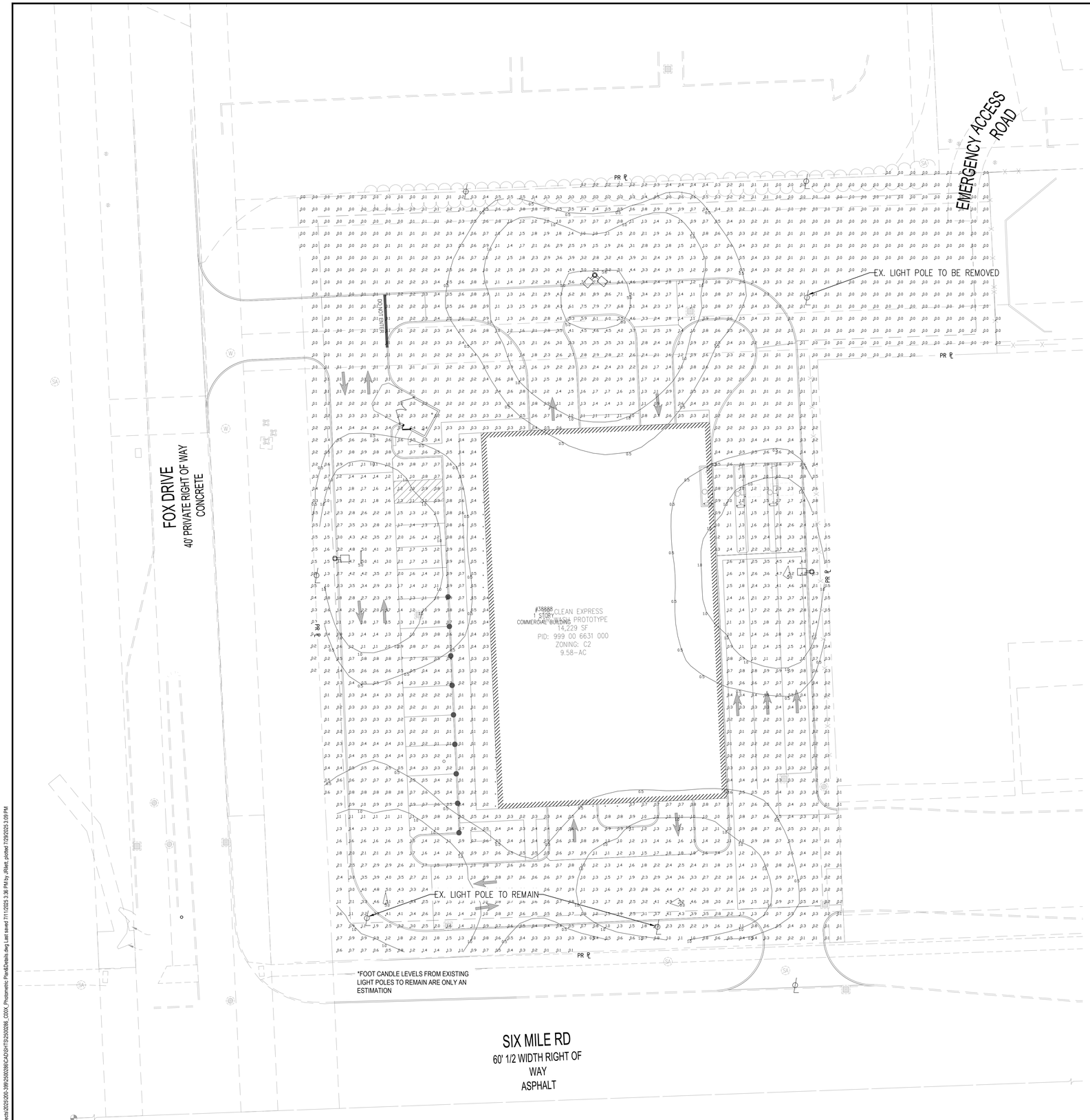


*FOOT CANDLE LEVELS FROM EXISTING LIGHT POLES TO REMAIN ARE ONLY AN ESTIMATION

PHOTOMETRIC LEGEND

- DOUBLE POLE MOUNTED SITE LIGHT
- POLE MOUNTED SITE LIGHT
- EXISTING SITE LIGHT TO REMAIN

FOOT CANDLE LEVELS	
LABEL	AVG
PROP LIMITS	0.79
PVMT LIMITS	0.95
PRKG	1.00

LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LUMENS PER LAMP	WATTAGE
	2	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-30K-R4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105
	1	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-30K-R4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105

POLE FIXTURE SCHEDULE

	QUANTITY	CATALOG NUMBER	HEIGHT (FT)	POLE SHAFT SIZE (INXFT)	WALL THICKNESS (IN)	DRILL MOUNTING
LITHONIA LIGHTING SINGLE FIXTURE	2	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE	4.5	0.120	DM19
LITHONIA LIGHTING DOUBLE FIXTURE	1	RSS 18 4B DBXLD	18' POLE ON A 2' CONCRETE BASE (1 AT 90° ONE AT 180°)	4.5	0.120	DM28

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

PHOTOMETRIC PLAN

C600

W:\Projects\2025\200-399\2500286\CAD\SHTS\2500286_C00X_Photometric Plan&Details.dwg Last saved 7/11/2025 3:36 PM by JRiehl, plotted 7/29/2025 3:09 PM



RSX2 LED
Area Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

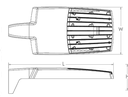
Introduction

The new RSX LED Area family delivers maximum value by providing significant energy savings, long life and outstanding photometric performance at an affordable price. The RSX2 delivers 11,000 to 31,000 lumens allowing it to replace 250W to 1000W HID luminaires.

The RSX features an integral universal mounting mechanism that allows the luminaire to be mounted on most existing drill hole patterns. This "no-drill" solution provides significant labor savings. An easy-access door on the bottom of mounting arm allows for wiring without opening the electrical compartment. A mast arm adaptor, adjustable integral slipfitter and other mounting configurations are available.

Specifications

EPA (ft²@0°):	0.69 ft² (0.06 m²)
Length:	29.3" (74.4 cm) (SPA mount)
Width:	13.4" (34.0 cm)
Height:	3.0" (7.6 cm) Main Body 7.2" (18.3 cm) Arm
Weight: (SPA mount)	30.0 lbs (13.6 kg)



design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

Ordering Information

EXAMPLE: RSX2 LED P6 40K R3 MVOLT SPA DDBXD

RSX2 LED

Series	Performance Package	Color Temperature	Distribution	Voltage	Mounting
RSX2 LED	P1	30K 3000K	R2 Type 2 Wide	MVOLT (120V-277V) [2]	SPA Square pole mounting (3.0" min. SQ pole for 1 at 90°, 3.5" min. SQ pole for 2, 3, 4 at 90°)
	P2	40K 4000K	R3 Type 3 Wide	HVOLT (347V-480V) [3]	RPA Round pole mounting (3.2" min. dia. RND pole for 2, 3, 4 at 90°, 3.0" min. dia. RND pole for 1 at 90°, 2 at 180°, 3 at 120°)
	P3	50K 5000K	R3S Type 3 Short	XVOLT (277V-480V) [4]	
	P4		R4 Type 4 Wide	**(use specific voltage for options as noted)**	MA Mast arm adaptor (fits 2-1/8" OD horizontal tenon)
	P5		R4S Type 4 Short	120 [1] 277 [1]	IS Adjustable slipfitter (fits 2-3/8" OD tenon) [4]
	P6		R5 Type 5 Wide [1]	208 [1] 347 [1]	WBA Wall bracket [5]
			R5S Type 5 Short [1]	240 [1] 480 [1]	WBASC Wall bracket with surface conduit box
			AFR Automotive Front Row		AASP Adjustable tilt arm square pole mounting [4]
			AFRR90 Automotive Front Row Right Rotated		AARP Adjustable tilt arm round pole mounting [4]
			AFRL90 Automotive Front Row Left Rotated		AAWB Adjustable tilt arm with wall bracket [4]
					AAWSC Adjustable tilt arm wall bracket and surface-conduit box [4]

Options		Finish	
Shipped Installed		DDBXD	Dark Bronze
HS	House-side shield [1]	DBLXD	Black
PE	Photocontrol, button style [6,9]	DNAXD	Natural Aluminum
PER7	Seven-wire twist-lock receptacle only (no controls) [7, 10, 11]	DWHXD	White
SF	Single fuse (120, 277, 347) [1]	DDBTXD	Textured Dark Bronze
DF	Double fuse (208, 240, 480) [1]	DBLBXD	Textured Black
SPD20KV	20KV Surge pack (10KV standard)	DNATXD	Textured Natural Aluminum
FAO	Field adjustable output [8]	DWHGXD	Textured White
DMG	0-10V dimming extend out back of housing for external control (control ordered separate) [8]		
DS	Dual switching [9,12]		

Shipped Installed

***Standalone and Networked Sensors/Controls (factory default settings, see table page 9)**

NLTAIR2 PIRHN	nLight AIR generation 2 with Networked, Bi-level motion/ambient sensor [9,13,14,15]
BAA	Buy America(n) Act and/or Build America Buy America Qualified
CCE	Coastal Construction [16]

*Note: NLTAIR2 PIRHN with nLight Air can be used as a standalone dimming sensor with out-of-box settings or as a wireless networked solution. See factory default settings table. Sensor coverage pattern is affected when luminaire is tilted.

Shipped Separately (requires some field assembly)

EGS	External glare shield [1]
EGFV	External glare full visor (360° around light aperture) [1]
BS	Bird spikes [17]

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LITHONIA LIGHTING®

Catalog Number

Notes

Type

FEATURES & SPECIFICATIONS

INTENDED USE — **These specifications are for USA standards only.** Round Straight Steel is a general purpose light pole for up to 30-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION —

Pole Shaft: The pole shaft is of 0.120" uniform wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 42,000 psi. Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly round in cross-section down length of shaft with no taper. Standard shaft diameters are 3", 4", 4.5" and 5". 6" diameter shaft available by quote. Shaft wall thickness of .180" is available with certain tube diameters.

Pole Top: Options include tenon top, drilled for side mount fixture, 4" tenon with drilling (includes extra handhole) and open top. Side drilled and open top poles include a removable press-fit, black, low density polyethylene top cap.

Handhole: A reinforced handhole with grounding provision is provided at 12" or 18" from the base end of the pole assembly on side A. Every handhole includes a cover and cover attachment hardware. 2.5" x 5" rectangular handhole is provided on pole.

Base Cover: A two-piece ABS round plastic full base cover is provided with each pole assembly. Additional base cover options are available upon factory request. Options include fabricated two-piece sheet steel. All base covers are finished to match pole.

Anchor Base/Bolts: Anchor base is fabricated from hot-rolled carbon steel plate that conforms with ASTM A36. Anchor bolts conform to ASTM F1554 Grade 55 and are provided with two hex nuts and two flat washers. Bolts have an "L" bend on one end. All anchor bolts are hot-dipped galvanized a minimum of 12" nominal on the threaded end. Anchor bolts are made of steel rod having a minimum yield strength of 55,000 psi and a yield strength of 75,000 psi to 95,000 psi.

HARDWARE – All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH – Extra durable standard powder-coat finishes include Dark Bronze, White, Black, Medium Bronze and Natural Aluminum colors. Classic finishes include Sandstone, Charcoal Gray, Tennis Green, Bright Red and Steel Blue colors. Architectural Colors and Special Finishes are available by quote and include, but are not limited to Hot-dipped Galvanized, Paint over Hot-dipped Galvanized, RAL Colors, Custom Colors and Extended Warranty Finishes. Factory-applied primer paint finish is available for customer field-paint applications.

GOVERNEMENT PROCUREMENT —

BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application.
Specifications subject to change without notice.

Anchor Base Poles

RSS

ROUND STRAIGHT STEEL

BAA BABA

Ordering Information

Accessories

Ordered and shipped separately.

RSX2HS	RSX2 House side shield (includes 2 shields)
RSX2EGS (FINISH) U	External glare shield (specify finish)
RSX2HSFRR (FINISH) U	RSX2 House side shields for AFR rotated optics (includes 2 shields)
RSX2EGFV (FINISH) U	External glare full visor (specify finish)
RSXBPA (FINISH) U	RSX Universal round pole adapter plate (specify finish)
RSXWBA (FINISH) U	RSX WBA wall bracket (specify finish) [1]
RSXSCB (FINISH) U	RSX Surface conduit box (specify finish, for use with WBA, WBA not included)
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [6]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [6]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [6]
DSHORT SBK U	Shorting cap [6]

NOTES
1. Any Type 5 distribution, is not available with WBA.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
4. XVOLT driver not available with P1. XVOLT driver operates on any line voltage from 277V-480V (50/60 Hz). XVOLT not available with fusing (SF or DF) and not available with PE.
5. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6. Must be ordered 40" above horizontal.
7. H may be ordered as an accessory.
8. Requires MVOLT or 347V.
9. Two or more of the following options cannot be combined including PE, DMG, PER7, FAO, DS and NLTAIR2 PIRHN. (Exception: PE and FAO can be combined; also PE and DMG can be combined.).
10. Compatible with standard twist-lock photocells for dusk to dawn operation. Includes an additional stage of dimming. Not for use with dimming signals. Wire 4-Wire 5 wired to dimming leads on driver. Wired/Wired7 capped inside luminaire. Twistlock photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not for use in HI mode.
11. For units with option PER7, the mounting must be restricted to +/- 45° from horizontal aim per ANSI C136.10-2010.
12. DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with options P4, P5 and P6.
13. Must be ordered with PIRHN.
14. Requires MVOLT or HVOLT.
15. Must be ordered with NLTAIR2. For additional information on PIRHN visit here.
16. CCE option not available with WBA, WBASC, AASP, AARP, AAWB, AAWBSC, BOS, BGPV and BS.
17. Must be ordered with fixture for factory pre-drilling.
18. Requires luminaire to be specified with PER7 option. Ordered and shipped as a separate line item from Acuity Brands Controls.

External Shields



House Side Shield



External Glare Shield

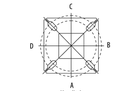


External 360 Full Visor

Pole/Mounting Informatiion

Accessories including bullhorns, cross arms and other adpaters are available under the accessories tab at Lithonia's Outdoor Poles and Arms product page. Click here to visit Accessories.

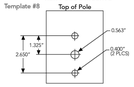
HANDHOLE ORIENTATION



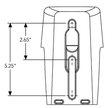
Handhole

RSX POLE DRILLING

Template #8



RSX STANDARD ARM & ADJUSTABLE ARM



Round Tenon Mount - Pole Top Slipfitters

Tenon O.D.	Mounting	1 at 90°	2 at 90°	3 at 90°	3 at 120°	4 at 90°	4 at 90°
2 - 3/8"	RPA, AARP	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
3 - 7/8"	RPA, AARP	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	RPA, AARP	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Drill/Side Location by Configuration Type

Drilling Template	Mounting Option	Single	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
	Head Location	Side B	Side B & D	Side B & C	Round Pole Only	Side B, C & D	Side A, B, C & D
#8	**Drill Nomenclature**	DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS

RSX2 - Luminaire EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration		Single	2 @ 90	2 @ 180	3 @ 90	3 @ 120	4 @ 90	2 Side by Side	3 Side by Side	4 Side by Side
Mounting Type	**Tilt**									
SPA - Square Pole Adapter	0°	0.69	1.22	1.27	1.8	1.61	2.39	1.37	2.06	2.74
RPA - Round Pole Adapter		0.74	1.27	1.37	1.9	1.71	2.49	1.42	2.16	2.84
MA - Mast Arm Adapter		0.61	1.14	1.11	1.64	1.45	2.23	1.29	1.9	2.58
IS - Integral Slipfitter AASP/AARP - Adjustable Arm Square/Round Pole	0°	0.69	1.22	1.27	1.8	1.61	2.39	1.37	2.06	2.74
	10°	0.53	1.06	1.05	1.58	1.37	2.08	1.06	1.59	2.12
	20°	0.52	1.02	1.03	1.52	1.33	2.02	1.03	1.55	2.07
	30°	0.64	1.11	1.18	1.63	1.45	2.21	1.27	1.91	2.54
	40°	0.81	1.21	1.35	1.74	1.65	2.39	1.62	2.43	3.23
	45°	0.91	1.25	1.5	1.81	1.75	2.48	1.82	2.73	3.64
	50°	1.34	1.83	2.17	2.61	2.56	3.62	2.68	4.02	5.36
	60°	2.2	2.97	3.57	4.24	4.17	5.89	4.41	6.61	8.82
	70°	2.86	4.13	4.7	5.89	5.71	8.21	5.71	8.57	11.42
	80°	3.4	5.13	5.67	7.34	7.09	10.21	6.79	10.19	13.59
	90°	3.85	5.96	6.55	8.58	8.31	11.88	7.70	11.56	15.41

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RSS Round Straight Steel Pole

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** RSS 20 4-5B DM19 DDBXD

RSS						
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness [1]**	**Mounting [2]**	**Options**		**Finish**
RSS	8'-30' (for 1/2 ft increments, add .5 to the pole height. **Ex:** 20-6 equals 20ft 6in.)	3B 3" 11ga (.120")	Tenon mounting	Shipped installed		Super durable paint colors
		4B 4" 11ga (.120")	PT Open top	VD Vibration damper [3]		DDBXD Dark bronze
		4-5B 4.5" 11ga (.120")	T20 2-3/8" O.D. (2" NPS)	HAxy Horizontal arm bracket (1 fixture) [4,5]		DBLXD Black
		5B 5" 11ga (.120")	T25 2-7/8" O.D. (2-1/2" NPS)	FDLxy Festoon outlet less electrical [6,8]		DNAXD Natural aluminum
	(See technical information table for complete ordering information.)		T30 3-1/2" O.D. (3" NPS)	CPL12/xy 1/2" coupling [6]		DWHXD White
			T35 4" O.D. (3-1/2" NPS)	CPL34/xy 3/4" coupling [6]		DSSXD Sandstone
			KAC/KAD/KSE/KSF/KVB/KVF Drill mounting [7]	CPL1/xy 1" coupling [6]		DGCXD Charcoal gray
			DM19 1 at 90°	NPL12/xy 1/2" threaded nipple [6]		DTGXD Tennis green
			DM28 2 at 180°	NPL34/xy 3/4" threaded nipple [6]		DBRXD Bright red
			DM28PL 2 at 180° with one side plugged	NPL1/xy 1" threaded nipple [6]		DSBXD Steel blue
			DM29 2 at 90°	EHHxy Extra handhole [4,9]		DDBTXD Textured dark bronze
			DM32 3 at 120°	STLHHC Steel handhole cover (standard is plastic, finish is smooth) [9]		DBLBXD Textured black
			DM49 4 at 90°			DNATXD Textured natural aluminum
			CSX/DSX/RSX/ARBO/*OMERO*/KAX Drill mounting [7]	FBCSTL2PC 2 Piece steel base cover (standard is plastic) [9]		DWHGXD Textured white
			DM19AS 1 at 90°	IC Interior coating [10]		Other finishes
			DM28AS 2 at 180°	L/AB Less anchor bolts (Include when anchor bolts are not needed)		GALV Galvanized finish
			DM29AS 2 at 90°	TP Tamper resistant handhole cover fasteners		Architectural colors and special finishes [10]
			DM32AS 3 at 120°	NEC NEC 410.30 compliant gasketed handhole (Not UL Labeled)		[PAINT] GALV Paint over galvanizing
			DM39AS 3 at 90°	UL UL listed with label (Includes NEC compliant cover)		VP30 3-year warranty extension
			DM49AS 4 at 90°	BAA Buy America(n) Act Compliant [11]		VP53 5-year warranty extension
			RAD drill mounting [7,8]	VM/original ordert Match pole to prior order or project [11]		RAL#### Use designated Lithonia Lighting nomenclature in brochure
			DM19RAD 1 at 90°			Custom color Nomenclature assigned through Customer Care "Custom Color Process"
			DM28RAD 2 at 180°			
			DM29RAD 2 at 90°			
			DM32RAD 3 at 120°			
			DM39RAD 3 at 90°			
			DM49RAD 4 at 90°			
			ESX Drill mounting [7]			
			DM19ESX 1 at 90°			
			DM28ESX 2 at 180°			
			DM29ESX 2 at 90°			
			DM32ESX 3 at 120°			
			DM39ESX 3 at 90°			
			DM49ESX 4 at 90°			

NOTES:
1. Wall thickness will be signified with a "B" (11 Gauge) or a "T" (7-Gauge) in nomenclature. "B" - .120" | "T" - .180"
2. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, specify as drilling option/tenon option. The combination includes a required extra handhole. *Example: DM28/T20.*
3. Refer to the fixture spec sheet for the correct drilling template pattern and orientation compatibility.
4. DM19RAD, DM28RAD and DM32RAD require a minimum top O.D. of 4". DM29RAD, DM39RAD and DM49RAD require a minimum top O.D of 4.25".
5. VD not available with 3" pole. On 4" and 5" poles, VD cannot be installed if provisions (EHH, FDL, NPL, CPL) are located higher than 2/3 of the pole's total height. *Example: Pole height is 25ft. A provision cannot be placed above 16ft.*
6. Specify location and orientation when ordering option. **For "x":** Specify the height above the base of pole in feet or feet and inches; separate feet and inches with a "-". *Example: 5ft = 5 and 20ft 3in = 20-3*
   For "y": Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram below. *Example: 1/2" coupling at 0 ft", orientation C = CPL12/5-BC*
7. Horizontal arm is 18" x 2-3/8" O.D. tenon standard, with radius curve providing 12" rise and 2-3/8" O.D. If ordering two horizontal arm at the same height, specify with HAxy. *Example: HA20BD.*
8. FDL does not come with GFCI outlet or handhole cover. These must be supplied by contractor or electrician.
9. Combination of tenon-top and drill mount includes extra handhole. EHH includes cover.
10. Plastic hand hole cover and base covers come standard with all poles. Items ship separately. Additional parts can be ordered as replacements.
11. Provides enhanced corrosion resistance. N/A with GALV.
12. Use when mill certifications are required.
13. Must add original order number. Not for replacement parts or post sales issues, contact tech support or post sales teams. VM is used to ensure poles match in appearance exactly from order to order, on a single project site. A common use case would be a multi-phase project with multiple orders. *Example: VM/010-26294*
14. Must be quoted through AQD. Finishes do not require RFA. RAL colors available are shown in "Architectural Colors brochure". Lead times may be extended up to 2 weeks due to paint procurement.

Accessories: *Order as separate catalog number.*	
PL DT20	Plugs for ESX drillings
PL DT8	Plugs for DMxxAS drillings
FVD.xxFT	Field installed vibration damper (snake style)

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NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

TECHNICAL SKILL. CREATIVE SPIRIT.
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PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

PHOTOMETRIC NOTES & DETAILS

C601

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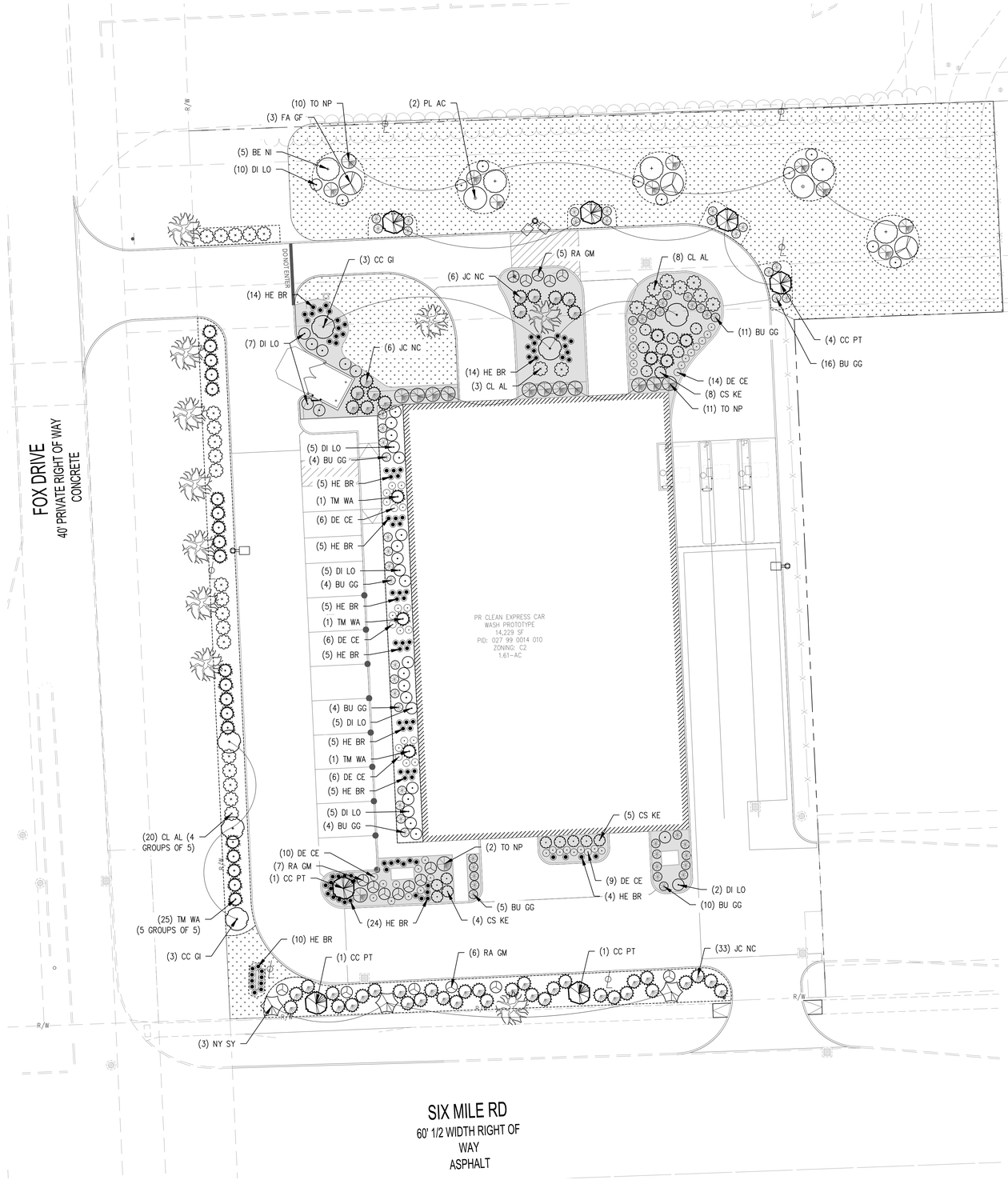

LEGEND

- PR DECIDUOUS TREE
- PR ORNAMENTAL TREE
- PR EVERGREEN TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS/PERENNIAL
- PR HARDWOOD MULCH PLANTING BED LINE
- PR LAWN AREA, ALL LAWN AREA SHALL BE PLANTED WITH SOD
- PR STONE MULCH PLANTING BED
- EXISTING TREE

LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 10.03 LANDSCAPING DESIGN REQUIREMENTS	
(1) FRONTAGE LANDSCAPING. WHERE THE SITE ABUTS A PUBLIC ROAD RIGHT-OF-WAY, THE FOLLOWING FRONTAGE LANDSCAPING SHALL BE PROVIDED IN THE FRONT YARD AREA ADJACENT TO THE ROAD RIGHT-OF-WAY. DECIDUOUS OR EVERGREEN TREE: 1 PER 40 L.F. ORNAMENTAL TREE: 1 PER 100 L.F. SHRUBS: 8 PER 40 L.F.	ROAD FRONTAGE: 208'-24' (DRIVE AISLE)=184' L.F. DECIDUOUS TREES REQUIRED: 1 PER 40 L.F. = 4 PROVIDED: 1 EX AND 3 PR ORNAMENTAL TREE REQUIRED: REQUIRED: 1 PER 100 L.F. = 2 PROVIDED: 2 SHRUBS REQUIRED: REQUIRED:8 PER 40 L.F. = 37 PROVIDED: 37 (30 EVERGREEN, 7 DECIDUOUS)
(2) PARKING LOT LANDSCAPING. A) PARKING LOT SCREENING. i) PARKING LOT SCREENING LANDSCAPING. LANDSCAPING SHALL INCLUDE A LANDSCAPED YARD AT LEAST FIVE (5) FEET IN WIDTH CONTAINING AN OPAQUE SCREEN OF LANDSCAPING (EVERGREEN OR DECIDUOUS HEDGE) AT LEAST THREE (3) FEET IN HEIGHT. THE LANDSCAPING SHALL BE PLANTED IN A MANNER WHERE THE LANDSCAPING CAN BE EXPECTED TO PROVIDE AN UNBROKEN VISUAL SCREEN WITHIN THREE (3) YEARS. THE LANDSCAPING SHALL BE LOCATED AT LEAST TWO (2) FEET FROM THE FRONT OF A PARKING SPACE CURB SO AS TO ACCOUNT FOR VEHICLE OVERHANG.	8 EXISTING TREES TO REMAIN AND EVERGREEN/DECIDUOUS SCREENING PLANTINGS PROVIDED ALONG FOX DRIVE
B) PARKING LOT SCREENING. INTERIOR PARKING LOT LANDSCAPING. ALL OFF-STREET PARKING AREAS OF FORTY (40) PARKING SPACES OR MORE MUST HAVE INTERNAL LANDSCAPING.	NOT REQUIRED AS PARKING LOT IS LESS THAN 40 SPACES (13)
(5) SCREEN WALL AND GREENBELT BUFFERING. C-2 DISTRICT ADJACENT TO C-1 AND C-4 DISTRICT (WEST & SOUTH): REQUIRED: A TEN (10) FOOT WIDE BUFFER, WITH ONE (1) TREE PER THIRTY (30) LINEAR FEET. C-2 DISTRICT ADJACENT TO R-U-F DISTRICT (SOUTH) REQUIRED: A SIX (6) FOOT HIGH MASONRY WALL OR OPAQUE FENCE AND/OR A TWENTY (20) FOOT WIDE GREENBELT BUFFER, WITH ONE (1) TREE PER TWENTY (20) LINEAR FEET (MINIMUM OF 50% EVERGREEN TREES), SUBJECT TO CITY COUNCIL REVIEW AND APPROVAL.	C-2/R-U-F (EAST SIDE):180 L.F.\20 = MASONRY WALL AND FENCE CURRENTLY EXISTS ALONG EASTERN PROPERTY LINE C-2/C-1 (WEST SIDE):310 L.F.\30 = 10 TREES REQUIRED 8 EXISTING TREES 3 PROPOSED TREES PROVIDED C-2/C-4 (SOUTH) 5 TREES REQUIRED 7 TREES PROVIDED BY ROAD FRONTAGE SCREENING
(6) OPEN SPACE LANDSCAPING ALL REMAINING OPEN AREAS ON THE SITE THAT ARE NOT REQUIRED LANDSCAPING AREAS AS DESCRIBED ELSEWHERE IN THIS ARTICLE SHALL BE PLANTED WITH ONE (1) TREE PER THREE THOUSAND (3,000) SQUARE FEET OF OPEN AREA. ALL OPEN SPACE LANDSCAPING AREAS SHALL BE PLANTED WITH GRASS OR ANOTHER SUITABLE VEGETATIVE GROUND COVER.	OPEN AREA REMAINING: ±12,753 S.F. 5 TREES REQUIRED 28 TREES PROVIDED

LANDSCAPE PLANT LIST

ABRV.	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	REMARKS	TYPE
CC GI	6	CRATAEGUS CRUS-GALLI INERMIS	THORNLESS COCKSPUR HAWTHORN	3" CALIPER	B&B	ORNAMENTAL TREE
CC PT	7	CERCIS CANADENSIS 'PINK TRIM'	NORTHERN HERALD REDBUD	2" CALIPER	B&B	ORNAMENTAL TREE
PL AC	2	PLATANUS ACERFOLIA ' LIBERTY'	LIBERTY PLANETREE	3" CALIPER	B&B	DECIDUOUS TREE
FA GF	3	FAGUS GRANDIFLORA	AMERICAN BEECH	3" CALIPER	B&B	DECIDUOUS TREE
BE NI	5	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	3" CALIPER	B&B	DECIDUOUS TREE
NY SY	3	NYSSA SYLVATICA 'WILDFIRE'	WILDFIRE BLACKGUM	3" CALIPER	B&B	DECIDUOUS TREE
TO NP	23	THUJA OCCIDENTALIS 'ART BOE'	NORTH POLE ARBORVITAE	5' HEIGHT	CONTAINER	EVERGREEN TREE
CL AL	30	CLETHRA ALNIFOLIA	SUGARTINA CRYSTALINA	1 GALLON	CONTAINER	DECIDUOUS SHRUB
DI LO	39	DIERVILLA LONICERA	NATIVE BUSH HONEYSUCKLE	3 GALLON	CONTAINER	DECIDUOUS SHRUB
RA GM	19	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	3 GALLON	CONTAINER	DECIDUOUS SHRUB
CS KE	18	CORNUS SERICEA 'KELSEYI'	KELSEYI DWARF DOGWOOD	3 GALLON	CONTAINER	DECIDUOUS SHRUB
TM WA	32	TAXUS X MEDIA 'WARDII'	WARDS YEW	3 GALLON	CONTAINER	EVERGREEN SHRUB
JC NC	45	JUNIPERUS CONFERTA 'NICKS COMPACT'	NICKS COMPACT JUNIPER	3 GALLON	CONTAINER	EVERGREEN SHRUB
BU GG	58	BUXUS 'GREEN GEM'	GREEN GEM BOXWOOD	3 GALLON	CONTAINER	EVERGREEN SHRUB
DE CE	51	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GALLON	CONTAINER	ORNAMENTAL GRASS
HE BR	97	HEMEROCALLIS 'BESS ROSS'	DAYLILY 'BESS ROSS'	1 GALLON	CONTAINER	FLOWERING PERENNIAL

LANDSCAPE IRRIGATION SYSTEM

LANDSCAPE CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF A LANDSCAPE IRRIGATION SYSTEM WITCH COVERS THE ENTIRE SITE PROPERTY. LAWNS, TREES AND LANDSCAPE BEDS SHALL BE IRRIGATED ON SEPARATE ZONES. IRRIGATION SYSTEM SHALL INCLUDE A SMART ELECTRONIC CONTROLLER WITH WEATHER SENSOR, RAIN DELAY SEASONAL ADJUST AND WATER BUDGET FEATURES.

A SEPARATE IRRIGATION METER AND BACKFLOW PREVENTOR PER CITY REQUIREMENTS AND ANY PERMITS SHALL BE INCLUDED. PROVIDE COMPLETE IRRIGATION DESIGN DRAWINGS AND SPECS FOR OWNER REVIEW PRIOR TO INSTALLATION. A COMPLETE SINGLE SOURCE IRRIGATION SYSTEM FROM HUNTER, RAINBIRD, OR TORO WILL ONLY BE ACCEPTED.

0 10 20 40

SCALE: 1 IN = 20 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

TECHNICAL SKILL. CREATIVE SPIRIT.
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PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

LANDSCAPE PLAN

L100

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LANDSCAPE PLANTING NOTES

1. THE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANTS AND VEGETATION PROPOSED ON THE LANDSCAPING PLAN. ANY TREES, SHRUBS, GROUND COVER OR OTHER VEGETATION PLANTED AS PART OF THIS PROJECT THAT DO NOT SURVIVE ONE YEAR FROM PLANTING SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL PERTINENT UTILITY COMPANIES THREE WORKING DAYS IN ADVANCE OF ANY DIGGING. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF ANY UTILITIES.

3. REFER TO THE LANDSCAPE PLAN FOR ADDITIONAL NOTES. LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE LATEST EDITION OF MDOT CONSTRUCTION SPECIFICATIONS (2020 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION).

4. ALL PLANTING MATERIALS: SHALL BE PLANTED PER MDOT SPECIFICATIONS. EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE BROKEN, LOW HANGING AND OTHER UNDESIRABLE GROWTH TO ENSURE HEALTHY AND SYMMETRICAL NEW GROWTH.

5. PLANTING BEDS. ONE MONTH BEFORE CULTIVATION AND AFTER DAYTIME TEMPERATURES HAVE WARMED TO 60° CONSISTENTLY, TREAT ALL PLANTING BEDS THAT ARE TO BE DEVELOPED IN AREAS OF EXISTING TURF WITH PRE-EMERGENT AND POST-EMERGENT TYPE HERBICIDES. USE A STATE-LICENSED PESTICIDE APPLICATOR TO APPLY THE HERBICIDE. REPEAT HERBICIDE APPLICATION TWO WEEKS LATER AND UNTIL ALL HERBACEOUS MATERIALS HAVE BEEN KILLED. BEFORE PLANTING. TOP DRESS ALL PLANTING BEDS WITH A MINIMUM OF 6 INCHES OF BACKFILL MIX, THEN CULTIVATE PLANTING AREA TO A DEPTH OF 6 INCHES USING A PLOW, DISC, OR ROTO-TILLER.

6. BACKFILL MIX. FOR ALL PLANTINGS, USE BACKFILL MIX CONSISTING OF THE FOLLOWING:
A. ONE PART EXCAVATED SOIL.
B. ONE PART TOPSOIL.
C. ONE PART EPA RATED CLASS IV COMPOST.
D. A SLOW RELEASE COMMERCIAL FERTILIZER (0-20-20 OR EQUAL) ADDED AT A RATE OF 5 POUNDS PER CUBIC YARD TO THE BACKFILL MIX.
E. IF SOIL AREAS ARE OF HIGH PH (GREATER THAN 6.5), APPLY 1.25 POUNDS OF ELEMENTAL SULFUR PER CUBIC YARD OF BACKFILL MIX.
NOTE: CONTRACTOR SHALL SUPPLY A DETAILED SOIL ANALYSIS PRIOR TO ALL PLANT BED PREPARATION. ANALYSIS SHALL INDICATE SOIL PH, TEXTURE, MAJOR NUTRIENTS, SALTS, ETC. SOIL ANALYSIS SHALL BE FROM A REPUTABLE, INDEPENDENT LAB. SOIL AMENDMENTS SHALL BE INCORPORATED INTO BACKFILL/PLANT MIX AS RECOMMENDED BY THE INDEPENDENT LAB.

7. MULCH. SMOOTH AND SHAPE THE BACKFILL MIX TO FORM A SHALLOW BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE. MULCH ALL PLANTING AREAS, EXCEPT THOSE WITH FLOWERING PERENNIALS, WITH A LAYER OF 2-3" RIVER WASH GRAVEL. PLANTING AREAS WITH FLOWERING PERENNIALS SHALL USE FINELY SHREDDED HARDWOOD BARK OF UNIFORM TEXTURE & SIZE, AGED A MIN. OF ONE YEAR. PLANTS GROUPED IN MASSES SHALL HAVE THE ENTIRE CONTIGUOUS PLANTING BED OR ISLAND MULCHED. SMOOTH THE ENTIRE AREA OF THE PLANTING BEDS, MULCH TO A DEPTH OF 3 INCHES. AFTER MULCHING AND BEFORE WATERING, ADD A SLOW RELEASE COMMERCIAL FERTILIZER (12-12-12 OR EQUAL), IN GRANULAR FORM, TO THE TOP OF THE MULCH AT A RATE OF 5 POUNDS PER 1000 SQUARE FEET. DO NOT ALLOW FERTILIZER TO CONTACT THE STEMS, BRANCHES, ROOTS OR LEAVES.

8. PERIOD OF ESTABLISHMENT. BEFORE FINAL INSPECTION, PLACE ALL PLANTS, SEED ALL LAWNS, AND CARE FOR THEM FOR A PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT BEGINS IMMEDIATELY UPON COMPLETION OF THE PLANTING OPERATIONS AND CONTINUES UNTIL OCTOBER 1. THE MINIMUM PERIOD OF ESTABLISHMENT IS ONE GROWING SEASON, JUNE 1 THROUGH OCTOBER 1. DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE VIGOR AND GROWTH OF THE TRANSPLANTED MATERIAL. WATER, REMULCH, RESTAKE, GUY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) OF SUCH INTENSITY AS TO COMPLETELY RID THE PLANTED AND MULCHED AREAS OF WEEDS AND GRASSES. BEGIN THE FIRST PROGRAM ON OR ABOUT JUNE 15 AND THE SECOND APPROXIMATELY 8 WEEKS LATER. ON OR ABOUT AUGUST 15, THE ENGINEER WILL INSPECT THE PLANTING AND SUPPLY THE CONTRACTOR WITH A LIST OF MISSING AND DEAD PLANTS AND THOSE THAT HAVE DIED BACK BEYOND NORMAL PRUNING LINES. REPLANT AS REQUIRED ACCORDING TO THE SPECIFICATIONS OF THE ORIGINAL MATERIAL. REPLACEMENT PLANTS ARE SUBJECT TO A NEW PERIOD OF ESTABLISHMENT. IMMEDIATELY REPLACE PLANTS PLANTED INITIALLY IN THE FALL THAT HAVE DIED BEFORE THE SPRING PLANTING SEASON. CARE FOR THE REPLACEMENT PLANTS DURING THE NEW ESTABLISHMENT PERIOD.

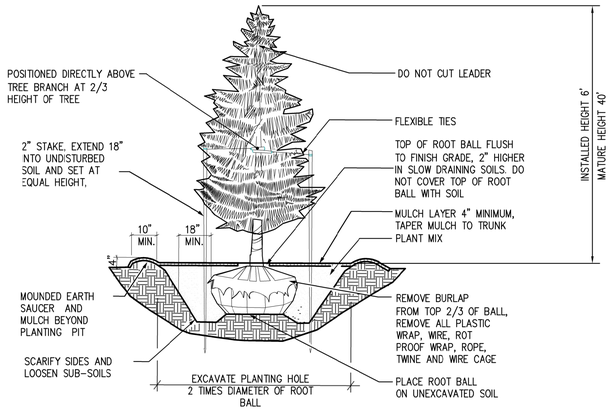
9. RESTORATION OF DISTURBED AREAS FOR NEW LAWN:
ALL DISTURBED AREAS NOT COVERED BY BUILDING, PAVEMENT OR LANDSCAPE PLANTING BEDS SHALL BE PREPARED FOR GRASS SEED AND SEEDED. LOOSEN RUTS AND WORK THE SOIL AREAS TO A MINIMUM OF 6" DEEP PRIOR TO FINE GRADING AND SEEDING WORK. AREAS TO RECEIVE GRASS SEED SHALL HAVE A MIN. 4" TOPSOIL PLACED, SEEDED AND A STRAW/MULCH BLANKET COVER PLACED OVER THE SEEDED AREAS PER MDOT SPECIFICATIONS. FERTILIZE WITH ONE POUND OF ACTUAL NITROGEN PER 1000 SQUARE FEET WITH A SLOW RELEASE COMMERCIAL STARTER FERTILIZER (LESCO 18-24-12 OR EQUAL).

10. LANDSCAPE TREES, SHRUBS AND PERENNIAL WATERING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DELIVERING, APPLYING, MEASURING AND SCHEDULING A SUFFICIENT AMOUNT OF WATER NECESSARY TO KEEP EACH PLANT IN A HEALTHY GROWING CONDITION THROUGHOUT THE PERIOD OF ESTABLISHMENT. THE CONTRACTOR SHALL APPLY 1" OF WATER PER WEEK TO ALL NEW PLANTS. THE CONTRACTOR SHALL INSTALL & MAINTAIN SUPPLEMENTAL DRIP WATERING TREE BAGS (SUCH AS 20 GALLON TREE GATOR WATER BAG) TO PROVIDE ADEQUATE, SLOW RELEASE OF WATER. WATER BAGS SHALL BE REMOVED AT THE END OF THE SECOND GROWING SEASON.

11. TURF GROUNDCOVER (SODDING, SEEDING AND SEED MULCHING):
ALL SEEDING INSTALLATION SHALL CONFORM TO MDOT SPECIFICATIONS AND NOTE 9 ABOVE. SEED AT 5 LBS/1000 SF (220 LB/AC) WITH THE FOLLOWING SEED MIXTURE (CSI GEOTURF SUN & SHADE MIX):

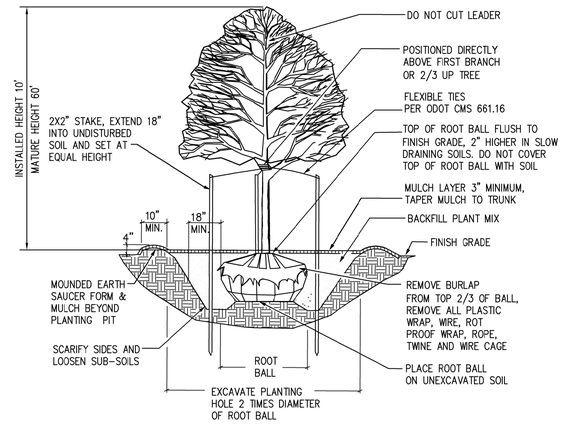
KENTUCKY BLUEGRASS	20%
HARD FESCUE	20%
CHEWING FESCUE	20%
PERENNIAL RYEGRASS	40%

12. PLACE "DEWITT 15 YEAR WEED BARRIER" WOVEN POLYPROPYLENE OR APPROVED EQUAL IN ALL PLANTED BEDS AND AT EACH TREE RING.



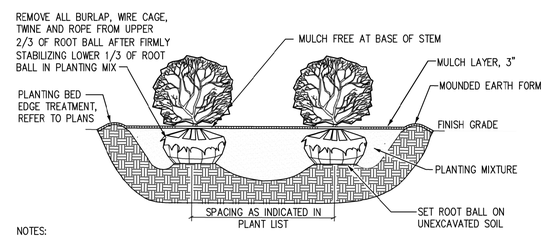
EVERGREEN TREE PLANTING DETAIL

NO SCALE



DECIDUOUS TREE PLANTING DETAIL

NO SCALE



NOTES:

ALL SHRUBS PLANTED IN ROWS OR MASSES SHALL BE MATCHED IN SIZE AND FORM.

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)

NO SCALE

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
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LANDSCAPE NOTES & DETAILS

L101

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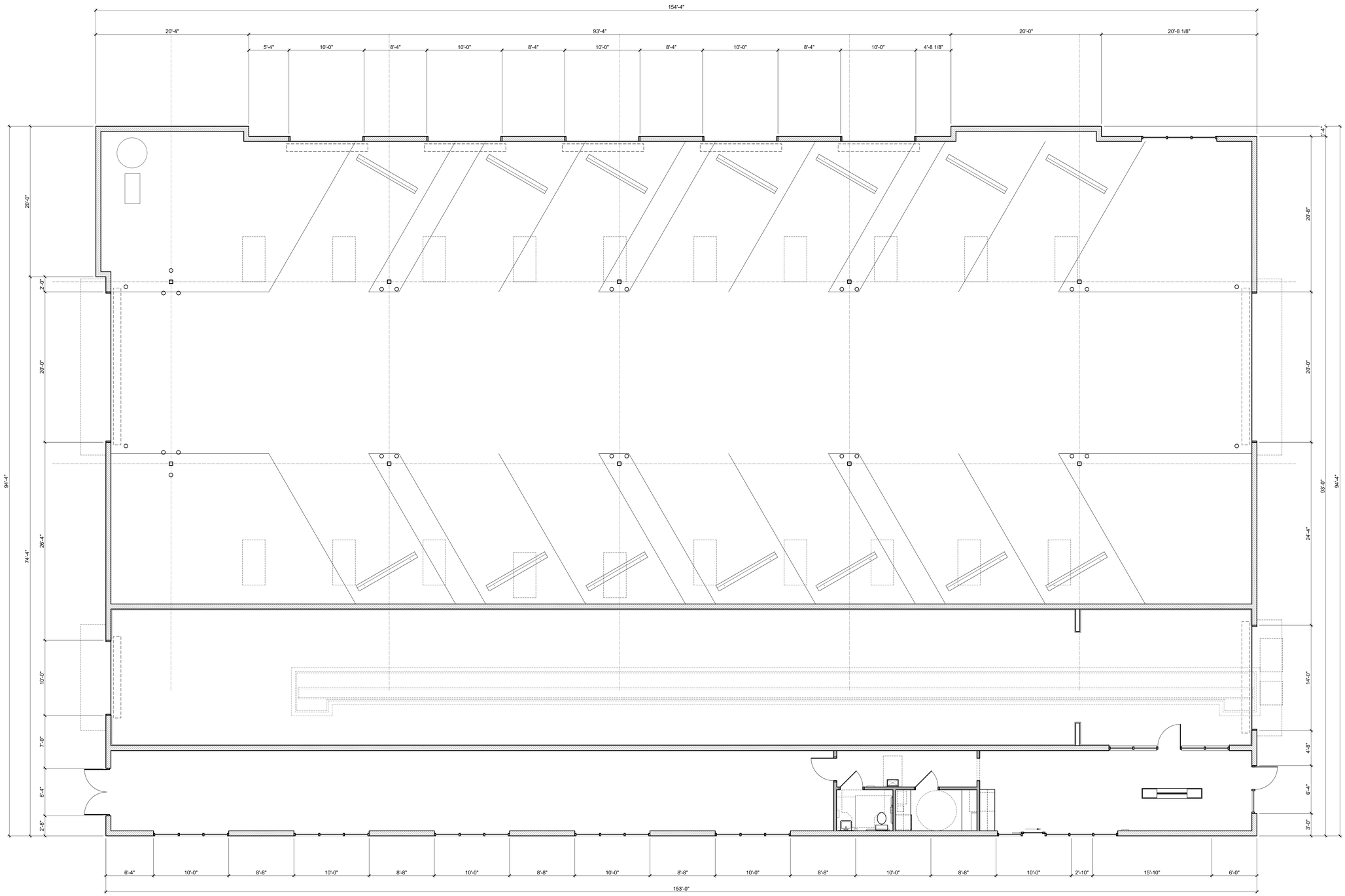
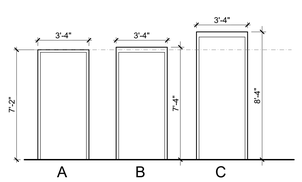
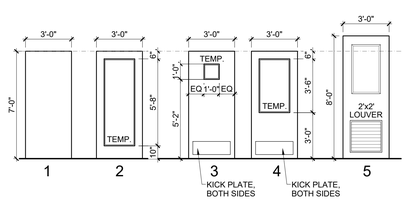


5 FLOOR PLAN



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

4 DOOR FRAMES



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

3 DOOR ELEVATIONS

2 DOOR SCHEDULE

DOOR									FRAME		
NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT	REMARKS
1.01	STAFF	3070	01	H.M.	0-HR	N/A	SET 01	A	H.M.	
1.02	CLOSET	3070	01	H.M.	0-HR	N/A	SET 02	A	H.M.	
1.03	OFFICE	(3) 3070	02	ALUM.	0-HR	TEMP	SET 05	B	ALUM.	CLOSER
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.	
1.05A	MECHANICAL	3070	04	H.M.	0-HR	N/A	SET 04	A	H.M.	
1.05B	MECHANICAL	(2) 3080	05	H.M.	0-HR	N/A	SET 05	C	H.M.	
1.05C	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.	
1.06	WASH BAY	3070	04	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07A	VACUUMS	3070	01	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07B	VACUUMS	3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.	CLOSER

DOOR GENERAL NOTES

1. ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE
2. ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.
3. ALL GLAZING IN NEW DOORS TO BE TEMPERED
4. ALL DOORS TO RECEIVE (3) HINGES
5. ALL DOORS TO RECEIVE (3) SILENCERS
6. ALL DOORS TO RECEIVE DOOR STOP
7. ALL EXTERIOR DOORS TO RECEIVE CLOSER
8. ALL EXTERIOR DOORS TO HAVE ANIS COMPLIANT THRESHOLD (1/4" MAX)
9. ALL EGRESS DOORS SHALL UNLATCH WITH ONLY ONE OPERATION OF THE DOOR HARDWARE, READILY OPERABLE FROM EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE AND SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE. 2021 MBC 1010.1.9/1010.1.9.1/1010.1.9.5.

DOOR HARDWARE SETS

SET 01: OFFICE LOCKSET
SET 02: STORAGE LOCKSET
SET 03: PRIVACY LOCKSET
SET 04: PASSAGE LOCKSET
SET 05: EXIT LOCKSET
SET 06: PUSH / PULL

KEY ALL DOORS ALIKE

1 FINISH SCHEDULE

SPACE		FLOOR		WALLS				CLG	
NO.	ROOM NAME	MAT	BASE	NORTH	EAST	SOUTH	WEST	MAT	REMARKS
1.01	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.02	CLOSET	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.03	OFFICE	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK
1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	WL	GYP	6" VINYL BASE
1.05	EQUIPMENT	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK
1.06	WASH BAY	CONC	NO	WL	WL	WL	WL	NO	PAINT BAR JOISTS & ROOF DECK
1.07	VACUUMS	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK

FLOORING	BASE	WALLS	CEILING
WD SIM WOOD FLR NO NO FLOORING SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE	VB VINYL BASE NO NO BASE	PT-1 WHITE PAINT PT-2 BLONDE PAINT SW 6128 WL WALL LINER PANEL NO NO FINISH	GYP GYPSUM BOARD CEILING WL WALL LINER NO NO CEILING

FLOOR PLAN CODED NOTES

1. WALL MOUNTED FIRE EXTINGUISHER. EXTINGUISHER TO BE: RED ENEMELED FINISH HEAVY DUTY STEEL CYLINDER. UL AND FM APPROVED. ABC MULTI PURPOSE DRY CHEMICAL, 10 LB CAPACITY UL RATED 4A 60B: C, HOSE TYPE, UPRIGHT, SQUEEZE GRIP OPERATION
2. INTERIOR WALL LINER PANEL, TYP. @ WASH BAY
3. 14'-0" x 8'-0" OVERHEAD DOOR
4. 10'-0" x 8'-0" OVERHEAD DOOR
5. 20'-0" x 8'-0" OVERHEAD DOOR
6. CAR WASH TRENCH, SEE MANUFACTURER'S DRAWINGS
7. DECORATIVE AWNING, CENTER OVER WINDOWS / DOORS
8. DEDICATED COMMERCIAL GRADE SINK FOR UTILITY SINK
9. ANSI COMPLIANT WATER BOTTLE FILLER
10. 12" DEEP SHELVING W/ STANDARDS AND BRACKETS
11. WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES. BUILD WALL TO BOTTOM OF BAR JOISTS.
12. TIRE SHINE GRATE, COORDINATE W/ EQUIPMENT SHOP DRAWINGS.
13. UNDER COUNTER REFRIGERATOR
14. SERVER RACK, SEE SHEET A5-1
15. NOT USED
16. ALUMINUM STOREFRONT SYSTEM, SEE EXTERIOR ELEVATIONS, PROVIDE 1" INSULATED GLASS
17. CORRULATOR, SEE EQUIPMENT SHOP DRAWINGS
18. ANSI COMPLIANT STAFF DESK, SEE A5-1
19. PROVIDE 2 1/2" METAL Z-FURRING STRIPS @ 24" HORIZONTAL W/ MIN R-13 RIGID INSULATION IN FURRING CAVITIES W/ 5 MIL VAPOR BARRIER
20. ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM, SEE A5-1
21. COFFEE MAKER, SEE INTERIOR ELEVATION
22. MICROWAVE, SEE INTERIOR ELEVATION
23. ANSI COMPLIANT STACKABLE WASHER / DRYER
24. ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 24 PERSONS
25. QUIK-BRIK MASONRY CONSTRUCTION, TYP @ EXTERIOR WALLS.
26. ANSI COMPLIANT EXIT SIGNAGE, SEE A5-1
27. STORAGE CABINETRY BY OWNER.
28. 8" CMU WALL
29. ROOF ACCESS LADDER, CENTER BELOW ROOF HATCH ABOVE, SEE DETAIL ON A5-1
30. 30"x30" CLEAR LANDING SPACE, CENTERED ON LADDER
31. INSTALL SMOOTH, HARD, NON ABSORBANT FRP PANEL, SIM. TO WASH BAY LINER PANEL, FULL HEIGHT OVER THIS WALL.
32. PRODUCT DISPLAY RACK PROVIDED BY OWNER.
33. VACUUM EQUIPMENT.
34. SKYLIGHT ABOVE.
35. 6" CONCRETE FILLED PIPE BOLLARD.
36. PRECAST CONC. PARKING WHEEL STOP.
37. ACCESSIBLE PARKING SIGNAGE.
38. VAN ACCESSIBLE PARKING STALL PER ANSI SECTION 502, ANSI COMPLIANT VACUUM TO BE PROVIDED AT THIS STALL.
39. 8'-0" WIDE AISLE SPACE MARKED SO AS TO DISCOURAGE PARKING WITHIN IT FOR VAN ACCESSIBLE PARKING PER ANSI 502.2 THROUGH 502.4.4.

WALL LEGEND

NEW STUD WALL

NEW 8" FOUNDATION WALL

WALL TYPES SCHEDULE

#	ASSEMBLY DESCRIPTION	HR	NOTES
3B	3 5/8" METAL STUDS, @ 16" O.C. 5/8" GYP BD 3" SOUND BATT	0 HR	PARTIAL HEIGHT PARTITION, TERMINATE GYPSUM BOARD 6" ABOVE FINISH CEILING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"
3C	3 5/8" METAL STUDS, @ 16" O.C. 5/8" TYPE 'X' GYP BD	1 HR	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ MEZZANINE DECKING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT D BAKER
License No. 1301072033
REGISTERED ARCHITECT
SCOTT D BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

SCALE: 3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION
FLOOR PLAN
A1-1
DATE: 07.10.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

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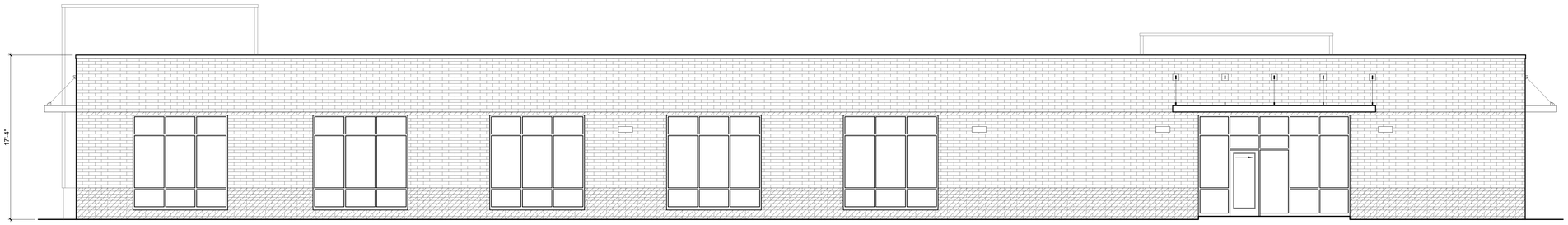
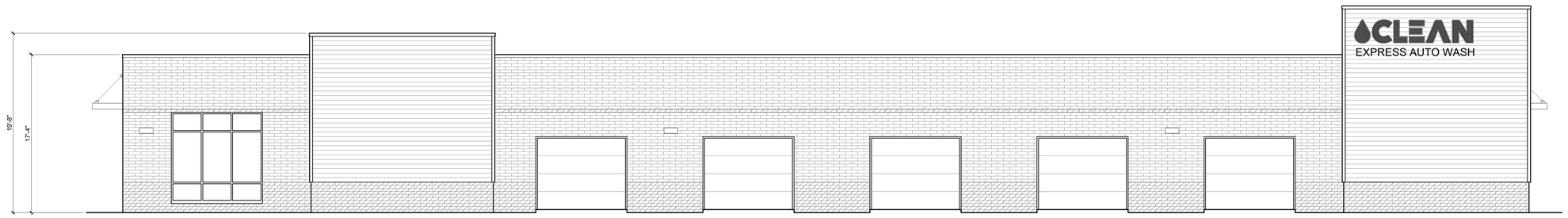
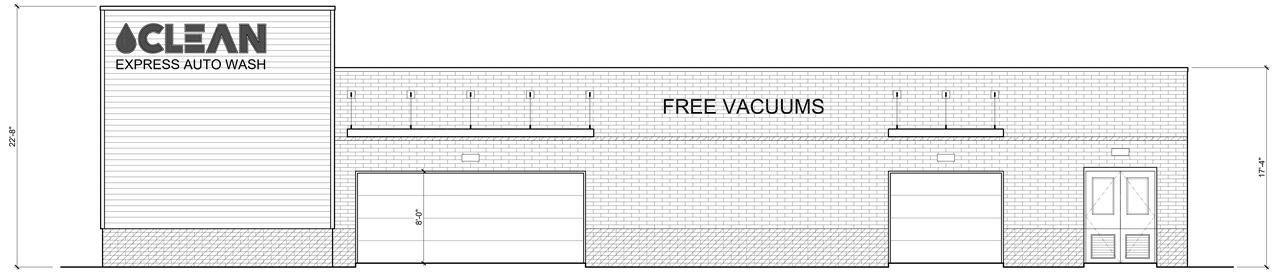


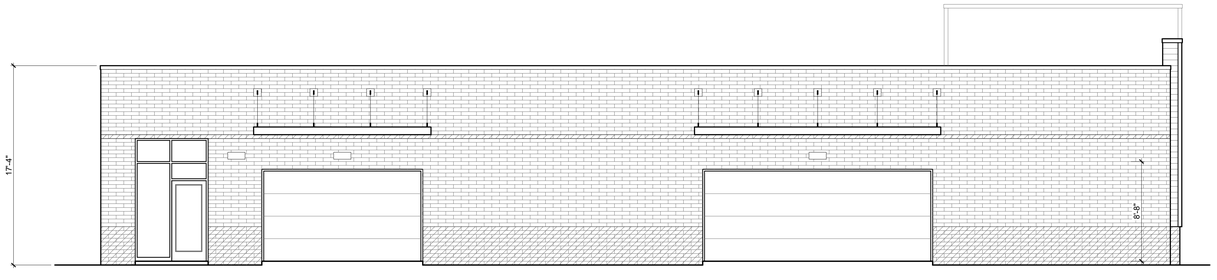
4 SIDE (WEST) ELEVATION



3 SIDE (EAST) ELEVATION



2 REAR (NORTH) ELEVATION



1 ENTRY (SOUTH) ELEVATION

ELEVATION CODED NOTES

1. ALUMINUM STOREFRONT GLAZING SYSTEM. MANUFACTURER TO DESIGN FOR WIND LOAD REQUIREMENTS PER CODE
2. QUIK-BRIK CMU CONSTRUCTION, SEE MATERIALS LEGEND. INSTALL CONTROL JOINTS PER MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS
3. CONTINUOUS METAL COPING, TYP.
4. 5" SQUARE METAL DOWNSPOUT
5. OVERHEAD DOOR
6. SIGNAGE PROVIDED BY OWNER.
7. 1x4 COMPOSITE CORNER TRIM, TYP.
8. GRADE, COORDINATE W/ CIVIL DRAWINGS.
9. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
10. NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING.
11. MASONRY BAND IN DARK FINISH TO MATCH BASE OF WALL
12. DECORATIVE LIGHT FIXTURE

ELEVATION MATERIAL LEGEND

- QUIK-BRIK (LIGHT FINISH)
- QUIK-BRIK (DARK FINISH)
- NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING

EXTERIOR MATERIAL NOTES:
1. COLOR OF METAL COPING TO MATCH STOREFRONT SYSTEM COLOR

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

STATE OF MICHIGAN
SCOTT D. BAKER
LICENSED
ARCHITECT
SCOTT D. BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

PRELIMINARY NOT FOR CONSTRUCTION

SCALE:	3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION	
EXTERIOR ELEVATIONS	
A2-1	
DATE:	07.10.2025
PLANNING COMMISSION	
SBA STUDIOS PROJECT #	2025-371

Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and Section 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7.

UNAPPROVED MINUTES

MINUTES OF THE 1,234th PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, August 19, 2025, the City Planning Commission of the City of Livonia held its 1,234th 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	David Bongero	Sam Caramagno
	Glen Long	Peter Ventura	Ian Wilshaw

Members absent: Wafa Dinaro

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

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

ITEM #1 PETITION 2025-07-02-15 Clean Express Car Wash

Mr. Caramagno, Secretary, announced the first item on the agenda, Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and Section 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7.

Mr. Wilshaw: Mr. Ventura.

Mr. Ventura: My company represents the owner of this land, but not the petitioner. But for that reason, I'm going to recuse myself from the proceedings this evening.

Mr. Wilshaw: Okay, we'll let you step away from the dais. Thank you, Mr. Ventura.

Mr. Wilshaw: Now we'll go to Mr. Uhazie for background information on this petition.

Mr. Uhazie: Thank you, Mr. Chairman, good evening. This is a request to operate an auto wash establishment located on the northeast corner of Fox Drive and Six Mile Road. The petition parcel is L shaped with approximately 207 feet of frontage on Six Mile Road and 311 feet along Fox Drive. The site is the former Buca de Beppo restaurant, which is currently vacant. The parcel size is 1.61 acres. The existing zoning of the subject site is C-2. Adjacent properties are zoned, RUF to the east, which is the cemetery with the parking in front, zoned P. To the north and west is C-1 as part of the Assisted Living Center, and across Six Mile is commercial, zoned C-4. Operating auto wash establishments are allowed as waiver-use under Section 6.07 of the zoning ordinance. Auto wash establishments cannot be located nearer than 150 feet, as measured from any point on the property to any point of a church, public or parochial school or playground. There are neither of those within 150 feet of this property. The proposal includes removing the existing building, including the basement foundation and utilities. The existing Six Mile Road driveway would be removed and moved from the southwest corner to the southeast corner of the property, and a second drive is shown in the northwest corner to access Fox Drive. A new 14,229 square foot auto wash building that measures 23 feet in height at its tallest and about 17 1/2 feet along the rest of the building would be constructed. The proposed building's dimensions would measure 93 feet by 153 feet. The building location will meet both the 15-foot and eight-foot minimum setback requirements. Section 6.07 requires that a building be situated no closer than 35 feet on one side of the property and eight feet to the other. The building will be approximately 60 feet from the west property line and approximately 45 feet from the east property line. The building complies with all minimum required setback regulations. Plans

show three service lanes providing access to the car wash. The lanes commence along the east side of the property maneuvering in a northerly direction and then looping back south to the entrance on the north side of the building. The plan shows stacking for 21 vehicles. Each lane would have a pay station adjacent to the east side of the building, just before turning and entering into the building. Beyond the pay stations, the service lanes tapered to a single 12-foot drive aisle to manage vehicles as they enter the facility. A 12-foot bypass lane is provided after the pay stations, allowing vehicles to exit the site via 24-foot drive onto Fox drive. Vehicles will exit the car wash at the south end of the building and can either turn left to exit the site or make a right onto the two way drive. This would provide access to 13 outdoor parking spaces, nine of which would have proposed outdoor vacuums. There is a second 20-foot entrance to the building on the south end. This allows access to 14 indoor vacuum spaces. There's also a drive to the east that connects to the Trinity House theater. The site plan shows single striped parking. The zoning ordinance requires at least 20 spaces for auto wash establishments. The site plan shows 13 outdoor parking stalls located on the eastern side of the building, and the floor plan shows an additional 14 parking spaces with vacuums, which are located within the building. There is a dumpster enclosure shown in the northwest corner of the building. Details of the enclosed closure are not provided. A single dumpster would need to be consistent with the city's policy of requiring durable, long, lasting, solid panel material and enclosed on three sides by masonry walls that would be at least six feet in height. Additional details are required to determine compliance with the city's sign regulations. The maximum height for a monument sign in the C-2 business district is six feet. The maximum area for a sign in the C-2 business district is 30 square feet. According to section 11.04, no sign shall be permitted at any location that creates any type of safety hazard or visual impairment to pedestrian or vehicular traffic. The submitted floor plan shows three separate portions of the building. There is the car wash bay area, the indoor vacuum section, and then the office, bathrooms and equipment rooms. Elevations show the building with quick brick finish, there would be light finish along the top three quarters, and a dark finish across the bottom quarter. Fiber cement with horizontal siding for the wall with the car wash logo over here. They also have some renderings that will be shown here in a second. The landscape plan shows 37 frontage trees, 30 which are evergreens and seven that are deciduous. There are eight existing trees remaining in the parking lot, and there will be

evergreen and deciduous screening plants along Fox drive. No changes would be provided to the eastern property line. Along the C-2 to RUF, there is an existing wall and fencing. There are eight existing trees along the west property line, the C-2 to C-1 border. The required amount of green belt buffering along the west property line is 10 trees. The site plan provides three more trees along the west property line, satisfying the requirement. The south property line trees are already provided as the south property line is in the Six Mile Road frontage, five trees are required. Seven of the frontage trees are provided, satisfying the requirement. There will be stone mulch planting beds, as well as lawn area with sod. The photometric plan submitted for the site shows foot light candles at or below 0.5. at the property line with adjacent properties. Two existing light poles are scheduled to remain on the property. Three proposed 18-foot lighting fixtures are shown. There is another fixture over the west side of the parking lot. The double lighting fixture is over the 12 foot drive north of the building, providing illumination to the exit of the indoor vacuums and the entrance to the car wash. The average illumination levels on the car wash property appear consistent with the pre-existing ones. As I mentioned, here are some of the renderings that have been provided since our study session. As you can see, there's the light coloring along the top three quarters and then the dark finish along the bottom. The petitioner also submitted a stormwater management plan that shows underground water storage in the southwest corner of the property by Six Mile drive. As part of the petition, they have worked with neighboring property owners, and in the past, there was a traffic study done. The petitioner did submit an example of what was provided from that traffic study, showing a proposed signal layout that they were working with the county to get approval on showing how traffic would be managed at the site. I addition to that, we they also provided a draft letter showing to the neighbors to secure access to Fox Drive. And they're reviewing their ability to shut off the interior lighting after hours. That was shown to be a concern at our study session as well. And that with that, Mr. Chairman, I have some correspondence

Mr. Wilshaw: Sure, if you'd like to read out the correspondence

Mr. Uhazie: The first item is from the Engineering Division, dated July 23, 2025, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time, but would like to note the following items: 1. The*

subject parcel is assigned the address of #38888 Six Mile Road. Should additional addresses be needed, the Owner will need to contact this Department once approvals have been obtained. 2. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. Based on the submitted drawings, we have the following comments: i) Sanitary Sewer: The drawings do not include a basis of design for the proposed sanitary sewer outlet, but we do not believe the change in use will negatively impact the existing system. The developer will be required to clean and televise the existing sanitary sewer lead if it is to be re-used. If the condition is not sufficient for re-use, a new service will need to be installed to the parcel. ii) Water Main: The drawings do not indicate that the existing water service will be re-used for the proposed business, but if that is the intention, the owner will need to determine if the existing service is correctly sized for the proposed use. iii) Storm Sewer: The drawings do not indicate any storm sewer information. Storm sewer design and detention will be required per the Wayne County Storm Water Ordinance. This department will do a full review of the proposed improvements when drawings are submitted for permitting. 3.. Any improvements within the Six Mile Road right-of-way will require approval and permitting from the Wayne County Department of Public Service. Turning movements onto Six Mile Road from the site may be restricted based on comments from Wayne County traffic reviews. 4. We would recommend that the proposed business be required to place sidewalk along the west side of the property (along the Fox Drive frontage) to facilitate pedestrian traffic into the existing (and proposed) businesses through that corridor." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated August 6, 2025, which reads as follows: "*This office has reviewed the site plan submitted in connection with a request to construct a commercial building on property located at the above referenced address. We have no objections to this proposal. A further detailed plan review will take place when this division receives an official plan set.*" The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated July 25, 2025, which reads as follows: *"I have reviewed the plans in connection with the petition. I have no objections to the proposal*." The letter is signed by Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Inspection Department, dated July 31, 2025, which reads as follows: *"Pursuant to your request, the above-referenced Petition has been reviewed. 1. Signage shall conform to the city's sign ordinance, or a variance from the Zoning Board of Appeals*

would be required. 2. An enclosure of sufficient height to completely screen the dumpster is required on three (3) sides of the waste receptacle, with a solid gate on the fourth side. The height of the enclosure must be not less than six (6) feet or at least one (1) foot above the height of the dumpster, whichever is greater. The enclosure gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass and, when not in use, closed at all times. The enclosure must be constructed of the same or compatible material and colors as the principal building in terms of texture and quality. This Department has no further objections to this Petition" The letter is signed by Jerome Hanna, Director of Inspection. The next letter is from the Treasurer's Department, dated July 23, 2025, which reads as follows: *"All taxes have been paid on this property*" The letter is signed by Susie Nash, Treasurer. We also did receive a number of public comments that have been provided to you for review ahead of time to be considered.

Mr. Wilshaw: We did receive many emails regarding this petition, so instead of reading those all out individually, just note that they are part of our record, and we have had a chance to review them. So, thank you. Is there any questions for the planning staff from any of the commissioners?

Mr. Bongero: So, there's no new traffic study done?

Mr. Uhazie: No. They provided one that was done, I believe in 2023.

Mr. Bongero: That was done by Schoolcraft College?

Mr. Uhazie: I don't know in what capacity, but yeah, they were the one that's provided it.

Mr. Bongero: Okay, they are going to put a new traffic light in?

Mr. Uhazie: I believe there are talks with Wayne County, but that would probably be better question for the petitioner to see where that is actually at in the process.

Mr. Bongero: Okay, thank you.

Mr. Wilshaw: Thank you. Mr. Bongero, any other questions for staff?

Mr. Droze: Thank you, Mr. Chair. Mr. Uhazie, there were several renderings included in the packet, and I guess a couple of them appeared to differ from the site plan. Are those provided as

more of a reference for some of the, you know, the material choices, or, I guess, particularly the differences between the elevation and, I believe design, the architectural site plan and then the rendering?

Mr. Uhazie: So I believe they were as examples more for the covering to give the elevations where the what the petitioner was using, and then the renderings were more for the color palettes.

Mr. Droze: Okay.

Mr. Wilshaw: Thank you. Mr. Droze. Any other questions for staff? Mr. Uhazie, just one question. You mentioned the agreement between this petitioner and the neighbor who owns this strip of property along Fox Drive to get cross access to that road. Is that agreement in place? Or is that just proposed at this time?

Mr. Uhazie: I believe it has been sent to the neighbor, as far as I know, but I do not know the status since then.

Mr. Wilshaw: Okay.

Mr. Uhazie: They seemed confident that it would be something that they could come to work together on, but I've not seen anything that's been finally signed.

Mr. Wilshaw: Okay, all right, thank you. I appreciate you clarifying that for me. If there's no other questions for staff, then the petitioner is in our audience. Feel free to come forward to our podium. I'll ask that you start with your name and address for our record. Good evening.

My name is Jacob Rilett, Mannick Smith Group or the design engineer on this project. Thanks for your presentation, Jacob. I mean, they covered most of the basics of the site plan itself. Little background on Express wash. It's about 125 locations throughout the Midwest, starting in Ohio. They're moving gradually north into Michigan. This will be the third Livonia site that we've done. So you guys are a little familiar with what we do. They're really proud of themselves on, you know, the visual look of their sites, the over exceeding the requirements on landscaping and really working with neighbors and helping improve the whole area, not just their own site. There's a pretty advanced water reclamation system that recycles about 80% of the water used from each wash, so it really minimizes the impact on utilities and all those related things. As far as

stacking, we don't have any concerns about the ability of this site to spilling out into the road or impacting that with backups or anything along those lines. They're capable of cycling through about 100 cars an hour, if need be. So the long backups that you see on some other car wash models just don't happen on this because of the more advanced blower technology. They don't need hand dryers out at the end, slowing things down. It's 90 seconds you're in and you're out. The vacuums are free to the public and open at all times. Well, open during business hours, but that's just a free amenity that's added with the service. As far as the traffic signal proposed, that's something that's been in the works for as I understand it, about two years. Schoolcraft College and HRC have been working on that with the county. The main reason to my knowledge, that it hasn't happened yet is because the existing curb cut of the Buca to pepper site is on the southwest corner, which would really make the signal unviable. And then by going forward with the layout that we provide here, it allows that curb cut on Six Mile to move over to the southeast corner of the site and really allows that traffic signal to go into place. And we believe that it's going to really offset a lot of the traffic concerns that might be had about a car wash coming in here, because car washes are an automated heavy use. As far as a new traffic study, I mean, we didn't have time since the study meeting last week to get a full new traffic study done for this site, but I can provide you some useful numbers and sell you the ITE manual for traffic. For a car wash site, it recommends that you use about 70 trips generated for a peak hour traffic. So that's your peak hour, your most vehicles you're ever going to see is about 70. But for a car wash site, they recommend about a 75% factor of that to be passed by traffic. Car washes are an impulse purchase that you get when you're already out. People aren't leaving their houses to go get a car wash and go back home. So that impact that you're going to see of new trips generated by this site is really only 17-18, at the peak hours of business. And we believe, you know, with the traffic signal going in there, that's going to be an improvement upon the existing condition, and it's going to finally allow for that left turn off of Fox drive on to Six Mile, so we believe that the traffic impact is going to be improved from the current state.

Mr. Wilshaw: Okay, anything else you'd like to tell us about the business and the layout of this business, I think you mentioned that you have sort of a unique design in the sense of compared to the other ones that we've seen in the city with indoor vacuum model.

Mr. Rilett: Yes, the indoor vaccum building is a sort of new prototype concept that they've been working for. We've got three or four sites in development with this, but especially in Michigan, you know, with our lovely winters, you don't want to be outside vacuuming your cars walking around in the freezing cold. This allows for an indoor vacuum bay. After you've gone through the car wash, you are free to, at any point to come into the sort of a hanger bay here and use the vacuums inside. It's heated. The floors are all heated, so you won't have any freezing issues, anything like that. And it's really more of a luxury model of a car wash. It's kind of like the crown jewel of what you would ask for a car wash to be and it kind of is a good…a common concern we see with cities, with these new sites we bring in, is everybody says there's so many car washes. Why do we need more generally, the thought processes, so Express's 120 sites, mostly in Columbus, Detroit area is just underserved as far as car washes. The number of washes per vehicle in this area is significantly lower than you would see in Columbus, and they believe it's kind of created by, you know, when you have these subscription model washes somebody that maybe only washed their car once a month. They come, they like it, they get a subscription. All of a sudden, they're doing it two, three times a week. You can really increase the demand by having these nice systems. The subscription at this location is good at any of our other locations as well. So, people really they'll put these, you know, only a mile away from each other back in Columbus, and they don't see an impact on a loss on the business. They really do support themselves.

Mr. Wilshaw: Okay, is there anything else you'd like to tell us before we get some questions for you?

Mr. Rilett: Fire away.

Mr. Wilshaw: All right, let's see if there's some questions. Any commissioners with questions for the petitioner?

Mr. Droze: Mr. Rilett, at our study session, we talked briefly about some of the adjacent property owners, and I think coordination with them is, you know, seems like that would be an important item for this. Sounds like the Fox Drive is well underway with getting an easement and that access, which I think will help with traffic, but to the property to the east, I think at our initial rapid response meeting several months ago, we talked about how, although it's maybe not documented, it seems like there was some kind of reciprocal parking agreement written down, or maybe not, with

the Trinity house to the east. Has there been any discussion between the property owners about if there's an option for providing some that parking? Because right now, it's, I think it's about 127 spaces. And you know, I think you're taking it down to 13, with multiples being vacuum sites. So, has there been any discussion with the adjacent property owner about how that might be accommodated?

Mr. Rilett: I believe Express has reached out to them. We did dig through sort of the titles and easements, and there's a cross access agreement in place, but there's no written formal shared parking agreement. I know, speaking with the Express representatives, they've got no issue with any of these spaces being used after business hours. We close at 8pm every night. I don't know what time most of their shows are at, but I know they have reached out, or intend to, at least, to them to come up with some sort of formal agreement as far as sharing any of our, you know, we have a lot of open spaces along there. I don't think we'd be able to keep the indoor vacuum bay open all night, but I don't think Express has any issue sharing those outside spaces after business hours.

Mr. Droze: Okay, and then I guess expanding on that, there is a fair amount of open space on the north side of the property. Would that be some sort of arrangement that would be possible to maybe repurpose that for cross access parking, because, really, I mean, they're located between the daycare center and the cemetery, which certainly the later will not be able to move. I guess, if there's any opportunity, is that something that's on the table?

Mr. Rilett: Essentially, so the northern portion of this property had been hauled off in the design, in case the property owner to the north wanted to expand his own parking lot is part of the agreement to get that Fox Drive access. It doesn't seem like that is one of his requests at this time. So there's a chance we could provide extra parking up there. I don't know that would be something that I would have to discuss with Express ownership if we were to create extra parking just for someone else to use, it's…I can't say, I promise you that for them so, but as of right now, that's the reason that north area has been withheld, is just in case it was needed as part of negotiation for the Fox Drive access, because that was a major priority for the traffic signal as well.

Mr. Droze: Okay, and I guess I have one question on the traffic study itself. So, it looks like it was done roughly 2022 2023 is that reflective

of current traffic volumes. I know we had kind of a dip in traffic after COVID, and that rebounded. Is that, I guess, are the findings of that study still valid. And, you know, with obviously, the restaurant has been deducted, but now we're adding this back in, I guess, maybe talk to the validity of the study, and if there could be any additional work needed, what that might look like.

Mr. Rilett: So, we have a traffic engineer from HRC that I believe, worked on the traffic study here, and she could probably speak to that question a lot better than I can. I'm no traffic expert.

Mr. Wilshaw: Thank you. That'd be excellent.

Leah Michaels, HRC. The traffic study you saw was something that HRC had worked with Schoolcraft College on a couple of years ago. So, I do want to make it clear that it does not have the projected traffic volumes from the car wash in there. This study was completed to look at the potential for a new traffic signal at Fox Drive and Six Mile. So, we have been working with Schoolcraft College for the past couple years, as well as some of the engineers from the city and Wayne County to try to get this traffic signal installed. One of the major reasons it hasn't yet is because of the location of the current driveway to the Buca de Pepo property. One of the stipulations from Wayne County roads is that that driveway not be there because it conflicts with some of the turning movements, specifically from Quakertown on the south side. So that's the reason the signal has not gone in yet. This is a signal that is being funded by Schoolcraft College. So, I'm here tonight just to point to if this land were to get redeveloped, we really want that driveway location to be pushed towards the east, so that Schoolcraft College and others can get the traffic signal there. So long answer to that question, but yes, it was done a couple years ago for purposes of the traffic signal.

Mr. Droze: And I guess with that…

Ms. Michaels: Sorry. So, John from Schoolcraft College wanted me to point out that a couple years ago, a signal was warranted there without any additional traffic from some of these developments that have occurred over the past couple of years.

Mr. Droze: Okay. And I guess maybe my last question on that is, if this driveway were to be moved as part of this project, is there anything holding back the signal project at that point? So, if this

gets approved, the signal could get started. Kind of where I'm looking at it is, the signal is in place before the development opens? Is that realistic?

Ms. Michaels: Yeah, so we have it fully designed. We don't have permits yet. We were kind of waiting on that because we knew a permit wouldn't be issued until the driveway was closed, so we have plans ready to go. It'd just be a matter of getting permits from the county and bidding the project.

Mr. Droze: And fundings in place?

Ms. Michaels: Yep, Schoolcraft College and their group of people have all agreed to fund it.

Mr. Droze: Okay, thank you. I'm good.

Mr. Wilshaw: Ms. Michaels, while you're up here, is there any other questions for our traffic engineer?

Mr. Bongero: Yes. Thank you for coming up tonight. So I know the study that it's two and a half years old. It could never factor in a car wash. Would you even be able to speak to…with this light you think, help manage that traffic adequately with the car wash being there, or you couldn't even answer that? You'd have to do a new study?

Ms. Michaels: It'd be tough to answer. But I do know that the putting a traffic signal at Fox drive there was room for additional traffic, because I know Schoolcraft College had some other developments kind of planned in the area that we knew this traffic signal could absorb some additional traffic in the area. I think anything from this parcel, at least having the driveway go out to Fox drive is a definite improvement. People using the fox drive and then a signal to turn on a six mile is a lot safer than I think the current driveway that's there now.

Mr. Bongero: But you couldn't,without them doing a separate study, there's just no way you could…

Ms. Michaels: Yeah, I can't speak to that. I'm sorry.

Mr. Bongero: Okay. Thank you.

Mr. Wilshaw: Thank you. Mr. Bongero, any other questions for our traffic engineer?

Mr. Long: Can you speak to the configuration of a signal, I mean, Fox drive, and then the entrance to the subdivision are not aligned. So how does that work? Is there more than one light there? And do they allow them to turn into a green? Do you know how that would work?

Ms. Michaels: Yep. So, it'd be like a split phase. So when Quaker town received a green light, it would be the only one that had a green light. So everybody exiting Quaker town, and then Fox drive would be a separate phase. So would have a green light at a separate time, and then your Six Mile traffic would go together. So, they would each have separate signals and separate phasing. And quick, I guess I should add Quakertown, and working with the City of Livonia, will be adding a northbound left turn lane, so taking out that median that's there to help improve some of the flow coming off of Quaker town onto Six Mile that was something we've been working with the city engineers on as well.

Mr. Wilshaw: Thank you. My question was actually very similar. It's just in explaining that this is essentially an offset signal, and both the traffic coming out of Fox drive and Quaker town will both be protected with a dedicated phase as they use their respective directions. Okay, that way there's no conflicts or cars hitting each other. Excellent. Okay, that's the only question I had. Is there any other questions for a traffic engineer? We're gonna let her sit back down. Everyone's good. Mr. Droze?

Mr. Droze: Maybe one more. Ms. Michaels, I guess your the engineer record for the signal. But has there been any discussion with maybe Wayne County offered it in terms of the operation of the car wash driveway. Would that Six Mile access be right in, right out, or would it permit, like a left turn out of there? Just curious.

Ms. Michaels: So, I don't know about the car wash specifically. About a year ago, when we were talking about Buca de Pepo, they were requesting that it be right in, right out.

Mr. Droze: Okay. Thank you.

Mr. Wilshaw: Thank you, Mr. Bongero: Go ahead,

Mr. Bongero: How crucial to this traffic management, in your opinion, is that additional access onto Fox Drive. You know what I am saying? That's needed, right? To pull this off. They're going to need that

if they don't, because that's not a guarantee. Yet, they don't have it. They've been talking to them, but they don't have it yet.

Ms. Michaels: For a car wash, yes, I think you definitely need a second

Mr. Bongero: They need that additional. Okay, okay. Thank you.

Mr. Wilshaw: Anyone else? All right, I think for all set, thank you. Ms. Michaels, for coming up. Any other questions for our petitioner?

Mr. Bongero: Just following up on that Fox Street access. What is the holdup of like not having a…

Mr. Rilett: So, the property owner of the north, he was at the study meeting that we had last week. I know the agreement was sent over the day after that meeting. I know it's been signed by the Express side. I don't think there's any hold up, really, at this point, it may have already been signed. Express is handling that. I'm not the engineer, but it's, I mean, we would expect that within the next week to be signed, yeah. I mean, there's been no, there's no resistance to it at this point.

Mr. Bongero: Okay. Thank you

Mr. Wilshaw: Thank you, Mr. Long.

Mr. Long: Thank you. Could you talk about the proposed traffic flow on the site and would exit traffic then…would traffic be forced to exit onto Fox Road? Because that would certainly provide…

Mr. Rilett: Tey would have choices to…so if you've got this like plan up here, I don't know if the audience can see it, but you'd enter in from either Fox or Six mile, and you'd come around the west and south side of the building. You enter into the stacking lanes along the southeast corner. Here you go up. You got three pay station kiosks. There you come around to make the U turn into the tunnel at that north east corner of the building. Come all the way through the wash tunnel. At that point, you're free to leave if you choose to, if you want to wash your car, you're able to make the U turn back into the wash bay on the west side of the building and come out the north side. Or you can use the outdoor vacuums to swing around the south end there. And at that point, it's fully a two way drive around both ends. So you can you're free to either way you come in, you're free to use either exit.

Mr. Long: I understand, and people are going to do what they do, just like people turn left on Fox. Drive right now, even though…

Mr. Rilett: But with this they would be allowed to do, right?

Mr. Long: Would the petitioner be opposed to encouraging people to exit Fox Drive and again, I guess we, we probably would want to see that driveway as a right turn only anyway,

Mr. Rilett: Yeah. I mean, if no left turn is allowed out of Six Mile, I mean that alone would encourage anybody wanting to go left, to exit Fox drive side.

Mr. Long: And then there's been discussion, and understandably, you can't speak to the to the ability of the proposed parking to the north to help the theater. But would they be able to get access to that site, or is it all gated out? Does the does the bailout lane get them back there?

Mr. Rilett: So, the bailout lanes not gated or anything. I'm not sure at night, what would happen with the kiosks, as they be able to access through there, if we were to put something up in that, that northeast sort of square that's kind of isolated from the rest of the project. But, yeah, I mean, I'm sure there'd be some sort of signage in place saying, you know, after hours, you can go through the bailout lanes here and access that area. If we were to add some sort of parking up in that section, we had also initially discussed a cross-access connection with the property the north if they were going to access that, but that, and they ended up just allowing the cut straight to Fox Drive.

Mr. Long: And then my, my last, hopefully, my last comment or question is, can you talk a little bit more about the water saving technologies that you use now compared to some of the older car washes, and speak to that.

Mr. Rilett: If you can then get to the utility plan here, it'd be a c400. I believe

Mr. Uhazie: I'll have to bring it up.

Mr. Rilett: But in the meantime, I can kind of walk you through it. So, along that underneath the pavement of the vacuum spaces on the west side of the building, you'd have your sanitary leads that lead out from the wash tunnel bay. There's a grease interceptor that captures any, you know, chemical items that get caught up

in that and then It goes through three separate water reclamation tanks that recycle as much water as they can get, about 80% per wash. So each wash uses, I believe it's 30 gallons, so almost all that ends up coming back in.

Adam Meyer, Regional Manager for Express wash. So, on the typical car wash, if you wash it at your house, you use 125 gallons. Our wash is used just over 20.

Mr. Rilett: That's after the recycle. Yep.

Mr. Long: Thank you.

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

Mr. Droze: Yes, the engineering letter mentioned a sidewalk along Fox drive is that within your ability, as part of the agreement to install that or that need to be on your property in a way that might affect your landscaping?

Mr. Rilett: I mean, if it's in the right of way, does Fox drive have a public right of way?

Mr. Droze: Private it looks like? But there's probably some sort of…

Mr. Rilett: That would have to be brought up with the agreement with the neighbor then, I mean, we'd have no problem doing it, but we can't promise that on his behalf. If not, yeah, I mean, we'd be willing to kick it back to our property line. It would just be quite a bit off the road at that point.

Mr. Droze: And then the last question, Jake, if you go to the A2-1 elevation…there you go. So kind of the…by my judgment, the eastern and southern facades are, I guess, a little less inviting than the Western facade. Is there any embellishments or architectural details or windows or what have you that can be added to kind of break up the you know, it's basically just brick and the siding facade. Some of the examples you shared from, I think it was a shaker Ohio rendering had a little more street front character to it. Is that something that could be added to this?

Mr. Rilett: Yeah, I mean, they're able to add sort of the facade over the top, that makes it look nice, or even clean up, sort of with, I'm an architect, to forget all the terms. But yeah, they can. They can spice things up, as far as visuals with, you know, accents on

over doorways or windows. So, a lot of that, that eastern side that you're talking about is the mechanical rooms. So, I don't know, I think they're pretty limited as far as windows is what they can put there.

Mr. Droze: Less so the east side it is more of the southern side. This is the side that people are going to see as they come into Livonia, off the expressway. For the first time. It's again, it's one of these gateway properties that, you know, prefer to have a little more character to it. The one on Plymouth Road. It's narrower, but it feels a little more, you know, with the glass, it just feels a little more consistent with that commercial corridor is this, you know, it's just a lot of brick and two garage doors. So, I guess I just offer, you know, maybe working with planning staff to explore that a little bit.

Mr. Rilett: Yeah. I mean, see that, if that was attached as a condition, I know we could accommodate something there. Yep, I don't know as far as windows, just because I'm not sure. I don't know the structural bones of the building, but I know they can, they can do some stuff with it. Yeah, okay.

Mr. Wilshaw: Is that all, Mr. Droze?

Mr. Droze: That is it.

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

Mr. Caramagno: Good evening. I happen to like this rendering of the building compared to the three renderings that you brought to us at the study session. I think this is more tasteful, for sure. Is this proposal a fair rendering of what your what your what this building will look like at the end of the day?

Mr. Rilett: Yes.

Mr. Caramagno: With the enhancements Mr. Droze is talking about, okay. One of my concerns after the meeting last week was the car wash on Farmington Road, just south of Eight Mile road. I drive by there sometimes late at night, and I know we've talked about LED lighting being turned off or not visible, but all the windows that are naturally on a car wash when the lights are on, it looks absolutely terrible. And I see we've got a provision in here to turn them off, and I seen some other language in here that the

car wash will look and see what they can do about it. But to me, that's a big deal those, those green, purple, orange, red lights,

Mr. Meyer: Yeah, so this was brought to my attention on Saturday. On Monday, yesterday, I had switches installed on those lighting systems. As of tonight, it's part of the closing task for those to be shut off.

Mr. Caramagno: They'll be shut right off?

Mr. Meyer: Completely off, and no color.

Mr. Caramagno: And so no colors, they'll be white, like we've got here, or red and purple. No, we're gonna, shut them right down. Beautiful. Good, good.

Mr. Caramagno: My next question for you is, on the on the east side of the property, we talked about the parking for the neighbor, well, that's not your responsibility. They have some sort of a ability to park on the property in the past, and now I see a fence, maybe a concrete fence, on that east side along the cemetery. Are you putting a wall up there? Is that just what it looks like here?

Mr. Rilett: That's just what it looks like. No, that's the existing Yep. No, no screening changes to that side.

Mr. Caramagno: Let's go back to that for a minute. So, the cemetery fence that's all run down there. You're not putting anything up along there. Well, you're just gonna properly run right up to that cemetery fence that's dilapidated, and there'd be nothing there. Thought I saw a rendering here of a fence.

Mr. Rilett: I think there's a small brick wall and a fence, if I'm…

Mr. Uhazie: Currently, there is a brick wall and with like a iron fence above it. Yeah, there's like, a grade change right there.

Mr. Caramagno: Okay, so there's no enhancements to that side of the property?

Mr. Rilett: Not at this time, no.

Mr. Caramagno: So, if you're gonna allow some parking at the back of that property for the theater? Is there a way to pour a sidewalk on that side of the property where they're not walking through your lanes to get to a theater event?

Mr. Rilett: I think that might be contingent on what the grading in that area looks like. I haven't done a full deep dive on that yet. If there was any way to create some sort of pedestrian access path on that side? Yeah, that's something we could accommodate.

Mr. Caramagno: Of course, the problems come with it winter time. Who's going to shovel the snow, but it would…if you allowed parking in the back for them. It would allow them to walk down a sidewalk, or someone down a sidewalk, as opposed to walking through your lanes if they had an afternoon show. So, maybe something to look at. That's all I've got.

Mr. Wilshaw: All right, thank you, Mr. Caramagno. Any other questions for the petitioner. I just have a couple…the write up that we have says that there's going to be nine outdoor vacuums, and I think 14 interior ones. The renderings of course, show many more than that we've already established. I believe that the renderings are not necessarily an accurate representation.

Mr. Rilett: The renderings are just to show kind of the feel and colors of the site.

Mr. Wilshaw: Okay. So, my question is, I like the idea of indoor vacuums. That's kind of a game changer. It's new. It's different. It's also takes a lot of the noise that's generated by those and puts it interior to the interior of your building, which is not a bad thing. My question to you then is, do you need the outdoor vacuums?

Mr. Rilett: So, Express's model, they try to get to 20 on each site. And that's also, it's a nice, you know, sort of eye grabbing, almost advertisement for the fact that you have, hey, there's free vacuums here. It's a nice addition there, as well as, yeah, I mean, if you have a nice day, you don't necessarily need to do it indoors. They're able to cycle through so many cars through so quickly. So that means they do want to have enough vacuum spaces to accommodate those. And if, in case, there was a need for that many at once.

Mr. Wilshaw: Okay, because it sort of negates the benefit of having that sound moved inside, if you still have them outdoors. But, and I understand the reason why. Well, so to that point, I'm going to ask, how is the noise of the vacuums mitigated? How is that managed?

Mr. Rilett: So, actually, I have a sound study here for both the blower at the end of the tunnel and the vacuums themselves. So, the way

the vacuum system works is there's a correlator box, if you can see, that will essentially…all the noise is going to come out of that. The vacuums themselves are nearly silent. So those are located on the end of the vacuum rows, I believe on the northwest corner of the building. There, maybe southwest Yep, southwest corner. There that item number five on the southwest corner. So that's your correlator box. And we have those, usually fenced with landscaping, which does dim some of the noise. But I have a sound study here at a distance of 30 feet, you're down to 23 decibels, which is lower than the traffic volume you're going to see on Six Mile road. Anyway, I can pass these around if you want to see them. Okay, but, yeah, I mean, noise concern is relatively low, and especially when you're far away from residential like this site is.

Mr. Wilshaw: So, you're not going to have nine individual vacuum units out there just whirring away there. So, this is a different, more modern version of a vacuum. Okay, that was, that was my one concern I wanted to raise. The other thing is the exterior materials for the most part. We do have two of your locations in this city already. Is it safe to assume that as we look at those two locations that we're looking at similar building materials?

Mr. Rilett: Yes.

Mr. Wilshaw: Do you use the quick brick at these other sites as well?

Mr. Rilett: Yep.

Mr. Wilshaw: Okay, and that's a system that you've had good luck with in terms of…

Mr. Rilett: Yeah, I believe nearly all of the Express projects like that

Mr. Wilshaw: They're all using quick brick, okay. We've had problems in the past with thin brick, you know, systems, but I know they're getting much better. And if you're if you've had experience with them, I'm going to trust that you're… they're going to be good for you, because obviously you don't want your building looking rattier.

Mr. Rilett: Oh yeah, no. I mean, there's 10-year-old buildings in the Columbus area that still look brand new.

Mr. Wilshaw: Okay, great, excellent. That's it for me, for now, is there any other questions from any of my fellow Commissioners?

Mr. Long: Just following up on the vacuums. So, did yout call it a correlator box for the outdoor one?

Mr. Rilett: Yeah.

Mr. Long: Is that the same thing? How does the indoor one work? If I go into the indoor am I going to go deaf trying to vacuum my car with it?

Mr. Rilett: They do have correlators that run those to. I believe they're located back in the mechanical room, so they're not out in the room.

Mr. Long: So they’re not out in the room. But they're in a mechanical room of the thing. Okay, all right, thank you. Just curiosity thing. Thank you.

Mr. Wilshaw: Thank you. Mr. Long. If there's no other questions from any of our commissioners, no other questions…we've covered that, I'm going to go to our audience. So, we're going to have you sit down for just a few moments. Is there anyone in our audience wishing to speak for or against this item? I'm sure there are. Feel free to come forward to one of our podiums.

Christopher Waterman, 20336 Meadowview, Livonia, MI That's at Eight Mile and I-275, and I am the board Vice President of Trinity House Theater. I've been with the board a little over 10 years. Thank you for hearing us out tonight. We're an all volunteer arts and culture nonprofit, and certainly there are some very pragmatic concerns that we have. Thank you to the Commission for bringing a few of those up tonight, specifically Mr. Droze and Mr. Caramagno, the the parking, the traffic, environmental impact, noise, but we realize that we can't necessarily choose our neighbors. We're a little nonprofit. That being said, I want you to consider that this is the place that you're looking to put a car wash next to. And I'm not, I don't think car washes are the enemy. I don't think these people are the enemy. We realize that, you know, at the end of the day, you need to work with your neighbors. But once again, this is the place that you're considering putting a car wash next to, a place built in 1850 before Livonia was even a city. A place where, in 1856 the third annual Michigan anti-slavery society held their meeting, and the abolitionist and civil rights icon Sojourner Truth was not only in attendance at that meeting, she also spoke and sang a song. This is the place that in 1981 Paul Patton and Trinity Church

members formed together to form a community theater, and for the better part of 20 years, they were a part of offering brave, truthful, necessary works of art for the community. And then over the last 25 years, we've transitioned mostly to live music, and we're known as one of the state's best listening rooms, and we seat about 78 people, so it's a very intimate setting. This is a place where this very night on a Tuesday night, middle of the week, there are approximately 12 to 15 people with guitars for an open mic night to brave the stage and people right from our very community having that opportunity in this building. Car washes aren't the enemy, however, really ask you to consider what you are putting around such a cultural gem, especially in light of things like the Livonia Built proposal not going through and you have something in Livonia that does bring culture. We realize that we're small. We realize that we're hidden, in a sense, sometimes. But we just ask you to really consider is there may be something better, more of a fit, more in concert with Trinity house as a neighbor.

Mr. Wilshaw: Thank you. Thank you for your comments. Mr. Waterman, anyone else wishing to speak on this item? I

Bill Dolunt, resident of Quakertown, 16215 Quakertown, Livonia, MI. I agree with Trinity House as well. I mean, certainly something, maybe other than a car wash. And again, to his point, I'm not against them either, but where that is, again, it just doesn't make a lot of sense to me and a lot of my neighbors who aren't here. But at any rate, that and the traffic, even though you're going to put out that light there, if you guys have seen that, it's just off I-275 and Six Mile exit. So if you actually…you can't see it there, but what is it, maybe 100 yards tops, and we're going to put a driveway even closer to that exit. So those are my concerns. I think you know, especially with Comerica go down and all of that development that could very well spawn something else as well, though, his, to his point, may be a restaurant as well, but whatever that is, I have a hard time with a car wash there. Again, it just doesn't seem to fit.

Mr. Wilshaw: Thank you. Thank you. Mr. Dolunt. Anyone else wishing to speak? There's a gentleman coming forward. Good evening, sir.

William Hurley, 16112 Penn Drive, Livonia, MI. It's kind of cool to be speaking here on this auspicious occasion, the 1,234th 1234 meeting notice. Made that joke. I'm not nearly as eloquent or cogent as the last two speakers, so this will be a bit disjointed, but please bear with me.. I first take a little bit offense to the statement that

we in the Motor City are underserved with car washes, we keep clean automobiles. I can count three within one mile of this proposed location. Seven and Haggerty, Five and Haggerty and Six and Haggerty. Excuse me, I'm not, a great public speaker. Traffic is already a great issue, and well, I do appreciate what the Schoolcraft representative was talking about. If we need that driveway, move like me, my buddies will just go do it so you can get your light without putting a car wash there. A car wash is suburban blight. I don't mean to be rude, serious. You know, Detroit is known like the land of liquor stores. It's not a great vibe. We don't need another car wash. It is esthetically unpleasing. I understand that those gentlemen, they did a great job of trying to make their car wash look good. It still looks like a car wash. I don't see any great driving economic value from it. It's not going to promote a bunch of good jobs for Livonia residents. You know, if the car wash goes in, I guess I hope this is a success. But should it not be? What the hell else are we going to put there after we got to remediate the property, another car wash, at least with the present, you know, building multiple different kind of restaurants go in there. Another business could take it over. It's got options. A car wash is a car wash, and it seems like damn forever. It's not quite a dry cleaner. But and I can appreciate the environmental safeguards that the gentleman were speaking about, it still pollutes. And then, as the gentleman from Trinity House stated, there's a beautiful little cemetery right there. Let's not pollute that. Sorry, I was writing down a lot, as you guys were speaking, I just find it disingenuous to discuss a traffic study saying that a car wash won't increase traffic. I'm sorry I only just learned about this meeting. I would have gotten my own traffic study done. Okay? By its very nature. It needs more traffic to be successful. And then the young lady from Schoolcraft was discussing that when they did their study, that Schoolcraft had expected some developments of its own that it could take on the traffic of Well, I mean, that study doesn't seem to hold any water anymore. If Schoolcraft expected to take on that extra traffic, or assume that extra traffic at this light, which, again, me and my buddies will put in, if you keep out the car wash., If you're going to put the car wash there, this traffic study, I mean, I haven't read it, I'll be honest, doesn't seem to hold much water. I can appreciate the discussion about the noise. I walk my dog past that daily, it would be scared of this car wash. Have you ever driven past a car wash with your windows on and not heard it? I can appreciate the decibel counts quoted. I know nothing about acoustics. Car washes are noisy. I mean, let's put a small airport in why not Livonia airport? There's great potential for this

property beyond a car wash on that corner of Six mile and Haggerty the northeast side, it's of such great value. It seems like a short sale to sell to a car wash. And I could be mistaken. I was talking to my brother about it today, and he said something about a Whole Foods. I have no idea. You put a Whole Foods in there. Let's get a nice ass…let's get a nice restaurant in there to make organic meals. Let's support that little gem of a corner that the gentleman from Trinity house was talking about, this area is about to become. And I say this area because I wrote this down when I was at home on that intersection. That area is becoming more attractive. And I'm sorry, despite the best efforts of Frank Lloyd Wright, you couldn't make a car wash, an attractive place in that area.

Mr. Wilshaw: Mr. Hurley, I'm going to ask if you can try to summarize at this point.

Mr. Hurley: No, that's the end of my points. Sorry, I was writing down a lot as you guys…lastly, I just want to say that the petitioner, or the petitioner's representative, on several occasions, was asked questions. He stated, I'm sure, and there's no resistance without evidence, of these speculative statements, discussion about the Fox Drive driveway, et cetera, I would ask that if these statements are going to be taken as true, that they be in writing before this body, before they be taken at face value. Thank you for letting me ramble.

Mr. Wilshaw: Thank you for your comments. Mr. Hurley,

Lloyd Vandenbrink, involved with Trinity house theater since 1985. As you know or heard, Trinity house is a volunteer run arts organization, and one of Livonia is cultural treasures. For nearly 40 years, it has given residents a place to gather to celebrate the arts in the field, connected as a community. I'm here tonight to respectfully object to the request for a variance of Section 3.0 of the zoning ordinance that would allow a car wash. This code exists to protect the character of our neighborhoods, to ensure appropriate land use and safeguard residents from negative impacts. Car washes bring noise, traffic, chemical runoff and harsh lighting that don't belong next to a cultural landmark or in an already congested corridor. Trinity house already faces challenges with access and adding a high intensity business would only make things worse. A variance should only be granted in cases of true hardship. Business convenience is not a hardship, it's a preference. If granted, this sets a precedence that weakens your zoning commissions or zoning protections

and chips away at the kind of city Livonia wants to be. Trinity House, as I understand it, has faithfully maintained its building, which is owned by the city and enriches our community for decades. Please consider what is at stake for our cultural life and quote and quality of life. I urge you to deny this variance. If Trinity House goes under, the city will be needing to take care of that that property as well. Thank you for your time and your service to the city.

Mr. Wilshaw: Thank you, Mr. Vandenbrink. Anyone else wishing to speak? We have one lady coming forward. As this young lady is coming forward, I just want to explain too, for folks in our audience that haven't been through this process before, just so you understand a little bit better, the planning commission is going to is reviewing this to make a recommendation to City Council. We're going to make an approving or denying recommendation that would then go to City Council. They would hold their own…actually, excuse me, if we make an approving recommendation, it would go to City Council. If we make a denying motion, then the petitioner has a right to appeal to City Council, in which the City Council will ultimately make the final decision on this. So just so you understand, this is a sort of a multi-step process. This is the first step. We're kind of doing the heavy lifting and homework on the site plan, and then the council will see this as well in the future. So, good evening, ma'am.

Eileen McDonnell, 36099 Brookview, Livonia, MI. I agree with all the other speakers that this should be denied. I don't think it's an appropriate thing to have a car wash at the location next to Trinity House and next to the souls that are buried in the cemetery. You also have to take in consideration the people that live in the assisted living facility. I just think it's just too much. And the gentleman that just spoke previously stated about the upcoming developments and the apartments that are going to be put in at Six and Haggerty, you've got all kinds of opportunities to bring in different businesses, restaurants, coffee shops, something but something that's more acceptable for the community. Thank you.

Mr. Wilshaw: Good evening, sir.

Bill Keith, 25131 Midland, Redford, MI. I live in Redford, but volunteer at Trinity House theater. And first, I just want to thank the representatives that have mentioned the concerns of parking at the theater, because it would be easy to miss that. It's a very small building.

It's nice to see that there is possibly some space at the north end of the property where there might be able to be some parking. That's encouraging. I would agree with everybody about car washes. I love car washes. I love when I get my car washed. I love the higher quality car washes that I've been able to use, but Livonia has plenty of them. I was just looking at the All Things Livonia Facebook page, and they put up a new graphic at the top of their page that says, All things Livonia, home of chicken restaurants and car washes. And I know they were kind of poking at this, because there was a lot of comments about this development and the impact on the area, and I just think everybody else has highlighted a lot of the concerns. I would especially be concerned during the construction phase, because we are limited to about 13 spaces right out in front of the theater and the cemetery. And right now, we're fortunate that the children's center that is on the other side is vacant at the moment, so there is some additional parking over there. But if, if ever there were both under construction at the same time, we would be in a world of hurt. We used to have people who would park on the other side of Six Mile in that office building property, right next to, I guess, Quakertown. But that is a risky prospect in and of itself. Trying to cross Six Mile Road to get to the theater. And people used to park down at Comerica property, and would walk down. Not a bad walk, but once that goes under construction, that's going to make that cemetery and that theater property very challenged. But I appreciate you thinking about the theater as you've considered these questions and providing this opportunity to provide input.

Mr. Wilshaw: Thank you, Mr. Keith. Anyone else wishing to speak? I don't see anyone else wishing to speak. Is the petitioner…would you like to come forward and address any particular issues that were raised that you would like to address? Again, we not we don't want to get into a back and forth debate, but if there's any specific concerns that were mentioned that you wanted to address, I'm going to give you that opportunity.

Mr. Rilett: Yeah, I mean specifically the quantity of car washes in the area and the location. I mean, Express doesn't just pick a property and throw something on there willy nilly. I mean, this is a 5 million plus dollar development here. They do quite a bit of market study research about, you know, they don't want to put one right on top of another car wash. That's not a good business model for either party involved. And we feel really confident that this location, as far as demand for car washes, is not overpopulated in the area, especially…quite a few of the car

washes that are nearby are the sorts that are attached to like a mechanic or not quite up to the same business model as this one, and are not always seen as direct competition. So, the amount of washes in the nearby vicinity is not the major concern as far as the viability of this development. And I mean, I do appreciate the concerns of all the Trinity house speakers. I mean, we do not have any intention of being bad neighbors. And I think if you look at either the other two Express car washes that have already opened up in Livonia, they've even done some work, not only on their own property, but cleaning up and esthetic improvements to the neighboring properties as well. I mean, we know it's a car wash, it can only look so nice. But as far as landscaping, and in any way they can, they really go for like, a Disney World level visual aspect, as far as the landscape presentation of the site goes. I mean, as far as environmental concern issues. I mean, they do a very good job collecting and dealing with all that and anything that would be the case that we it all goes out into the sanitary system. They're not, you know, out washing onto any neighboring properties, polluting anything other than just into the sanitary system itself. And then, like the sound study that we passed out indicated especially at the distance away from the neighboring property. We try to keep everything that's loud as far west as possible. Once you get to those distances, the sound impact on the neighboring properties is going to be negligible:

Mr. Wilshaw: Okay. Thank you, Mr. Rilett.

Mr. Meyer: I'd like to add a couple of things on that.

Mr. Wilshaw: Of course, go ahead, sir.

Mr. Meyer: So as far as, like with Trinity, you know, God bless them for what they're doing. I mean, I absolutely great, great cause. But we are a great company for nonprofits in the area. The other two Livonia sites. The first 10 days for both we raised money for cares. Next week, I'll be presenting a check for over $17,000 to that charity. Us, as a company, we gave away just under $500,000 last year to local nonprofit companies. This year will be over $700 and our owner is very big on not going with major charities. We go with small local charities that we can make an impact on. With, Mr. Caramagno, you had brought up the adjacent properties in Livonia. Right when I got there the first day I stopped there. I was not happy with the landscaping with the adjacent properties on both sides, I didn't make that property

owner come in and clean it up. We took the cost. We cleaned up those property lines to make sure it met our standards. I go to these sites twice a week. On my inspections if there is so much as a straw wrapper on the adjacent property, they lose their points for their parking lot. Because we train our staff to clean up that property. We want to be great neighbors. You know, in the Livonia on the Farmington Road, I got there the fence in the back that went around the residential area there, it was dilapidated. We paid to have it fixed. The retaining wall at the Plymouth Road location. It wasn't ever required for it to be painted or have anything done to it. We went in there, we cleaned it up, we painted it, and we made sure it was right. As far as the noise, right off one of our vac producers at our Plymouth Road location, going into Dunkin Donuts. Dunkin Donuts drive through. Is right there. They have no problem using their drive through with our vac producer. So, I mean, we really want to be great neighbors. We do have extremely, extremely high standards. If you go buy one of our facilities, go by our Livonia locations, they are spotless. Now, I know people have a bad image of car washes, but we elevate that to a different level, and you can end up with something far worse if this was turned down. Thank you.

Mr. Wilshaw: Thank you, sir. Appreciate your comments. If there's no other questions.

Mr. Caramagno: Chairman, I did. I did find that picture that I was talking about with that brick wall or concrete wall looking toward the cemetery. You might want to look at that on your renderings here, because it does illustrate just what you talked about, a very clear and good looking eastern front of your property. It doesn't look like that today, and hearing that the wall isn't going to be there, I'll say it doesn't sit well with me, but what you're showing in this picture sits very well with me, so I think you need to look at that and see what you can do with that eastern side that talks right back to your story you just told us. Okay. Thank you.

Mr. Wilshaw: Thank you. Mr. Caramagno, if there's no other questions or comments, I'm going to close the public hearing and a motion is in order.

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

#08-34-2025 **RESOLVED**, That the City Planning Commission does hereby recommend to the City Council that Petition 2025-07-02-15

submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and Section 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7, be approved subject to the following conditions:

1. That the Site Plan marked Sheet C200 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

2. That the Demolition Plan marked Sheet C101 dated July 9, 2025 as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

3. That the Landscape Plan marked Sheets L100 and L101 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

4. That the Photometric Plan marked Sheets C600 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

5. The Exterior Elevations Plan, identified as A2-1, dated July 10, 2025, prepared by SBA Studios, is approved and shall be adhered to except the south elevation, which shall be enhanced to the satisfaction of the Planning Director.

6. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 8:00 a.m. to 7:00 p.m.

7. All light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:00 p.m. and 7:00 a.m.

8. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

9. That the site's landscaping shall be permanently maintained in a healthy condition.

10. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

11. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

12. That a detailed Stormwater Detention plans are submitted to the Engineering Department before construction.

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

14. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the building or around the windows.

15. The car wash bay lights shall be shut off when closed.

16. Unless approved by the Inspection Department, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

17. That sidewalks be added to the site to the satisfaction of the Planning Director.

18. The petitioner shall provide an updated traffic study to City Council to affirm the proposed use would not have a significant negative impact on the area.

19. Approval is contingent upon the Petitioner entering into an agreement with the owners of the adjacent commercial property to the west, allowing the Petitioner access to Fox Drive.

20. The petitioner has documented efforts to work with Trinity House to mitigate parking issues to the satisfaction of the Planning Director.

21. All parking spaces, except the required handicapped spaces, shall be doubled striped at ten feet (10') wide by twenty feet (20') in length as required.

22. Egress onto Six Mile Road shall be restricted to Right in and Right out configuration.

23. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s); and

24. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

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

Mr. Wilshaw: Is there any discussion?

Mr. Long: Mr. Chair, I'll offer support, but I would like to offer an amendment to number seven and Mr. Caramagno's, or in the approving resolution, we're all exterior lights shall be turned off or dim between 8pm and. 7:30am I think we need to change that to 7am to be consistent with the hours that we're setting out in in number six, where they're allowed to be open Monday through Saturday, from 7am to 8pm.

Mr. Caramagno: Nice catch. I'm good with it. Okay, thank you so support.

Mr. Wilshaw: All right. Any other comments or questions on the motion. Mr. Droze.

Mr. Droze: Mr. Caramagno, a couple suggested amendments for your consideration. One that a signed and sealed statement from a professional traffic engineer validating that the development essentially will not have adverse impacts under the proposed condition within the traffic study, so essentially loading the proposed use into that traffic study, updating it and providing information to planning and or council. I have a couple more, so I don't know if you want to go one by one.

Mr. Caramagno: That makes sense.

Mr. Droze: The next one is…it feels like having signed approvals from the, first and foremost the Fox Drive, having that in place before it goes to council, because it's, as noted by several, that access is pretty important from a traffic standpoint, I think addresses a lot of the concerns of the community.

Mr. Caramagno: Well discussed and agreed.

Mr. Droze: Okay, the third one. I'm not sure exactly how to say this, but these are not…the traffic signal is a different project from what we're considering tonight, but I know a lot of my concerns would be put at ease if there was assurance traffic signal is in an operational as a condition of the certificate of occupancy. So, I'm not sure if that's something that we can do, but it feels to me like it's important for the project to have that traffic signal up and running. So it's a little complicated from a legal perspective, but…

Mr. Caramagno: It is because the car wash is not putting the signal in. Schoolcraft College is putting the signal in. It sounds like it's well on its way, but I don't know how you tie that back to the car wash.

Mr. Droze: Okay, I can pull that one if necessary.

Mr. Long: I have the same problem. I have that's right there in my notes, yeah, but I don't know how you…

Mr. Wilshaw: Yeah, how do you obligate this petitioner?

Mr. Long: I guess you know what I would rely upon, or what I would…how I resolved it, in my mind was that that's going to be up to council. And by the time it gets to council, hopefully they're far enough along, but I would think that council would take that into consideration as they ultimately approve or deny. So that's how I got past it.

Mr. Droze: Okay, good.

Mr. Droze: And then maybe just the last concern is, you know, this is…as was noted, this is a…it's not a natural resource, but we have a community and resource that's potentially being impacted by this. And you know, it seems to me, before this goes to council, maybe this isn't an item of the approving motion, but I think certainly having done some homework with actual sit down

meetings to talk about this and what can be done, because I think, you know, much like we might see, if a project impacts a portion of a wetland, it has an impact on, you know, the greater natural resource. Cutting off the parking and other access for this existing use, I think it needs to be mitigated, and so some consideration that the applicant engage in a documented way with the Trinity house prior to the council would be my last condition.

Mr. Caramagno: That gives them time to discuss that with them in greater detail. Yeah, I think that's a good, good suggestion.

Mr. Wilshaw: Okay, any other comments on this petition? I do have a number of notes as well. I wanted to make sure everything is covered. I'm going to go through things I'm hearing might be missing. Double stripes parking. I didn't see in the approving resolution, and I believe they're showing single stripe.

Mr. Uhazie: Yes, that should be in there.

Mr. Wilshaw: So if we can get double stripe.

Mr. Caramagno: Sure.

Mr. Wilshaw: Okay, that's just one of our standard things. I have the sidewalks along Fox Drive that were already mentioned, and also working with the Trinity theater property in access or potential parking abatement for them. That's going to be more of a…as noted by Mr. Droze, it's going to have to be a coordinated effort. We can't obligate them to do something, but if they can try their best effort on that the…Is there any feeling about mandating a right turn only on the Six Mile for that exit drive? There was some discussion on that.

Mr. Long: I'm not the maker of the motion. I would be fine with that, though. Also, I even want to see maybe some way finding signs again, pushing everybody, as many people, as possible, out Fox Drive.

Mr. Wilshaw: Encouraging to Fox.

Mr. Long: Encouraging. Again, it's not enforceable, but

Mr. Caramagno: They're nice in theory. Whether or not people listen, is a total, different animal. I'm okay with the right turn coming out of the

driveway, the extra driveway on Six Mile Road. I think that's good.

Mr. Wilshaw: I mean, the alternative would be, you could make the entrance off Six Mile an entrance only, and say no exit, no exiting allowed. So all traffic coming out of those tunnels would have to turn to Fox drive.

Mr. Bongero: We don't even have an agreement with Fox yet, correct?

Mr. Long: But again, council would have the ability to, this is our recommendation to them, so council would be able to rectify that, should they not come to an agreement,

Mr. Wilshaw: Just a thought. I'm throwing it out there.

Mr. Caramagno: I got you. Yeah, so right turn out of the car wash, I'm okay with, although, when the light goes in, it's probably not going to be necessary.

Mr. Wilshaw: Right, because that'd be alleviated.

Mr. Caramagno: Yes.

Mr. Wilshaw: Okay.

Mr. Long: Well, the light won't alleviate left turns out of the car wash. That'll be, still be a problem.

Mr. Caramagno: But you'll slow them down. You'll slow them down as they're coming up to the light. And you probably can make that left.

Mr. Long: You can crawl across. I understand what you're saying, but I still would want that to be right turn only.

Mr. Caramagno: Right turn only. Okay, let's put that in there.

Mr. Wilshaw: It's gonna be right turn only off Six Mile is a recommendation. And then the improvements to the south facing facade of the building. Mr. Droves brought that topic up, seeing that there's some changes to the rendering. I don't know that we really hammered out exactly what those are at this point.

Mr. Caramagno: I would agree with that, and I would say cautiously, adding something to that south side, because I know what I saw at the study session last week was a little wild, and I didn't care for any

of that, so cautiously, adding some features to the south side that make it look a little better.

Mr. Wilshaw: So, to work with the planning staff.

Mr. Caramagno: Yes.

Mr. Wilshaw: there's options, spandrel, glass, other things that could break up that facade. Sound reasonable? Okay, supporters, all right, with that.

Mr. Long: Supporter is, okay with that.

Mr. Wilshaw: I think that covers all of mine. Mr. Uhazie, have you been able to capture?

Mr. Uhazie: Sorry, I think I've got a good record of it.

Mr. Wilshaw: Okay, very good, because there's a number of items suggested. So, I appreciate all that from my colleagues. Is there any other questions on the motion to approve

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

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

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

CITY OF LIVONIA, MICHIGAN
APPLICATION FOR WAIVER USE APPROVAL

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

For filing fee see below for computation

Date Filed: 7-15-25 Petition 2025-07-02-15

Site Address: 38888 6-Mile Rd Sidwell 999-00-6631-000 Zoning of Property C-2

Requesting Approval To Construct an Automatic Conveyor Carwash

Applicant: Jacob Rilett Business/Company: Mannik & Smith Group

Applicant's Address: 607 Shelby St City: Detroit State: MI Zip Code: 48226

Applicant's Phone # (313) 961-9500 Applicant's Email jrilett@manniksmithgroup.com

Contact Person: Dennis Miller Business/Company: DMC real estate Advisors

Contact's Address: 2600 W Big Beaver Rd. Ste 41 City: Troy State: MI Zip Code: 48084

Contact's Phone # (248) 342-1426 Contact's Email Dennis Miller@Mkiezi.com

RECEIVED JUL 16 2025 CITY OF LIVONIA PLANNING COMMISSION

Please provide the following information:

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

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

FEE COMPUTATION **$700.00 ($400 publication fee plus $300 base review fee) plus**

14,229 sq. ft. of new construction x $20.00 per 1,000 sq. ft. or $30 per lot or unit for residential construction. Total Amount Due $ 1,000

Owner of Property: 38888 Six Mile LLC (LLC 100% owned by Jennifer Doehrer)

Owner's Address: 3717 Vorhies Rd. City: Ann Arbor State: MI Zip Code: 48105

Owner's Phone # (734) 218-4888 Owner's Email RDoehrerFCE@outlook.com

Signature of Owner: [signature] Print Name: Jennifer Doehrer

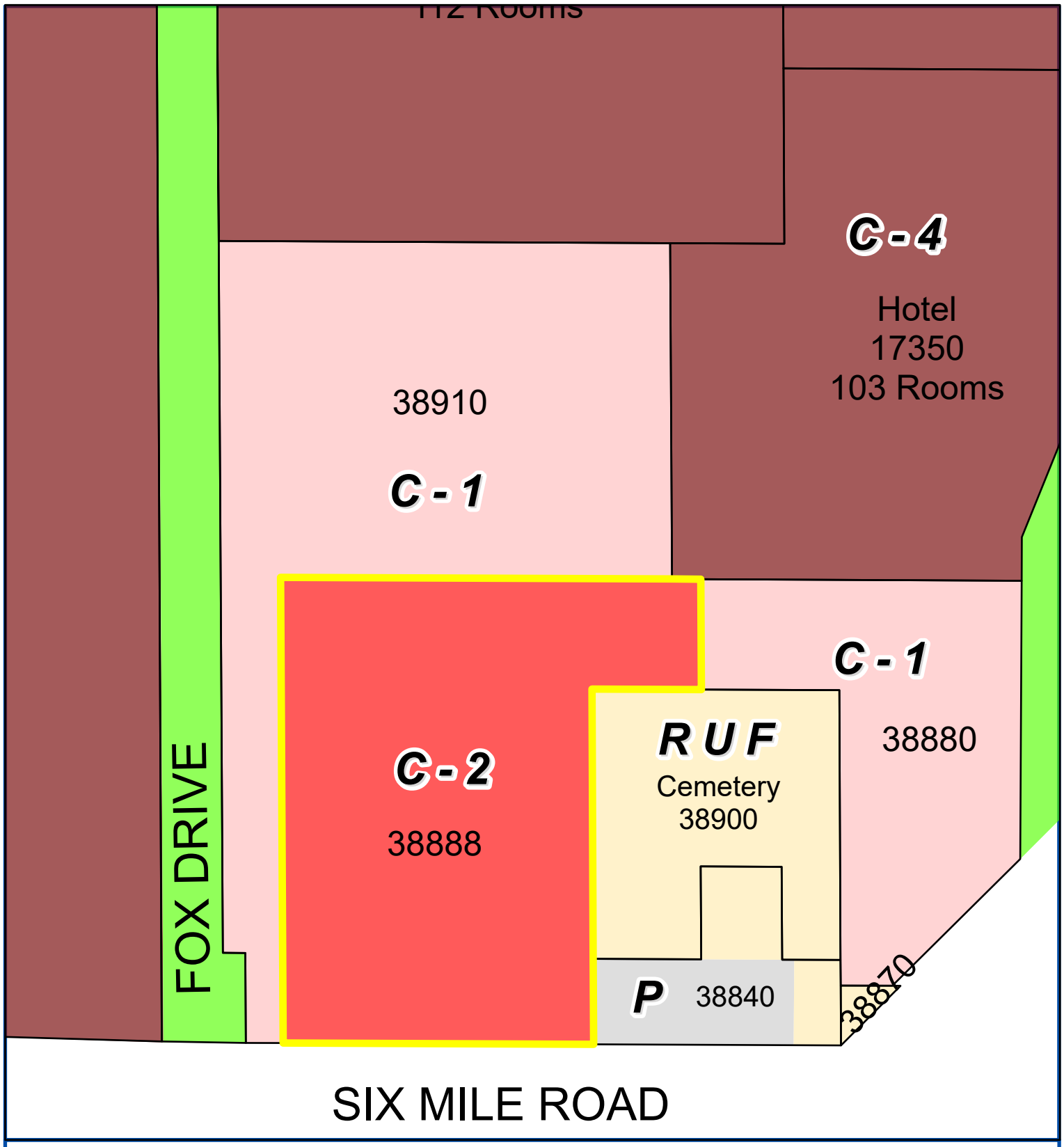
Subscribed and sworn to before me, a Notary Public in and for the County of Wayne State of MI

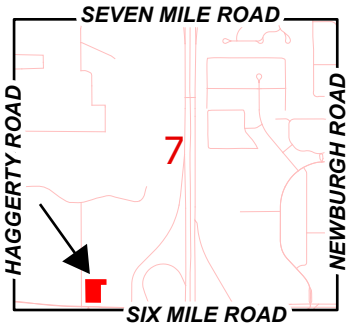
on this 15 day of July 20 25.

Signature of Notary Susan Wille My commission expires 6/26/27

Acting in the County of Wayne.

SUSAN WILLE
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF WAYNE
My Commission Expires 6/26/2027
Acting in the County of Wayne





Address & Zoning Map

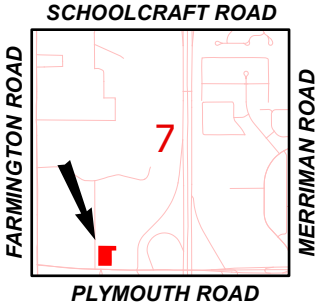
Petition 2025-07-02-15
Clean Express Car Wash
38888 Six Mile Road

N

Not to Scale

City of Livonia
Planning Department





Aerial Map

Petition 2025-07-02-15
Clean Express Car Wash
38888 Six Mile Road

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and Section 6.07 of the Livonia Zoning Ordinance, as amended, to operate an Auto-Wash Establishment, at 38888 Six Mile Road, located at the N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7.

August 12, 2025, Study Meeting:

The petitioner proposes to construct a 14,229 square-foot car wash at the former Buca di Beppo Italian Restaurant at 38888 Six Mile Road. The petition site is currently zoned C-2. The City of Livonia's Zoning Ordinance treats car washes as a waiver (special land use) in C-2, General Commercial zones. The subject property measures 1.61 acres in size and is currently vacant. Approving a waiver requires a public hearing and recommendation by the Planning Commission, followed by the approval of the City Council. Section 13.13 of the Livonia Zoning Ordinance establishes the general requirements the Planning Commission uses to review waiver petitions.

The petition parcel is parcel is "L" shaped with 207 feet of frontage on Six Mile Road and approximately 311 feet of frontage on Fox Drive. Adjacent property to the North and West of the petition site is commercial that is used as an assisted living facility, zoned C-1 Local Business. Shared access agreements have not been submitted. To the East, is a cemetery zoned RUF Rural Urban Farm and a parking lot zoned P, Parking. To the South, is commercial property with an office building zoned C-4 High Rise Commercial.

According to the demolition plan, Sheet C101, dated July 31, 2025, the existing building is to be removed including basement, foundation, and all utility services. The existing storm structure, electric pole, light pole, wall, transformer, and gate will be removed. All vegetation will be removed within the limits of disturbance. There will be vegetation removed in the northwest corner of the site for the proposed curb cut onto Fox Drive.

According to Site Plan, Sheet C200 submitted July 31, 2025, the site will be reconfigured to have the ingress from Six Mile Road moved from the southwest corner to the southeast corner of the property. The vacant restaurant building will be demolished and replaced with a brand-new 23-foot, 14,229-square-foot auto wash building. The building's dimensions are 93.0 feet x 153.0 feet. The proposed building will meet both front (15') and rear (8') minimum setback requirements. Section 6.07 requires that a building be situated no closer than 35 feet on one (1) side of the property and eight (8) feet on the other. The building will be approximately sixty feet (60') from the west property line, and approximately forty-

five feet (45') from the east property line. The building complies with all minimum required setback regulations.

The plans show three (3) service lanes providing access to the carwash. The lanes commence along the east side of the property, maneuvering in a northerly direction and then looping back south to the entrance on the north side of the building. All three (3) lanes would provide stacking for a total of twenty-one (21) vehicles. Each lane would have a pay station adjacent to the east side of the building just before turning into entering the building. The point-of-sales kiosks contain digital menu boards and self-serve pay stations. The plans show canopies above the pay kiosks. Automated gates would control vehicle access. Beyond the pay stations, the service lanes taper to form a single 12-foot (12') drive aisle to manage vehicles as they enter the facility. A 12-foot (12') bypass lane is provided after the pay stations, allowing vehicles to exit the site via a 24-foot (24') drive onto Fox Drive.

Vehicles will exit the car wash at the south end of the building and can either turn left to exit the site or make a right turn to a two-way drive, providing access to thirteen (13) parking spaces, nine (9) of them proposed to be nine (9) outdoor vacuum spaces marked by black circles. There is a second twenty-foot (20') entrance into the building on the south end, allowing vehicles to exit on the north end where there are fourteen (14) indoor vacuum spaces as well as for the vacuum arm poles on the site plan.

The proposed parking spaces are single striped. Section 9.03 states all parking spaces shall be clearly marked using double striping. Except for parallel parking, all parking spaces should be clearly striped with four (4) inch wide double lines, twenty-four (24) inches apart, to facilitate movement and to help maintain an orderly parking arrangement. The ordinance requires at least twenty (20) parking spaces for auto wash establishments. The site plan shows thirteen (13) outdoor parking stalls located along the eastern side of the building. The floor plan shows an additional fourteen (14) parking spaces with vacuum attachments are located within the building. The parking does not meet city zoning requirements.

According to the Floor Plan, Sheet A1-1, dated July 10, 2025, there will be three (3) separate portions of the building; the car wash bay, the indoor vacuums, and the office/bathrooms/equipment rooms. The petitioner should label the different portions clearly on the site plan. Elevations show the building built with Quik-Brick, both light finish (¾ top) and dark finish (bottom 1/4). There will be Nichiha Fiber Cement AWP181 Horizontal siding for the wall with the Car Wash logo.

The landscape plan, dated July 9, 2025, shows thirty-seven (37) frontage trees (thirty (30) Evergreen, and seven (7) Deciduous). There will be eight (8) existing trees remaining in the parking lot, and there will be evergreen and deciduous

screening plants along Fox Drive. No changes will be provided to the eastern property line (C-2 / RUF). The existing property line has a masonry wall and fence. The west property line (C-2 / C-1) already will have eight (8) existing trees. The required amount of greenbelt buffering along the west property line in ten (10) trees. Site plan provides three (3) more trees along the west property line, satisfying the requirement. The south property line trees are already provided as the south property line is the Six Mile Road frontage. Five (5) trees are required, seven (7) of the frontage trees are provided, satisfying the requirement. There will be stone mulch planting beds as well as a lawn area plating with sod.

The petitioner should provide information on site grading and stormwater management. According to Surface and Drainage ordinances in Section 9.10, all off-street parking areas shall be continually maintained in satisfactory condition to be safe, attractive, and free of any hazard, nuisance, or other unsafe conditions. When building permit applications are made, the City Engineering Department will determine the need for detention or water quality treatment structures.

The photometric plan, Sheet C600, submitted July 9, 2025, shows footcandles at or below 0.5 at the property line with adjacent properties. Two (2) existing light poles are scheduled to remain on the property. Three (3) proposed 18-foot (18') lighting fixtures; one single lighting fixture on the east side of the property over the three (3) service lanes. The other single lighting fixture over the west side parking lot. The double-lighting fixture is over the twelve-foot (12') drive north of the building providing illumination to the exit of the indoor vacuums and the entrance to the car wash. The average illumination levels on the car wash property appear consistent with the preexisting ones, including those on the adjoining properties. For these reasons, the Planning Department has no objection to the lighting plan regarding the overall illumination.

A dumpster enclosure is shown at the northwest corner of the building. Details of the enclosure are not provided. A single dumpster would need to be consistent with the City's policy of requiring durable, long-lasting solid panel material. enclosed on three (3) sides by masonry walls that would be 6 feet tall.

Additional details are needed to determine compliance with the city's sign regulations. The maximum height for a monument sign in the C-2 General Business District is six feet (6'). The maximum area for a sign in the C-2 General Business District is thirty (30) square feet. According to Section 11.04, no sign shall be permitted at any location that creates any type of safety hazard or visual impediment to pedestrian or vehicular traffic.

In conclusion, for this car wash to be constructed, the Planning Commission should consider questions to the petitioner regarding proper stormwater management, signage, parking lot striping, dumpster enclosure details, color renderings,

easement onto the west property, and a possible traffic signal at the intersection of Six Mile Road and Fox Drive.

August 19, 2025, Public Hearing Meeting:

After the study session the petitioner provided stormwater detention calculations and added an underground detention system to the preliminary design. The submitted color renderings show a white brick color with quik-brick which is Clean Express Wash's preferred default colors. Other color options are available if the city requires them to adhere to a certain aesthetic standard. The petitioner shared a previously conducted traffic study and signal layout. Clean Express has stated that they are reaching out to the neighboring owners to the east to come to an agreement about allowing the continued use of parking spaces after operation hours. A draft agreement was submitted to narian, the owner of the property to the North/West in order to get access for the curb cut on Fox drive. Finally, Clean Express site operators are reviewing their ability to shut off interior lighting after hours, which they expect to be able to accommodate.

Approving Resolution: The request to construct a new automated auto wash facility at 38888 Six Mile Road is approved, subject to City Council approval and the following conditions:

1. That the **Site Plan** marked Sheet C200 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

2. That the **Demolition Plan** marked Sheet C101 dated July 9, 2025 as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

3. That the **Landscape Plan** marked Sheets L100 and L101 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

4. That the **Photometric Plan** marked Sheets C600 dated July 9, 2025, as revised, prepared by Mannick Smith Group is hereby approved and shall be adhered to.

5. The **Exterior Elevations Plan,** identified as A2-1, dated July 10, 2025, prepared by SBA Studios, is approved and shall be adhered to.

6. The hours of operation shall be limited to the following: Monday through Saturday from 7:00 a.m. to 8:00 p.m. and Sunday from 8:00 a.m. to 7:00 p.m.

7. All light fixtures shall not exceed a height of twenty feet (20') and shall be aimed and shielded to minimize stray light trespassing across property lines and glaring onto adjacent roadways. All exterior lights shall be turned off or dimmed between 8:00 p.m. and 7:30 a.m.

8. Underground sprinklers shall be installed for all landscaped and sodded areas. All planted materials shall be installed to the satisfaction of the Inspection Department and permanently maintained in a healthy condition.

9. That the site's landscaping shall be permanently maintained in a healthy condition.

10. All disturbed lawn areas, including road rights-of-way, shall be sodded instead of hydroseeding.

11. The three walls of the trash dumpster area shall be constructed out of building materials that complement the building, and the enclosure gates shall consist of opaque and durable steel or composite panels.

12. That a detailed **Stormwater Detention** plans are submitted to the Engineering Department before construction.

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

14. No LED light band or exposed neon shall be permitted on this site, including, but not limited to, the building or around the windows.

15. The car wash bay lights shall be shut off when closed.

16. Unless approved by the Inspection Department, any type of exterior advertising, such as promotional flags, streamers, or sponsor vehicles designed to attract the attention of passing motorists, shall be prohibited.

17. The plans referenced in this approving resolution shall be submitted to the Inspection Department with the building permit application(s); and

18. Per Section 13.13 of the Livonia Zoning Ordinance, this approval is valid for one (1) year from the date of approval by the City Council. Unless a building permit is obtained, this approval shall be null and void after the one (1) year period.

Denying Reasons: The request to construct a new automated auto wash facility at 38888 Six Mile Road is denied for the following reasons:

1. The petitioner has failed to comply with all general standards and requirements provided under Sections 1.02 and 13.13 of the Livonia Vision 21 Zoning Ordinance.

2. The intensity of the proposed use would negatively affect the neighboring properties.

3. The proposed use would unduly tax and conflict with the area's established and normal traffic flow.

4. The proposal significantly impacts adjoining parcels, public services, and community planning efforts; and

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

PRELIMINARY SITE PLANS FOR

CLEAN EXPRESS CAR WASH

38888 SIX MILE ROAD
LIVONIA, MI 48152

PROJECT DESCRIPTION

REDEVELOPMENT OF A PREVIOUS RESTAURANT TO A CARWASH WITH VACUUM STALLS AND ASSOCIATED PARKING. MAXIMUM NUMBER OF EMPLOYEES PER SHIFT WILL BE 7

BENCH MARKS

ALL BENCH MARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

B.M. #1
MAG NAIL IN NORTHEAST FACE OF UTILITY POLE BASE ON SOUTH SIDE OF SIX MILE 85' WEST OF QUAKERTOWN LANE.
ELEV.=737.11' (NAVD 88)

B.M. #2
CHISLED 'X' ON SOUTH SIDE OF STORM MH. ON SOUTH SIDE OF SIX MILE 140' EAST OF QUAKERTOWN LAN
ELEV.=731.60' (NAVD 88)

FLOOD ZONE

THE PROPERTY SHOWN HEREIN LIES WITHIN ZONE X, WHICH ARE AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD HAZARD ZONE, PER NFIP FLOOD INSURANCE RATE MAP 26163C0045E, EFFECTIVE FEBRUARY 02, 2012.

UTILITY CONTACTS

SANITARY & WATER – CITY OF LIVONIA DPW
RYAN FERRELL
12973 FARMINGTON ROAD
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FIRE – CITY OF LIVONIA FIRE DEPARTMENT
ROBERT JENNISON
FIRE CHIEF
14190 FARMINGTON ROAD
LIVONIA, MI 48154
PHONE: 734.466.2441
AFTER 5:00 PM 734.466.2470

WAYNE COUNTY TRAFFIC SIGNALS:
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TRAFFIC OPERATIONS SECTION
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DETROIT, MI 48242
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33809 MICHIGAN AVENUE
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MICHIGAN TAYLOR TSC
ANDREA L. JONES
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EMAERGENCY: 1.800.232.0144

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EMERGENCY: 800.331.4115

SUNOCO LOGISTICS
JASON ADAMS – PIPELINE INSPECTOR
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TAYLOR, MI 48180–1481
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MOBILE: 313.319.9645

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VICE PRESIDENT, OPERATIONS
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WEBSITE: MIDWESTFIBERNETWORKS.COM

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GAS – CONSUMERS ENERGY
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FAX: 734.513.6266
EMERGENCY: 800.477.5050
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ELECTRIC – DTE ENERGY
TRACIE DUNCAN
SUPERVISOR – REGIONAL PLANNING
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ITC – LOCAL GOVERNMENT & COMMUNITY AFFAIRS:
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27175 ENERGY WAY, NOVI, MI 48377
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CHARTER COMMUNICATIONS (FORMERLY SPECTRUM)
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14525 FARMINGTON ROAD
LIVONIA, MI 48154
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TURNKEY NETWORK SOLUTIONS
ERICA BENNETT
PERMIT COORDINATOR
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RENEE GUIDER – PERMIT & APPLICATION
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EMAIL: RGUIDER@FIBERTECH.COM

123 NET
AMANDA GRIFFITH
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FAX: 630.505.1332
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WOW! INTERNET & CABLE:
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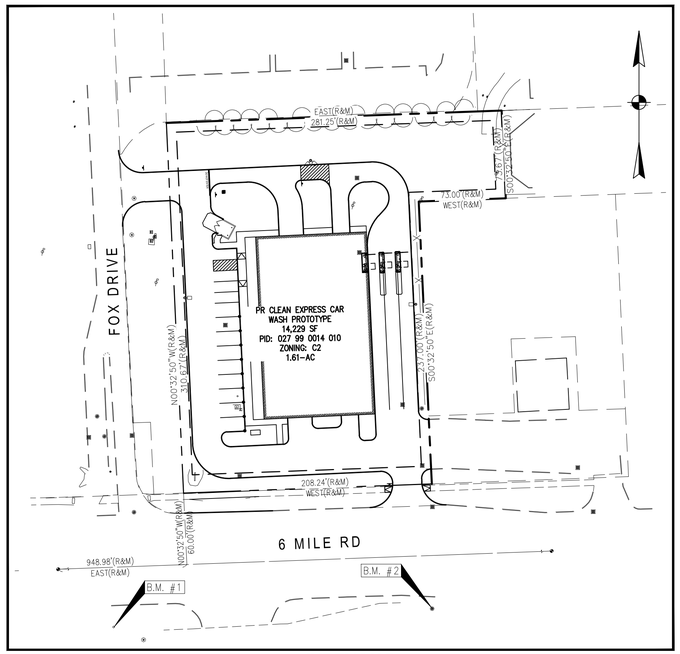
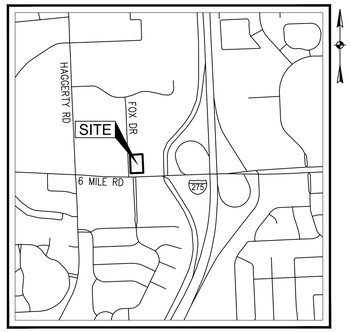
FAX: 248.677.9021
EMAIL: BRUCE.ROACH@WOWINC.COM



INDEX MAP

0 30 60 120
SCALE: 1" = 60'



VICINITY MAP

NOT TO SCALE

SITE DATA

PROPERTY INFORMATION:
ADDRESS: 38888 SIX MILE ROAD, LIVONIA, MI 48152

LOT SIZE: 1.61 AC
PARCEL NUMBERS: 027990014010
ZONING: C–2 GENERAL BUSINESS
PROPOSED USE: CAR WASH

BUILDING SETBACKS:
FRONT: 15' REQUIRED (60' PROVIDED)
SIDE: 8' REQUIRED (70' AND 45') PROVIDED
REAR: 8' REQUIRED (98' PROVIDED)

BUILDING INFORMATION:
GROSS BUILDING FOOTPRINT AREA: 14,229 SF
BUILDING HEIGHT: 22' 4"

PARKING
AUTO–WASH ESTABLISHMENTS: AT LEAST TWENTY (20) PARKING SPACES.

13 EXTERIOR SPACES PROVIDED (1 ADA, 9 VACUUM STALLS, 3 STANDARD) 14 INDOOR VACUUM SPACES

STACKING:
21 STACKING SPACES PROVIDED

APPROVALS

SIGNATURES BELOW SIGNIFY CONCURRENCE WITH THE GENERAL PURPOSE AND LOCATION OF THE PROPOSED PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE DESIGN ENGINEER PREPARING THE PLANS.

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

TITLE DATE

DESIGN CONSULTANT

THE MANNIK & SMITH GROUP, INC.
607 SHELBY ST, SUITE 300
DETROIT, MI 48226
CONTACT: EUPONINE PIERRE, P.E.
PHONE: 313–961–9500
EMAIL: EPIERRE@MANNIKSMITHGROUP.COM

OWNER/DEVELOPER

EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD, SUITE D
ETNA, OHIO 43068
CONTACT: JEFF GILGER
PHONE: (614) 751–9274
EMAIL: JEFF@EXPRESSWASHCONCEPTS.COM

INDEX OF SHEETS

COVER SHEET C000
GENERAL NOTES C001
GENERAL DETAILS C002
EXISTING CONDITIONS C100
DEMOLITION PLAN C101
SITE PLAN C200
PHOTOMETRIC PLAN C600
LANDSCAPE PLAN L100
LANDSCAPE DETAILS L101

LEGAL DESCRIPTION

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN FEE PARCELPART OF THE SOUTHWEST FRACTIONAL 1/4 OF SECTION 7, TOWN 1 SOUTH, RANGE 9 EAST, CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN, MORE FULLY DESCRIBED AS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 7; THENCE EAST 948.98 FEET ALONG THE SOUTH LINE OF SAID SECTION 7; THENCE NORTH 00 DEGREES 32 MINUTES 50 SECONDS WEST, 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 32 MINUTES 50 SECONDS WEST 310.67 FEET; THENCE EAST 281.25 FEET; THENCE SOUTH 00 DEGREES 32 MINUTES 50 SECONDS EAST, 73.67 FEET; THENCE WEST 73.00 FEET; THENCE SOUTH 00 DEGREES 32 MINUTES 50 SECONDS EAST, 237.00 FEET TO THE NORTH LINE OF SIX MILE ROAD; THENCE WEST 208.24 FEET ALONG SAID RIGHT OF WAY TO THE POINT OF BEGINNING.

ENGINEER OF RECORD

Mannik Smith GROUP
www.MannikSmithGroup.com
TECHNICAL SKILL.
CREATIVE SPIRIT.

CONTACT: EUPONINE PIERRE, P.E.
ADDRESS: 607 SHELBY ST, SUITE 300
DETROIT, MI 48226
PHONE: 269–363–9748
EMAIL: EPIERRE@MANNIKSMITHGROUP.COM

REGISTERED PROFESSIONAL ENGINEER DATE

MICHIGAN
Utility Notification CENTER
811 or
1-800-482-7171
Know What's Below. Call Before You Dig.

REV NO	DATE	BY	REVISION DESCRIPTION

PROJECT DATE: 07/9/2025
PROJECT NO.: 2500286

C000

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GENERAL CONSTRUCTION NOTES:

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, FEDERAL, STATE AND LOCAL REGULATIONS. THE CURRENT CITY OF LIVONIOA STANDARDS AND SPECIFICATIONS SHALL GOVERN THE MATERIALS AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN ON THESE PLANS.
2. ALL CONSTRUCTION WITHIN A DOT RIGHT OF WAY SHALL COMPLY WITH ALL DEPARTMENT OF TRANSPORTATION STANDARDS.
3. WHERE CONFLICT ARISES BETWEEN ALL SPECIFICATIONS (BOOK OR PLAN BASED) INCLUDING CITY OF LIVONIA REQUIREMENTS, THE MORE STRINGENT SPECIFICATION SHALL PREVAIL.
4. DATA ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL RECORD MAPS AND FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISSDIG811 AT 811 WITHIN MICHIGAN OR AT 1-800-482-7171 AT LEAST 72 HOURS BEFORE START OF WORK AND VERIFY ALL EXISTING UTILITY LOCATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE ENGINEER SHOULD ANY DISCREPANCY REGARDING THE PROPOSED WORK OR UNFORESEEN CONDITIONS ARISE PRIOR TO PROCEEDING FURTHER WITH THE AFFECTED WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS FOR THE PROJECT AND NOTIFYING THE OWNER AND ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.
7. THE OWNER AT ITS DISCRETION RESERVES THE RIGHT TO MODIFY THE DETAILS AND STANDARDS OF CONSTRUCTION FOR ALL PRIVATE FACILITIES FROM THAT INDICATED ON THE APPROVED PLAN, PROVIDED THAT THE ALTERNATE STANDARD COMPLIES WITH LOCAL CODE AND/OR UTILITY COMPANY REQUIREMENTS AND THE GENERAL DESIGN INTENT OF THE PROJECT IS NOT COMPROMISED.
8. ANY DEFECTS DISCOVERED IN NEW CONSTRUCTION, WORKMANSHIP, EQUIPMENT, OR MATERIALS SHALL BE REPAIRED, OR CORRECTED BY APPROVED METHODS AS DIRECTED BY AND AT NO ADDITIONAL COST TO THE OWNER.
9. THE PRICE(S) QUOTED SHALL INCLUDE ALL ITEMS OF LABOR, MATERIALS, TOOLS, EQUIPMENT, INSURANCE AND OTHER COSTS NECESSARY TO FULLY COMPLETE THE WORK PURSUANT TO THE CONTRACT DOCUMENTS. IT IS THE INTENTION OF THE CONTRACT DOCUMENTS TO PROVIDE AND REQUIRE A COMPLETED WORK PROJECT READY FOR OPERATION. ANY WORK ITEMS OMITTED FROM SUCH CONTRACT DOCUMENTS WHICH ARE CLEARLY NECESSARY FOR THE COMPLETION OF SUCH WORK AND ITS APPURTENANCES SHALL BE CONSIDERED A PART OF SUCH WORK ALTHOUGH NOT DIRECTLY SPECIFIED OR CALLED FOR IN THE CONTRACT DOCUMENTS.
10. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS INCLUDING THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970. THE CONTRACTOR SHALL EXERCISE PRECAUTION ALWAYS FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT SHALL ALSO BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING THE REQUIREMENTS FOR CONFINED SPACES PER 29 CFR 1910.146.
11. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER AND OWNER FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT, AND/OR EXISTING FACILITIES OCCURRING IN THE COURSE OF THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
12. WHEREVER UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED THAT ARE NOT INDICATED ON THE PLANS, THE WORK SHALL BE DISCONTINUED UNTIL THE PROJECT ENGINEER AND OWNER APPROVE THE METHOD AND MATERIALS TO BE INCORPORATED INTO THE WORK.
13. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER OR ITS REPRESENTATIVE IF SUSPECTED HAZARDOUS MATERIAL OR ANY OTHER MATERIAL THAT MAY CREATE A HEALTH RISK IS DISCOVERED ON SITE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING PLANT TICKETS FOR ALL MATERIALS DELIVERED TO THE SITE. PLANT TICKETS MUST SHOW NET QUANTITY OF DELIVERED MATERIAL. MATERIAL DELIVERED OR PLACED WITHOUT PLANT TICKETS SHALL BE REMOVED AND PROPERLY DISPOSED AT THE EXPENSE OF THE CONTRACTOR
15. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL PRODUCTS, MATERIALS AND PLAN SPECIFICATIONS TO THE OWNER AND LOCAL UTILITY COMPANIES AS REQUIRED FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR DELIVERY TO THE SITE. ALLOW A MINIMUM OF 15 WORKING DAYS FOR REVIEW.
16. THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES.

MAINTENANCE OF TRAFFIC NOTES

1. ALL WORK WITHIN RIGHT OF WAY TO INCLUDE TRAFFIC CONTROL IN ACCORD WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND PER ALL CITY OF LIVONIA REQUIREMENTS. ROAD MUST REMAIN OPEN AT ALL TIMES. CONTRACTOR SHALL PREPARE A MAINTENANCE OF TRAFFIC PLAN AND SUBMIT TO THE CITY OF LIVONIA AND OWNER FOR APPROVAL PRIOR TO START OF CONSTRUCTION. CONTRACTOR TO COORDINATE ANY NECESSARY LANE CLOSURES WITH THE CITY OF LIVONIA
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF PEDESTRIANS AND VEHICLES CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC CONTROLLERS IN ACCORDANCE WITH MDOT REGULATIONS AND/OR AS REQUIRED OR DIRECTED BY THE SITE ENGINEER OR CONSTRUCTION MANAGER OR LOCAL GOVERNING AUTHORITIES. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES AND PEDESTRIAN WALKWAYS AT ALL TIMES UNLESS WRITTEN APPROVAL FROM MDOT, LOCAL MUNICIPALITY, COUNTY, OR OTHER GOVERNING AUTHORITY IS RECEIVED.
3. ANY ADDITIONAL TRAFFIC CONTROL BEYOND THAT SHOWN ON THE PLANS THAT IS REQUESTED OR REQUIRED BY THE CITY OF LIVONIA WILL BE PROVIDED BY THE CONTRACTOR AT NO COST TO THE OWNER.

EXISTING CONDITIONS AND DEMOLITION NOTES

1. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS IN THE FIELD AND CONTACT THE OWNER IF THERE ARE ANY QUESTIONS OR CONFLICTS REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT APPROPRIATE REVISIONS CAN BE MADE PRIOR TO CONSTRUCTION. ANY CONFLICT BETWEEN DRAWINGS AND THE SPECIFICATIONS SHALL BE CONFIRMED WITH THE CONSTRUCTION MANAGER PRIOR TO BIDDING.
2. EXISTING CONDITIONS AS DEPICTED ON THESE PLANS ARE ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING. IF CONDITIONS ENCOUNTERED ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL AND STATE PERMITS REQUIRED FOR DEMOLITION WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL RUBBISH, TRASH, DEBRIS, AND ORGANIC MATERIAL IN A LAWFUL MANNER. ALL DEMOLISHED MATERIALS SHALL BE TAKEN FROM THE SITE IMMEDIATELY (UNLESS OTHERWISE NOTED) AND DISPOSED OFF-SITE IN ACCORDANCE WITH ALL LAWS, REGULATIONS AND ORDINANCES. NO BURNING OF ANY MATERIALS WILL BE ALLOWED ON OR OFF SITE. NO CLEARED OR GRUBBED MATERIAL SHALL BE BURIED OR LEFT ON SITE.
5. CONTRACTOR SHALL PERFORM ALL CLEARING, GRUBBING, REMOVAL OF TREES, STUMPS, VEGETATION, AND DEBRIS NECESSARY TO PERFORM THE WORK INDICATED HEREIN. THAT CONTRACTOR SHALL LIMIT LAND DISTURBANCE TO ONLY THAT REQUIRED TO COMPLETE THE PROPOSED IMPROVEMENTS. NO CLEARED OR GRUBBED MATERIAL SHALL BE BURIED OR LEFT ON SITE.
6. SHOULD ANY UNCHARTED, OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
7. THE LIMITS OF CLEARING AND GRADING SHALL BE FIELD STAKED 48 HOURS (2 WORKING DAYS) PRIOR TO THE PRE CONSTRUCTION MEETING. AREAS BEYOND THE LIMITS OF CLEARING AND GRADING SHALL NOT BE DISTURBED INCLUDING THE STOCKPILE OF ANY MATERIALS OR CONSTRUCTION TRAFFIC.
8. ALL UTILITY REMOVAL, RELOCATION, CUTTING, CAPPING, AND/OR ABATEMENT SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY LISTED ON THE PLANS.
9. MATERIALS NOTED ON THE PLANS TO BE SALVAGED TO OWNER SHALL BE STORED IN AREAS INDICATED ON THE PLANS, OR TO THE OWNERS SATISFACTION.
10. USE SUITABLE METHODS TO LIMIT DUST AND DIRT TO ADJACENT STRUCTURES OR PROPERTY. CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL ADJACENT AREAS TO EXISTING CONDITIONS PRIOR TO THE START OF THE DEMOLITION WORK.
11. THE CONTRACTOR SHALL PROTECT TREES, LANDSCAPING, SITE IMPROVEMENTS, AND OTHER ITEMS NOT SCHEDULED FOR CLEARING, OR THAT MIGHT BE DAMAGED BY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING ANY ITEMS THAT ARE DAMAGED.
12. THE BUILDING PAD AREA IS DEFINED AS THE AREA TWENTY (20) FEET OUTSIDE OF THE PROPOSED BUILDING FOOTPRINT, INCLUDING ATTACHED WALKWAYS, CANOPIES, SIDEWALKS, LOADING DOCKS, UTILITY PADS, AND ANY OTHER SUCH APPURTENANCES.
13. ANY AND ALL DAMAGE TO EXISTING PAVEMENT WITHIN THE LAYDOWN AREA SHALL BE REPAIRED.
14. ALL UTILITIES NOT MARKED FOR REMOVAL OR RELOCATION SHALL REMAIN INTACT. THE CONTRACTOR SHALL REPAIR ANY AND ALL DAMAGE TO EXISTING UTILITIES NOT MARKED FOR REMOVAL OR RELOCATION AT THEIR SOLE EXPENSE.

LAYOUT AND PAVING NOTES

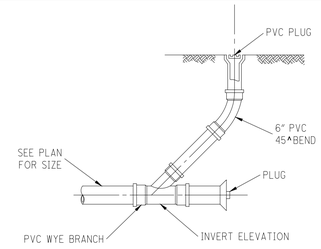
1. THE CONTRACTOR SHALL CONFINE THEIR ACTIVITIES TO THE PROJECT SITE UNDER DEVELOPMENT, THE EXISTING RIGHT-OF-WAYS, AND CONSTRUCTION AND PERMANENT EASEMENTS, AND SHALL NOT TRESPASS UPON OTHER PROPERTY WITHOUT THE WRITTEN CONSENT OF THE OWNER.
2. THE CONTRACTOR SHALL MAKE THEIR OWN PROVISIONS TO PROVIDE A SITE STAGING AREA AND JOB TRAILER (IF REQUIRED) FOR THE PROJECT IMPROVEMENTS.
3. THE CONTRACTOR SHALL REFERENCE ALL IRON PINS OR MONUMENTS. IF ANY PINS OR MONUMENTS ARE DESTROYED OR DAMAGED BY THE CONTRACTOR, THEY SHALL BE ACCURATELY REPLACED BY A REGISTERED SURVEYOR IN THE STATE OF MICHIGAN AT THE COMPLETION OF THE PROJECT.
4. ALL SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE UNLESS OTHERWISE NOTED.
5. ALL CURB RAMPS, SIDEWALKS, AND PARKING AREAS REQUIRED FOR ACCESSIBILITY SHALL SHALL BE CONSTRUCTED IN FULL COMPLIANCE WITH THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990.
6. ALL PAVING MATERIALS FURNISHED AND WORK COMPLETED SHALL BE IN STRICT ACCORDANCE WITH MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL SUBMIT A JOB-MIX FORMULA FOR THE BITUMINOUS PAVEMENT TO THE CONSTRUCTION MANAGER FOR REVIEW AND APPROVAL AT LEAST 14 DAYS PRIOR TO THE PLACEMENT OF BITUMINOUS PAVEMENTS.
7. ASPHALT SURFACE COURSE SHALL BE LAID WITH THE DIRECTION OF TRAFFIC FLOW IN ALL DRIVE LANES WITHIN PARKING FIELDS.
8. DO NOT PLACE MIX ON FROZEN OR WET SURFACES, OR WHEN PRECIPITATION IS OCCURRING.
9. DO NOT PLACE MIX WHEN AIR OR SURFACE TEMPERATURE IS BELOW THE FOLLOWING: BINDER COURSE AND WALKS - 40° F - WEARING COURSE, ROADWAYS AND PARKING AREAS - 50° F
10. ANY MATERIAL DELIVERED TO THE SPREADER HAVING A TEMPERATURE LOWER THAN 250° F SHALL NOT BE USED.
11. THE MINIMUM ROLLER WEIGHT FOR PAVEMENT SHALL BE TEN (10) TON. ALL COURSES SHALL BE COMPACTED TO A MINIMUM OF NINETY-FIVE (95%) PERCENT OF THEORETICAL MAXIMUM DENSITY (TMD).
12. ALL PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM TO AASHTO AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ALL SIGNS SHALL BE CONSTRUCTED OF FLAT SHEET ALUMINUM IN ACCORDANCE WITH STATE HIGHWAY SPECIFICATIONS. STEEL SIGN POSTS SHALL BE USED AND CONFORM TO ASTM A36 OR ASTM A441 AND SHOULD BE GALVANIZED IN ACCORDANCE WITH AASHTO M111.
13. CONTRACTOR SHALL FURNISH AND INSTALL ALL PAVEMENT MARKINGS AS SHOWN ON THE PLANS. PAVEMENT MARKINGS SHALL BE APPLIED PER MANUFACTURER RECOMMENDATIONS. APPLY PAINT TO CLEAN, DRY SURFACES TO YIELD SHARP DEFINITION OF EDGES. AIR TEMPERATURE 50° F MINIMUM. APPLY TWO (2) COATS.
14. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS AND SHALL BE EITHER COLD LAID PLASTIC TAPE OR PAINTED AS DESIGNATED ON THE PLANS OR PAVEMENT MARKING DETAILS.
15. THE CONTRACTOR SHALL REMOVE CONFLICTING PAVEMENT MARKINGS IN A METHOD APPROVED BY MDOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.
16. DIRECTIONAL TRAFFIC ARROWS SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
17. A MINIMUM CLEARANCE OF 2 FEET SHALL BE MAINTAINED FROM THE FACE OF CURB AND ANY PART OF A LIGHT POLE OR TRAFFIC SIGN.
18. CONTRACTOR SHALL SAW-CUT IN A NEAT, STRAIGHT LINE FOR SMOOTH TRANSITIONS AT TIE-INS TO EXISTING EDGES OF PAVEMENT AND AT COLD JOINTS OF RECENTLY PAVED PAVEMENT.
19. JOINTS OR SCORE MARKS ARE TO BE SHARP AND CLEAN WITHOUT SHOWING EDGES OF JOINTING TOOL.
20. CONTRACTOR SHALL SAWCUT TIE-INS AT EXISTING CURBS TO ENSURE SMOOTH TRANSITIONS. CONTRACTOR SHALL SAWCUT AND TRANSITION TO EXISTING PAVEMENT TO ENSURE POSITIVE DRAINAGE.
21. ALL CONCRETE SHALL BE 6% (+/-1½%) AIR ENTRAINED, 3/4" AGGREGATE AND CONFORM TO A 28 DAY STRENGTH OF 4,000 PSI MINIMUM AND SHALL HAVE A MAXIMUM W/C OF 0.50. ALL CONCRETE SHALL BE MADE WITH TYPE I OR TYPE II CEMENT UNLESS OTHERWISE SPECIFIED.
22. ALL SIDEWALKS SHALL HAVE A LIGHT BROOM FINISH. VERTICAL FACES SHALL BE FORMED.
23. BASE AND ASPHALT THICKNESS SPECIFIED ARE THE MINIMUM REQUIRED.
24. ALL CURB RADII ARE 4', UNLESS OTHERWISE NOTED. FOR CURBED ISLANDS SHOWN WITH ONE LABELED RADIUS, THE LABELED RADIUS SHALL APPLY TO ALL FOUR CORNERS OF THE ISLAND.
25. ALL CONCRETE FOR CURBS SHALL BE AIR ENTRAINED TO BE 6% (+/-1½%), MADE WITH SAND AND GRAVEL AGGREGATE AND SHALL CONFORM TO A TWENTY EIGHT (28) DAY STRENGTH OF 4,500 PSI MINIMUM, SHALL HAVE A MAXIMUM W/C OF 0.40 AND 130 LBS/LF.
26. CONTRACTOR SHALL INSTALL ALL CURBING IN A TRUE LINE AND PROPER GRADE IN ACCORDANCE WITH THE APPROVED SITE PLANS AND APPROPRIATE STATE DOT SPECIFICATIONS. CURVED CURB SECTIONS SHALL BE USED FOR RADII LESS THAN 30'. ALL CURBING SHALL BE BACKFILLED WITH CLEAN AGGREGATE.
27. CONTRACTOR SHALL REPAIR ANY CURB DAMAGED DURING CONSTRUCTION ACTIVITIES.
28. ALL CURBS SHALL BE FULL DEPTH CONCRETE CURB WITH 6" REVEAL, UNLESS OTHERWISE NOTED.
29. BUILDING FOOTPRINTS ARE SHOWN FOR INTENT ONLY. SEE STRUCTURAL AND ARCHITECTURAL PLANS FOR BUILDING FOUNDATION AND WALL DIMENSIONS.
30. CONTRACTOR TO COORDINATE TRANSFORMER AND GENERATOR PAD DIMENSIONS AND SPECIFICATIONS WITH MEP PLANS AND ELECTRIC PROVIDER PRIOR TO CONSTRUCTION.
31. SEE ARCHITECTURAL PLANS FOR FROST SLAB DETAILS AND SPECIFICATIONS.
32. CONTRACTOR TO INSTALL ALL UTILITY PIPING, SEWERS, CONDUIT PRIOR TO PAVING OPERATIONS. CONTRACTOR TO COORDINATE ALL SITE UTILITIES WITH UTILITY PLAN, AND MEP PLANS.

GENERAL GRADING & DRAINAGE NOTES:

1. PROPOSED ELEVATIONS SHOWN SHALL NOT BE CHANGED WITHOUT APPROVAL OF THE CITY OF LIVONIA ENGINEERING DEPARTMENT AND THE CONSTRUCTION MANAGER.
2. TOPSOIL SHALL BE STRIPPED AND STOCKPILED FOR USE IN FINAL LANDSCAPING.
3. MANHOLE RIMS AND CATCH BASIN GRATES SHALL BE SET TO ELEVATIONS SHOWN. SET ALL EXISTING MANHOLE FRAMES AND COVERS, CATCH BASIN GRATES, VALVE BOXES, ETC., TO BE RAISED OR LOWERED, TO PROPOSED FINISHED GRADE, FLUSH WITH THE ADJACENT GRADE.
4. UNDERDRAINS MAY BE ADDED, IF DETERMINED NECESSARY BY THE ENGINEER OR CONSTRUCTION MANAGER, AFTER SUBGRADE IS ROUGH GRADED.
5. THE CONTRACTOR SHALL PRESERVE EXISTING VEGETATION WHERE POSSIBLE AND/OR AS NOTED ON DRAWINGS. REFER TO EROSION CONTROL PLAN FOR LIMIT OF DISTURBANCE AND NOTES.
6. THE CONTRACTOR SHALL COMPACT FILL IN 8" MAXIMUM LIFTS UNDER ALL PARKING, BUILDING, AND DRIVE AREAS TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR TEST), OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
7. THE CONTRACTOR SHALL BE ADVISED THAT ALL EXCAVATION IS CONSIDERED UNCLASSIFIED AND THAT IT SHALL BE RESPONSIBLE FOR ALL MEANS, METHODS, AND MATERIALS OF CONSTRUCTION TO COMPLETE CONSTRUCTION AS DESIGNED. ADDITIONALLY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OFF-SITE DISPOSAL OF ANY AND ALL EXCESS OR UNSUITABLE MATERIAL UNABLE TO BE PLACED ON SITE AND THE IMPORTATION OF ANY BORROW MATERIAL NECESSARY TO COMPLETE THE JOB.
8. SITE GRADING SHALL BE PERFORMED TO PROVIDE POSITIVE DRAINAGE TO CATCH BASINS AND TO PRECLUDE THE PONDING OF WATER ON SITE.
9. THE CONTRACTOR SHALL VERIFY REQUIRED SPOT ELEVATIONS/GRADING IN THE VICINITY OF THE BUILDINGS WITH THE ARCHITECTURAL PLANS.
10. SPOT ELEVATIONS SHOWN DEPICT THE PROPOSED PAVEMENT OR GROUND SURFACE OR PAVEMENT ELEVATION AT FACE OF CURB, UNLESS OTHERWISE NOTED. TOP OF ALL CONCRETE CURBING IS 6-INCHES ABOVE SPOT ELEVATIONS UNLESS OTHERWISE NOTED.
11. IT IS THE CONTRACTORS OBLIGATION AND RESPONSIBILITY TO CONFIRM/CONCUR WITH THE EXISTING GRADES SHOWN HEREIN. THE CONTRACTOR MUST CONFIRM ALL EXISTING GRADES PRIOR TO ANY/ALL EXCAVATION.
12. THE CONTRACTOR MUST DOCUMENT EXISTING GRADE DISPUTES BY PROVISION OF A TOPOGRAPHIC SURVEY BY A STATE OF MICHIGAN REGISTERED PROFESSIONAL SURVEYOR, PRIOR TO ANY EARTH DISTURBING ACTIVITIES. IN THE ABSENCE OF THE PROVISION OF TOPOGRAPHIC SURVEY BY THE CONTRACTOR, THE GRADES SHOWN HEREON WILL BE THE "TOPOGRAPHY OF RECORD" FOR ANY AND ALL SOIL VOLUME DISPUTES.
13. THE CONTRACTOR IS RESPONSIBLE FOR ALL SOIL IMPORT/EXPORT NECESSARY TO ACHIEVE THE PROPOSED GRADES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING ALL STATE AND LOCAL REQUIREMENTS ASSOCIATED WITH IMPORTING SOIL FROM ANOTHER SITE.
14. ALL PROPOSED SLOPES 3:1 OR STEEPER AND ALL EARTHEN DRAINAGE WAYS SHALL RECEIVE JUTE OR EXCELSIOR MATTING AS PER MDOT 813 - SLOPE PROTECTION..
15. ALL EXCAVATION UNDER OR NEAR EXISTING OR FUTURE PAVEMENT (INCLUDING SIDEWALKS), SUBJECT TO SETTLEMENT, WILL BE BACK FILLED WITH PREMIUM BACKFILL AS DEFINED HEREIN. AT QUESTIONABLE AREAS THE DECISION OF THE ENGINEER, OR THEIR REPRESENTATIVE, WILL PREVAIL.
16. PAVEMENT EXCAVATION AND EMBANKMENT SHALL BE IN ACCORDANCE WITH MICHIGAN DEPARTMENT OF TRANSPORTATION PAVE-956 SPECIFICATION. THE CONTRACTOR MAY BE REQUIRED TO MAKE COMPACTION TESTS. TESTS SHALL BE TAKEN BY A TESTING COMPANY APPROVED BY THE ENGINEER. THE COST OF THESE TESTS SHALL BE PAID BY THE CONTRACTOR. "PROOF" ROLLING WILL BE REQUIRED PRIOR TO PAVING AND SHALL BE CONDUCTED PRIOR TO PLACEMENT OF AGGREGATE BASE AND PERFORMED WITH THE OWNER'S INSPECTOR PRESENT AND PAID FOR BY THE CONTRACTOR.

GENERAL UTILITY NOTES:

1. THE CONTRACTOR SHALL COORDINATE ALL UTILITY CONNECTIONS, ELECTRICAL AND TELECOMMUNICATIONS CONDUIT, AND GAS LINES SHOWN ON THESE PLANS WITH THE ARCHITECTURAL AND M.E.P. PLANS PRIOR TO START OF CONSTRUCTION.
2. IN THE EVENT OF CONFLICT OF ANY REQUIREMENTS OR PROVISIONS OF THE WORK INDICATED HEREON, THE SITE ENGINEER SHALL BE NOTIFIED FOR A DETERMINATION OF THE PLAN REQUIREMENTS AND INTENT THEREOF.
3. PROPER COORDINATION WITH THE RESPECTIVE UTILITY COMPANIES SHALL BE PERFORMED BY THE CONTRACTOR TO INSURE THAT ALL UTILITY COMPANY, LOCAL MUNICIPALITY, AND LOCAL COUNTY STANDARDS FOR MATERIALS AND CONSTRUCTION METHODS ARE MET.
4. THE CONTRACTOR SHALL VISIT THE SITE AND VERIFY THE ELEVATION AND LOCATION OF ALL UTILITIES BY VARIOUS MEANS PRIOR TO BEGINNING ANY EXCAVATION. TEST PITS SHALL BE DUG AT ALL LOCATIONS WHERE SEWERS CROSS EXISTING UTILITIES, AND THE HORIZONTAL AND VERTICAL LOCATIONS OF THE UTILITIES SHALL BE DETERMINED. THE CONTRACTOR SHALL CONTACT THE CONSTRUCTION MANAGER IN THE EVENT OF ANY UNFORESEEN CONFLICTS BETWEEN EXISTING AND PROPOSED UTILITIES SO THAT AN APPROPRIATE MODIFICATION MAY BE MADE.
5. THE CONTRACTOR SHALL ARRANGE FOR AND COORDINATE WITH THE RESPECTIVE UTILITY COMPANIES FOR SERVICE INSTALLATIONS AND CONNECTIONS AND MAIN AND SERVICE RELOCATIONS. THE CONTRACTOR SHALL COORDINATE THE WORK TO BE PERFORMED BY THE VARIOUS UTILITY COMPANIES AND SHALL SECURE ALL PERMITS AND PAY ALL FEES FOR CONNECTIONS, DISCONNECTIONS, RELOCATIONS, INSPECTIONS, AND DEMOLITION, AS NECESSARY.
6. THE CONTRACTOR SHALL ARRANGE FOR COORDINATE TEMPORARY UTILITY OUTAGES WITH APPLICABLE UTILITY COMPANY AND CITY AND NOTIFY NEIGHBORING EFFECTED OWNERS NO LESS THAN 72 HOURS PRIOR TO PLANNED OUTAGE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS REQUIRED TO PERFORM ALL THE WORK. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
7. DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER, LOCAL MUNICIPALITY AND/OR UTILITY COMPANY. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY OR PERMANENT SERVICE HAS BEEN PROVIDED.
8. THE CONTRACTOR SHALL ABIDE BY ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOMS, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT THE POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS.
9. RELOCATION OF ANY UTILITY COMPANY FACILITIES TO BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY AND LOCAL MUNICIPALITY.
10. ALL WATER MAINS, WATER SERVICES AND SANITARY SEWER LATERALS SHALL CONFORM TO THE MICHIGAN DEPARTMENT OF ENVIRONMENTAL, GREAT LAKES, AN ENERGY, APPLICABLE COUNTY AND LOCAL DEPARTMENTS, AND APPROPRIATE UTILITY COMPANY SPECIFICATIONS.
11. THE CONTRACTOR SHALL MAINTAIN ALL FLOWS AND UTILITY CONNECTIONS TO EXISTING BUILDINGS, ETC. WITHOUT INTERRUPTION UNLESS/UNTIL AUTHORIZED TO DISCONNECT BY THE OWNER, UTILITY COMPANIES, AND GOVERNING AUTHORITIES. THE CONTRACTOR SHALL INSTALL AS NECESSARY, TEMPORARY SITE LIGHTING, GAS, SANITARY, WATER, STORM, ELECTRIC, TELEPHONE, AND CABLE SERVICES TO SERVICE BUILDING(S) TO REMAIN OPEN.
12. ALL EXISTING PAVEMENT WHERE UTILITY PIPING IS TO BE INSTALLED SHALL BE SAW CUT AND REPLACED IN ACCORDANCE WITH THE PAVEMENT REPAIR REQUIREMENTS OF LOCAL MUNICIPALITY AND THE DETAILS CONTAINED HEREIN.
13. ALL PIPES SHALL BE LAID ON STRAIGHT ALIGNMENTS AND EVEN GRADES USING A PIPE LASER OR OTHER ACCURATE METHOD.
14. SANITARY LATERAL AND STORM SEWERS SHALL MAINTAIN 10-FOOT MIN. HORIZONTAL AND 1.5-FOOT MIN. VERTICAL SEPARATION DISTANCE FROM WATER LINES. A 1-FOOT MIN. VERTICAL CLEARANCE SHALL BE MAINTAINED BETWEEN WATER LINES AND OTHER UTILITIES INCLUDING GAS, ELECTRICAL AND TELEPHONE. ADDITIONAL PROTECTION MEASURES INCLUDING, BUT NOT LIMITED TO, CONCRETE PIPE ENCASEMENT MAY BE REQUIRED IF INDICATED CLEARANCES ARE NOT MET.
15. THE CONTRACTOR SHALL COMPACT PIPE BACKFILL IN MAX. 8" LOOSE LIFTS TO 95% OF THE MAXIMUM DRY DENSITY PER ASTM D1557, ACCORDING TO THE PIPE BEDDING DETAILS. TRENCH BOTTOM SHALL BE STABLE IN HIGH GROUNDWATER AREAS. A PIPE FOUNDATION SHALL BE USED IN AREAS OF ROCK EXCAVATION.
16. CONTRACTOR TO PROVIDE SLEEVES UNDER FOOTINGS OR THROUGH FOUNDATIONS FOR UTILITY CONNECTIONS.
17. CONTRACTOR SHALL PROVIDE ALL BENDS, FITTINGS, ADAPTERS, ETC. AS REQUIRED FOR PIPE CONNECTIONS TO BUILDING/CANOPY STUB-OUTS, INCLUDING ROOF/FOOTING DRAIN CONNECTIONS TO ROOF LEADERS AND TO STORM DRAINAGE SYSTEM.
18. UTILITY CONDUIT PIPE SHALL BE SCHEDULE 80 PVC AND/OR AS REQUIRED BY THE LOCAL UTILITY COMPANY. SERVICES MAY BE INSTALLED IN A COMMON TRENCH WITH 12" CLEAR SPACE BETWEEN SERVICES. MINIMUM COVER SHALL BE 36" ON ELECTRIC CONDUITS AND 24" ON TELEPHONE AND CABLE CONDUITS. SERVICES SHALL BE MARKED WITH MAGNETIC LOCATOR TAPE. GALVANIZED STEEL ELECTRICAL CONDUIT SHALL BE USED AT POLE AND TRANSFORMER LOCATIONS. INSTALL HAND HOLES AS REQUIRED.
19. ALL UTILITY CONSTRUCTION IS SUBJECT TO INSPECTION PRIOR TO APPROVAL FOR BACKFILL, IN ACCORDANCE WITH THE APPROPRIATE UTILITY COMPANY, LOCAL MUNICIPALITY, AND/OR LOCAL COUNTY REQUIREMENTS.
20. MANHOLE RIMS AND CATCH BASIN GRATES SHALL BE SET TO ELEVATIONS SHOWN. SET ALL EXISTING MANHOLE FRAMES AND COVERS, CATCH BASIN GRATES, VALVE BOXES, ETC., TO BE RAISED OR LOWERED, TO PROPOSED FINISHED GRADE, FLUSH WITH THE ADJACENT GRADE. ALL TOP OF CASTING ELEVATIONS SHOWN IN THE PLANS FOR CURB INLETS ARE AT THE TOP OF CURB.
21. THE CONTRACTOR MAY SUBSTITUTE MASONRY STRUCTURES FOR PRECAST STRUCTURES IF APPROVED BY THE CONSTRUCTION MANAGER AND IF ALLOWED BY THE CITY O



CLEANOUT DETAIL
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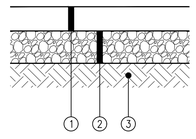
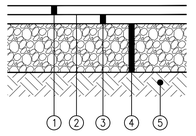


CONCRETE SECTION

1. MDOT GRADE 3500 CONCRETE PAVEMENT, 6"
2. MDOT 21AA AGGREGATE BASE, 8" – EXTEND 1' MIN BEYOND THE PAVED EDGE
3. SUBGRADE COMPACTION

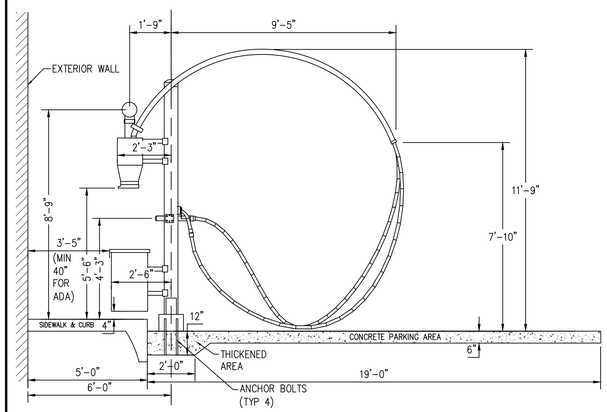


ASPHALT PAVEMENT SECTION

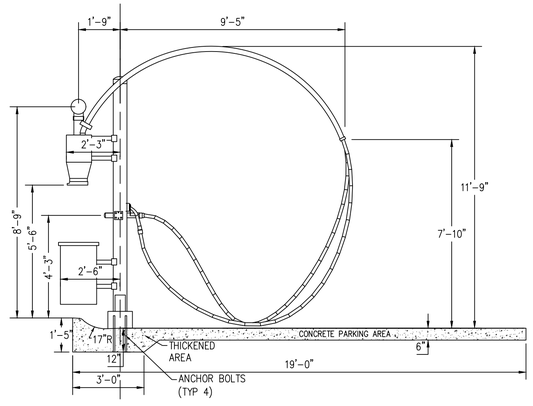
1. MDOT 13A HMA, 1–1/2", PG58–28, MAX. 15% RAP, 3% AIR VOIDS
2. BITUMINOUS BOND COAT (0.1 GAL./SQ. YD.)
3. MDOT 3C HMA, 1–1/2", PG58–28, MAX. 30% RAP, 3% AIR VOIDS
4. MDOT 21AA AGGREGATE BASE, 6" – EXTEND 1' MIN BEYOND THE PAVED EDGE
5. SUBGRADE COMPACTION

ALL PAVEMENT MATERIALS SHALL CONFORM TO THE MICHIGAN DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

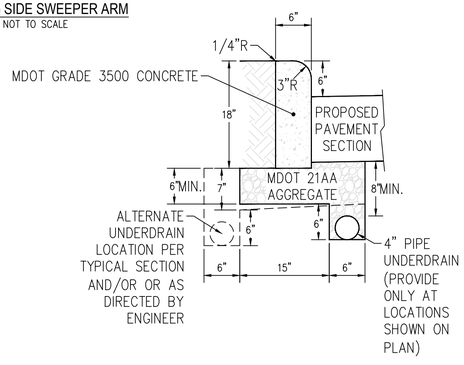
TYPICAL PAVEMENT SECTIONS
NOT TO SCALE



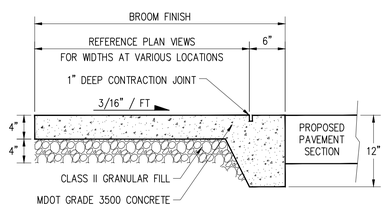
BUILDING SIDE SWEEPER ARM
NOT TO SCALE



ROLL CURB SWEEPER ARM
NOT TO SCALE



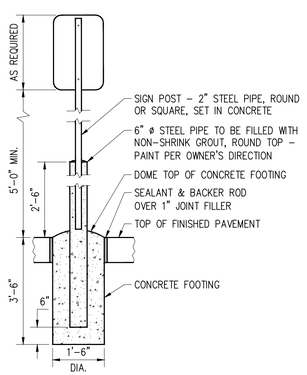
18" STRAIGHT CONCRETE CURB
NOT TO SCALE



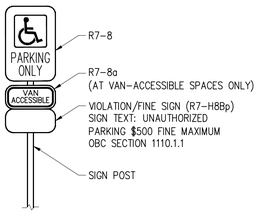
NOTE: SIDEWALK JOINTS SHALL BE EQUALLY SPACED UNLESS OTHERWISE DETAILED AS A PART OF THE BUILDING OR LANDSCAPE ARCHITECT PLANS.

OPTION: CONTRACTOR MAY POUR CURB AND WALK SEPARATELY. SEE DETAIL FOR 18" STRAIGHT CURB.

FLUSH WALK AND PAVEMENT
NOT TO SCALE



TYPICAL SIGN POST IN PAVEMENT
NOT TO SCALE



NOTE:
ACCESSIBLE PARKING SIGN SHALL CONFORM WITH CURRENT STATE AND LOCAL CODES AND REGULATIONS.

ACCESSIBLE PARKING SPACE SIGN
NOT TO SCALE



STOP SIGN
NOT TO SCALE

NOTES:
1. SIGN TO MATCH MUTCD R1–1



DO NOT ENTER SIGN
NOT TO SCALE

NOTES:
1. SIGN TO MATCH MUTCD R5–1

NO.	DESCRIPTION	DATE	BY

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

GENERAL DETAILS

C002

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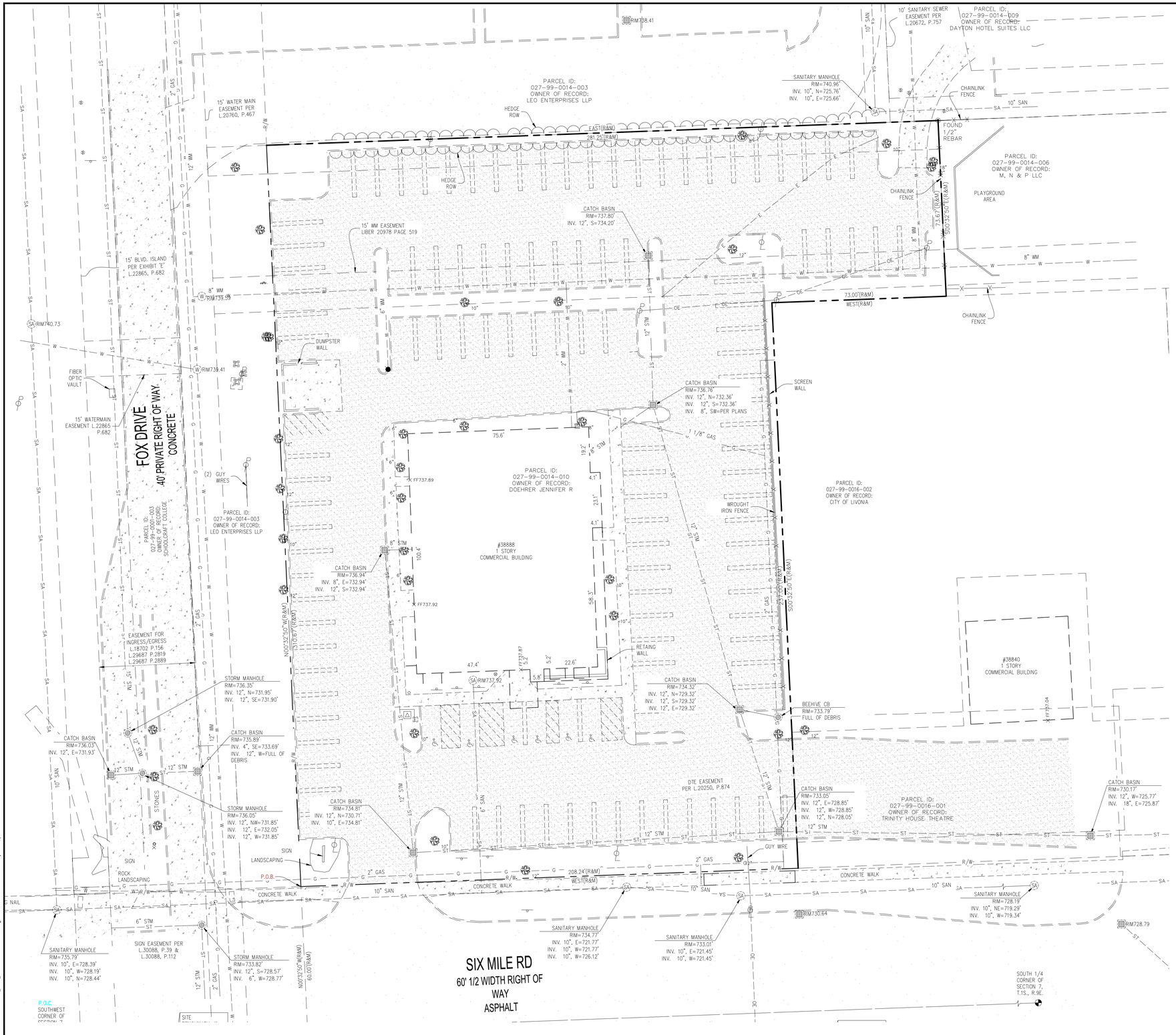

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EXISTING CONDITIONS

C100

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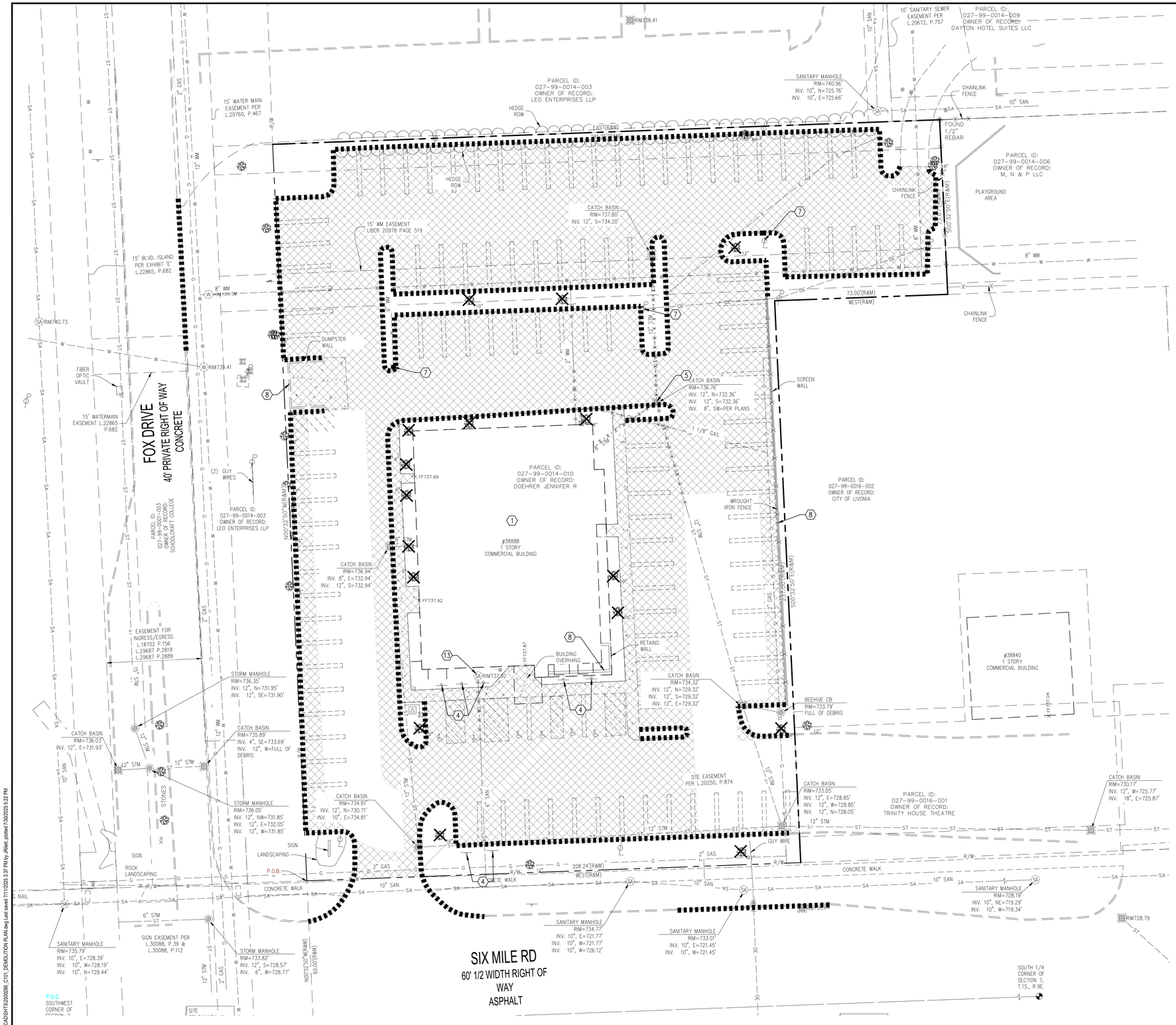

LEGEND

- PROPERTY LINE
- RIGHT OF WAY LINE
- STORM
- STORM TO BE REMOVED
- SANITARY
- SANITARY TO BE REMOVED
- COMMUNICATION
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC TO BE REMOVED
- WATER
- GAS
- GAS TO BE REMOVED
- CATCH BASIN
- EX SANITARY MANHOLE
- EX TREE TO BE PRESERVED
- EX TREE TO BE REMOVED
- EX CURB TO BE REMOVED
- EX PAVEMENT TO BE REMOVED

CODED NOTES

1. EX BUILDING TO BE REMOVED (BY OTHERS) INCLUDING BASEMENT, FOUNDATION AND ALL UTILITY SERVICES
2. EX MENU BOARD TO BE REMOVED
3. EX SPEAKER W/ CANOPY TO BE REMOVED
4. EX SIGN TO BE REMOVED
5. EX STORM STRUCTURE TO BE REMOVED
6. EX ELECTRIC POLE TO BE RELOCATED
7. EX LIGHT POLE TO BE REMOVED
8. EX WALL TO BE REMOVED
9. EX TRANSFORMER TO BE REMOVED
10. EX GATE TO BE REMOVED
11. ALL VEGETATION REMOVED WITHIN LIMITS OF DISTURBANCE
12. LIMIT OF PAVEMENT REMOVAL SHALL BE TO AN EXISTING JOINT OR STRAIGHT LINE PARALLEL TO EXISTING JOINTS WITHIN THE PROPERTY. NO WORK IS PROPOSED WITHIN THE RIGHT-OF-WAY
13. EX SANITARY STRUCTURE TO BE REMOVED

DEMOLITION NOTES

1. EXISTING CONDITIONS AS DEPICTED ON THESES PLANS ARE ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING. IF CONDITIONS ENCOUNTERED ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
2. SHOULD ANY UNCHARTED, OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
3. CONTRACTOR IS RESPONSIBLE FOR RESTORING INADVERTENT SITE DAMAGE TO THE CONDITION PRIOR TO START OF WORK, INCLUDING PAVEMENT REPAIR ASSOCIATED WITH UTILITIES SHOWN TO BE REMOVED.
4. CONTRACTOR SHALL MINIMIZE DISRUPTIONS TO ADJOINING PROPERTIES AND SHALL COMPLETE WORK AS SOON AS PRACTICAL. INTERRUPTIONS TO EXISTING UTILITY SERVICES SHALL BE AUTHORIZED AND COORDINATED WITH THE OWNERS, MUNICIPALITY, AND /OR UTILITY COMPANY.
5. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN CONDUCTING GRADING ACTIVITIES IN THE VICINITY OF EXISTING ELECTRIC, FIBER AND TELEPHONE LINES.
6. ANY EXISTING STORM INLETS IMPACTED BY THE NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL.
7. ANY WORK/DAMAGE THAT HAPPENS BEYOND THE PROPERTY LINE IS TO BE REPLACED OR REPAIRED AT COST OF THE CONTRACTOR.

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SCALE: 1 IN = 20 FT

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

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PREPARED FOR:

EXPRESS WASH CONCEPTS

13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR

CLEAN EXPRESS AUTO WASH

38888 SIX MILE RD, LIVONIA, MI 48152

DEMOLITION PLAN

C101

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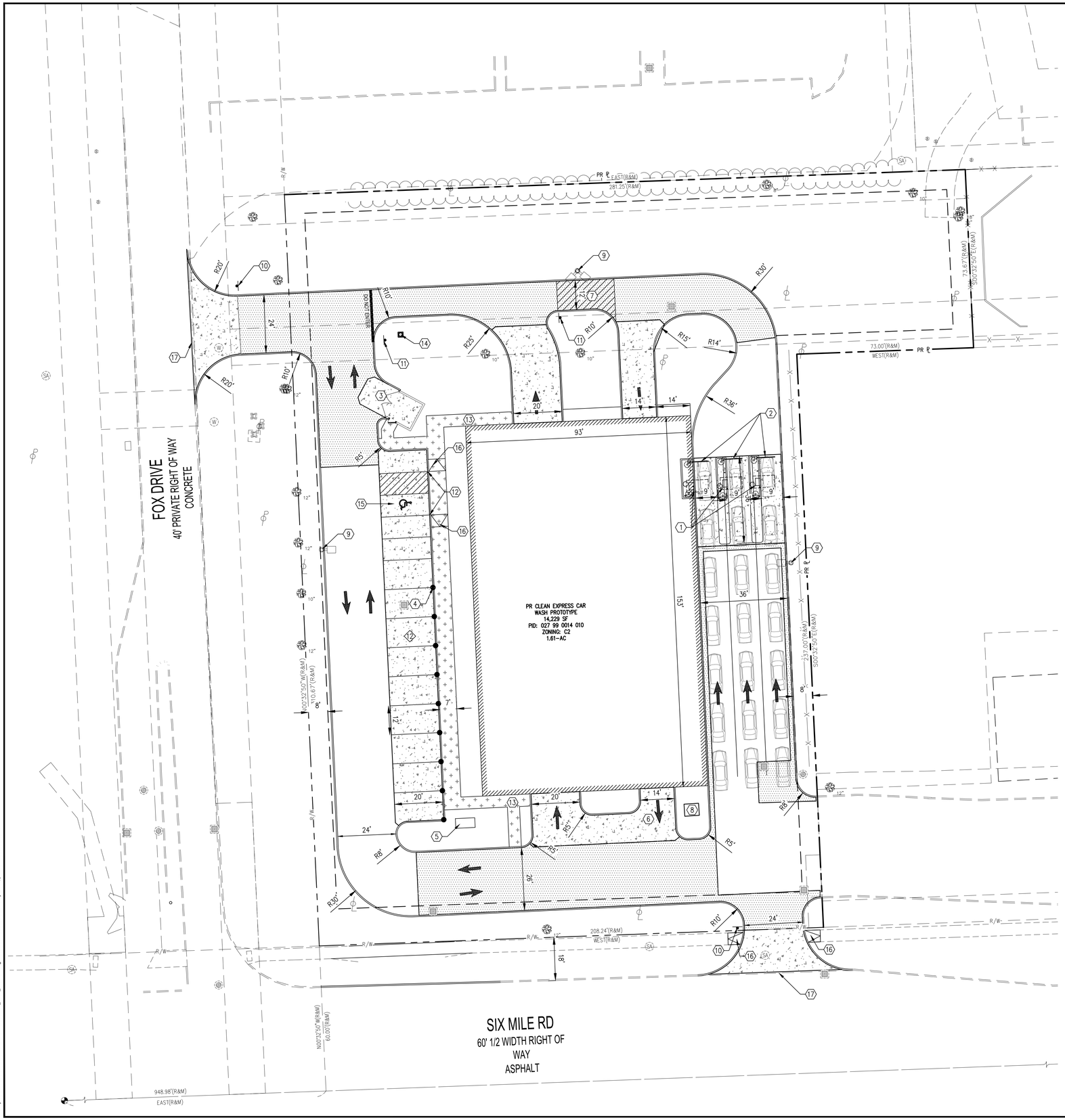

LEGEND

- EX CONCRETE CURB
- PR CONCRETE CURB
- PR ℄ PR PROPERTY LINE
- PR ASPHALT PAVEMENT
- PR CONCRETE PAVEMENT
- PR 5' SIDEWALK
- ⟨12⟩ PARKING COUNT

CODED NOTES

1. PAY STATION (TYP OF 3)
2. CLEARANCE BAR (TYP OF 3)
3. 8" CONCRETE DUMPSTER PAD
4. VACUUM STATION (TYP OF 9)
5. VACUUM CORRELATOR
6. HEATED CONCRETE PAVEMENT
7. ESCAPE LANE
8. TRANSFORMER PAD
9. PROPOSED LIGHT POLE
10. STOP SIGN
11. DO NOT ENTER SIGN
12. FLUSH WALK AND PAVEMENT
13. 5' CONCRETE WALK
14. FLAGPOLE
15. ADA PARKING SPACE
16. RAMP
17. CURB CUT

NOTES

1. SEE PHOTOMETRIC PLAN FOR LIGHT POLE LOCATIONS

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SITE PLAN

C200

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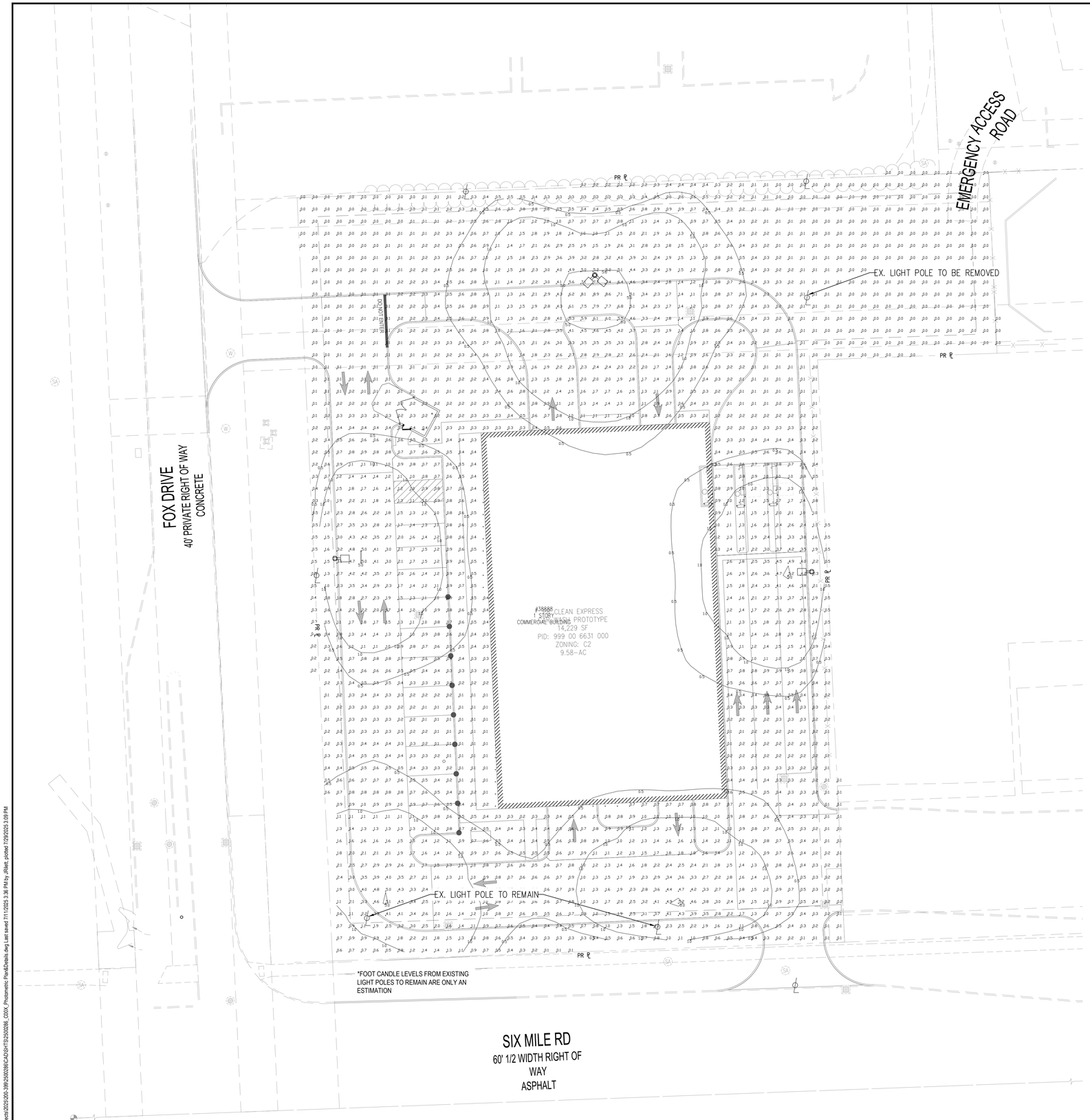

*FOOT CANDLE LEVELS FROM EXISTING LIGHT POLES TO REMAIN ARE ONLY AN ESTIMATION

PHOTOMETRIC LEGEND

- DOUBLE POLE MOUNTED SITE LIGHT
- POLE MOUNTED SITE LIGHT
- EXISTING SITE LIGHT TO REMAIN

FOOT CANDLE LEVELS	
LABEL	AVG
PROP LIMITS	0.79
PVMT LIMITS	0.95
PRKG	1.00

LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LUMENS PER LAMP	WATTAGE
	2	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-30K-R4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105
	1	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-30K-R4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105

POLE FIXTURE SCHEDULE

	QUANTITY	CATALOG NUMBER	HEIGHT (FT)	POLE SHAFT SIZE (INXFT)	WALL THICKNESS (IN)	DRILL MOUNTING
LITHONIA LIGHTING SINGLE FIXTURE	2	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE	4.5	0.120	DM19
LITHONIA LIGHTING DOUBLE FIXTURE	1	RSS 18 4B DBXLD	18' POLE ON A 2' CONCRETE BASE (1 AT 90° ONE AT 180°)	4.5	0.120	DM28

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PHOTOMETRIC PLAN

C600

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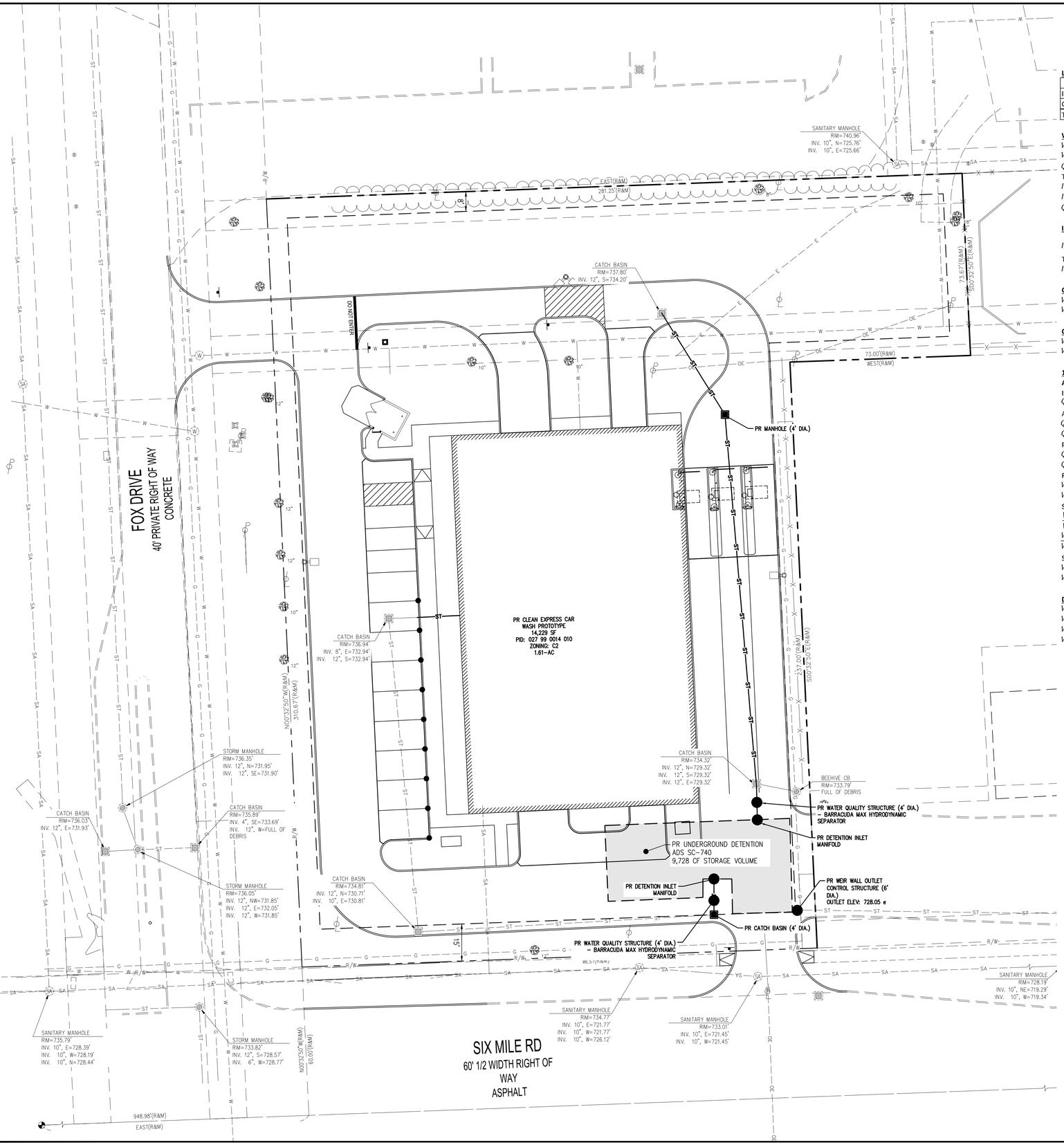

DETENTION CALCULATIONS

Land Use

Breakdown	Area (Ac.)	C
Impervious	1.00	0.95
Grass (HSG D)	0.61	0.3
Total	1.61	0.70

Water Quality

$V_{WQ-1\,inch} = 3630 * A * C$

$V_{WQ-1\,inch} =$ 4,112 cubic feet

$Q_{WQ} = C * I_1 * A$

T (min) 10 minutes

I_1 (per NOAA Atlas 14) = 2.11 inch/hr

I_1 (max per 8.2.4) = 2.00 inch/hr

$Q_{WQ} =$ 2.27 cfs

Intensity

$$I_{100} = \frac{101}{(12.33 + T)^{0.84}}$$

T (min) 10

$I_{100} =$ 7.43

Channel Protection Volume Control (CPVC)

$V_{CPVC} = A \times C \times 3{,}630$

$V_{CPVC} =$ 4,112 cubic feet

Channel Protection Rate Control (CPRC)

$V_{CPRC} = A \times C \times 6{,}897$

$V_{CPRC} =$ 7,814 cubic feet

100-Year Detention Volume

Allowable Release Rate

If site is less than 2 acres,

$Q_{allow} =$ 1 cfs/acre

Allowable Discharge

$Q_o = Q_{allow} \times A$

$Q_o =$ 1.61 cfs

Peak Inflow

$Q_i = C \times I_{100} \times A$

$Q_i =$ 8.42 cfs

Runoff Volume

$V_r = 18{,}900 \times C \times A$

$V_r =$ 21,412 cubic feet

Storage Ratio

$$\frac{V_s}{V_r} = 0.206 - 0.15 \ln\left(\frac{Q_o}{Q_i}\right)$$

$\frac{V_s}{V_r} =$ 0.454

Storage Volume

$V_s = V_r \times Storage\ Ratio$

$V_s =$ 9,728 cubic feet

Design Volumes

$V_{CPVC} =$ 4,112 cubic feet

$V_{CPRC} =$ 7,814 cubic feet

$V_s =$ 9,728 cubic feet

$V_{provided} =$ 9,728 cubic feet

LEGEND

- EX OH ELECTRIC LINE
- EX SANITARY LINE
- EX WATER LINE
- EX STORM LINE
- EX UNDERGROUND ELECTRICAL LINE
- EX COMMUNICATION LINE
- EX SANITARY MANHOLE
- EX STORM MANHOLE
- EX UTILITY POLE
- EX CATCH BASIN
- PR STORM
- PR 6" ROOF DRAIN @ 1.0% MIN SLOPE
- PR SANITARY SERVICE
- PR UNDERGROUND ELECTRIC
- PR GAS SERVICE
- PR CLEANOUT
- PR LIGHT POLE SEE PHOTOMETRIC PLANS
- PR WATER VALVE
- PR FIRE HYDRANT (AWWA STANDARD C502)

UTILITY NOTES

1. EXISTING ON-SITE SANITARY TO BE EVALUATED PRIOR TO ENGINEERING APPROVAL.
2. THE EXISTING SANITARY LEAD SHALL BE CLEANED AND TELEVISED IN THE PRESENCE OF THE ENGINEERING INSPECTOR AND A COPY OF THE VIDEO MUST BE GIVEN TO THE INSPECTOR TO DELIVER TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. IF THE CITY ENGINEER DEEMS THE SANITARY LEAD TO BE IN POOR CONDITION, THE DEVELOPER WILL BE REQUIRED TO REPLACE THE ENTIRE LENGTH UP TO AND INCLUDING THE CONNECTION TO THE CITY OF LIVONIA MAIN USING A ROMAC SADDLE TAP.
3. ALL PROPOSED UTILITIES ARE CONSIDERED PRIVATE AND SHALL NOT CONTAIN THE CITY OF LIVONIA LOGO ON THE STRUCTURE COVERS.
4. NO CONNECTION RECEIVING STORM WATER, SURFACE WATER OR GROUND WATER SHALL BE MADE TO THE SANITARY SEWER.
5. NO FOOTING DRAINS SHALL BE CONNECTED TO THE BUILDING SEWER.
6. CONTRACTOR SHALL NOTIFY THE CITY OF LIVONIA 48 HOURS PRIOR TO THE START OF CONSTRUCTION IF THE CONSTRUCTION IS WITHIN THE CITY'S RIGHT-OF-WAY OR EASEMENT.
7. DIFFERENTIAL OF EXCAVATION AROUND EXISTING MANHOLES SHALL NOT EXCEED SIX FEET.

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SITE IMPROVEMENT PLAN FOR

CLEAN EXPRESS AUTO WASH

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DETENTION PLAN

C400

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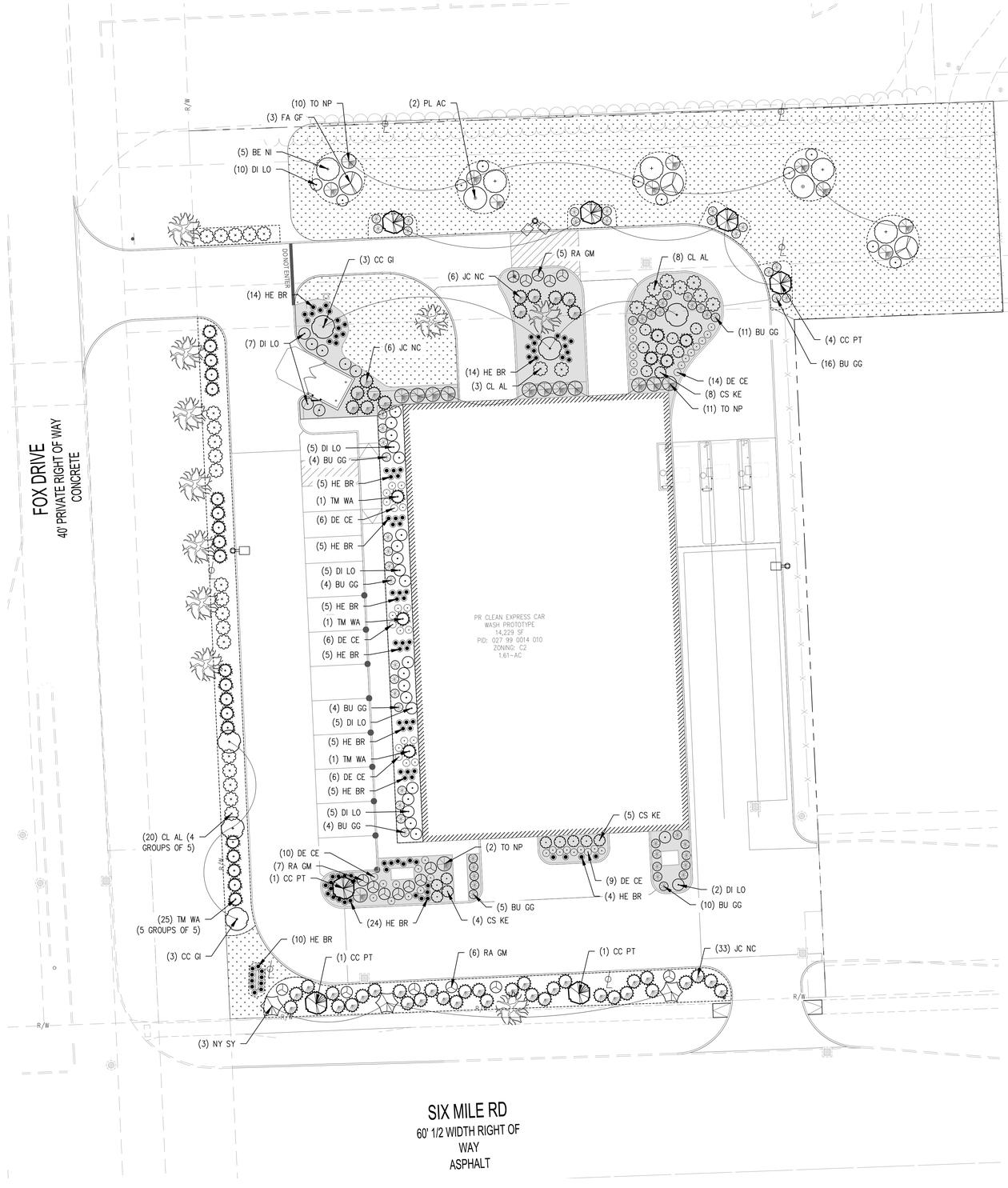

LEGEND

- PR DECIDUOUS TREE
- PR ORNAMENTAL TREE
- PR EVERGREEN TREE
- PR DECIDUOUS FLOWERING SHRUB
- PR EVERGREEN SHRUB
- PR ORNAMENTAL GRASS/PERENNIAL
- PR HARDWOOD MULCH PLANTING BED LINE
- PR LAWN AREA, ALL LAWN AREA SHALL BE PLANTED WITH SOD
- PR STONE MULCH PLANTING BED
- EXISTING TREE

LANDSCAPE CODE REQUIREMENTS

REQUIRED:	PROVIDED:
SECTION 10.03 LANDSCAPING DESIGN REQUIREMENTS	
(1) FRONTAGE LANDSCAPING. WHERE THE SITE ABUTS A PUBLIC ROAD RIGHT-OF-WAY, THE FOLLOWING FRONTAGE LANDSCAPING SHALL BE PROVIDED IN THE FRONT YARD AREA ADJACENT TO THE ROAD RIGHT-OF-WAY. DECIDUOUS OR EVERGREEN TREE: 1 PER 40 L.F. ORNAMENTAL TREE: 1 PER 100 L.F. SHRUBS: 8 PER 40 L.F.	ROAD FRONTAGE: 208'-24' (DRIVE AISLE)=184' L.F. DECIDUOUS TREES REQUIRED: 1 PER 40 L.F. = 4 PROVIDED: 1 EX AND 3 PR ORNAMENTAL TREE REQUIRED: REQUIRED: 1 PER 100 L.F. = 2 PROVIDED: 2 SHRUBS REQUIRED: REQUIRED:8 PER 40 L.F. = 37 PROVIDED: 37 (30 EVERGREEN, 7 DECIDUOUS)
(2) PARKING LOT LANDSCAPING. A) PARKING LOT SCREENING. i) PARKING LOT SCREENING LANDSCAPING. LANDSCAPING SHALL INCLUDE A LANDSCAPED YARD AT LEAST FIVE (5) FEET IN WIDTH CONTAINING AN OPAQUE SCREEN OF LANDSCAPING (EVERGREEN OR DECIDUOUS HEDGE) AT LEAST THREE (3) FEET IN HEIGHT. THE LANDSCAPING SHALL BE PLANTED IN A MANNER WHERE THE LANDSCAPING CAN BE EXPECTED TO PROVIDE AN UNBROKEN VISUAL SCREEN WITHIN THREE (3) YEARS. THE LANDSCAPING SHALL BE LOCATED AT LEAST TWO (2) FEET FROM THE FRONT OF A PARKING SPACE CURB SO AS TO ACCOUNT FOR VEHICLE OVERHANG.	8 EXISTING TREES TO REMAIN AND EVERGREEN/DECIDUOUS SCREENING PLANTINGS PROVIDED ALONG FOX DRIVE
B) PARKING LOT SCREENING. INTERIOR PARKING LOT LANDSCAPING. ALL OFF-STREET PARKING AREAS OF FORTY (40) PARKING SPACES OR MORE MUST HAVE INTERNAL LANDSCAPING.	NOT REQUIRED AS PARKING LOT IS LESS THAN 40 SPACES (13)
(5) SCREEN WALL AND GREENBELT BUFFERING. C-2 DISTRICT ADJACENT TO C-1 AND C-4 DISTRICT (WEST & SOUTH): REQUIRED: A TEN (10) FOOT WIDE BUFFER, WITH ONE (1) TREE PER THIRTY (30) LINEAR FEET. C-2 DISTRICT ADJACENT TO R-U-F DISTRICT (SOUTH) REQUIRED: A SIX (6) FOOT HIGH MASONRY WALL OR OPAQUE FENCE AND/OR A TWENTY (20) FOOT WIDE GREENBELT BUFFER, WITH ONE (1) TREE PER TWENTY (20) LINEAR FEET (MINIMUM OF 50% EVERGREEN TREES), SUBJECT TO CITY COUNCIL REVIEW AND APPROVAL.	C-2/R-U-F (EAST SIDE):180 L.F.\20 = MASONRY WALL AND FENCE CURRENTLY EXISTS ALONG EASTERN PROPERTY LINE C-2/C-1 (WEST SIDE):310 L.F.\30 = 10 TREES REQUIRED 8 EXISTING TREES 3 PROPOSED TREES PROVIDED C-2/C-4 (SOUTH) 5 TREES REQUIRED 7 TREES PROVIDED BY ROAD FRONTAGE SCREENING
(6) OPEN SPACE LANDSCAPING ALL REMAINING OPEN AREAS ON THE SITE THAT ARE NOT REQUIRED LANDSCAPING AREAS AS DESCRIBED ELSEWHERE IN THIS ARTICLE SHALL BE PLANTED WITH ONE (1) TREE PER THREE THOUSAND (3,000) SQUARE FEET OF OPEN AREA. ALL OPEN SPACE LANDSCAPING AREAS SHALL BE PLANTED WITH GRASS OR ANOTHER SUITABLE VEGETATIVE GROUND COVER.	OPEN AREA REMAINING: ±12,753 S.F. 5 TREES REQUIRED 28 TREES PROVIDED

LANDSCAPE PLANT LIST

ABRV.	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	REMARKS	TYPE
CC GI	6	CRATAEGUS CRUS-GALLI INERMIS	THORNLESS COCKSPUR HAWTHORN	3" CALIPER	B&B	ORNAMENTAL TREE
CC PT	7	CERCIS CANADENSIS 'PINK TRIM'	NORTHERN HERALD REDBUD	2" CALIPER	B&B	ORNAMENTAL TREE
PL AC	2	PLATANUS ACERFOLIA ' LIBERTY'	LIBERTY PLANETREE	3" CALIPER	B&B	DECIDUOUS TREE
FA GF	3	FAGUS GRANDIFLORA	AMERICAN BEECH	3" CALIPER	B&B	DECIDUOUS TREE
BE NI	5	BETULA NIGRA 'HERITAGE'	HERITAGE RIVER BIRCH	3" CALIPER	B&B	DECIDUOUS TREE
NY SY	3	NYSSA SYLVATICA 'WILDFIRE'	WILDFIRE BLACKGUM	3" CALIPER	B&B	DECIDUOUS TREE
TO NP	23	THUJA OCCIDENTALIS 'ART BOE'	NORTH POLE ARBORVITAE	5' HEIGHT	CONTAINER	EVERGREEN TREE
CL AL	30	CLETHRA ALNIFOLIA	SUGARTINA CRYSTALINA	1 GALLON	CONTAINER	DECIDUOUS SHRUB
DI LO	39	DIERVILLA LONICERA	NATIVE BUSH HONEYSUCKLE	3 GALLON	CONTAINER	DECIDUOUS SHRUB
RA GM	19	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	3 GALLON	CONTAINER	DECIDUOUS SHRUB
CS KE	18	CORNUS SERICEA 'KELSEYI'	KELSEYI DWARF DOGWOOD	3 GALLON	CONTAINER	DECIDUOUS SHRUB
TM WA	32	TAXUS X MEDIA 'WARDII'	WARDS YEW	3 GALLON	CONTAINER	EVERGREEN SHRUB
JC NC	45	JUNIPERUS CONFERTA 'NICKS COMPACT'	NICKS COMPACT JUNIPER	3 GALLON	CONTAINER	EVERGREEN SHRUB
BU GG	58	BUXUS 'GREEN GEM'	GREEN GEM BOXWOOD	3 GALLON	CONTAINER	EVERGREEN SHRUB
DE CE	51	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	1 GALLON	CONTAINER	ORNAMENTAL GRASS
HE BR	97	HEMEROCALLIS 'BESS ROSS'	DAYLILY 'BESS ROSS'	1 GALLON	CONTAINER	FLOWERING PERENNIAL

LANDSCAPE IRRIGATION SYSTEM

LANDSCAPE CONTRACTOR TO PROVIDE DESIGN AND INSTALLATION OF A LANDSCAPE IRRIGATION SYSTEM WITCH COVERS THE ENTIRE SITE PROPERTY. LAWNS, TREES AND LANDSCAPE BEDS SHALL BE IRRIGATED ON SEPARATE ZONES. IRRIGATION SYSTEM SHALL INCLUDE A SMART ELECTRONIC CONTROLLER WITH WEATHER SENSOR, RAIN DELAY SEASONAL ADJUST AND WATER BUDGET FEATURES.

A SEPARATE IRRIGATION METER AND BACKFLOW PREVENTOR PER CITY REQUIREMENTS AND ANY PERMITS SHALL BE INCLUDED. PROVIDE COMPLETE IRRIGATION DESIGN DRAWINGS AND SPECS FOR OWNER REVIEW PRIOR TO INSTALLATION. A COMPLETE SINGLE SOURCE IRRIGATION SYSTEM FROM HUNTER, RAINBIRD, OR TORO WILL ONLY BE ACCEPTED.

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LANDSCAPE PLAN

L100

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LANDSCAPE PLANTING NOTES

1. THE CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON ALL PLANTS AND VEGETATION PROPOSED ON THE LANDSCAPING PLAN. ANY TREES, SHRUBS, GROUND COVER OR OTHER VEGETATION PLANTED AS PART OF THIS PROJECT THAT DO NOT SURVIVE ONE YEAR FROM PLANTING SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL PERTINENT UTILITY COMPANIES THREE WORKING DAYS IN ADVANCE OF ANY DIGGING. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF ANY UTILITIES.

3. REFER TO THE LANDSCAPE PLAN FOR ADDITIONAL NOTES. LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE LATEST EDITION OF MDOT CONSTRUCTION SPECIFICATIONS (2020 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION).

4. ALL PLANTING MATERIALS: SHALL BE PLANTED PER MDOT SPECIFICATIONS. EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE BROKEN, LOW HANGING AND OTHER UNDESIRABLE GROWTH TO ENSURE HEALTHY AND SYMMETRICAL NEW GROWTH.

5. PLANTING BEDS. ONE MONTH BEFORE CULTIVATION AND AFTER DAYTIME TEMPERATURES HAVE WARMED TO 60° CONSISTENTLY, TREAT ALL PLANTING BEDS THAT ARE TO BE DEVELOPED IN AREAS OF EXISTING TURF WITH PRE-EMERGENT AND POST-EMERGENT TYPE HERBICIDES. USE A STATE-LICENSED PESTICIDE APPLICATOR TO APPLY THE HERBICIDE. REPEAT HERBICIDE APPLICATION TWO WEEKS LATER AND UNTIL ALL HERBACEOUS MATERIALS HAVE BEEN KILLED. BEFORE PLANTING. TOP DRESS ALL PLANTING BEDS WITH A MINIMUM OF 6 INCHES OF BACKFILL MIX, THEN CULTIVATE PLANTING AREA TO A DEPTH OF 6 INCHES USING A PLOW, DISC, OR ROTO-TILLER.

6. BACKFILL MIX. FOR ALL PLANTINGS, USE BACKFILL MIX CONSISTING OF THE FOLLOWING:
A. ONE PART EXCAVATED SOIL.
B. ONE PART TOPSOIL.
C. ONE PART EPA RATED CLASS IV COMPOST.
D. A SLOW RELEASE COMMERCIAL FERTILIZER (0-20-20 OR EQUAL) ADDED AT A RATE OF 5 POUNDS PER CUBIC YARD TO THE BACKFILL MIX.
E. IF SOIL AREAS ARE OF HIGH PH (GREATER THAN 6.5), APPLY 1.25 POUNDS OF ELEMENTAL SULFUR PER CUBIC YARD OF BACKFILL MIX.
NOTE: CONTRACTOR SHALL SUPPLY A DETAILED SOIL ANALYSIS PRIOR TO ALL PLANT BED PREPARATION. ANALYSIS SHALL INDICATE SOIL PH, TEXTURE, MAJOR NUTRIENTS, SALTS, ETC. SOIL ANALYSIS SHALL BE FROM A REPUTABLE, INDEPENDENT LAB. SOIL AMENDMENTS SHALL BE INCORPORATED INTO BACKFILL/PLANT MIX AS RECOMMENDED BY THE INDEPENDENT LAB.

7. MULCH. SMOOTH AND SHAPE THE BACKFILL MIX TO FORM A SHALLOW BASIN SLIGHTLY LARGER THAN THE PLANTING HOLE. MULCH ALL PLANTING AREAS, EXCEPT THOSE WITH FLOWERING PERENNIALS, WITH A LAYER OF 2-3" RIVER WASH GRAVEL. PLANTING AREAS WITH FLOWERING PERENNIALS SHALL USE FINELY SHREDDED HARDWOOD BARK OF UNIFORM TEXTURE & SIZE, AGED A MIN. OF ONE YEAR. PLANTS GROUPED IN MASSES SHALL HAVE THE ENTIRE CONTIGUOUS PLANTING BED OR ISLAND MULCHED. SMOOTH THE ENTIRE AREA OF THE PLANTING BEDS, MULCH TO A DEPTH OF 3 INCHES. AFTER MULCHING AND BEFORE WATERING, ADD A SLOW RELEASE COMMERCIAL FERTILIZER (12-12-12 OR EQUAL), IN GRANULAR FORM, TO THE TOP OF THE MULCH AT A RATE OF 5 POUNDS PER 1000 SQUARE FEET. DO NOT ALLOW FERTILIZER TO CONTACT THE STEMS, BRANCHES, ROOTS OR LEAVES.

8. PERIOD OF ESTABLISHMENT. BEFORE FINAL INSPECTION, PLACE ALL PLANTS, SEED ALL LAWNS, AND CARE FOR THEM FOR A PERIOD OF ESTABLISHMENT. THE PERIOD OF ESTABLISHMENT BEGINS IMMEDIATELY UPON COMPLETION OF THE PLANTING OPERATIONS AND CONTINUES UNTIL OCTOBER 1. THE MINIMUM PERIOD OF ESTABLISHMENT IS ONE GROWING SEASON, JUNE 1 THROUGH OCTOBER 1. DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE VIGOR AND GROWTH OF THE TRANSPLANTED MATERIAL. WATER, REMULCH, RESTAKE, GUY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) OF SUCH INTENSITY AS TO COMPLETELY RID THE PLANTED AND MULCHED AREAS OF WEEDS AND GRASSES. BEGIN THE FIRST PROGRAM ON OR ABOUT JUNE 15 AND THE SECOND APPROXIMATELY 8 WEEKS LATER. ON OR ABOUT AUGUST 15, THE ENGINEER WILL INSPECT THE PLANTING AND SUPPLY THE CONTRACTOR WITH A LIST OF MISSING AND DEAD PLANTS AND THOSE THAT HAVE DIED BACK BEYOND NORMAL PRUNING LINES. REPLANT AS REQUIRED ACCORDING TO THE SPECIFICATIONS OF THE ORIGINAL MATERIAL. REPLACEMENT PLANTS ARE SUBJECT TO A NEW PERIOD OF ESTABLISHMENT. IMMEDIATELY REPLACE PLANTS PLANTED INITIALLY IN THE FALL THAT HAVE DIED BEFORE THE SPRING PLANTING SEASON. CARE FOR THE REPLACEMENT PLANTS DURING THE NEW ESTABLISHMENT PERIOD.

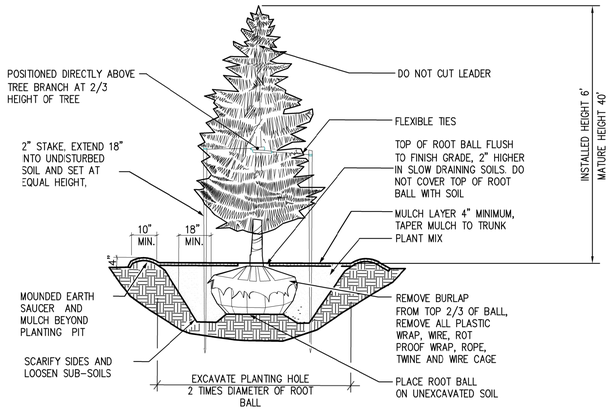
9. RESTORATION OF DISTURBED AREAS FOR NEW LAWN:
ALL DISTURBED AREAS NOT COVERED BY BUILDING, PAVEMENT OR LANDSCAPE PLANTING BEDS SHALL BE PREPARED FOR GRASS SEED AND SEEDED. LOOSEN RUTS AND WORK THE SOIL AREAS TO A MINIMUM OF 6" DEEP PRIOR TO FINE GRADING AND SEEDING WORK. AREAS TO RECEIVE GRASS SEED SHALL HAVE A MIN. 4" TOPSOIL PLACED, SEEDED AND A STRAW/MULCH BLANKET COVER PLACED OVER THE SEEDED AREAS PER MDOT SPECIFICATIONS. FERTILIZE WITH ONE POUND OF ACTUAL NITROGEN PER 1000 SQUARE FEET WITH A SLOW RELEASE COMMERCIAL STARTER FERTILIZER (LESCO 18-24-12 OR EQUAL).

10. LANDSCAPE TREES, SHRUBS AND PERENNIAL WATERING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DELIVERING, APPLYING, MEASURING AND SCHEDULING A SUFFICIENT AMOUNT OF WATER NECESSARY TO KEEP EACH PLANT IN A HEALTHY GROWING CONDITION THROUGHOUT THE PERIOD OF ESTABLISHMENT. THE CONTRACTOR SHALL APPLY 1" OF WATER PER WEEK TO ALL NEW PLANTS. THE CONTRACTOR SHALL INSTALL & MAINTAIN SUPPLEMENTAL DRIP WATERING TREE BAGS (SUCH AS 20 GALLON TREE GATOR WATER BAG) TO PROVIDE ADEQUATE, SLOW RELEASE OF WATER. WATER BAGS SHALL BE REMOVED AT THE END OF THE SECOND GROWING SEASON.

11. TURF GROUNDCOVER (SODDING, SEEDING AND SEED MULCHING):
ALL SEEDING INSTALLATION SHALL CONFORM TO MDOT SPECIFICATIONS AND NOTE 9 ABOVE. SEED AT 5 LBS/1000 SF (220 LB/AC) WITH THE FOLLOWING SEED MIXTURE (CSI GEOTURF SUN & SHADE MIX):

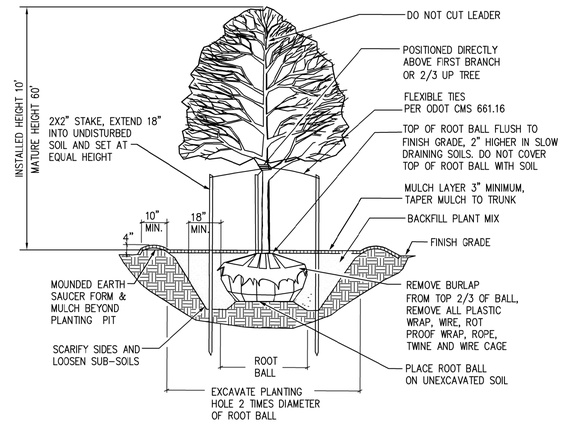
KENTUCKY BLUEGRASS	20%
HARD FESCUE	20%
CHEWING FESCUE	20%
PERENNIAL RYEGRASS	40%

12. PLACE "DEWITT 15 YEAR WEED BARRIER" WOVEN POLYPROPYLENE OR APPROVED EQUAL IN ALL PLANTED BEDS AND AT EACH TREE RING.



EVERGREEN TREE PLANTING DETAIL

NO SCALE



DECIDUOUS TREE PLANTING DETAIL

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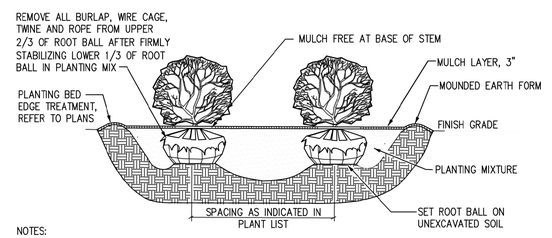

NOTES:

ALL SHRUBS PLANTED IN ROWS OR MASSES SHALL BE MATCHED IN SIZE AND FORM.

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)

NO SCALE

NO.	DATE	BY	DESCRIPTION

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 888.488.7340

PROJECT DATE: 07/09/2025
PROJECT NO: 2500286
DRAWN BY: HTK/JAR
CHECKED BY: ESP

Mannik Smith GROUP
TECHNICAL SKILL. CREATIVE SPIRIT.
www.MannikSmithGroup.com

PREPARED FOR:
EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR
CLEAN EXPRESS AUTO WASH
38888 SIX MILE RD, LIVONIA, MI 48152

LANDSCAPE NOTES & DETAILS

L101

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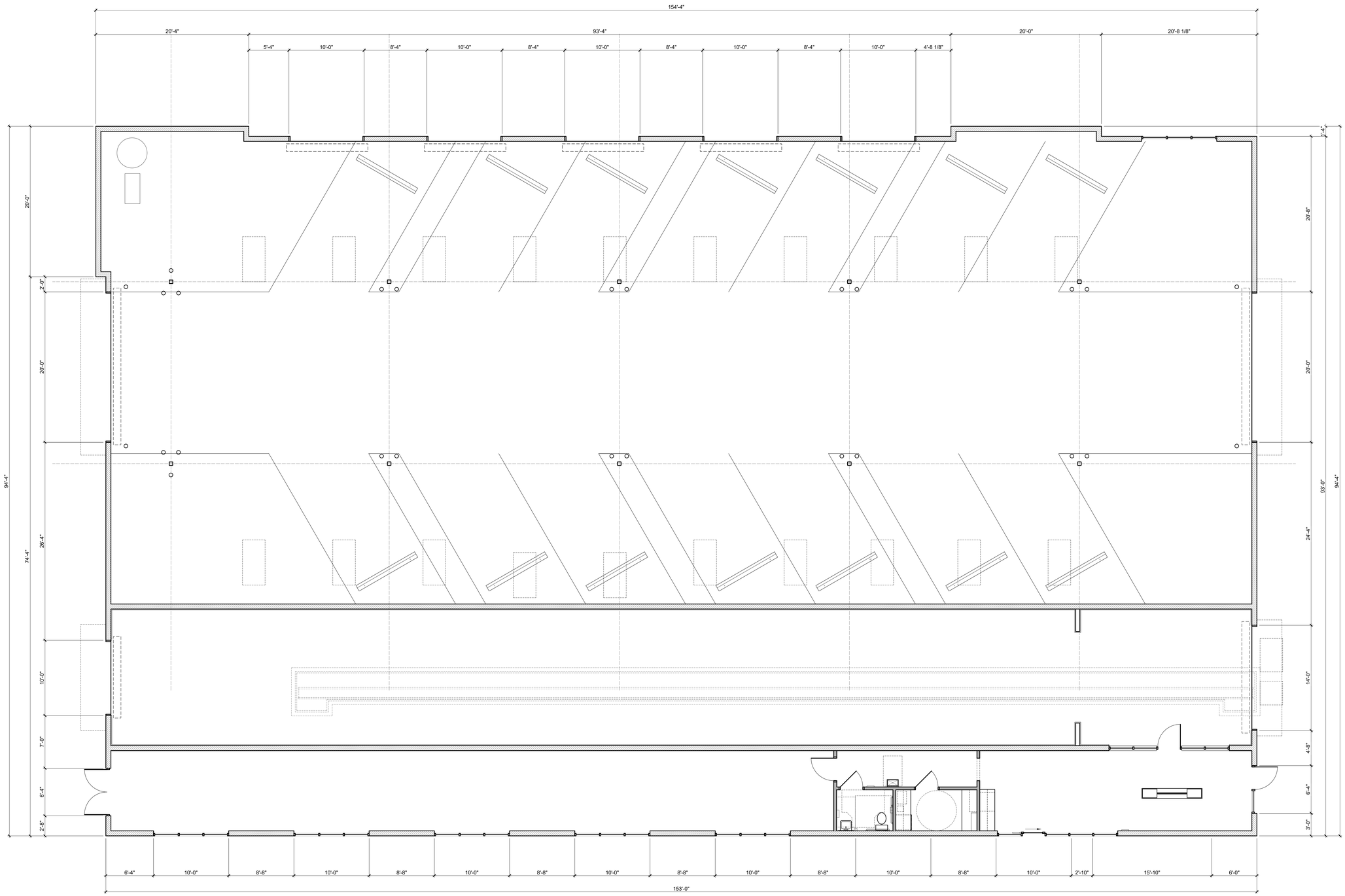
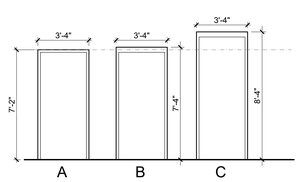
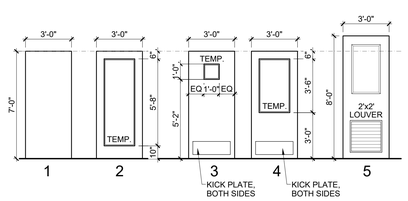


5 FLOOR PLAN



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

4 DOOR FRAMES



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

3 DOOR ELEVATIONS

2 DOOR SCHEDULE

DOOR									FRAME		
NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT	REMARKS
1.01	STAFF	3070	01	H.M.	0-HR	N/A	SET 01	A	H.M.	
1.02	CLOSET	3070	01	H.M.	0-HR	N/A	SET 02	A	H.M.	
1.03	OFFICE	(3) 3070	02	ALUM.	0-HR	TEMP	SET 05	B	ALUM.	CLOSER
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.	
1.05A	MECHANICAL	3070	04	H.M.	0-HR	N/A	SET 04	A	H.M.	
1.05B	MECHANICAL	(2) 3080	05	H.M.	0-HR	N/A	SET 05	C	H.M.	
1.05C	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.	
1.06	WASH BAY	3070	04	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07A	VACUUMS	3070	01	H.M.	0-HR	N/A	SET 04	B	H.M.	CLOSER
1.07B	VACUUMS	3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.	CLOSER

DOOR GENERAL NOTES

1. ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE
2. ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.
3. ALL GLAZING IN NEW DOORS TO BE TEMPERED
4. ALL DOORS TO RECEIVE (3) HINGES
5. ALL DOORS TO RECEIVE (3) SILENCERS
6. ALL DOORS TO RECEIVE DOOR STOP
7. ALL EXTERIOR DOORS TO RECEIVE CLOSER
8. ALL EXTERIOR DOORS TO HAVE ANIS COMPLIANT THRESHOLD (1/4" MAX)
9. ALL EGRESS DOORS SHALL UNLATCH WITH ONLY ONE OPERATION OF THE DOOR HARDWARE, READILY OPERABLE FROM EGRESS SIDE WITHOUT USE OF A KEY OR SPECIAL KNOWLEDGE AND SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE. 2021 MBC 1010.1.9/1010.1.9.1/1010.1.9.5.

DOOR HARDWARE SETS

SET 01: OFFICE LOCKSET
SET 02: STORAGE LOCKSET
SET 03: PRIVACY LOCKSET
SET 04: PASSAGE LOCKSET
SET 05: EXIT LOCKSET
SET 06: PUSH / PULL

KEY ALL DOORS ALIKE

1 FINISH SCHEDULE

SPACE		FLOOR		WALLS				CLG	
NO.	ROOM NAME	MAT	BASE	NORTH	EAST	SOUTH	WEST	MAT	REMARKS
1.01	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.02	CLOSET	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	
1.03	OFFICE	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK
1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	WL	GYP	6" VINYL BASE
1.05	EQUIPMENT	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK
1.06	WASH BAY	CONC	NO	WL	WL	WL	WL	NO	PAINT BAR JOISTS & ROOF DECK
1.07	VACUUMS	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK

FLOORING	BASE	WALLS	CEILING
WD SIM WOOD FLR NO NO FLOORING SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE	VB VINYL BASE NO NO BASE	PT-1 WHITE PAINT PT-2 BLONDE PAINT SW 6128 WL WALL LINER PANEL NO NO FINISH	GYP GYPSUM BOARD CEILING WL WALL LINER NO NO CEILING

FLOOR PLAN CODED NOTES

1. WALL MOUNTED FIRE EXTINGUISHER. EXTINGUISHER TO BE: RED ENEMELED FINISH HEAVY DUTY STEEL CYLINDER. UL AND FM APPROVED. ABC MULTI PURPOSE DRY CHEMICAL, 10 LB CAPACITY UL RATED 4A 60B: C, HOSE TYPE, UPRIGHT, SQUEEZE GRIP OPERATION
2. INTERIOR WALL LINER PANEL, TYP. @ WASH BAY
3. 14'-0" x 8'-0" OVERHEAD DOOR
4. 10'-0" x 8'-0" OVERHEAD DOOR
5. 20'-0" x 8'-0" OVERHEAD DOOR
6. CAR WASH TRENCH, SEE MANUFACTURER'S DRAWINGS
7. DECORATIVE AWNING, CENTER OVER WINDOWS / DOORS
8. DEDICATED COMMERCIAL GRADE SINK FOR UTILITY SINK
9. ANSI COMPLIANT WATER BOTTLE FILLER
10. 12" DEEP SHELVING W/ STANDARDS AND BRACKETS
11. WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES. BUILD WALL TO BOTTOM OF BAR JOISTS.
12. TIRE SHINE GRATE, COORDINATE W/ EQUIPMENT SHOP DRAWINGS.
13. UNDER COUNTER REFRIGERATOR
14. SERVER RACK, SEE SHEET A5-1
15. NOT USED
16. ALUMINUM STOREFRONT SYSTEM, SEE EXTERIOR ELEVATIONS, PROVIDE 1" INSULATED GLASS
17. CORRULATOR, SEE EQUIPMENT SHOP DRAWINGS
18. ANSI COMPLIANT STAFF DESK, SEE A5-1
19. PROVIDE 2 1/2" METAL Z-FURRING STRIPS @ 24" HORIZONTAL W/ MIN R-13 RIGID INSULATION IN FURRING CAVITIES W/ 5 MIL VAPOR BARRIER
20. ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM, SEE A5-1
21. COFFEE MAKER, SEE INTERIOR ELEVATION
22. MICROWAVE, SEE INTERIOR ELEVATION
23. ANSI COMPLIANT STACKABLE WASHER / DRYER
24. ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 24 PERSONS
25. QUIK-BRIK MASONRY CONSTRUCTION, TYP @ EXTERIOR WALLS.
26. ANSI COMPLIANT EXIT SIGNAGE, SEE A5-1
27. STORAGE CABINETRY BY OWNER.
28. 8" CMU WALL
29. ROOF ACCESS LADDER, CENTER BELOW ROOF HATCH ABOVE, SEE DETAIL ON A5-1
30. 30"x30" CLEAR LANDING SPACE, CENTERED ON LADDER
31. INSTALL SMOOTH, HARD, NON ABSORBANT FRP PANEL, SIM. TO WASH BAY LINER PANEL, FULL HEIGHT OVER THIS WALL.
32. PRODUCT DISPLAY RACK PROVIDED BY OWNER.
33. VACUUM EQUIPMENT.
34. SKYLIGHT ABOVE.
35. 6" CONCRETE FILLED PIPE BOLLARD.
36. PRECAST CONC. PARKING WHEEL STOP.
37. ACCESSIBLE PARKING SIGNAGE.
38. VAN ACCESSIBLE PARKING STALL PER ANSI SECTION 502, ANSI COMPLIANT VACUUM TO BE PROVIDED AT THIS STALL.
39. 8'-0" WIDE AISLE SPACE MARKED SO AS TO DISCOURAGE PARKING WITHIN IT FOR VAN ACCESSIBLE PARKING PER ANSI 502.2 THROUGH 502.4.4.

WALL LEGEND

NEW STUD WALL

NEW 8" FOUNDATION WALL

WALL TYPES SCHEDULE

#	ASSEMBLY DESCRIPTION	HR	NOTES
3B	3 5/8" METAL STUDS, @ 16" O.C. 5/8" GYP BD 3" SOUND BATT	0 HR	PARTIAL HEIGHT PARTITION, TERMINATE GYPSUM BOARD 6" ABOVE FINISH CEILING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"
3C	3 5/8" METAL STUDS, @ 16" O.C. 5/8" TYPE 'X' GYP BD	1 HR	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ MEZZANINE DECKING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

SBA STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT D BAKER
License No. 1301072033
REGISTERED ARCHITECT
SCOTT D BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

SCALE: 3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION
FLOOR PLAN
A1-1
DATE: 07.10.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

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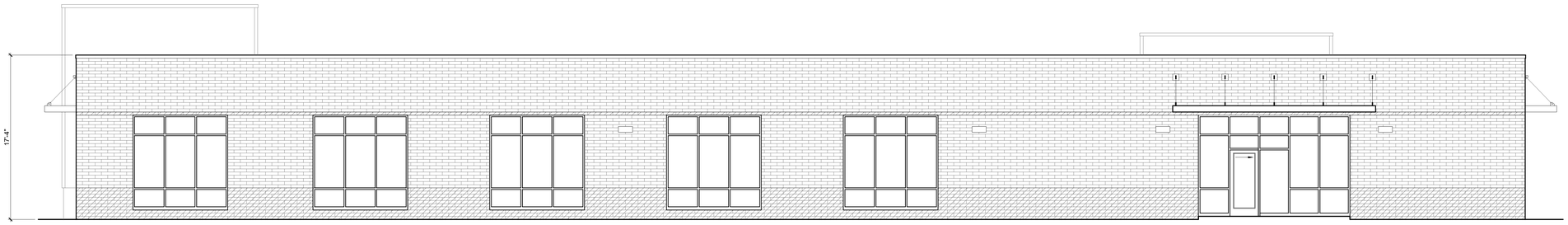
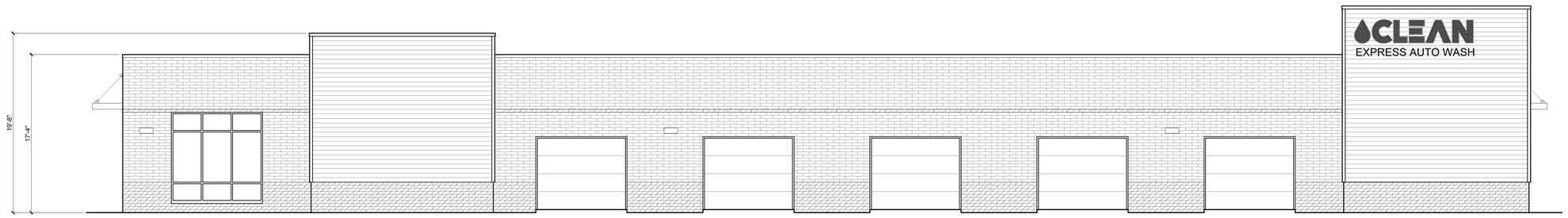
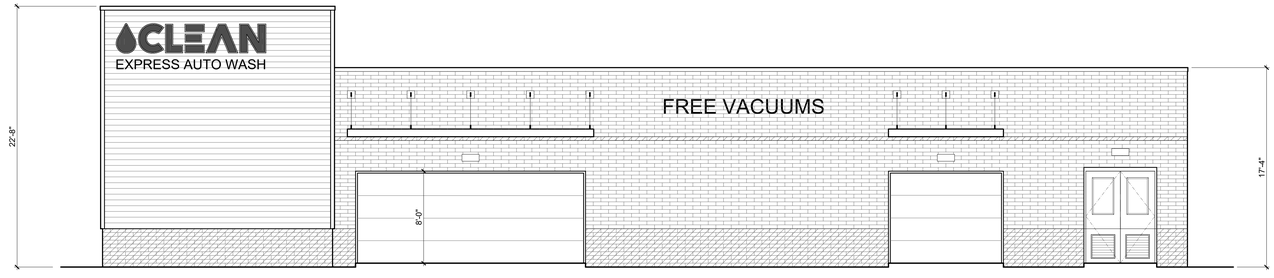


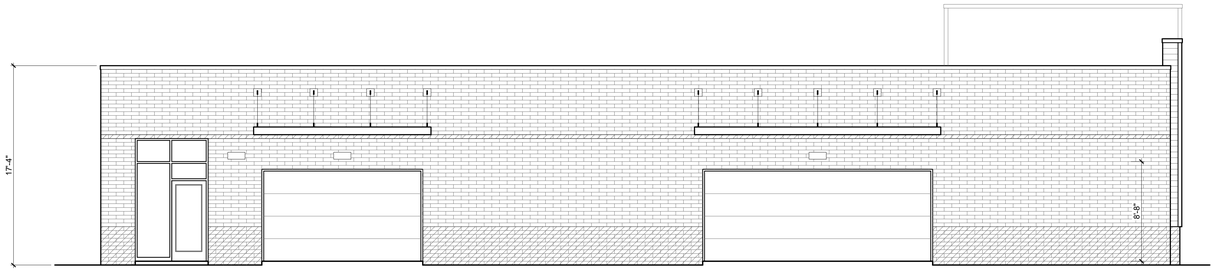
4 SIDE (WEST) ELEVATION



3 SIDE (EAST) ELEVATION



2 REAR (NORTH) ELEVATION



1 ENTRY (SOUTH) ELEVATION

ELEVATION CODED NOTES

1. ALUMINUM STOREFRONT GLAZING SYSTEM. MANUFACTURER TO DESIGN FOR WIND LOAD REQUIREMENTS PER CODE
2. QUIK-BRIK CMU CONSTRUCTION, SEE MATERIALS LEGEND. INSTALL CONTROL JOINTS PER MANUFACTURER'S WRITTEN INSTALLATION INSTRUCTIONS
3. CONTINUOUS METAL COPING, TYP.
4. 5" SQUARE METAL DOWNSPOUT
5. OVERHEAD DOOR
6. SIGNAGE PROVIDED BY OWNER.
7. 1x4 COMPOSITE CORNER TRIM, TYP.
8. GRADE, COORDINATE W/ CIVIL DRAWINGS.
9. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
10. NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING.
11. MASONRY BAND IN DARK FINISH TO MATCH BASE OF WALL
12. DECORATIVE LIGHT FIXTURE

ELEVATION MATERIAL LEGEND

- QUIK-BRIK (LIGHT FINISH)
- QUIK-BRIK (DARK FINISH)
- NICHIHA FIBER CEMENT AWP181 HORIZONTAL SIDING

EXTERIOR MATERIAL NOTES:
1. COLOR OF METAL COPING TO MATCH STOREFRONT SYSTEM COLOR

#	DATE	ISSUED WITH: CHANGE DESCRIPTION

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38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
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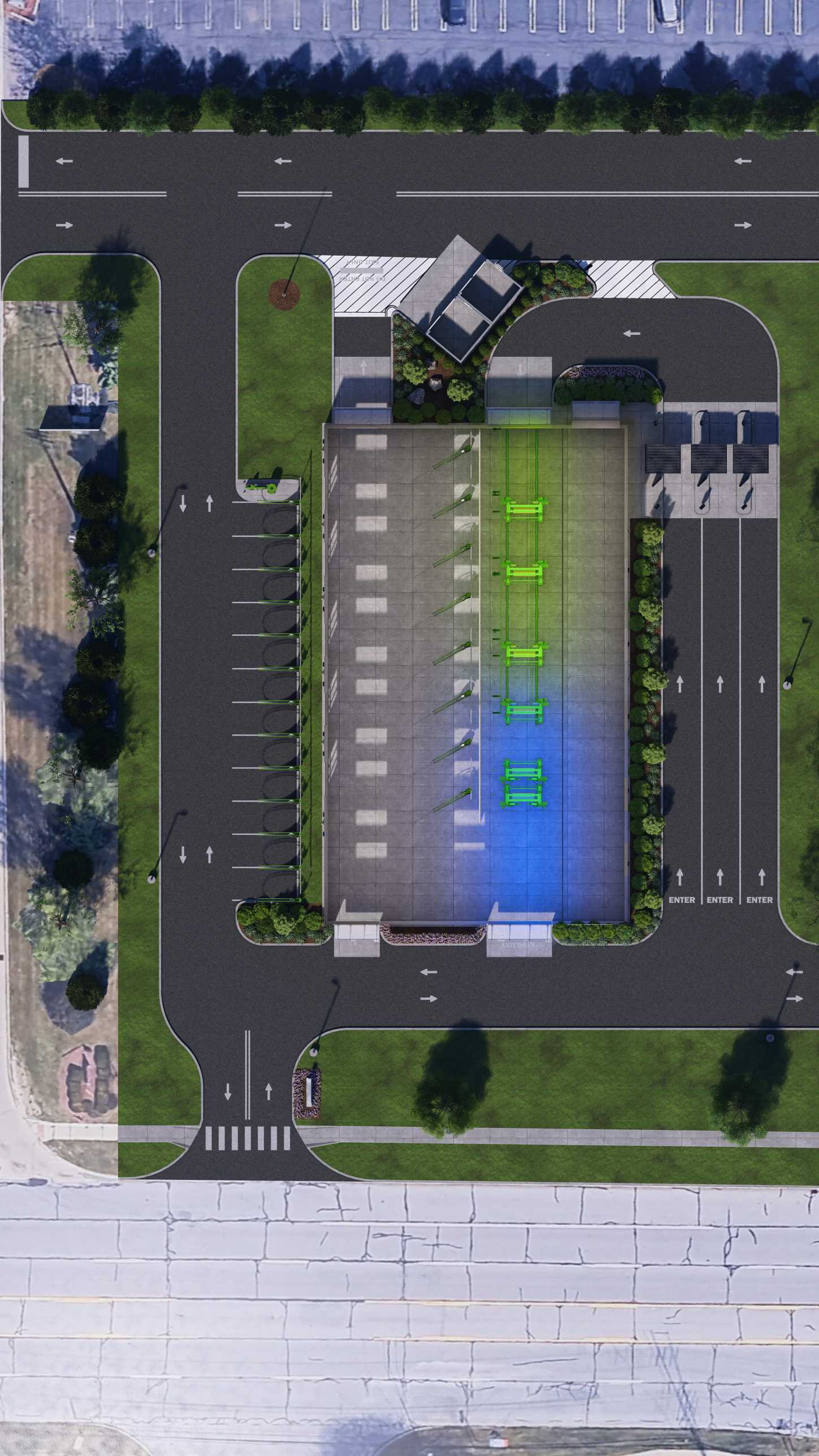
STATE OF MICHIGAN
SCOTT D. BAKER
LICENSED
ARCHITECT
SCOTT D. BAKER
LICENSE #1301072033
EXPIRATION DATE 08/05/2026

PRELIMINARY NOT FOR CONSTRUCTION

SCALE:	3/16" = 1'-0" (U.N.O.)
SHEET # / DESCRIPTION	
EXTERIOR ELEVATIONS	
A2-1	
DATE:	07.10.2025
PLANNING COMMISSION	
SBA STUDIOS PROJECT #	2025-371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FREE VACUUMS
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CLEAN
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WASH
THIS WAY
State-of-the-Art Wash Process
FAST FUN HIGH QUALITY
Fast, 3 minute wash
FREE vacuums
Premium EnviroSoft foam brushes
Biodegradable soaps and waxes
Extensive water reclamation system
Great car care products available
10+ locations opening in 2021!
Kid & Pooch approved!
100% Satisfaction Guarantee
IF CLEAN WE THINK
100% SATISFACTION GUARANTEE
CLEAN•EST
Our Signature Wash
$18
SINGLE
CLEAN•ER
•FOAM SUPER BATH
•SHINE HOT WAX
•TIRE GLOSS
•SUPER DRY
$6 MONTHLY UNLIMITED
CLEAN•ER
Protect and Shine
$12
SINGLE
CLEAN
•UNDERBODY PROTECT
•PAINT CONDITIONER
$28 MONTHLY UNLIMITED
CLEAN
Basic Wash and Dry
$7
SINGLE
•ENVIROSOFT WASH
•DRY
$20 MONTHLY UNLIMITED


CLEAN
EXPRESS AUTO WASH
ENTER
ENTER
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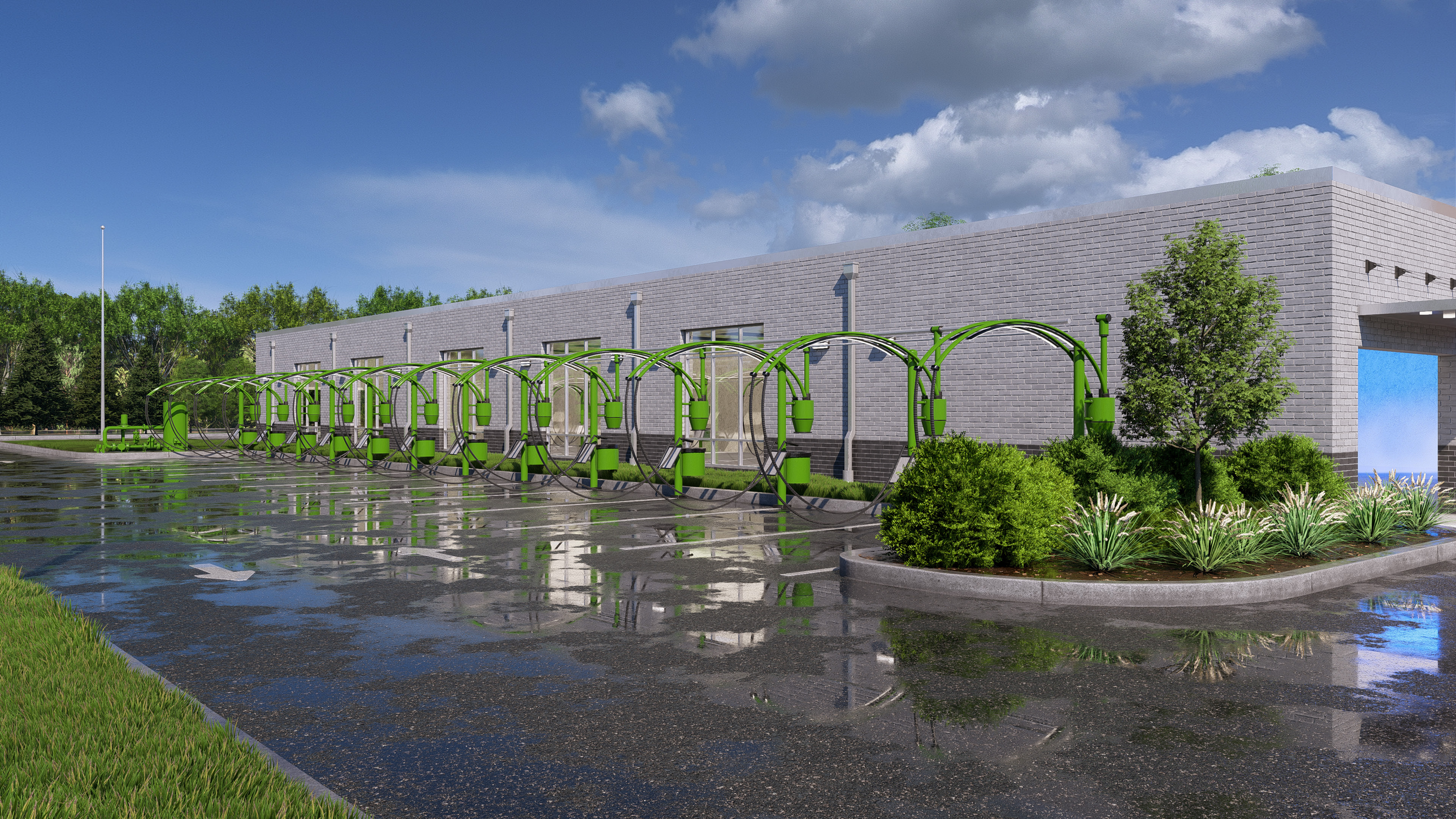
OCEAN
EXPRESS NANO WASH

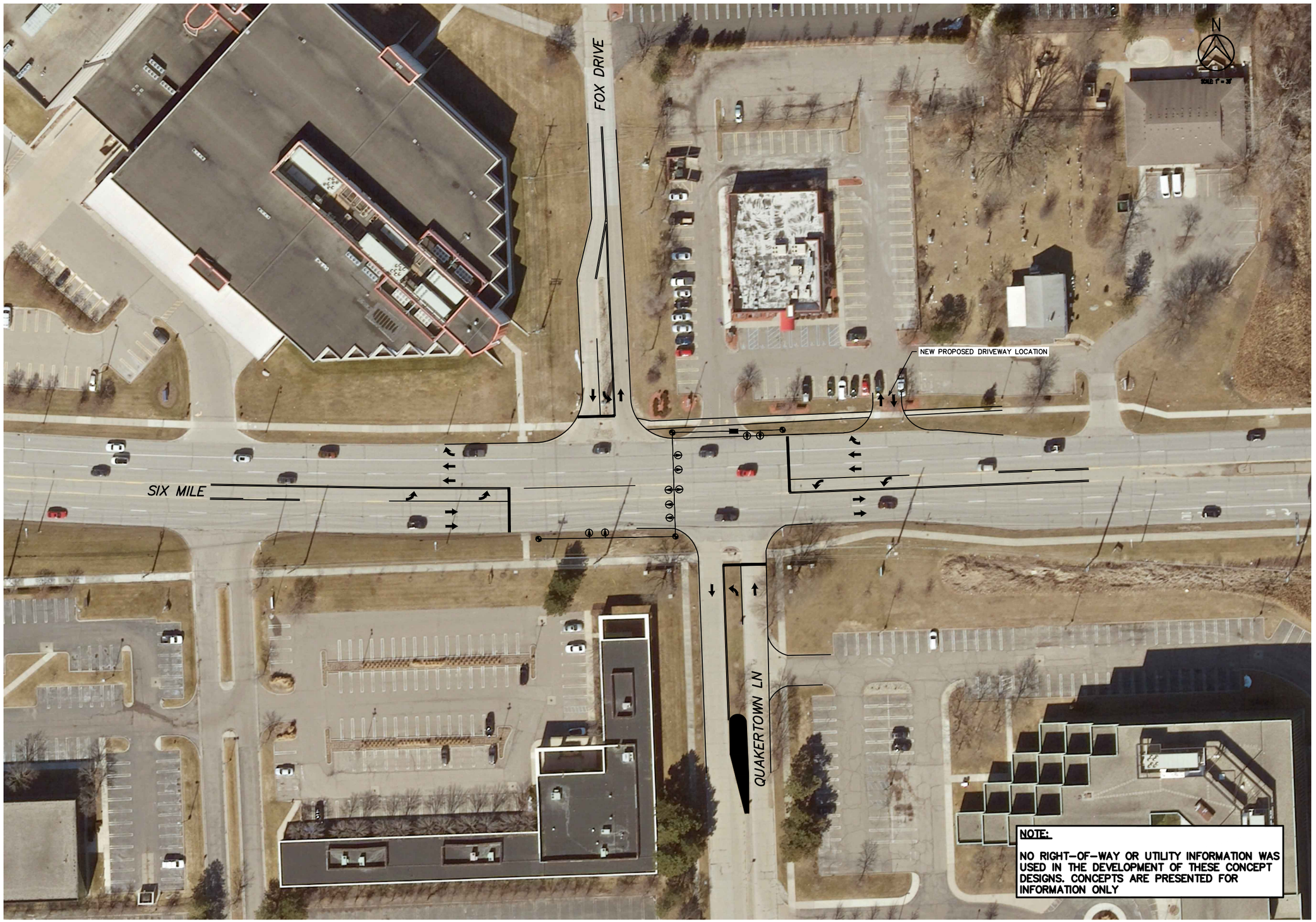







CLEAN
EXPRESS AUTO WASH
FREE VACUUMS

10/25/2023 2:05 PM



HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

10/25/2023	ISSUED FOR INFORMATION ONLY
DESIGNED	GH
DRAWN	HFA
CHECKED	
APPROVED	

CITY OF LIVONIA

SCHOOLCRAFT TIS CONCEPTUAL ALTERNATIVES

6 MILE RD
FOX DR & QUAKERTOWN LN
CONCEPT ALTERNATIVE 1
SIGNAL

HRC JOB NO. 20211149	SCALE 1"=40'
DATE October 2023	SHEET NO. 1 OF 5

Y:\2021111\20211149\03_Studies\Resources\01_Schoolcraft\Sheets\Signal_Plan_v2.dwg
Heqimi, Gentjan
ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)
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HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 Hulet Drive
Bloomfield Hills, MI 48302-0360

248-454-6300

www.hrcengr.com

March 27, 2023

Schoolcraft College
18600 Haggerty Rd
Livonia, MI 48152

Attn: John Wright, Construction Manager

Re: Six Mile Rd and Fox Drive Traffic Analysis
Livonia, Michigan

HRC Job No. 20211149

Dear Mr. Wright:

Hubbell, Roth & Clark, Inc. (HRC) has prepared a traffic analysis to determine traffic operations along Six Mile Rd from Haggerty Rd to the I-275 interchange under the scenario that a traffic signal is installed at the intersection of Six Mile Rd & Fox Dr/Quakertown Ln. This analysis is to supplement the findings of the signal warrant analysis performed at this intersection which concluded that a traffic signal is warranted under Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume, and Warrant 3: Peak-Hour Vehicular Volume of the Michigan Manual on Uniform Traffic Control Devices (MMUTCD). This same analysis also concluded that a traffic signal at this intersection can improve safety performance and significantly reduce safety risks for SB left-turn movements. The Six Mile Rd & Fox Dr/Quakertown Ln signal warrant analysis is provided in **Attachment A**.

HRC has undertaken the following tasks to perform this study:

- Examined existing traffic conditions.
- Collected 24-hour traffic counts for four intersections including classification for pedestrians, bicycles, and heavy vehicles to determine current traffic volumes. Movement counts were collected for the following intersections:
  - Six Mile Rd & Haggerty Rd – signalized
  - Six Mile Rd & SB I-275 Off-Ramp – signalized
  - Six Mile Rd & Fox Dr – unsignalized
  - Six Mile Rd & Quakertown Ln – unsignalized
- Generated traffic growth rates of area based on recent Traffic Impact Studies (TIS) in the area.
- Developed traffic models of study area using Synchro 11 software and the techniques outlined in the Highway Capacity Manual (HCM).
- Conducted peak hour capacity analysis for network during AM, midday, and PM peak hours based on the developed models and HCM guidelines for the following alternatives:
  - Existing traffic volumes
  - Background traffic volumes (existing plus future growth rate for 2024)
  - Proposed traffic signal alternative at 6 Mile Rd & Fox Dr/Quakertown Ln with background traffic
- Prepared report with findings and recommendations.
- Meeting to review study findings and recommendations.

Study Area

The study area consists of Six Mile Rd from Haggerty Rd to the I-275 Interchange in the City of Livonia, Wayne County, MI. This corridor is approximately 0.6 miles long and can be characterized as a critical commercial corridor with a large commuter traffic presence throughout the day. Primary intersections along the corridor include the intersections with Haggerty Rd (signalized), Fox Dr (unsignalized), Quakertown Ln (unsignalized), SB I-275 Off-Ramp (signalized), and NB I-275 Off-Ramp (signalized). The location of interest is the intersection of Six Mile Rd & Fox Dr/Quakertown Ln located in the middle of the study corridor. **Figure 1** illustrates the study corridor and study intersections in their entirety.

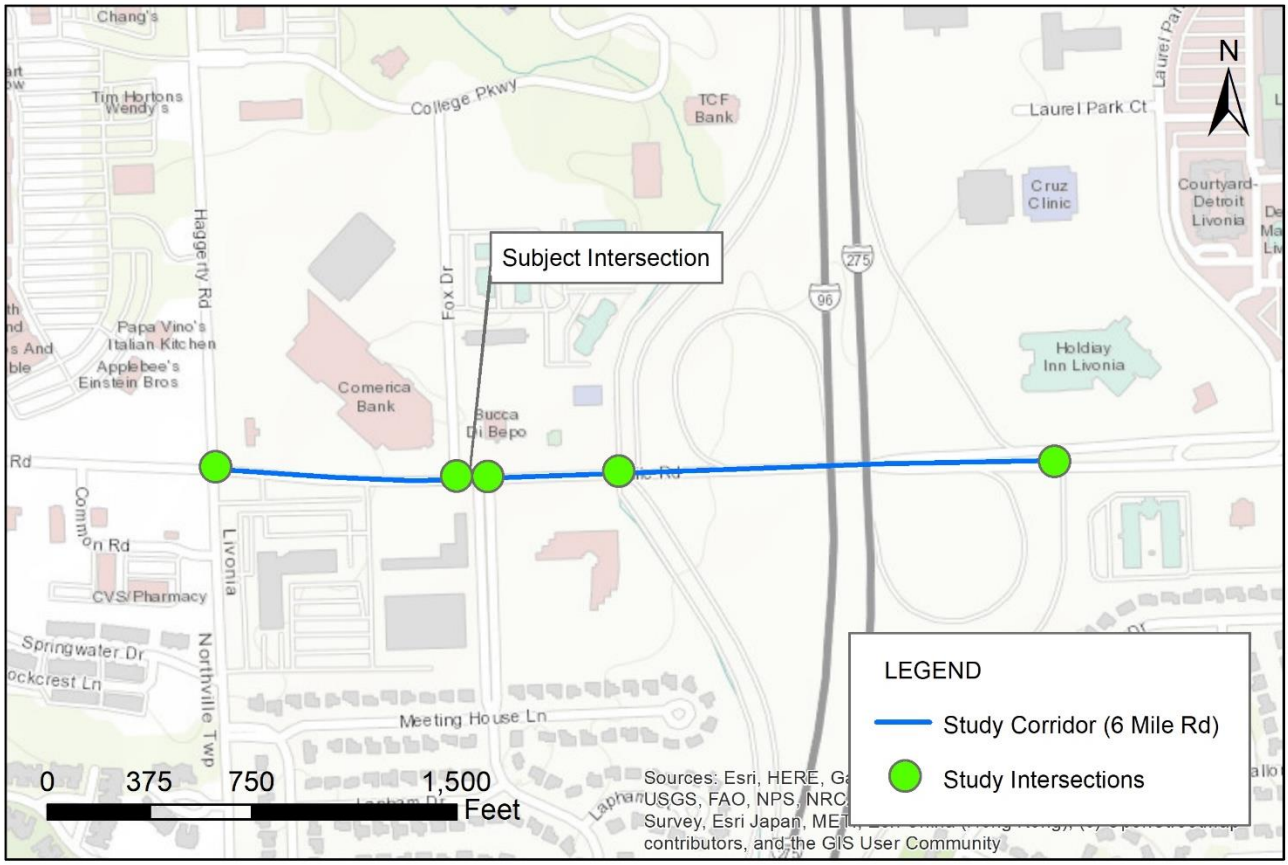

Figure 1: Study Area

The primary study corridor, Six Mile Rd, is an east-west county primary minor arterial. It has a five-lane cross-section with curb and gutter, and a posted speed limit of 45 mph. Haggerty Rd represents the western limit of the study area and similarly is a north-south county primary minor arterial with a five-lane cross-section with curb and gutter, and a posted speed limit of 45 mph. Fox Dr is a north-south private road under the ownership of Schoolcraft College and is the only access point to the Schoolcraft campus from Six Mile Rd. It has a two-lane cross-section with one receiving lane and a SB right only at the intersection with 6 Mile Rd, and a speed limit of 25 mph. Quakertown Ln is a north-south city minor local road with a two-lane cross-section and a posted speed limit of 25 mph. It is a primary access point for the residential subdivision to the south and adjacent commercial developments. Lastly, I-275 is a state trunkline interstate with a posted speed limit of 70 mph. It is a partial cloverleaf interchange at 6 Mile Rd with both SB and NB off-ramps being signalized. I-275 is the eastern limit of the study corridor.

Existing Traffic Volumes

HRC utilized traffic cameras to collect 24-hour turning movement counts on a typical weekday. Turning movement counts (**Attachment A**) were collected for the following intersections:

- Six Mile Rd & Haggerty Rd – signalized
- Six Mile Rd & SB I-275 Off-Ramp – signalized
- Six Mile Rd & Fox Dr – unsignalized
- Six Mile Rd & Quakertown Ln – unsignalized

This data was utilized in the development and analysis of the traffic models. Traffic volumes for the intersection of Six Mile Rd & NB I-275 Off-Ramp were not collected as this location was determined to be outside the area of influence of the intersection of Six Mile Rd & Fox Dr/Quakertown Ln. Nonetheless, this intersection has been included in the traffic model, with volumes estimated from the collected traffic counts.

Traffic Growth & Trip Characteristics

Future traffic volume projections for the study area are based on growth factors from two recent TIS in this area. These include the 2019 Medical Office Building TIS for Schoolcraft College, and the 2020 Beaumont Livonia TIS for the City of Livonia. The two studies reported a 1% and 0.5% annual regional growth respectively. This study utilizes the 1% more conservative annual growth rate. A future growth factor was developed based on the annual growth rate to project traffic volumes to 2024, which represents the year when a traffic signal could become operational. These projections were based on the following growth factor formula:

$$Growth\ Factor = (1 + r)^y$$

Where: r = Annual average growth rate (1 %)
y = Number of years (i.e. 2)

This formula yielded a future growth factor of 1.02. This value was applied to the existing traffic to project volumes to 2024.

In addition, the proposed alternative includes a new SB left-turn lane at the intersection of Six Mile Rd & Fox Dr. The SB left is currently a prohibited movement. The introduction of the SB left-turn lane is expected to attract additional vehicles which currently utilize the SB left-turn at Six Mile Rd & Haggerty Rd to reach I-275. Consequently, a portion of the vehicles exiting the Schoolcraft College campus at College Pkwy and South Dr which use the intersection of Six Mile Rd & Haggerty Rd to reach to I-275 have been diverted to the intersection of Six Mile Rd & Fox Dr under the proposed alternative.

Capacity Analysis

HRC conducted a capacity analysis of the four intersections in the study area using Synchro 11 and following the procedures outlined in the HCM to assess the performance of each intersection. The intersections include:

- Six Mile Rd & Haggerty Rd – signalized
- Six Mile Rd & SB I-275 Off-Ramp – signalized
- Six Mile Rd & Fox Dr – unsignalized
- Six Mile Rd & Quakertown Ln – unsignalized

The capacity analysis was conducted for weekday AM peak, midday peak, and PM Peak. Three alternatives were analyzed:

- Existing traffic volumes
- Background traffic volumes (existing plus future growth rate for 2024)
- Proposed traffic signal alternative at 6 Mile Rd & Fox Dr/Quakertown Ln with background traffic

HRC utilized the HCM definitions of signalized and un-signalized intersections in conducting the capacity analysis.

Signalized Intersections

At signalized intersections, the HCM defines level of service (LOS) in terms of control delay. Delay may be measured in the field or it may be estimated. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume-to-capacity ratio for the lane group or approach in question. **Table 1** indicates the control delay criteria used for determining LOS for signalized intersections.

Table 1: LOS Criteria for Signalized Intersections

LOS	Control Delay per Vehicle (seconds)
A	≤ 10
B	> 10 to ≤ 20
C	> 20 to ≤ 35
D	> 35 to ≤ 55
E	> 55 to ≤ 80
F	> 80

LOS A describes operations with very low control delay up to 10.0 seconds per vehicle. This occurs when progression is exceptionally favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with control delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

LOS C describes operations with control delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

LOS D describes operations with control delay in the range of 35.1 to 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay in the range of 55.1 to 80.0 seconds per vehicle. This is considered to be above the limit of acceptable delay for an urban roadway in the study area. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80.1 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high volume-to-capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Un-Signalized Intersections

At an un-signalized intersection with stop control on the minor approach, LOS F occurs when there are not enough gaps of suitable size to allow a minor-street demand to safely cross through traffic on the major street. This is typically evident from long control delays experienced by minor street traffic and by queuing on the minor approaches. LOS F may also appear in the form of drivers on the minor street selecting smaller than usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. Note that LOS F may not always result in long queues but in

adjustments to normal gap acceptance behavior. For example, this may occur when a left-turning vehicle uses a shorter than normal gap in traffic to complete a left-turn.

At two way stop controlled intersections, the critical movement, often the minor-street left turn, may control the overall performance of the intersection. The lower threshold for LOS F is set at 50 seconds of delay per vehicle. In some cases, the delay equations will predict delays greater than 50 seconds for minor-street movements under very low-volume conditions on the minor street (less than 25 vehicles per hour). A LOS F threshold is reached with a movement capacity of approximately 85 vehicles per hour or less. **Table 2** indicates the control delay criteria used for determining the LOS for un-signalized intersections.

Table 2: LOS Criteria for Un-Signalized Intersections

LOS	Control Delay per Vehicle (seconds)
A	≤ 10
B	> 10 to ≤ 15
C	> 15 to ≤ 25
D	> 25 to ≤ 35
E	> 35 to ≤ 50
F	> 50

Capacity Analysis

Results of the capacity analysis for all four intersections (signalized and un-signalized) during the AM, midday, and PM peak hours for the three alternatives are provided in **Table 3** through **Table 8** below. The Synchro 11 capacity analysis reports are provided in **Attachment B**.

Table 3: AM Peak Hour LOS Comparison for Signalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Haggerty Rd	EB	LT	C	20.4	C	20.6	C	20.5
		TH/RT	C	29.6	C	29.9	C	29.7
	WB	LT	D	40.8	D	40.6	C	33.6
		TH	C	25.7	C	25.8	B	16.7
		RT	C	24.1	C	24.1	A	5.9
	NB	LT	C	23.6	C	23.6	C	23.7
		TH	C	31.6	C	31.7	C	31.7
		RT	C	29.4	C	29.4	C	29.4
	SB	LT	C	27	C	27.3	C	26.7
		TH	C	27.6	C	27.6	C	27.6
		RT	C	26.3	C	26.3	C	26.3
Six Mile Rd & SB I-275	EB	TH	A	9.7	A	9.8	A	9.8
		RT	A	8.6	A	8.6	A	8.6
	WB	TH	A	8.4	A	8.5	A	8.5
	SB	LT	C	29.2	C	29.5	C	29.5
		RT	D	43.4	D	46.4	D	46.4
Six Mile Rd & NB I-275	EB	TH	A	4.5	A	4.6	A	4.6
	WB	TH	A	5.5	A	5.6	A	5.6
	NB	LT/RT	C	32.7	C	32.6	C	32.6
		RT	C	31.8	C	31.8	C	31.8
Six Mile Rd & Fox Dr	EB	LT	na	na	na	na	A	7.2
		TH	na	na	na	na	B	12.6
	WB	TH/RT	na	na	na	na	A	1.2
	SB	LT	na	na	na	na	D	43.1
		RT	na	na	na	na	D	40.5
Six Mile Rd & Quakertown Ln	EB	TH/RT	na	na	na	na	A	4.2
	WB	LT	na	na	na	na	B	13.7
		TH	na	na	na	na	B	12
	NB	LT	na	na	na	na	D	39.4
		RT	na	na	na	na	D	39.5

Table 4: AM Peak Hour LOS Comparison for Unsignalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Fox Dr	EB	LT	B	10.9	B	11	na	na
	SB	LT/RT	B	10.8	B	10.8	na	na
Six Mile Rd & Quakertown Ln	WB	LT	B	10.3	B	10.4	na	na
	NB	LT/RT	B	10.3	B	10.3	na	na

Note: Uncontrolled through and/or right only movements at unsignalized intersections are not shown as they report no delay.

Table 5: Off Peak Hour LOS Comparison for Signalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Haggerty Rd	EB	LT	C	25.8	C	26.3	C	26.3
		TH/RT	C	30.8	C	30.8	C	30.8
	WB	LT	F	139.5	F	157.1	F	146.8
		TH	C	27.9	C	28.1	C	25.2
		RT	D	44.8	D	42.7	D	45.9
	NB	LT	C	21	C	21.2	C	21.2
		TH	C	31.8	C	32.2	C	32.2
		RT	C	28.7	C	29.3	C	29.1
	SB	LT	F	103.1	F	116.3	F	81.9
		TH	C	25.4	C	25.6	C	25.6
		RT	C	21.3	C	21.3	C	21.3
Six Mile Rd & SB I-275	EB	TH	B	11.4	B	11.8	B	16.8
		RT	B	12	B	12.5	D	52.7
	WB	TH	A	7.4	A	7.5	A	7.5
	SB	LT	C	30.4	C	30.8	C	30.8
		RT	C	30.2	C	31.1	C	31.1
Six Mile Rd & NB I-275	EB	TH	A	4.7	A	4.7	A	2.4
	WB	TH	A	5.2	A	5.3	A	5.3
	NB	LT/RT	C	33	C	33	C	33
		RT	C	31.7	C	31.8	C	31.8
Six Mile Rd & Fox Dr	EB	LT	na	na	na	na	B	12.1
		TH	na	na	na	na	B	14.9
	WB	TH/RT	na	na	na	na	A	1.3
	SB	LT	na	na	na	na	D	36.5
		RT	na	na	na	na	C	33.8
Six Mile Rd & Quakertown Ln	EB	TH/RT	na	na	na	na	A	6.8
	WB	LT	na	na	na	na	C	21.4
		TH	na	na	na	na	B	17.2
	NB	LT	na	na	na	na	C	34.5
		RT	na	na	na	na	C	34.5

Table 6: Off Peak Hour LOS Comparison for Unsignalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Fox Dr	EB	LT	B	10.3	B	10.3	na	na
	SB	LT/RT	B	11.3	B	11.3	na	na
Six Mile Rd & Quakertown Ln	WB	LT	B	11.3	B	11.4	na	na
	NB	LT/RT	B	12.6	B	12.7	na	na

Note: Uncontrolled through and/or right only movements at unsignalized intersections are not shown as they report no delay.

Table 7: PM Peak Hour LOS Comparison for Signalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Haggerty Rd	EB	LT	C	30.9	C	31.2	C	30.4
		TH/RT	D	44.8	D	46.7	D	41.7
	WB	LT	F	104.9	F	112.5	F	97.5
		TH	D	37.6	D	38.3	C	30.3
		RT	C	30.6	C	30.7	C	32.9
	NB	LT	C	23.6	C	23.8	C	24.9
		TH	C	34.2	C	34.4	C	34.4
		RT	D	35.2	D	36	D	35.2
	SB	LT	D	47.3	D	51.3	D	39.3
		TH	C	30.5	C	30.6	C	31.8
		RT	C	25.4	C	25.3	C	26
Six Mile Rd & SB I-275	EB	TH	B	11.7	B	11.9	B	11.9
		RT	A	9.6	A	9.6	A	9.6
	WB	TH	A	8.8	A	8.9	A	8.9
	SB	LT	C	32.5	C	33	C	33
		RT	F	83.3	F	93.4	F	93.4
Six Mile Rd & NB I-275	EB	TH	A	5.8	A	6	A	6
	WB	TH	A	5.9	A	5.9	A	5.9
	NB	LT/RT	C	32.6	C	32.5	C	32.5
		RT	C	32.3	C	32.2	C	32.2
Six Mile Rd & Fox Dr	EB	LT	na	na	na	na	B	13.6
		TH	na	na	na	na	C	21.5
	WB	TH/RT	na	na	na	na	A	1.4
	SB	LT	na	na	na	na	D	45.3
		RT	na	na	na	na	D	38.3
Six Mile Rd & Quakertown Ln	EB	TH/RT	na	na	na	na	B	12.7
	WB	LT	na	na	na	na	C	29.3
		TH	na	na	na	na	B	14.3
	NB	LT	na	na	na	na	D	39.6
		RT	na	na	na	na	D	39.5

Table 8: PM Peak Hour LOS Comparison for Unsignalized Intersections

Intersection	Approach	Movement	Existing		Background		Proposed	
			LOS	Delay	LOS	Delay	LOS	Delay
Six Mile Rd & Fox Dr	EB	LT	B	11.6	B	11.7	na	na
	SB	LT/RT	B	13.4	B	13.4	na	na
Six Mile Rd & Quakertown Ln	WB	LT	B	13.8	B	14.1	na	na
	NB	LT/RT	B	14.8	C	15.1	na	na

Note: Uncontrolled through and/or right only movements at unsignalized intersections are not shown as they report no delay.

Results of the capacity analysis indicate acceptable LOS for AM peak for the existing, background, and proposed alternative. Unacceptable LOS F is reported during the off peak for the WB left and SB left turn movements at Six Mile Rd & Haggerty Rd for all three alternatives. These LOS F movements indicate lower delay under the proposed alternative as a result of progression improvements on the WB approach, and fewer number of vehicles expecting to use the SB left at this intersection due to the introduction of a SB left-turn lane at Fox Dr. Capacity analysis results for PM peak indicate comparable trends as the off peak with unacceptable LOS F for the WB left and SB right turn movements at Six Mile Rd & Haggerty Rd for all three alternatives. Lower delay is reported for these movements under the proposed alternative.

For all evaluations, the WB approach at Six Mile Rd & Haggerty Rd reports lower levels of delay under the proposed alternative due to improved progression from the proposed signal at Six Mile Rd & Fox Dr/Quakertown Ln. Improved delay is also expected for the SB left-turn movement of this intersection due to the introduction of a SB left-turn lane at Six Mile Rd & Fox Dr. It should be noted that these results were obtained without any signal timing changes to the existing signals. Signal modifications were only made at the intersections of Six Mile Rd & Fox Dr/Quakertown Ln. Additional corridor improvements are possible from signal timing modifications (i.e. splits and offsets) at the existing signals within the study area.

Conclusions and Recommendations

HRC performed a traffic analysis to determine traffic operations along Six Mile Rd from Haggerty Rd to the I-275 interchange under the scenario that a traffic signal is installed at the intersection of Six Mile Rd & Fox Dr/Quakertown Ln. The analysis was performed for the following alternatives:

- Existing traffic volumes
- Background traffic volumes (existing plus future growth rate for 2024)
- Proposed traffic signal alternative at 6 Mile Rd & Fox Dr/Quakertown Ln with background traffic

Results of the capacity analysis indicate unacceptable LOS F for the WB left and SB left movements at Six Mile Rd & Haggerty Rd during off peak period for all alternatives, and unacceptable LOS F for the WB left and SB right movements at Six Mile Rd & Haggerty Rd during PM peak period for all alternatives. All other movements perform at acceptable LOS. In all cases the WB approach at Six Mile Rd & Haggerty Rd reports lower levels of delay under the proposed alternative due to improved progression from the proposed signal at Six Mile Rd & Fox Dr/Quakertown Ln. Lower levels of delay are also expected at the SB left-turn movement of this intersection due to the introduction of a SB left-turn lane at Six Mile Rd & Fox Dr. These results are obtained without signal timing changes at the existing signals. Signal modifications were only made at the intersections of Six Mile Rd & Fox Dr/Quakertown Ln. Additional corridor improvements are possible from signal timing modifications (i.e. splits and offsets) at the existing signals within the study area.

Given the capacity analysis findings, the proposed alternative is recommended for implementation. This alternative consists of the following geometric and operational modifications at the intersection of Six Mile Rd & Fox Dr/Quakertown Ln:

- Installation of traffic signal. The Fox Dr and Qaukertown Ln streets operate split phased under the same signal. Signal is coordinated with the signal at Six Mile Rd & Haggerty Rd, and the I-275 ramp signals when feasible.
- Installation of SB left-turn lane at Fox Dr.
- Installation of NB left-turn lane at Quakertown Ln.

A concept design of the proposed modifications at Six Mile Rd & Fox Dr/Quakertown Ln is provided in **Attachment C**.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.





Gentjan Heqimi, P.E., PTOE, PTP
Project Engineer

GH/lfm
Attachment: A – Signal Warrant with Traffic Volumes
B – Synchro HCM Reports
C – Preferred Alternative Concept Design

Enclosure
pc: HRC; L. Michaels, File

ATTACHMENT A – SIGNAL WARRANT with TRAFFIC VOLUMES

HUBBELL, ROTH & CLARK, INC
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Memorandum

To: Angela Matthews

From: Gentjan Heqimi, P.E., PTOE, PP

Date: May 25th, 2022

Subject: Traffic Signal Warrant Analysis
6 Mile Rd and Fox Dr/Quakertown Ln

HRC Job No. 20210940

TRAFFIC SIGNAL WARRANT ANALYSIS

At your request, Hubbell, Roth & Clark, Inc. (HRC) conducted a signal warrant analysis at the intersection of 6 Mile Rd and Fox Dr/Quakertown Ln for existing conditions. The subject intersection is a four-leg stop-controlled on the minor offset intersection located in the City of Livonia, MI. Characteristics of each leg of the intersection are as follows:

- 6 Mile Rd (East-West) – Five-lane county minor arterial road with a 45 mph speed limit. The WB direction has a dedicated right-turn lane extending west through the intersection to Haggerty Rd.
- Fox Dr (North) – Two-lane private road with a 25 mph speed limit. No left-turns are allowed out of Fox Dr.
- Quakertown Ln (South) – Two-lane city local road with a 25 mph speed limit.

The investigation of the need for traffic signal controls at this intersection was based on 24 hours turning movement counts collected on Wednesday February 23, 2022. The evaluation consisted of the analysis of factors for the following warrants:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour Vehicular Volume
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing

A summary of the traffic warrant analysis for the intersection is shown in **Table 1** below. The warrant analysis and traffic volumes are provided in **Attachment A** and **Attachment B** respectively.

Table 1: Traffic Signal Warrant Analysis Summary for 6 Mile Rd and Fox Dr/Quakertown Ln

Warrant		Is Warrant Met?
Warrant 1: Eight-Hour Vehicular Volume	Condition A	No
	Condition B	Yes
	Condition A & B	N/A
Warrant 2: Four-Hour Vehicular Volume		Yes
Warrant 3: Peak-Hour Vehicular Volume	Condition A	No
	Condition B	Yes
Warrant 4: Pedestrian Volume	Condition A	No
	Condition B	No
Warrant 5: School Crossing		No
Warrant 6: Coordinated Signal System		No
Warrant 7: Crash Experience		No
Warrant 8: Roadway Network		No
Warrant 9: Intersection Near a Grade Crossing		No

The analysis indicates that the intersection meets the following three of the nine traffic signal warrants:

- Warrant 1: Eight-Hour Vehicular Volume
  - Met under Condition B for ten hours of the day between 7:00 AM – 9:00 AM and 11:00 AM – 7:00 PM
- Warrant 2: Four-Hour Vehicular Volume
  - Met for five hours of the day between 7:00 AM – 8:00 AM and 3:00 PM and 7:00 PM
- Warrant 3: Peak-Hour Vehicular Volume
  - Met for Condition B for three hours of the day between 7:00 AM – 8:00 AM and 4:00 PM and 6:00 PM

The signal warrant analysis for existing conditions at the intersection of 6 Mile Rd and Fox Dr/Quakertown Ln indicates that a signal is warranted at this location.

SAFETY EVALUATION

A safety evaluation was performed for the intersection of 6 Mile Rd and Fox Dr/Quakertown Ln in addition to the signal warrant analysis. The safety evaluation was based on an analysis of five years of crash data from 2017 through 2021, and review of conflicting turning movements at Fox Dr based on the collected turning movements counts.

The first part of the safety evaluation involved an analysis of five years of crash data. Crashes were obtained from the Transportation Improvement Assocation (TIA) Transportation Data Management System (TDMS). Crashes were associated with the intersection if they occurred within 250 feet of the intersection and confirmed with review of individual UD-10 reports. A summary of the crash characteristics for the intersection is provided in **Table 2.**

Table 2: Intersection Crash Characteristics by Crash Type, 2017 – 2021

Crash Type	Total	2017		2018		2019		2020		2021	
		Injury	PDO	Injury	PDO	Injury	PDO	Injury	PDO	Injury	PDO
Angle	**8**	-	1	-	2	1	2	-	2	-	-
Rear End	**8**	2	-	1	1	1	2	-	1	-	-
Sideswipe Same	**7**	1	3	1	1	-	-	-	1	-	-
Single Vehicle	**2**	-	-	-	1	-	1	-	-	-	-
Total	**25**	**3**	**4**	**2**	**5**	**2**	**5**	**-**	**4**	**-**	**-**

A total of 25 crashes occurred at the intersection of 6 Mile Rd and Fox Dr/Quakertown Ln between 2017 and 2021. Two of the crashes were injury type B, four were injury type C, and 19 were property damage only crashes (PDO). There were no fatal or injury type A crashes reported within the time period of analysis. Majority of the crashes were angle crashes, rear end crashes, or sideswipe same crashes. These cateogries comprised 92% of total crashes with an equal distribution among the three crash categories. The remaining were single vehicle crashes. Review of UD-10 crash reports indicated that 22 of the 25 crashes are susceptible to correction by a traffic signal. The individual crash analysis is as follows:

- Eight (8) angle crashes resulted from failure to yield when performing a left-turn out of or into Fox Dr and Quakertown. All angle crashes are susceptible to correction by a traffic signal.
- Eight (8) rear end crashes resulted from failure to stop due to stopped vehicles on center-left turn lane or thru lanes, or congestion upstream and downstream of the intersection. Six (6) of the Eight (8) rear end crashes are susceptable to correction by a traffic signal.
- Seven (7) sideswipe same crashes resulted from improper lane changing on thru lanes and improper turning maneuvers for Fox Dr and Quakertown Ln. All sideswipe same crashes are susceptible to correction by a traffic signal.
- Two (2) single vehicle crashes resulted from improper truck turning maneuver or loss of vehicle control. One (1) of the single vehicle crashes is susceptible to correction by a traffic signal.

In addition the crash analysis, conflicting turning movements were reviewed for SB Fox Dr based on the collected turning movement counts. SB Fox Dr has one exiting lane and allows only SB right-turning movements. SB left-turns are currently prohibited and controlled via regulatory signage and road geometric controls. Review of turning movement counts indicated a total of 443 vehicles exiting Fox Dr on a typical day. Of the 443 vehicle, 295 (66.6%) performed a SB right turn. Whereas the remaining 148 or 33.4% performed an illegal SB left-turn. The high rate of illegal SB left-turn maneuvers (1 in 3) in spite of signing and geometric controls pose a considerable safety risk. This rate could become of greater concern once surruounding offices operate at full capacity following recent work related COVID-19 restrictions. The installation of a traffic signal can significantly improve compliance and safety for left-turning maneuvers by provided dedicated and protected SB left-turn operations.

The safety analysis for existing conditions at the intersection of 6 Mile Rd and Fox Dr/Quakertown Ln indicates that a traffic signal can improve overall intersection safety performance and significantly reduce safety risks for SB left-turn maneuvers.

ATTACHMENT A – TRAFFIC SIGNAL WARRANT ANALYSIS

Summary of Warrants

Spot Number:	Existing - 2022		
Major Street:	6 Mile	Minor Street:	Fox Dr / Quaktertown
Intersection:	6 Mile at Fox Dr / Quaktertown Ln		
City/Twp:	Livonia		
Date Performed:	4/21/2022	Performed By:	GH
Date Volumes Collected:	2/23/2022		

Warrant	Condition	Is Warrant Met
Data Validation Error		**NO**
WARRANT 1: Eight-Hour Vehicular Volume		**YES**
	Condition A	NO
	Condition B	YES
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**YES**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**YES**
	Condition A	**NO**
	Condition B	**YES**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	N/A
	Peak Hour	N/A
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

Congestion and Safety

ATTACHMENT B – TURNING MOVEMENT COUNTS

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
Hubbell, Roth & Clark, Inc.
555 Hulet Drive

Bloomfield Hills, Michigan, United States 48302
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022

Turning Movement Data

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:00 AM	1	18	0	0	19	15	1	0	0	16	0	1	0	0	1	36
12:15 AM	0	19	0	0	19	10	1	0	0	11	0	0	0	0	0	30
12:30 AM	0	14	0	0	14	9	2	0	0	11	0	0	0	0	0	25
12:45 AM	1	10	0	0	11	14	2	0	0	16	0	0	0	0	0	27
Hourly Total	2	61	0	0	63	48	6	0	0	54	0	1	0	0	1	118
1:00 AM	0	7	0	0	7	6	1	0	0	7	0	0	0	0	0	14
1:15 AM	0	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
1:30 AM	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	6
1:45 AM	0	4	0	0	4	5	1	0	0	6	0	0	0	0	0	10
Hourly Total	0	20	0	0	20	15	3	0	0	18	1	0	0	0	1	39
2:00 AM	0	6	0	0	6	5	1	0	0	6	0	0	0	0	0	12
2:15 AM	0	2	0	0	2	4	3	0	0	7	1	0	0	0	1	10
2:30 AM	0	6	0	0	6	6	0	0	0	6	1	0	0	0	1	13
2:45 AM	0	7	0	0	7	10	0	0	0	10	0	0	0	0	0	17
Hourly Total	0	21	0	0	21	25	4	0	0	29	2	0	0	0	2	52
3:00 AM	0	12	0	0	12	2	0	0	0	2	0	0	0	0	0	14
3:15 AM	0	7	0	0	7	2	0	0	0	2	0	0	0	0	0	9
3:30 AM	0	6	0	0	6	7	0	0	0	7	0	0	0	0	0	13
3:45 AM	0	4	0	0	4	9	0	0	0	9	1	1	0	0	2	15
Hourly Total	0	29	0	0	29	20	0	0	0	20	1	1	0	0	2	51
4:00 AM	0	8	0	0	8	9	0	0	0	9	0	0	0	0	0	17
4:15 AM	0	10	0	0	10	12	0	0	0	12	0	1	0	0	1	23
4:30 AM	0	12	0	0	12	22	2	0	0	24	1	0	0	0	1	37
4:45 AM	1	17	0	0	18	15	0	0	0	15	0	1	0	0	1	34
Hourly Total	1	47	0	0	48	58	2	0	0	60	1	2	0	0	3	111
5:00 AM	0	20	0	0	20	17	0	0	0	17	0	0	0	0	0	37
5:15 AM	1	37	0	0	38	39	0	0	0	39	1	1	0	0	2	79
5:30 AM	0	50	0	0	50	80	2	0	0	82	0	0	0	0	0	132
5:45 AM	0	65	0	0	65	105	3	1	0	109	3	2	0	0	5	179
Hourly Total	1	172	0	0	173	241	5	1	0	247	4	3	0	0	7	427
6:00 AM	0	77	0	0	77	59	6	0	0	65	0	2	0	0	2	144
6:15 AM	1	90	0	0	91	76	2	0	0	78	1	2	0	0	3	172
6:30 AM	0	116	0	0	116	124	9	0	0	133	1	2	0	0	3	252
6:45 AM	0	110	0	0	110	140	10	0	0	150	0	4	0	0	4	264
Hourly Total	1	393	0	0	394	399	27	0	0	426	2	10	0	0	12	832
7:00 AM	1	173	0	0	174	96	16	0	0	112	4	2	0	0	6	292

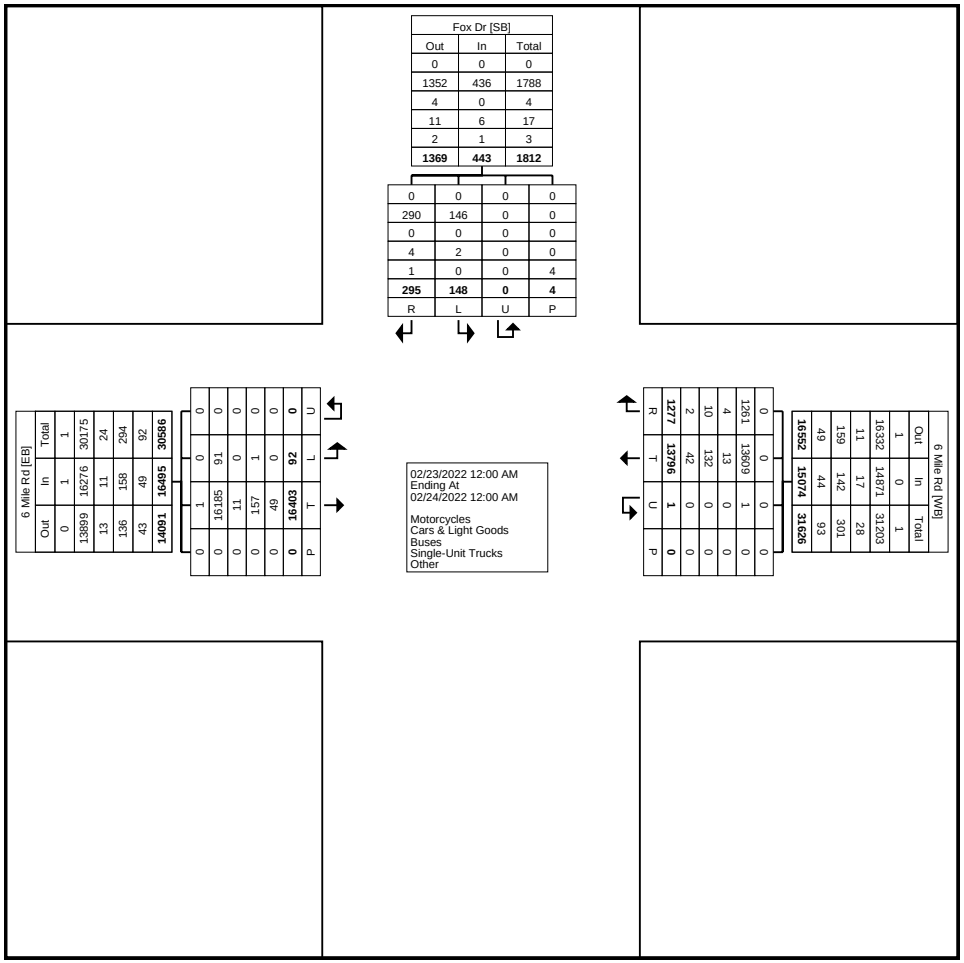
7:15 AM	0	192	0	0	192	171	24	0	0	195	1	4	0	0	5	392
7:30 AM	0	217	0	0	217	191	22	0	0	213	2	6	0	0	8	438
7:45 AM	2	222	0	0	224	249	39	0	0	288	2	7	0	0	9	521
Hourly Total	3	804	0	0	807	707	101	0	0	808	9	19	0	0	28	1643
8:00 AM	3	224	0	0	227	289	25	0	0	314	1	6	0	0	7	548
8:15 AM	1	225	0	0	226	247	32	0	0	279	0	4	0	0	4	509
8:30 AM	1	255	0	0	256	268	30	0	0	298	1	5	0	0	6	560
8:45 AM	1	237	0	0	238	258	26	0	0	284	0	0	0	0	0	522
Hourly Total	6	941	0	0	947	1062	113	0	0	1175	2	15	0	0	17	2139
9:00 AM	3	228	0	0	231	210	23	0	0	233	1	2	0	0	3	467
9:15 AM	2	206	0	0	208	207	21	0	0	228	2	5	0	0	7	443
9:30 AM	0	171	0	0	171	175	23	0	0	198	0	6	0	0	6	375
9:45 AM	0	192	0	0	192	188	24	0	0	212	2	4	0	0	6	410
Hourly Total	5	797	0	0	802	780	91	0	0	871	5	17	0	0	22	1695
10:00 AM	0	223	0	0	223	178	11	0	0	189	3	3	0	0	6	418
10:15 AM	0	219	0	0	219	172	17	0	0	189	0	4	0	0	4	412
10:30 AM	1	210	0	0	211	182	15	0	0	197	1	2	0	0	3	411
10:45 AM	2	244	0	0	246	193	9	0	0	202	1	7	0	0	8	456
Hourly Total	3	896	0	0	899	725	52	0	0	777	5	16	0	0	21	1697
11:00 AM	0	233	0	0	233	179	15	0	0	194	1	4	0	0	5	432
11:15 AM	5	267	0	0	272	190	18	0	0	208	0	7	0	0	7	487
11:30 AM	1	274	0	0	275	235	17	0	0	252	2	6	0	0	8	535
11:45 AM	0	278	0	0	278	260	23	0	0	283	1	2	0	0	3	564
Hourly Total	6	1052	0	0	1058	864	73	0	0	937	4	19	0	0	23	2018
12:00 PM	1	286	0	0	287	232	28	0	0	260	3	4	0	0	7	554
12:15 PM	0	284	0	0	284	237	22	0	0	259	1	8	0	1	9	552
12:30 PM	0	276	0	0	276	250	14	0	0	264	0	4	0	0	4	544
12:45 PM	1	258	0	0	259	250	22	0	0	272	1	0	0	0	1	532
Hourly Total	2	1104	0	0	1106	969	86	0	0	1055	5	16	0	1	21	2182
1:00 PM	1	247	0	0	248	219	13	0	0	232	1	3	0	0	4	484
1:15 PM	1	239	0	0	240	234	16	0	0	250	0	7	0	0	7	497
1:30 PM	2	317	0	0	319	220	18	0	0	238	3	4	0	0	7	564
1:45 PM	0	264	0	0	264	233	18	0	0	251	2	0	0	0	2	517
Hourly Total	4	1067	0	0	1071	906	65	0	0	971	6	14	0	0	20	2062
2:00 PM	1	275	0	0	276	199	10	0	0	209	3	7	0	0	10	495
2:15 PM	0	285	0	0	285	247	12	0	0	259	1	7	0	0	8	552
2:30 PM	5	296	0	0	301	251	20	0	0	271	2	3	0	0	5	577
2:45 PM	2	276	0	0	278	230	20	0	0	250	2	7	0	0	9	537
Hourly Total	8	1132	0	0	1140	927	62	0	0	989	8	24	0	0	32	2161
3:00 PM	2	334	0	0	336	250	16	0	0	266	2	5	0	0	7	609
3:15 PM	4	312	0	0	316	286	8	0	0	294	1	2	0	0	3	613
3:30 PM	0	331	0	0	331	256	18	0	0	274	3	8	0	0	11	616
3:45 PM	1	351	0	0	352	255	12	0	0	267	1	3	0	0	4	623
Hourly Total	7	1328	0	0	1335	1047	54	0	0	1101	7	18	0	0	25	2461
4:00 PM	0	385	0	0	385	233	22	0	0	255	4	9	0	0	13	653
4:15 PM	0	375	0	0	375	248	19	0	0	267	3	5	0	0	8	650
4:30 PM	1	363	0	0	364	277	23	0	0	300	2	5	0	0	7	671
4:45 PM	2	369	0	0	371	319	37	0	0	356	1	7	0	0	8	735
Hourly Total	3	1492	0	0	1495	1077	101	0	0	1178	10	26	0	0	36	2709
5:00 PM	0	369	0	0	369	294	26	0	0	320	3	9	0	1	12	701
5:15 PM	1	366	0	0	367	313	33	0	0	346	3	7	0	1	10	723
5:30 PM	5	342	0	0	347	308	39	0	0	347	6	6	0	0	12	706

5:45 PM	5	326	0	0	331	335	48	0	0	383	1	7	0	0	8	722
Hourly Total	11	1403	0	0	1414	1250	146	0	0	1396	13	29	0	2	42	2852
6:00 PM	2	312	0	0	314	281	31	0	0	312	2	5	0	0	7	633
6:15 PM	2	277	0	0	279	287	29	0	0	316	1	6	0	0	7	602
6:30 PM	2	261	0	0	263	252	29	0	0	281	2	3	0	0	5	549
6:45 PM	2	241	0	0	243	234	25	0	0	259	3	4	0	0	7	509
Hourly Total	8	1091	0	0	1099	1054	114	0	0	1168	8	18	0	0	26	2293
7:00 PM	1	242	0	0	243	195	26	0	0	221	5	6	0	0	11	475
7:15 PM	2	205	0	0	207	159	18	0	0	177	1	3	0	0	4	388
7:30 PM	1	246	0	0	247	169	12	0	0	181	4	7	0	0	11	439
7:45 PM	1	206	0	0	207	122	13	0	0	135	4	6	0	0	10	352
Hourly Total	5	899	0	0	904	645	69	0	0	714	14	22	0	0	36	1654
8:00 PM	3	236	0	0	239	104	10	0	0	114	2	4	0	0	6	359
8:15 PM	1	171	0	0	172	112	15	0	0	127	3	2	0	0	5	304
8:30 PM	2	155	0	0	157	98	14	0	0	112	5	1	0	0	6	275
8:45 PM	1	168	0	0	169	105	13	0	0	118	2	4	0	0	6	293
Hourly Total	7	730	0	0	737	419	52	0	0	471	12	11	0	0	23	1231
9:00 PM	2	191	0	0	193	80	8	0	0	88	2	2	0	0	4	285
9:15 PM	1	164	0	0	165	77	5	0	0	82	3	0	0	1	3	250
9:30 PM	1	105	0	0	106	69	4	0	0	73	2	1	0	0	3	182
9:45 PM	0	98	0	0	98	48	7	0	0	55	5	3	0	0	8	161
Hourly Total	4	558	0	0	562	274	24	0	0	298	12	6	0	1	18	878
10:00 PM	0	115	0	0	115	47	8	0	0	55	2	2	0	0	4	174
10:15 PM	0	52	0	0	52	41	3	0	0	44	2	1	0	0	3	99
10:30 PM	0	68	0	0	68	46	3	0	0	49	3	0	0	0	3	120
10:45 PM	3	44	0	0	47	39	5	0	0	44	2	2	0	0	4	95
Hourly Total	3	279	0	0	282	173	19	0	0	192	9	5	0	0	14	488
11:00 PM	1	36	0	0	37	30	3	0	0	33	5	1	0	0	6	76
11:15 PM	1	24	0	0	25	34	1	0	0	35	3	0	0	0	3	63
11:30 PM	0	12	0	0	12	16	3	0	0	19	0	1	0	0	1	32
11:45 PM	0	15	0	0	15	31	1	0	0	32	0	1	0	0	1	48
Hourly Total	2	87	0	0	89	111	8	0	0	119	8	3	0	0	11	219
Grand Total	92	16403	0	0	16495	13796	1277	1	0	15074	148	295	0	4	443	32012
Approach %	0.6	99.4	0.0	-	-	91.5	8.5	0.0	-	-	33.4	66.6	0.0	-	-	-
Total %	0.3	51.2	0.0	-	51.5	43.1	4.0	0.0	-	47.1	0.5	0.9	0.0	-	1.4	-
Motorcycles	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	91	16185	0	-	16276	13609	1261	1	-	14871	146	290	0	-	436	31583
% Cars & Light Goods	98.9	98.7	-	-	98.7	98.6	98.7	100.0	-	98.7	98.6	98.3	-	-	98.4	98.7
Buses	0	11	0	-	11	13	4	0	-	17	0	0	0	-	0	28
% Buses	0.0	0.1	-	-	0.1	0.1	0.3	0.0	-	0.1	0.0	0.0	-	-	0.0	0.1
Single-Unit Trucks	1	157	0	-	158	132	10	0	-	142	2	4	0	-	6	306
% Single-Unit Trucks	1.1	1.0	-	-	1.0	1.0	0.8	0.0	-	0.9	1.4	1.4	-	-	1.4	1.0
Articulated Trucks	0	49	0	-	49	42	2	0	-	44	0	1	0	-	1	94
% Articulated Trucks	0.0	0.3	-	-	0.3	0.3	0.2	0.0	-	0.3	0.0	0.3	-	-	0.2	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
Hubbell, Roth & Clark, Inc.
555 Hulet Drive

Bloomfield Hills, Michigan, United States 48302
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022



Turning Movement Data Plot

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
Hubbell, Roth & Clark, Inc.
555 Hulet Drive

Bloomfield Hills, Michigan, United States 48302
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022

Turning Movement Peak Hour Data (8:00 AM)

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	3	224	0	0	227	289	25	0	0	314	1	6	0	0	7	548
8:15 AM	1	225	0	0	226	247	32	0	0	279	0	4	0	0	4	509
8:30 AM	1	255	0	0	256	268	30	0	0	298	1	5	0	0	6	560
8:45 AM	1	237	0	0	238	258	26	0	0	284	0	0	0	0	0	522
Total	6	941	0	0	947	1062	113	0	0	1175	2	15	0	0	17	2139
Approach %	0.6	99.4	0.0	-	-	90.4	9.6	0.0	-	-	11.8	88.2	0.0	-	-	-
Total %	0.3	44.0	0.0	-	44.3	49.6	5.3	0.0	-	54.9	0.1	0.7	0.0	-	0.8	-
PHF	0.500	0.923	0.000	-	0.925	0.919	0.883	0.000	-	0.936	0.500	0.625	0.000	-	0.607	0.955
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	6	922	0	-	928	1049	111	0	-	1160	2	15	0	-	17	2105
% Cars & Light Goods	100.0	98.0	-	-	98.0	98.8	98.2	-	-	98.7	100.0	100.0	-	-	100.0	98.4
Buses	0	2	0	-	2	1	1	0	-	2	0	0	0	-	0	4
% Buses	0.0	0.2	-	-	0.2	0.1	0.9	-	-	0.2	0.0	0.0	-	-	0.0	0.2
Single-Unit Trucks	0	14	0	-	14	10	1	0	-	11	0	0	0	-	0	25
% Single-Unit Trucks	0.0	1.5	-	-	1.5	0.9	0.9	-	-	0.9	0.0	0.0	-	-	0.0	1.2
Articulated Trucks	0	3	0	-	3	2	0	0	-	2	0	0	0	-	0	5
% Articulated Trucks	0.0	0.3	-	-	0.3	0.2	0.0	-	-	0.2	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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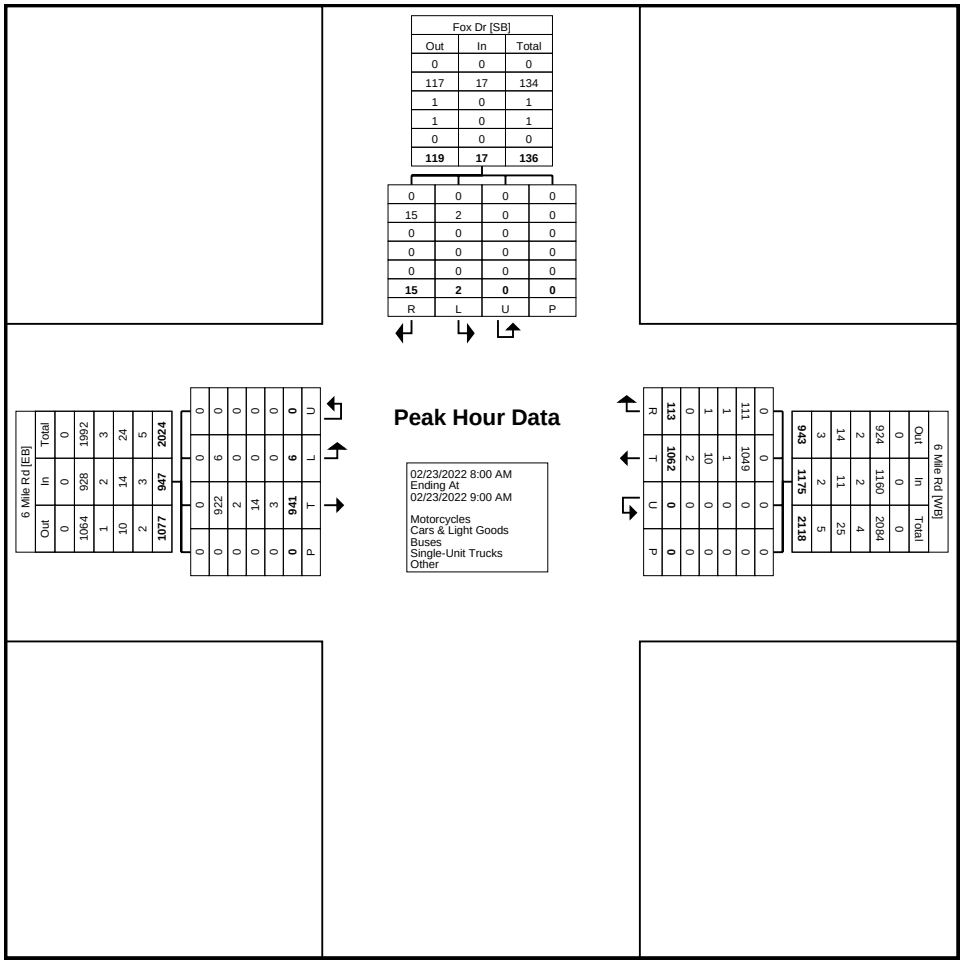
CONSULTING ENGINEERS SINCE 1915
Hubbell, Roth & Clark, Inc.
555 Hulet Drive

Bloomfield Hills, Michigan, United States 48302
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022



Turning Movement Peak Hour Data Plot (8:00 AM)

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248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022

Turning Movement Peak Hour Data (11:45 AM)

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
11:45 AM	0	278	0	0	278	260	23	0	0	283	1	2	0	0	3	564
12:00 PM	1	286	0	0	287	232	28	0	0	260	3	4	0	0	7	554
12:15 PM	0	284	0	0	284	237	22	0	0	259	1	8	0	1	9	552
12:30 PM	0	276	0	0	276	250	14	0	0	264	0	4	0	0	4	544
Total	1	1124	0	0	1125	979	87	0	0	1066	5	18	0	1	23	2214
Approach %	0.1	99.9	0.0	-	-	91.8	8.2	0.0	-	-	21.7	78.3	0.0	-	-	-
Total %	0.0	50.8	0.0	-	50.8	44.2	3.9	0.0	-	48.1	0.2	0.8	0.0	-	1.0	-
PHF	0.250	0.983	0.000	-	0.980	0.941	0.777	0.000	-	0.942	0.417	0.563	0.000	-	0.639	0.981
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	1	1102	0	-	1103	965	86	0	-	1051	5	18	0	-	23	2177
% Cars & Light Goods	100.0	98.0	-	-	98.0	98.6	98.9	-	-	98.6	100.0	100.0	-	-	100.0	98.3
Buses	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	0.0	0.2	-	-	0.2	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Single-Unit Trucks	0	16	0	-	16	9	1	0	-	10	0	0	0	-	0	26
% Single-Unit Trucks	0.0	1.4	-	-	1.4	0.9	1.1	-	-	0.9	0.0	0.0	-	-	0.0	1.2
Articulated Trucks	0	4	0	-	4	5	0	0	-	5	0	0	0	-	0	9
% Articulated Trucks	0.0	0.4	-	-	0.4	0.5	0.0	-	-	0.5	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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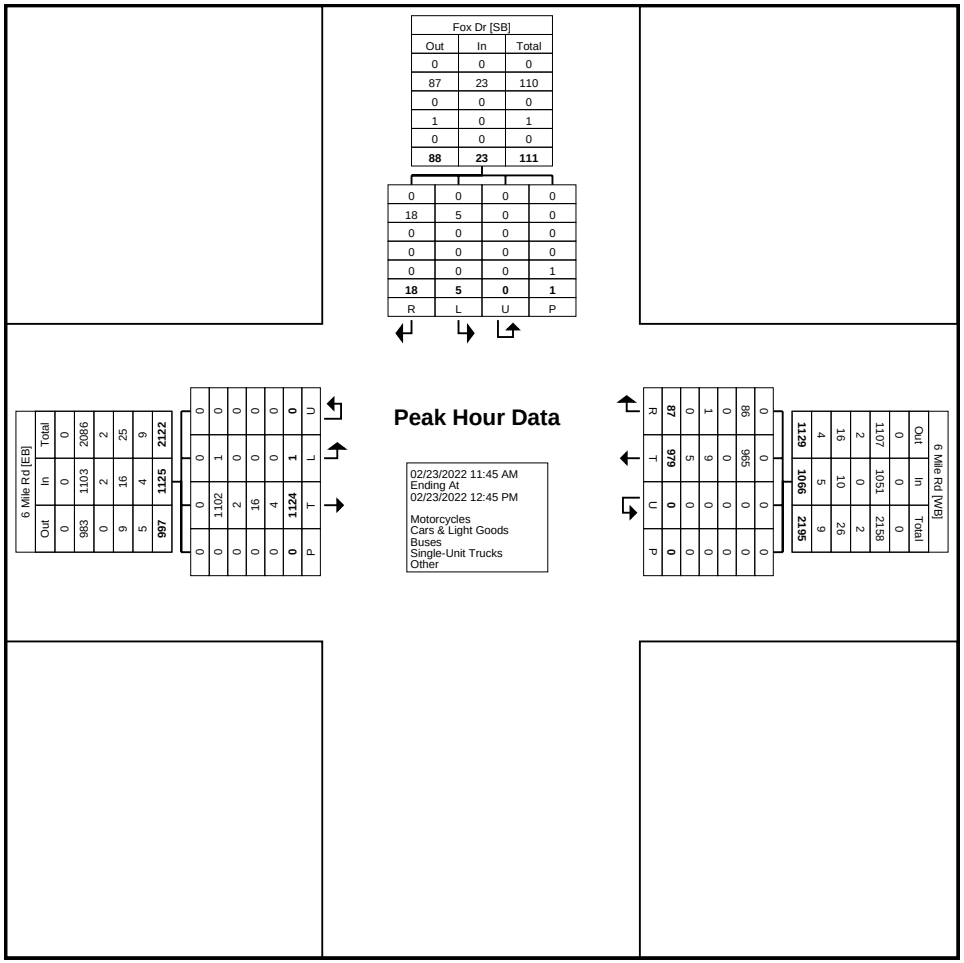
Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022



Turning Movement Peak Hour Data Plot (11:45 AM)

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248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
4:45 PM	2	369	0	0	371	319	37	0	0	356	1	7	0	0	8	735
5:00 PM	0	369	0	0	369	294	26	0	0	320	3	9	0	1	12	701
5:15 PM	1	366	0	0	367	313	33	0	0	346	3	7	0	1	10	723
5:30 PM	5	342	0	0	347	308	39	0	0	347	6	6	0	0	12	706
Total	8	1446	0	0	1454	1234	135	0	0	1369	13	29	0	2	42	2865
Approach %	0.6	99.4	0.0	-	-	90.1	9.9	0.0	-	-	31.0	69.0	0.0	-	-	-
Total %	0.3	50.5	0.0	-	50.8	43.1	4.7	0.0	-	47.8	0.5	1.0	0.0	-	1.5	-
PHF	0.400	0.980	0.000	-	0.980	0.967	0.865	0.000	-	0.961	0.542	0.806	0.000	-	0.875	0.974
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	8	1439	0	-	1447	1231	133	0	-	1364	13	29	0	-	42	2853
% Cars & Light Goods	100.0	99.5	-	-	99.5	99.8	98.5	-	-	99.6	100.0	100.0	-	-	100.0	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	7	0	-	7	3	2	0	-	5	0	0	0	-	0	12
% Single-Unit Trucks	0.0	0.5	-	-	0.5	0.2	1.5	-	-	0.4	0.0	0.0	-	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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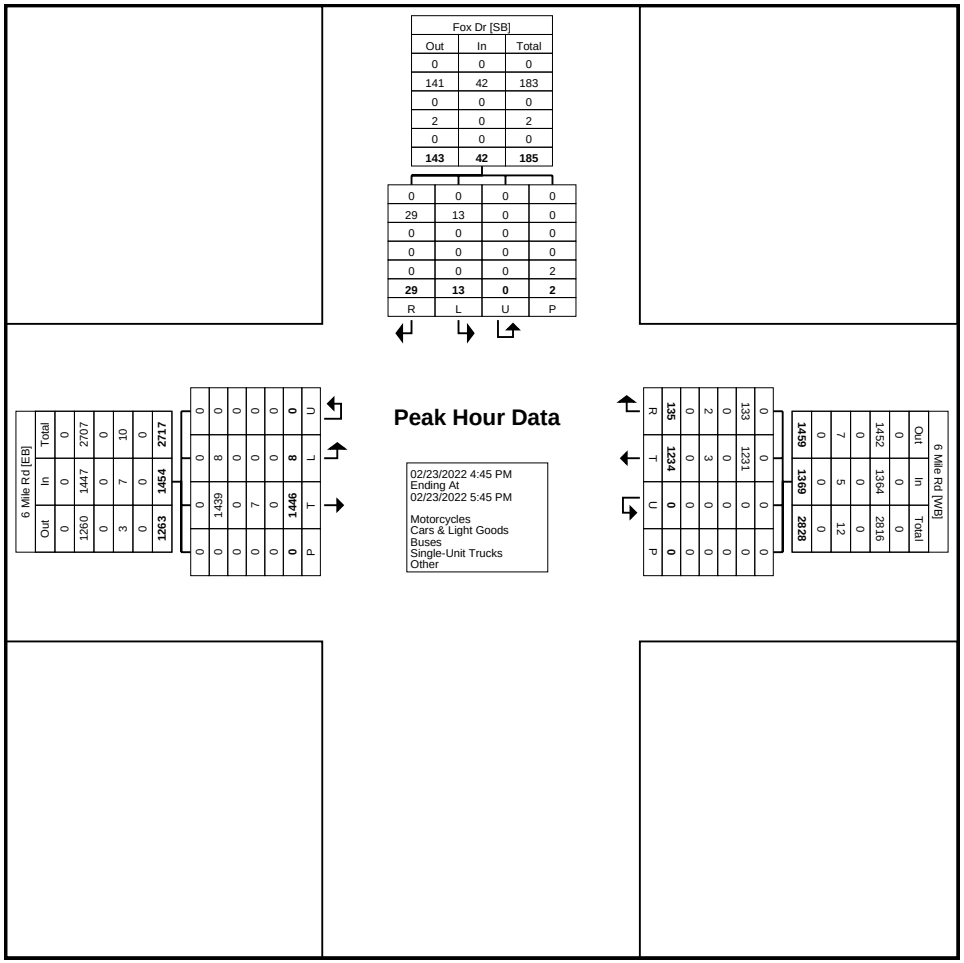
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022



Turning Movement Peak Hour Data Plot (4:45 PM)

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Count Name: 6 Mile Rd and Quakertown Ln
Site Code:
Start Date: 02/23/2022

Turning Movement Data

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Quakertown Ln Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:00 AM	18	0	0	0	18	1	17	0	0	18	0	0	0	0	0	36
12:15 AM	19	0	0	0	19	0	10	0	0	10	0	0	0	0	0	29
12:30 AM	14	0	0	0	14	2	11	0	0	13	0	0	0	0	0	27
12:45 AM	10	0	0	0	10	0	16	0	0	16	0	0	0	0	0	26
Hourly Total	61	0	0	0	61	3	54	0	0	57	0	0	0	0	0	118
1:00 AM	6	1	0	0	7	0	7	0	0	7	0	1	0	0	1	15
1:15 AM	6	0	0	0	6	0	3	0	0	3	0	0	0	0	0	9
1:30 AM	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	6
1:45 AM	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	10
Hourly Total	20	1	0	0	21	0	18	0	0	18	0	1	0	0	1	40
2:00 AM	6	0	0	0	6	0	6	0	0	6	0	0	0	0	0	12
2:15 AM	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	10
2:30 AM	7	0	0	0	7	0	6	0	0	6	0	0	0	0	0	13
2:45 AM	7	0	0	0	7	1	10	0	0	11	0	0	0	0	0	18
Hourly Total	23	0	0	0	23	1	29	0	0	30	0	0	0	0	0	53
3:00 AM	12	0	0	0	12	0	2	0	0	2	0	0	0	0	0	14
3:15 AM	7	0	0	0	7	2	2	0	0	4	0	1	0	0	1	12
3:30 AM	6	0	0	0	6	0	6	0	0	6	1	1	0	0	2	14
3:45 AM	5	0	0	0	5	0	8	0	0	8	0	1	0	0	1	14
Hourly Total	30	0	0	0	30	2	18	0	0	20	1	3	0	0	4	54
4:00 AM	8	0	0	0	8	0	9	0	0	9	0	1	0	0	1	18
4:15 AM	9	0	0	0	9	0	12	0	0	12	0	1	0	0	1	22
4:30 AM	14	0	0	0	14	0	24	0	0	24	0	0	0	0	0	38
4:45 AM	16	0	0	0	16	0	15	0	0	15	0	2	0	0	2	33
Hourly Total	47	0	0	0	47	0	60	0	0	60	0	4	0	0	4	111
5:00 AM	20	0	0	0	20	0	17	0	0	17	0	2	0	0	2	39
5:15 AM	38	0	0	0	38	0	39	0	0	39	0	3	0	0	3	80
5:30 AM	48	0	1	0	49	0	81	0	0	81	0	5	0	0	5	135
5:45 AM	68	0	0	0	68	1	107	0	0	108	0	1	0	0	1	177
Hourly Total	174	0	1	0	175	1	244	0	0	245	0	11	0	0	11	431
6:00 AM	75	2	0	0	77	2	64	0	0	66	0	7	0	0	7	150
6:15 AM	85	0	0	0	85	2	78	0	0	80	0	8	0	0	8	173
6:30 AM	116	1	0	0	117	5	131	0	0	136	1	8	0	0	9	262
6:45 AM	105	3	0	0	108	4	150	0	0	154	1	10	0	0	11	273
Hourly Total	381	6	0	0	387	13	423	0	0	436	2	33	0	0	35	858
7:00 AM	175	1	0	0	176	6	108	0	0	114	3	27	0	0	30	320

7:15 AM	191	1	0	0	192	9	193	0	0	202	0	12	0	0	12	406
7:30 AM	213	4	0	0	217	7	214	0	0	221	0	16	0	0	16	454
7:45 AM	220	3	0	0	223	28	285	0	0	313	0	21	0	0	21	557
Hourly Total	799	9	0	0	808	50	800	0	0	850	3	76	0	0	79	1737
8:00 AM	220	4	0	0	224	15	310	0	0	325	1	14	0	0	15	564
8:15 AM	226	1	0	0	227	24	276	0	0	300	0	11	0	0	11	538
8:30 AM	257	1	0	0	258	14	294	0	0	308	2	11	0	0	13	579
8:45 AM	233	4	0	0	237	23	280	0	0	303	0	14	0	0	14	554
Hourly Total	936	10	0	0	946	76	1160	0	0	1236	3	50	0	0	53	2235
9:00 AM	229	3	0	0	232	23	233	0	0	256	0	8	0	0	8	496
9:15 AM	210	1	0	0	211	15	226	0	0	241	0	9	0	0	9	461
9:30 AM	166	3	0	0	169	11	199	0	0	210	1	17	0	0	18	397
9:45 AM	192	2	0	0	194	12	212	0	0	224	3	4	0	0	7	425
Hourly Total	797	9	0	0	806	61	870	0	0	931	4	38	0	0	42	1779
10:00 AM	224	2	0	0	226	8	188	0	0	196	1	4	0	0	5	427
10:15 AM	221	2	0	0	223	5	187	1	0	193	0	9	0	0	9	425
10:30 AM	209	0	0	0	209	2	194	2	0	198	0	11	0	0	11	418
10:45 AM	244	1	1	0	246	10	200	0	0	210	2	19	0	0	21	477
Hourly Total	898	5	1	0	904	25	769	3	0	797	3	43	0	0	46	1747
11:00 AM	230	3	0	0	233	8	192	0	0	200	3	14	0	0	17	450
11:15 AM	271	0	0	0	271	11	204	1	0	216	3	11	0	0	14	501
11:30 AM	270	1	0	0	271	7	261	1	0	269	1	10	0	0	11	551
11:45 AM	279	2	0	0	281	8	289	0	0	297	1	14	0	0	15	593
Hourly Total	1050	6	0	0	1056	34	946	2	0	982	8	49	0	0	57	2095
12:00 PM	288	0	0	0	288	11	258	1	0	270	1	14	0	0	15	573
12:15 PM	282	2	0	0	284	9	262	0	0	271	1	12	0	0	13	568
12:30 PM	273	4	0	0	277	14	266	0	0	280	2	18	0	0	20	577
12:45 PM	259	2	0	0	261	10	273	0	0	283	2	4	0	0	6	550
Hourly Total	1102	8	0	0	1110	44	1059	1	0	1104	6	48	0	0	54	2268
1:00 PM	248	3	0	0	251	9	238	0	0	247	1	12	0	0	13	511
1:15 PM	236	2	0	0	238	6	250	0	0	256	4	15	0	0	19	513
1:30 PM	321	2	0	0	323	13	236	0	0	249	5	6	0	0	11	583
1:45 PM	266	6	0	0	272	12	303	0	0	315	1	10	0	0	11	598
Hourly Total	1071	13	0	0	1084	40	1027	0	0	1067	11	43	0	0	54	2205
2:00 PM	275	1	0	0	276	6	210	0	0	216	0	10	0	0	10	502
2:15 PM	287	1	0	0	288	11	257	0	0	268	2	14	0	0	16	572
2:30 PM	291	3	0	0	294	17	263	0	0	280	2	13	0	0	15	589
2:45 PM	280	1	0	0	281	11	253	0	0	264	0	12	0	0	12	557
Hourly Total	1133	6	0	0	1139	45	983	0	0	1028	4	49	0	0	53	2220
3:00 PM	316	3	0	0	319	19	264	0	0	283	2	7	0	0	9	611
3:15 PM	302	1	0	0	303	13	293	0	0	306	1	13	0	0	14	623
3:30 PM	318	0	0	0	318	17	272	0	0	289	1	22	0	0	23	630
3:45 PM	327	2	0	0	329	10	268	0	0	278	0	17	0	0	17	624
Hourly Total	1263	6	0	0	1269	59	1097	0	0	1156	4	59	0	0	63	2488
4:00 PM	383	3	0	0	386	12	253	0	0	265	0	24	0	0	24	675
4:15 PM	380	3	0	0	383	16	264	0	0	280	1	14	0	0	15	678
4:30 PM	361	4	0	0	365	13	295	0	0	308	1	24	0	0	25	698
4:45 PM	371	2	0	0	373	15	350	1	0	366	1	18	0	0	19	758
Hourly Total	1495	12	0	0	1507	56	1162	1	0	1219	3	80	0	0	83	2809
5:00 PM	370	1	0	0	371	18	317	0	0	335	2	28	0	0	30	736
5:15 PM	368	0	0	0	368	15	340	0	0	355	3	22	0	0	25	748
5:30 PM	347	1	0	0	348	13	347	0	0	360	2	14	0	0	16	724

5:45 PM	322	1	0	0	323	14	385	0	0	399	0	17	0	0	17	739
Hourly Total	1407	3	0	0	1410	60	1389	0	0	1449	7	81	0	0	88	2947
6:00 PM	316	0	0	0	316	14	309	0	0	323	2	13	0	3	15	654
6:15 PM	274	1	0	0	275	14	316	0	0	330	2	17	0	0	19	624
6:30 PM	263	3	0	0	266	11	285	0	0	296	3	15	0	0	18	580
6:45 PM	240	2	0	0	242	8	265	0	0	273	2	12	0	0	14	529
Hourly Total	1093	6	0	0	1099	47	1175	0	0	1222	9	57	0	3	66	2387
7:00 PM	238	2	0	0	240	10	219	0	0	229	0	14	0	0	14	483
7:15 PM	207	0	0	0	207	15	173	0	0	188	0	8	0	0	8	403
7:30 PM	246	2	0	0	248	4	178	0	0	182	0	5	0	0	5	435
7:45 PM	206	4	0	0	210	3	135	1	0	139	0	4	0	0	4	353
Hourly Total	897	8	0	0	905	32	705	1	0	738	0	31	0	0	31	1674
8:00 PM	235	1	0	0	236	6	112	0	0	118	1	3	0	0	4	358
8:15 PM	173	1	0	0	174	2	127	0	0	129	0	6	0	0	6	309
8:30 PM	159	1	0	0	160	6	111	0	0	117	0	2	0	0	2	279
8:45 PM	170	0	0	0	170	2	115	0	0	117	0	3	0	0	3	290
Hourly Total	737	3	0	0	740	16	465	0	0	481	1	14	0	0	15	1236
9:00 PM	193	0	0	0	193	5	86	0	0	91	1	4	0	0	5	289
9:15 PM	164	1	0	0	165	9	82	0	0	91	0	0	0	0	0	256
9:30 PM	106	0	0	0	106	5	70	0	0	75	0	4	0	0	4	185
9:45 PM	101	0	0	0	101	0	55	0	0	55	0	2	0	0	2	158
Hourly Total	564	1	0	0	565	19	293	0	0	312	1	10	0	0	11	888
10:00 PM	115	1	0	0	116	7	55	0	0	62	0	2	0	0	2	180
10:15 PM	55	0	0	0	55	1	44	0	0	45	0	1	0	0	1	101
10:30 PM	70	0	1	0	71	1	47	0	0	48	0	1	0	0	1	120
10:45 PM	46	0	0	0	46	5	42	0	0	47	0	1	0	0	1	94
Hourly Total	286	1	1	0	288	14	188	0	0	202	0	5	0	0	5	495
11:00 PM	42	0	0	0	42	1	33	0	0	34	0	1	0	0	1	77
11:15 PM	28	0	0	0	28	0	35	0	0	35	0	0	0	0	0	63
11:30 PM	13	0	0	0	13	1	20	0	0	21	0	1	0	0	1	35
11:45 PM	15	0	0	0	15	1	31	0	0	32	0	1	0	0	1	48
Hourly Total	98	0	0	0	98	3	119	0	0	122	0	3	0	0	3	223
Grand Total	16362	113	3	0	16478	701	15053	8	0	15762	70	788	0	3	858	33098
Approach %	99.3	0.7	0.0	-	-	4.4	95.5	0.1	-	-	8.2	91.8	0.0	-	-	-
Total %	49.4	0.3	0.0	-	49.8	2.1	45.5	0.0	-	47.6	0.2	2.4	0.0	-	2.6	-
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	16154	106	3	-	16263	694	14855	8	-	15557	64	776	0	-	840	32660
% Cars & Light Goods	98.7	93.8	100.0	-	98.7	99.0	98.7	100.0	-	98.7	91.4	98.5	-	-	97.9	98.7
Buses	11	0	0	-	11	3	14	0	-	17	2	7	0	-	9	37
% Buses	0.1	0.0	0.0	-	0.1	0.4	0.1	0.0	-	0.1	2.9	0.9	-	-	1.0	0.1
Single-Unit Trucks	143	6	0	-	149	4	142	0	-	146	4	5	0	-	9	304
% Single-Unit Trucks	0.9	5.3	0.0	-	0.9	0.6	0.9	0.0	-	0.9	5.7	0.6	-	-	1.0	0.9
Articulated Trucks	54	1	0	-	55	0	42	0	-	42	0	0	0	-	0	97
% Articulated Trucks	0.3	0.9	0.0	-	0.3	0.0	0.3	0.0	-	0.3	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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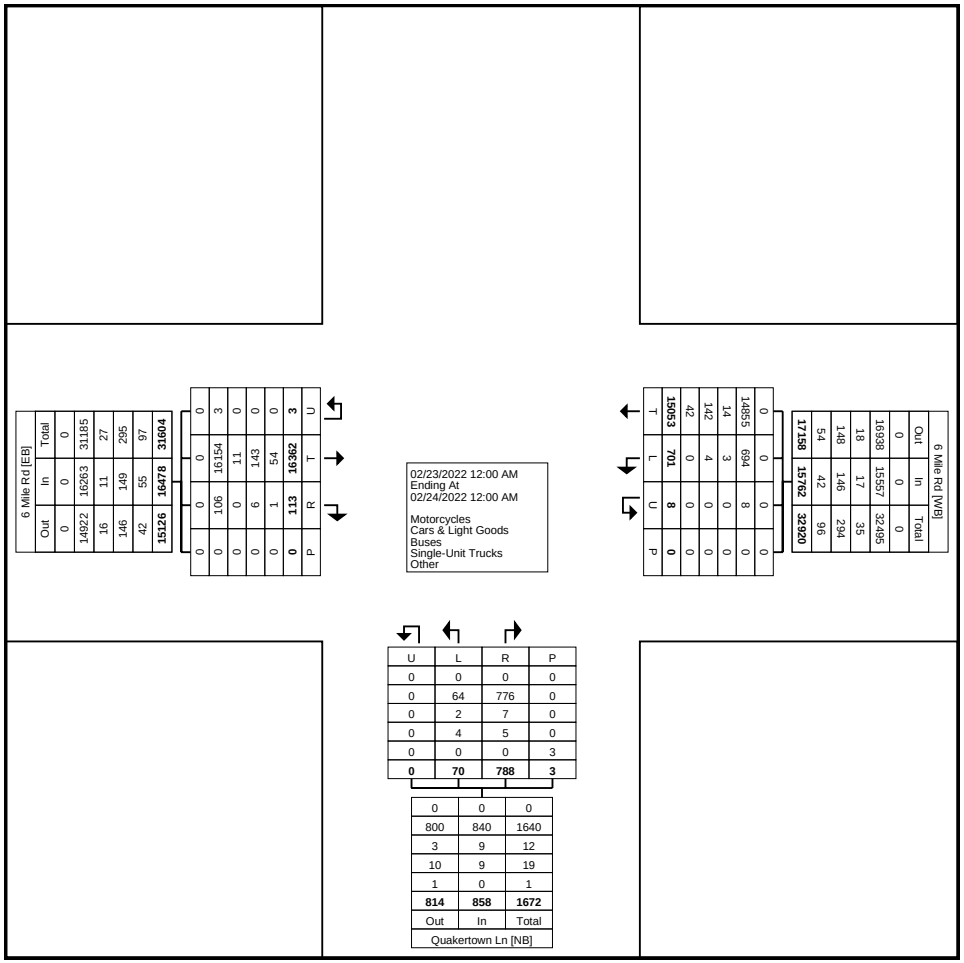
248.454.6300 jhankin@hrcengr.com

Count Name: 6 Mile Rd and Quakertown Ln
Site Code:
Start Date: 02/23/2022



Turning Movement Data Plot

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Count Name: 6 Mile Rd and Quakertown Ln
Site Code:
Start Date: 02/23/2022

Turning Movement Peak Hour Data (7:45 AM)

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Quakertown Ln Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	220	3	0	0	223	28	285	0	0	313	0	21	0	0	21	557
8:00 AM	220	4	0	0	224	15	310	0	0	325	1	14	0	0	15	564
8:15 AM	226	1	0	0	227	24	276	0	0	300	0	11	0	0	11	538
8:30 AM	257	1	0	0	258	14	294	0	0	308	2	11	0	0	13	579
Total	923	9	0	0	932	81	1165	0	0	1246	3	57	0	0	60	2238
Approach %	99.0	1.0	0.0	-	-	6.5	93.5	0.0	-	-	5.0	95.0	0.0	-	-	-
Total %	41.2	0.4	0.0	-	41.6	3.6	52.1	0.0	-	55.7	0.1	2.5	0.0	-	2.7	-
PHF	0.898	0.563	0.000	-	0.903	0.723	0.940	0.000	-	0.958	0.375	0.679	0.000	-	0.714	0.966
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	907	9	0	-	916	80	1152	0	-	1232	2	55	0	-	57	2205
% Cars & Light Goods	98.3	100.0	-	-	98.3	98.8	98.9	-	-	98.9	66.7	96.5	-	-	95.0	98.5
Buses	1	0	0	-	1	1	1	0	-	2	1	1	0	-	2	5
% Buses	0.1	0.0	-	-	0.1	1.2	0.1	-	-	0.2	33.3	1.8	-	-	3.3	0.2
Single-Unit Trucks	9	0	0	-	9	0	11	0	-	11	0	1	0	-	1	21
% Single-Unit Trucks	1.0	0.0	-	-	1.0	0.0	0.9	-	-	0.9	0.0	1.8	-	-	1.7	0.9
Articulated Trucks	6	0	0	-	6	0	1	0	-	1	0	0	0	-	0	7
% Articulated Trucks	0.7	0.0	-	-	0.6	0.0	0.1	-	-	0.1	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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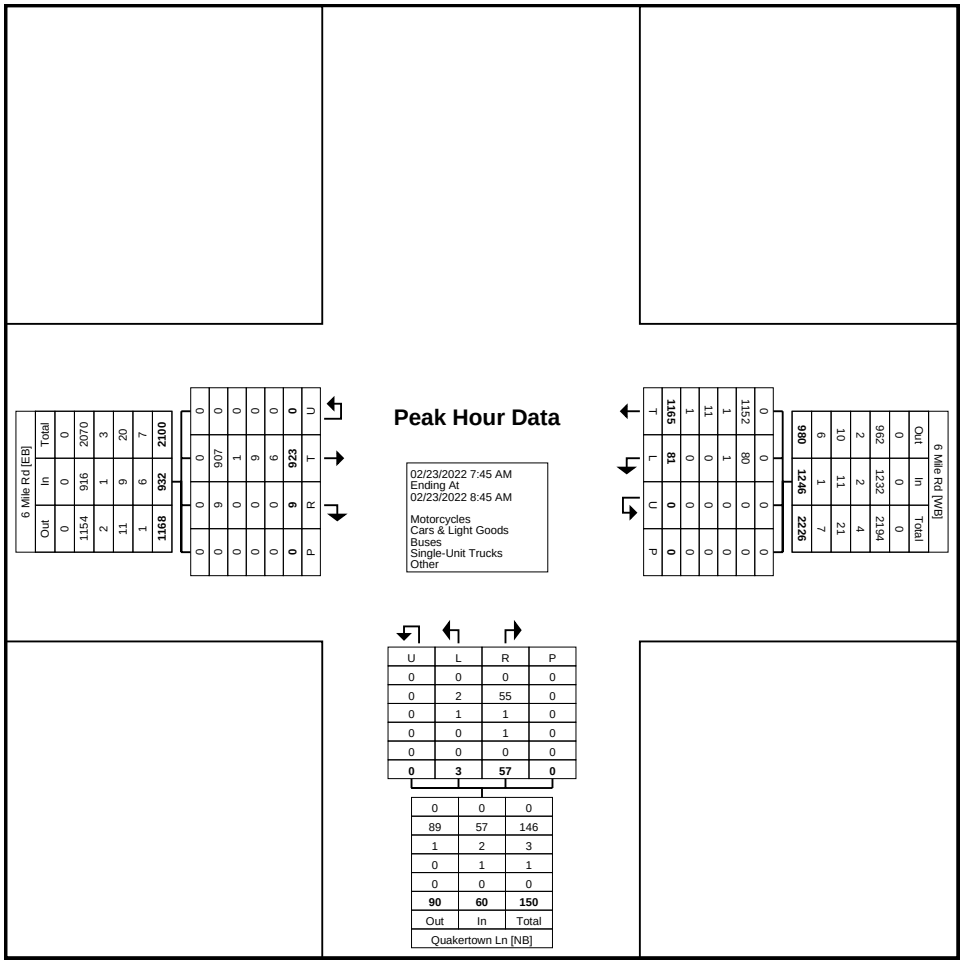

Turning Movement Peak Hour Data Plot (7:45 AM)

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Site Code:
Start Date: 02/23/2022

Turning Movement Peak Hour Data (4:45 PM)

Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Quakertown Ln Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	371	2	0	0	373	15	350	1	0	366	1	18	0	0	19	758
5:00 PM	370	1	0	0	371	18	317	0	0	335	2	28	0	0	30	736
5:15 PM	368	0	0	0	368	15	340	0	0	355	3	22	0	0	25	748
5:30 PM	347	1	0	0	348	13	347	0	0	360	2	14	0	0	16	724
Total	1456	4	0	0	1460	61	1354	1	0	1416	8	82	0	0	90	2966
Approach %	99.7	0.3	0.0	-	-	4.3	95.6	0.1	-	-	8.9	91.1	0.0	-	-	-
Total %	49.1	0.1	0.0	-	49.2	2.1	45.7	0.0	-	47.7	0.3	2.8	0.0	-	3.0	-
PHF	0.981	0.500	0.000	-	0.979	0.847	0.967	0.250	-	0.967	0.667	0.732	0.000	-	0.750	0.978
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	1451	4	0	-	1455	61	1348	1	-	1410	8	82	0	-	90	2955
% Cars & Light Goods	99.7	100.0	-	-	99.7	100.0	99.6	100.0	-	99.6	100.0	100.0	-	-	100.0	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	5	0	0	-	5	0	6	0	-	6	0	0	0	-	0	11
% Single-Unit Trucks	0.3	0.0	-	-	0.3	0.0	0.4	0.0	-	0.4	0.0	0.0	-	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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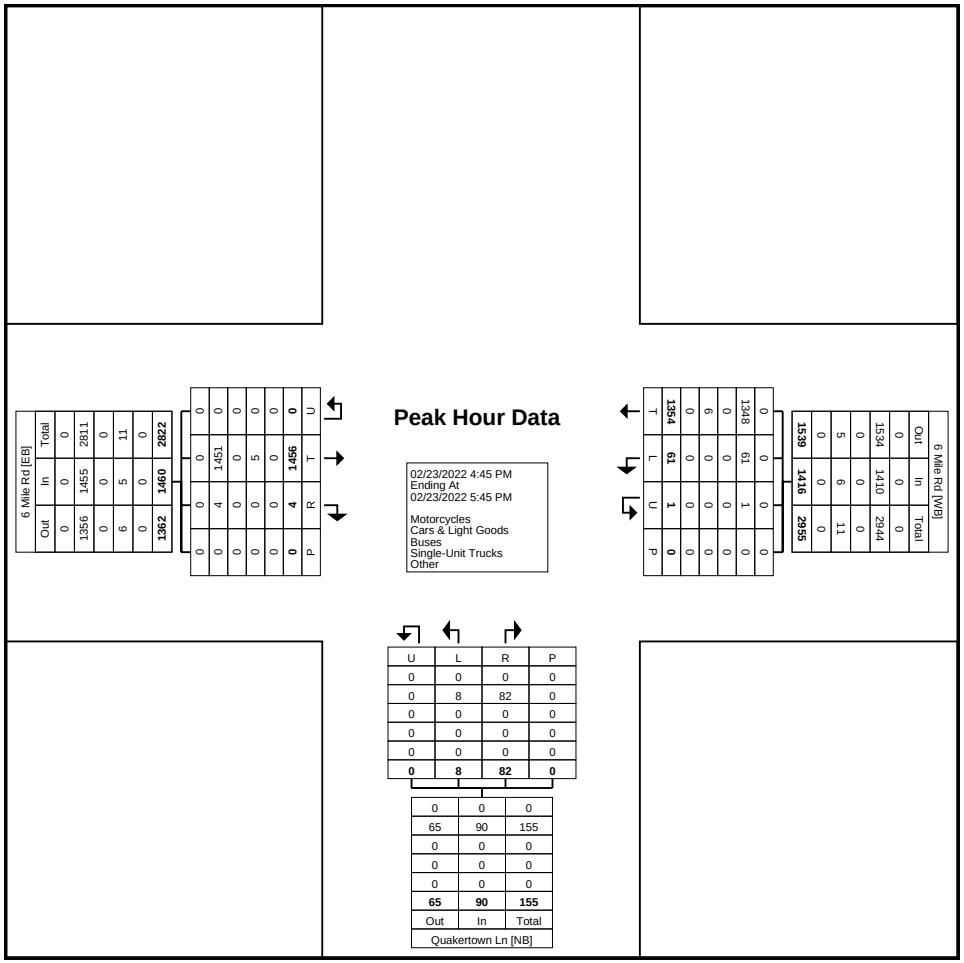
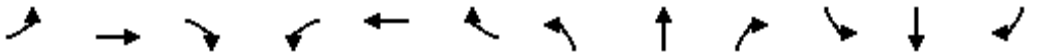


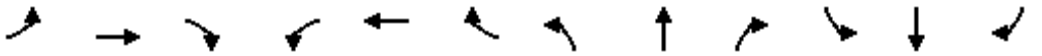
Turning Movement Peak Hour Data Plot (4:45 PM)

ATTACHMENT B – SYNCHRO HCM REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Future Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3754		1818	3762	1683	1817	3762	1683	1818	3762	1660
Flt Permitted	0.46	1.00		0.24	1.00	1.00	0.63	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	887	3754		459	3762	1683	1200	3762	1683	981	3762	1660
Peak-hour factor, PHF	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	162	651	57	283	421	312	68	335	271	134	198	97
RTOR Reduction (vph)	0	6	0	0	0	218	0	0	212	0	0	73
Lane Group Flow (vph)	162	702	0	283	421	94	68	335	59	134	198	24
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	37.8	27.1		37.8	27.1	27.1	27.0	19.7	19.7	27.0	22.1	22.1
Effective Green, g (s)	37.8	27.1		37.8	27.1	27.1	27.0	19.7	19.7	27.0	22.1	22.1
Actuated g/C Ratio	0.42	0.30		0.42	0.30	0.30	0.30	0.22	0.22	0.30	0.25	0.25
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	485	1130		354	1132	506	393	823	368	362	923	407
v/s Ratio Prot	0.04	0.19		c0.09	0.11		0.01	c0.09		c0.03	0.05	
v/s Ratio Perm	0.10			c0.24		0.06	0.04		0.04	0.08		0.01
v/c Ratio	0.33	0.62		0.80	0.37	0.19	0.17	0.41	0.16	0.37	0.21	0.06
Uniform Delay, d1	19.9	27.0		28.8	24.8	23.3	23.4	30.1	28.5	26.3	27.0	26.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	2.6		11.9	0.9	0.8	0.2	1.5	0.9	0.6	0.5	0.3
Delay (s)	20.4	29.6		40.8	25.7	24.1	23.6	31.6	29.4	27.0	27.6	26.3
Level of Service	C	C		D	C	C	C	C	C	C	C	C
Approach Delay (s)		27.9			29.4			29.9			27.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



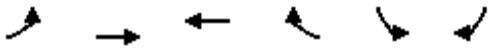
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Future Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	757	297	0	900	0	0	0	0	277	0	470
RTOR Reduction (vph)	0	0	127	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	0	757	170	0	900	0	0	0	0	277	0	371
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		0.21			c0.25					0.15		
v/s Ratio Perm			0.10									c0.23
v/c Ratio		0.36	0.18		0.43					0.56		0.83
Uniform Delay, d1		9.2	8.2		9.7					24.8		27.2
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		0.5	0.4		0.6					4.4		16.2
Delay (s)		9.7	8.6		8.4					29.2		43.4
Level of Service		A	A		A					C		D
Approach Delay (s)		9.4			8.4			0.0			38.1	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	967	0	0	600	228	100
Future Volume (vph)	967	0	0	600	228	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3643	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3643	1532
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1029	0	0	652	248	109
RTOR Reduction (vph)	0	0	0	0	5	34
Lane Group Flow (vph)	1029	0	0	652	254	64
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	52.4			52.4	11.1	11.1
Effective Green, g (s)	52.4			52.4	11.1	11.1
Actuated g/C Ratio	0.65			0.65	0.14	0.14
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2464			3540	505	212
v/s Ratio Prot	c0.27			0.12	c0.07	
v/s Ratio Perm						0.04
v/c Ratio	0.42			0.18	0.50	0.30
Uniform Delay, d1	6.6			5.4	31.9	31.0
Progression Factor	0.62			1.00	1.00	1.00
Incremental Delay, d2	0.5			0.1	0.8	0.8
Delay (s)	4.5			5.5	32.7	31.8
Level of Service	A			A	C	C
Approach Delay (s)	4.5			5.5	32.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	941	1069	113	2	15
Future Volume (Veh/h)	6	941	1069	113	2	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.61	0.61
Hourly flow rate (vph)	6	1012	1137	120	3	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.95				0.88	0.95
vC, conflicting volume	1257				1715	439
vC1, stage 1 conf vol					1197	
vC2, stage 2 conf vol					518	
vCu, unblocked vol	1070				1163	204
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	97
cM capacity (veh/h)	618				289	764

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	6	506	506	455	455	347	28
Volume Left	6	0	0	0	0	0	3
Volume Right	0	0	0	0	0	120	25
cSH	618	1700	1700	1700	1700	1700	650
Volume to Capacity	0.01	0.30	0.30	0.27	0.27	0.20	0.04
Queue Length 95th (ft)	1	0	0	0	0	0	3
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	0.0	10.8
Lane LOS	B						B
Approach Delay (s)	0.1			0.0			10.8
Approach LOS							B

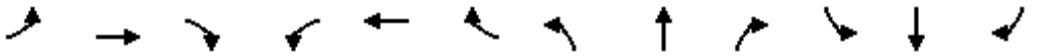
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	934	9	81	1179	3	57
Future Volume (Veh/h)	934	9	81	1179	3	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.72	0.72
Hourly flow rate (vph)	1038	10	85	1241	4	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.85		0.89	0.85
vC, conflicting volume			1048		1627	524
vC1, stage 1 conf vol					1043	
vC2, stage 2 conf vol					584	
vCu, unblocked vol			711		999	96
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			89		99	90
cM capacity (veh/h)			760		354	808

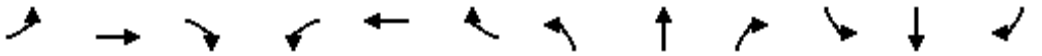
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	692	356	85	414	414	414	83
Volume Left	0	0	85	0	0	0	4
Volume Right	0	10	0	0	0	0	79
cSH	1700	1700	760	1700	1700	1700	761
Volume to Capacity	0.41	0.21	0.11	0.24	0.24	0.24	0.11
Queue Length 95th (ft)	0	0	9	0	0	0	9
Control Delay (s)	0.0	0.0	10.3	0.0	0.0	0.0	10.3
Lane LOS			B				B
Approach Delay (s)	0.0		0.7				10.3
Approach LOS							B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Future Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1818	3679		1818	3762	1683	1818	3762	1662	1818	3762	1683
Flt Permitted	0.44	1.00		0.30	1.00	1.00	0.38	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)	839	3679		568	3762	1683	723	3762	1662	472	3762	1683
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.84	0.84	0.84	0.92	0.92	0.92
Adj. Flow (vph)	161	495	86	313	431	374	92	646	360	374	522	130
RTOR Reduction (vph)	0	18	0	0	0	270	0	0	183	0	0	93
Lane Group Flow (vph)	161	563	0	313	431	104	92	646	177	374	522	37
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Effective Green, g (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Actuated g/C Ratio	0.31	0.24		0.31	0.24	0.24	0.37	0.25	0.25	0.37	0.28	0.28
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	332	892		267	912	408	364	926	409	343	1067	477
v/s Ratio Prot	0.03	0.15		c0.08	0.11		0.02	0.17		c0.14	0.14	
v/s Ratio Perm	0.12			c0.28		0.06	0.07		0.11	c0.27		0.02
v/c Ratio	0.48	0.63		1.17	0.47	0.25	0.25	0.70	0.43	1.09	0.49	0.08
Uniform Delay, d1	24.7	27.1		29.6	25.9	24.5	20.6	27.4	25.4	28.1	23.8	21.0
Progression Factor	1.00	1.00		1.07	1.01	1.77	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	3.4		107.8	1.6	1.4	0.4	4.3	3.3	75.0	1.6	0.3
Delay (s)	25.8	30.5		139.5	27.9	44.8	21.0	31.8	28.7	103.1	25.4	21.3
Level of Service	C	C		F	C	D	C	C	C	F	C	C
Approach Delay (s)		29.5			64.8			29.9			53.2	
Approach LOS		C			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



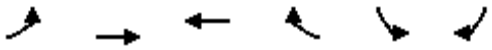
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Future Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	944	318	0	860	0	0	0	0	299	0	366
RTOR Reduction (vph)	0	0	136	0	0	0	0	0	0	0	0	109
Lane Group Flow (vph)	0	944	182	0	860	0	0	0	0	299	0	257
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		c0.26			0.23					c0.16		
v/s Ratio Perm			0.11									0.16
v/c Ratio		0.45	0.20		0.41					0.60		0.57
Uniform Delay, d1		9.9	8.2		9.5					25.2		25.0
Progression Factor		1.10	1.41		0.72					1.00		1.00
Incremental Delay, d2		0.5	0.3		0.6					5.2		5.3
Delay (s)		11.4	12.0		7.4					30.4		30.2
Level of Service		B	B		A					C		C
Approach Delay (s)		11.5			7.4			0.0			30.3	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1163	0	0	591	200	100
Future Volume (vph)	1163	0	0	591	200	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3641	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3641	1532
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1224	0	0	642	217	109
RTOR Reduction (vph)	0	0	0	0	5	54
Lane Group Flow (vph)	1224	0	0	642	223	44
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	53.1			53.1	10.4	10.4
Effective Green, g (s)	53.1			53.1	10.4	10.4
Actuated g/C Ratio	0.66			0.66	0.13	0.13
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2497			3588	473	199
v/s Ratio Prot	c0.33			0.12	c0.06	
v/s Ratio Perm						0.03
v/c Ratio	0.49			0.18	0.47	0.22
Uniform Delay, d1	6.7			5.1	32.3	31.2
Progression Factor	0.61			1.00	1.00	1.00
Incremental Delay, d2	0.6			0.1	0.7	0.6
Delay (s)	4.7			5.2	33.0	31.7
Level of Service	A			A	C	C
Approach Delay (s)	4.7			5.2	32.6	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1144	993	87	5	18
Future Volume (Veh/h)	1	1144	993	87	5	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.94	0.94	0.64	0.64
Hourly flow rate (vph)	1	1204	1056	93	8	28
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.94				0.92	0.94
vC, conflicting volume	1150				1708	400
vC1, stage 1 conf vol					1104	
vC2, stage 2 conf vol					604	
vCu, unblocked vol	950				1228	154
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	97
cM capacity (veh/h)	684				316	821

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	1	602	602	422	422	304	36
Volume Left	1	0	0	0	0	0	8
Volume Right	0	0	0	0	0	93	28
cSH	684	1700	1700	1700	1700	1700	606
Volume to Capacity	0.00	0.35	0.35	0.25	0.25	0.18	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	0.0	11.3
Lane LOS	B						B
Approach Delay (s)	0.0			0.0			11.3
Approach LOS							B

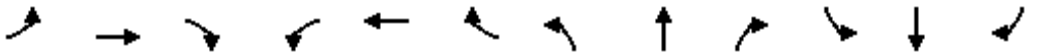
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1141	8	42	1075	5	58
Future Volume (Veh/h)	1141	8	42	1075	5	58
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.94	0.94	0.79	0.79
Hourly flow rate (vph)	1201	8	45	1144	6	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.90		0.93	0.90
vC, conflicting volume			1209		1676	604
vC1, stage 1 conf vol					1205	
vC2, stage 2 conf vol					471	
vCu, unblocked vol			1004		1143	331
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			93		98	88
cM capacity (veh/h)			621		277	602

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	801	408	45	381	381	381	79
Volume Left	0	0	45	0	0	0	6
Volume Right	0	8	0	0	0	0	73
cSH	1700	1700	621	1700	1700	1700	553
Volume to Capacity	0.47	0.24	0.07	0.22	0.22	0.22	0.14
Queue Length 95th (ft)	0	0	6	0	0	0	12
Control Delay (s)	0.0	0.0	11.3	0.0	0.0	0.0	12.6
Lane LOS			B				B
Approach Delay (s)	0.0		0.4				12.6
Approach LOS							B

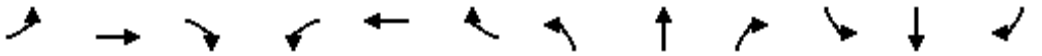
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Future Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3758		1837	3800	1700	1837	3800	1700	1837	3800	1700
Flt Permitted	0.25	1.00		0.21	1.00	1.00	0.34	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	492	3758		397	3800	1700	658	3800	1700	697	3800	1700
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	135	649	51	324	579	398	92	472	418	407	532	134
RTOR Reduction (vph)	0	6	0	0	0	312	0	0	237	0	0	99
Lane Group Flow (vph)	135	694	0	324	579	86	92	472	181	407	532	35
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	30.2	19.5		30.2	19.5	19.5	34.6	19.7	19.7	34.6	23.6	23.6
Effective Green, g (s)	30.2	19.5		30.2	19.5	19.5	34.6	19.7	19.7	34.6	23.6	23.6
Actuated g/C Ratio	0.34	0.22		0.34	0.22	0.22	0.38	0.22	0.22	0.38	0.26	0.26
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	324	814		304	823	368	397	831	372	456	996	445
v/s Ratio Prot	0.05	0.18		c0.13	0.15		0.03	0.12		c0.15	0.14	
v/s Ratio Perm	0.09			c0.23		0.05	0.06		0.11	c0.20		0.02
v/c Ratio	0.42	0.85		1.07	0.70	0.23	0.23	0.57	0.49	0.89	0.53	0.08
Uniform Delay, d1	30.0	33.9		34.8	32.6	29.1	23.3	31.4	30.7	28.0	28.5	25.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	11.0		70.1	5.0	1.5	0.3	2.8	4.5	19.3	2.1	0.3
Delay (s)	30.9	44.8		104.9	37.6	30.6	23.6	34.2	35.2	47.3	30.5	25.4
Level of Service	C	D		F	D	C	C	C	D	D	C	C
Approach Delay (s)		42.6			52.2			33.6			36.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



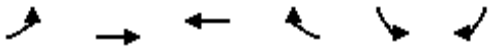
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Future Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3673	1643		3673					1837		1643
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3673	1643		3673					1837		1643
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	0	1162	477	0	1011	0	0	0	0	336	0	547
RTOR Reduction (vph)	0	0	204	0	0	0	0	0	0	0	0	76
Lane Group Flow (vph)	0	1162	273	0	1011	0	0	0	0	336	0	471
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2102	940		2102					505		451
v/s Ratio Prot		c0.32			0.28					0.18		
v/s Ratio Perm			0.17									c0.29
v/c Ratio		0.55	0.29		0.48					0.67		1.04
Uniform Delay, d1		10.7	8.8		10.1					25.7		29.0
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		1.1	0.8		0.8					6.8		54.3
Delay (s)		11.7	9.6		8.8					32.5		83.3
Level of Service		B	A		A					C		F
Approach Delay (s)		11.1			8.8			0.0			64.0	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1391	0	0	700	250	100
Future Volume (vph)	1391	0	0	700	250	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3800			5460	3681	1547
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3800			5460	3681	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.92	0.92
Adj. Flow (vph)	1480	0	0	745	272	109
RTOR Reduction (vph)	0	0	0	0	5	7
Lane Group Flow (vph)	1480	0	0	745	278	91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	51.9			51.9	11.6	11.6
Effective Green, g (s)	51.9			51.9	11.6	11.6
Actuated g/C Ratio	0.65			0.65	0.14	0.14
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2465			3542	533	224
v/s Ratio Prot	c0.39			0.14	c0.08	
v/s Ratio Perm						0.06
v/c Ratio	0.60			0.21	0.52	0.41
Uniform Delay, d1	8.1			5.7	31.6	31.1
Progression Factor	0.61			1.00	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.9	1.2
Delay (s)	5.8			5.9	32.6	32.3
Level of Service	A			A	C	C
Approach Delay (s)	5.8			5.9	32.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	1449	1249	135	13	29
Future Volume (Veh/h)	8	1449	1249	135	13	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.88	0.88
Hourly flow rate (vph)	8	1525	1315	142	15	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.91				0.87	0.91
vC, conflicting volume	1457				2164	509
vC1, stage 1 conf vol					1386	
vC2, stage 2 conf vol					778	
vCu, unblocked vol	1164				1436	125
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	96
cM capacity (veh/h)	554				247	829

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	8	762	762	526	526	405	48
Volume Left	8	0	0	0	0	0	15
Volume Right	0	0	0	0	0	142	33
cSH	554	1700	1700	1700	1700	1700	477
Volume to Capacity	0.01	0.45	0.45	0.31	0.31	0.24	0.10
Queue Length 95th (ft)	1	0	0	0	0	0	8
Control Delay (s)	11.6	0.0	0.0	0.0	0.0	0.0	13.4
Lane LOS	B						B
Approach Delay (s)	0.1			0.0			13.4
Approach LOS							B

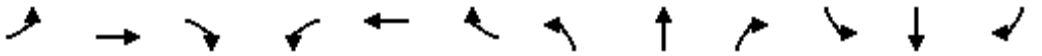
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1458	4	61	1376	8	82
Future Volume (Veh/h)	1458	4	61	1376	8	82
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.75	0.75
Hourly flow rate (vph)	1535	4	64	1448	11	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.83		0.88	0.83
vC, conflicting volume			1539		2148	770
vC1, stage 1 conf vol					1537	
vC2, stage 2 conf vol					611	
vCu, unblocked vol			1237		1353	308
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			86		94	81
cM capacity (veh/h)			472		193	575

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	1023	516	64	483	483	483	120
Volume Left	0	0	64	0	0	0	11
Volume Right	0	4	0	0	0	0	109
cSH	1700	1700	472	1700	1700	1700	487
Volume to Capacity	0.60	0.30	0.14	0.28	0.28	0.28	0.25
Queue Length 95th (ft)	0	0	12	0	0	0	24
Control Delay (s)	0.0	0.0	13.8	0.0	0.0	0.0	14.8
Lane LOS			B				B
Approach Delay (s)	0.0		0.6				14.8
Approach LOS							B

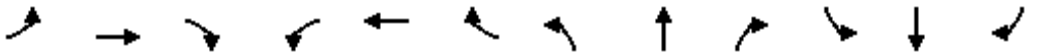
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Future Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3754		1818	3762	1683	1817	3762	1683	1818	3762	1660
Flt Permitted	0.45	1.00		0.23	1.00	1.00	0.62	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	873	3754		441	3762	1683	1195	3762	1683	965	3762	1660
Peak-hour factor, PHF	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	165	664	58	289	429	318	69	342	277	136	202	99
RTOR Reduction (vph)	0	6	0	0	0	222	0	0	216	0	0	75
Lane Group Flow (vph)	165	716	0	289	429	96	69	342	61	136	202	24
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	37.8	27.1		37.8	27.1	27.1	27.0	19.7	19.7	27.0	22.1	22.1
Effective Green, g (s)	37.8	27.1		37.8	27.1	27.1	27.0	19.7	19.7	27.0	22.1	22.1
Actuated g/C Ratio	0.42	0.30		0.42	0.30	0.30	0.30	0.22	0.22	0.30	0.25	0.25
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	481	1130		348	1132	506	392	823	368	358	923	407
v/s Ratio Prot	0.04	0.19		c0.10	0.11		0.01	c0.09		c0.03	0.05	
v/s Ratio Perm	0.10			c0.25		0.06	0.04		0.04	0.08		0.01
v/c Ratio	0.34	0.63		0.83	0.38	0.19	0.18	0.42	0.16	0.38	0.22	0.06
Uniform Delay, d1	20.2	27.2		29.2	24.8	23.3	23.4	30.2	28.5	26.6	27.1	26.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	2.7		15.4	1.0	0.8	0.2	1.5	1.0	0.7	0.5	0.3
Delay (s)	20.6	29.9		44.6	25.8	24.1	23.6	31.7	29.4	27.3	27.6	26.3
Level of Service	C	C		D	C	C	C	C	C	C	C	C
Approach Delay (s)		28.1			30.5			30.0			27.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Future Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	773	303	0	918	0	0	0	0	283	0	479
RTOR Reduction (vph)	0	0	130	0	0	0	0	0	0	0	0	95
Lane Group Flow (vph)	0	773	173	0	918	0	0	0	0	283	0	384
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		0.21			c0.25					0.16		
v/s Ratio Perm			0.11									c0.24
v/c Ratio		0.37	0.19		0.44					0.57		0.86
Uniform Delay, d1		9.3	8.2		9.7					24.9		27.5
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		0.5	0.4		0.7					4.6		18.9
Delay (s)		9.8	8.6		8.5					29.5		46.4
Level of Service		A	A		A					C		D
Approach Delay (s)		9.5			8.5			0.0			40.2	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

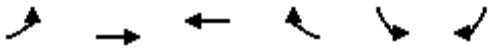
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	967	0	0	600	228	100
Future Volume (vph)	967	0	0	600	228	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3643	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3643	1532
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1049	0	0	665	253	111
RTOR Reduction (vph)	0	0	0	0	5	33
Lane Group Flow (vph)	1049	0	0	665	259	67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	52.3			52.3	11.2	11.2
Effective Green, g (s)	52.3			52.3	11.2	11.2
Actuated g/C Ratio	0.65			0.65	0.14	0.14
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2459			3534	510	214
v/s Ratio Prot	c0.28			0.12	c0.07	
v/s Ratio Perm						0.04
v/c Ratio	0.43			0.19	0.51	0.31
Uniform Delay, d1	6.7			5.5	31.8	30.9
Progression Factor	0.62			1.00	1.00	1.00
Incremental Delay, d2	0.5			0.1	0.8	0.8
Delay (s)	4.6			5.6	32.6	31.8
Level of Service	A			A	C	C
Approach Delay (s)	4.6			5.6	32.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	941	1069	113	2	15
Future Volume (Veh/h)	6	941	1069	113	2	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.61	0.61
Hourly flow rate (vph)	7	1032	1160	123	3	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.94				0.88	0.94
vC, conflicting volume	1283				1752	448
vC1, stage 1 conf vol					1222	
vC2, stage 2 conf vol					530	
vCu, unblocked vol	1083				1173	196
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	97
cM capacity (veh/h)	608				284	771

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	7	516	516	464	464	355	28
Volume Left	7	0	0	0	0	0	3
Volume Right	0	0	0	0	0	123	25
cSH	608	1700	1700	1700	1700	1700	651
Volume to Capacity	0.01	0.30	0.30	0.27	0.27	0.21	0.04
Queue Length 95th (ft)	1	0	0	0	0	0	3
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	0.0	10.8
Lane LOS	B						B
Approach Delay (s)	0.1			0.0			10.8
Approach LOS							B

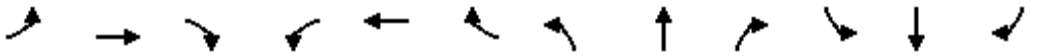
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	934	9	81	1179	3	57
Future Volume (Veh/h)	934	9	81	1179	3	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.95	0.95	0.72	0.72
Hourly flow rate (vph)	1059	10	87	1266	4	81
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.85		0.88	0.85
vC, conflicting volume			1069		1660	534
vC1, stage 1 conf vol					1064	
vC2, stage 2 conf vol					596	
vCu, unblocked vol			724		1004	94
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			88		99	90
cM capacity (veh/h)			747		348	806

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	706	363	87	422	422	422	85
Volume Left	0	0	87	0	0	0	4
Volume Right	0	10	0	0	0	0	81
cSH	1700	1700	747	1700	1700	1700	759
Volume to Capacity	0.42	0.21	0.12	0.25	0.25	0.25	0.11
Queue Length 95th (ft)	0	0	10	0	0	0	9
Control Delay (s)	0.0	0.0	10.4	0.0	0.0	0.0	10.3
Lane LOS			B				B
Approach Delay (s)	0.0		0.7				10.3
Approach LOS							B

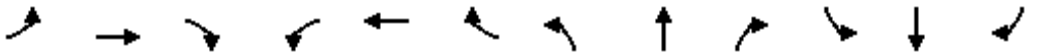
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Future Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1818	3679		1818	3762	1683	1818	3762	1662	1818	3762	1683
Flt Permitted	0.43	1.00		0.29	1.00	1.00	0.37	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)	821	3679		549	3762	1683	707	3762	1662	453	3762	1683
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.84	0.84	0.84	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	165	505	88	319	440	381	94	659	367	381	532	133
RTOR Reduction (vph)	0	18	0	0	0	267	0	0	179	0	0	95
Lane Group Flow (vph)	165	575	0	319	440	114	94	659	188	381	532	38
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Effective Green, g (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Actuated g/C Ratio	0.31	0.24		0.31	0.24	0.24	0.37	0.25	0.25	0.37	0.28	0.28
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	328	892		262	912	408	359	926	409	338	1067	477
v/s Ratio Prot	0.04	0.16		c0.09	0.12		0.02	0.18		c0.14	0.14	
v/s Ratio Perm	0.12			c0.29		0.07	0.07		0.11	c0.28		0.02
v/c Ratio	0.50	0.64		1.22	0.48	0.28	0.26	0.71	0.46	1.13	0.50	0.08
Uniform Delay, d1	25.0	27.2		29.7	26.0	24.6	20.9	27.6	25.6	28.3	23.9	21.0
Progression Factor	1.00	1.00		1.07	1.02	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	3.6		125.3	1.7	1.5	0.4	4.6	3.7	88.0	1.7	0.3
Delay (s)	26.3	30.8		157.1	28.1	42.7	21.2	32.2	29.3	116.3	25.6	21.3
Level of Service	C	C		F	C	D	C	C	C	F	C	C
Approach Delay (s)		29.8			69.1			30.3			58.1	
Approach LOS		C			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Future Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	963	324	0	877	0	0	0	0	305	0	374
RTOR Reduction (vph)	0	0	139	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	963	185	0	877	0	0	0	0	305	0	269
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		c0.26			0.24					c0.17		
v/s Ratio Perm			0.11									0.17
v/c Ratio		0.46	0.20		0.42					0.61		0.60
Uniform Delay, d1		9.9	8.3		9.6					25.3		25.2
Progression Factor		1.11	1.48		0.72					1.00		1.00
Incremental Delay, d2		0.5	0.3		0.6					5.5		5.9
Delay (s)		11.5	12.5		7.5					30.8		31.1
Level of Service		B	B		A					C		C
Approach Delay (s)		11.8			7.5			0.0			30.9	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

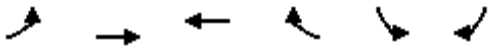
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1163	0	0	591	200	100
Future Volume (vph)	1163	0	0	591	200	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3641	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3641	1532
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1249	0	0	655	222	111
RTOR Reduction (vph)	0	0	0	0	5	50
Lane Group Flow (vph)	1249	0	0	655	228	50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	53.0			53.0	10.5	10.5
Effective Green, g (s)	53.0			53.0	10.5	10.5
Actuated g/C Ratio	0.66			0.66	0.13	0.13
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2492			3581	477	201
v/s Ratio Prot	c0.33			0.12	c0.06	
v/s Ratio Perm						0.03
v/c Ratio	0.50			0.18	0.48	0.25
Uniform Delay, d1	6.8			5.2	32.2	31.2
Progression Factor	0.60			1.00	1.00	1.00
Incremental Delay, d2	0.6			0.1	0.8	0.6
Delay (s)	4.7			5.3	33.0	31.8
Level of Service	A			A	C	C
Approach Delay (s)	4.7			5.3	32.6	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1144	993	87	5	18
Future Volume (Veh/h)	1	1144	993	87	5	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.94	0.94	0.64	0.64
Hourly flow rate (vph)	1	1228	1078	94	8	29
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.94				0.92	0.94
vC, conflicting volume	1173				1742	407
vC1, stage 1 conf vol					1126	
vC2, stage 2 conf vol					616	
vCu, unblocked vol	961				1238	146
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	96
cM capacity (veh/h)	674				312	827

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	1	614	614	431	431	310	37
Volume Left	1	0	0	0	0	0	8
Volume Right	0	0	0	0	0	94	29
cSH	674	1700	1700	1700	1700	1700	609
Volume to Capacity	0.00	0.36	0.36	0.25	0.25	0.18	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	0.0	11.3
Lane LOS	B						B
Approach Delay (s)	0.0			0.0			11.3
Approach LOS							B

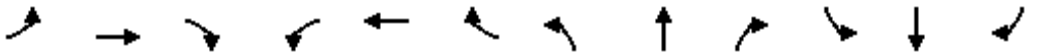
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1141	8	42	1075	5	58
Future Volume (Veh/h)	1141	8	42	1075	5	58
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.94	0.94	0.79	0.79
Hourly flow rate (vph)	1225	9	46	1166	6	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.89		0.93	0.89
vC, conflicting volume			1234		1710	617
vC1, stage 1 conf vol					1230	
vC2, stage 2 conf vol					481	
vCu, unblocked vol			1023		1154	333
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			92		98	87
cM capacity (veh/h)			608		270	598

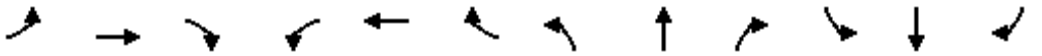
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	817	417	46	389	389	389	81
Volume Left	0	0	46	0	0	0	6
Volume Right	0	9	0	0	0	0	75
cSH	1700	1700	608	1700	1700	1700	548
Volume to Capacity	0.48	0.25	0.08	0.23	0.23	0.23	0.15
Queue Length 95th (ft)	0	0	6	0	0	0	13
Control Delay (s)	0.0	0.0	11.4	0.0	0.0	0.0	12.7
Lane LOS			B				B
Approach Delay (s)	0.0		0.4				12.7
Approach LOS							B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Future Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3758		1837	3800	1700	1837	3800	1700	1837	3800	1700
Flt Permitted	0.24	1.00		0.21	1.00	1.00	0.33	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	468	3758		399	3800	1700	643	3800	1700	679	3800	1700
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	137	662	52	331	591	406	93	481	426	416	542	136
RTOR Reduction (vph)	0	6	0	0	0	318	0	0	234	0	0	100
Lane Group Flow (vph)	137	708	0	331	591	88	93	481	192	416	542	36
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	30.1	19.4		30.1	19.4	19.4	34.7	19.7	19.7	34.7	23.7	23.7
Effective Green, g (s)	30.1	19.4		30.1	19.4	19.4	34.7	19.7	19.7	34.7	23.7	23.7
Actuated g/C Ratio	0.33	0.22		0.33	0.22	0.22	0.39	0.22	0.22	0.39	0.26	0.26
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	319	810		304	819	366	393	831	372	454	1000	447
v/s Ratio Prot	0.05	0.19		c0.13	0.16		0.03	0.13		c0.15	0.14	
v/s Ratio Perm	0.09			c0.23		0.05	0.06		0.11	c0.20		0.02
v/c Ratio	0.43	0.87		1.09	0.72	0.24	0.24	0.58	0.52	0.92	0.54	0.08
Uniform Delay, d1	30.2	34.1		35.1	32.8	29.2	23.5	31.4	30.9	28.3	28.5	24.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	12.6		77.4	5.5	1.5	0.3	2.9	5.0	23.0	2.1	0.4
Delay (s)	31.2	46.7		112.5	38.3	30.7	23.8	34.4	36.0	51.3	30.6	25.3
Level of Service	C	D		F	D	C	C	C	D	D	C	C
Approach Delay (s)		44.2			54.5			34.1			37.8	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	43.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Future Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3673	1643		3673					1837		1643
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3673	1643		3673					1837		1643
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.89	0.89	0.89
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	1185	486	0	1031	0	0	0	0	343	0	558
RTOR Reduction (vph)	0	0	208	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	1185	278	0	1031	0	0	0	0	343	0	486
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2102	940		2102					505		451
v/s Ratio Prot		c0.32			0.28					0.19		
v/s Ratio Perm			0.17									c0.30
v/c Ratio		0.56	0.30		0.49					0.68		1.08
Uniform Delay, d1		10.8	8.8		10.2					25.9		29.0
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		1.1	0.8		0.8					7.2		64.4
Delay (s)		11.9	9.6		8.9					33.0		93.4
Level of Service		B	A		A					C		F
Approach Delay (s)		11.2			8.9			0.0			70.4	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

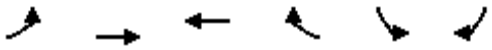
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1391	0	0	700	250	100
Future Volume (vph)	1391	0	0	700	250	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3800			5460	3681	1547
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3800			5460	3681	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1509	0	0	760	277	111
RTOR Reduction (vph)	0	0	0	0	5	7
Lane Group Flow (vph)	1509	0	0	760	283	93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	51.8			51.8	11.7	11.7
Effective Green, g (s)	51.8			51.8	11.7	11.7
Actuated g/C Ratio	0.65			0.65	0.15	0.15
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2460			3535	538	226
v/s Ratio Prot	c0.40			0.14	c0.08	
v/s Ratio Perm						0.06
v/c Ratio	0.61			0.21	0.53	0.41
Uniform Delay, d1	8.2			5.8	31.6	31.0
Progression Factor	0.61			1.00	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.9	1.2
Delay (s)	6.0			5.9	32.5	32.2
Level of Service	A			A	C	C
Approach Delay (s)	6.0			5.9	32.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	1449	1249	135	13	29
Future Volume (Veh/h)	8	1449	1249	135	13	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.88	0.88
Hourly flow rate (vph)	9	1556	1341	145	15	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		874	657			
pX, platoon unblocked	0.91				0.87	0.91
vC, conflicting volume	1486				2210	520
vC1, stage 1 conf vol					1414	
vC2, stage 2 conf vol					796	
vCu, unblocked vol	1179				1450	113
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				94	96
cM capacity (veh/h)	544				242	839

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	9	778	778	536	536	413	49
Volume Left	9	0	0	0	0	0	15
Volume Right	0	0	0	0	0	145	34
cSH	544	1700	1700	1700	1700	1700	477
Volume to Capacity	0.02	0.46	0.46	0.32	0.32	0.24	0.10
Queue Length 95th (ft)	1	0	0	0	0	0	9
Control Delay (s)	11.7	0.0	0.0	0.0	0.0	0.0	13.4
Lane LOS	B						B
Approach Delay (s)	0.1			0.0			13.4
Approach LOS							B

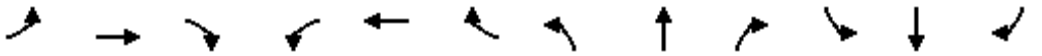
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1458	4	61	1376	8	82
Future Volume (Veh/h)	1458	4	61	1376	8	82
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.75	0.75
Hourly flow rate (vph)	1565	4	65	1477	11	112
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	982			549		
pX, platoon unblocked			0.82		0.88	0.82
vC, conflicting volume			1569		2189	784
vC1, stage 1 conf vol					1567	
vC2, stage 2 conf vol					622	
vCu, unblocked vol			1264		1366	312
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			86		94	80
cM capacity (veh/h)			459		186	568

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	1043	526	65	492	492	492	123
Volume Left	0	0	65	0	0	0	11
Volume Right	0	4	0	0	0	0	112
cSH	1700	1700	459	1700	1700	1700	480
Volume to Capacity	0.61	0.31	0.14	0.29	0.29	0.29	0.26
Queue Length 95th (ft)	0	0	12	0	0	0	25
Control Delay (s)	0.0	0.0	14.1	0.0	0.0	0.0	15.1
Lane LOS			B				C
Approach Delay (s)	0.0		0.6				15.1
Approach LOS							C

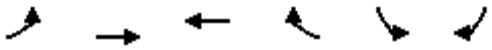
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	560	49	269	400	296	64	315	255	110	188	92
Future Volume (vph)	139	560	49	269	400	296	64	315	255	110	188	92
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3754		1818	3762	1683	1817	3762	1683	1818	3762	1660
Flt Permitted	0.45	1.00		0.23	1.00	1.00	0.62	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	874	3754		443	3762	1683	1195	3762	1683	965	3762	1660
Peak-hour factor, PHF	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	165	664	58	289	429	318	69	342	277	118	202	99
RTOR Reduction (vph)	0	6	0	0	0	222	0	0	216	0	0	75
Lane Group Flow (vph)	165	716	0	289	429	96	69	342	61	118	202	24
Confl. Peds. (#/hr)							2					2
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	37.9	27.2		37.9	27.2	27.2	26.9	19.7	19.7	26.9	22.1	22.1
Effective Green, g (s)	37.9	27.2		37.9	27.2	27.2	26.9	19.7	19.7	26.9	22.1	22.1
Actuated g/C Ratio	0.42	0.30		0.42	0.30	0.30	0.30	0.22	0.22	0.30	0.25	0.25
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	482	1134		350	1136	508	390	823	368	356	923	407
v/s Ratio Prot	0.04	0.19		c0.10	0.11		0.01	c0.09		c0.03	0.05	
v/s Ratio Perm	0.10			c0.25		0.06	0.04		0.04	0.07		0.01
v/c Ratio	0.34	0.63		0.83	0.38	0.19	0.18	0.42	0.16	0.33	0.22	0.06
Uniform Delay, d1	20.1	27.1		29.2	24.7	23.2	23.5	30.2	28.5	26.1	27.1	26.0
Progression Factor	1.00	1.00		0.67	0.64	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	2.7		14.0	0.9	0.8	0.2	1.5	1.0	0.6	0.5	0.3
Delay (s)	20.5	29.7		33.6	16.7	5.9	23.7	31.7	29.4	26.7	27.6	26.3
Level of Service	C	C		C	B	A	C	C	C	C	C	C
Approach Delay (s)		28.0			18.1			30.0			27.0	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



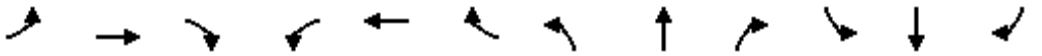
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	941	1069	113	20	15
Future Volume (vph)	6	941	1069	113	20	15
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12
Total Lost time (s)	7.9	7.9	7.9		6.1	6.1
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1818	3762	5328		1900	1700
Flt Permitted	0.17	1.00	1.00		0.95	1.00
Satd. Flow (perm)	333	3762	5328		1900	1700
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.61	0.61
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	7	1032	1160	123	33	25
RTOR Reduction (vph)	0	0	11	0	0	24
Lane Group Flow (vph)	7	1032	1272	0	33	1
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6					4
Actuated Green, G (s)	43.1	41.9	50.1		4.7	4.7
Effective Green, g (s)	43.1	41.9	50.1		4.7	4.7
Actuated g/C Ratio	0.48	0.47	0.56		0.05	0.05
Clearance Time (s)	7.9	7.9	7.9		6.1	6.1
Vehicle Extension (s)	3.0	0.2	0.2		3.0	3.0
Lane Grp Cap (vph)	179	1751	2965		99	88
v/s Ratio Prot	c0.00	c0.27	c0.24		c0.02	
v/s Ratio Perm	0.02					0.00
v/c Ratio	0.04	0.59	0.43		0.33	0.01
Uniform Delay, d1	15.9	17.7	11.6		41.1	40.5
Progression Factor	0.45	0.64	0.06		1.00	1.00
Incremental Delay, d2	0.1	1.3	0.4		2.0	0.1
Delay (s)	7.2	12.6	1.2		43.1	40.5
Level of Service	A	B	A		D	D
Approach Delay (s)		12.6	1.2		42.0	
Approach LOS		B	A		D	

Intersection Summary			
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	934	9	81	1179	3	57
Future Volume (vph)	934	9	81	1179	3	57
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	12	12	11	12	12	12
Total Lost time (s)	7.9		7.9	7.9	6.1	6.1
Lane Util. Factor	0.95		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3757		1818	5406	1900	1700
Flt Permitted	1.00		0.19	1.00	0.95	1.00
Satd. Flow (perm)	3757		368	5406	1900	1700
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.72	0.72
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1059	10	87	1266	4	81
RTOR Reduction (vph)	1	0	0	0	0	76
Lane Group Flow (vph)	1068	0	87	1266	4	5
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	41.9		59.2	50.1	6.0	6.0
Effective Green, g (s)	41.9		59.2	50.1	6.0	6.0
Actuated g/C Ratio	0.47		0.66	0.56	0.07	0.07
Clearance Time (s)	7.9		7.9	7.9	6.1	6.1
Vehicle Extension (s)	0.2		3.0	0.2	3.0	3.0
Lane Grp Cap (vph)	1749		393	3009	126	113
v/s Ratio Prot	c0.28		c0.02	0.23	0.00	
v/s Ratio Perm			0.12			c0.00
v/c Ratio	0.61		0.22	0.42	0.03	0.05
Uniform Delay, d1	18.0		13.4	11.5	39.3	39.3
Progression Factor	0.15		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5		0.3	0.4	0.1	0.2
Delay (s)	4.2		13.7	12.0	39.4	39.5
Level of Service	A		B	B	D	D
Approach Delay (s)	4.2			12.1	39.5	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Future Volume (vph)	0	712	279	0	828	0	0	0	0	255	0	432
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	773	303	0	918	0	0	0	0	283	0	479
RTOR Reduction (vph)	0	0	130	0	0	0	0	0	0	0	0	95
Lane Group Flow (vph)	0	773	173	0	918	0	0	0	0	283	0	384
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		0.21			c0.25					0.16		
v/s Ratio Perm			0.11									c0.24
v/c Ratio		0.37	0.19		0.44					0.57		0.86
Uniform Delay, d1		9.3	8.2		9.7					24.9		27.5
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		0.5	0.4		0.7					4.6		18.9
Delay (s)		9.8	8.6		8.5					29.5		46.4
Level of Service		A	A		A					C		D
Approach Delay (s)		9.5			8.5			0.0			40.2	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

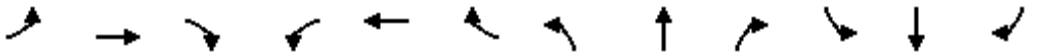
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	967	0	0	600	228	100
Future Volume (vph)	967	0	0	600	228	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3643	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3643	1532
Peak-hour factor, PHF	0.94	0.94	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1049	0	0	665	253	111
RTOR Reduction (vph)	0	0	0	0	5	33
Lane Group Flow (vph)	1049	0	0	665	259	67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	52.3			52.3	11.2	11.2
Effective Green, g (s)	52.3			52.3	11.2	11.2
Actuated g/C Ratio	0.65			0.65	0.14	0.14
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2459			3534	510	214
v/s Ratio Prot	c0.28			0.12	c0.07	
v/s Ratio Perm						0.04
v/c Ratio	0.43			0.19	0.51	0.31
Uniform Delay, d1	6.7			5.5	31.8	30.9
Progression Factor	0.62			1.00	1.00	1.00
Incremental Delay, d2	0.5			0.1	0.8	0.8
Delay (s)	4.6			5.6	32.6	31.8
Level of Service	A			A	C	C
Approach Delay (s)	4.6			5.6	32.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

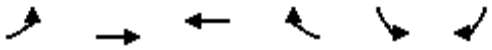
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	460	80	272	375	325	77	543	302	310	480	120
Future Volume (vph)	150	460	80	272	375	325	77	543	302	310	480	120
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1818	3679		1818	3762	1683	1818	3762	1662	1818	3762	1683
Flt Permitted	0.43	1.00		0.29	1.00	1.00	0.37	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)	821	3679		549	3762	1683	707	3762	1662	453	3762	1683
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.84	0.84	0.84	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	165	505	88	319	440	381	94	659	367	344	532	133
RTOR Reduction (vph)	0	18	0	0	0	267	0	0	183	0	0	95
Lane Group Flow (vph)	165	575	0	319	440	114	94	659	184	344	532	38
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Effective Green, g (s)	25.1	19.4		25.1	19.4	19.4	29.7	19.7	19.7	29.7	22.7	22.7
Actuated g/C Ratio	0.31	0.24		0.31	0.24	0.24	0.37	0.25	0.25	0.37	0.28	0.28
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	328	892		262	912	408	359	926	409	338	1067	477
v/s Ratio Prot	0.04	0.16		c0.09	0.12		0.02	0.18		c0.13	0.14	
v/s Ratio Perm	0.12			c0.29		0.07	0.07		0.11	c0.25		0.02
v/c Ratio	0.50	0.64		1.22	0.48	0.28	0.26	0.71	0.45	1.02	0.50	0.08
Uniform Delay, d1	25.0	27.2		29.7	26.0	24.6	20.9	27.6	25.6	28.3	23.9	21.0
Progression Factor	1.00	1.00		0.68	0.90	1.80	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	3.6		126.5	1.8	1.6	0.4	4.6	3.5	53.5	1.7	0.3
Delay (s)	26.3	30.8		146.8	25.2	45.9	21.2	32.2	29.1	81.9	25.6	21.3
Level of Service	C	C		F	C	D	C	C	C	F	C	C
Approach Delay (s)		29.8			66.2			30.3			44.2	
Approach LOS		C			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	43.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1144	993	87	39	18
Future Volume (vph)	1	1144	993	87	39	18
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12
Total Lost time (s)	7.9	7.9	7.9		6.1	6.1
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1818	3762	5331		1900	1700
Flt Permitted	0.19	1.00	1.00		0.95	1.00
Satd. Flow (perm)	369	3762	5331		1900	1700
Peak-hour factor, PHF	0.95	0.95	0.94	0.94	0.64	0.64
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1	1228	1078	94	62	29
RTOR Reduction (vph)	0	0	10	0	0	27
Lane Group Flow (vph)	1	1228	1162	0	62	2
Confl. Peds. (#/hr)	1			1		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6					4
Actuated Green, G (s)	33.9	32.7	38.2		6.6	6.6
Effective Green, g (s)	33.9	32.7	38.2		6.6	6.6
Actuated g/C Ratio	0.42	0.41	0.48		0.08	0.08
Clearance Time (s)	7.9	7.9	7.9		6.1	6.1
Vehicle Extension (s)	3.0	0.2	0.2		3.0	3.0
Lane Grp Cap (vph)	178	1537	2545		156	140
v/s Ratio Prot	c0.00	c0.33	0.22		c0.03	
v/s Ratio Perm	0.00					0.00
v/c Ratio	0.01	0.80	0.46		0.40	0.02
Uniform Delay, d1	16.5	20.8	14.0		34.8	33.7
Progression Factor	0.74	0.57	0.06		1.00	1.00
Incremental Delay, d2	0.0	3.0	0.6		1.7	0.0
Delay (s)	12.1	14.9	1.3		36.5	33.8
Level of Service	B	B	A		D	C
Approach Delay (s)		14.9	1.3		35.6	
Approach LOS		B	A		D	

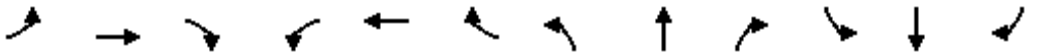
Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1141	8	42	1075	5	58
Future Volume (vph)	1141	8	42	1075	5	58
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	12	12	11	12	12	12
Total Lost time (s)	7.9		7.9	7.9	6.1	6.1
Lane Util. Factor	0.95		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3758		1818	5406	1900	1700
Flt Permitted	1.00		0.12	1.00	0.95	1.00
Satd. Flow (perm)	3758		220	5406	1900	1700
Peak-hour factor, PHF	0.95	0.95	0.94	0.94	0.79	0.79
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1225	9	46	1166	6	75
RTOR Reduction (vph)	1	0	0	0	0	69
Lane Group Flow (vph)	1233	0	46	1166	6	6
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	32.7		44.9	38.2	6.0	6.0
Effective Green, g (s)	32.7		44.9	38.2	6.0	6.0
Actuated g/C Ratio	0.41		0.56	0.48	0.08	0.08
Clearance Time (s)	7.9		7.9	7.9	6.1	6.1
Vehicle Extension (s)	0.2		3.0	0.2	3.0	3.0
Lane Grp Cap (vph)	1536		257	2581	142	127
v/s Ratio Prot	c0.33		c0.01	0.22	0.00	
v/s Ratio Perm			0.09			c0.00
v/c Ratio	0.80		0.18	0.45	0.04	0.04
Uniform Delay, d1	20.8		20.3	13.9	34.3	34.3
Progression Factor	0.15		1.04	1.20	1.00	1.00
Incremental Delay, d2	3.7		0.3	0.5	0.1	0.1
Delay (s)	6.8		21.4	17.2	34.5	34.5
Level of Service	A		C	B	C	C
Approach Delay (s)	6.8			17.3	34.5	
Approach LOS	A			B	C	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Future Volume (vph)	0	897	302	0	791	0	0	0	0	266	0	326
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3637	1627		3673					1818		1627
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3637	1627		3673					1818		1627
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.89	0.89	0.89
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	963	324	0	877	0	0	0	0	305	0	374
RTOR Reduction (vph)	0	0	139	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	963	185	0	877	0	0	0	0	305	0	269
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2082	931		2102					499		447
v/s Ratio Prot		c0.26			0.24					c0.17		
v/s Ratio Perm			0.11									0.17
v/c Ratio		0.46	0.20		0.42					0.61		0.60
Uniform Delay, d1		9.9	8.3		9.6					25.3		25.2
Progression Factor		1.63	6.34		0.72					1.00		1.00
Incremental Delay, d2		0.6	0.4		0.6					5.5		5.9
Delay (s)		16.8	52.7		7.5					30.8		31.1
Level of Service		B	D		A					C		C
Approach Delay (s)		25.8			7.5			0.0			30.9	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

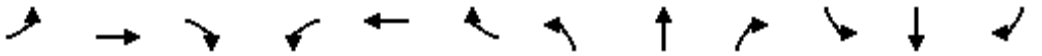
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1163	0	0	591	200	100
Future Volume (vph)	1163	0	0	591	200	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3762			5406	3641	1532
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3762			5406	3641	1532
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1249	0	0	655	222	111
RTOR Reduction (vph)	0	0	0	0	5	50
Lane Group Flow (vph)	1249	0	0	655	228	50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	53.0			53.0	10.5	10.5
Effective Green, g (s)	53.0			53.0	10.5	10.5
Actuated g/C Ratio	0.66			0.66	0.13	0.13
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2492			3581	477	201
v/s Ratio Prot	c0.33			0.12	c0.06	
v/s Ratio Perm						0.03
v/c Ratio	0.50			0.18	0.48	0.25
Uniform Delay, d1	6.8			5.2	32.2	31.2
Progression Factor	0.26			1.00	1.00	1.00
Incremental Delay, d2	0.6			0.1	0.8	0.6
Delay (s)	2.4			5.3	33.0	31.8
Level of Service	A			A	C	C
Approach Delay (s)	2.4			5.3	32.6	
Approach LOS	A			A	C	

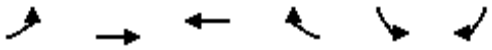
Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	617	48	308	550	378	87	448	397	326	505	127
Future Volume (vph)	128	617	48	308	550	378	87	448	397	326	505	127
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1837	3758		1837	3800	1700	1837	3800	1700	1837	3800	1700
Flt Permitted	0.26	1.00		0.19	1.00	1.00	0.32	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	499	3758		375	3800	1700	626	3800	1700	679	3800	1700
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	137	662	52	331	591	406	93	481	426	350	542	136
RTOR Reduction (vph)	0	6	0	0	0	313	0	0	246	0	0	102
Lane Group Flow (vph)	137	708	0	331	591	93	93	481	180	350	542	34
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	2			6		2	4		8	8		4
Actuated Green, G (s)	31.3	20.6		31.3	20.6	20.6	33.5	19.7	19.7	33.5	22.7	22.7
Effective Green, g (s)	31.3	20.6		31.3	20.6	20.6	33.5	19.7	19.7	33.5	22.7	22.7
Actuated g/C Ratio	0.35	0.23		0.35	0.23	0.23	0.37	0.22	0.22	0.37	0.25	0.25
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Vehicle Extension (s)	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2	3.0	0.2	0.2
Lane Grp Cap (vph)	332	860		304	869	389	378	831	372	430	958	428
v/s Ratio Prot	0.05	0.19		c0.13	0.16		0.03	0.13		c0.12	0.14	
v/s Ratio Perm	0.09			c0.25		0.05	0.06		0.11	c0.18		0.02
v/c Ratio	0.41	0.82		1.09	0.68	0.24	0.25	0.58	0.48	0.81	0.57	0.08
Uniform Delay, d1	29.5	33.0		34.4	31.7	28.3	24.6	31.4	30.7	28.1	29.4	25.7
Progression Factor	1.00	1.00		0.64	0.83	1.11	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	8.8		75.5	4.0	1.3	0.3	2.9	4.4	11.2	2.4	0.4
Delay (s)	30.4	41.7		97.5	30.3	32.9	24.9	34.4	35.2	39.3	31.8	26.0
Level of Service	C	D		F	C	C	C	C	D	D	C	C
Approach Delay (s)		39.9			47.9			33.8			33.6	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	25.2
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



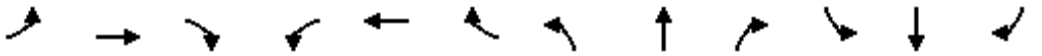
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	1449	1249	135	74	29
Future Volume (vph)	8	1449	1249	135	74	29
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	11	12	12	11	12	12
Total Lost time (s)	7.9	7.9	7.9		6.1	6.1
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1837	3800	5380		1900	1700
Flt Permitted	0.12	1.00	1.00		0.95	1.00
Satd. Flow (perm)	234	3800	5380		1900	1700
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.88	0.88
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	9	1556	1341	145	86	34
RTOR Reduction (vph)	0	0	12	0	0	31
Lane Group Flow (vph)	9	1556	1474	0	86	3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6					4
Actuated Green, G (s)	40.6	39.4	47.6		7.1	7.1
Effective Green, g (s)	40.6	39.4	47.6		7.1	7.1
Actuated g/C Ratio	0.45	0.44	0.53		0.08	0.08
Clearance Time (s)	7.9	7.9	7.9		6.1	6.1
Vehicle Extension (s)	3.0	0.2	0.2		3.0	3.0
Lane Grp Cap (vph)	126	1663	2845		149	134
v/s Ratio Prot	c0.00	c0.41	c0.27		c0.05	
v/s Ratio Perm	0.03					0.00
v/c Ratio	0.07	0.94	0.52		0.58	0.02
Uniform Delay, d1	20.5	24.1	13.8		40.0	38.2
Progression Factor	0.65	0.54	0.05		1.00	1.00
Incremental Delay, d2	0.2	8.5	0.6		5.3	0.1
Delay (s)	13.6	21.5	1.4		45.3	38.3
Level of Service	B	C	A		D	D
Approach Delay (s)		21.5	1.4		43.3	
Approach LOS		C	A		D	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1458	4	61	1376	8	82
Future Volume (vph)	1458	4	61	1376	8	82
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	12	12	11	12	12	12
Total Lost time (s)	7.9		7.9	7.9	6.1	6.1
Lane Util. Factor	0.95		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3799		1837	5460	1900	1700
Flt Permitted	1.00		0.08	1.00	0.95	1.00
Satd. Flow (perm)	3799		163	5460	1900	1700
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.75	0.75
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1565	4	65	1477	11	112
RTOR Reduction (vph)	0	0	0	0	0	104
Lane Group Flow (vph)	1569	0	65	1477	11	8
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases			2			8
Actuated Green, G (s)	39.4		56.7	47.6	6.1	6.1
Effective Green, g (s)	39.4		56.7	47.6	6.1	6.1
Actuated g/C Ratio	0.44		0.63	0.53	0.07	0.07
Clearance Time (s)	7.9		7.9	7.9	6.1	6.1
Vehicle Extension (s)	0.2		3.0	0.2	3.0	3.0
Lane Grp Cap (vph)	1663		277	2887	128	115
v/s Ratio Prot	c0.41		c0.02	c0.27	c0.01	
v/s Ratio Perm			0.12			0.00
v/c Ratio	0.94		0.23	0.51	0.09	0.07
Uniform Delay, d1	24.2		28.9	13.7	39.3	39.3
Progression Factor	0.15		1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0		0.4	0.7	0.3	0.2
Delay (s)	12.7		29.3	14.3	39.6	39.5
Level of Service	B		C	B	D	D
Approach Delay (s)	12.7			15.0	39.5	
Approach LOS	B			B	D	

Intersection Summary			
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑					↰		↱
Traffic Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Future Volume (vph)	0	1092	448	0	950	0	0	0	0	299	0	487
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width	12	11	11	12	11	11	12	12	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0					6.2		6.2
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3673	1643		3673					1837		1643
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3673	1643		3673					1837		1643
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.89	0.89	0.89
Growth Factor (vph)	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	1185	486	0	1031	0	0	0	0	343	0	558
RTOR Reduction (vph)	0	0	208	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	1185	278	0	1031	0	0	0	0	343	0	486
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm		NA					Prot		Perm
Protected Phases		2			2					4		
Permitted Phases			2									4
Actuated Green, G (s)		45.8	45.8		45.8					22.0		22.0
Effective Green, g (s)		45.8	45.8		45.8					22.0		22.0
Actuated g/C Ratio		0.57	0.57		0.57					0.28		0.28
Clearance Time (s)		6.0	6.0		6.0					6.2		6.2
Lane Grp Cap (vph)		2102	940		2102					505		451
v/s Ratio Prot		c0.32			0.28					0.19		
v/s Ratio Perm			0.17									c0.30
v/c Ratio		0.56	0.30		0.49					0.68		1.08
Uniform Delay, d1		10.8	8.8		10.2					25.9		29.0
Progression Factor		1.00	1.00		0.80					1.00		1.00
Incremental Delay, d2		1.1	0.8		0.8					7.2		64.4
Delay (s)		11.9	9.6		8.9					33.0		93.4
Level of Service		B	A		A					C		F
Approach Delay (s)		11.2			8.9			0.0			70.4	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

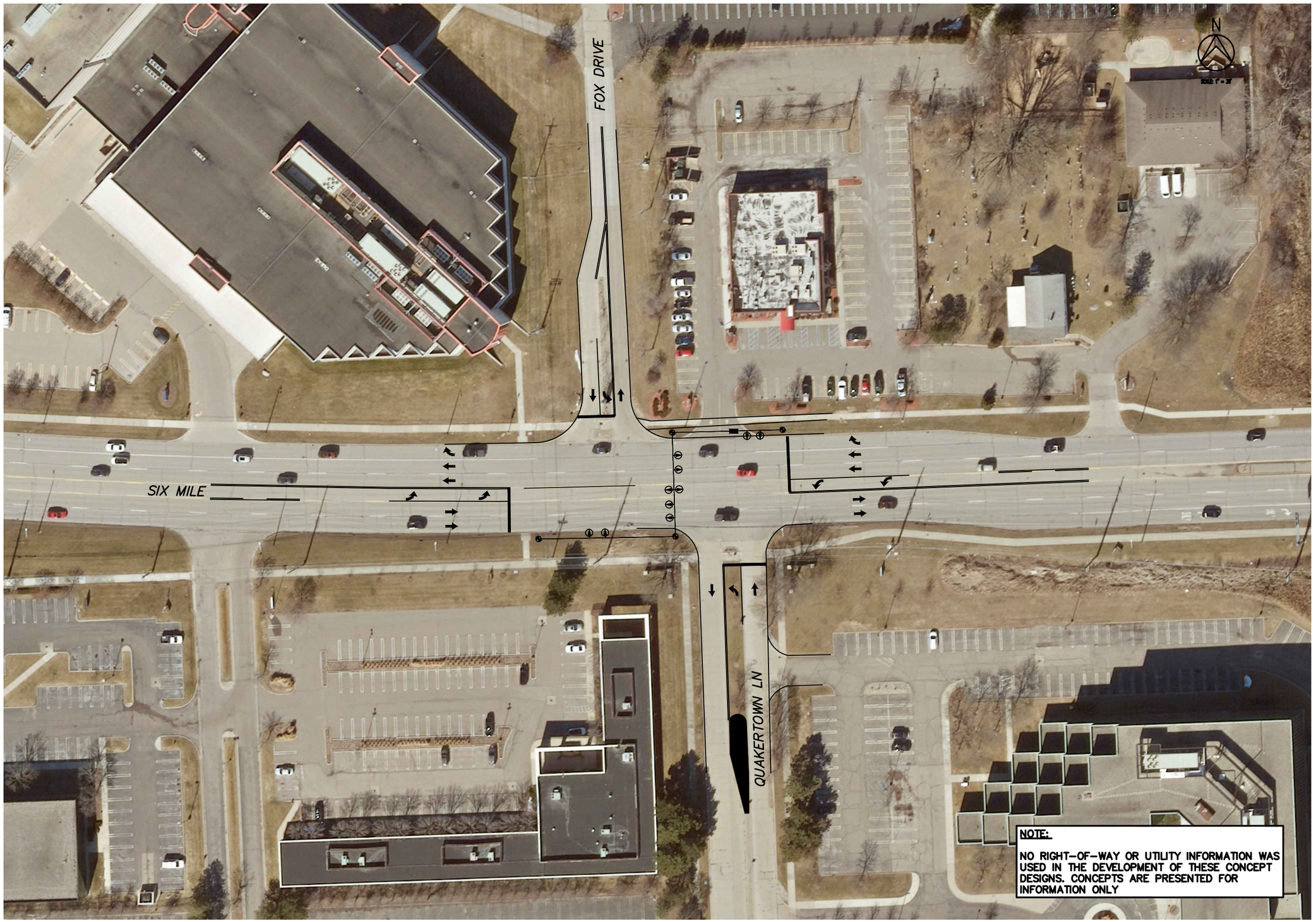


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1391	0	0	700	250	100
Future Volume (vph)	1391	0	0	700	250	100
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Total Lost time (s)	6.4			6.4	10.1	10.1
Lane Util. Factor	0.95			0.91	0.97	0.91
Frt	1.00			1.00	0.99	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3800			5460	3681	1547
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	3800			5460	3681	1547
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.92	0.92
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	1509	0	0	760	277	111
RTOR Reduction (vph)	0	0	0	0	5	7
Lane Group Flow (vph)	1509	0	0	760	283	93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases						4
Actuated Green, G (s)	51.8			51.8	11.7	11.7
Effective Green, g (s)	51.8			51.8	11.7	11.7
Actuated g/C Ratio	0.65			0.65	0.15	0.15
Clearance Time (s)	6.4			6.4	10.1	10.1
Vehicle Extension (s)	0.2			0.2	3.0	3.0
Lane Grp Cap (vph)	2460			3535	538	226
v/s Ratio Prot	c0.40			0.14	c0.08	
v/s Ratio Perm						0.06
v/c Ratio	0.61			0.21	0.53	0.41
Uniform Delay, d1	8.2			5.8	31.6	31.0
Progression Factor	0.61			1.00	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.9	1.2
Delay (s)	6.0			5.9	32.5	32.2
Level of Service	A			A	C	C
Approach Delay (s)	6.0			5.9	32.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

ATTACHMENT C – PREFERRED ALTERNATIVE CONCEPT DESIGN



NOTE:

NO RIGHT-OF-WAY OR UTILITY INFORMATION WAS USED IN THE DEVELOPMENT OF THESE CONCEPT DESIGNS. CONCEPTS ARE PRESENTED FOR INFORMATION ONLY

CITY OF LIVONIA

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: http: // www.hrcengr.com

3/1/2022	ISSUED FOR INFORMATION ONLY
DESIGNED	GH
DRAWN	HFA
CHECKED	
APPROVED	

CITY OF LIVONIA

SCHOOLCRAFT TIS
CONCEPTUAL ALTERNATIVES

6 MILE RD
FOX DR & QUAKERTOWN LN
CONCEPT ALTERNATIVE 1
SIGNAL

HRC JOB NO. 20211149	SCALE 1"=40'
DATE June 2022	SHEET NO. 1 OF 5

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ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)

3/16/2023 2:47 PM

Y:\202111\20211149\03_Studies\Resources\01_Schoolcraft\Sheets\Signal_Plan_v2.dwg

Heqimi, Gentjan

38888 Six Mile, LLC
3717 Vorhies Road
Ann Arbor, MI 48105

August __, 2025

Narain Raisinghani
Leo Enterprises, LLP
899 Island Court
Northville, MI 48167

Dear Mr. Raisinghani:

This letter sets forth the proposal of 38888 Six Mile, LLC ("38888") to exchange with Leo Enterprises, LLP ("Leo") certain parcels of land adjacent to the property of 38888 located at 38888 Six Mile Road, Livonia, Michigan.

38888 purposes to transfer to Leo a strip of land across the north 40ft of its property, the dimensions of which are approximately 280ft x 40ft in exchange for the strip of land to the immediate West of its property owned by Leo the dimension of which are approximately 271ft x 40ft, being the property East of Fox Drive and North of Six Mile Road immediately adjacent to the West boundary of 38888 property. Each of these parcel would be subject to existing easements of record.

Additional terms between the parties will include, but are not limited to:

- the assisted living monument sign will remain at the intersection of Six Mile and Fox Drive;
- the parcel that Leo is to receive in the land swap will be engineered as part of the development by Clean Express Auto Wash so that the parcel meets the City's storm water requirements. This requirement is contingent on Clean Express Auto Wash obtaining all necessary approvals and actually moving forward with the lease and development of the site;
- Consideration to Leo for entering into this agreement is subject to negotiation.

This letter of intent shall be governed by and construed under the laws of the State of Michigan. This letter of intent is not legally binding and is subject to: (a) the parties entering into a definitive agreement; (b) obtaining all necessary consents, both governmental and private as necessary; (c) completion of a survey of the parcels to be exchanged, acceptable to the parties.

If this letter of intent is acceptable, please indicate by signing below.

Very truly yours,

Jennifer R. Doehrer,
Sole Member

AGREED & ACCEPTED:

Leo Enterprises, LLP

By: _____
Narain Raisinghani,
Partner

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TODD J. ZILINCIK, P.E.
City Engineer

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

MAUREEN MILLER BROSNAN
MAYOR

DONALD R. ROHRAFF
Director of Public Works

12973 FARMINGTON ROAD
LIVONIA, MICHIGAN 48150-4202
(734) 466-2571
FAX: (734) 466-2195

November 1, 2023

Mr. John Wright
Construction Manager
18600 Haggerty Road
Livonia, MI 48152-2696

Re: Traffic Signal Modernization at 6 Mile Road / Fox Drive & Quakertown Lane

Dear Mr. Wright,

This letter is being provided as a follow up to our meeting held on October 10, 2023 with Schoolcraft College in their efforts to construct a traffic modernization signal at 6 Mile Road at Fox Drive and Quakertown.

The City of Livonia is committed to working with Wayne County, Schoolcraft College and invested stakeholders based on Hubbell, Roth & Clark, Inc (HRC) drawing dated June 2022 and improving safety improvements in this corridor. MDOT has been working on I-275 for the past 3 years along with the improvements to the 6 Mile Road bridge (2022 and most recently) and looking forward to its completion in 2024 on I-275.

We are committed to provide removal of the greenbelt area and placement of new concrete pavement and aggregate base to accommodate the new left turn lane on Quakertown Lane under our jurisdiction at our cost. This work would be added to our annual repair program with one of the contractor's performing our concrete road improvements at the appropriate time. Quakertown Lane is under the City of Livonia's road jurisdiction.

If you have any questions concerning this change or the estimate, please contact our office at (734) 466-2080.

Sincerely,

Todd J. Zilincik, P.E.
City Engineer

tjz
cc: Mark Taormina – Planning & Economic Director

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 Hulet Drive
Bloomfield Hills, MI 48302-0360

248-454-6300

www.hrcengr.com

October 25, 2023

Schoolcraft College
18600 Haggerty Rd
Livonia, MI 48152

Attn: John Wright, Construction Manager
Re: Anticipated Benefits
Six Mile Rd and Fox Dr / Quakertown Ln Traffic Signal

HRC Job No. 20230293

Dear Mr: Wright

The following list provides several anticipated transportation related benefits resulting from the installation of a traffic signal at the intersection of Six Mile Rd and Fox Dr / Quakertown Ln:

- Significant safety improvements related to several factors including but not limited to:
  - Reduce the likelihood of angle crashes, which are among the crash types most likely to result in a fatality or serious injury. There were 8 angle crashes between 2017 to 2021 at this intersection. All 8 angle crashes can be corrected by a traffic signal.
  - Eliminate illegal and unsafe left-turning movements by providing dedicated left-turn lanes and left-turn signal timing phases. On a typical day, approximately 450 vehicles exit Fox Dr. Of these, 150 vehicles or 33 percent perform an illegal and unsafe SB left-turn maneuver which poses a considerable safety risk for all motorists. The proposed traffic signal eliminates this risk by providing a dedicated and protected left-turn lane and signal.
  - Improved gaps for all turning movements. On a typical day, approximately 3,500 vehicles perform either a left-turn or right-turn at this intersection. Many, and in particular the left-turners, do not have adequate gaps due to the relatively high traffic volume along Six Mile Rd. A traffic signal improves these gaps by providing dedicated and protected signal timing phases for the minor approaches and left-turning movements.
  - Improve the overall safety of all road users by maintaining safe flow of traffic, especially for all road users on the minor approaches, those performing left-turns, and pedestrians. There were 25 total crashes resulting in 7 injuries and 18 property damages between 2017 to 2021 at this intersection. Of the 25 crashes, 22 or 88 percent can be corrected by a traffic signal.
- Reduced congestion and improved traffic flow of select movements via improved corridor progression and traffic signal timings. This is supported by the results of the March 2023 traffic operations analysis.
- Provide a safe crossing for nonmotorized users wanting to cross Six Mile Rd. Currently, nonmotorized users must cross five lanes of uncontrolled traffic flow along Six Mile Rd. A traffic signal corrects this condition by providing a safe and dedicated pedestrian phase and crossing on Six Mile Rd.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

Gentjan Heqimi, P.E., PTOE, PTP
Project Engineer

pc: HRC; L. Michaels; File

STANDARD PLANS		
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED.		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
X	DRAINAGE STRUCTURES	R-1-G
X	CURB RAMP AND DETECTABLE WARNING DETAILS	R-28-K *
X	DRIVEWAY OPENINGS & APPROACHES AND CONCRETE SIDEWALKS	R-29-J *
X	TRANSVERSE PAVEMENT JOINTS (PLAIN CONCRETE PAVEMENT)	R-39-K
X	LONGITUDINAL PAVEMENT JOINTS	R-41-H
X	TYPICAL JOINT LAYOUT FOR CONCRETE PAVEMENT	R-42-F
X	LOCATION OF TRANSVERSE JOINTS IN PLAIN CONCRETE PAVEMENT	R-43-J *
X	UTILITY TRENCHES	R-83-C
X	SOIL EROSION & SEDIMENTATION CONTROL MEASURES	R-96-E

* SEE MDOT SPECIAL DETAIL

TRAFFIC AND SAFETY STANDARD PLANS		
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED.		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
X	GROUND DRIVEN SIGN SUPPORTS FOR TEMP. SIGNS	WZD-100-A *
X	TEMPORARY TRAFFIC CONTROL DEVICES	WZD-125-E *

* SEE MDOT SPECIAL DETAIL

STANDARD PLANS		
WHERE THE FOLLOWING ITEMS ARE CALLED FOR ON PLANS, THEY ARE TO BE CONSTRUCTED ACCORDING TO THE STANDARD PLAN GIVEN BELOW OPPOSITE EACH ITEM UNLESS OTHERWISE INDICATED.		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
	PAVEMENT MARKINGS	
X	PAVEMENT ARROW AND MESSAGE DETAILS	PAVE-900-G
X	LONGITUDINAL LINE TYPES AND PLACEMENT	PAVE-905-E
X	PAVEMENT MARKINGS FOR NON-SIGNALIZED INTERSECTIONS	PAVE-930-D
X	LEFT TURN LANE MARKINGS	PAVE-935-E
X	RIGHT TURN LANE AND ISLAND PAVEMENT MARKINGS	PAVE-940-D
X	INTERSECTION, STOP BAR, AND CROSSWALK MARKINGS	PAVE-945-D
	STATEWIDE TRAFFIC SIGNALS	
X	SPAN WIRE TS ON STEEL AND WOOD POLES	SIG-010-A *
X	TS STRAIN POLE LOADING TABLE AND DESIGN CRITERIA	SIG-020-A *
X	6 ANCHOR BOLT TRAFFIC SIGNAL STRAIN POLE AND COUPLING DETAILS	SIG-021-A *
X	STEEL TRUSS BRACKETS	SIG-060-A *
X	GLOBAL POSITIONING SYSTEM (GPS) MODULE	SIG-120-A *
X	SECONDARY SERVICE/DISCONNECT FOR STEEL POLES	SIG-201-A *
X	LIGHTING PROTECTION DETAIL	SIG-231-A *
X	HANDHOLE- PRECAST, POLYMER CONCRETE	SIG-240-A *
X	CONDUIT (DIRECT BURIAL/ENCASED)	SIG-250-A *
X	TRAFFIC SIGNAL BACKPLATES	SIG-304-A *
X	PEDESTAL MOUNTED SIGNAL DISPLAYS	SIG-330-A *
X	PEDESTAL MOUNTING DETAILS FOR SIGNALS	SIG-331-A *
X	POLE MOUNTED SIGNAL DISPLAYS	SIG-340-A *
X	POLE MOUNTING DETAILS FOR SIGNALS	SIG-341-A *
X	BACK BRACKET SIGNAL DISPLAYS	SIG-342-A *
X	PEDESTRIAN PUSH BUTTON DETAILS	SIG-400-A *
X	VIDEO DETECTION CAMERA	SIG-430-A *
	WAYNE COUNTY TRAFFIC SIGNALS	
X	GENERAL NOTE SHEETS FOR SIGNAL CONTRACTS	Notes-Wayne County
X	COLOR CODE WIRING / EQUIPMENT GROUNDING	WC-026A*
X	COLOR CODE FOR WIRING CONNECTING SIGNAL LAMPS	WC-026B*
X	PEDESTAL FOUNDATION & SIGNAL MOUNTING DETAILS	WC-028B*
X	TYPICAL POLE MTD PEDESTRIAN SIGNALS	WC-029C*
X	SPAN WIRE MOUNTED TS BRACKET ASSEMBLY	WC-030A*
X	BASE MTD TS CONTROLLER CABINET/FDN	WC-045A*
X	SPAN WIRE JUNCTION BOX	WC-408A*
	SIGNING	
X	STANDARD SIGN INSTALLATIONS	SIGN-100-G
X	ROADSIDE SIGN LOCATIONS & SUPPORT SPACING	SIGN-120-E
X	SIGN SUPPORT SELECTION CHARTS	SIGN-150-D
X	STEEL POSTS	SIGN-200-E
X	MISCELLANEOUS SIGN CONNECTION DETAILS	SIGN-740-B

* Denotes Special Detail

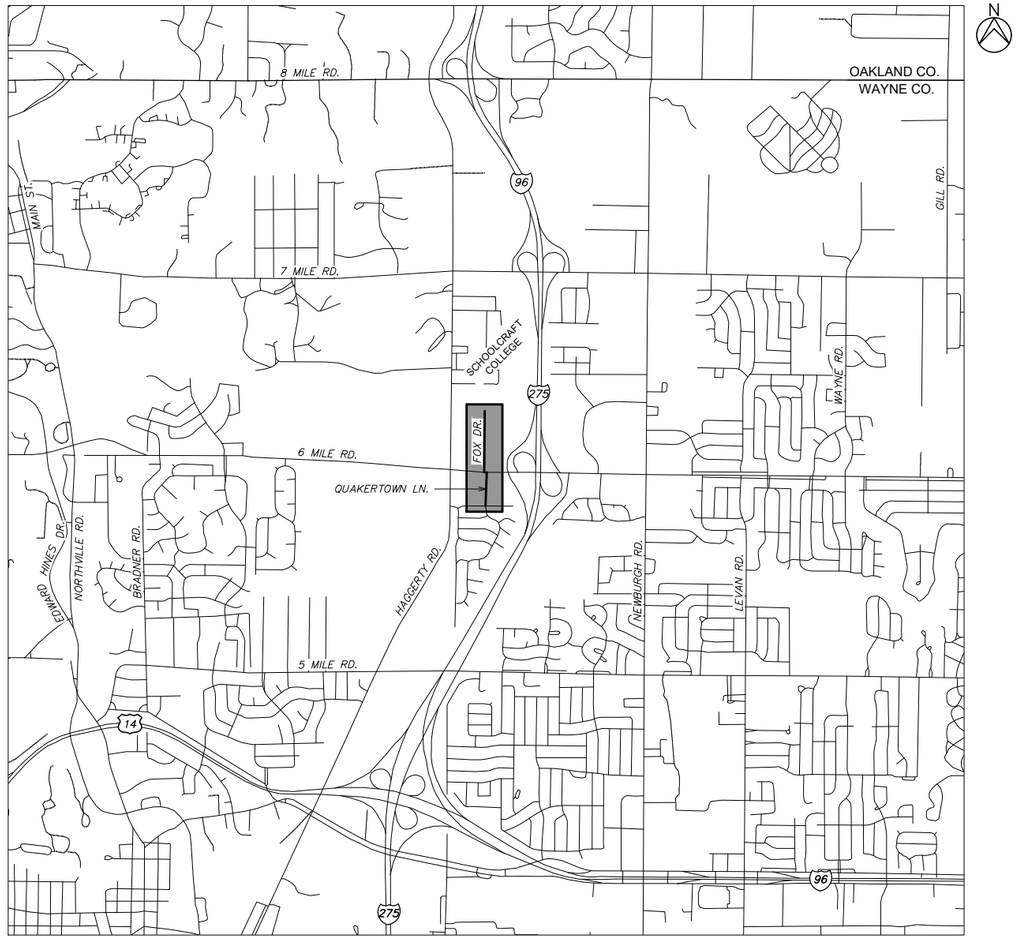
SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE ROAD AND FOX DRIVE/QUAKERTOWN LANE INTERSECTION IMPROVEMENTS

(PLANS FOR SIX MILE ROAD AND FOX DRIVE)

SCHOOLCRAFT COLLEGE No. SC 23MM13

HRC JOB No. 20230293



CITY OF LIVONIA

NO SCALE

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 HULET DRIVE
BLOOMFIELD HILLS, MICH.

P.O. BOX 824
48303 - 0824

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WEB SITE: www.hrcengr.com

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Schoolcraft College®

CITY COUNCIL
COUNCIL PRESIDENT:
BRANDON McCULLOUGH

COUNCIL VICE PRESIDENT:
MARTH PTASHNIK

COUNCIL MEMBERS:
CARRIE BUDZINSKI
ROB GJONAJ
JIM JOLLY
SCOTT MORGAN
LAURA TOY

MAYOR:
MAUREEN BROSNAN

CITY CLERK:
LORI MILLER

CITY TREASURER:
SUSAN NASH

DIRECTOR OF PUBLIC WORKS:
DONALD ROHRAFF

CITY ENGINEER:
TODD ZILINCIK, P.E.

TRAFFIC VOLUMES (ADT)

	2024	2044
SIX MILE ROAD	31,700	38,700
FOX DRIVE	1,800	2,300
QUAKERTON LANE	1,700	2,100

2/16/24	ISSUED FOR WAYNE COUNTY PERMIT
1/30/24	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS

2/15/2024 4:12 PM
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w:\20230293\20230293\c\Sheets\g01_Fox.dwg
Elias, Johnny

WATER & SEWER SYMBOLS

	EXISTING	PROPOSED
STORM SEWER	ST	
SANITARY SEWER	SA	
WATER MAIN	WM	WM
STORM MANHOLE	ST	ST
STORM CATCH BASIN/ INLET		
END SECTION		
RISER & DOWN SPOUT		
STORM CLEAN OUT	SWCO	SWCO
DRAINAGE FLOW		
SANITARY MANHOLE	SA	SA
GATE VALVE & WELL		
GATE VALVE		
WELL		
WATER STOP BOX		
SPRINKLER HEAD		
HYDRANT		
SPRINKLER HEAD	V	V
PUMP STATION	ST	PS

UTILITY SYMBOLS

	EXISTING	PROPOSED
ELECTRICAL	E	E
TELECOMMUNICATIONS	T	T
NATURAL GAS	G	G
OIL		
UTILITY POLE		
UTILITY POLE W/ RISER		
LIGHT POLE		
UTILITY POLE W/ LIGHT		
GUY WIRE		
ELECTRIC METER	EM	
ELECTRIC MANHOLE	E	
TELECOMMUNICATIONS RISER	T	
TELECOMMUNICATIONS MANHOLE	T	
TRAFFIC POLE	T	
GAS VALVE		
GAS BOX BLOW OFF	G	
GAS METER	GM	
PIPE END	D	
UNDERGROUND MARKER	M	
UNSPECIFIED MANHOLE	UN	

MISCELLANEOUS

	EXISTING	PROPOSED
SLOPE STAKE LINE		
DITCH		
WETLAND		
FENCE	X	X
VERTICAL BOARD		
GUARDRAIL		
WOODS/BRUSH LINE		
SHRUB LINE		
BACK OF CURB		
DECIDUOUS SHRUB		
CONFEROUS SHRUB		
DECIDUOUS TREE		
CONFEROUS TREE		
DEAD TREE		
STUMP		
NATURAL GAS		
TELECOMMUNICATIONS RISER	T	
SIGN		
MAILBOX		
TRAVERSE		
BENCH MARK		
PROPERTY IRON		
SECTION CORNER		
SOIL BORING, PAVEMENT CORE	B B	P B

PROPOSED

CURB REMOVAL	
UTILITY REMOVAL	
UTILITY ABANDONED	
TREE REMOVAL	
ABANDOND	A
REMOVE	R
SAVE	S
RELOCATE BY OTHERS	REL-B/O
STRUCTURE ADJUST	ADJ

ABBREVIATIONS

HORIZONTAL CURVES

D	DEGREE OF CURVATURE
R	RADIUS
Δ	CENTRAL ANGLE
T	TANGENT
L	ARC LENGTH
CH. BRG.	CHORD BEARING (LONG CHORD)
L.C.	CHORD LENGTH
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.C.	POINT ON CURVE
P.R.C.	POINT OF REVERSE CURVATURE

VERTICAL CURVES

P.V.C.	POINT OF VERTICAL CURVE
P.V.I.	POINT OF VERTICAL INTERSECTION
P.V.T.	POINT OF VERTICAL TANGENCY

GENERAL

E/M	EDGE OF METAL
EX./EXIST.	EXISTING
P.O.R.	POINT OF ROTATION
P.O.B.	POINT OF BEGINNING
P.O.E.	POINT OF ENDING
H.C.P.	HORIZONTAL CONTROL POINT
B.M.	BENCH MARK
M.S.E.	MECHANICALLY STABILIZED EMBANKMENT
STM.	STORM SEWER
SAN.	SANITARY SEWER
W.M.	WATERMAIN
R.O.W.	RIGHT-OF-WAY
T/C	TOP OF CURB
T.C.	TOP OF DRAINAGE STRUCTURE COVER
F.J.	HYDRANT FROST JACKET ELEVATION
S.S.L.	SLOPE STAKE LINE
C.I.P.	COMPACTED IN PLACE
C.S.B.	COMPLETE SAND BACKFILL
S.H.A.	SCHLEEDE HAMPTAON ASSOCIATES, INC. (SOIL BORINGS)
OCWRC	OAKLAND COUNTY WATER RESOURCES COMMISSION

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY

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CITY OF LIVONIA

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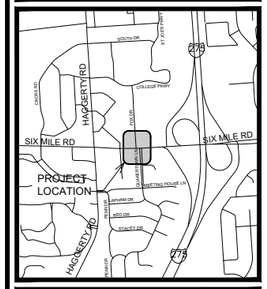
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW

DESIGNED	JE
DRAWN	KJB/IMN
CHECKED	ALP
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

LEGEND

HRC JOB NO.	SCALE
20230293	NO SCALE
DATE	SHEET NO.
January 2024	2 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)

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2/15/2024 4:12 PM
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v:\20230293\20230293\c\Sheets\rt01 _Fox.dwg
Elias, Johnny

GENERAL

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) 2012 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION EXCEPT AS NOTED HEREIN AND IN THE PROPOSAL BOOK.

DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL NOT PERFORM WORK BY PRIVATE AGREEMENT WITH PROPERTY OWNERS ADJACENT TO THE PROJECT. WORK MAY BE ALLOWED WHEN REQUESTED BY LOCAL MUNICIPALITIES, BUT ONLY WITH THE WRITTEN CONSENT OF THE ENGINEER.

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER TO COMPLY WITH ALL FEDERAL, STATE, AND LOCAL CODES FOR NOISE LEVELS, VIBRATIONS, OR ANY OTHER RESTRICTIONS WHILE REMOVING PAVEMENT OR FOR ANY OTHER CONSTRUCTION OPERATIONS WITHIN THIS CONTRACT TO BE INCLUDED IN THE RESPECTIVE ITEM OF WORK.

THE CONTRACTOR AND/OR HIS SUBCONTRACTOR SHALL NOTIFY "MISS DIG", THE CITY OF LIVONIA ENGINEERING DEPT. AND THE CITY'S, FIRE, POLICE, AND PUBLIC WORKS DEPARTMENTS 3 WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. IN ADDITION, 48 HOURS ADVANCED NOTIFICATION IS REQUIRED FOR ANY ROAD CLOSURES OR CHANGES IN CONSTRUCTION STAGING.

NO USE OF PRIVATE PROPERTY BY THE CONTRACTOR OR ANY SUBCONTRACTORS SHALL OCCUR BEFORE THE PROJECT ENGINEER HAS WRITTEN AGREEMENT BETWEEN THE PROPERTY OWNER AND THE CONTRACTOR. THIS AGREEMENT MUST BE PROVIDED BY THE CONTRACTOR AND MUST BE NOTARIZED BY A PUBLIC NOTARY. IF SUCH USE DOES OCCUR BEFORE THE PROJECT ENGINEER HAS POSSESSION OF THE NOTARIZED AGREEMENT, THE PROJECT ENGINEER WILL ISSUE A NOTICE OF NON-COMPLIANCE SUSPENDING ALL WORK IMMEDIATELY UNTIL SUCH TIME AS A COPY OF THE WRITTEN, NOTARIZED PERMISSION IS SUBMITTED OR THE PROPERTY IN QUESTION HAS BEEN VACATED BY THE CONTRACTOR, OR ANY SUBCONTRACTORS, AND RESTORED TO ITS ORIGINAL CONDITION, WITH NO EXTENSION OF TIME OR ADDITIONAL COST FOR IDLE EQUIPMENT, DOWNTIME, ETC. TO THE CITY OF LIVONIA OR MDOT.

PROPERTY CORNERS

ANY PROPERTY CORNERS WITHIN THE FRONT OR BACK SLOPE SHALL BE STAKED AND PROTECTED BY RIBBON. THE REPLACEMENT OF ANY PROPERTY CORNERS DESTROYED DURING CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. PROPERTY CORNERS SHALL BE A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF MICHIGAN.

BENCHMARK ELEVATIONS

BENCHMARK ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88 DATUM.

WAYNE COUNTY BENCHMARKS

A MINIMUM OF 48 HOURS BEFORE REMOVAL OF THE MONUMENT, CONTRACTOR IS TO CONTACT THE WAYNE COUNTY SURVEY OFFICE [CSABA SZABO (734-595-6504 X 2076)] FOR COUNTY PROCEDURE FOR MONUMENT PRESERVATION.

PRIVATE UTILITY STRUCTURES

ADJUSTING TO GRADE ALL PRIVATE UTILITY STRUCTURES WILL BE DONE BY THE OWNER OF THE FACILITY UNLESS OTHERWISE SPECIFIED ON THE PLANS.

UNDERGROUND CONFLICTS

THE CONTRACTOR SHALL EXPOSE EXISTING PUBLIC AND PRIVATE UTILITIES TO VERIFY EXISTING ELEVATION BEFORE COMMENCING WORK ON A PROPOSED STORM SEWER OR ANY UNDERGROUND WORK THAT IS TO CROSS OTHER UTILITIES. THIS WORK SHALL BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE INSTALLED UTILITY.

STRUCTURES

"POINTING UP" OF STRUCTURES AS INDICATED ON THE PLANS SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT UNIT PRICE BID FOR AFFECTED STRUCTURES.

UTILITY CROSSINGS AT DRIVEWAYS

ALL UTILITY CROSSINGS AT DRIVEWAYS SHALL BE BACKFILLED IMMEDIATELY FOLLOWING PIPE INSTALLATION TO MAKE THESE DRIVEWAYS ACCESSIBLE. THIS WORK SHALL BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE INSTALLED UTILITY.

OPEN EXCAVATION

THE PLACING OF PROTECTIVE FENCING AROUND ALL OPEN EXCAVATIONS IS REQUIRED AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROJECT.

SAWCUTS

THE CONTRACTOR SHALL SAWCUT THE EXISTING CONCRETE AND/OR HMA PAVEMENT AND DRIVEWAYS TO THE LIMITS OF PROPOSED CONSTRUCTION, TO MAKE A NEAT AND SMOOTH CONNECTION TO THE EXISTING PAVEMENT OR DRIVEWAY AS REQUIRED OR DIRECTED. THIS WILL NOT BE PAID FOR SEPARATELY.

REMOVING PAVEMENT

THE CONTRACTOR SHALL CONDUCT PAVEMENT REMOVAL OPERATIONS SO THAT THE STREETS AND DRIVEWAYS ARE REMOVED IMMEDIATELY AHEAD OF THE GRADING OPERATIONS IN ORDER THAT THE STREETS AND DRIVEWAYS MAY BE OPENED TO TRAFFIC IN A TIMELY FASHION.

CLEANING EXISTING PAVEMENT

THE EDGE OF EXISTING PAVEMENT SHALL BE CLEANED OF EARTH OR OTHER FOREIGN MATERIAL WITH A WIRE BROOM BEFORE ADJACENT HMA OR CONCRETE PAVEMENT IS PLACED AND SHALL BE INCLUDED IN THE UNIT BID COST OF PAVEMENT ITEMS.

CLASS "A" SLOPES

CLASS "A" SLOPES WILL BE REQUIRED WITH 4 FOOT VERTICAL CURVES AT TOP AND TOE OF SLOPES.

HYDRANT USE

IF THE CONTRACTOR DESIRES TO USE CITY OF LIVONIA WATER FOR CONSTRUCTION, HE SHALL EITHER MAKE ARRANGEMENTS WITH THE DPW DIRECTOR TO USE THE CITY'S DPW FACILITY (FARMINGTON ROAD, SOUTH OF I-96) AND FILL TANKER TRUCKS, OR INSTALL A METER AND A CERTIFIED BACKFLOW PREVENTER TO CONNECT TO A CORPORATION WITHIN A GATE WELL. A TEMPORARY WATER USE PERMIT FROM THE CITY MUST BE GRANTED PRIOR TO CONNECTION. HYDRANTS MAY NOT BE USED.

CONSTRUCTION AND SOIL EROSION WORK SCHEDULE

PLACE SILT FENCE AND INLET PROTECTION AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.

REMOVE EXISTING PAVEMENT AND GRADE CONSTRUCTION AREAS IMMEDIATELY AFTER CONSTRUCTION. FINISH GRADE CONSTRUCTION AREAS TO PROVIDE POSITIVE DRAINAGE, THEN INSTALL TOPSOIL AND SEED ON ALL DISTURBED GRASS AREAS.

REMOVE STONE FILTERS AS PAVEMENT IS INSTALLED. AFTER PAVING, REINSTALL STONE FILTERS AT ALL PERMANENT STORM INLET STRUCTURES, AND CLEAN STORM SEWER OF ALL ACCUMULATED DEBRIS AND SEDIMENT.

REMOVE TEMPORARY EROSION CONTROL AFTER THE SITE IS APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT TEMPORARY EROSION CONTROLS ARE MAINTAINED THROUGHOUT CONSTRUCTION AND THAT THE ROADWAYS ARE KEPT FREE OF MUD AND CONSTRUCTION DEBRIS.

SOIL AND SEDIMENTATION CONTROL

THE CONTRACTOR SHALL CONFORM TO PART 91 OF ACT 451 OF 1994 OF THE STATE OF MICHIGAN SOIL EROSION AND SEDIMENTATION CONTROL, AND ALL LOCAL ORDINANCES FOR SOIL EROSION AND SEDIMENTATION CONTROL.

SOIL EROSION AND SEDIMENTATION CONTROL MEASURES (MDOT STANDARD PLANS R-96)

MEASURES FOR TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL SHALL BE PLACED AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS FOR TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE DETERMINED BY THE FIELD ENGINEER.

SOIL BORINGS

THE SOIL BORINGS IN THE PROPOSAL REPRESENT POINT INFORMATION. PRESENTATION OF THE INFORMATION IN NO WAY INFERS THAT SUBSURFACE CONDITIONS ARE THE SAME AT THE LOCATIONS OTHER THAN THE EXACT LOCATIONS OF THE BORING.

MISCELLANEOUS ESTIMATED QUANTITIES

THE FOLLWOING ITEMS OF WORK SHALL BE DONE AS THEY APPLY THROUGHOUT THE PROJECT AND AS DIRECTED BY THE ENGINEER. THESE ITEMS ARE NOT DETAILED OR INCLUDED ON THE PLAN AND PROFILE SHEET.

UTILITIES

FOR PROTECTION OF UNDERGROUND UTILITIES AND IN CORRESPONDENCE WITH PUBLIC ACT 53, THE CONTRACTOR SHALL DIAL 1-800-482-7171 A MINIMUM OF THREE FULL WORKING DAYS, EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS. PRIOR TO BEGINNING EACH EXCAVATION IN THE AREA WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY BE A PART OF THE "MISS DIG" ALERT SYSTEM. UTILITY LOCATIONS SHOWN ON THE PLANS ARE ONLY APPROXIMATE AND UTILITIES SHOULD BE LOCATED IN THE FIELD BEFORE EXCAVATING THE AREA.

THE FOLLOWING UTILITY COMPANIES HAVE FACILITIES WITHIN THE PROJECT LIMITS AND MAY BE RELOCATING OR REPLACING FACILITIES, WHICH MAY OR MAY NOT BE SHOWN ON THE PLANS IN CONJUNCTION WITH THE PROPOSED ROADWORK. THE CONTRACTOR OR SUBCONTRACTOR MAY BE REQUIRED TO COORDINATE THEIR OPERATIONS WITH THESE AND/OR OTHER UTILITIES AS DIRECTED BY THE ENGINEER. NO ADDITIONAL PAYMENT OF COMPENSATION WILL BE ALLOWED FOR THIS ACTIVITY.

NAME & ADDRESS OF UTILITY

CITY OF LIVONIA
ATTN: TODD ZILINCIK
TZILINCIK@LIVONIA.GOV
33000 CIVIC CENTER DR
LIVONIA, MI 48154
(734) 466-2561

WAYNE COUNTY
ATTN: ERIC LENTZ
ELENTZ@WAYNECOUNTY.COM
29900 GODDARD RD
DETROIT, MI 48242
(734) 955-2161

WAYNE COUNTY
ATTN: PETER MILENKOVICH
PMILENKO@WAYNECOUNTY.COM
29900 GODDARD RD
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(734) 858-2780

DTE
ATTN: MELISSA MOWRER
MELISSA.MOWRER@DTEENERGY.COM
8001 HAGGERTY RD
BELLEVILLE, MI 48111
(586) 457-0186

CCI SYSTEMS
ATTN: JAMIE JONES
JAMIE.JONES@CCISYSTEMS.COM
105 KENT STREET
IRON MOUNTAIN, MI 49801
(800) 338-9299

CONSUMERS
ATTN: CHRIS SCHNEIDER
CHRISTOPHER.SHNEIDER@CMSENERGY.COM
11801 FARMINGTON RD
LIVONIA, MI 48150
(734) 513-6277

COMCAST
ATTN: JAIME DULIMBA
JAIME_DULIMBA@COMCAST.COM
41112 CONCEPT DR
PLYNOUTH, MI 48170
(734) 756-5056

EXTENET
ATTN: GREG LANDRY
GLANDRY@EXTENETSYSTEMS.COM
5844 JOHN HICKMAN PKWY, SUITE 600
FRISCO, TX 75034
(763) 464-5377

DTE
ATTN: BRIAN KINNICK
BRIAN.KINNICK@DTEENERGY.COM
8001 HAGGERTY RD
BELLEVILLE, MI 48111
(734) 358-1529

MICELANEOUS QUANITITES		
PAY ITEM	QTY	UNIT
Mobilization, Max 10%	1	LS
Reimbursed Permit Fees	5000	Dlr
Subgrade Undercutting, Type , Modified	113	Cyd
Project Cleanup	1	LS
Dr Structure Lead, Cleaning, 12 inch	200	Ft
Dr Structure, Cleaning	4	Ea

HMA APPLICATION ESTIMATE

ITEM	RATE (Lb/Syd)	PERFORMANCE GRADE	REMARKS
Misc HMA Aproach	660	70-22P	USE THREE 2" LIFT @ 220 LB/SYD PER LIFT FOR APPROACH
BOND COAT	0.05 TO 0.15 gal	N/A	N/A

WAYNE COUNT ROAD PLANS GENERAL NOTES

1. THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE DATA. THE WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES WILL NOT BE RESPONSIBLE FOR ANY OMISSIONS OR VARIATION FROM THE LOCATIONS SHOWN. THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS REGARDING THEIR FACILITIES INCLUDING SERVICE CONNECTIONS PRIOR TO STARTING THE WORK. UTILITY SERVICE CONNECTIONS ARE NOT SHOWN ON THE PLANS AND ARE NOT THE RESPONSIBILITY OF THE WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES.
2. EXISTING CASTINGS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
3. MOVING HYDRANTS AND ADJUSTING TO GRADE ALL PRIVATE UTILITY STRUCTURES WILL BE DONE BY THE OWNER OF THE FACILITY UNLESS OTHERWISE SPECIFIED IN THE PLANS.
4. ALL SEWERS SHALL BE PLACED AS REQUIRED WITHIN THE PARTICULAR TRENCH TYPE NOTED ON THE PLANS. WHERE THE PARTICULAR TRENCH TYPE HAS NOT BEEN CALLED FOR, THE REQUIREMENTS FOR TRENCH DETAIL "B" SHALL BE USED.
5. THE EDGE OF EXISTING PAVEMENT SHALL BE CLEANED OF EARTH OR OTHER FOREIGN MATERIAL WITH A WIRE BROOM BEFORE ADJACENT HMA OR CONCRETE PAVEMENT IS PLACED AND SHALL BE INCLUDED IN THE PAVEMENT ITEMS.
6. CLASS "A" SLOPES WILL BE REQUIRED WITH 4 FOOT VERTICAL CURVES AT TOP AND TOE OF SLOPES.
7. ALL PROPOSED STREET RETURN RADII SHALL BE 25 FEET UNLESS OTHERWISE SHOWN.
8. WHEN CALLED FOR ON THE PLANS OR DIRECTED BY THE ENGINEER, COMMERCIAL DRIVES SHALL BE REPLACED WITH 6 INCH AGGREGATE BASE COURSE AND 8 INCH NON-REINFORCED CONCRETE PAVEMENT WHEN THE EXISTING DRIVE IS CONCRETE OR 9 INCH AGGREGATE BASE COURSE, 4 INCH HMA, 4E10 AND 2 INCHES OF HMA, 5E10 PAID FOR AS MISC HMA, HAND PATCHING WHEN THE EXISTING DRIVE IS ASPHALT OR GRAVEL.
9. WHEN CALLED FOR ON THE PLANS OR DIRECTED BY THE ENGINEER, RESIDENTIAL DRIVES SHALL BE REPLACED WITH 6 INCH NON-REINFORCED CONCRETE PAVEMENT WHEN THE EXISTING DRIVE IS CONCRETE OR 6 INCH AGGREGATE BASE COURSE AND 2 INCHES OF "HMA, 5E10", PAID FOR AS MISC HMA, HAND PATCHING WHEN THE EXISTING DRIVE IS ASPHALT OR GRAVEL.
10. WHERE PROPOSED CONCRETE DRIVES OR CONCRETE STREET RETURNS BUTT INTO AGGREGATE BASE WITH AN HMA SURFACE, THE RESTORATION WITH HMA MATERIAL OF DISTURBED AREAS, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE ITEMS FOR CONCRETE PAVEMENT OR CONCRETE BASE COURSE.
11. THE LIMITS OF HMA PAVEMENT REMOVAL, WHERE THE REMAINING HMA PAVEMENT IS NOT TO BE SURFACED, SHALL BE SAWED FULL DEPTH. SAWING WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH SECTION 204.04.A OF THE 2012 MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.
12. WHEN CONSTRUCTING NEW CONCRETE MAINLINE OR LANE WIDENING, A RADII HEADER (2' MINIMUM) SHALL BE CONSTRUCTED AT ALL STREET RETURNS AND COMMERCIAL DRIVES IN ACCORDANCE WITH WAYNE COUNTY STANDARD PLANS P5 AND/OR P7. THIS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS FOR CONCRETE PAVEMENT OR CONCRETE BASE COURSE.
13. WHEN CONSTRUCTING A COMMERCIAL DRIVE OR STREET RETURN ADJOINING EXISTING PAVEMENT, CONSTRUCT IN ACCORDANCE WITH WAYNE COUNTY STANDARD PLAN P10 "CURB RETURN JOINING EXISTING PAVEMENT." REMOVING EXISTING CURB WILL BE PAID FOR SEPARATELY. PROPOSED CURB DROP AND SECTION A-A WILL BE PAID FOR WITH THE APPLICABLE CONCRETE DRIVE OR CONCRETE STREET RETURN PAY ITEM.
14. HMA PAVEMENT THICKNESS SHOWN IS THE ESTIMATED THICKNESS OF HMA PAVEMENT MIXTURES BASED UPON THE APPLICATION RATES AND COMPACTION METHODS.
15. REMOVAL OF SIDEWALK RAMP AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS SIDEWALK, REM.
16. UNAUTHORIZED ENCROACHMENTS (I.E. BOULDERS, PARKING BLOCKS, R.R. TIES, LANDSCAPING, ETC.) REMAINING AT THE TIME OF CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE WORK OF REMOVAL SHALL BE PAID FOR AS MISC OBSTRUCTION, REM UNLESS OTHERWISE INDICATED.
17. IF THE PROJECT CALLS FOR OVERBURDEN REMOVAL OR ANY OTHER DISTURBANCE BEHIND THE CURB, ALL VISIBLE SPRINKLER HEADS IN THE VICINITY OF THE AFFECTED AREA BETWEEN THE CURB AND SIDEWALK (OR RIGHT-OF-WAY LINE) SHALL BE LOCATED AND FLAGGED BY THE ENGINEER PRIOR TO THE WORK.
18. CONTRACTORS ARE NOT PERMITTED UNDER ANY CIRCUMSTANCES TO USE ANY PUBLIC RECREATION AREA AS A STAGING AREA, MARSHALLING YARD, STORAGE FACILITY, OR ANY OTHER CONSTRUCTION SUPPORT UNLESS APPROVED BY THE LOCAL GOVERNMENTAL AGENCY, THE WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES (WCDPS), THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT), AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) PRIOR TO PROJECT LETTING. PUBLIC RECREATION AREA INCLUDE: PARKS, TRAILS, RECREATION AREAS, GAME AREAS, WILDLIFE AND WATERFOWL REFUGES, PLAYGROUNDS, GOLF COURSES, BALL FIELDS, ETC.; WHICH ARE PUBLICLY OWNED (LOCAL, STATE OR FEDERAL).

WAYNE COUNTY SOIL EROSION & SEDIMENTATION CONTROLS TIMING AND SEQUENCE OF EVENTS

1. FOR EXISTING STRUCTURES IN THE DITCH/SWALE, OR THOSE IN THE PAVEMENT REQUIRING SESC MEASURES, CONSTRUCT/PLACE THE SESC MEASURE PRIOR TO OVERBURDEN REMOVAL OR OTHER EXCAVATION ACTIVITY IN THE VICINITY WHICH HAS THE POTENTIAL TO CONTRIBUTE SEDIMENT TO THE STRUCTURE. FOR NEW STRUCTURES IN TURF AREAS OR OTHER LOCATIONS SPECIFIED BY THE ENGINEER, CONSTRUCT THE SESC MEASURE IMMEDIATELY AFTER THE BACKFILLING AND GRADING ADJACENT TO THE DRAINAGE STRUCTURE IS COMPLETED.
2. ANY ACCUMULATION OF SEDIMENT AFFECTING THE EFFICIENT OPERATION OF THE EROSION CONTROLS SHALL BE REMOVED AND STOCKPILED IN A STABILIZED AREA SO AS TO PREVENT THE MATERIAL FROM ERODING BACK INTO THE DRAINAGE COURSE.
3. AFTER VEGETATION OR A PERMANENT LINING OR HARD SURFACE HAS BEEN SUCCESSFULLY ESTABLISHED IN THE DITCH/SWALE/BACK-OF-CURB, THE SESC MEASURE SHALL BE REMOVED AND THE AREA FORMERLY OCCUPIED BY THE SESC MEASURE SHALL BE SODDED (WHERE REQUIRED).
4. UPON FINAL ACCEPTANCE OF THE PROJECT, THE MAINTENANCE OF THE PERMANENT SOIL EROSION CONTROL ITEMS SHALL BECOME THE RESPONSIBILITY OF THE WAYNE COUNTY ROADS DIVISION.

Schoolcraft College®

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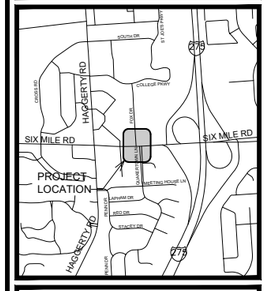
02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	JE
DRAWN	KJB/IMN
CHECKED	ALP
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

PROJECT NOTES

HRC JOB NO.	SCALE
20230293	NO SCALE
DATE	SHEET NO.
February 2024	3 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)
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GENERAL MAINTAINING TRAFFIC NOTES

1. ALL TRAFFIC CONTROL DEVICES INCLUDING SIGNS, BARRICADES, VERTICAL PANELS, DRUMS, WARNING LIGHTS, ARROW BOARDS, AND CHANGEABLE MESSAGE SIGNS SHALL MEET THE "ACCEPTABLE" REQUIREMENTS OF AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), "QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES – CURRENT EDITION". COPIES OF THIS PUBLICATION ARE AVAILABLE DIRECTLY FROM ATSSA. ALL TRAFFIC CONTROL DEVICES SHALL BE IN LIKE–NEW CONDITION.
2. SIGN LOCATIONS AND DISTANCES BETWEEN SIGNS SHALL BE FIELD REVIEWED BY THE ENGINEER BEFORE INSTALLATION TO ASSURE APPROPRIATE PLACEMENT. THE LOCATION OF THE CONSTRUCTION SIGNING SHALL BE CLEARLY MARKED IN THE FIELD BY THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF ONE WEEK IN ADVANCE OF THE NEED FOR REVIEW. THIS WORK WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROJECT.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE 2011 MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE 2020 MDOT STANDARD SPECIFICATION FOR CONSTRUCTION. ALL CONSTRUCTION SIGNING SHALL BE BLACK LETTERS ON FLORESCENT ORANGE BACKGROUND UNLESS SPECIFIED OTHERWISE.
4. THE CONTRACTOR SHALL NOT BEGIN ANY CONSTRUCTION OPERATIONS ON THE PROJECT UNTIL ALL CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES ARE IN PLACE.
5. ALL TRAFFIC SIGNS WITHIN THE PROJECT WILL BE RELOCATED BY THE CONTRACTOR FOR EACH STAGE OF CONSTRUCTION AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL TRAFFIC CONTROL DEVICES WITHIN THE PROJECT LIMITS. ANY TRAFFIC CONTROL DEVICES DAMAGED DUE TO THE CONTRACTOR'S OPERATION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
6. SPECIAL SIGNS INDICATING THE START DATE OF THE CONSTRUCTION PROJECT AND/OR THE START DATE OF A ROAD CLOSURE SHALL BE POSTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE.
7. AS DIRECTED BY THE TRAFFIC OPERATION ENGINEER, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ANY ADDITIONAL SIGNS, BARRICADES AND LIGHTS WITHIN THE PROJECT TO PROTECT THE TRAFFIC AND WORK AREA.
8. THE CONTRACTOR SHALL PLACE A MINIMUM OF EIGHT SANDBAGS ON CONTRACTOR FURNISHED TYPE III BARRICADES TO PREVENT MOVEMENT. ALL TYPE III BARRICADES SHALL BE DOUBLE SIDED.
9. ALL SIGNS PLACED IN CONJUNCTION WITH A TYPE III BARRICADE SHALL BE PLACED ON SEPARATE SUPPORTS IMMEDIATELY BEHIND AND ABOVE THE TYPE III BARRICADE. THESE SIGNS SHALL BE INSTALLED ON TEMPORARY SUPPORTS. THE CONTRACTOR SHALL PLACE A MINIMUM OF EIGHT SANDBAGS ON THESE SIGNS TO PREVENT MOVEMENT.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING AND UNCOVERING ALL CONSTRUCTION SIGNS AS NEEDED FOR THE PROPER MAINTENANCE OF TRAFFIC THROUGHOUT THE CONSTRUCTION AREA.
11. CONSTRUCTION SIGNING MOUNTED ON PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN FOURTEEN (14) DAYS. OTHERWISE, SIGNS SHALL BE GROUND MOUNTED ON 3 LB U–CHANNEL POSTS WHEN POSSIBLE. THE FOLLOWING SIGNS MAY BE PLACED ON TEMPORARY SUPPORTS: SIGNS PLACED IN CONJUNCTION WITH THE TYPE III BARRICADES, SIGNS PLACED FOR SIDEWALK CLOSURE, AND SIGNS WITHIN THE CLOSED PORTION OF ROADWAY ITSELF. THE CONTRACTOR SHALL INSTALL ONE FLASHER ON ANY CONSTRUCTION SIGN THAT IS INSTALLED ON TEMPORARY SUPPORTS.
12. TRAFFIC CONTROL SIGNS SHALL BE REMOVED, SALVAGED, RELOCATED AND MAINTAINED BY THE CONTRACTOR AS INDICATED ON THE PLANS. THIS WORK MAY BE REQUIRED MULTIPLE TIMES DURING THE PROJECT TO ACCOMMODATE CONSTRUCTION OPERATIONS. THIS WORK SHALL BE PERFORMED ON THE SAME DAY OF A CHANGE IN OPERATIONS REQUIRING THE SIGN WORK AS DETERMINED AND/OR APPROVED BY THE PROJECT ENGINEER. UPON COMPLETION OF THE PROJECT, PERMANENT TRAFFIC CONTROL SIGNS WILL BE RELOCATED OR REPLACED IN THEIR PROPER POSITION BY THE CONTRACTOR AS INDICATED ON THE PLANS. THE SIGN REMOVAL, SALVAGING, RELOCATING, INSTALLATION, AND RELATED WORK WILL BE PAID FOR WITH THE APPROPRIATE PAY ITEM, AT THE CONTRACT UNIT PRICES EACH TIME THE WORK IS DETERMINED TO BE NECESSARY BY THE PROJECT ENGINEER TO ACCOMMODATE CONSTRUCTION OPERATIONS.
13. TRAFFIC CHANNELING DEVICES (PLASTIC BARRELS) FURNISHED BY THE CONTRACTOR FOR WORK PROTECTION SHALL BE COATED WITH REFLECTORIZED MATERIAL AS PER SPECIAL DETAIL WZD–125. SPACING SHALL ADHERE TO THE 2020 MMUTCD OR AS NOTED ON PLANS.
14. ANY OTHER SIGNS WHICH THE CONTRACTOR MAY BE REQUIRED TO FURNISH SHALL CONFORM TO THE 2011 MMUTCD.
15. ACCESS MUST BE MAINTAINED TO ALL DRIVEWAYS AT ALL TIMES UNLESS NOTED IN THE PLANS OR DIRECTED OTHERWISE BY THE ENGINEER. IF AN AREA HAS MORE THAN ONE (1) DRIVEWAY FOR ACCESS, ONE DRIVEWAY MAY BE CLOSED FOR CONSTRUCTION.
16. ACCESS MUST BE MAINTAINED TO ALL BUSINESSES, SCHOOLS CHURCHES AT ALL TIME UNLESS NOTED IN THE PLANS OR DIRECTED OTHERWISE BY THE ENGINEER.
17. IF TEMPORARY DRIVEWAY CLOSURES ARE REQUIRED, CLOSURE SHALL BE FOR MINIMUM AMOUNT OF TIME TO MINIMIZE DISRUPTIONS.
18. IN ALL CASES, THE CONTRACTOR SHALL PROVIDE REASONABLE ACCESS AND REASONABLE FACILITIES FOR LOCAL TRAFFIC TO PROPERTIES WITHIN THE PROJECT BY MEANS APPROVED BY THE ENGINEER.
19. PEDESTRIAN TYPE II BARRICADES SHALL BE PLACED AT ALL POSSIBLE ENTRY POINTS WHERE SIDEWALK IS CLOSED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. SIDEWALK CLOSURE SIGNS AND PEDESTRIAN SIGNS SHALL BE PLACED AT LOCATIONS PER THE 2011 MMUTCD AND AS DIRECTED BY THE ENGINEER.
20. R9–9 "SIDEWALK CLOSED" SIGNS SHALL BE INSTALLED BEHIND TYPE II BARRICADES ON SEPARATE SUPPORTS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
21. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL REMOVE ANY EXISTING CONFLICTING PAVEMENT MARKING PRIOR TO INSTALLING TEMPORARY PAVEMENT MARKINGS AS INDICATED IN PLANS.
22. REMOVAL AND INSTALLATION OF PERMANENT PAVEMENT MARKINGS WITHIN PROJECT CONSTRUCTION LIMITS ARE ACCOUNTED FOR IN THE PROJECT PAVEMENT MARKINGS AND PERMANENT SIGNING PLANS. REMOVAL AND INSTALLATION OF PERMANENT PAVEMENT MARKING QUANTITIES SHOWN IN THIS PLAN SHEET ARE FOR THE MAINTENANCE OF TRAFFIC TRANSITION AREAS OUTSIDE OF THE PROJECT CONSTRUCTION LIMITS.
23. ALL DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED IN–KIND AS DIRECTED BY THE ENGINEER.
24. TEMPORARY TRAFFIC LANES, WHEN APPLICABLE, SHALL BE A MINIMUM OF 11' WIDE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
25. PLASTIC DRUMS SPACING SHALL BE AS FOLLOWS:
    - 25.1. PARALLEL AREA ON ANY ROAD = SPEED LIMIT
    - 25.2. TAPER AREA = 25 FT
    - 25.3. LATERAL APPROACH = 10 FT
    - 25.4. INTERSECTION ARC = 10 FT
26. ALL WORK SHALL BE COORDINATED WITH SCHOOLCRAFT COLLEGE. CONTACT JOHN WRIGHT AT 734–462–4407 FOR PROJECT COORDINATION.
27. ALL WORK SHALL BE COORDINATED WITH CITY OF LIVONIA. CONTACT TODD ZILINCIK AT 734–466–2561 FOR PROJECT COORDINATION.
28. ALL WORK SHALL BE COORDINATED WITH ANY WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES, MICHIGAN DEPARTMENT OF TRANSPORTATION, OR LOCAL AGENCY CONSTRUCTION WORK IN THE AREA.

MAINTAINING TRAFFIC NOTES

1. CONSTRUCTION AT FOX DR AND QUAKERTOWN LN MAY OCCUR AT DIFFERENT TIMES AND AS DIFFERENT PROJECTS. CONTRACTOR SHALL ENSURE COORDINATION FOR MAINTAINING TRAFFIC IN ANY SCENARIO.
2. CONSTRUCTION AT FOX DR SHALL BE PERFORMED AS A FULL ROAD CLOSURE. THE ADJACENT SIX MILE RD OUTSIDE LANE MAY BE CLOSED TO SUPPORT CONSTRUCTION ACTIVITIES AT FOX DR. ANY SUCH LANE CLOSURE SHALL BE FOR A MINIMUM TIME AS DETERMINED BY ENGINEER AND PER MDOT TYPICAL 4123A–M–NFW–1LC–(R).
3. CONSTRUCTION AT QUAKERTOWN LN SHALL BE PERFORMED BY CLOSURE OF THE NB APPROACH. THE SB APPROACH SHALL REMAIN OPEN TO TRAFFIC WITH A MINIMUM 11 FEET WIDE LANE. THE ADJACENT SIX MILE RD OUTSIDE LANE MAY BE CLOSED TO SUPPORT CONSTRUCTION ACTIVITIES AT QUAKERTOWN LN. ANY SUCH LANE CLOSURE SHALL BE FOR A MINIMUM TIME AS DETERMINED BY ENGINEER AND PER MDOT TYPICAL 4123A–M–NFW–1LC–(R).
4. SIDEWALK CONSTRUCTION SHALL BE PERFORMED IN TWO STAGES:
    - 4.1. DURING STAGE 1, ONLY SIDEWALK SOUTH OF SIX MILE RD SHALL BE CONSTRUCTED. SIDEWALK NORTH OF SIX MILE RD SHALL REMAIN OPEN TO TRAFFIC. CONTRACTOR SHALL ALTERNATE SIDEWALK CONSTRUCTION DURING STAGE 1 SO THAT ONE PEDESTRIAN DIRECTION OF TRAVEL IS MAINTAINED AT ALL TIMES. ALL CONSTRUCTION SIGNS SHALL BE ADJUSTED ACCORDINGLY.
    - 4.2. DURING STAGE 2, ONLY SIDEWALK NORTH OF SIX MILE RD SHALL BE CONSTRUCTED. SIDEWALK SOUTH OF SIX MILE RD SHALL REMAIN OPEN TO TRAFFIC.

CONSTRUCTION QUANTITIES - THIS SHEET

PAY ITEM	QTY	UNIT
Barricade, Type III, High Intensity, Double Sided, Lighted, Furn	40	Ea
Barricade, Type III, High Intensity, Double Sided, Lighted, Oper	40	Ea
Pedestrian Type II Barricade, Temp	20	Ea
Channelizing Device, 42 inch, Fluorescent, Furn	100	Ea
Channelizing Device, 42 inch, Fluorescent, Oper	100	Ea
Lighted Arrow, Type C, Furn	2	Ea
Lighted Arrow, Type C, Oper	2	Ea
Minor Traf Devices	1	LS
Plastic Drum, Fluorescent, Furn	100	Ea
Plastic Drum, Fluorescent, Oper	100	Ea
Sign Cover	20	Ea
Sign, Portable, Changeable Message, Furn	2	Ea
Sign, Portable, Changeable Message, Oper	2	Ea
Sign, Type B, Temp, Prismatic, Furn	540	Sft
Sign, Type B, Temp, Prismatic, Oper	540	Sft
Sign, Type B, Temp, Prismatic, Spec, Furn	190	Sft
Sign, Type B, Temp, Prismatic, Spec, Oper	190	Sft
Traffic Regulator Control	1	LS

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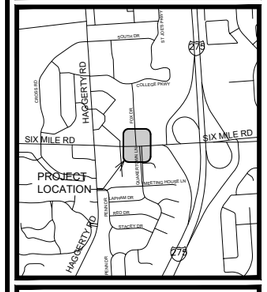
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW

DESIGNED	GH
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

MAINTENANCE OF TRAFFIC NOTE SHEET

HRC JOB NO. 20230293	SCALE N.T.S.
DATE January 2024	SHEET NO. 4 of 24

V:\20230293\Sheets\mot_nt.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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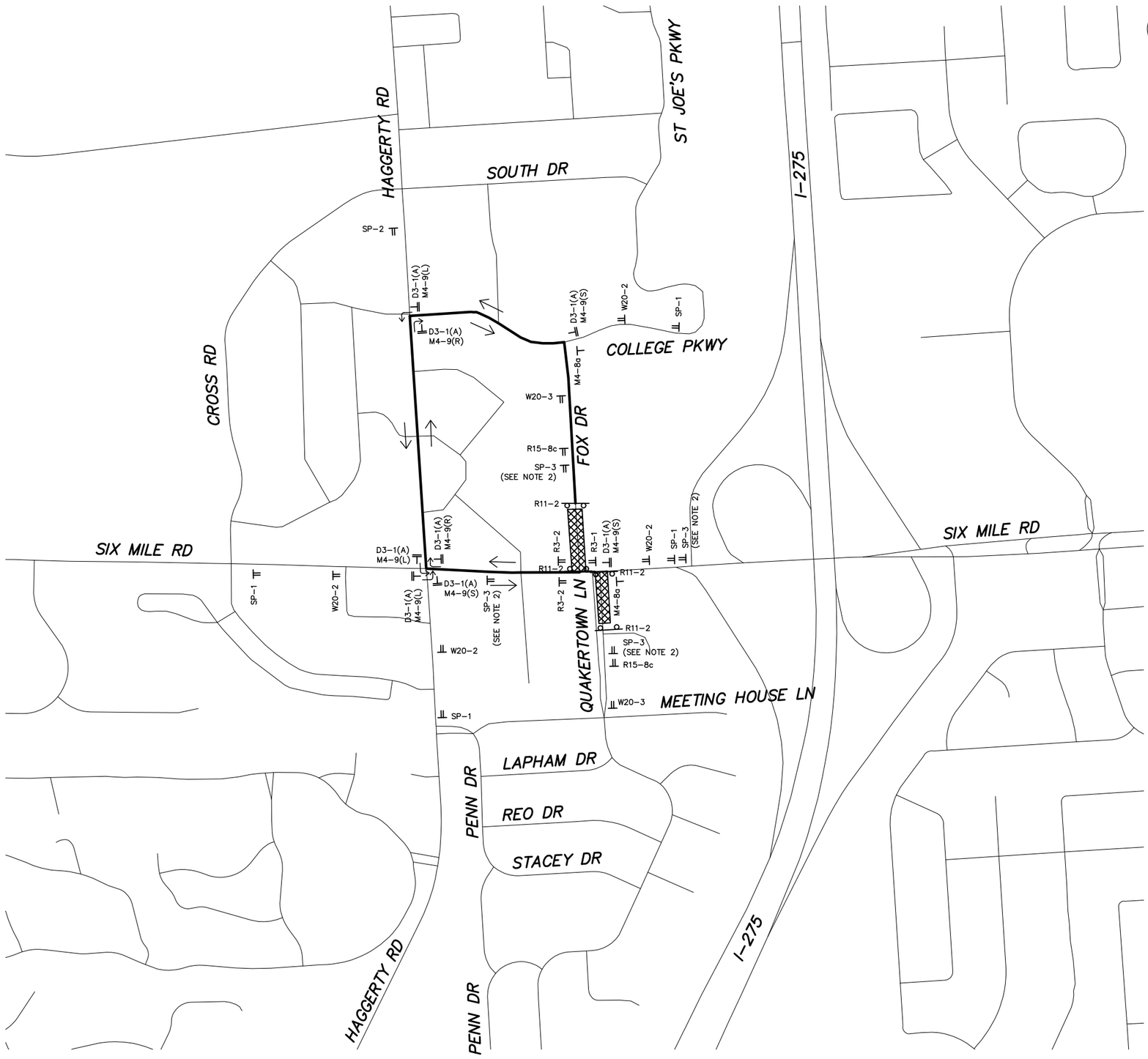
HRC_OLW.ctb





D3-1A
(36"x12")



M4-9(L)
(30"x24")



M4-9(R)
(30"x24")



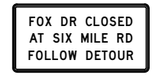
M4-9(S)
(30"x24")



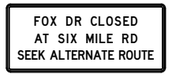
M4-8a
(24"x18")


R3-1
(36"x36")


R3-2
(36"x36")



SP-1
(72"x36")



SP-2
(84"x36")



W20-2
(48"x48")



W20-3
(48"x48")



R15-8c
(48"x48")



SP-1
WITH ORANGE FLAGS
(48"x48")



R11-2
(48"x30")
(MOUNTED BEHIND TYPE III BARRICADE
ON SEPARATE SUPPORT)

NOTES:
1. ALL CONSTRUCTION SIGN PLACEMENT FOR ANY CONSTRUCTION ACTIVITIES SHALL BE COORDINATED TO AVOID DUPLICATION, AND PROVIDE CORRECT SIGN PLACEMENT AND SPACING.
2. SP-1 SHALL BE DISPLAYED FOR TWO WEEKS FOLLOWING SIGNAL ACTIVATION ONLY, AFTER WHICH IT SHALL BE REMOVED.

LEGEND

- WORK AREA
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

NOTICE:
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01-31-2024	OWNER FINAL REVIEW

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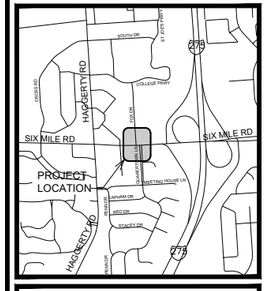
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

MAINTENANCE OF TRAFFIC DETOUR PLAN

HRC JOB NO.	SCALE
20230293	1" = 100'
DATE: January 2024	SHEET NO.: 5 of 24

V:\2023\2023\20230293\V\Sheets\dtr01.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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2/15/2024 4:12 PM
HRC_OLW.ctb
V:\20230293\20230293\V\Sheets\dtr02.dwg
Elias, Johnny



SIDEWALK CLOSED
R9-9
(24"x12")
(MOUNTED BEHIND TYPE II BARRICADE ON SEPARATE SUPPORT)

SIDEWALK CLOSED AHEAD
W20-8
(24"x18")

NOTES:
1. ALL CONSTRUCTION SIGN PLACEMENT FOR ANY CONSTRUCTION ACTIVITIES SHALL BE COORDINATED TO AVOID DUPLICATION, AND PROVIDE CORRECT SIGN PLACEMENT AND SPACING.
2. PLACE PEDESTRIAN TYPE II BARRICADES AT ALL POSSIBLE ENTRY POINTS WHERE SIDEWALK IS CLOSED.
3. STAGE 1 APPLIES ONLY TO SIDEWALK CONSTRUCTION. ONLY SIDEWALK SOUTH OF SIX MILE RD SHALL BE CONSTRUCTED DURING STAGE 1. SIDEWALK NORTH OF SIX MILE RD SHALL REMAIN OPEN TO TRAFFIC.
4. CONTRACTOR SHALL ALTERNATE SIDEWALK CONSTRUCTION DURING STAGE 1 SO THAT ONE PEDESTRIAN DIRECTION OF TRAVEL IS MAINTAINED AT ALL TIMES. ALL CONSTRUCTION SIGNS SHALL BE ADJUSTED ACCORDINGLY.

LEGEND

- WORK AREA
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

NOTICE:
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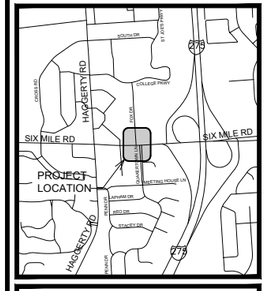
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

MAINTENANCE OF TRAFFIC PEDESTRIAN STAGE 1 DETOUR PLAN

HRC JOB NO. 20230293	SCALE 1" = 100'
DATE January 2024	SHEET NO. 6 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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M4-9b (L)
(30"x24")



M4-9b (R)
(30"x24")



R9-11 (L)
(24"x12")



R9-9
(24"x12")
(MOUNTED BEHIND TYPE II BARRICADE ON SEPARATE SUPPORT)



R9-11 (R)
(24"x12")

NOTES:
1. ALL CONSTRUCTION SIGN PLACEMENT FOR ANY CONSTRUCTION ACTIVITIES SHALL BE COORDINATED TO AVOID DUPLICATION, AND PROVIDE CORRECT SIGN PLACEMENT AND SPACING.
2. PLACE PEDESTRIAN TYPE II BARRICADES AT ALL POSSIBLE ENTRY POINTS WHERE SIDEWALK IS CLOSED.
3. STAGE 2 APPLIES ONLY TO SIDEWALK CONSTRUCTION. ONLY SIDEWALK NORTH OF SIX MILE RD SHALL BE CONSTRUCTED DURING STAGE 2. SIDEWALK SOUTH OF SIX MILE RD SHALL REMAIN OPEN TO TRAFFIC.

LEGEND

- WORK AREA
- TYPE III BARRICADE
- CONSTRUCTION SIGN
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

NOTICE:
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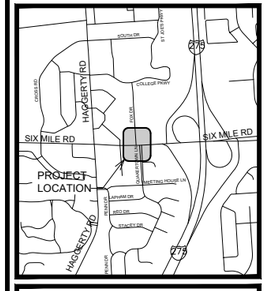
01-31-2024	OWNER FINAL REVIEW

DESIGNED	GH
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

MAINTENANCE OF TRAFFIC
PEDESTRIAN STAGE 2
DETOUR PLAN

HRC JOB NO.	SCALE
20230293	1" = 100'
DATE	SHEET NO.
January 2024	7 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)

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V:\202302\20230293\V\Sheets\dtr03.dwg
Elias, Johnny

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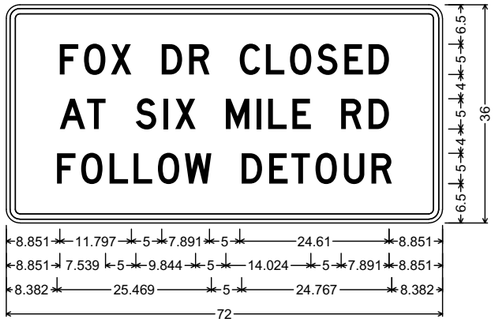
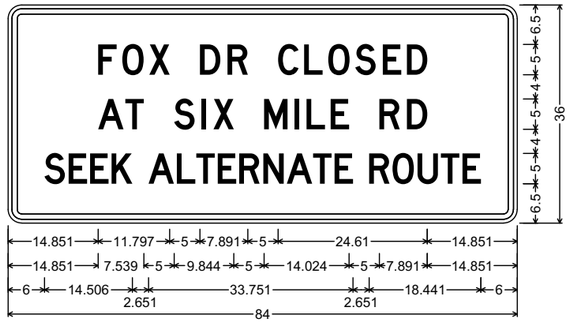
SP–1



SP-1;
2.250" Radius, 0.875" Border, 0.625" Indent, Black on, Orange;
"FOX DR CLOSED", D; "AT SIX MILE RD", D;
"FOLLOW DETOUR", D;
Table of widths and spaces

8.851	F 3.047	0.938	O 3.515	0.938	X 3.359	5.000	D 3.359	1.173	R 3.359										
	5.000	C 3.359	0.938	L 3.047	0.937	O 3.516	0.937	S 3.360	1.172	E 3.047	0.937	D 3.360	8.851						
8.851	A 4.179	0.313	T 3.047	5.000	S 3.359	1.172	I 0.782	1.172	X 3.359										
	5.000	M 3.867	1.173	I 0.781	1.172	L 3.047	0.937	E 3.047											
	5.000	R 3.360	1.172	D 3.359	8.851														
8.382	F 3.047	0.938	O 3.515	1.172	L 3.047	0.938	L 3.047	0.937	O 3.516	0.937	W 4.375								
	5.000	D 3.360	1.172	E 3.047	0.625	T 3.047	0.937	O 3.516	1.172	U 3.359	1.173	R 3.359	8.382						

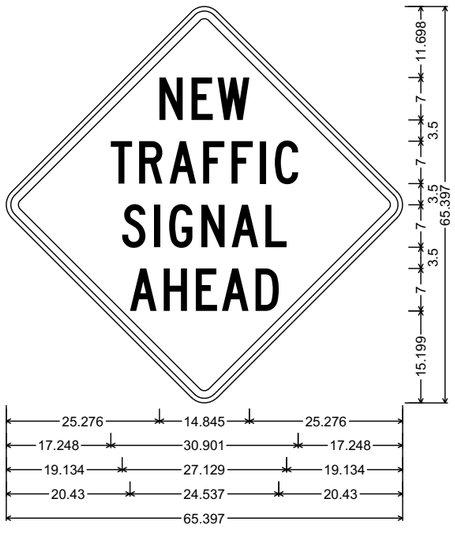
SP–2



SP-2;
2.250" Radius, 0.875" Border, 0.625" Indent, Black on, Orange;
"FOX DR CLOSED", D; "AT SIX MILE RD", D;
"SEEK ALTERNATE ROUTE", D specified length;
Table of widths and spaces

14.851	F 3.047	0.938	O 3.515	0.938	X 3.359	5.000	D 3.359	1.173	R 3.359										
	5.000	C 3.359	0.938	L 3.047	0.937	O 3.516	0.937	S 3.360	1.172	E 3.047	0.937	D 3.360	14.851						
14.851	A 4.179	0.313	T 3.047	5.000	S 3.359	1.172	I 0.782	1.172	X 3.359										
	5.000	M 3.867	1.173	I 0.781	1.172	L 3.047	0.937	E 3.047											
	5.000	R 3.360	1.172	D 3.359	14.851														
6.000	S 3.359	0.622	E 3.047	0.497	E 3.047	0.497	K 3.437												
	2.651	A 4.180	0.497	L 3.047	0.166	T 3.047	0.497	E 3.046	0.498	R 3.359	0.621	N 3.360	0.497	A 4.180	0.165	T 3.047	0.497	E 3.047	
	2.651	R 3.360	0.497	O 3.515	0.622	U 3.359	0.497	T 3.047	0.497	E 3.047	6.000								

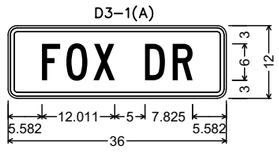
SP–3



SP-3 (W23-2);
48.000" across sides 3.000" Radius, 1.250" Border, 0.750" Indent, Black on, Orange;
"NEW", C; "TRAFFIC", C; "SIGNAL", C; "AHEAD", C;
Table of widths and spaces

25.276	N 3.828	1.474	E 3.500	0.793	W 5.250	25.276													
17.248	T 3.500	1.182	R 3.828	1.183	A 4.375	1.182	F 3.500	1.182	F 3.500	1.182	I 0.985	1.474	C 3.828	17.248					
19.134	S 3.828	1.474	I 0.984	1.474	G 3.828	1.474	N 3.828	1.182	A 4.375	1.182	L 3.500	19.134							
20.430	A 4.375	1.182	H 3.828	1.474	E 3.500	0.793	A 4.375	1.182	D 3.828	20.430									

D3–1(A)



D3-1(A);
1.500" Radius, 0.625" Border, 0.375" Indent, Black on, Orange;
"FOX", C; "DR", C;
Table of widths and spaces

5.582	F 3.000	1.013	O 3.469	1.013	X 3.516
	5.000	D 3.281	1.263	R 3.281	5.582

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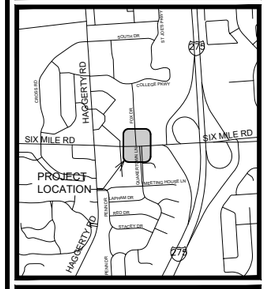
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

MAINTENANCE OF TRAFFIC SPECIAL DETAILS

HRC JOB NO. 20230293	SCALE N.T.S.
DATE January 2024	SHEET NO. 8 of 24

V:\2023\2023293\VA\Sheets\sd01_mot.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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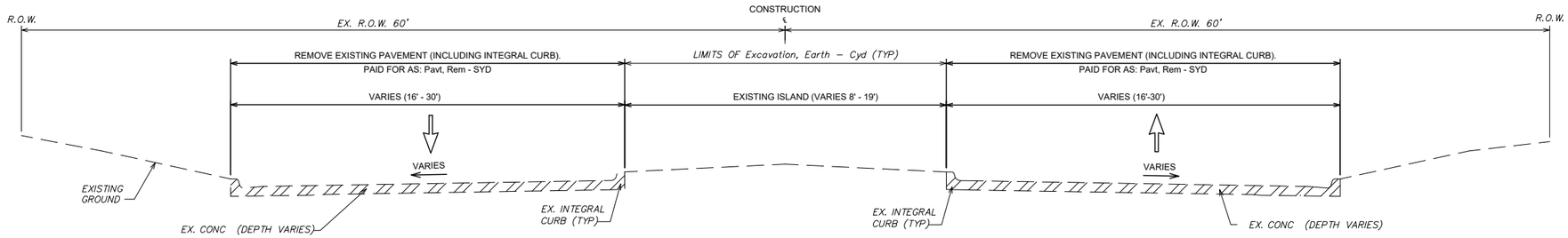
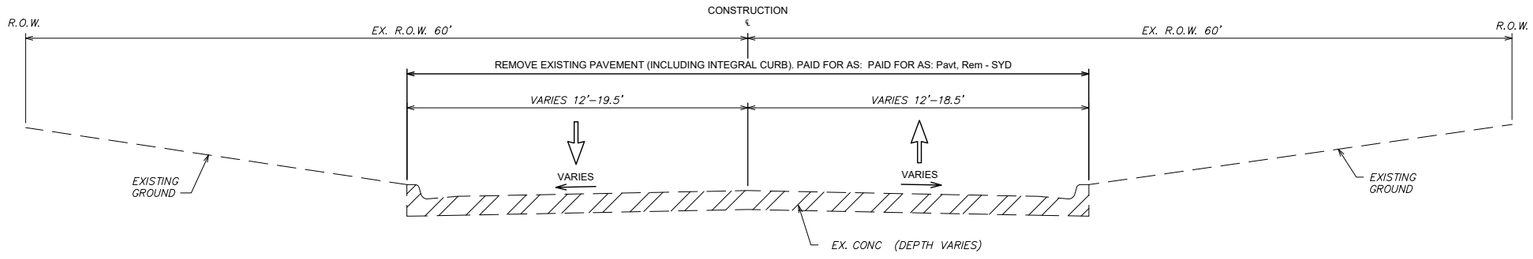


EXISTING FOX DR - BOULEVARD TYPICAL SECTION

NO SCALE

TO APPLY: P.O.B. (221+35) TO STA. 221+71



EXISTING FOX DR - TYPICAL SECTION

NO SCALE

TO APPLY: STA. 221+71 TO P.O.E (STA. 222+83)

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01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
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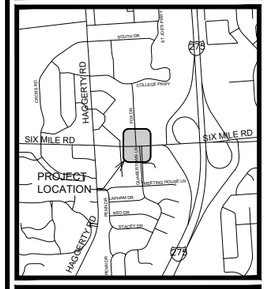
DRAWN	KJB/IMN
CHECKED	ALP
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TYPICAL SECTIONS

HRC JOB NO. 20230293	SCALE NOT TO SCALE
DATE February 2024	SHEET NO. 9 of 24

V:\2023\02\20230293\C\Sheets\typ01_Fox.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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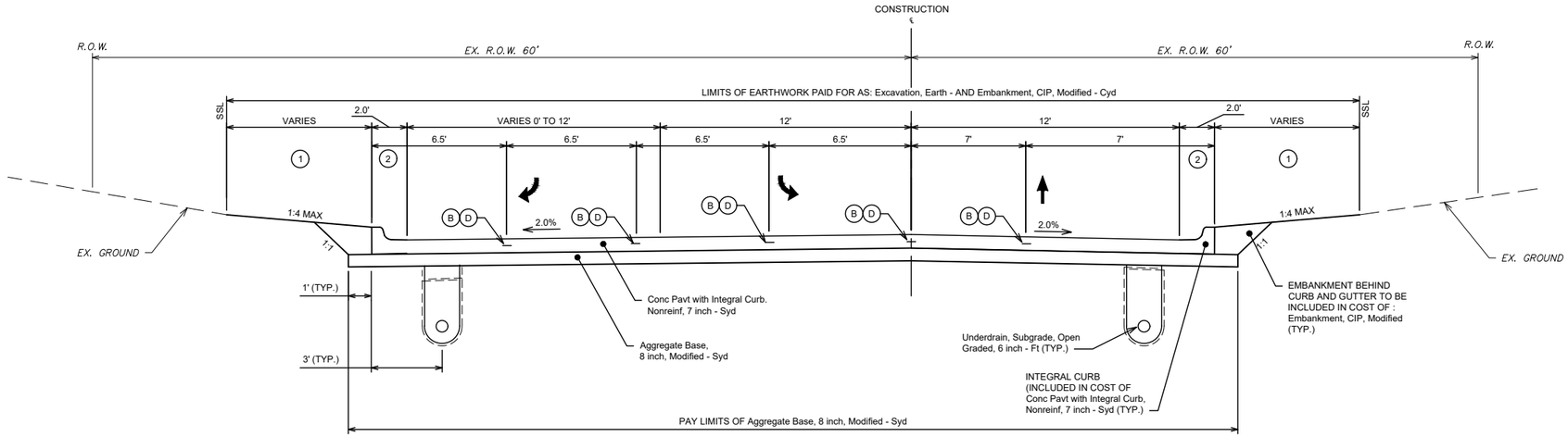
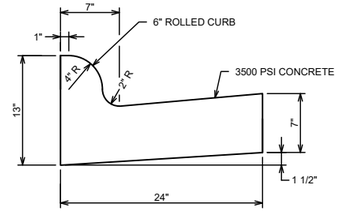


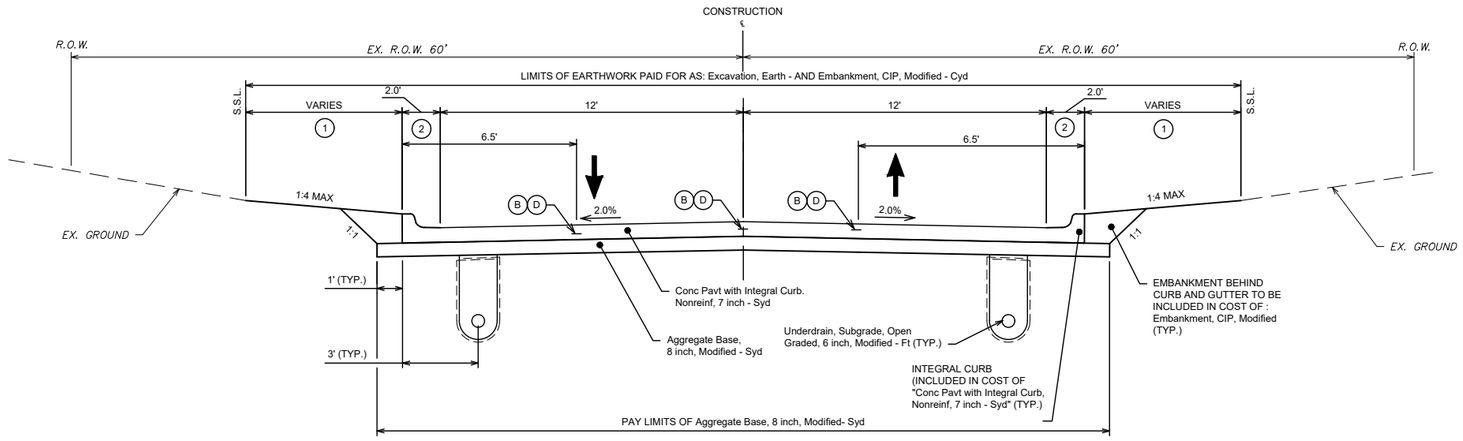
PROPOSED LEFT TURN LANE TYP SECTION

TO APPLY: P.O.B. (221+35) TO STA. 221+71



6" ROLLED CONCRETE CURB AND GUTTER

NO SCALE



PROPOSED TYPICAL SECTION

NO SCALE

TO APPLY: STA. 221+71 TO P.O.E (STA. 222+83)

JOINT LEGEND

(B) Longitudinal Bulkhead Joint
OR
(D) Longitudinal Lane Tie Joint

(1) ROADSIDE RESTORATION TO BE INCLUDED IN THE FOLLOWING PAY ITEM: Sodding, Modified - Syd

(2) SEE DETAIL " 6" ROLLED CONCRETE CURB AND GUTTER"

NOTICE:
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02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
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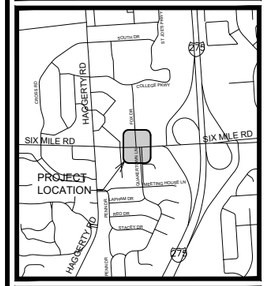
DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	JE
DRAWN	KJB/IMN
CHECKED	ALP
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TYPICAL SECTIONS

HRC JOB NO. 20230293	SCALE NOT TO SCALE
DATE February 2024	SHEET NO. 10 of 24

V:\2023\02\20230293\C\Sheets\typ02_Fox.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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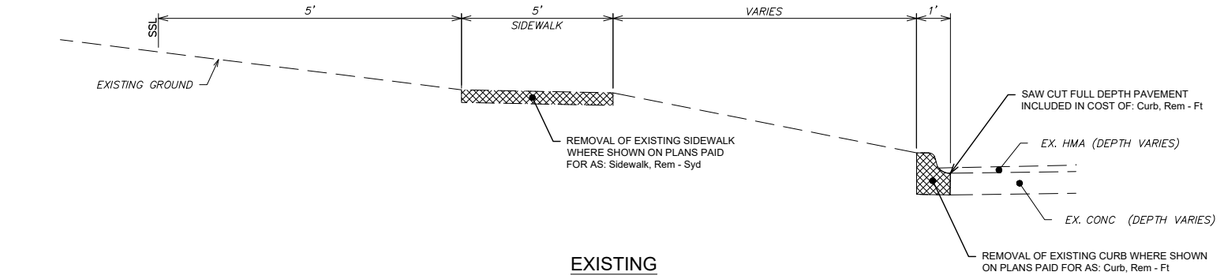
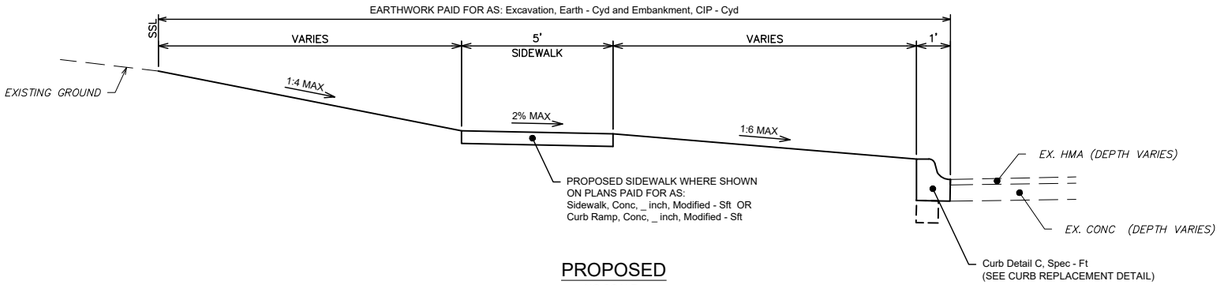
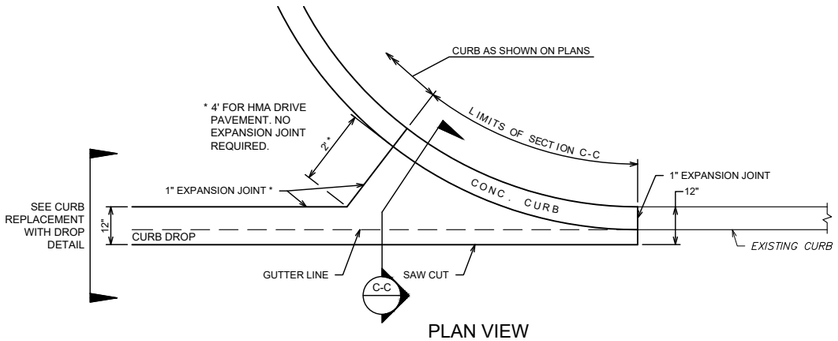


EXISTING
NO SCALE

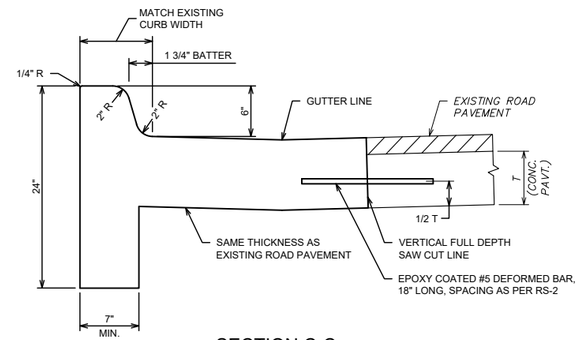


PROPOSED
NO SCALE

6 MILE ROAD
NO SCALE

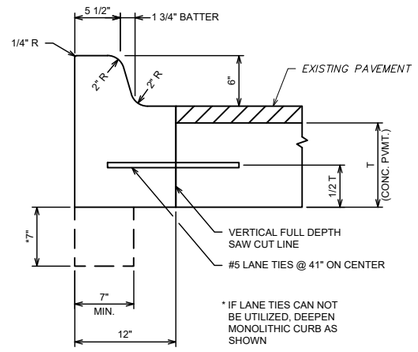


PLAN VIEW
NO SCALE

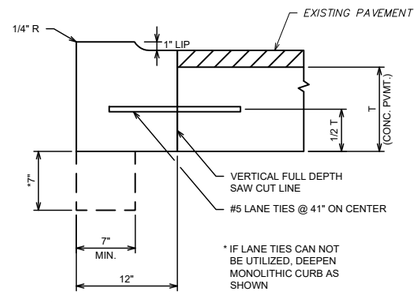


SECTION C-C
NO SCALE

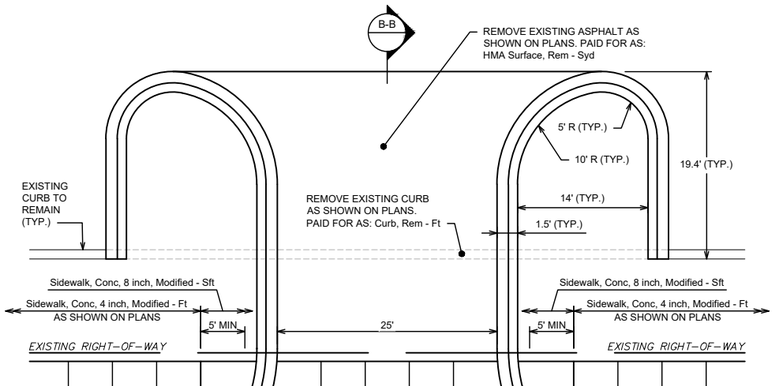
CURB RETURN
NO SCALE



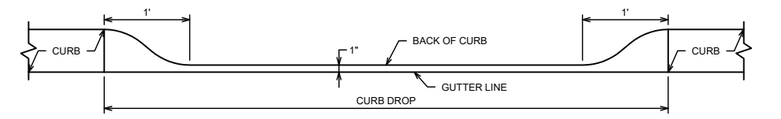
CURB REPLACEMENT
NO SCALE



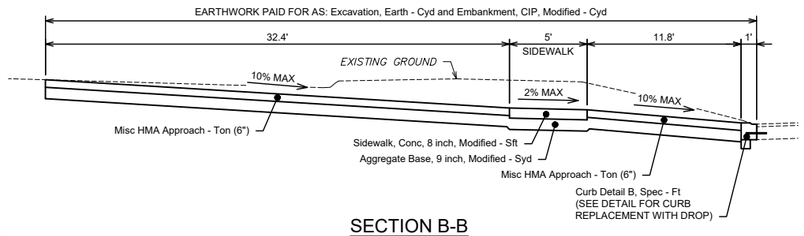
CURB REPLACEMENT WITH DROP
NO SCALE



PLAN VIEW
NO SCALE



SECTION A-A
NO SCALE



SECTION B-B
NO SCALE

COMMERCIAL DRIVE APPROACH
NO SCALE

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH WAYNE COUNTY SPECIFICATIONS WHICH ARE DEFINED AS THE CURRENT MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AS MODIFIED BY WAYNE COUNTY SPECIAL PROVISIONS.
2. PAVING STANDARD PLAN DETAILS MAY BE SHOWN WITH WIRE FABRIC REINFORCEMENT USE OF REINFORCEMENT SHALL BE REQUIRED AS CALLED FOR ON THE PLANS.
3. A TRANSVERSE END OF POUR JOINT, SYMBOL (H), SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT MDOT STANDARD PLAN, R-39 SERIES (REINFORCED CONCRETE PAVEMENT) AND R-39P SERIES (PLAN CONCRETE PAVEMENT). THIS NOTE APPLIES TO BOTH CONCRETE BASE AND FINISHED CONCRETE PAVEMENT.
4. WHEN IT IS ANTICIPATED THAT CONSTRUCTION TRAFFIC WILL BE USING THE PAVEMENT, ENDINGS WILL BE PROTECTED BY MEANS OF A TEMPORARY CONCRETE HEADER AS SHOWN ON RS-4
5. THE EXPANSION JOINT FOAM ROD SHALL BE A SOLID ROUND HEAT RESISTANT POLYURETHANE FOAM CAPABLE OF WITHSTANDING THE TEMPERATURE OF THE SEALANT. DENSITY OF THE FOAM SHALL BE 2-4 LB/CFT.
6. WIRE FABRIC REINFORCEMENT SHALL LAY FLAT WHEN DELIVERED TO THE WORK AREA. THE USE OF SPREADER BARS WILL BE REQUIRED FOR LIFTING BUNDLES OF REINFORCEMENT.
7. WHERE THE LANE WIDTH OF THE PAVEMENT DIFFERS FROM WIRE FABRIC REINFORCEMENT STANDARDS, SPECIAL SHEETS OF THE REQUIRED WIDTH MAY BE USED OR STANDARD SHEETS MAY BE CUT TO THE REQUIRED SIZE OR SPLIT SHEETS MAY BE ADDED TO STANDARD SHEETS TO OBTAIN THE REQUIRED SIZE. SIDE LAPS SHALL NOT BE LESS THAN THE SPACING OF THE LONGITUDINAL WIRES.
8. THE ENDS OF THE WIRE FABRIC REINFORCEMENT SHEETS SHALL BE FASTENED IN AT LEAST TWO PLACES AT EACH LAP TO PREVENT HORIZONTAL AND VERTICAL DISPLACEMENT.
9. WHEN CONCRETE PAVEMENT REPAIRS ARE LONGER THAN 20 FEET, TRANSVERSE PLAN OF WEAKNESS JOINTS (WT) SHALL BE PLACED IN-LINE WITH EXISTING TRANSVERSE JOINTS , WORKING CRACKS, OR AT 15 FEET MAXIMUM AND 6 FEET MINIMUM SPACING.
10. EXISTING CONCRETE PAVEMENTS WITH HMA SURFACE REQUIRING SAW-CUTTING FOR REMOVAL SHALL HAVE THE SAW CUTS EXTEND COMPLETELY THRU THE CONCRETE PAVEMENT. SAWED OVER-CUTS OCCURRING IN ADJACENT SLAB GUTTER OR SHOULDER, WHICH WILL REMAIN IN PLACE, SHALL BE SEALED.

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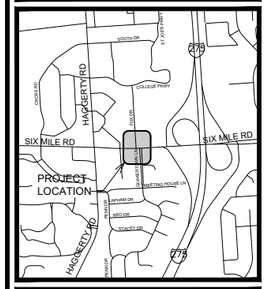

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

PROJECT DETAILS

HRC JOB NO.	SCALE
20230293	NOT TO SCALE
DATE	SHEET NO.
January 2024	11 of 24

V:\20230220230293\C\Sheets\dt01_Fox.dwg
Elias, Johnny

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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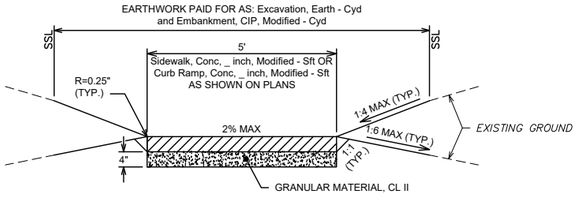
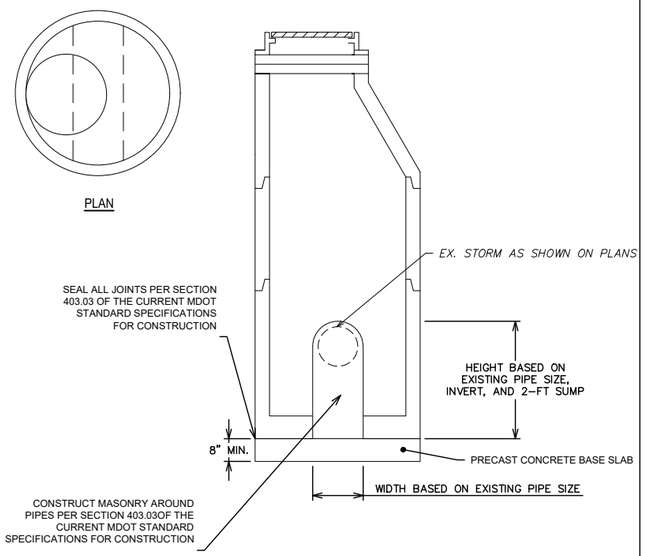


SIDEWALK DETAIL

NO SCALE

NOTES:

1. SIDEWALKS SHALL BE DIVIDED INTO UNIT AREAS APPROXIMATELY SQUARE, OR NOT MORE THAN 36 NOR LESS THAN 16 SQUARE FEET.
2. 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.
3. SUB-BASE SHALL CONSIST OF POROUS BACKFILL M.D.O.T. CLASS II. SUB-BASE WILL BE CONSIDERED AS INCIDENTAL TO CONSTRUCTION OF CONCRETE SIDEWALK.
4. SLOPE OF SIDEWALK TO SLOPE TOWARD THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.

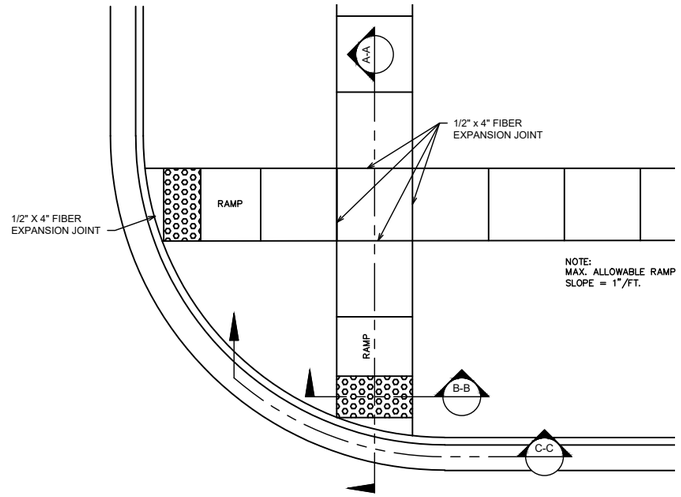


DR STRUCTURE, 48 INCH DIA, MODIFIED DETAIL

NOT TO SCALE

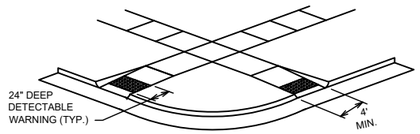
NOTES:

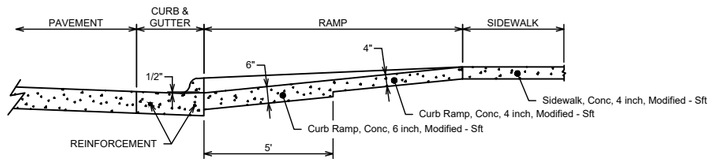
1. PRECAST CONCRETE DRAINAGE STRUCTURE SHALL BE IN ACCORDANCE WITH THE CURRENT MDOT STANDARD SPECIFICATION FOR CONSTRUCTION AND THE CURRENT MDOT STANDARD PLAN R-1-G. EXCEPT AS SHOWN IN DETAIL.
2. ALL MATERIAL IN DETAIL SHALL BE INCLUDED IN COST OF - Dr Structure, 48 inch dia, Modified - Ea



PLAN VIEW

NO SCALE





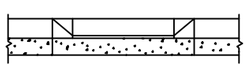
SECTION A-A

NO SCALE



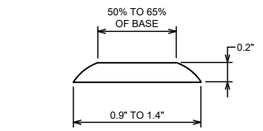
SECTION B-B

NO SCALE



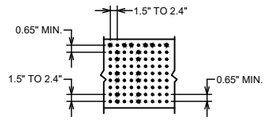
SECTION C-C

NO SCALE



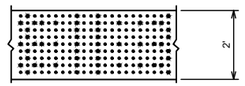
DOME SECTION

NO SCALE



DOME SPACING

NO SCALE



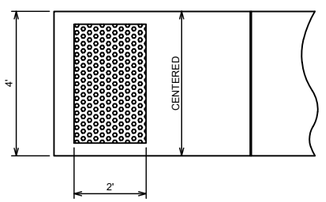
DOME ALIGNMENT

NO SCALE

* COLOR OF DOME SHALL CONTRAST
THE CONCRETE COLOR

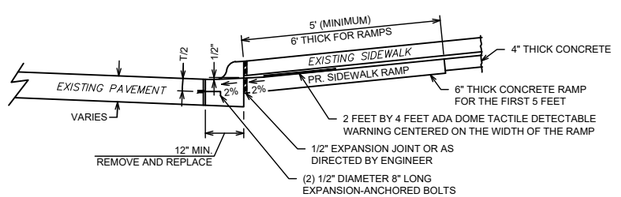
DETECTABLE WARNING DETAILS

NO SCALE



PLAN VIEW

NO SCALE



CURB REMOVAL AND REPLACEMENT DETAIL FOR SIDEWALK RAMP

NO SCALE

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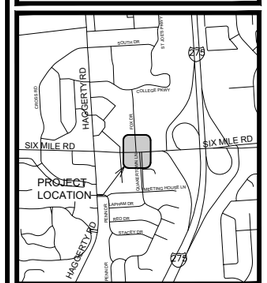

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

PROJECT DETAILS

HRC JOB NO. 20230293	SCALE NOT TO SCALE
DATE February 2024	SHEET NO. 12 of 24

V:\2023\20230293\C\Sheets\st02_Fox.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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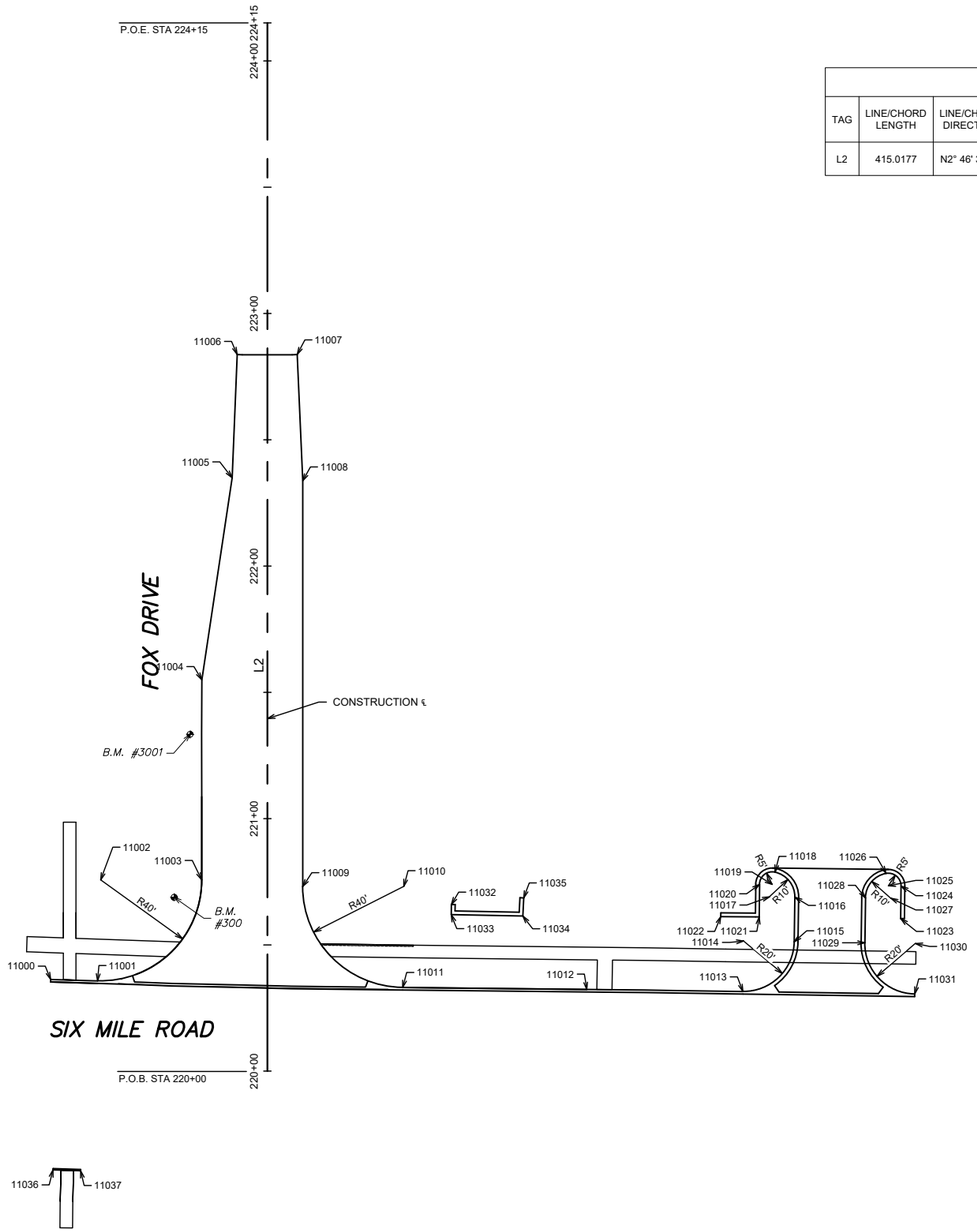

N

BENCHMARK		
BM. #	DESCRIPTION	ELEV.
300	E RIM ST MANHOLE @ NW CORNER OF 6 MILE AND FOX DRIVE.	739.22

CONSTRUCTION CENTERLINE LAYOUT

TAG	LINE/CHORD LENGTH	LINE/CHORD DIRECTION	MID ORDINATE	RADIUS	DELTA	PI NORTHING EASTING	START STATION	START NORTHING EASTING	END STATION	END NORTHING EASTING
L2	415.0177	N2° 46' 31"W					220+00	N:333237.6091 E:13376552.3039	224+15	N:333652.1401 E:13376532.2095

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DESIGNED	JE
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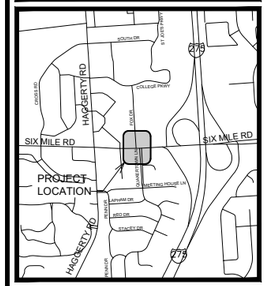
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

QUAKERTOWN LANE
HORIZONTAL CONTROL

HRC JOB NO.	SCALE
20230293	1" = 30'
DATE	SHEET NO.
February 2024	13 of 24

v:\20230293\20230293\C\Sheets\hs02_Fox.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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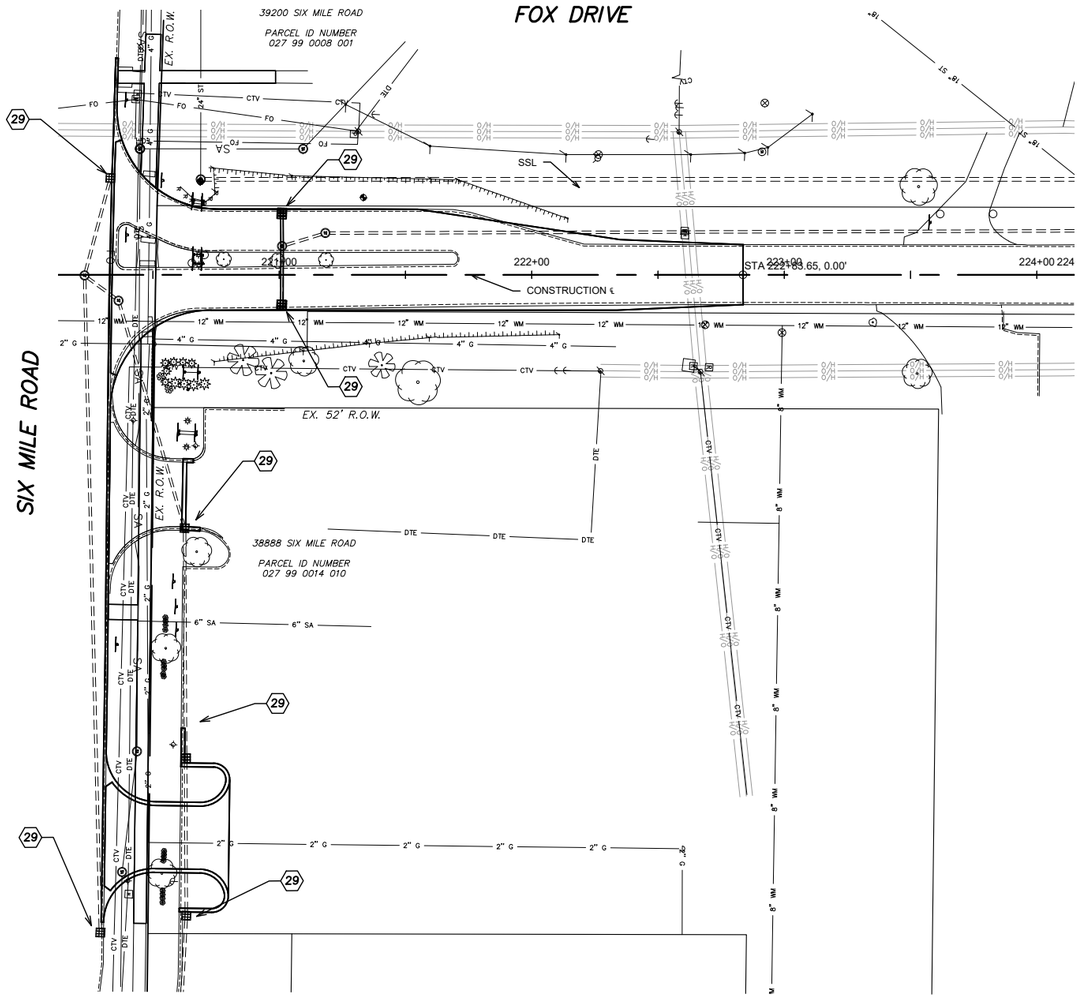
Elias, Johnny



SESC NOTES

GENERAL NOTES

1. ALL SOIL EROSION AND SEDIMENTATION CONTROL (SESC) ITEMS SHALL BE IN ACCORDANCE WITH MDOT 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE MDOT SOIL EROSION AND SEDIMENTATION CONTROL MANUAL. IN ADDITION, THE CONTRACTOR SHALL FOLLOW ANY LOCAL SESC RULES AND REGULATIONS.
2. SEDIMENTATION FROM EROSIONS OF THE WORK SITE SHALL BE CONTAINED ON SITE AND NOT ALLOWED TO COLLECT IN ANY ADJACENT AREAS OR IN WATERWAYS. WATERWAYS INCLUDE BOTH NATURAL AND MAN-MADE OPEN DITCHES, STREAMS, STORM DRAINS, LAKES, PONDS AND WETLANDS. THE CONTRACTOR SHALL CONDUCT WORK IN A MANNER SUCH THAT ALL SOIL, FUELS, OILS, BITUMINOUS MATERIALS, CHEMICALS, SANITARY SEWAGE, AND OTHER HARMFUL MATERIALS, RESULTING FROM THE CONSTRUCTION OF THE PROJECT, ARE CONFINED WITHIN PROJECT LIMITS AND PREVENTED FROM ENTERING WATERCOURSES, RIVERS, LAKES, RESERVOIRS, OR GROUND WATER.
3. STAGE THE WORK AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER TO ENSURE PROGRESSIVE STABILIZATION OF DISTURBED EARTH. THE CONTRACTOR SHALL PRESERVE NATURAL VEGETATION AS MUCH AS POSSIBLE AND CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO MINIMIZE THE AREAS LEFT BARREN DURING CONSTRUCTION. THE CONTRACTOR WILL ONLY BE ALLOWED TO DISTURB ONLY THOSE AREAS ABSOLUTELY REQUIRED FOR THE CONSTRUCTION OF THE PROJECT THAT ARE WITHIN THE GRADING LIMITS. AREAS OUT SIDE THE GRADING LIMITS MUST BE RESTORED AND WILL NOT BE PAID FOR SEPARATELY.
4. THE CONTRACTOR SHALL INSPECT SESC MEASURES DAILY TO ENSURE THEIR EFFECTIVENESS AND WHEN NECESSARY, IMMEDIATELY REPAIR OR INSTALL ADDITIONAL CONTROLS. THE CONTRACTOR SHALL REMOVE SEDIMENT COLLECTED IN CULVERTS AND SUMPS OF ALL DRAINAGE STRUCTURES CONSTRUCTED WITH THE PROJECT WHEN SUCH SEDIMENT EXCEEDS HALF OF THE SUMP DEPTH OR CULVERT DIAMETER. THE ENGINEER WILL INSPECT CULVERTS, SUMPS, AND ALL SESC ITEMS AFTER STORMS AND DIRECT THE CONTRACTOR TO CLEAN OUT CULVERTS, SUMPS, AND ALL SESC ITEMS. CLEARING CULVERTS AND SUMPS FOR SEDIMENTATION CONTROL IS CONSIDERED MAINTENANCE AND WILL NOT BE PAID FOR SEPARATELY.
5. ALL TEMPORARY SESC DEVICES SHALL BE PERIODICALLY MAINTAINED AND CLEANED OF ALL ACCUMULATED SEDIMENT TO ENSURE THEY REMAIN OPERATIONAL UNTIL ALL DISRUPTED AREAS ARE PERMANENTLY STABILIZED, AT WHICH TIME, THEY SHALL BE REMOVED.
6. PERMANENT SESC MEASURES FOR ANY DISTURBED AREA SHALL BE COMPLETED WITHIN FIVE DAYS AFTER FINAL GRADING OF THE SECTION OR ANY PORTION THEREOF. THE CONTRACTOR WILL MAINTAIN AND REPAIR PERMANENT RESTORATION ITEMS UNTIL FINAL ROAD ACCEPTANCE.
7. ALL AREAS TEMPORARILY STABILIZED DURING THE NON-GROWING SEASON SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING THE COMMENCEMENT OF THE NEXT PLANTING SEASON. ALL STRAW OR HAY MULCH SHALL BE REMOVED OR DEEPLY INCORPORATED INTO THE SOIL BEFORE PROVIDING PERMANENT STABILIZATION. DORMANT SEEDING IS ALSO RECOMMENDED FOR EARLY SPRING GROWTH.
8. IN ADDITION TO SESC MEASURES, CONSTRUCT BARRIERS TO PROTECT CRITICAL EROSION AREAS AND TO PREVENT UNWANTED ACCESS BY VEHICLES, EQUIPMENT, AND PEDESTRIANS. POTENTIAL AREAS THAT MAY NEED BARRIERS ARE HIGHLY ERODIBLE AREAS SUCH AS, TREE CANOPIES, SEDIMENT AND RETENTION PONDS, COFFERDAMS, BARREN LAND, AND SLOPES GREATER THAN 1:3.
9. IF RUNOFF OCCURS FROM SOIL STOCKPILES, SEDIMENT CONTROL FENCING WILL BE PLACED AT THE BASE OF THE STOCKPILE TO RETAIN SOIL, OR AS DIRECTED BY THE ENGINEER.
10. MINIMIZE DUST AND THE TRACKING OF LOOSE MATERIALS FROM THE CONSTRUCTION WORK SITE ONTO PUBLIC ROADWAYS AND INTO THE WATERS OF THE STATE. ANY MATERIALS TRACKED ONTO PUBLIC ROADWAYS SHALL BE REMOVED AS SOON AS POSSIBLE AS FOLLOWED AND PAID FOR IN THE PAVEMENT CLEANING SPECIAL PROVISION.
11. TURF ESTABLISHMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AS SPECIFIED IN THE TURF ESTABLISHMENT SPECIAL PROVISION.
12. FOR FINAL PROJECT ACCEPTANCE AND SESC PERMIT CLOSING, THE REMOVAL OF TEMPORARY SESC MEASURES, CONSTRUCTION OF PERMANENT SESC MEASURES, AND 90 PERCENT VEGETATIVE GROWTH ON DISTURBED AREAS ARE REQUIRED. IN ADDITION, PAVEMENT, DITCHES, GUTTERS, CATCH BASINS, AND STORM SEWERS MUST BE FREE OF ACCUMULATED SEDIMENT.
13. MEASUREMENT AND PAYMENT:
    A. PAYMENT FOR THE SESC ITEMS WILL INCLUDE FURNISHING, PLACING, MAINTAINING AND REMOVING THESE ITEMS AS REQUIRED, IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS OR AS SPECIFIED. MAINTENANCE OR REMOVAL OF THE TEMPORARY SESC ITEMS WILL NOT BE PAID FOR SEPARATELY.
    B. REMOVAL AND DISPOSAL OF ACCUMULATED SEDIMENT OR DEBRIS WILL NOT BE PAID FOR SEPARATELY.
    C. THE COST OF PROJECT CLEANUP IS INCLUDED IN THE CONTRACT UNIT PRICES FOR OTHER RELEVANT PAY ITEMS.

TYPICAL CONSTRUCTION SEQUENCE

1. REMOVE STUMPS AND CLEAR PRIOR TO INSTALLING SESC ITEMS, IF APPLICABLE.
2. PRIOR TO GRUBBING, STRIPPING TOP SURFACE, EARTH EXCAVATION, OR GRADING, ALL SESC ITEMS MUST BE IN PLACES SHOWN ON THE PLANS. THEY INCLUDE BUT NOT LIMITED TO THE FOLLOWING.
    A. INSTALL GEOTEXTILE SILT FENCE TO PROTECT LAKES, WETLANDS, RIVERS, DITCHES, LOW LANDS AND AREAS DISTURBED.
    B. WHERE PRACTICAL, PROTECT DISTURBED AREAS WITH TEMPORARY OR PERMANENT VEGETATIVE COVER.
    C. PROTECT EXISTING AND NEW CATCH BASINS AND INLETS WITH APPROVED INLET FILTER PROTECTION. WHEN CLOGGING OCCURS, THE CONTRACTOR WILL CLEAN FILTER AND INSTALL NEW ONES AS NEEDED.
3. IMMEDIATELY AFTER INSTALLING STORM SEWER; INSTALL FABRIC DROPS AT INLETS AND CATCH BASINS, AND RIP RAP AT END SECTION OUTFALLS AS SHOWN ON THE PLANS.
4. CLEAR ALL ACCUMULATED SILT AND SEDIMENT PERIODICALLY AND AFTER STORM EVENTS TO MAINTAIN THE EFFECTIVENESS OF THE CONTROL MEASURES.

CONSTRUCTION QUANTITIES		
PAY ITEM	QTY	UNIT
Erosion Control, Inlet Protection, Fabric Drop	7	Ea

LEGEND

INLET PROTECTION (29)

SLOPE STAKE LINE (SSL)

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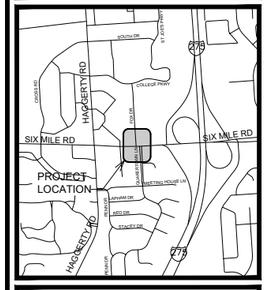

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

SOIL EROSION AND SEDIMENTATION CONTROL
FOX DRIVE
P.O.B. TO P.O.E.

HRC JOB NO.	SCALE
20230293	1" = 30'
DATE	SHEET NO.
February 2024	14 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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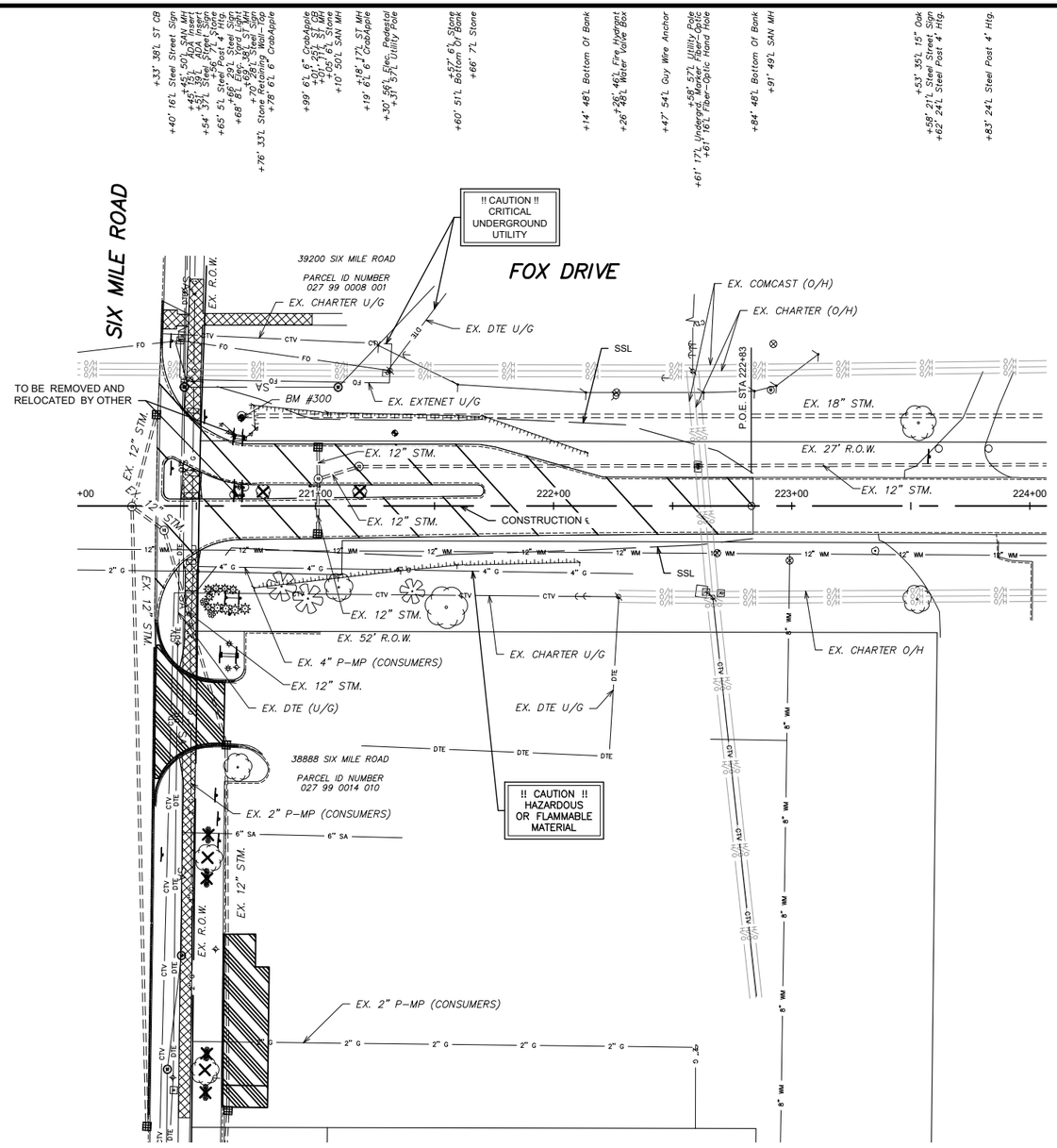

BENCHMARK		
BM. #	DESCRIPTION	ELEV.
300	E RIM ST MANHOLE @ NW CORNER OF 6 MILE AND FOX DRIVE.	739.22

REMOVAL QUANTITIES - FOX DR		
PAY ITEM	QTY	UNIT
Tree, Rem, 6 inch to 18 inch	3	Ea
Curb , Rem	22	Ft
Masonry and Conc Structure, Rem	1	Cyd
Pavt, Rem	284	Syd
Sidewalk, Rem	21	Syd
Excavation, Earth	325	Cyd

DRIVEWAY REMOVAL QUANTITIES - THIS SHEET (FOR INFORMATION ONLY)		
DRIVE/ APPROACH	GRADING LIMITS*	HMA Surface, Rem
		Syd
	EX CURB	253

*GRADING LIMITS MEASURED FROM CONSTRUCTION CENTERLINE

LEGEND

- Pavt Repr, Remove, Patching
- Sidewalk, Rem
- HMA, Surface, Rem
- Curb, Rem
- (R) REMOVALS
- TREE/SHRUB/STUMP REMOVAL
- SLOPE STAKE LINE (SSL)

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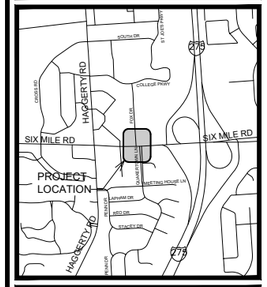

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

REMOVAL PLAN
FOX DRIVE
P.O.B. TO P.O.E.

HRC JOB NO.	SCALE
20230293	1" = 30'
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February 2024	15 of 24

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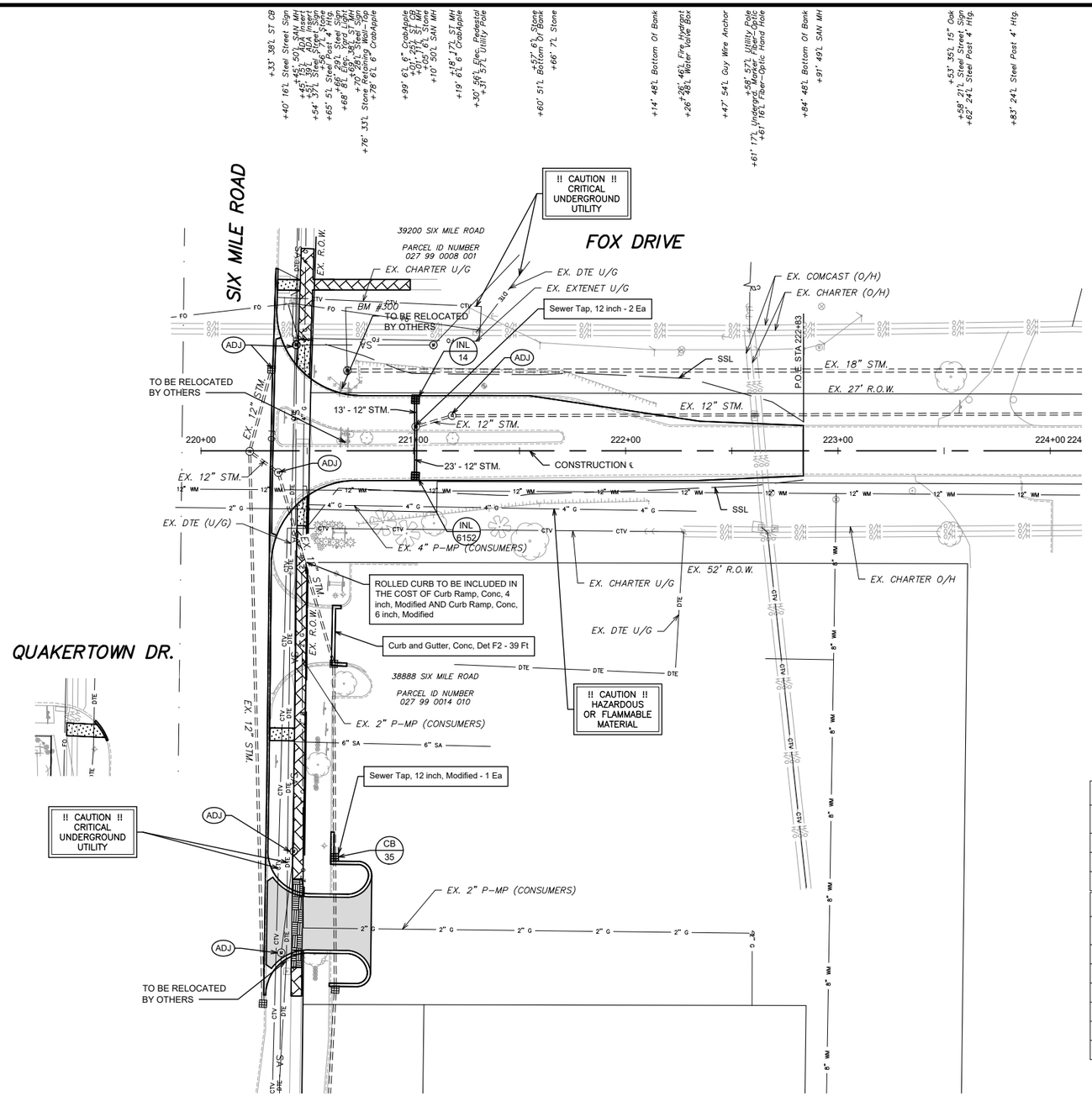

BENCHMARK		
BM. #	DESCRIPTION	ELEV.
300	E RIM ST MANHOLE @ NW CORNER OF 6 MILE AND FOX DRIVE.	739.22

CONSTRUCTION QUANTITIES		
PAY ITEM	QTY	UNIT
Exploratory Investigation, Vertical	25	Ft
Embankment, CIP, Modified	120	Cyd
Aggregate Base, 6 inch, Modified	54	Syd
Aggregate Base, 8 inch, Modified	1125	Syd
Aggregate Base, 9 inch, Modified	235	Syd
Sewer Tap, 12 Inch	1	Ea
Video Taping Sewer and Culv Pipe	36	Ft
Sewer, Cl IV, 12 inch, Tr Det B, Modified	36	Ft
Dr Structure, Tap, 12 inch	3	Ea
Dr Structure Cover, Adj	3	Ea
San Structure Cover, Adj	3	Ea
Inlet A, Cover (S)	2	Ea
Dr Structure, 48 inch dia, Cover (S), Modified	1	Ea
Underdrain, Subgrade, Open-Graded, 6 inch, Special	672	Ft
Misc HMA, Hand Patching	10	Ton
Misc HMA Approach	60	Ton
Conc Pavt with Integral Curb, Nonreinf, 7 inch	1070	Syd
Curb Detail C, Spec	141	Ft
Curb Detail B, Spec	189	Ft
Curb and Gutter, Conc, Det F2	203	Ft
Detectable Warning Surface	15	Ft
Curb Ramp Opening, Conc	44	Ft
Sidewalk, Conc, 4 inch, Modified	1383	Sft
Sidewalk, Conc, 8 inch, Modified	220	Sft
Curb Ramp, Conc, 4 inch, Modified	168	Sft
Curb Ramp, Conc, 6 inch, Modified	182	Sft
Sodding, Modified	1050	Syd

STRUCTURE SCHEDULE				
STR. NO.	STATION/ OFFSET	STR. DIA.	STR. TYPE	COVER TYPE
14	221+01, 25' L	2'	INL	S
15	221+01, 12' R	2'	INL	S
35	220+63, 192' R	4'	CB	S

STRUCTURE ADJUST					
TYPE	OWNER	STATION OFFSET	EX. RIM	PR. RIM	COVER
STM	DPW	220+36, 10' R	733.90	734.03	EX
SAN	DPW	220+38, 236' R	733.06	732.00	EX
SAN	DPW	220+44, 189' R	734.83	732.97	EX
SAN	DPW	220+45, 50' L	735.87	735.23	EX
STM	DPW	221+01, 11' L	736.09	735.97	EX
STM	DPW	221+18, 17' L	736.46	736.31	EX

DRIVEWAY CONSTRUCTION QUANTITIES - THIS SHEET (FOR INFORMATION ONLY)					
DRIVE/ APPROACH	GRADING LIMITS*	PROPOSED GRADE - BEFORE WALK (IS PRESENT)	PROPOSED GRADE - AFTER WALK	Misc HMA Approach	Agg Base, 9 inch, Modified
				Ton	Syd
	EX CURB	5.69%	8.69%	60	235

*GRADING LIMITS MEASURED FROM CURB LINE

LEGEND

- MAINLINE PAVING
- Misc HMA Approach
- Sidewalk, Conc, 8 inch, Modified
- Sidewalk, Conc, 4 inch, Modified
- Curb Ramp
- (ADJ) ADJUST STRUCTURE
- SLOPE STAKE LINE (SSL)

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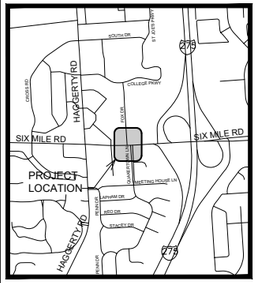

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SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

CONSTRUCTION PLAN
FOX DRIVE
P.O.B. TO P.O.E.

HRC JOB NO.	SCALE
20230293	1" = 30'
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February 2024	16 of 24

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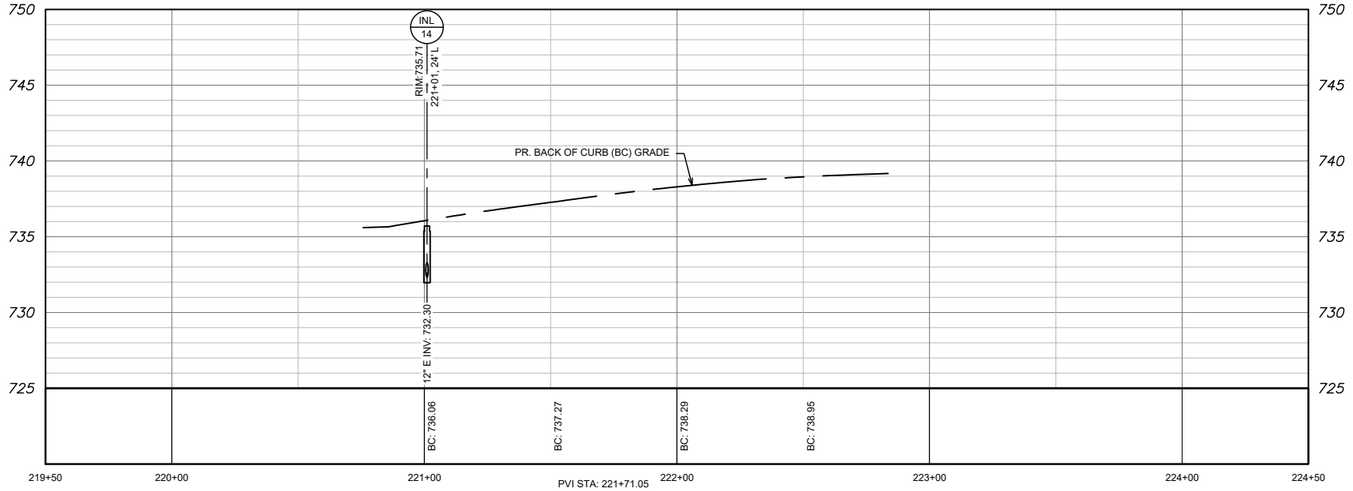

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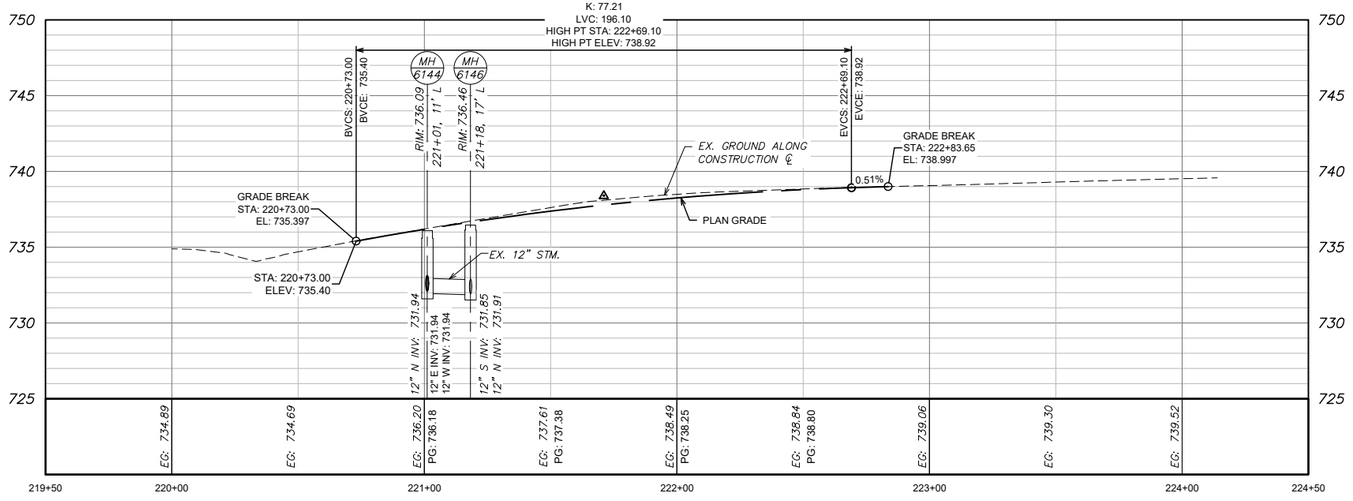

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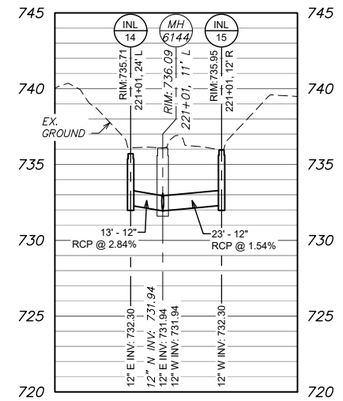
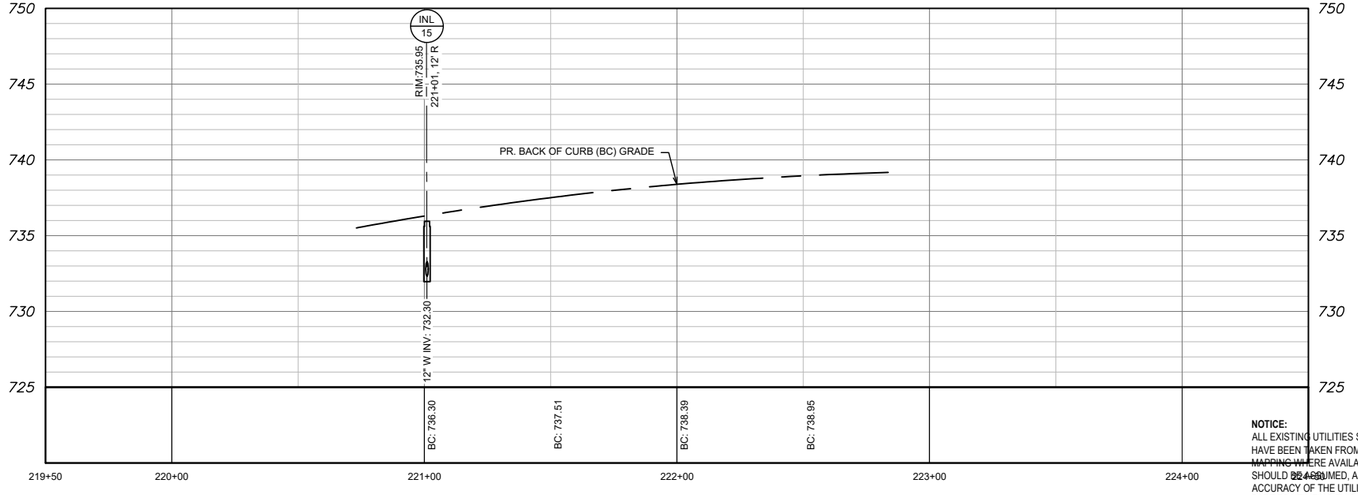


LATERAL
STA. 221+01



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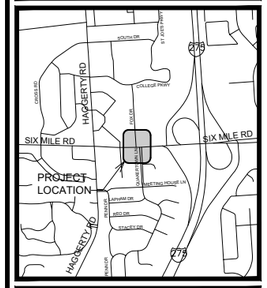

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SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

CONSTRUCTION PROFILE
FOX DRIVE
P.O.B. TO P.O.E.

HRC JOB NO.	SCALE
20230293	1" = 30'
DATE: January 2024	SHEET NO.: 17 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)

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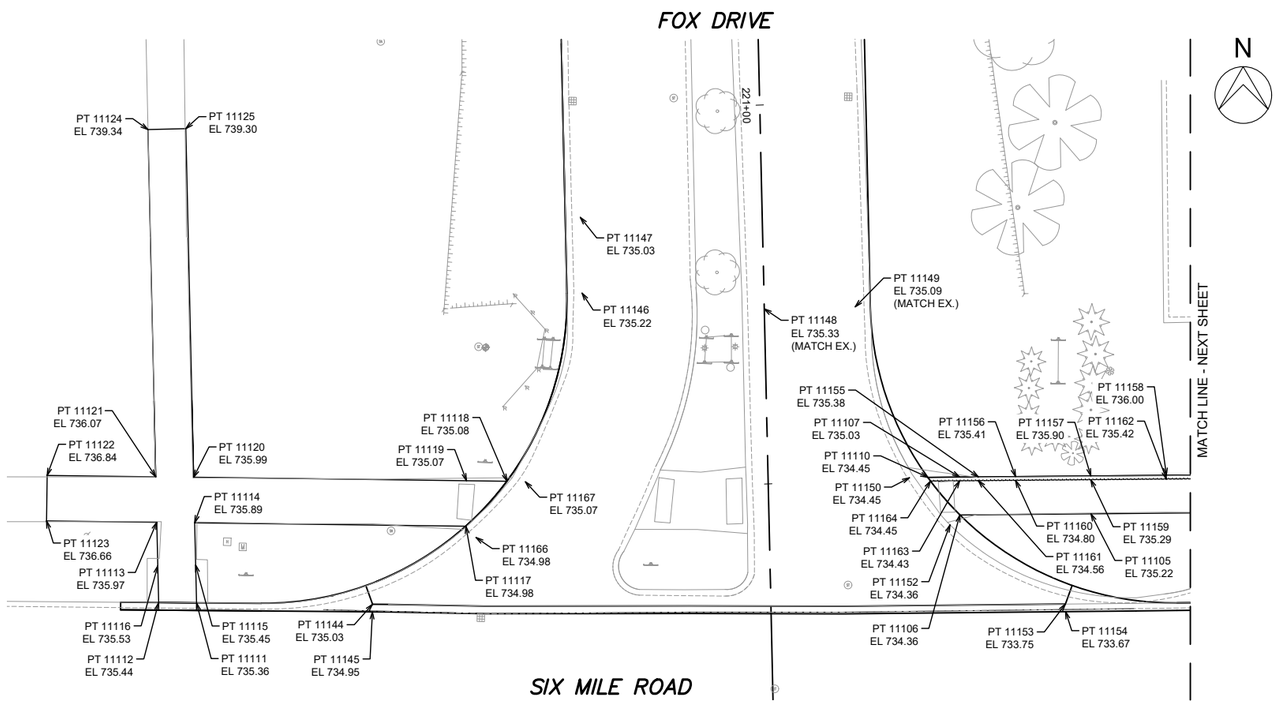

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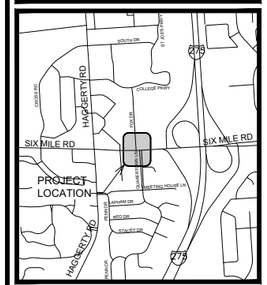

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CITY OF LIVONIA

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DETAILED GRADES

HRC JOB NO.	SCALE
20230293	1" = 10'
DATE	SHEET NO.
January 2024	18 of 24

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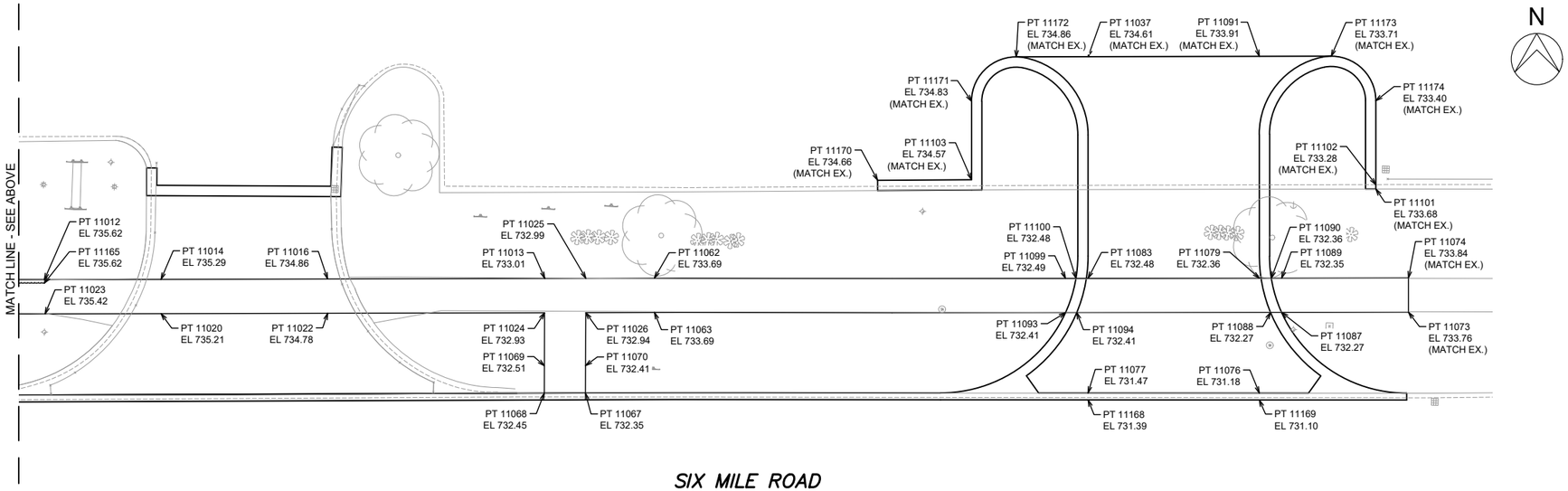
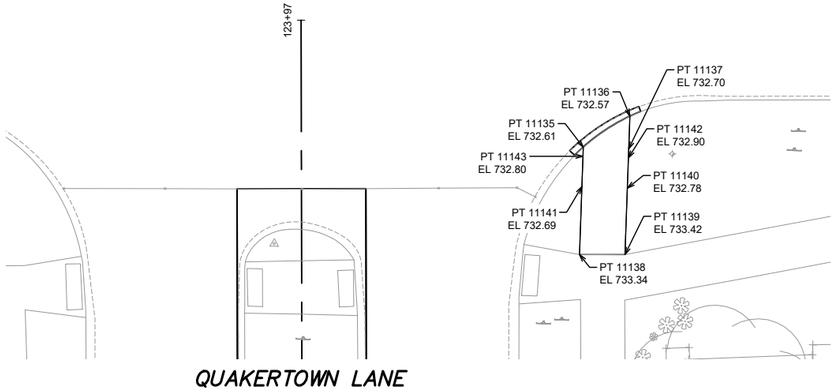


SIX MILE ROAD



QUAKERTOWN LANE

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY

811 Know what's below. Call before you dig. CALL811.COM

CALL MISS DIG 72 HOURS (3 WORKING DAYS) BEFORE YOU DIG **1-800-482-7171** or **811** (TOLL FREE)

Schoolcraft College®

CITY OF LIVONIA

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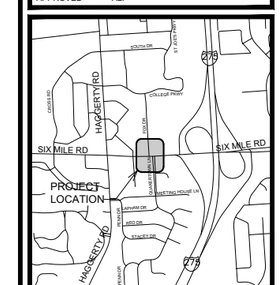
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW

DESIGNED	JE
DRAWN	KJB/IMN
CHECKED	ALP
APPROVED	ALP



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

DETAILED GRADES

HRC JOB NO.	SCALE
20230293	1" = 10'
DATE	SHEET NO.
January 2024	19 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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Elias, Johnny

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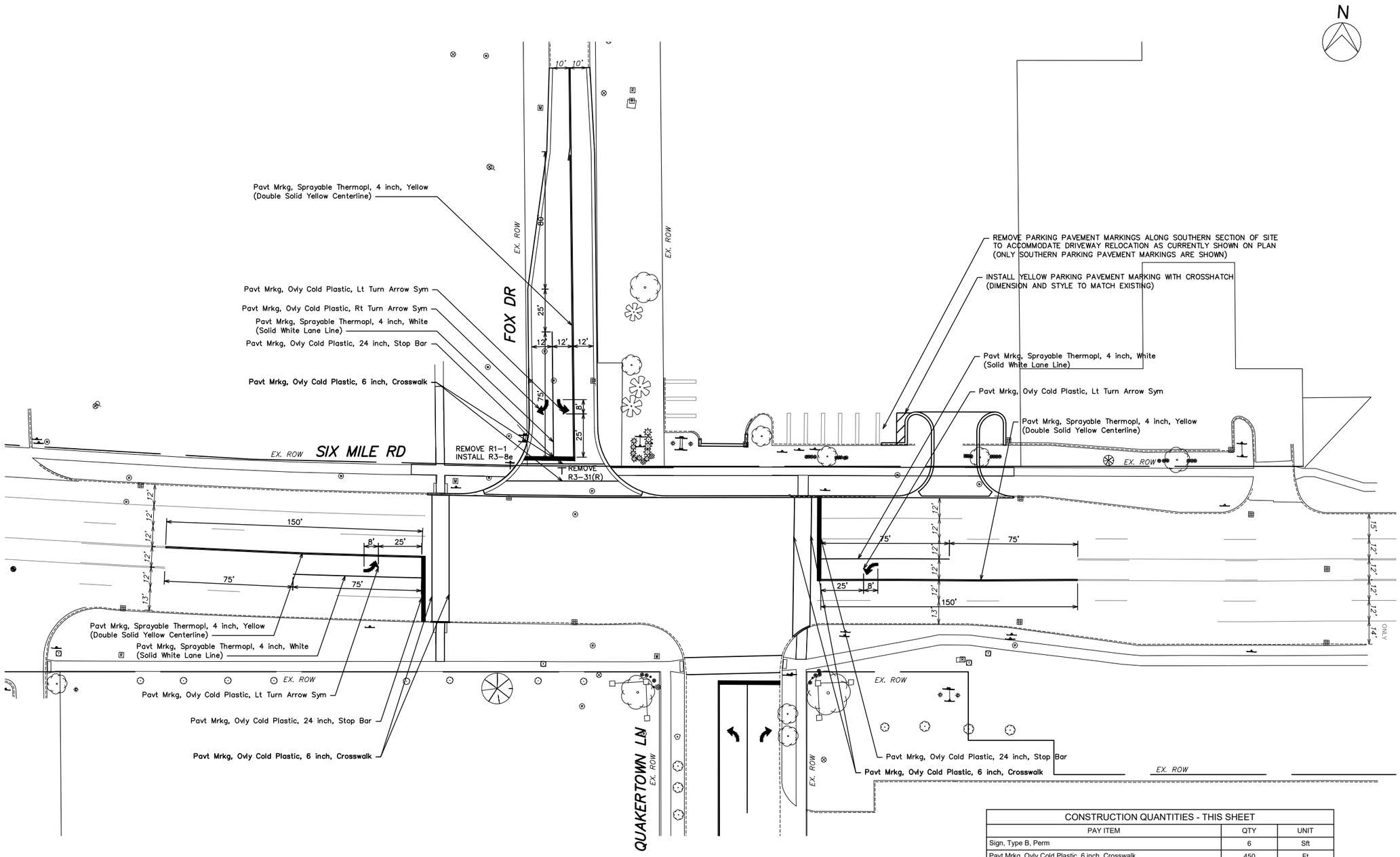
Elias, Johnny



PERMANENT SIGNING SUMMARY					
SIGN CODE	LEGEND	SIZE (IN x IN)	QTY	AREA (FT2)	NO. OF POST
R3-8e	LEFT ONLY, RIGHT ONLY	36 x 24	1	6	1

CONSTRUCTION QUANTITIES - THIS SHEET		
PAY ITEM	QTY	UNIT
Sign, Type B, Perm	6	Sft
Pavt Mrkg, Ovly Cold Plastic, 6 inch, Crosswalk	450	Ft
Pavt Mrkg, Ovly Cold Plastic, 24 inch, Stop Bar	130	Ft
Pavt Mrkg, Ovly Cold Plastic, Lt Turn Arrow Sym	3	Ea
Pavt Mrkg, Ovly Cold Plastic, Rt Turn Arrow Sym	1	Ea
Pavt Mrkg, Sprayable Thermopl, 4 inch, White	225	Ft
Pavt Mrkg, Sprayable Thermopl, 4 inch, Yellow	1100	Ft
Rem Curing Compound, for Longit Mrkg, 4 inch	2000	Ft

NOTES:
1. RETAIN ALL EXISTING TRAFFIC SIGNS NOT SHOWN ON PLAN.
2. ALL NEW SIGNS WILL BE PAID AS THE "Sign, Type B, Perm" PAY ITEM. THIS PAY ITEM INCLUDES THE NEW SIGN LEGEND AND SIGN POSTS. REMOVAL OF EXISTING SIGNS AND POSTS SHALL BE INCLUDED IN THE COST OF NEW SIGN INSTALLATION.
3. REPLACE ALL PAVEMENT MARKINGS DISTURBED DURING CONSTRUCTION.
4. QUAKERTOWN LN PAVEMENT MARKING AND PERMANENT SIGNING TO BE INSTALLED BY OTHERS. ALL WORK SHALL BE COORDINATED WITH CITY OF LIVONIA. CONTACT TODD ZILINCIK AT 734-466-2561 FOR PROJECT COORDINATION.

NOTICE:
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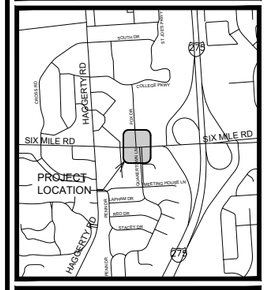

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

PAVEMENT MARKING AND PERMANENT SIGNING PLAN FOX DR

HRC JOB NO.	SCALE
20230293	1" = 30'
DATE	SHEET NO.
January 2024	20 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)
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Elias, Johnny

UTILITIES GENERAL NOTES

MISS DIG/UNDERGROUND UTILITY NOTIFICATION
FOR THE PROTECTION OF UNDERGROUND UTILITIES AND IN CONFORMANCE WITH PUBLIC ACT 174 OF 2013, THE CONTRACTOR SHALL CONTACT MISS DIG SYSTEM, INC. BY PHONE AT 811 OR 800-482-7171 OR VIA THE WEB AT EITHER ELOCATE.MISSDIG.ORG FOR SINGLE ADDRESS OR RTE.MISSDIG.ORG, A MINIMUM OF 3 BUSINESS DAYS PRIOR TO EXCAVATING, EXCLUDING WEEKENDS AND HOLIDAYS.

OUT OF SERVICE UTILITIES
IF PLAN INFORMATION INDICATES AN EXISTING UNDERGROUND UTILITY IS OR WILL BE OUT OF SERVICE WITHIN THE LIMITS OF THIS CONTRACT, THE CONTRACTOR IS CAUTIONED TO TREAT SUCH A LINE AS IF IT WERE STILL IN SERVICE AND NOTIFY "MISS DIG" WHEN WORKING IN THE AREA OF THE OUT OF SERVICE FACILITY.

EXISTING WATER MAINS AND SEWERS
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PROPERLY IDENTIFIED EXISTING WATER MAINS AND/OR EXISTING SEWERS DURING THE CONSTRUCTION OF THIS PROJECT.

SIGNAL GENERAL NOTES

MAINTAINING AGENCY CONTACT INFORMATION
WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES (DPS): 734-858-2780

NOTIFICATIONS TO MAINTAINING AGENCIES
CONTACT WAYNE COUNTY SEVEN WORKING DAYS PRIOR TO START OF CONSTRUCTION AND SEVEN WORKING DAYS PRIOR TO SIGNAL ACTIVATION.

CABINET SET UP AND CONTROLLER TIMING
CONTRACTOR SHALL DELIVER WHERE REQUIRED TO THE APPROPRIATE MAINTAINING AGENCY, THE T.S. CABINET AND CONTROLLER FOR SET UP AND TIMING. CONTRACTOR SHALL PICK-UP CABINET FROM THE APPROPRIATE MAINTAINING AGENCY WHEN READY FOR INSTALLATION.

TREE TRIMMING
ALL TREE TRIMMING REQUIRED TO CLEAR NEW OR SALVAGED STREET TRAFFIC SIGNAL POLES AND TRAFFIC SIGNAL UNITS SHALL BE INCLUDED IN THE PAY ITEM & NO EXTRA PAYMENT SHALL BE MADE.

FACILITIES NOT ON PLANS
EXISTING O.H. & T.S. FACILITIES ARE NOT NECESSARILY SHOWN ON PLANS.

CONTINUOUS TRAFFIC SIGNAL OPERATION
PROPOSED T.S. SHALL BE PUT INTO OPERATION AT TIME OF REMOVAL OF EXISTING T.S. FACILITIES. CONTRACTOR SHALL NOTIFY WAYNE COUNTY DPS IF UNABLE TO MAINTAIN T.S. IN AN OPERABLE CONDITION AT ALL TIMES.

UNDERGROUND UTILITY SEPARATION
A MINIMUM CLEARANCE OF 3'-6" HORIZONTAL & 1'-0" VERTICAL MUST BE MAINTAINED BETWEEN PROPOSED FACILITIES & EXISTING U.G. WATER FACILITIES.

SIGNAL EQUIPMENT DISPOSAL
DISPOSAL OF ALL TRAFFIC SIGNAL EQUIPMENT IS INCLUDED IN THE REMOVAL PAY ITEMS AND SHALL ALSO INCLUDE THE FOLLOWING:

- NOTIFICATION TO WAYNE COUNTY DPS THAT TRAFFIC SIGNAL EQUIPMENT IS BEING REMOVED.
- TEMPORARY STORAGE OF EQUIPMENT IN A DUMPSTER ON SITE (OR AS DIRECTED BY THE ENGINEER) ALLOWING WAYNE COUNTY DPS 48 HOURS TO SALVAGE ANY EQUIPMENT.
- PROPER DISPOSAL OF ANY EQUIPMENT CONTAINING ENVIRONMENTALLY SENSITIVE MATERIALS (MERCURY RELAY SWITCHES FOR EXAMPLE)
- DISABLING OR DESTRUCTION OF ALL REMAINING EQUIPMENT TO THE SATISFACTION OF THE ENGINEER SUCH THAT IT CANINOT BE REUSED OR RESOLD.
- PROPER DISPOSAL OF ALL REMAINING EQUIPMENT.

PLAN DEVIATIONS DURING CONSTRUCTION
NO CHANGES FROM PLANS IN LOCATION OF SUPPORTING STRUCTURES, SIGNAL HEAD PLACEMENT, OR TRAFFIC SIGNAL EQUIPMENT WILL BE ALLOWED WITHOUT PRIOR APPROVAL OF ENGINEER AND WAYNE COUNTY DPS.

POLE BAND CLAMP ACCEPTANCE
THE CURRENT BASIS OF ACCEPTANCE FOR THIS MATERIAL IS NOW PART OF THE MDOT QPL (QUALIFIED PRODUCT LIST). THIS CAN BE FOUND IN THE MATERIALS ACCEPTANCE REQUIREMENTS TABLE, PUBLISHED IN THE MQAP AND REPEATED FOR CONVENIENCE IN THE MATERIALS SOURCE GUIDE.

INNERDUCT
CONTRACTOR MUST INSTALL A CONTINUOUS FLEXIBLE NON-METALLIC TUBING (INNERDUCT) FOR LOW VOLTAGE COMMUNICATION TYPE CABLE FROM THE DEVICE TO THE CONTROLLER CABINET. INNERDUCT IS NOT REQUIRED IF COMMUNICATION CABLE IS 600V RATED.

SIGNAL HEAD LANDING POINT
ENSURE EACH TRAFFIC SIGNAL HEAD ASSEMBLY HAS ITS OWN LANDING POINT WITH ALL NEUTRALS CONNECTED TOGETHER WITH A METAL TYPE JUMPER.

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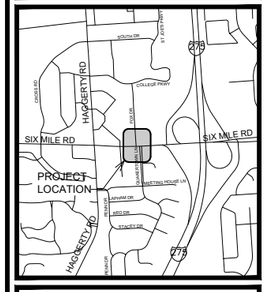

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TRAFFIC SIGNAL NOTE SHEET

HRC JOB NO. 20230293	SCALE N.T.S.
DATE February 2024	SHEET NO. 21 of 24

ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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ELECTRICAL

- CONTROLLER CABINET–PAD MOUNTED
- HANDHOLE
- MANHOLE
- POLE UTILITY–EXISTING
- POLE UTILITY
- TRANSFORMER–PAD MOUNTED
- TRANSFORMER–POLE MOUNTED
- E — CABLE
- E — CABLE–TO BE REMOVED
- O/H — CABLE OVERHEAD
- O/H — CABLE OVERHEAD–TO BE REMOVED
- PVC — CABLE IN CONDUIT
- PVC — CABLE IN CONDUIT–TO BE REMOVED
- CABLE IN CONDUIT–DIRECTIONAL BORE

CABLING / WIRING DIAGRAM

- CIRCUIT BREAKER
- COILED WIRE
- FUSE
- FUSE SWITCH
- GROUND
- ILLUMINATED CASE SIGN
- METER
- SERVICE DISCONNECT
- SIGNAL HEAD

ARCHITECTURAL

- EXIT SIGN WITH EMERGENCY LIGHT
- LIGHT RECESSED FIXTURE
- MOTOR
- OUTLET BOX
- OUTLET SINGLE
- OUTLET TELEPHONE
- SERVICE DISCONNECT
- SERVICE METER
- SWITCH
- S_3 SWITCH THREE WAY
- WALL BRACKET FIXTURE

LIGHTING

- CONTROL PANEL–EXISTING
- CONTROL PANEL
- R&S LIGHT STANDARD EXISTING– TO BE REMOVED & SALVAGED
- LIGHT STANDARD DOUBLE ARM–EXISTING
- LIGHT STANDARD DOUBLE ARM
- LIGHT STANDARD POST TOP–EXISTING
- LIGHT STANDARD POST TOP
- LIGHT STANDARD SINGLE ARM–EXISTING
- LIGHT STANDARD SINGLE ARM
- LIGHT POLE–TEMPORARY
- LUMINAIRE WALL MOUNTED UNDERBRIDGE–EXISTING
- LUMINAIRE WALL MOUNTED UNDERBRIDGE
- T_ TOWER LIGHTING UNIT–EXISTING
- T_ TOWER LIGHTING UNIT

ITS / SIGNALS

- DYNAMIC MESSAGE SIGN–EXISTING
- DYNAMIC MESSAGE SIGN
- ENVIRONMENTAL SENSOR STATION SITE
- FIBER OPTIC SPLICE CABINET
- HANDHOLE, ROUND, 3 FOOT DIAMETER
- HANDHOLE, ROUND, COMMUNICATIONS
- HANDHOLE, ROUND, ELECTRIC
- HANDHOLE, TYPE D
- ITS CABINET–EXISTING
- ITS CABINET
- MICROWAVE VEHICLE DETECTION SYSTEM–EXISTING
- MICROWAVE VEHICLE DETECTION SYSTEM
- MICROWAVE VEHICLE DETECTION SYSTEM ZONE COVERAGE–EXISTING
- MICROWAVE VEHICLE DETECTION SYSTEM ZONE COVERAGE
- SPUN CONCRETE POLE–EXISTING
- SPUN CONCRETE POLE
- SURVEILLANCE SYSTEM–EXISTING
- SURVEILLANCE SYSTEM
- WIRELESS LINK–EXISTING
- WIRELESS LINK
- COMMUNICATIONS CABLE IN CONDUIT
- COMMUNICATIONS CABLE IN CONDUIT–TO BE REMOVED

- ANTENNA
- CASE SIGN (1–WAY OR 2–WAY)
- CASE SIGN (4–WAY)
- DEDICATED SHORT RANGE COMMUNICATIONS
- CONTROLLER CABINET–POLE MOUNTED
- CONTROL EMERGENCY PREEMPTION OPTICOM
- DILEMMA ZONE DETECTION
- GLOBAL POSITIONING SYSTEM MODULE
- GUY ANCHOR
- PEDESTRIAN PEDESTAL
- PEDESTRIAN PUSHBUTTON
- POLE MAST ARM (LENGTH VARIES)–EXISTING
- POLE MAST ARM (LENGTH VARIES)
- POLE STRAIN
- ROAD SIGN W/FLASHING SIGN OPTICAL (1–WAY)
- SIGNAL HANDHOLE–POLYMER CONCRETE
- SIGNAL HANDHOLE–2 FOOT ROUND
- SIGNAL HANDHOLE–3 FOOT ROUND
- SIGNAL HANDHOLE–2 FOOT SQUARE
- SIGNAL HANDHOLE–4 FOOT SQUARE
- SIGNAL HEAD PEDESTRIAN–EXISTING
- SIGNAL HEAD PEDESTRIAN 1–WAY
- SIGNAL HEAD PEDESTRIAN 2–WAY
- SIGNAL HEAD VEHICLE 1–WAY–EXISTING
- SIGNAL HEAD VEHICLE 2–WAY–EXISTING
- SIGNAL HEAD VEHICLE 3–WAY–EXISTING
- SIGNAL HEAD VEHICLE 4–WAY–EXISTING
- SIGNAL HEAD VEHICLE 1–WAY
- SIGNAL HEAD VEHICLE 2–WAY
- SIGNAL HEAD VEHICLE 3–WAY
- SIGNAL HEAD VEHICLE 4–WAY
- SIGNAL HEAD VEHICLE BAGGED
- SIGNAL HEAD VEHICLE PROGRAMMABLE
- VEHICLE DETECTION CAMERA
- VEHICLE DETECTION CAMERA–HEMISPHERICAL
- VEHICLE DETECTION LOOP
- VEHICLE DETECTION–RADAR
- WIRELESS VEHICLE DETECTION RADIO RECEIVER
- WIRELESS VEHICLE DETECTION RADIO REPEATER
- WIRELESS VEHICLE DETECTION SENSOR–EXISTING
- WIRELESS VEHICLE DETECTION SENSOR
- OPTICOM TYPE DEVICE

NOTE:

EXISTING ITEMS ARE REPRESENTED BY THIN LINE WEIGHTS.
PROPOSED ITEMS ARE REPRESENTED BY HEAVIER LINE WEIGHTS.

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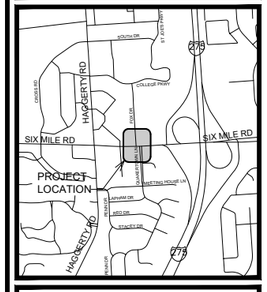

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TRAFFIC SIGNAL LEGEND SHEET

HRC JOB NO. 20230293	SCALE N.T.S.
DATE December 2023	SHEET NO. 22 of 24

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Elias, Johnny
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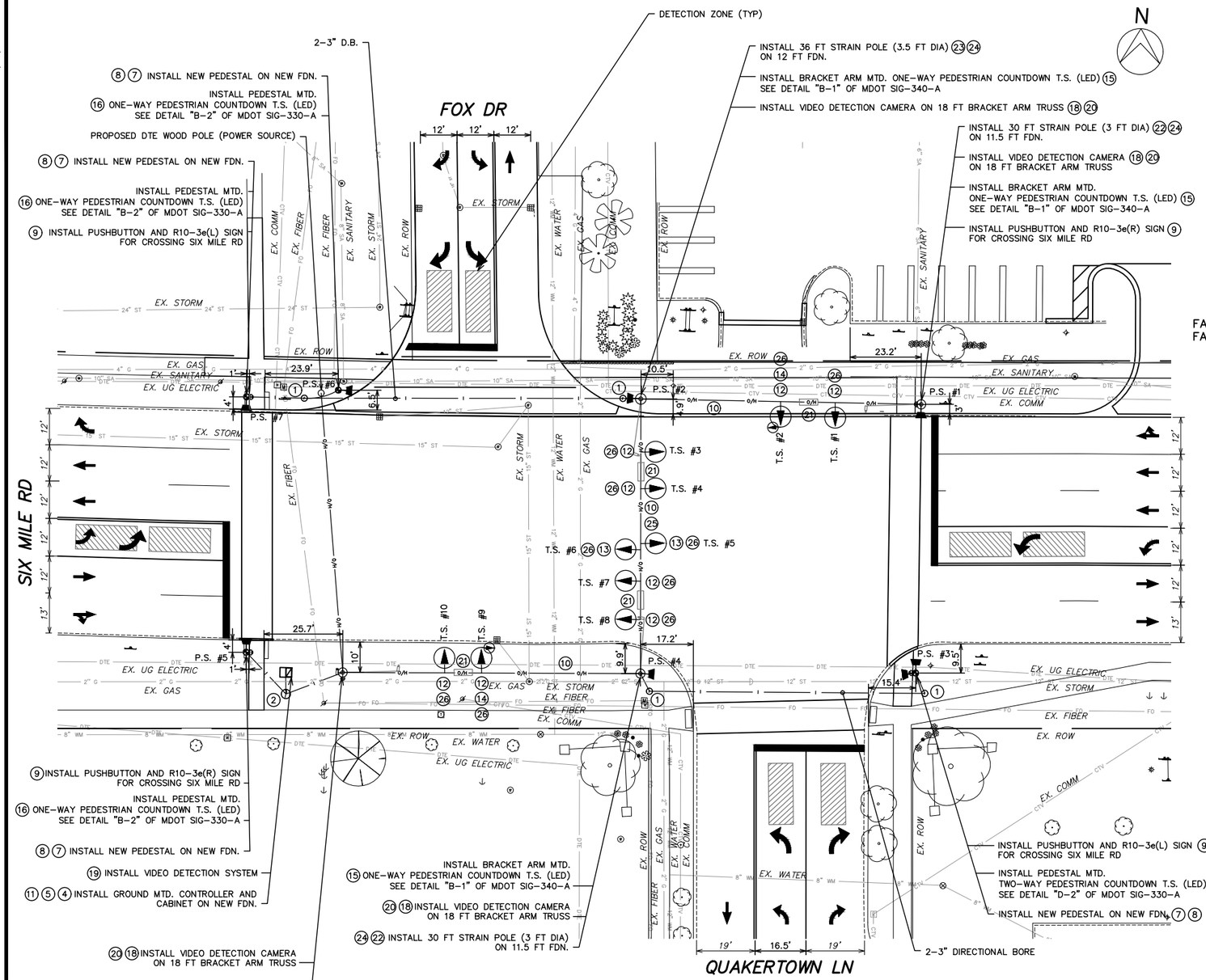
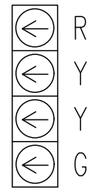
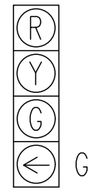




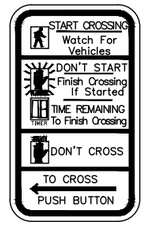


FACING EAST T.S.#5
FACING WEST T.S.#6

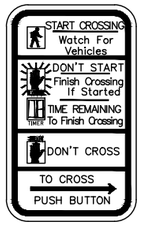


FACING SOUTH T.S.#2
FACING NORTH T.S.#9

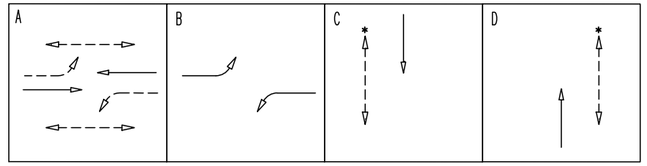
R10-3e(L)



R10-3e(R)



PHASING DIAGRAM



*IF CALLED

CONSTRUCTION QUANTITIES - THIS SHEET

NO	PAY ITEM	QTY	UNIT
1	Hh, Round	4	Ea
2	Hh, Round, 3 foot dia	1	Ea
3	Serv Disconnect	1	Ea
4	Controller, NEMA, ATC Type, Modified	1	Ea
5	Controller Fdn, Base Mtd	1	Ea
6	Global Positioning System Module	1	Ea
7	Pedestal, Alum	4	Ea
8	Pedestal, Fdn	4	Ea
9	Pushbutton and Sign	4	Ea
10	Span Wire Tether	3	Ea
11	Cabinet, NEMA Type	1	Ea
12	TS, One Way Span Wire Mtd (LED)	8	Ea
13	TS, One Way Span Wire Mtd, FYA (LED)	2	Ea
14	TS, 4th Level, LTGA (LED)	2	Ea
15	TS, Pedestrian, One Way Bracket Arm Mtd (LED) Countdown	3	Ea
16	TS, Pedestrian, One Way Pedestal Mtd (LED) Countdown	3	Ea
17	TS, Pedestrian, Two Way Pedestal Mtd (LED) Countdown	1	Ea
18	Bracket, Truss, With 18 Foot Arm	4	Ea
19	Video Traf Detection System	1	Ea
20	Video Traf Detection Camera	4	Ea
21	Junction Box, Span Wire	4	Ea
22	Strain Pole, Steel, 6 bolt, Size 1	3	Ea
23	Strain Pole, Steel, 6 bolt, Size 2	1	Ea
24	Strain Pole Fdn, 6 Bolt	46.5	Ft
25	Span Wire, Box	1	Ea
26	Backplate, TS	10	Ea
	Conduit, Directional Bore, 2, 3 inch	100	Ft
	Conduit, DB, 1, 1 1/2 inch	180	Ft
	Conduit, DB, 2, 3 inch	120	Ft
	Conduit, DB, 3, 3 inch	30	Ft
	Conduit, DB, 4, 3 inch	30	Ft
	Cable, Sec, 600V, 1, 3/C#6	150	Ft

SIGNAL INSTALL

SCALE: 1" = 20' (34"x22")
SCALE: 1" = 40' (17"x11")

CONTACT MELISSA MOWRER OF DTE ENERGY AT 586-457-0186 FOR ELECTRIC SERVICE CONNECTION 30 DAYS PRIOR TO TRAFFIC SIGNAL INSTALLATION.

CONTACT ERIC LENTZ OF WAYNE COUNTY DPS AT 734-955-2161 30 DAYS PRIOR TO TRAFFIC SIGNAL INSTALL FOR COORDINATION ON TRAFFIC SIGNAL INSTALL AND SIGNAL TIMING.

CONTRACTOR SHALL FIELD VERIFY UNDERGROUND UTILITIES THAT MAY BE IN CONFLICT PRIOR TO SIGNAL INSTALL.

TRAFFIC SIGNAL CONSTRUCTION SHALL BE COORDINATED WITH FOX DR AND QUAKERTOWN LN ROAD CONSTRUCTION.

TRAFFIC SIGNAL CABINET ADDRESS SHALL BE 39143 SIX MILE RD.

PUSHBUTTON LOCATIONS SHALL BE FIELD VERIFIED AND OPTIMIZED FOR ADA COMPLIANCE. LOCATIONS SHALL BE APPROVED BY FIELD ENGINEER.

ADA ACCESSIBILITY CRITERIA:
1. PUSHBUTTON MUST BE NO MORE THAN 24" FROM EDGE OF SIDEWALK (REACH).
2. PUSHBUTTON MUST BE IN THE MIDDLE OF A 4' MINIMUM LONG SECTION OF SIDEWALK (LANDING) WITH A SLOPE OF NO MORE THAN 2%.
3. PUSHBUTTON MUST FACE INTERSECTION AND BE PARALLEL TO CROSSWALK DIRECTION OR AS DIRECTED BY ENGINEER.

APPROACH SPEEDS:	
NB	25 MPH
SB	25 MPH
EB	45 MPH
WB	45 MPH

CONDUIT REQUIREMENTS (UNLESS OTHERWISE INDICATED)	
CONTROLLER FDN. TO 3' H.H.	4-3" & 1-1 1/2"
STRAIN POLE FDN. TO 3' H.H.	4-3" & 1-1 1/2"
STRAIN POLE FDN. TO H.H.	3-3" & 1-1 1/2"
PEDESTAL FDN. TO H.H.	1-1 1/2"
H.H. TO H.H.	AS INDICATED

ALL SPAN WIRE MTD. TRAFFIC SIGNALS WITH BACKPLATES SHALL BE BOTTOM TETHERED.

UNDERGROUND WORK SHALL BE COORDINATED WITH ROAD AND SIDEWALK CONSTRUCTION.

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY

Know what's below. Call before you dig. CALL811.COM

CALL MISS DIG 72 HOURS (3 WORKING DAYS) BEFORE YOU DIG **1-800-482-7171** or **811** (TOLL FREE)

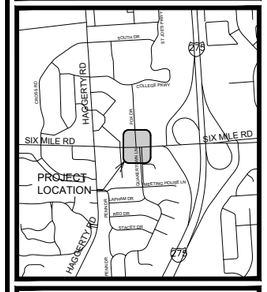
Schoolcraft College®

CITY OF LIVONIA

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
P.O. BOX 824
48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW

DESIGNED	GH
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TRAFFIC SIGNAL INSTALL PLAN

HRC JOB NO.	SCALE
20230293	1" = 20'
DATE: February 2024	SHEET NO.: 23 of 24

V:\2023\20230293\V\Sheets\si01.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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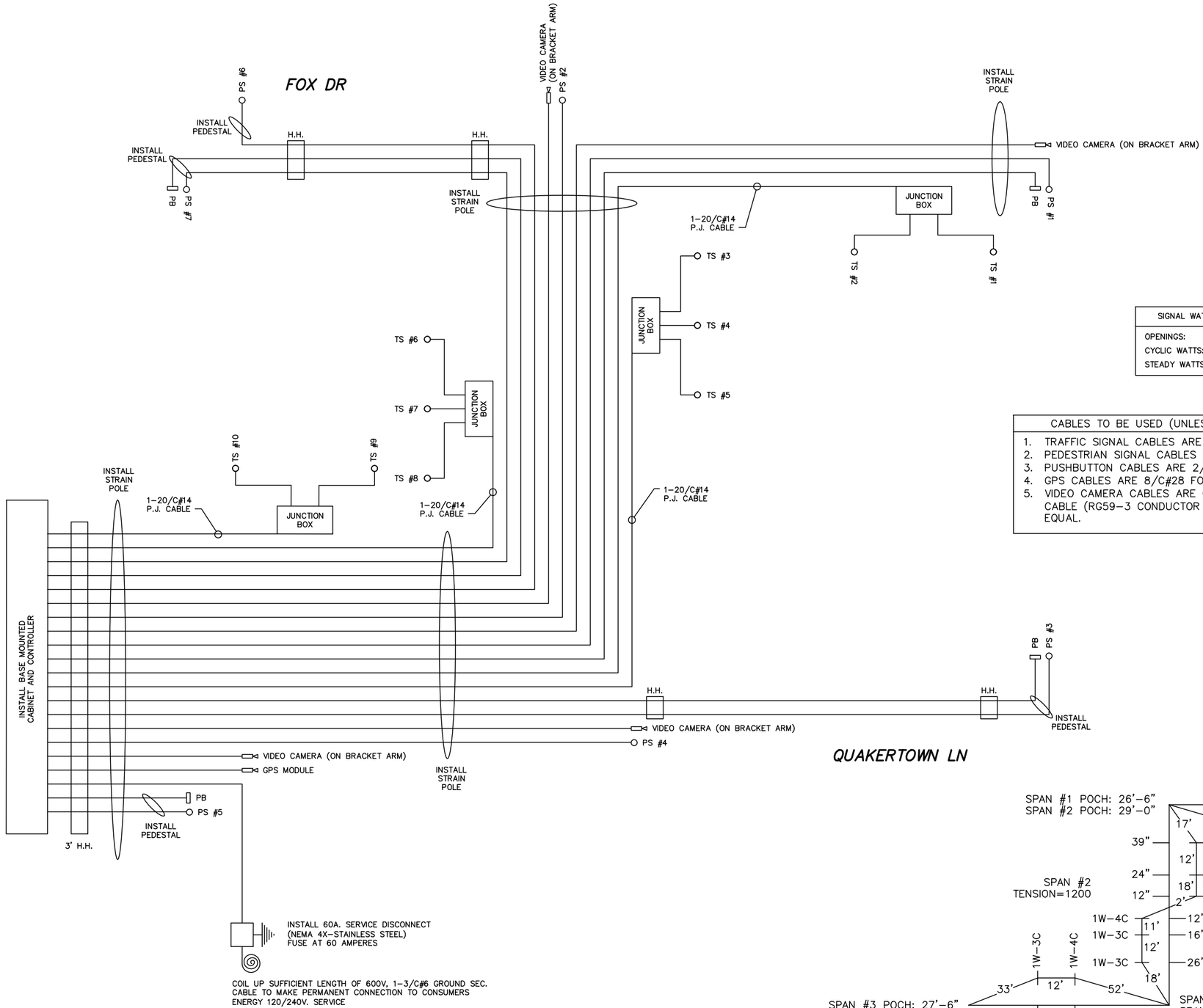
2/15/2024 4:17 PM
HRC_OLW.ctb

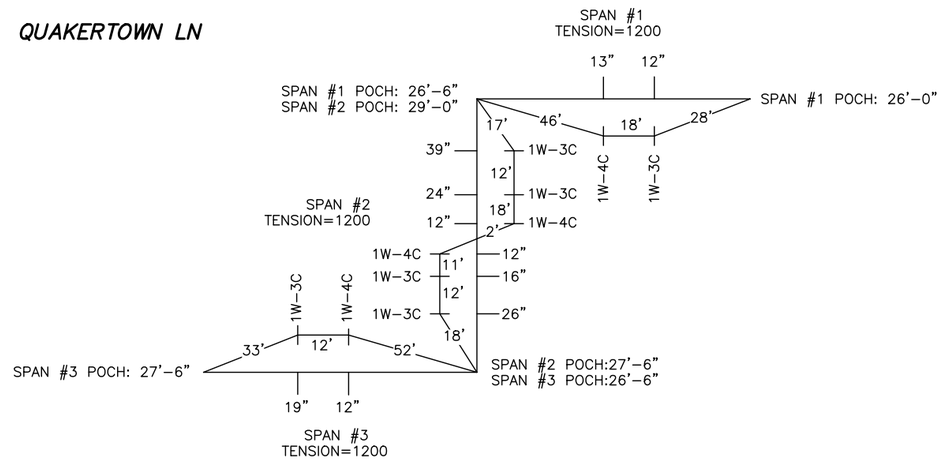


CABLE INSTALL DIAGRAM

NOT TO SCALE

SIGNAL WATTAGE	
OPENINGS:	48
CYCLIC WATTS:	530
STEADY WATTS:	0

CABLES TO BE USED (UNLESS OTHERWISE INDICATED)
1. TRAFFIC SIGNAL CABLES ARE 7/C#14 P.J.
2. PEDESTRIAN SIGNAL CABLES ARE 7/C#14 P.J.
3. PUSHBUTTON CABLES ARE 2/C#16 SHIELDED P.J.
4. GPS CABLES ARE 8/C#28 FOIL SHIELDED P.J.
5. VIDEO CAMERA CABLES ARE COMBINATION POWER/COAXIAL CABLE (RG59-3 CONDUCTOR 16 AWG) OR APPROVED EQUAL.



SPAN CALCULATIONS

NOT TO SCALE

Schoolcraft College®

CITY OF LIVONIA

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE
BLOOMFIELD HILLS, MICH.
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DATE	ADDITIONS AND/OR REVISIONS
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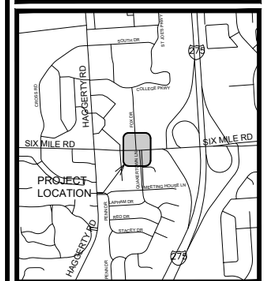

SCHOOLCRAFT COLLEGE
CITY OF LIVONIA

SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TRAFFIC SIGNAL CABLE INSTALL DIAGRAM

HRC JOB NO.	SCALE
20230293	N.T.S.
DATE: January 2024	SHEET NO.: 24 of 24

W:\2023\20230293\V\Sheets\si02.dwg
Elias, Johnny
ORIGINAL PLOT SIZE: ANSI FULL BLEED B (11.00 X 17.00 INCHES)
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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

July 23, 2025

Mr. Kristoffer Canty
Planner IV
City of Livonia

Re: Petition 2025-07-02-15 – #38888 Six Mile Road (Clean Express Car Wash)

Dear Mr. Canty:

In accordance with your request, the Engineering Division has reviewed the above referenced petition. We have no objections to the proposed waiver use at this time, but would like to note the following items:

1. The subject parcel is assigned the address of **#38888 Six Mile Road**. Should additional addresses be needed, the Owner will need to contact this Department once approvals have been obtained.

2. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. Based on the submitted drawings, we have the following comments:

   i) Sanitary Sewer: The drawings do not include a basis of design for the proposed sanitary sewer outlet, but we do not believe the change in use will negatively impact the existing system. The developer will be required to clean and televise the existing sanitary sewer lead if it is to be re-used. If the condition is not sufficient for re-use, a new service will need to be installed to the parcel.
   ii) Water Main: The drawings do not indicate that the existing water service will be re-used for the proposed business, but if that is the intention, the owner will need to determine if the existing service is correctly sized for the proposed use.
   iii) Storm Sewer: The drawings do not indicate any storm sewer information. Storm sewer design and detention will be required per the Wayne County

Storm Water Ordinance. This department will do a full review of the proposed improvements when drawings are submitted for permitting.

3. Any improvements within the Six Mile Road right-of-way will require approval and permitting from the Wayne County Department of Public Service. Turning movements onto Six Mile Road from the site may be restricted based on comments from Wayne County traffic reviews.

4. We would recommend that the proposed business be required to place sidewalk along the west side of the property (along the Fox Drive frontage) to facilitate pedestrian traffic into the existing (and proposed) businesses through that corridor.

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: 2025 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: August 6, 2025

TO: Kristoffer Canty, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition # 2025-07-02-15 Clean Express Car Wash 38888 Six Mile Rd.

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

We have no objections to this proposal.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

July 25th 2025

Mr. Kristoffer Canty
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2025-07-02-15 – 38888 Six Mile Road

Mr. Canty,

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

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

Sincerely,

FOR THE CHIEF OF POLICE,

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

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: July 31, 2025

To: Kristoffer Canty

From: Jerome Hanna

RE: Petition 2025-07-02-15 - 38888 Six Mile Road

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

1. Signage shall conform to the city's sign ordinance, or a variance from the Zoning Board of Appeals would be required.
2. An *enclosure* of sufficient height to completely screen the *dumpster* is required on three (3) sides of the waste receptacle, with a solid gate on the fourth side. The height of the *enclosure* must be not less than six (6) feet or at least one (1) foot above the height of the *dumpster*, whichever is greater. The *enclosure* gates shall be of solid panel steel construction or durable, long-lasting solid panel fiberglass and, when not in use, closed at all times. The *enclosure* must be constructed of the same or compatible material and colors as the principal building in terms of texture and quality.

This Department has no further objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

OFFICE OF THE TREASURER

SUSAN M. NASH
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

July 23, 2025

RE: 38888 Six Mile Rd

Attention: planning Commissioners

All taxes have been paid on this property.

If you have any further questions, please contact me

Thank you

Susan Nash
Livonia City Treasurer

Outlook

Quakertown car wash no please

From Ahlam a <aalsuway01@gmail.com>
Date Sat 8/9/2025 4:42 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Ahlam alsuwayni
Quakertown Resident

Outlook

Petition 2025-07-02-15

From Jim Armbruster <jalarm@hotmail.com>
Date Fri 8/8/2025 10:51 AM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
James Armbruster
Quakertown Resident
Sent from my iPhone

Outlook

Petition 2025-07-02-15

From Leslie Armbruster <legoarm@hotmail.com>
Date Fri 8/8/2025 6:29 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Leslie Armbruster

Outlook

vacant Buca di Beppo site on 6 Mile Rd

From K Babcock <auntkia@hotmail.com>
Date Fri 8/8/2025 3:21 PM
To Planning <Planning@Livonia.gov>

I'm writing a as a long time Livonia resident transplant regarding the consideration of another automatic carwash - specifically at the Six Mile & 275 area referened above.

I'm writing to request the permit be denied. This area is congested enough with traffic and the intention of putting more residential/businesses in that area that's already under construction will make it even more congested. perhaps a quick site visit at rush hour would be appropriate before any decisions are made...

IT IS NOT NEEDED OR WANTED, especially in this area.

For the Commission's information, there are NINE automatic carwashes in the city boundaries of Livonia. NINE.

4 of these carwashes are on Plymouth Road between Newberg Road and Inkster;
3 are on 5 Mile Road between Haggarty and Inkster;
1 is at Middlebelt and SEven Mile Road;
1 is at Farmington and 8 Mile Road.

And it seems that I recall seeing another going up somewhere on the northend of town but can't recall where exactly.

If you need assistance with math - that is 9 automatic carwashes. If there is another currently being built - that would be TEN in the city limits.

The citizens in this town do not think that another automatic carwash is an especially wise decision, nor is it needed or wanted - and especially at THIS location! How about focusing on maybe supporting small local owned business rather than another chain business that has no ties to the community beyond taking money.

Sincerely
Kendra Babcock

Outlook

Opinion on car wash (6 mile and Quakertown)

From Caza, Ion <ion.caza@accenture.com>
Date Mon 8/18/2025 7:40 PM
To Planning <Planning@Livonia.gov>

Our family is completely opposed to the car wash on Quakertown and 6 Mile replacing Buca di Beppo. That is the worst intersection to exit out of Quakertown and enter into, it will make traffic much worse for the residents in that subdivision. Among other things, the gas station at the corner already has a car wash. A car wash makes absolutely no sense in that zoning setting and it would definitely decrease the appeal of the area with such a low grade industrial establishment.

Ion Caza and family

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www.accenture.com

Outlook

Opposition to Proposed Car Wash at Buca di Beppo Site

From Ion Caza <ion@ATEX.US>
Date Mon 8/18/2025 8:46 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Planning Commission / Zoning Board / City Council,

I am writing as a Quakertown resident to formally express my opposition to the proposed development of a commercial car wash at the former Buca di Beppo site. My objections are based on the following substantive concerns:

1. **Traffic and Safety Impacts**
   The area surrounding the proposed site already experiences significant traffic congestion. Even during non-peak hours, ingress and egress from the adjacent subdivision is difficult. Locating a high-traffic commercial use, such as a car wash, directly across from the subdivision entrance will further impede safe access for residents and exacerbate existing congestion issues.

2. **Lack of Demonstrated Community Need**
   The surrounding area is already served by multiple car wash facilities within a reasonable distance. The addition of another facility provides no tangible community benefit, while creating unnecessary commercial redundancy.

3. **Negative Community Impacts and Obsolescence**
   Beyond traffic concerns, the introduction of another car wash at this location risks adding visual and functional obsolescence to the neighborhood. Such a development is inconsistent with maintaining the character, accessibility, and livability of the surrounding residential community.

For these reasons, I respectfully urge the Commission to **deny the petition** for the proposed car wash at this location.

Thank you for your time and careful consideration.

Respectfully submitted,
Ion Caza
Quakertown Resident

Outlook

Petition 2025-07-02-15

From Lynda Cox <mortlyn@sbcglobal.net>
Date Fri 8/8/2025 3:42 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Steven & Lynda Cox

Outlook

Bucca Site Proposal

From Tiffany Damesworth <tiffany.pupa@gmail.com>
Date Sun 8/3/2025 10:40 AM
To Planning <Planning@Livonia.gov>

Hello,

I live at 14416 Knolson St. I am unable to attend the public meeting regarding the Bucca site, but would like to voice that I do not wish to see anymore car washes in Livonia, especially at this property. Additionally I do not wish for any gas stations or chicken restaurants.

Best,
Tiffany Damesworth

Outlook

Car wash 6 mile

From danette . <danette@siwicki.us>
Date Sat 8/2/2025 7:49 AM
To Planning <Planning@Livonia.gov>

There are enough carwashes in Livonia. Please do not put another car wash at 6 mile and Haggerty. There is already one there at the mobile gas station. You wouldn't approve the wonderful gas station that could have been at 8 mile in Newburgh. The last thing we need is another car wash please do not approve it.
Danette
Sent from my iPhone

From: Nowicki, Janice
To: Reece, Stephanie
Subject: FW: Online Form Submittal: Planning Inquires
Date: Tuesday, August 19, 2025 9:37:18 AM

Stephanie,

Below is another planning email – can I send this one your way as well?

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, August 18, 2025 9:19 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	judy
Last Name	farrell
Address	tedandjudyfarrell@yahoo.com
Email Address	tedandjudyfarrell@yahoo.com
Phone Number	7344642955
Describe your issue, concern, or question.	My husband and I live in Quakertown Sub Division and oppose the area of Buca Di Beppo on six-mile road to be used for a car wash.
Date of Concern	8/18/2025
Attachment (Optional)	*Field not completed.*

Email not displaying correctly? View it in your browser.

Outlook

Car Wash at the Old Buca di Pepe Site

From ff4492@aol.com <ff4492@aol.com>
Date Thu 8/14/2025 3:46 PM
To Planning <Planning@Livonia.gov>

I live in the Quakertown Subdivision. It is already a nightmare trying to get out of the sub on both Haggerty and 6 Mile Rd due to traffic. There are already many cutting through the subdivision thinking they will be avoiding 6 mile traffic and get on Haggerty. They go the wrong way when they leave the green building across from the proposed site to avoid having to go to 6 Mile. I have gotten close to getting hitting more than once because they think I am going to turn into the green building and they are in that lane facing the wrong direction and they dart out in front but I am trying to go straight and get to my house.

Why are you making Livonia the laughing stock for Car Washes and Chicken places. Enough is enough already. Can't you do better than that???

We DO NOT NEED A CAR WAS ON 6 Mile between I275 and Haggerty. There is already going to be too much traffic based on what you already approved.
Please say NO!!!!

I275 exits at 6 mile, WE DO NOT NEED ANY MORE TRAFFIC. We already have a lot of traffic from both the northbound exit and the southbound exit.

We already have more than enough traffic going east and west on 6 Mile. WE DO NOT NEED MORE TRAFFIC.

Traffic is going to and from all of the commercial establishments on Haggerty road. WE DO NOT NEED MORE TRAFFIC.--The residents of Northville are trying to get to and from their homes WE DO NO NEED MORE TRAFFIC.

We now have lights at both I-275 exits and one at Haggerty and 6 mile road do you really think adding another light at the intersection of Quakertown at 6 mile road will solve any problems with traffic?? It will only increase back ups and time to travel--DO WE NEED ANOTHER LIGHT WHEN WE ALREADY HAVE 3 WITHIN 1/4 MILE--WE DO NOT NEED MORE TRAFFIC AND CONGESTION.

We already will be getting more traffic than we can handle by the approval of Whole Foods, Starbuck, LA Fitness etc, etc etc. WE DO NOT NEED MORE TRAFFIC.

2. There will be a lot more accidents if this goes through and heaven help the city of Livonia if someone is injured or dies--if this were to happen the city of Livonia will be sued and the burden of payment for loss of life or serious injury will fall on the city of Livonia and in the discovery process our objections will be heard by the attorneys as they are all saved and will be presented in court.

Please use common sense, I am sure you would not want all this congestion if you lived here. Livonia does not need anymore car washes. Please do better for the city of Livonia and bring in a better solution to the empty space. NO CAR WASHES OR CHICKEN PLACES PLEASE.

Thank you.
Fran Fields
16012 Swathore Ct N
Livonia MI 48154

Outlook

Opposition to Petition 2025-07-02-15 Clean Express Car Wash

From Dorothy Gowen <dgowen09@gmail.com>
Date Mon 8/11/2025 4:24 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Dorothy K. Gowen
39022 Lapham - Livonia

Outlook

Strong Opposition to Proposed Car Wash on Six Mile near Haggerty

From Matt Hanchon <matthewhanchon@gmail.com>
Date Sun 8/10/2025 9:25 PM
To Planning <Planning@Livonia.gov>

To Whom It May Concern,

I am writing to express my strong opposition to the proposed car wash on Six Mile at the old Buca diBeppo location. I am extremely concerned about the negative impact it would have on our local community.

The increased traffic and noise would disrupt my neighborhood and create safety risks for pedestrians, especially children. Additionally, the environmental impact of water usage, chemical runoff, and light pollution would be harmful to our local ecosystem and quality of life.

With the development that is already under construction now at the north east corner of Six Mile and Haggerty, this proposed car wash will exponentially cause daily disruption to our quality of life.

We have enough car washes close by already in Livonia. I urge you to reject this proposal and preserve the character, safety, and environmental health of our community.

Sincerely,
Matthew Hanchon
Quakertown Resident

Outlook

Car Wash at Fox Dr and 6 mile

From Nicole Henriksen <nhenriksen7@yahoo.com>
Date Fri 8/8/2025 2:47 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Nicole Henriksen

Sent from my iPhone

Outlook

Resident Feedback re: Car Wash Petition 2025-07-02-15

From Ruth Hooper <rthhooper@yahoo.com>
Date Tue 8/19/2025 4:02 PM
To Planning <Planning@Livonia.gov>

Good Afternoon, Please see below message (originally sent from Noreen Racette). As a member of Quakertown, I share the same feelings and urge the Commission to decline Petition 2025-07-02-15 (scheduled for review as part of tonight's public hearing meeting at 7pm.

Thank you.

Ruth Hooper
16441 Penn Drive
(248) 720-8814

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).
Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.
There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.
For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.
Thank you for your consideration.

Outlook

Petition 2025-07-02-15

From Monica Iskra <monica@teamiskrasells.com>
Date Fri 8/8/2025 2:06 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Monica Iskra
734.718.7377

Sent from my iPhone

Outlook

Car wash petition

From gordonjank@cs.com <gordonjank@cs.com>
Date Mon 8/18/2025 9:06 PM
To Planning <Planning@Livonia.gov>

My vote goes against another car wash in Livonia. The one at Levan and 5- mile is quite sufficient. Please do not approve this initiative.

Thank you
Gordon Jankowski
16014 Penn
Livonia, Michigan 48154

Sent from the all new AOL app for iOS

Outlook

Hassan kabalan opposition to Petition 2025-07-02-15

From Hassan Kabalan <hassan_kab@hotmail.com>
Date Sat 8/9/2025 6:59 AM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Hassan kabalan

Outlook

Opposition to Petition 2025-07-02-15 - Clean Express Car Wash

From Kim Kadau <kmmkdu@gmail.com>
Date Mon 8/4/2025 11:46 AM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate and Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. 1/4 of section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the traffic congestion situation worse. Many vehicles make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these already existing safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already plenty of car washes within proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is completely unnecessary and will only negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your time and consideration.

Sincerely,

Kim Kadau
Quakertown Subdivision Resident
kmmkdu@gmail.com

Outlook

Proposed Car Wash on Six Mile at Quakertown Lane

From Mike Kelley <mike.kelley0513@gmail.com>
Date Sat 8/2/2025 4:03 PM
To Planning <Planning@Livonia.gov>

I am opposed to the request to put a car wash on the former Buca di Beppo site on Six Mile Rd at Quakertown Lane.

The traffic is very congested at that intersection. You can't currently turn east on Six Mile out of the Buca di Beppo parking lot. It is also impossible to turn west out of the Quakertown Subdivision, right across Six Mile Rd..

Adding a car wash to that area is not a good idea. There is currently a car wash one mile away at Five Mile Rd and Haggerty Rd.

Seriously reconsider this request and vote "NO". Thank you.

Mike Kelley
Homeowner
15731 Penn Dr.
Livonia, MI 48154

Cell - (810) 434-7692

Outlook

Car Wash

From Susan Kelley <susankell51@yahoo.com>
Date Sat 8/2/2025 3:47 PM
To Planning <Planning@Livonia.gov>

We live in Quakertown subdivision, which has an entrance right across from the proposed car wash. It's currently hard enough to get in and out of that entrance. Adding a car wash there we believe, is a very bad idea. The added traffic would simply be too much.

Sincerely,
Susan Kelley
Quakertown Subdivision

Outlook

planned car wash at the Bucca restaurant site

From Barbara Krabbenbos <bk32009@gmail.com>
Date Tue 8/5/2025 1:28 PM
To Planning <Planning@Livonia.gov>

JUST SAY NO!!!!!!!!!!!!!!!!!!!!!

--

Outlook

Proposed car wash near Quakertown subdivision

From Kruzzer <mekruz@gmail.com>
Date Mon 8/18/2025 11:16 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

We are residents of the Quakertown subdivision and are writing to express our opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. **Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road,** and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

Also South of 6 mile on Haggerty there are 3 assisted living homes in addition to another on 6 mile West of Haggerty. There is a lot of EMS traffic going to those facilities---Do we need more traffic.

For these reasons, we strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Martha and Gary Kruz
16564 Quakertown Ln
734-658-1993
Mekruz@gmail.com

Outlook

Car wash

From Lynn Lakota <hefalo@aol.com>
Date Sat 8/9/2025 11:52 AM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Outlook

Opposition to carwash at old Buca di Beppo site on 6 Mile

From dlipinsk@ameritech.net <dlipinsk@ameritech.net>
Date Sat 8/16/2025 7:25 PM
To Planning <Planning@Livonia.gov>

I'm writing this email to express my opposition to the proposal for building a carwash at the old Buca di Beppo site on 6 Mile east of Haggerty. First, there are more than enough carwashes in Livonia, particularly close to the proposed location. Specifically, there are carwashes at the Mobil station at the corner of 6 Mile and Haggerty, another at 5 Mile east of Haggerty, 5Mile at Levan, Farmington Road south of 8 Mile, 8 Mile west of Farmington Road, and possibly others I have neglected to list. Second, the proposed carwash will only add to an existing traffic mess in this area that is only getting worse, especially being a 'drive through' establishment. Just take a look at the traffic mess created by the car wash on the corner of Beech Daly and Joy Rd (granted, I know that is Redford).

Please consider my opposition as well as that of many other Livonia residents who have either written or attended / attending the Planning Meeting taking place on 8/19/2025.

Daniel J. Lipinski
16855 Renwick St.
Livonia MI 48154
Dlipinsk@ameritech.net

Outlook

Petition 2025-07-02-15 submitted by Mannik & Smith Group

From Celeste Lyke <celestelyke@gmail.com>
Date Fri 8/8/2025 1:55 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.
There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.
Thank you for your consideration.

Sincerely,
Celeste Lyke
Swathmore Ct S - Livonia, MI

Outlook

Petition 2025-07-02-15

From Tom Malcolm <54malc@gmail.com>
Date Tue 8/12/2025 8:57 AM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

We are residents of the Quakertown subdivision and we are writing to express our opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity (two miles or less) of this location, including at Six Mile and Haggerty (Mobil station), Seven Mile and Haggerty (Jax Kar Wash), and Five Mile and Haggerty (Diamond Car Wash & Detail). Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents (Angel Gardens Assisted Living, Quakertown subdivision). In addition, there would be a disrespect to the loved ones resting eternally in the Union Cemetery adjacent to the subject property.

For these reasons, we strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Barbara L. Malcolm
Thomas G Malcolm
Quakertown Subdivision
38952 Reo Drive
Livonia, MI 48154

Outlook

Petition 2025-07-02-15

From Darlene <darlene2926@sbcglobal.net>
Date Fri 8/8/2025 6:38 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Darlene Marshall

Outlook

NO CAR WASH

From dorothy mcguire <djanemcguire@gmail.com>
Date Fri 8/8/2025 10:42 AM
To Planning <Planning@Livonia.gov>

Here's the email, planning@livonia.gov

Feel free to copy and paste

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Dorothy McGuire

Outlook

Sharing my email I sent to the city if anyone would like to use it feel free. Here's the email, planning@livonia.gov Feel free to copy and paste Dear Members of the Livonia Planning Commission, I am a resident of the Quakertown subdivision and I am wri...

From Susan Miner <susminer1234@gmail.com>
Date Fri 8/8/2025 2:24 PM
To Planning <Planning@Livonia.gov>

Outlook

Car wash

From Cathymoore <cathymoore627@gmail.com>
Date Wed 8/6/2025 2:20 PM
To Planning <Planning@Livonia.gov>

I live in the Quakertown subdivision on six mile and Haggerty. I'm am not for a car wash where Buca de Beppo. Our entrance is right across the street. It's already to get out of our sub, plus with the new construction at the corner of Six mile and Haggerty it's gonna get worse. There is no need for a car wash we have one on five and Haggerty, there's one at 7 mile . PLEASE no car wash!!
Thanks for listening
Cathy Moore
Sent from my iPad

Outlook

proposed car wash at 6 mile between Haggerty and I 275

From joe moreau <joemoreau1@yahoo.com>
Date Sat 8/2/2025 10:25 AM
To Planning <Planning@Livonia.gov>

As a resident of Quakertown we are adamantly opposed to this new construction. First the chaos it creates with traffic, secondly the unwanted noise and confusion and finally our home values will decrease with this addition to an already crowded area.

We do NOT need another car wash---there are at least 4-6 within 2 to 3 miles of this area,

NO CAR WASH !!!

Thanks

Joe Moreau
248.342.5656
joemoreau1@yahoo.com

From: joe moreau
To: Planning
Subject: Proposed Car Wash on 6 Mile Road
Date: Wednesday, August 6, 2025 11:11:28 AM

All
I'm a resident of the Quakertown subdivision and we would appreciate the following information.
Please foreword to me the agenda for the 8/12/2025 meeting and please include the proposed plans for this car wash. I would like to review a print or a schematic of the proposed building, also please include your traffic studies in the area from 6 mile and Newburgh to 6 mile and Haggerty.
Also please let me know of the existing car washes in this area and include those in the Northville area

Thanks

Joe MoreauMI 48154
39038 Stacey Dtive
Livonia,
248.342.5656
joemoreau1@yahoo.com

Outlook

Proposed Clean Express Car Wash

From joe moreau <joemoreau1@yahoo.com>
Date Tue 8/12/2025 10:50 AM
To Planning <Planning@Livonia.gov>

Members of the Livonia Planning Commission

Shown below is an email sent to you from our neighbor Noreen Racette

But first-let me elaborate a little more on why the this proposed car was is a bad idea not only for the residents of Quakertown but also for all Livonia residents.

First--I275 exits at 6 mile, already there is a lot of traffic from both the northbound exit and the southbound exit---DO WE NEED MORE TRAFFIC??

Second--Traffic is going to and from Laurel Park---DO WE NEED MORE TRAFFIC??

Third--Traffic is going to and from all of the commercial establishments on Haggerty road---DO WE NEED MORE TRAFFIC??

Fourth--The residents of Northville are traveling to and from their homes---DO WE NEED MORE TRAFFIC??

Fifth--We now have lights at both I-275 exits and one at Haggerty and 6 mile road do you really think adding another light at the intersection of Quakertown at 6 mile road will solve any problems with traffic?? I will only increase back ups and time to travel--DO WE NEED ANOTHER LIGHT WHEN WE ALREADY HAVE 3 WITHIN 1/4 MILE--DO WE REALLY NEED MORE TRAFFIC

FINALLY---2 MORE ITEMS

1. If the planning commission thinks Livonia needs another car wash I would propose that you have the Clean Express Car Wash folks obtain your addresses and find one of your neighborhoods that would be suitable for a car wash and we can all review those plans and vote on it.

2. If this goes through THERE WILL BE ACCIDENTS and god help the city of Livonia if someone is injured or dies--f this were to happen the city of Livonia will be sued and the burden of payment for loss of life or serious injury will fall on the city of Livonia and in the discovery process our objections will be heard by the attorneys as they are all saved and will be presented in court.

Joe and Sharon Moreau
39038 Stacey Drive
Livonia MI 48154

Outlook

Fw: Proposed Clean Express Car Wash

From joe moreau <joemoreau1@yahoo.com>
Date Sat 8/16/2025 2:16 PM
To Planning <Planning@Livonia.gov>

Planning Commission Members

I am unable to attend the next meeting however in concert with the items mentioned in my 8/12/2025 email to you another issue has become apparent.

There is one more reason not to have another car wash installed at 6 Mile and Quakertown.

South of 6 mile on Haggerty there are 3 assisted living homes in addition to another on 6 mile West of Haggerty. There is a lot of EMS traffic going to those facilities---DO WE NEED MORE TRAFFIC??

Thanks

Joe Moreau
248.342.5656
joemoreau1@yahoo.com

Outlook

Car wash @ the former Buca di Beppo site

From Neil Murawski <debkids@gmail.com>
Date Mon 8/18/2025 9:20 AM
To Planning <Planning@Livonia.gov>

Good Morning,

I am contacting you concerning the subject petition and to not approve the petition for a car wash at the former Buca di Beppo site on Six Mile.

I live in the subdivision, Quakertown, directly across from the proposed site. The reason for my request to not approve the petition is due to the traffic nightmare that already exists along Six Mile between Haggerty and I-275. I encourage the City Planning Commission to observe the traffic chaos along Six Mile by sitting in the former restaurant parking lot and just watch the traffic and then imagine a car wash at this site. Or better yet come to our sub division and try to exit onto Six Mile during rush hour.
Or contact our Police Department or Plymouth or Northville's Police Department and review the number of tickets let alone the number of vehicle crashes in this area. I myself was in a vehicle crash at the intersection of Six Mile and Haggerty and it was not my fault.
Watch the vehicles that make illegal left turns onto 6 Mile from where the Comeria site is.

Additionally our City already has enough car wash facilities. There is one on Five Mile Road between Haggerty and I-275. Further east on Five Mile there is a car wash near Levan. Then go down Plymouth Road and count the car wash facilities. Look at the city map of all the car washes that are currently in our city.

Thank You for your attention to this:

Neil Murawski
15971 Penn Dr.
Livonia, MI. 48154

--

Outlook

Please consider NO on Car Wash Petition 2025-07-02-15

From Amber Ososky <amberskee@hotmail.com>
Date Tue 8/19/2025 3:57 PM
To Planning <Planning@Livonia.gov>

Hello, and good afternoon. I am writing to echo the below message (originally sent from Noreen Racette). Please consider our requests to deny Petition 2025-07-02-15. This topic is to be covered at the Planning Commision this evening of which I cannot attend in person but I would appreciate my feedback considered. Thank you.

Amber Ososky
16441 Penn Drive
(248) 284-5335

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).
Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.
There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.
For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.
Thank you for your consideration.

Dear Members of the Livonia Planning Commission,
I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).
Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.
There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.
For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.
Thank you for your consideration.
Sincerely,

Thanks

Joe Moreau
248.342.5656
joemoreau1@yahoo.com

Outlook

Car wash

From Denise Pew <pewsden2@att.net>
Date Fri 8/8/2025 2:11 PM
To Planning <Planning@Livonia.gov>

Sharing my email I sent to the city if anyone would like to use it feel free.

Here's the email, planning@livonia.gov

Feel free to copy and paste

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Denise Pew
Quakertown Resident

Sent from my iPhone

Outlook

Proposed New Car Wash on Six Mile

From Laura Piccone Hanchon <lpiccone@gmail.com>
Date Thu 8/14/2025 10:24 AM
To Planning <Planning@Livonia.gov>

To Whom It May Concern,

I am writing because I am concerned about and strongly oppose the proposed car wash at the former Buca di Beppo site on Six Mile. It would increase traffic and noise, pose safety risks, and negatively impact the environment through water usage, chemical runoff, and more light pollution.

With new development already underway nearby, this project would further disrupt our community. Livonia already has sufficient car wash facilities within two miles of this site.

Please reject this proposal to protect our neighborhood's safety, character, and environmental health.

Thank you for your attention to this matter.

Laura Piccone-Hanchon
Quakertown Resident

Outlook

Opposition to Petition 2025-07-02-15 – Clean Express Car Wash

From Noreen Racette <noreenracette@yahoo.com>
Date Sat 8/2/2025 6:35 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Noreen Racette

16044 Swathmore Court North

Livonia

Resident, Quakertown Subdivision

Outlook

Petition 2025-07-02-15

From Kirk Rylance <krylance.umich@gmail.com>
Date Mon 8/4/2025 1:02 PM
To Planning <Planning@Livonia.gov>

Hello!
I am writing to oppose the car wash petitioned to be built at 38888 six mile road.

Please no more new car washes in Livonia. They are a terrible use of this land and a terrible idea. We do not need another car wash in Livonia. the novelty of these car washes promotes wasting water and green space in the city. they will be a temporary thing and adding so many of these in the city is a mistake.

Please think about refusing this petition as it is not what the citizens of Livonia want.

Kirk Rylance
734-691-1288

Outlook

Opposition to petition 2025-07-02-15

From LKB <lokabrady@sbcglobal.net>
Date Fri 8/8/2025 2:07 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,
Karen Sangregorio

Sent from AT&T Yahoo Mail for iPhone

Outlook

Petition for Car Wash 2025-07-02-15

From cschmidt29 <cschmidt29@aol.com>
Date Fri 8/8/2025 2:59 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Whole Foods development will add to the challenges for this intersection. Plus, myself and neighbors do not want to look at an unsightly car wash at our entrance.
There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life and home values for nearby residents.

We are continually facing increased traffic from surrounding and future construction projects. Many people use 6 Mile to access I275 -- Northville residents, employees from the warehouses south of 5 Mile, not to mention the new projects at Schoolcraft and 6Mile and Haggerty. It is very difficult for residents to enter and exit our subdivision. We moved to northwest Livonia 30 years ago to get away from all the traffic and congestion. Now, it is worse than where we came from. We are also concerned about our home values and desirability declining. Our area is being developed into something worse than the Ford Rd corridor in Canton.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Respectfully,
Mike and Carol Schmidt
Sent from my Verizon, Samsung Galaxy smartphone

Outlook

FW: Proposed Car Wash Business at vacated Buca di Beppo site

From Scitar, Marilyn <Marilyn.Scitar@uhsinc.com>
Date Mon 8/18/2025 2:14 PM
To Planning <Planning@Livonia.gov>

Dear Planning Commission Members:

Having resided at 16375 Penn Drive in Quakertown Subdivision since November 1985, I have witnessed the tremendous influx of traffic that comes with once-vacant land converted into businesses. We want Livonia to grow and continue to be viable; the "how" developed has had a direct impact on traffic flow, especially with the number of traffic lights added over the years. On any given weekday, going north and making a right-hand turn out of the subdivision onto Six Mile Road to go east can require an unexpectedly long wait; often, I just opt out of the subdivision via exiting north onto Haggerty Road and turn right (east) to get onto Six Mile Road. As Five Mile travelers have no entrance to the freeways from that location, they "push" additional traffic volume toward Six Mile Road. Making a left hand turn off Six Mile Road into the subdivision can be just as challenging.

There are a number of car wash businesses in close proximity to what is being proposed. Car wash businesses tend to attract a great amount of "in" and "out" traffic, compared to say a medical office. The residents of Quakertown Subdivision already endure travel challenges. Therefore, I recommend the new car wash business being proposed NOT be supported. Thank you for considering my comments.

HAVENWYCK HOSPITAL

Marilyn P. Scitar, MA, RHIA, AHRMQR | Director of Health Information Management and Privacy Officer |
Marilyn.scitar@uhsinc.com | 248-371-2208 |Havenwyck Hospital | 1525 University Drive, Auburn Hills, MI 48326

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Outlook

Public Hearing: Petition 2025-07-02-15

From Corey Stram <cdstram@gmail.com>
Date Fri 8/8/2025 8:21 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for us as residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Best regards,

Corey Stram
15789 Swathmore Lane
Livonia, MI 48154

Outlook

Petition2025-07-02-15

From Daniela Tomazela <daniela.t.tomazela@gmail.com>
Date Tue 8/12/2025 3:33 PM
To Planning <Planning@Livonia.gov>

Dear Members of the Livonia Planning Commission,

I am a resident of the Quakertown subdivision and I am writing to express my opposition to Petition 2025-07-02-15 submitted by Mannik & Smith Group, on behalf of Clean Express Car Wash, requesting waiver use approval under Sections 3.11 and 6.07 of the Livonia Zoning Ordinance to operate an Auto-Wash Establishment at 38888 Six Mile Road (N.E. corner of Fox Drive and Six Mile Road in the S.W. ¼ of Section 7).

Traffic congestion in this area is already a significant problem for residents. Entering and exiting our subdivision is challenging as it is, and adding a car wash will only make the situation worse. Many vehicles currently make illegal left turns from Fox Drive onto Six Mile Road, and the increased traffic from a car wash will compound these safety issues. Additionally, the traffic expected from the new Comerica development will already pose challenges for this intersection.

There are already several car washes within close proximity of this location, including at Six Mile and Haggerty, Seven Mile and Haggerty, and Five Mile and Haggerty. Another car wash in this area is unnecessary and will negatively impact the quality of life for nearby residents.

For these reasons, I strongly urge you to deny this petition and prevent further traffic and safety concerns in our community.

Thank you for your consideration.

Sincerely,

Outlook

Car wash at old Bucca Space—no!

From LKB <lokabrady@sbcglobal.net>
Date Thu 8/7/2025 12:59 PM
To Planning <Planning@Livonia.gov>

I do not support putting a car wash across from the Quakertown subdivision, where Bucca di Beppo used to be. There is way too much traffic there already and a car wash is not a necessity for the city. There is one on 5 mile and Haggerty.

This will just cause more congestion for people coming off 275 and people trying to get out of the Quakertown subdivision, thus causing more accidents.

Lori Truscott— Lives in Quakertown subdivision

Sent from Yahoo Mail for iPhone

From: Tonya Malekas
To: Planning
Subject: Petition 2025-07-02-15
Date: Monday, August 25, 2025 6:23:42 PM

Hello,

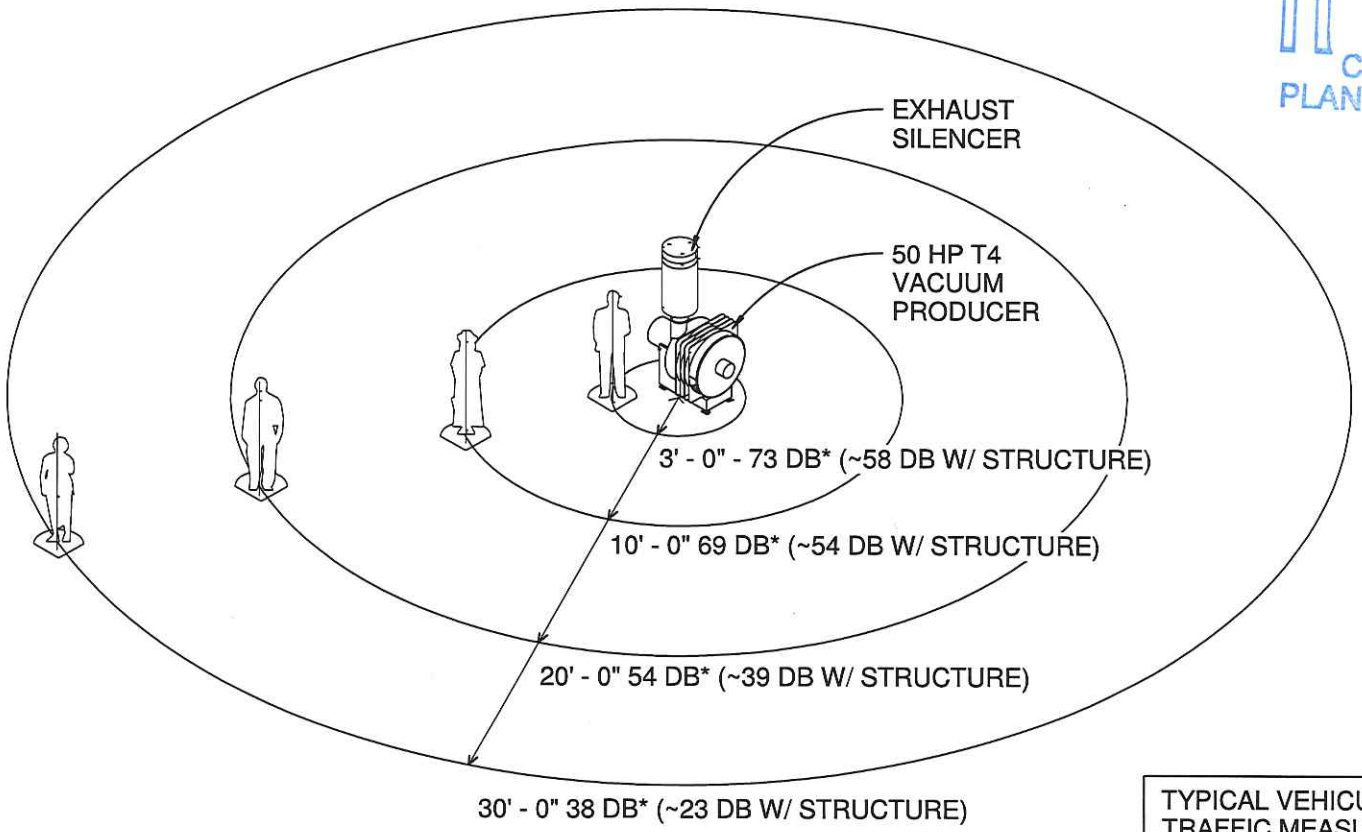
We are residents of the Quakertown subdivision located at 6 mile/Haggerty. We recently learned that someone has applied to put a car wash where the Buca Di Beppo building is located. We are pleading with whoever makes this decision to deny this request. This is not a good location for a car wash. Not to mention that Livonia has SEVERAL car washes nearby. There is a car wash at 5/Haggerty and I recently learned there is a new one at 7/Haggerty. We DO NOT need another at 6/Haggerty. As a resident of this subdivision, we have a hard enough time getting in and out of our neighborhood as is with traffic. This will only COMPOUND the problem! I guarantee you there will be accidents because of the traffic and backups this may cause. Also, on that side of the road there are no left turns, which people already ignore and again with a car wash there this will cause a bigger issue.

Please consider the safety risks and how awful this will be for us. We already have additional new construction that is going to cause havoc in our area, we do not need anymore, not from a car wash! There are so many other possibilities for that spot.

Regards,
The Malekas Family

Sent from my iPhone
Please excuse any spelling errors

RECEIVED
AUG 19 2025
CITY OF LIVONIA
PLANNING COMMISSION

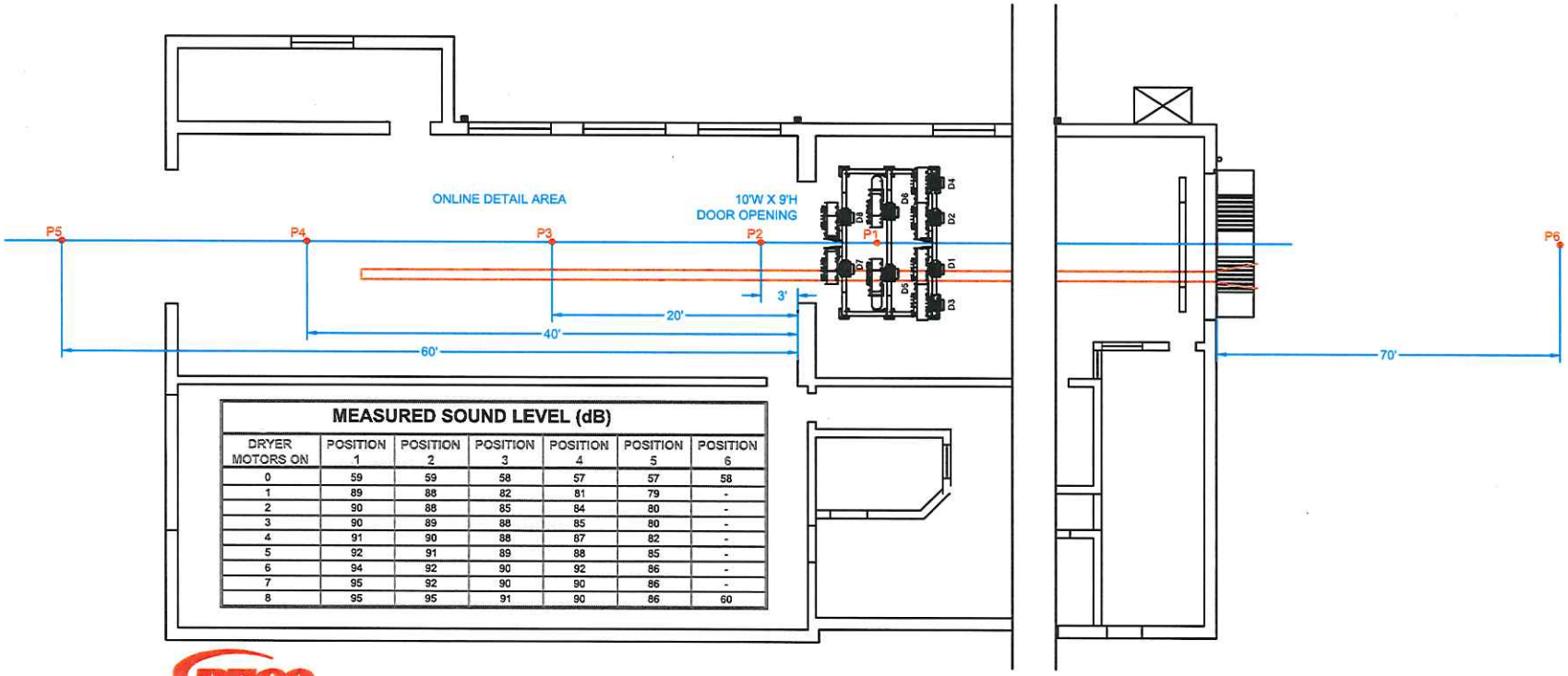


TYPICAL VEHICULAR TRAFFIC MEASURES 60-75 DB ON MOST CITY STREETS

*BASED ON READINGS TAKEN OUTDOORS, UNOBSTRUCTED, ON A CONCRETE SURFACE

TURBINE SOUND INTENSITY - 50 HP

VACUTECH
VPM60100
REV.: 0
BY: AS
3/21/2018 6:14:47 PM



MEASURED SOUND LEVEL (dB)

DRYER MOTORS ON	POSITION 1	POSITION 2	POSITION 3	POSITION 4	POSITION 5	POSITION 6
0	59	59	58	57	57	58
1	89	88	82	81	79	-
2	90	88	85	84	80	-
3	90	89	88	85	80	-
4	91	90	88	87	82	-
5	92	91	89	88	85	-
6	94	92	90	92	86	-
7	95	92	90	90	86	-
8	95	95	91	90	86	60

PECO CARWASH SYSTEMS

RECEIVED
AUG 19 2025
CITY OF LIVONIA
PLANNING COMMISSION

2365 Haggerty Road South, Canton, Michigan 48188
Tel: 734.397.3100 Fax: 734.397.3131
www.MannikSmithGroup.com

TECHNICAL MEMORANDUM

NEW PLANNING COMMISSSION
DATA RECEIVED

To: **Jacob Uhazie, Assistant Director, Planning Department, City of Livonia**
From: Kris D. Ball, PE, PTOE
CC:
Date: October 1, 2025
Project #: 401.2500286.000
Re: **Traffic Impact Analysis – Express Car Wash**
38888 Six Mile Road
City of Livonia, Wayne County, Michigan

Introduction

At the request of the City of Livonia Planning Department, the Mannik & Smith Group (MSG) has completed an analysis of expected trip generation at the Express car wash, which is the proposed development of the site located at 38888 Six Mile Road, Livonia. This was compared to the property's prior land use as a sit-down restaurant. The goal of this memo is to clearly define the potential additional traffic generated by this development relative to prior conditions. The analysis utilizes data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, to estimate the number of vehicle trips generated by each land use.

Site Location and Local Zoning

The proposed development will replace the existing Buca di Beppo restaurant located on the northeast corner of Six Mile Road and Fox Drive with the Express Wash Concepts car wash. Overall plans include moving the site's access driveway from the west side to the east side of the property and signalization at Fox Drive & Six Mile Road and Quakertown Lane & Six Mile Road. It is the understanding of the consultant that signalization has been approved by the Wayne County Roads Division, which maintains Six Mile Road, pending the driveway location change.



Figure 1: Site Location

Adjacent Roadway Network and Intersections

The existing site currently has one access point on Six Mile Road. The proposed car wash development, with a conceptual site plan and expected site access points, is shown in **Figure 2**. The roadway features for the surrounding network are listed in **Table 1**.



Figure 2: Conceptual Site Plan

Table 1: Roadway Features

Characteristic	Study Roadway			
	Six Mile Road	Haggerty Rd	Fox Dive	Quakertown Lane
Functional Classification	Minor Arterial	Minor Arterial	Non-Certified Roadway	Local
Road Jurisdiction	County Primary	County Primary	Private	City Minor
Roadway Direction	East-West	North-South	North-South	North-South
Lane Width	12 ft	12 ft	11 ft	18 ft
Shoulder Width	0 ft	0 ft	0 ft	0 ft
Posted Speed Limit	45 mph	45 mph	Not Posted	25 mph
AADT	31,736	19,511	-	-
Number of Thru Lanes	4	4	2	2

AADT Data from MDOT TCDS and SEMCOG Databases

ITE Trip Generation Comparison

The amount of traffic generated by the proposed project depends on the type and size of the proposed land use. Estimates for the volume of traffic generated by this development were based on existing peak hour site driveway volumes and rates published in the Institute of Transportation Engineers (ITE) report, titled "Trip Generation, 12th Edition." ITE land uses are presented in **Table 2** and are illustrated in **Appendix A**. LUC 931, fine dining restaurant, was used for Buca di Beppo restaurant as it better represents the style of dining at this restaurant chain than other ITE restaurant LUCs, such as fast casual (930) or high turnover sit-down restaurant (932).

Table 2: ITE Trip Generation

ITE LUC	ITE Land Use Units	Weekday - Peaks					
		Peak Hour of Generator					
		AM Peak			PM Peak		
		Enter	Exit	Total	Enter	Exit	Total
Existing Land Use (Restaurant)							
LUC #931	Fine Dining Restaurant (7,790 SF)	23	5	28	38	33	71
Total Expected Trips Generated by Existing Building		**23**	**5**	**28**	**38**	**33**	**71**
Proposed Land Use (Express Car Wash)							
LUC #948	Automated Car Wash (1 Car Wash Tunnel + 14,229 SF Car Wash Facility + 2 Payment Stalls)	191	183	374	176	177	353
Total Site Generated Traffic by Express Wash Concept		**191**	**183**	**374**	**176**	**177**	**353**
Total Trip Differences (Existing vs Proposed)		**168**	**178**	**346**	**138**	**144**	**282**

Conclusions

The proposed car wash will add 346 total trips to the roadway network during the AM peak hour (168 inbound, 178 outbound) and 282 total trips to the roadway network during the PM peak hour (138 inbound, 144 outbound).

APPENDIX A
ITE Trip Generation

Land Use: 931
Fine Dining Restaurant

Description

A fine dining restaurant is a full-service eating establishment with a typical duration of stay of at least 1 hour. A fine dining restaurant generally does not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires a reservation and is generally not part of a chain. A patron commonly waits to be seated, is served by wait staff, orders from a menu and pays after the meal. Some of the study sites have lounge or bar facilities (serving alcoholic beverages), but meal service is the primary draw to the restaurant.

Additional Data

If the fine dining restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2010s, and the 2020s in Arizona, California, Florida, Indiana, Kentucky, New Jersey, and Utah.

Source Numbers

338, 339, 368, 437, 440, 976, 1053, 1204

Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

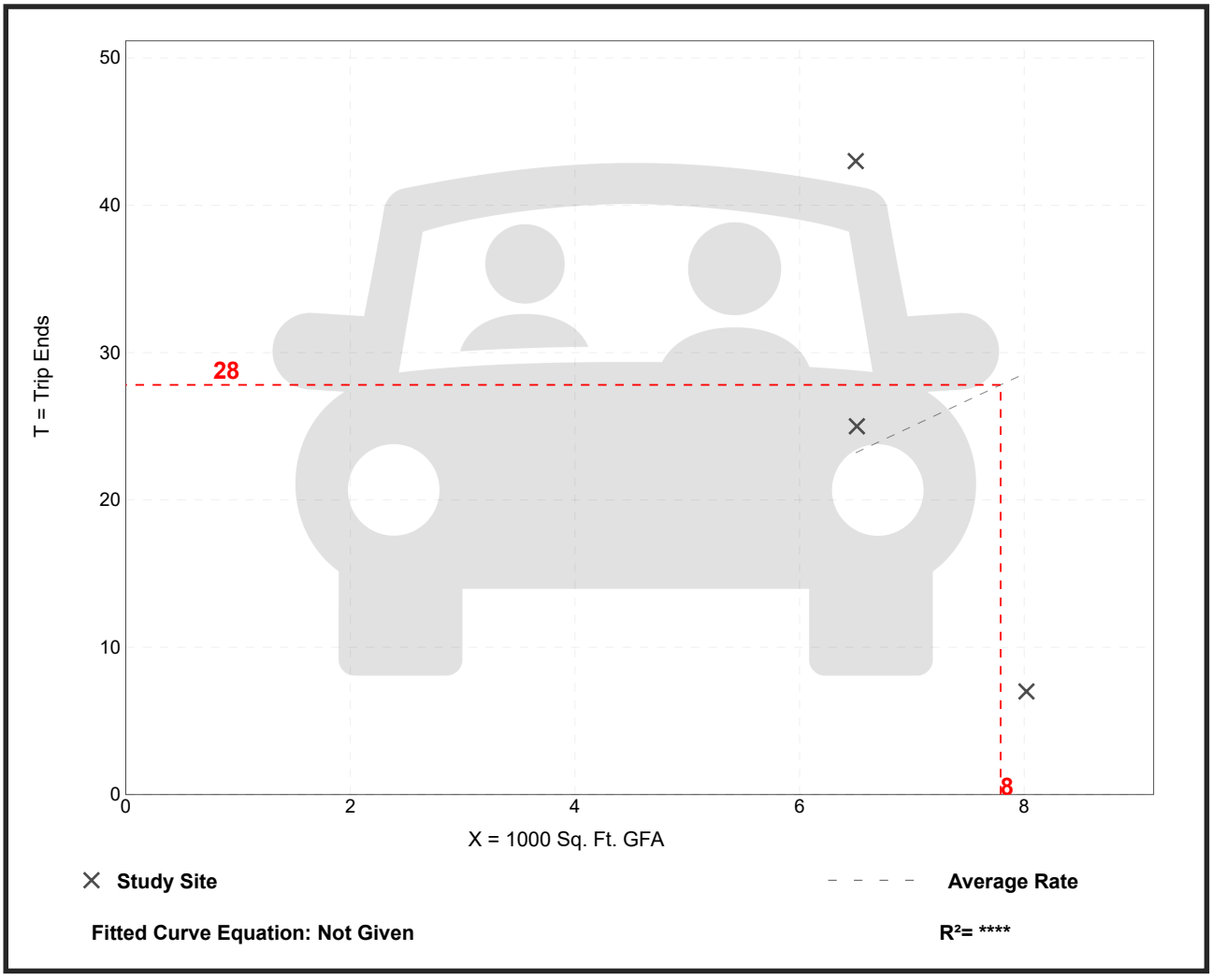
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 7
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.57	0.87 - 6.62	2.91

Data Plot and Equation

Caution – Small Sample Size



Fine Dining Restaurant
(931)

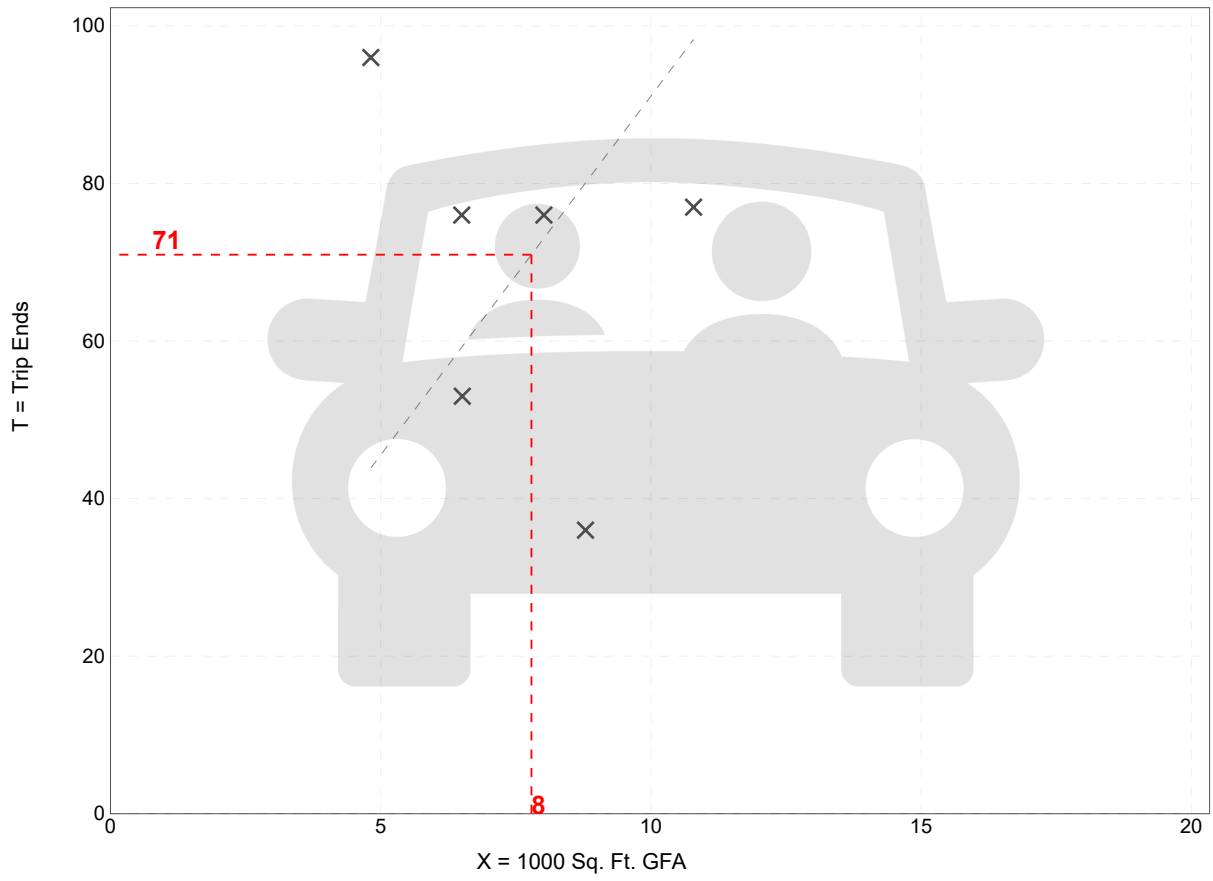
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.11	4.10 - 19.93	4.81

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Land Use: 948
Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash
(948)

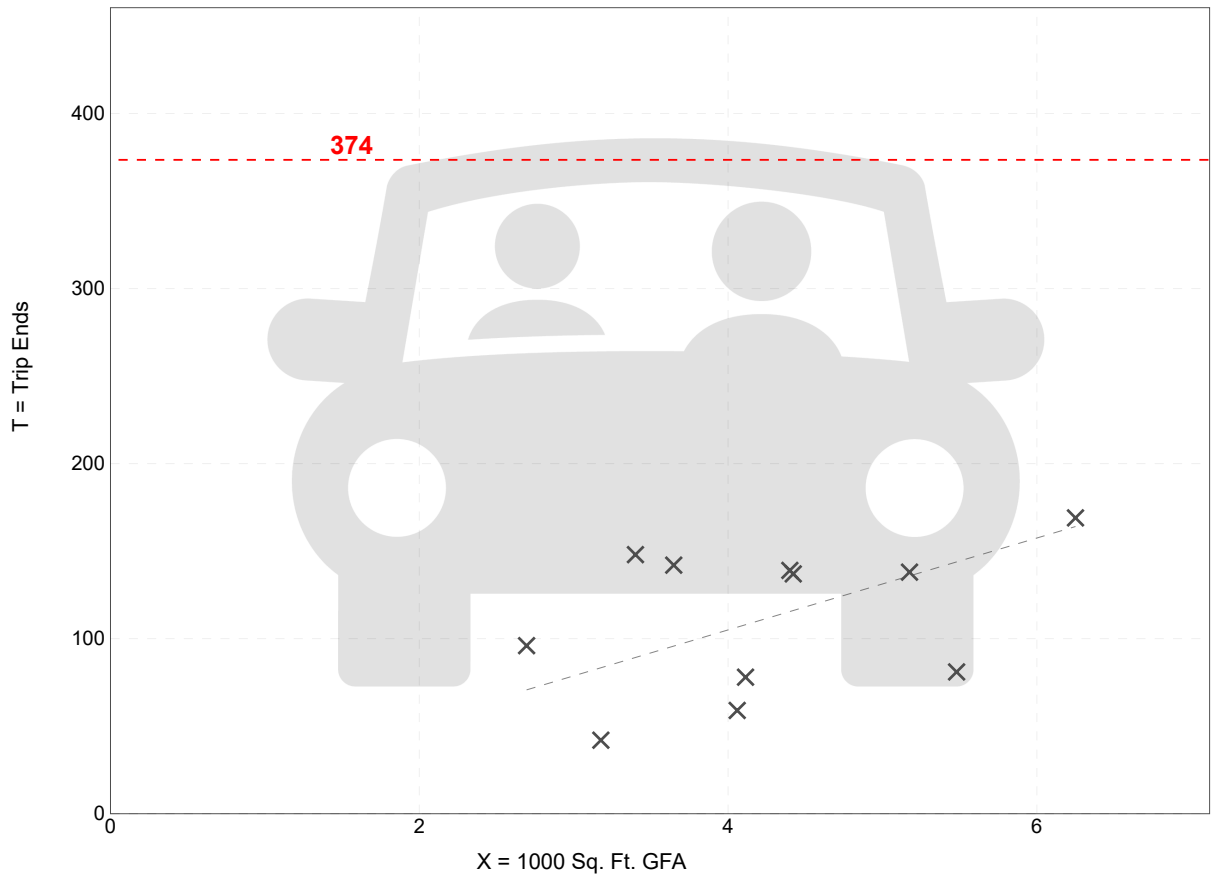
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.25	13.22 - 43.53	9.82

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Automated Car Wash
(948)

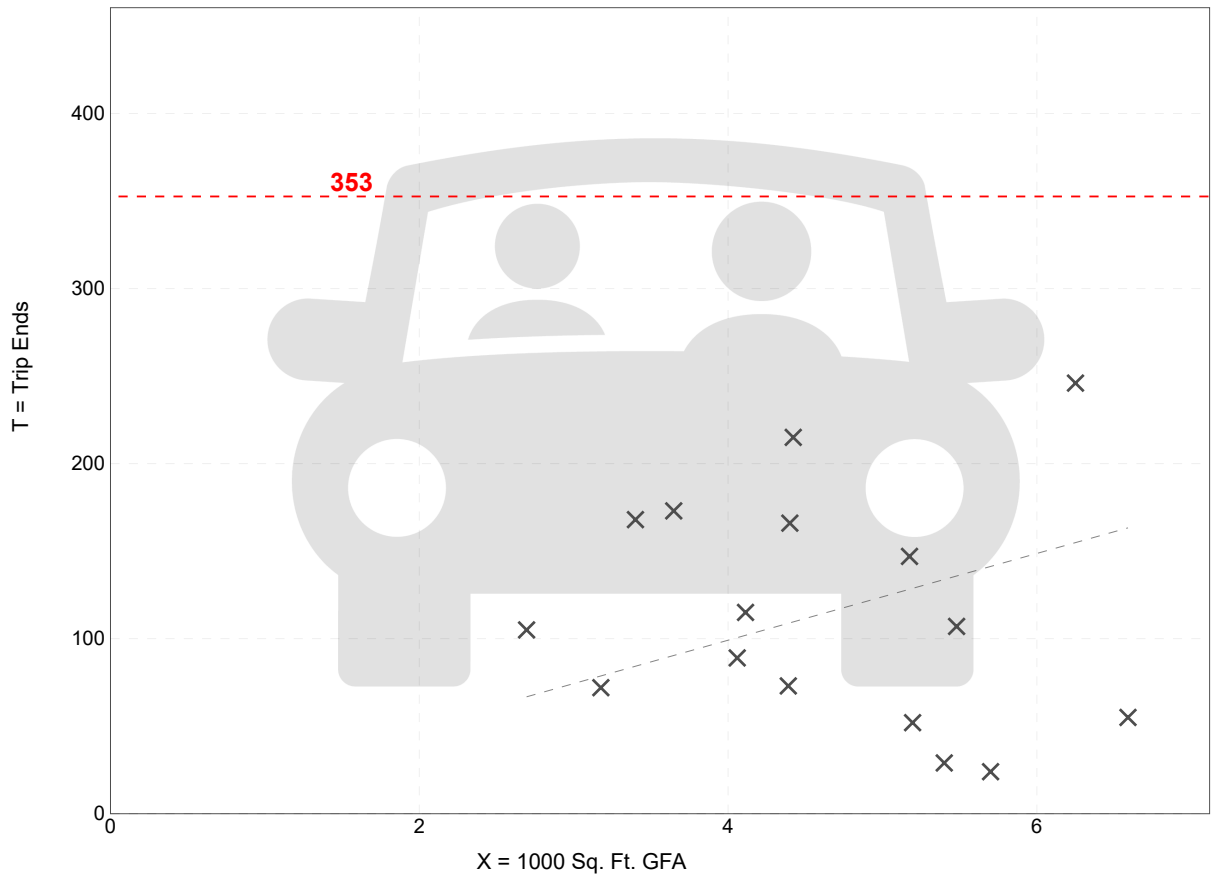
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.78	4.21 - 49.41	15.65

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

TRINITY HOUSE

38840 West Six Mile Rd. • Livonia, Michigan 48152 • Phone: (734) 464-6302 • trinityhousetheatre.org

Mark Taormina
Planning Director
City of Livonia
33000 Civic Center Dr.
Livonia MI 48154

9/25/25

Dear Mr. Taormina,

Representatives of Trinity House attended the August 19, Livonia Planning Commission meeting regarding the development of a Clean Express Auto Wash in the former site of Buca di Beppo. The theatre shared parking with Buca di Beppo and we wanted to learn more, share our concerns, and hear the thoughts of our neighbors. We appreciated that planning commission members brought up the theatre's parking as an issue for the car wash.

Since the meeting, we've been working with Dennis Miller of DMC Real Estate Advisors, to come up with a parking solution for Trinity House.

Mr. Miller developed a new plan to push the carwash further back and allow for 13 additional spaces along the Six Mile Road side of the property. He said that Trinity House patrons could also use additional parking at the back of the Clean Express Auto Wash development.

We appreciate Mr. Miller's work to find a solution for parking. We look forward to working with Clean Express Auto Wash as neighbors, if the car wash development moves forward.

Feel free to contact me at trinityhousetheatre@gmail.com if you have any questions.

Sincerely,

Bill Keith
President
Trinity House

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

DRAFT

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

DRAFT

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DEVELOPMENT PLAN

- Introduction 5

DEVELOPMENT PLAN ELEMENTS

- Designation of boundaries of the development area in relation to highways, streets, streams, or otherwise. 6
- Location and extent of existing streets and other public facilities within the development area 7
- Description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion. 9
- Location, extent, character, and estimated cost of the improvements, including rehabilitation contemplated for the development area, and an estimate of the time required for completion. 10
- Statement of the construction or stages of construction planned, and the estimated time of completion of each stage. 12
- Description of any parts of the development area to be left as open space and the use contemplated for the space. 13
- Description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms. 14
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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

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"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

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municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2055.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

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tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

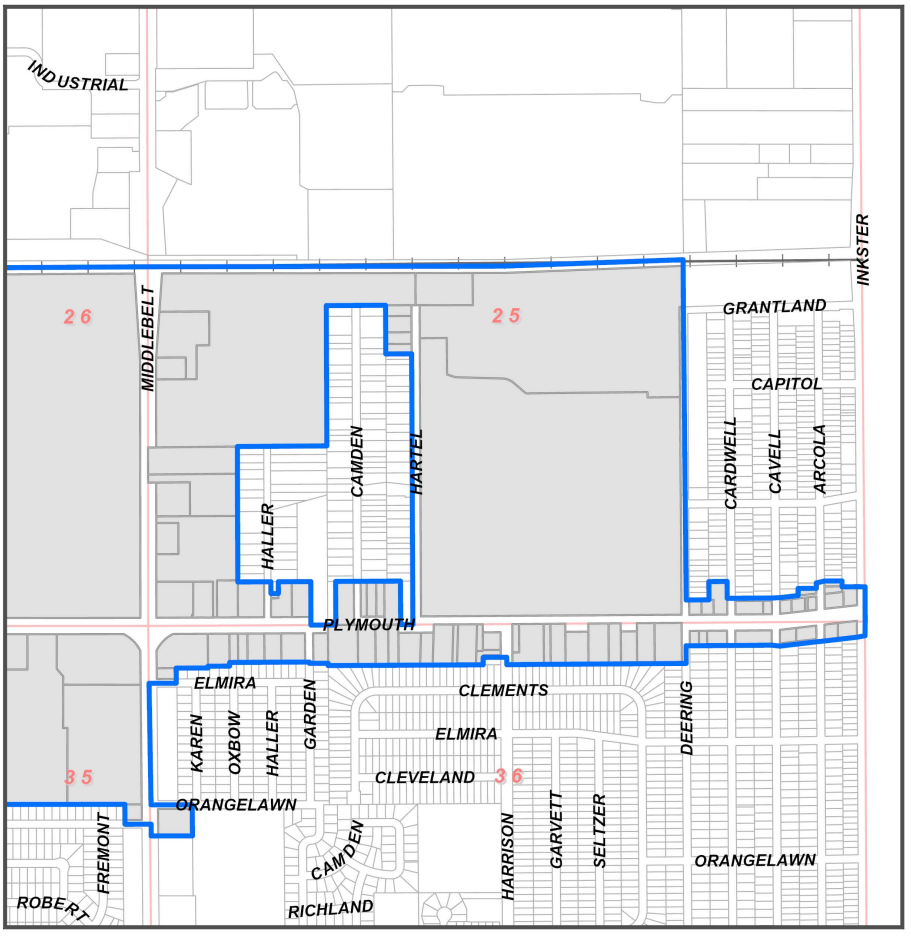
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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





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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

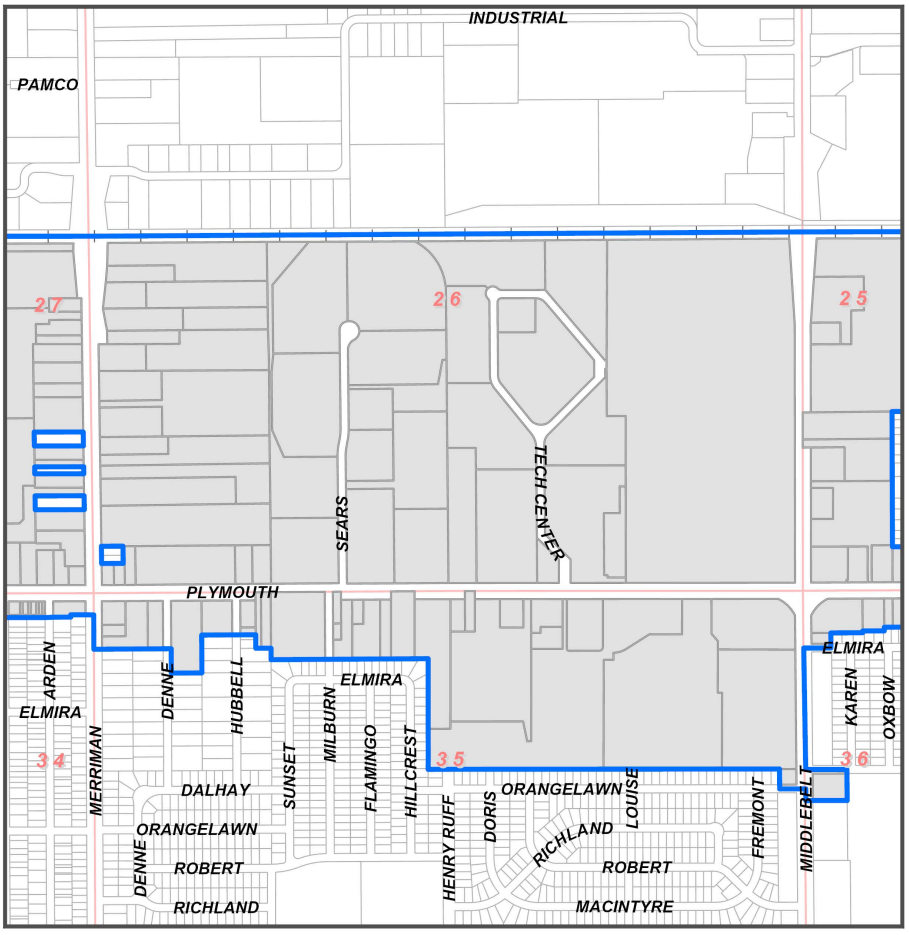
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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



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PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

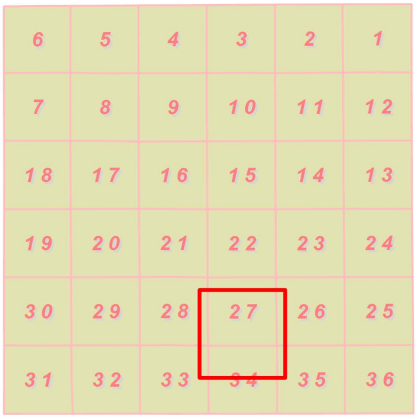
EXIBIT A
DISTRICT BOUNDARY

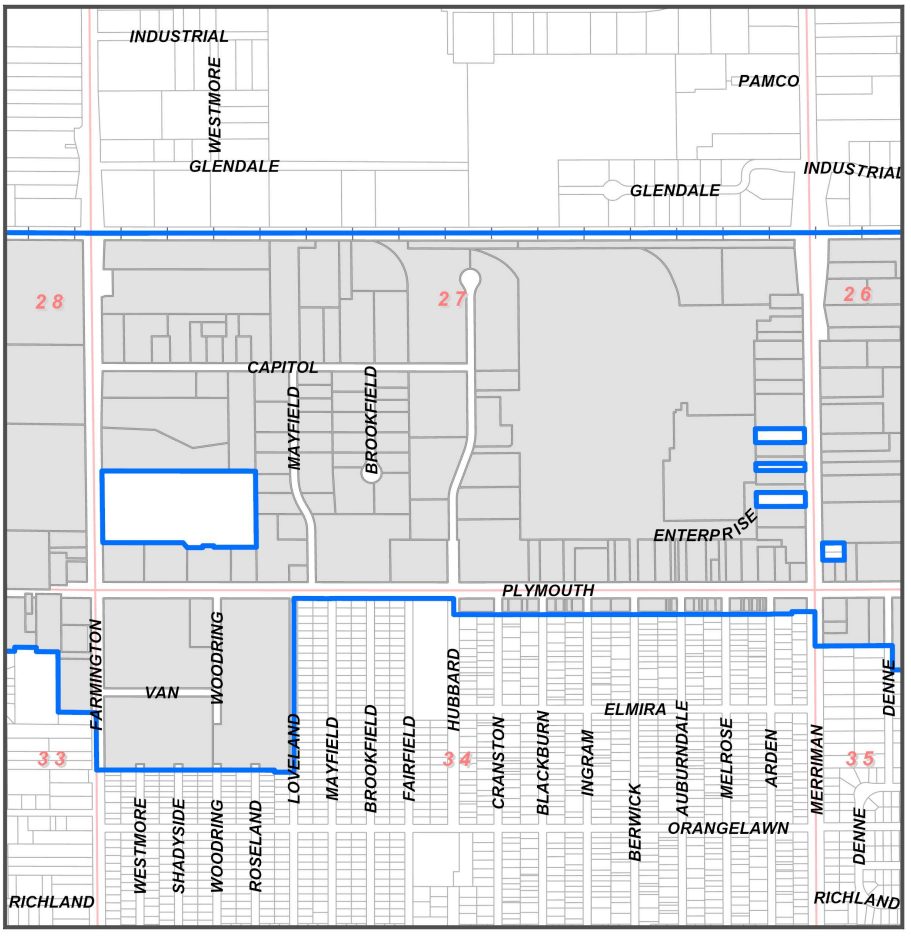
Legend

PRDA District Boundary

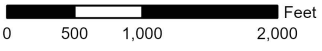
Parcels in the PRDA District

LOCATION MAP









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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
7	8	9	10	11	12
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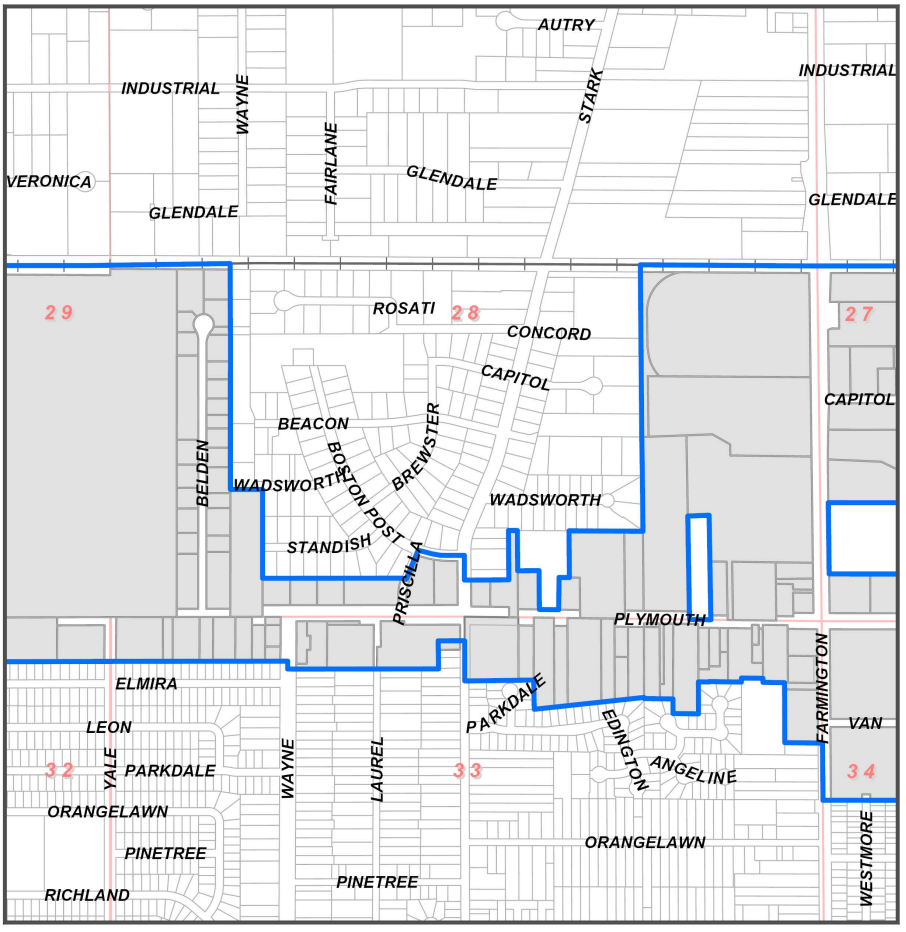

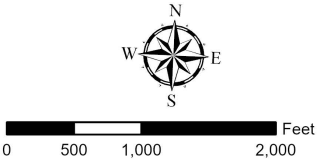

PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

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PRDA District Boundary

Parcels in the PRDA District

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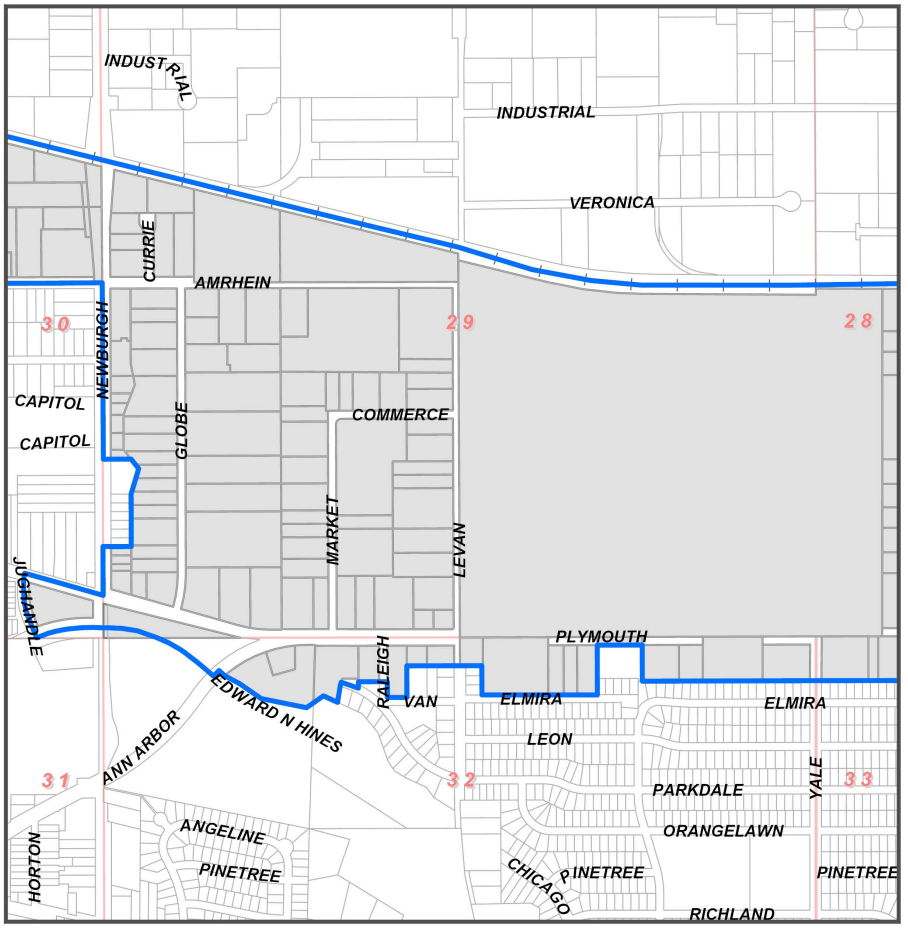

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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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PRDA District Boundary

Parcels in the PRDA District

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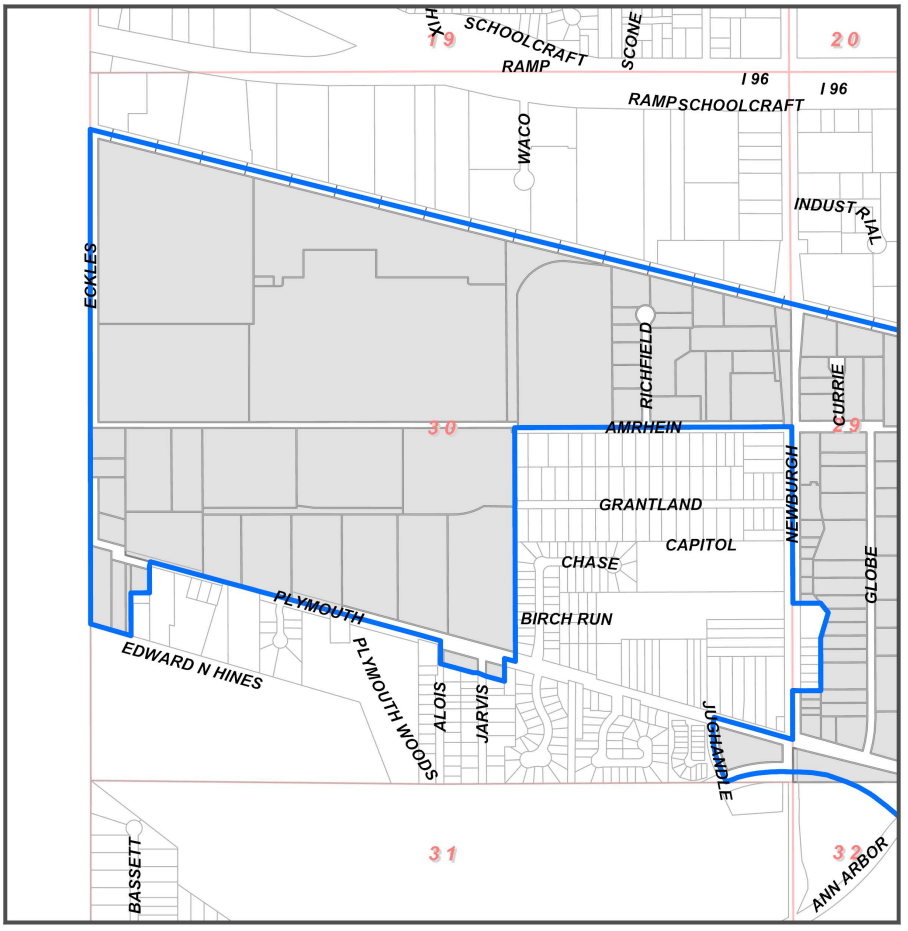

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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP

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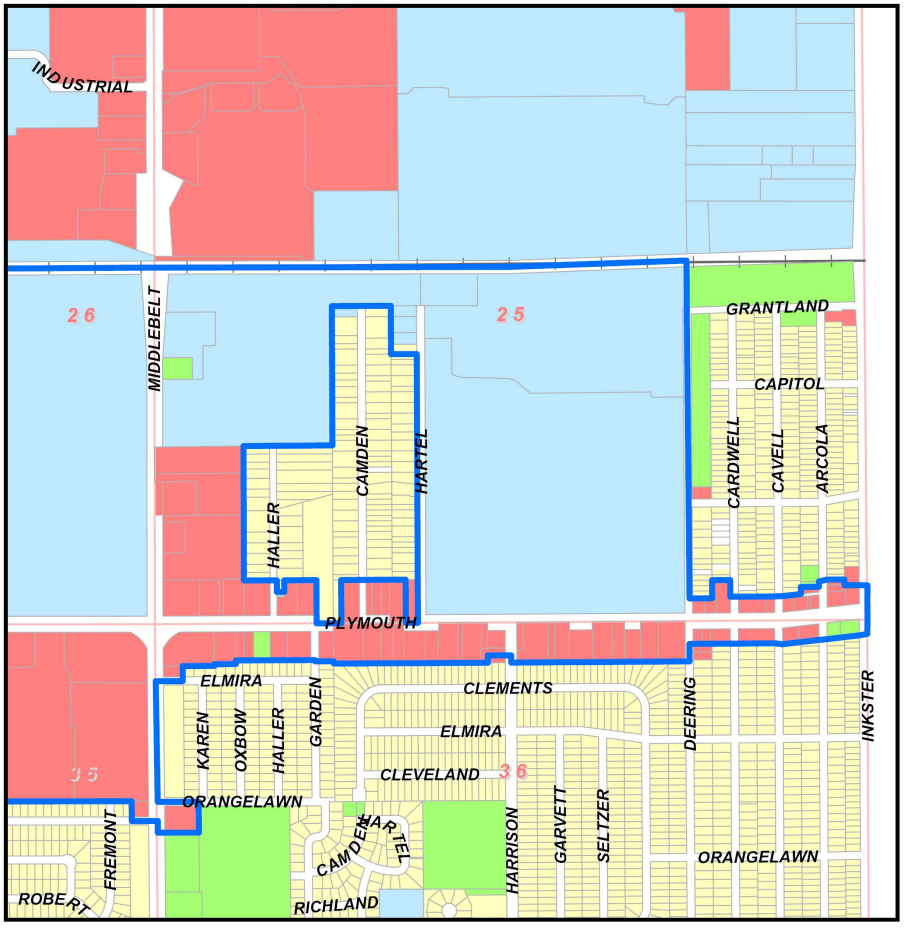

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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

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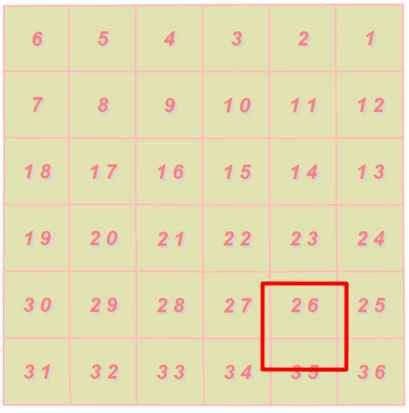
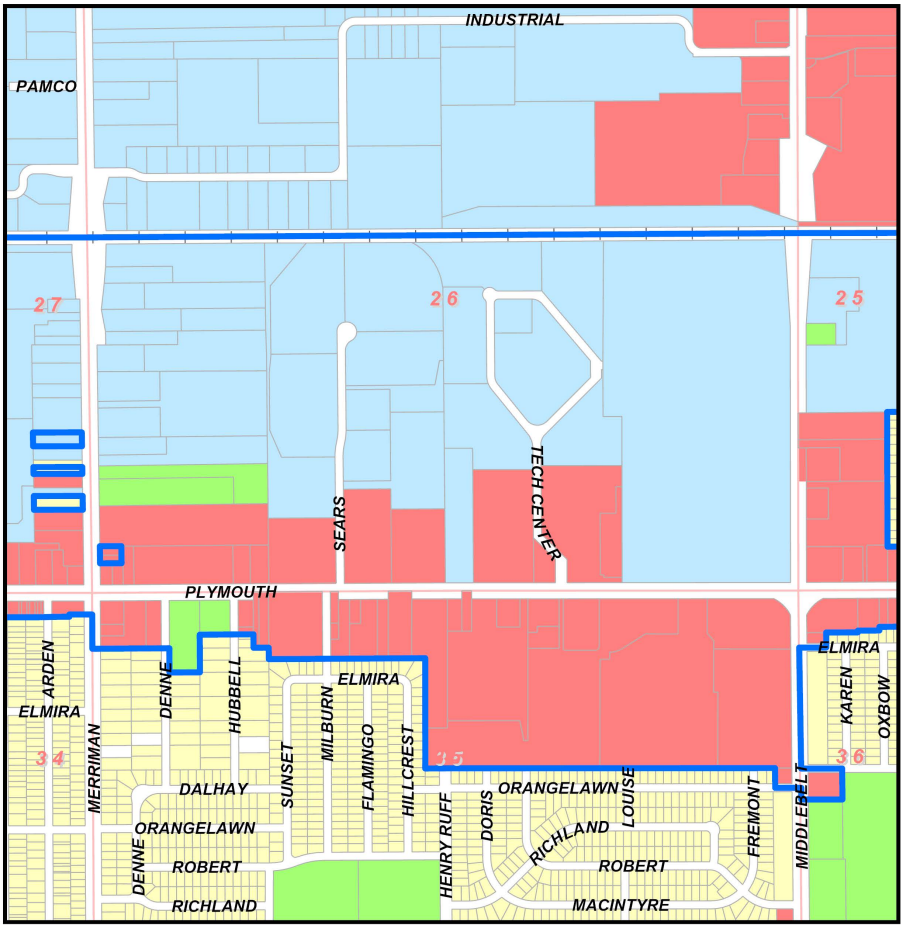
LOCATION MAP





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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

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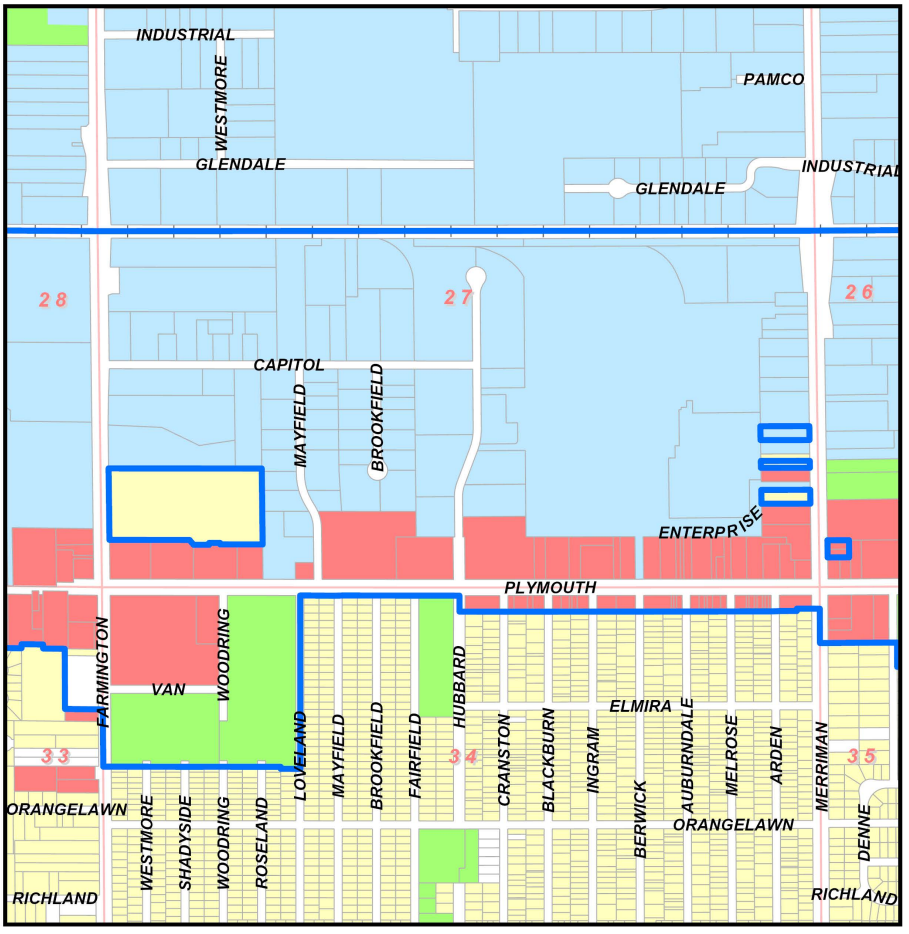

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Prepared by the City of Livonia Planning Department
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

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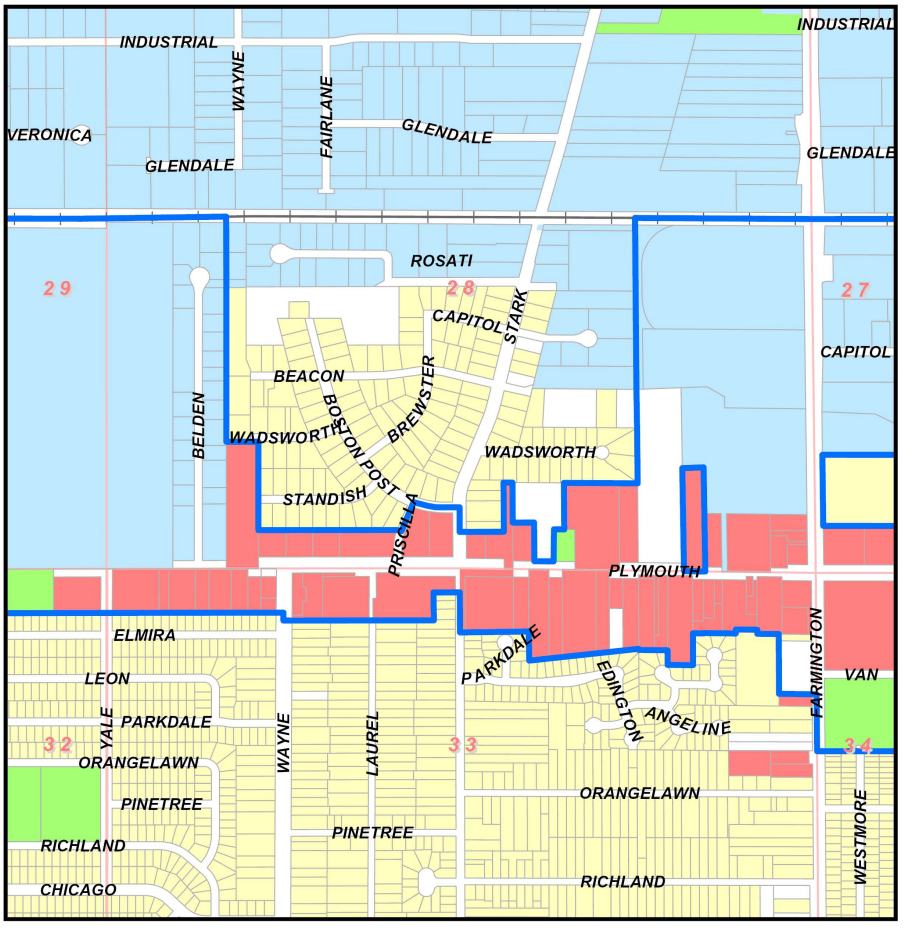

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Prepared by the City of Livonia Planning Department
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

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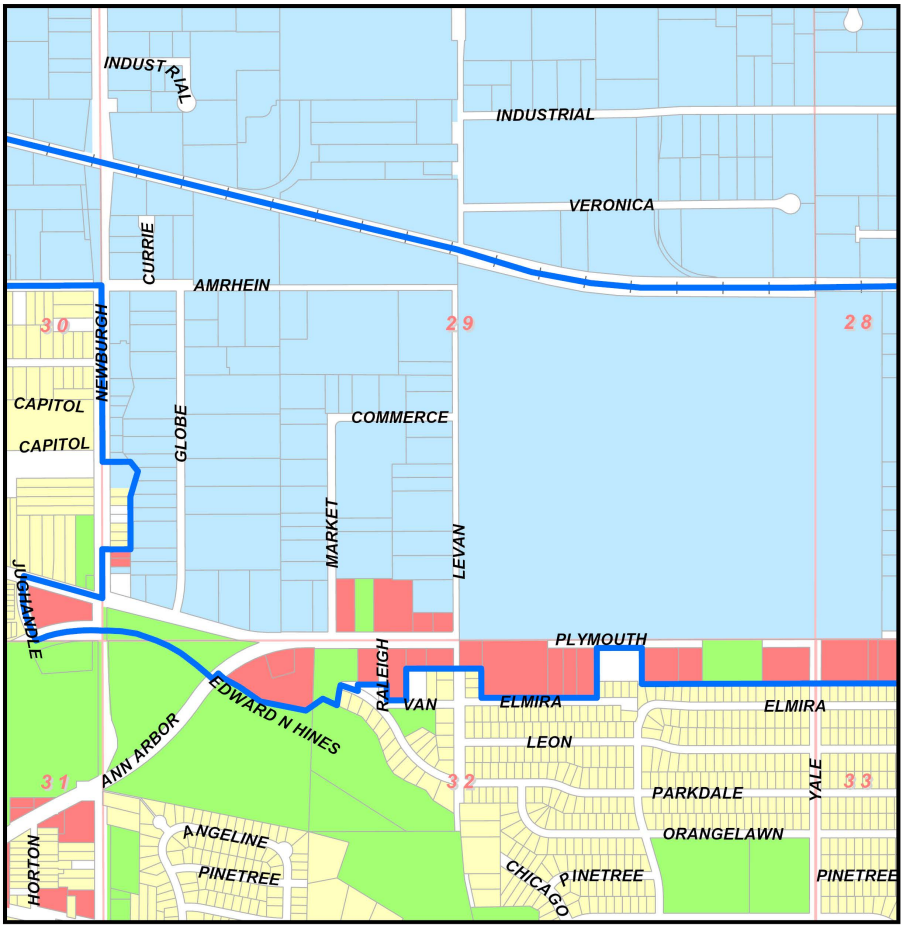

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

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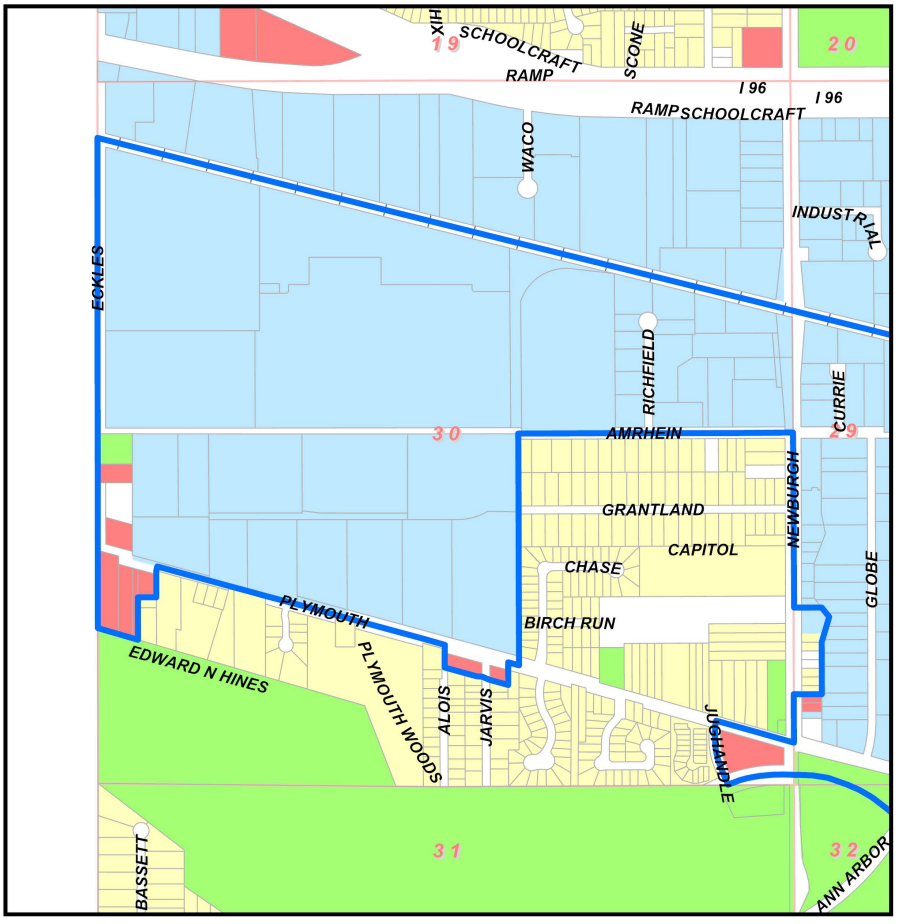

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EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision

line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,310 feet to the north lot line as extended of Lot 17, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly, 210 feet to the N.E. corner of said Lot 17; thence Southeasterly, 90 feet to the East point of lot 19 of said Woodlands Village Subdivision; thence Southwesterly, 198 feet to the N.E. corner of Lot 22 of said subdivision; thence Southerly, 390 feet along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north

line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 446 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 421 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120’ wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16·of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the

North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 480 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline 120 feet to the centerline of Hartel Avenue; thence North along said centerline, 2002 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE ¼ of Section 28, Described as beginning at a point on the South section line distant North, 89 degrees, 17 minutes, 30 seconds West, 823.91 feet from the Southeast corner of Section 28 and proceeding thence North, 89 degrees, 17 minutes, 20 seconds West along said line, 158.74 feet; thence North 0 degrees, 59 minutes, 20 seconds West, 768.36 feet; thence North 87 degrees, 47 minutes, 30 seconds East, 158.71 feet; thence South 0 degrees, 59 minutes, 20 seconds East, 776.44 feet to the Point of Beginning, 2.81 acres subject to Plymouth Road easement over the South 33 feet.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	452,246,735							
2026	452,246,735	456,769,202	4,522,467	59,533	34,903	10,266	933	105,634
2027	452,246,735	461,336,894	9,090,159	119,661	70,155	20,635	1,874	212,325
2028	452,246,735	465,950,263	13,703,528	180,391	105,760	31,107	2,826	320,083
2029	452,246,735	470,609,766	18,363,031	241,727	141,720	41,684	3,786	428,918
2030	452,246,735	475,315,864	23,069,129	303,677	178,041	52,367	4,757	538,842
2031	452,246,735	480,069,022	27,822,287	366,247	214,724	63,157	5,737	649,865
2032	452,246,735	484,869,712	32,622,977	429,442	251,774	74,054	6,727	761,998
2033	452,246,735	489,718,410	37,471,675	493,270	289,195	85,061	7,727	875,252
2034	452,246,735	494,615,594	42,368,859	557,735	326,990	96,177	8,736	989,639
2035	452,246,735	499,561,750	47,315,015	622,845	365,163	107,405	9,756	1,105,170
2036	452,246,735	504,557,367	52,310,632	688,607	403,718	118,745	10,786	1,221,856
2037	452,246,735	509,602,941	57,356,206	755,026	442,658	130,199	11,827	1,339,709
2038	452,246,735	514,698,970	62,452,235	822,109	481,988	141,767	12,878	1,458,741
2039	452,246,735	519,845,960	67,599,225	889,863	521,711	153,450	13,939	1,578,962
2040	452,246,735	525,044,420	72,797,685	958,294	561,831	165,251	15,011	1,700,386
2041	452,246,735	530,294,864	78,048,129	1,027,410	602,352	177,169	16,094	1,823,025
2042	452,246,735	535,597,812	83,351,077	1,097,217	643,279	189,207	17,187	1,946,889
2043	452,246,735	540,953,790	88,707,055	1,167,722	684,614	201,365	18,291	2,071,993
2044	452,246,735	546,363,328	94,116,593	1,238,932	726,364	213,645	19,407	2,198,347
2045	452,246,735	551,826,962	99,580,227	1,310,854	768,530	226,047	20,533	2,325,965
2046	452,246,735	557,345,231	105,098,496	1,383,496	811,119	238,574	21,671	2,454,859
2047	452,246,735	562,918,684	110,671,949	1,456,863	854,133	251,225	22,821	2,585,042
2048	452,246,735	568,547,870	116,301,135	1,530,965	897,577	264,004	23,981	2,716,527
2049	452,246,735	574,233,349	121,986,614	1,605,807	941,456	276,910	25,154	2,849,327
2050	452,246,735	579,975,683	127,728,948	1,681,398	985,774	289,945	26,338	2,983,454
2051	452,246,735	585,775,439	133,528,704	1,757,745	1,030,534	303,110	27,534	3,118,923
2052	452,246,735	591,633,194	139,386,459	1,834,855	1,075,743	316,407	28,741	3,255,747
2053	452,246,735	597,549,526	145,302,791	1,912,737	1,121,403	329,837	29,961	3,393,939
2054	452,246,735	603,525,021	151,278,286	1,991,397	1,167,520	343,402	31,194	3,533,513
2055	452,246,735	609,560,271	157,313,536	2,070,844	1,214,099	357,102	32,438	3,674,482

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

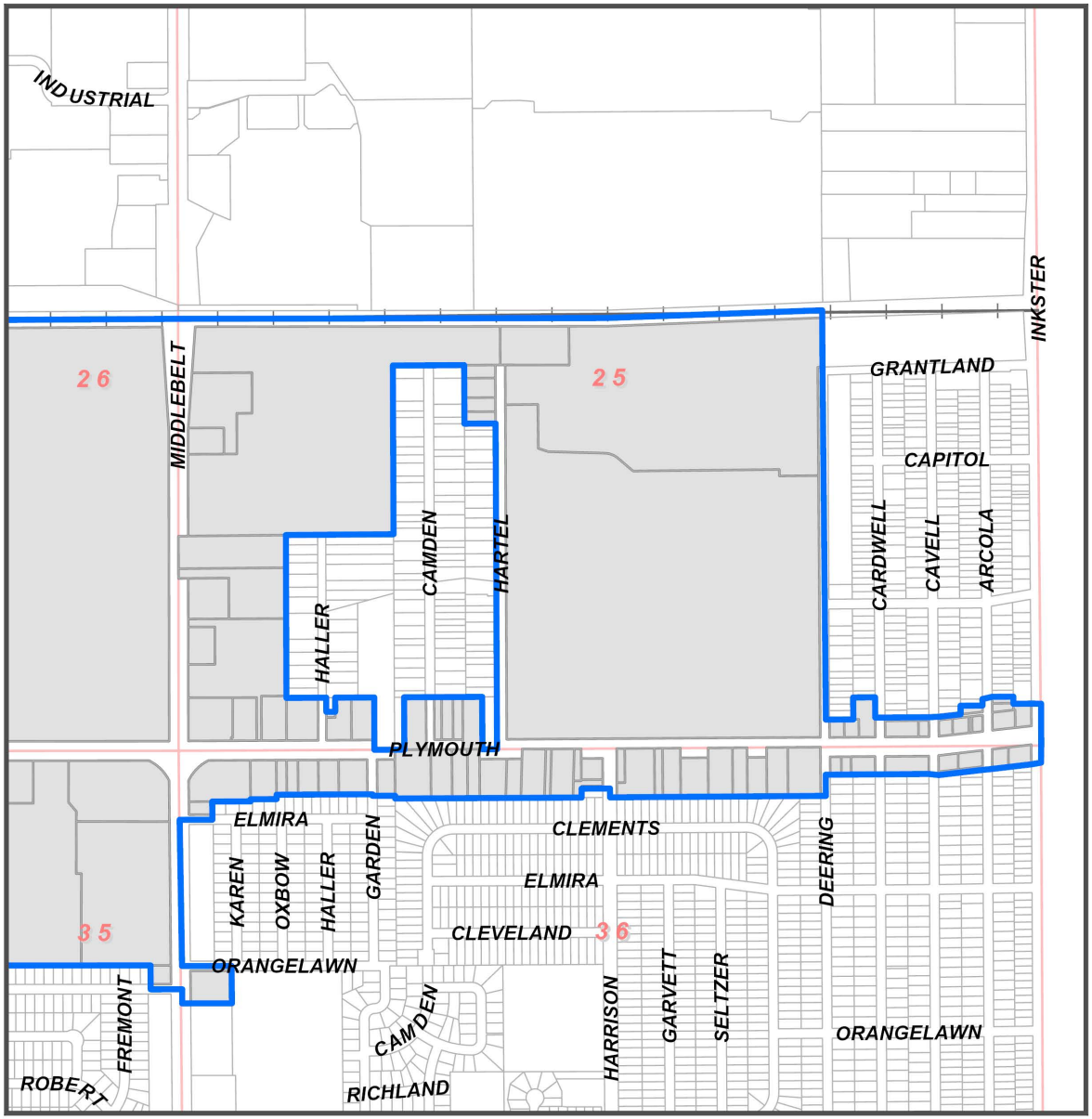
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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



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PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

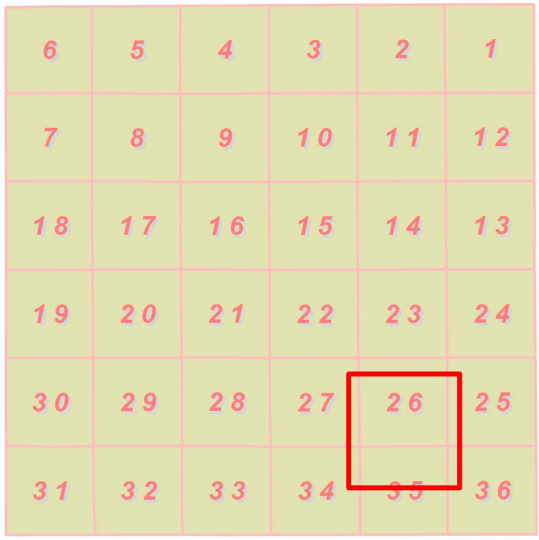
EXIBIT A
DISTRICT BOUNDARY

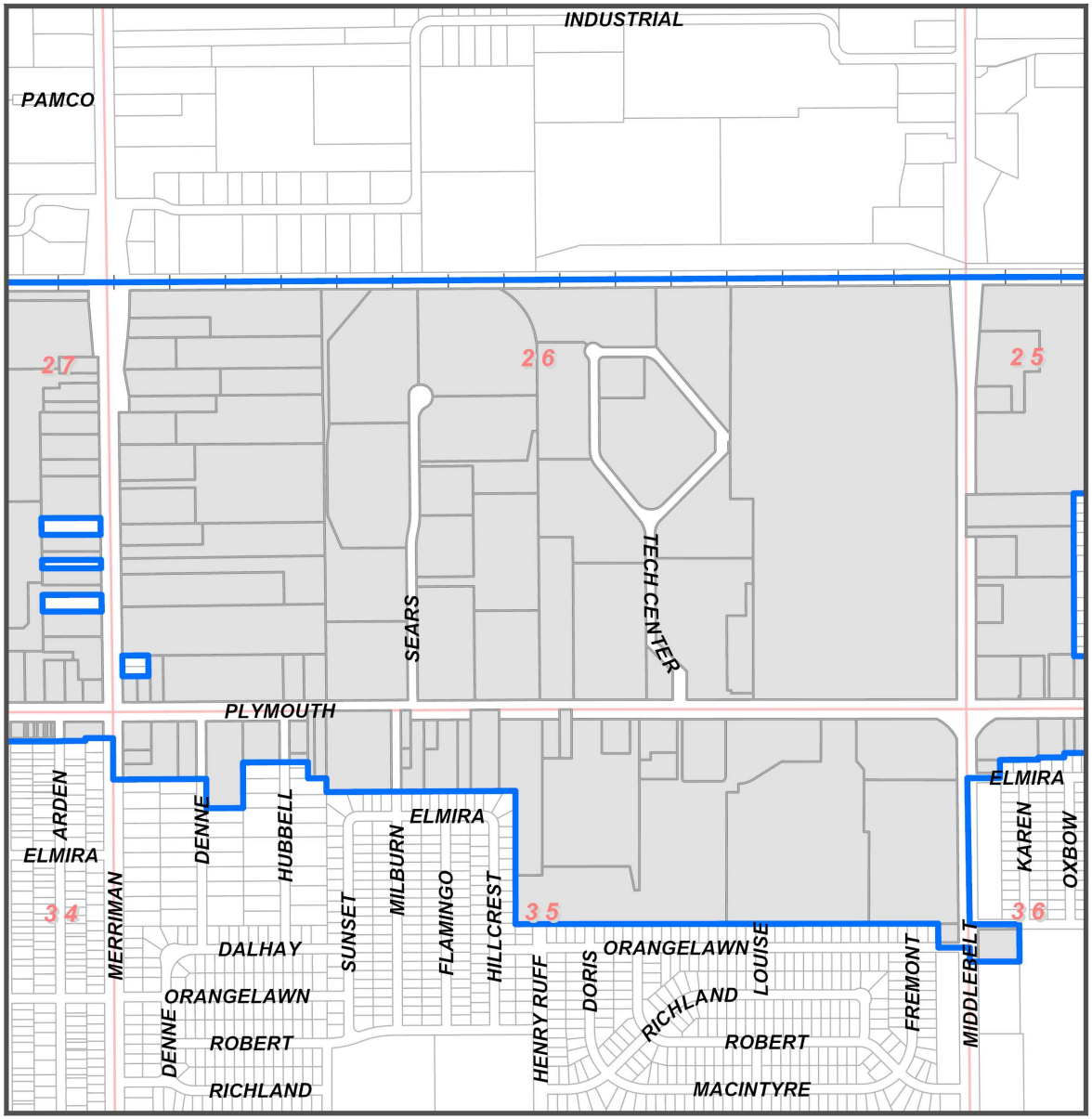
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP









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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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Parcels in the PRDA District

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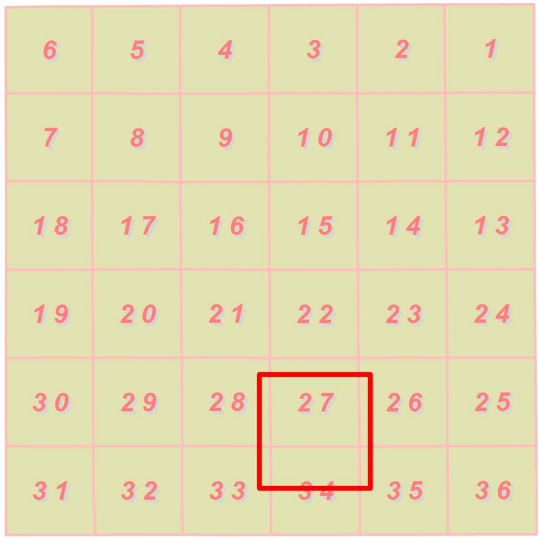

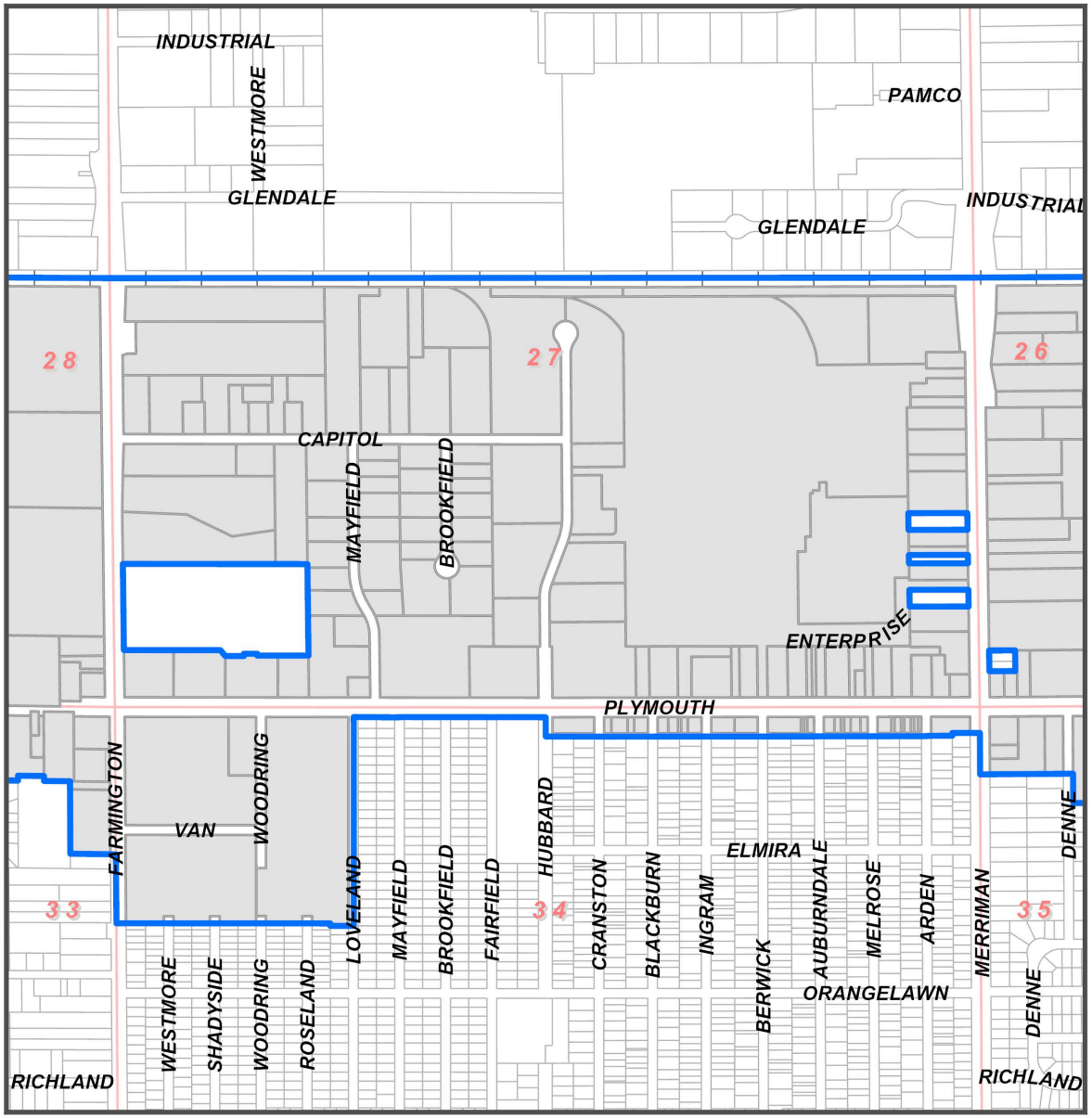

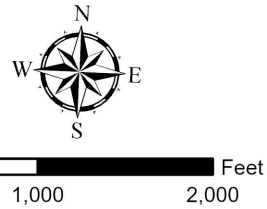

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November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

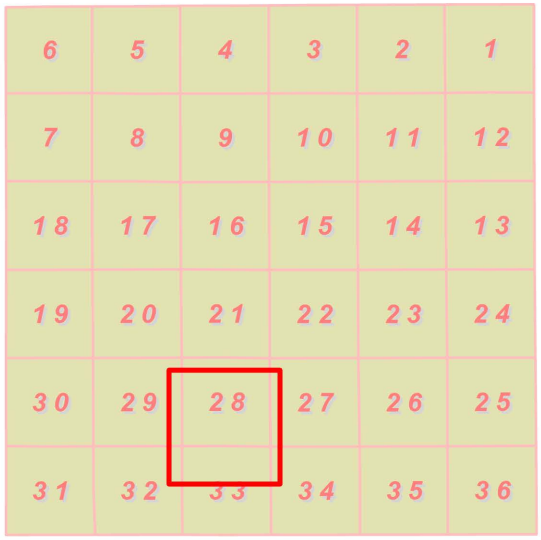
EXIBIT A
DISTRICT BOUNDARY

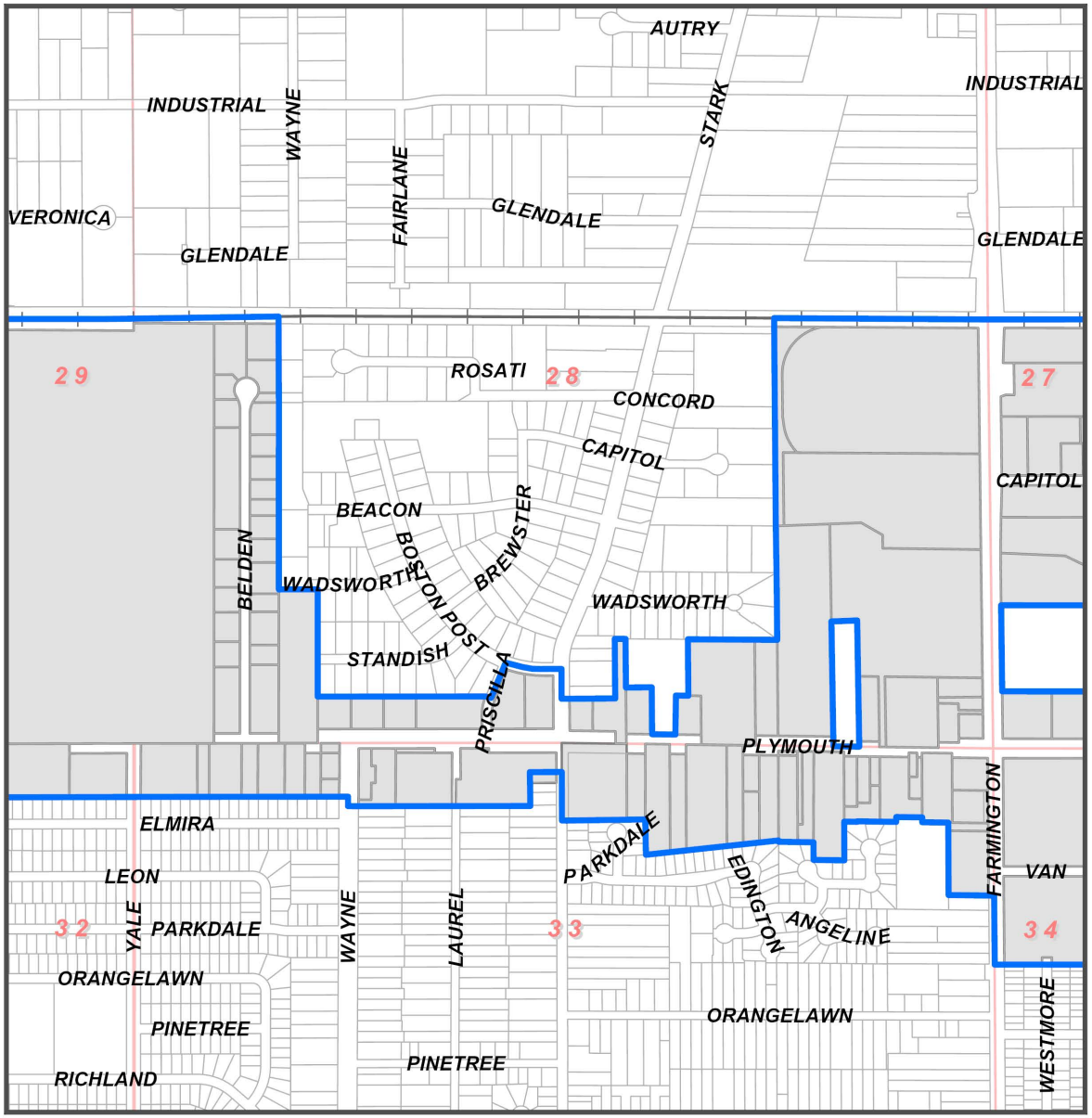
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

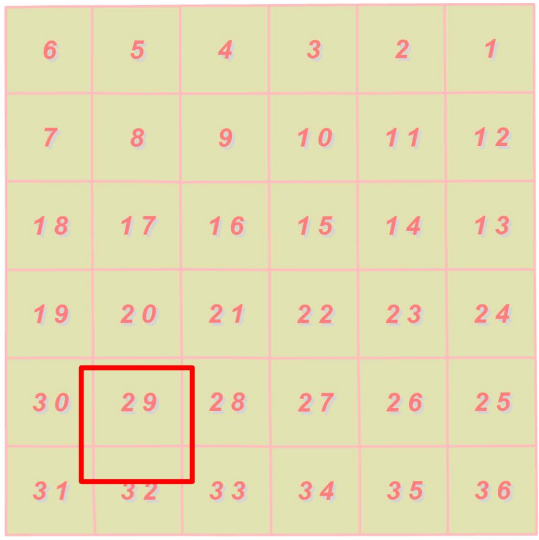
EXIBIT A
DISTRICT BOUNDARY

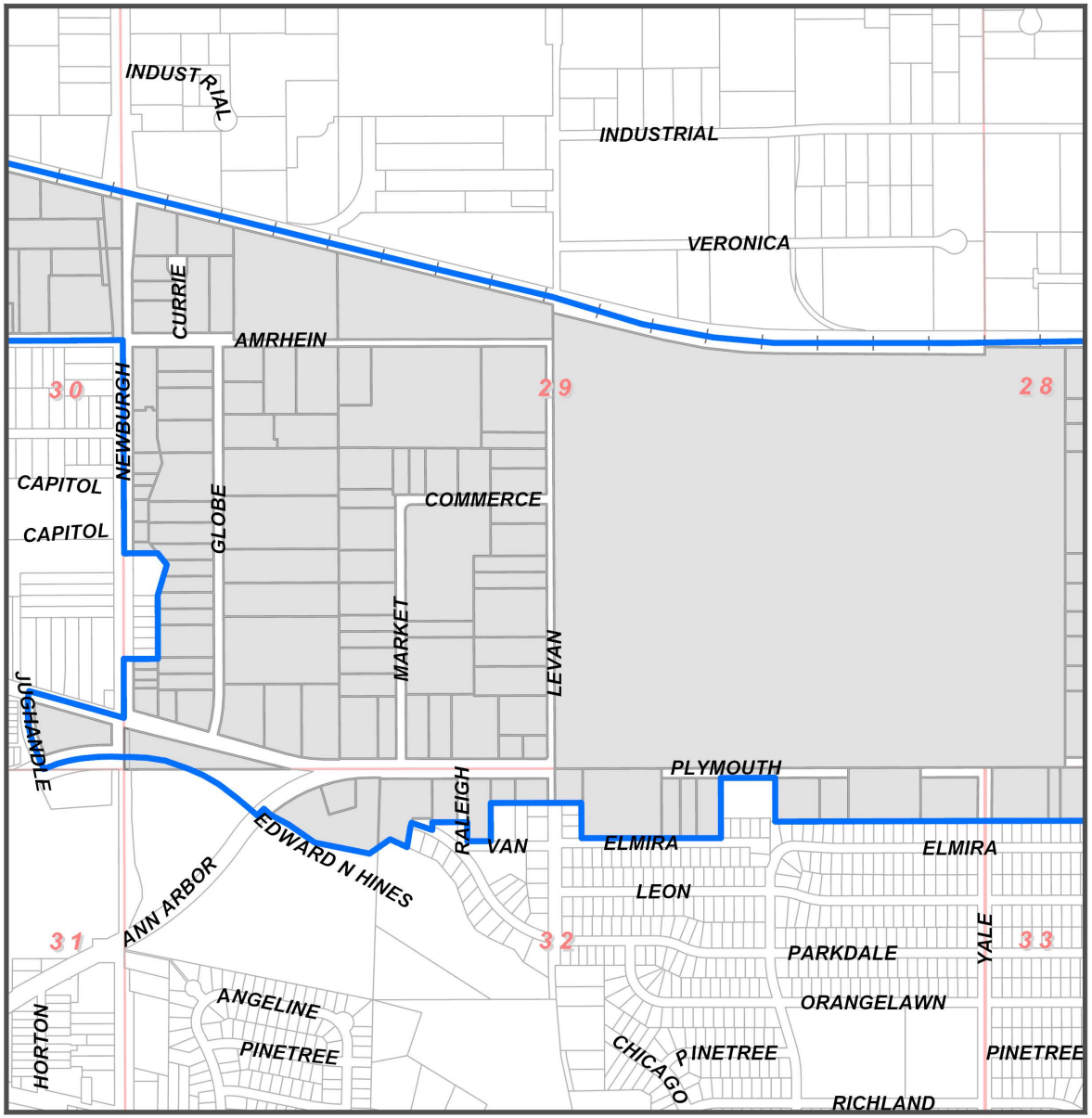
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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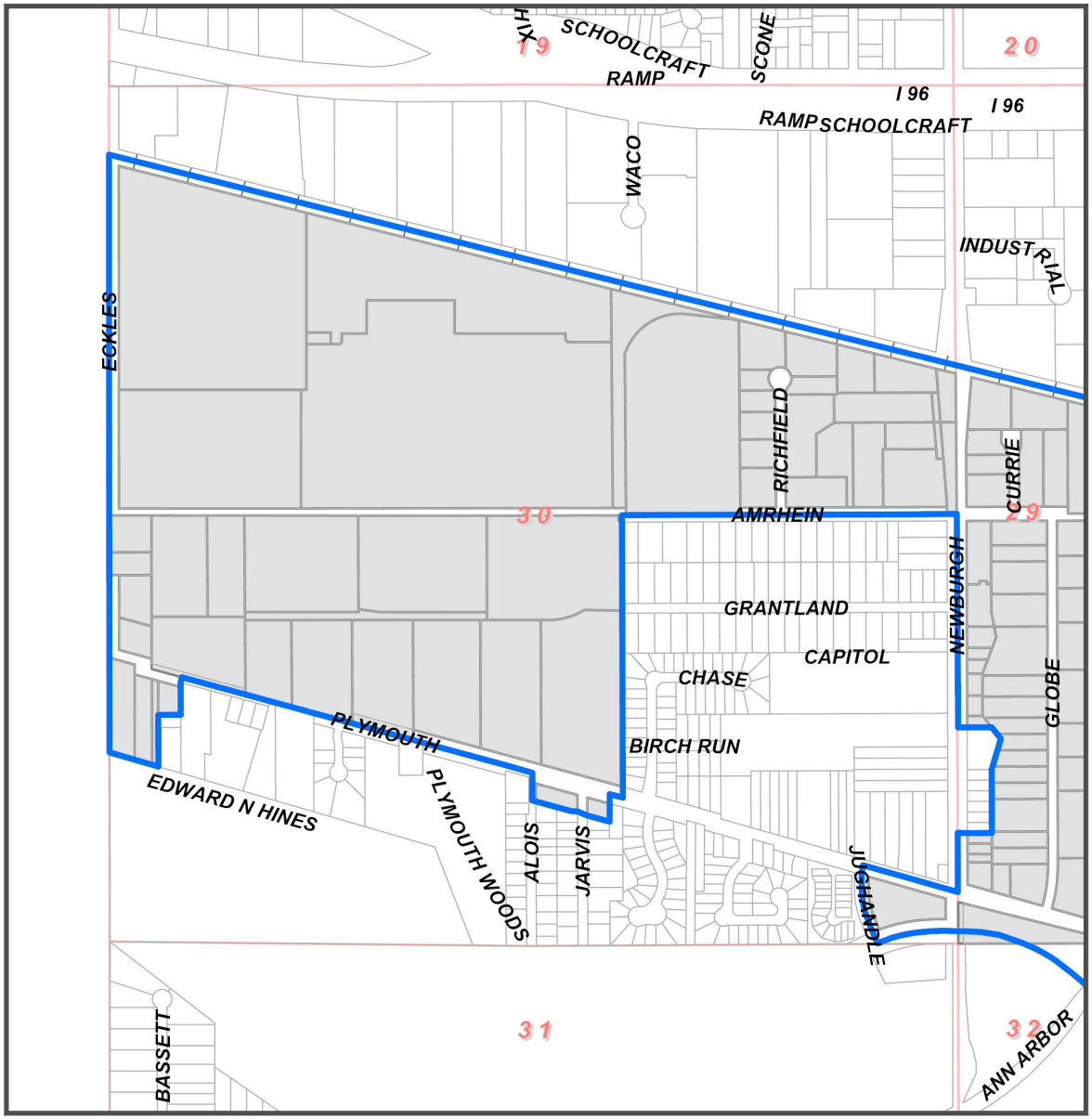

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PAGE 6 OF 6

Prepared by the City of Livonia Planning Department
November 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision

line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,310 feet to the north lot line as extended of Lot 17, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly, 210 feet to the N.E. corner of said Lot 17; thence Southeasterly, 90 feet to the East point of lot 19 of said Woodlands Village Subdivision; thence Southwesterly, 198 feet to the N.E. corner of Lot 22 of said subdivision; thence Southerly, 390 feet along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north

line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 446 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 421 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120’ wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16·of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the

North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 480 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline 120 feet to the centerline of Hartel Avenue; thence North along said centerline, 2002 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE ¼ of Section 28, Described as beginning at a point on the South section line distant North, 89 degrees, 17 minutes, 30 seconds West, 823.91 feet from the Southeast corner of Section 28 and proceeding thence North, 89 degrees, 17 minutes, 20 seconds West along said line, 158.74 feet; thence North 0 degrees, 59 minutes, 20 seconds West, 768.36 feet; thence North 87 degrees, 47 minutes, 30 seconds East, 158.71 feet; thence South 0 degrees, 59 minutes, 20 seconds East, 776.44 feet to the Point of Beginning, 2.81 acres subject to Plymouth Road easement over the South 33 feet.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

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"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

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municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2055.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

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tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
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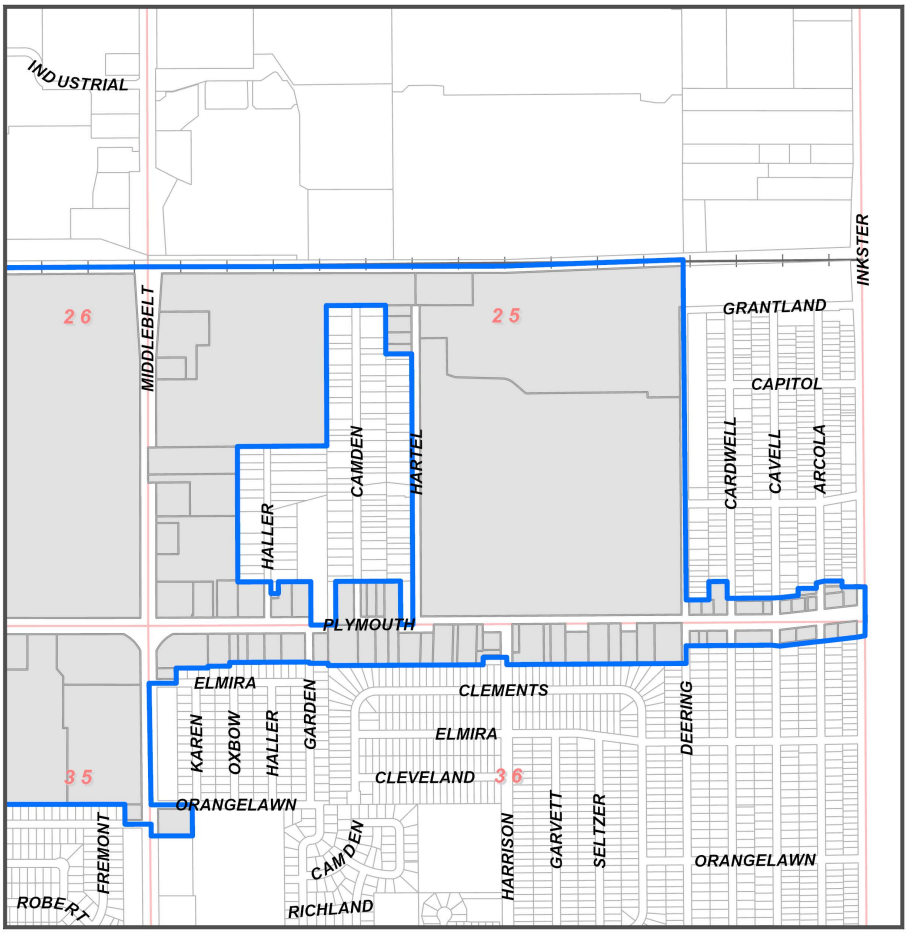



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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

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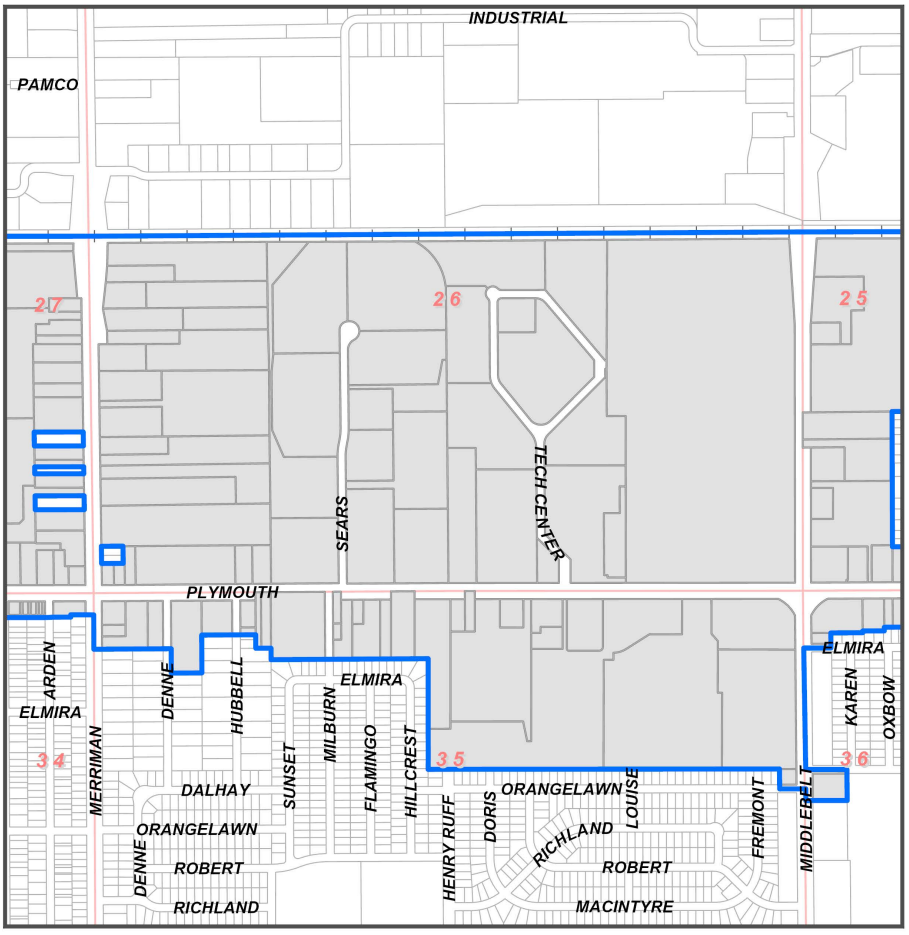

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

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PRDA District Boundary

Parcels in the PRDA District

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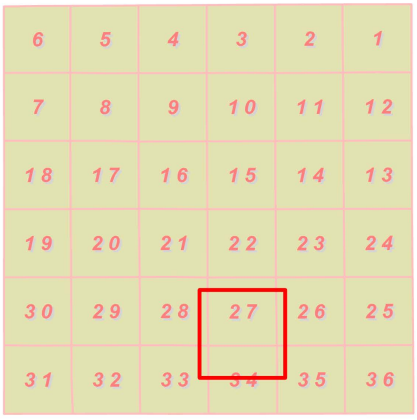

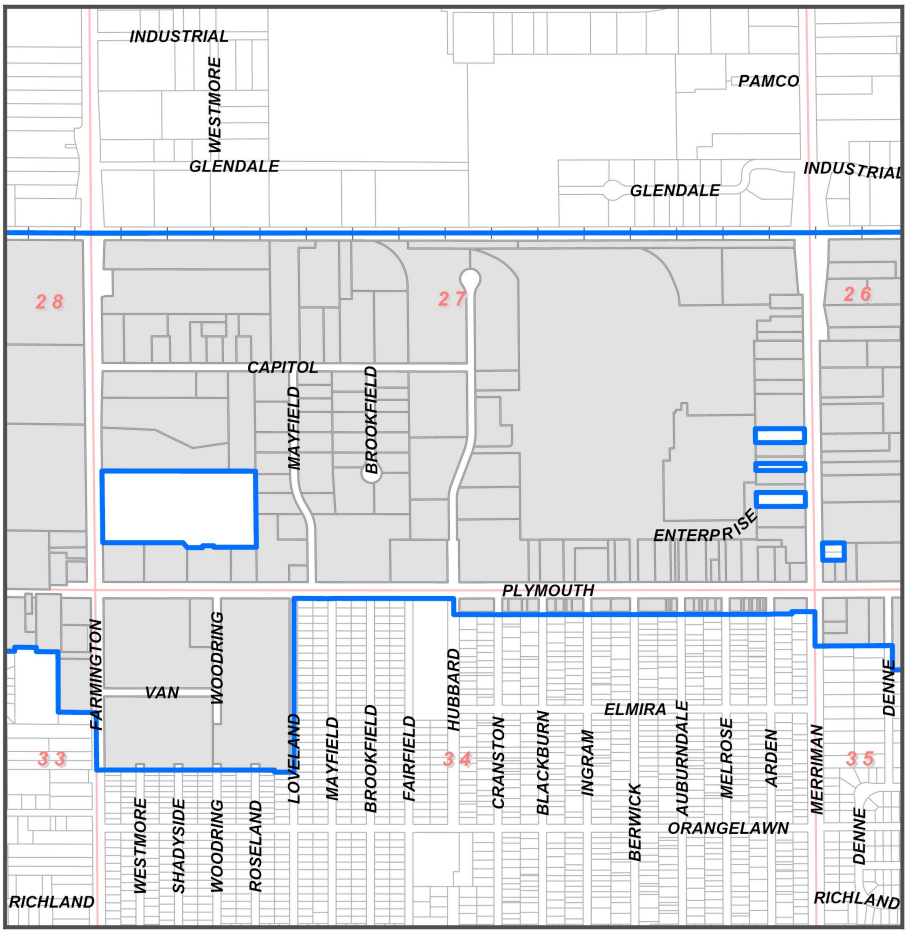



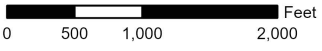

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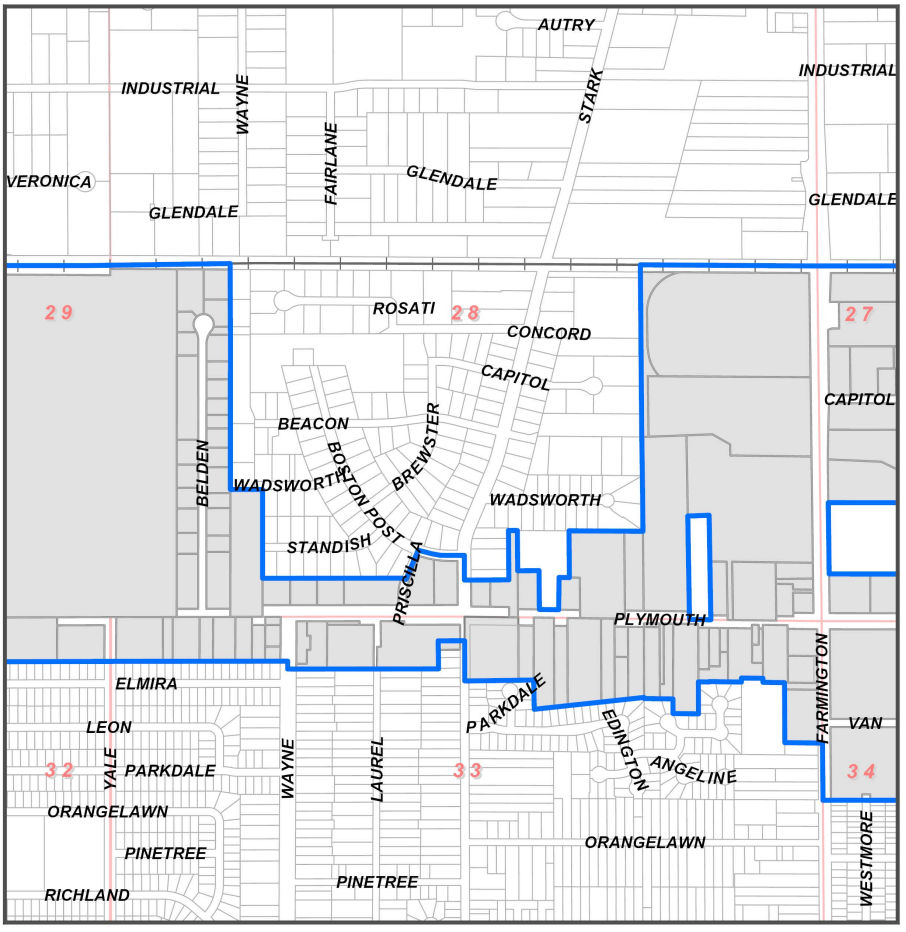

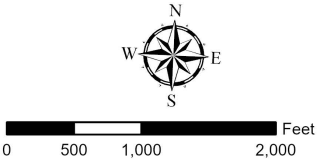

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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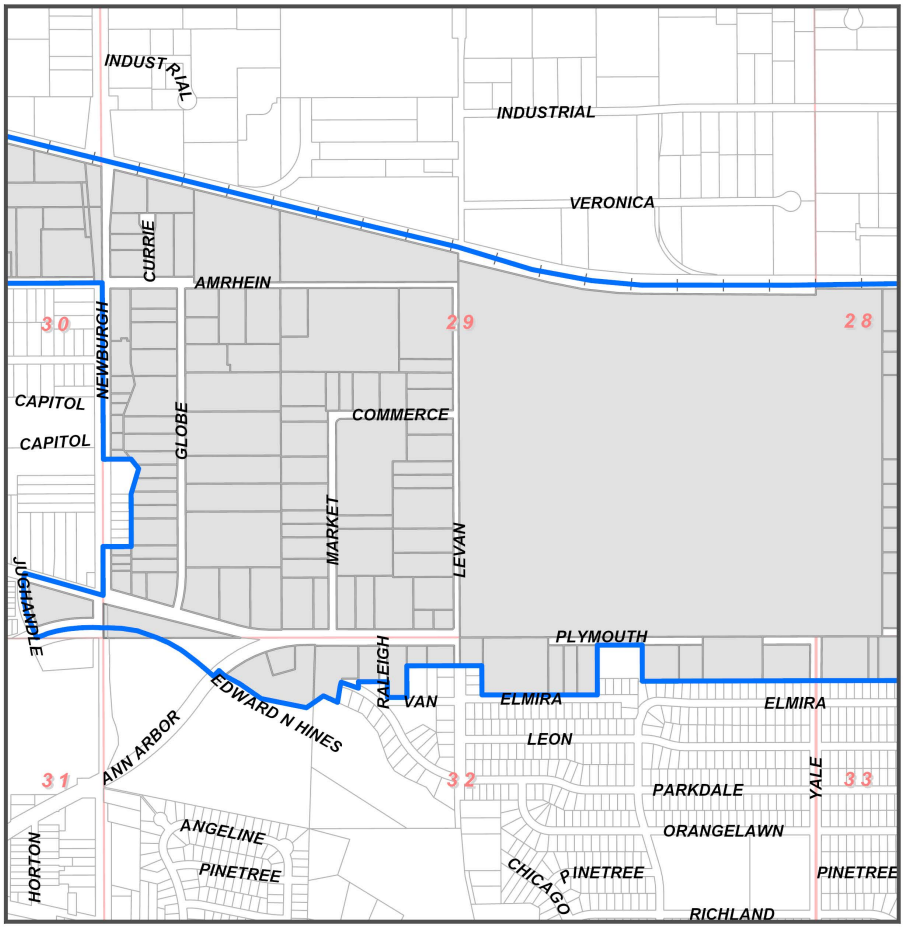

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City of Livonia

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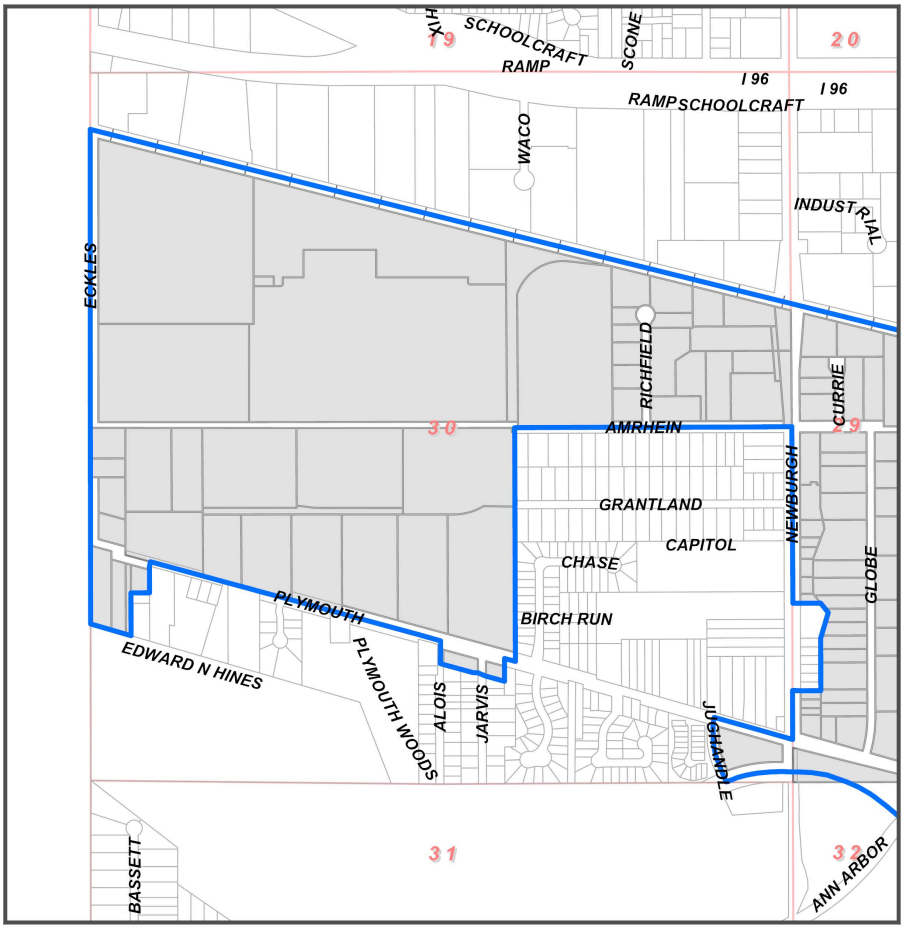

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP

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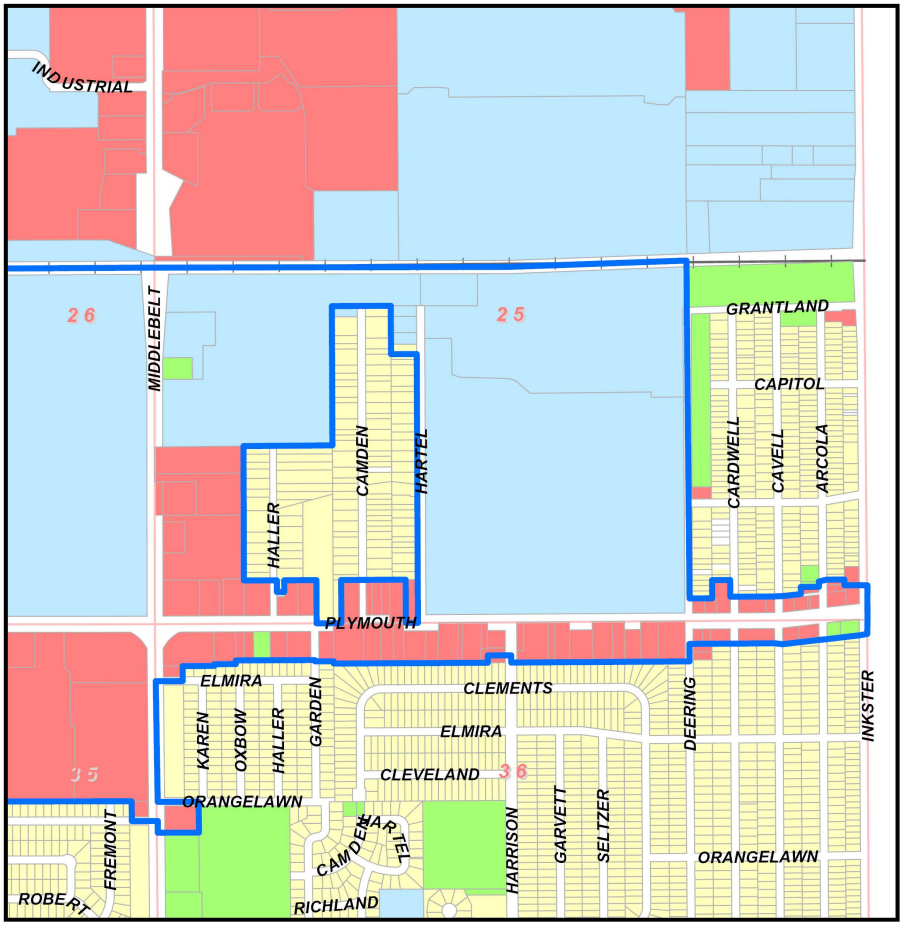

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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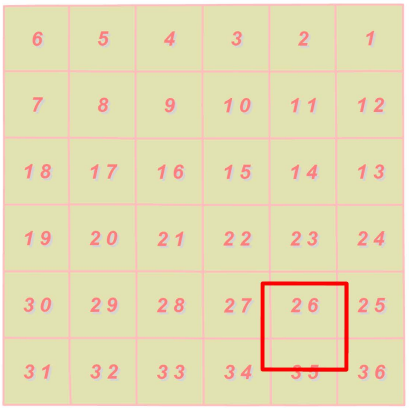

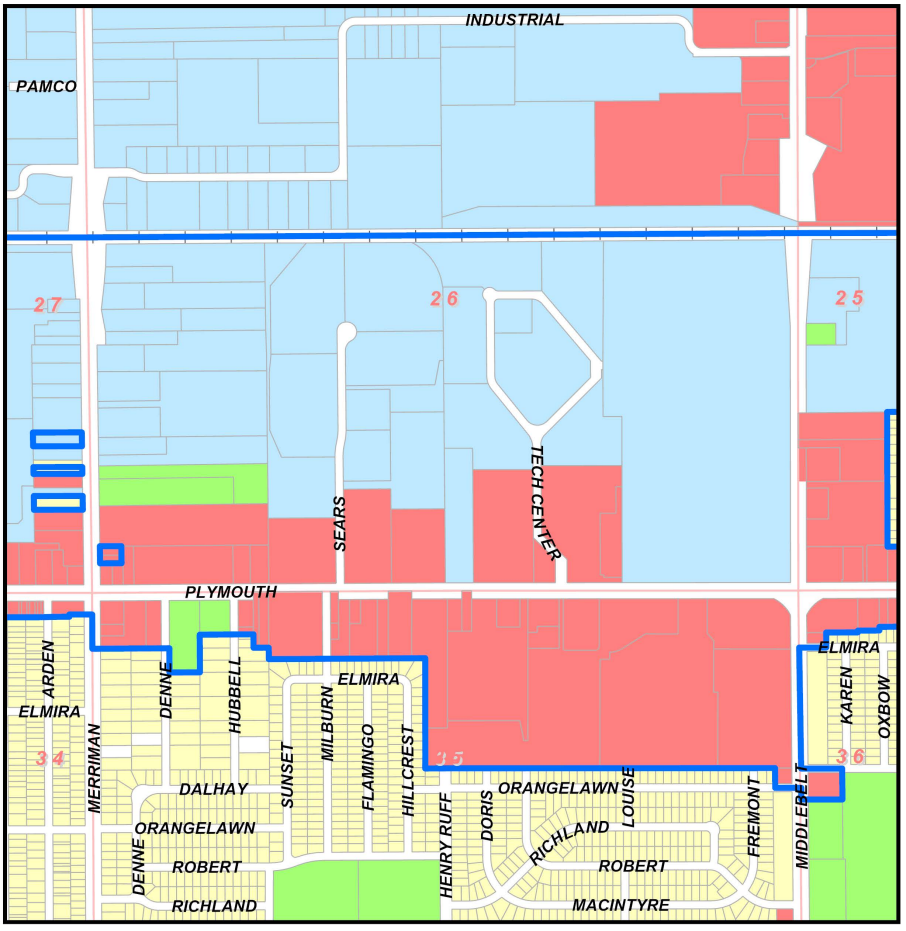

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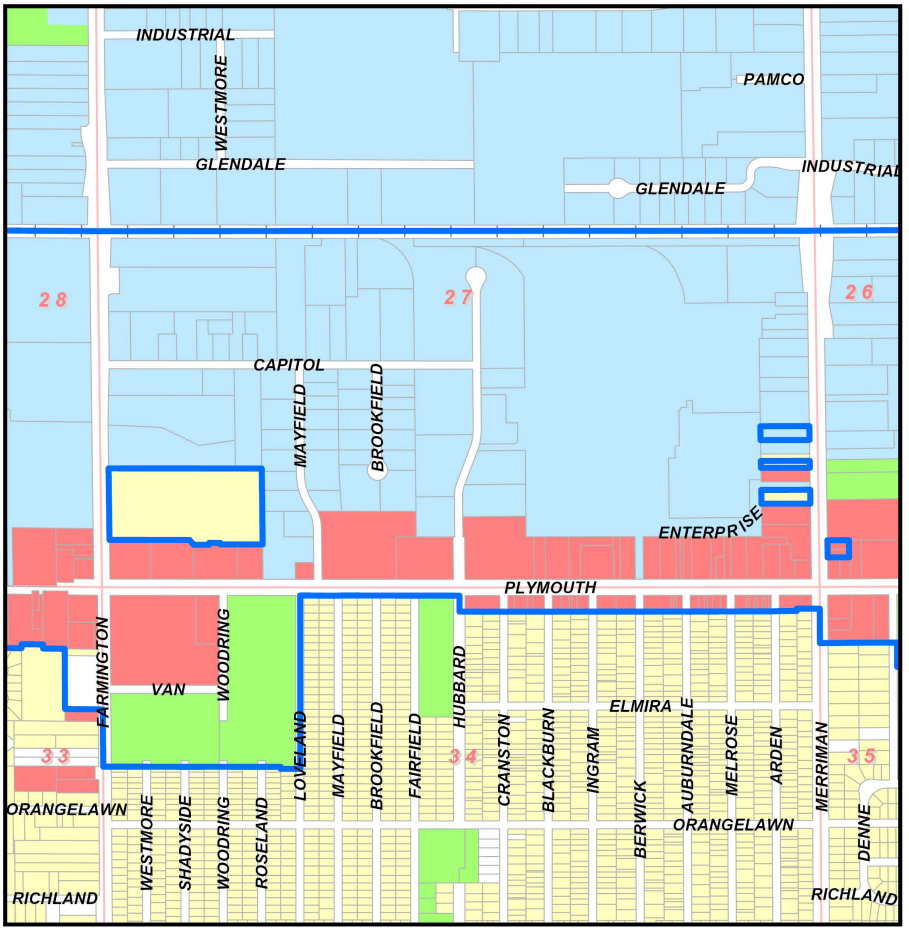

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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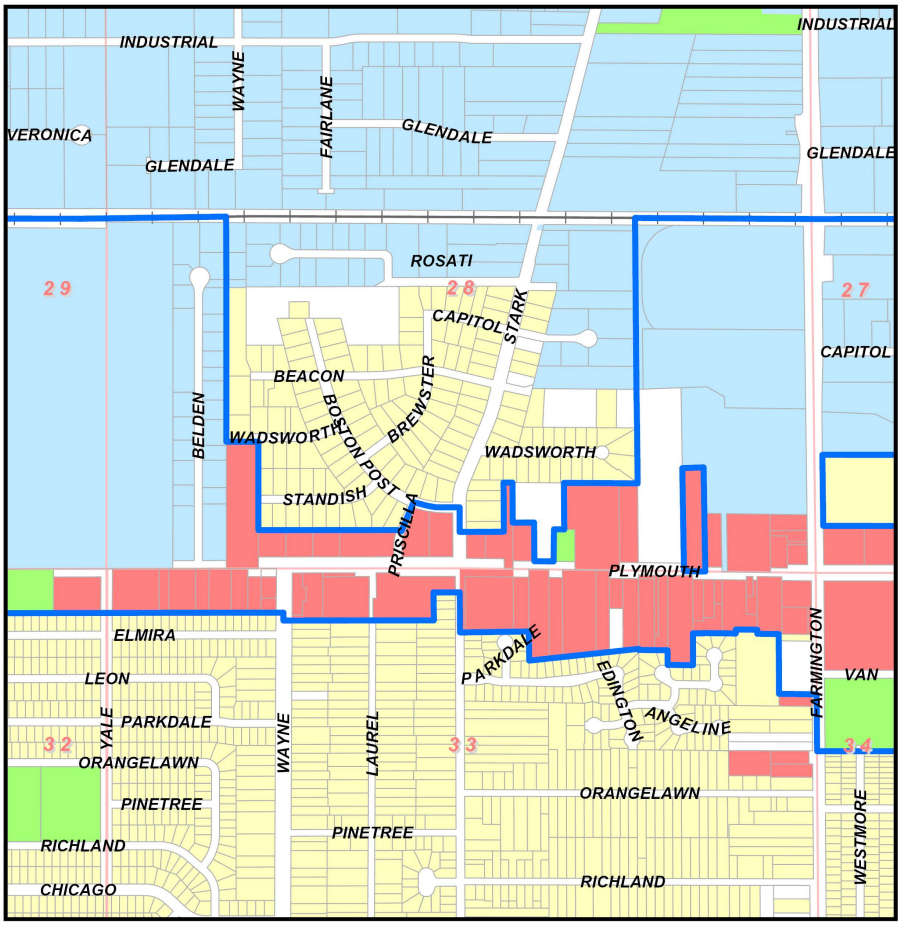

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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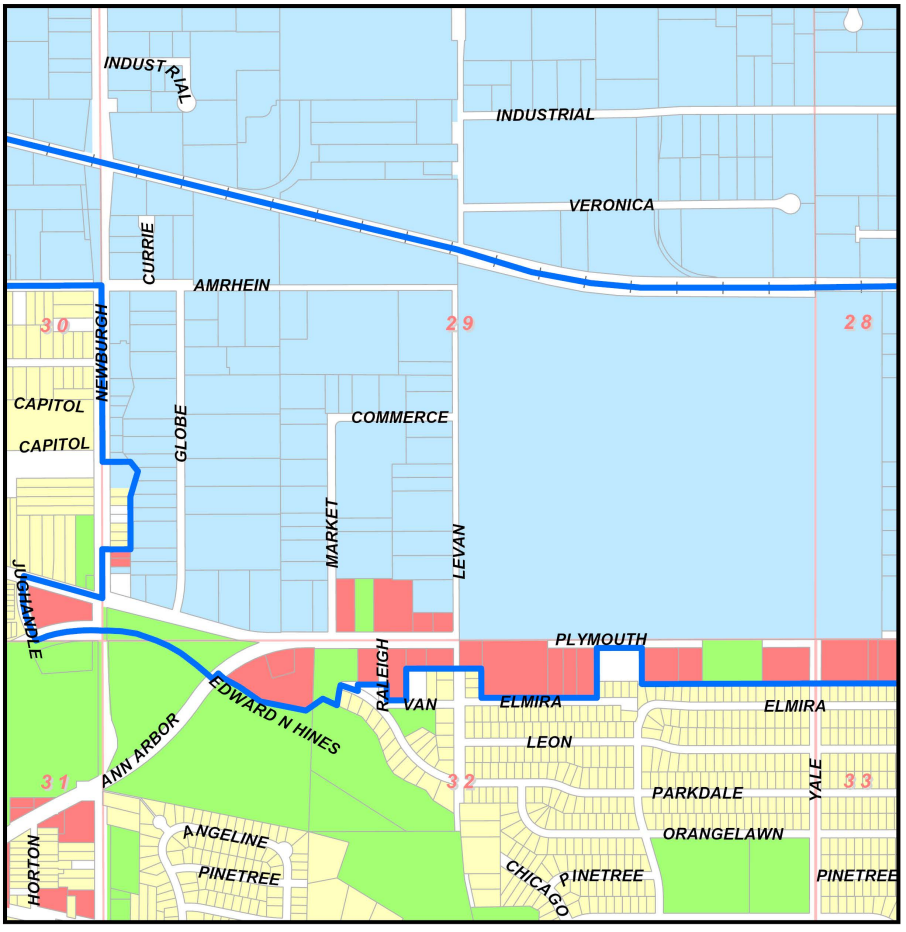

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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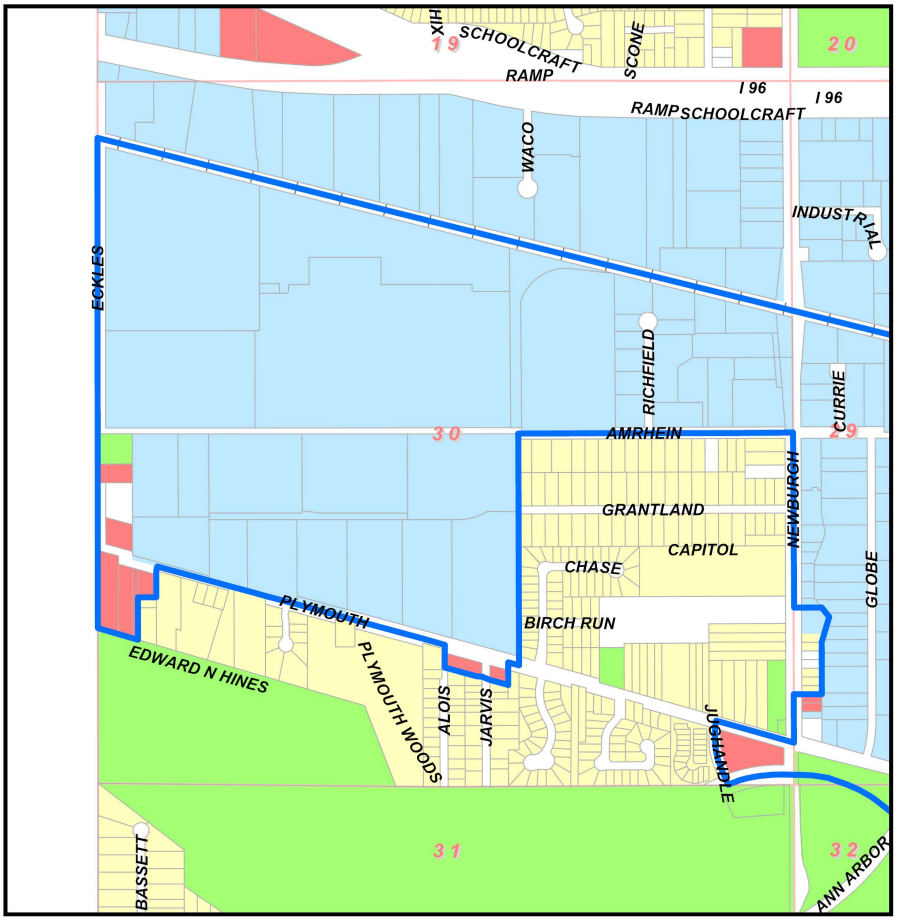

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EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision

line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,310 feet to the north lot line as extended of Lot 17, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly, 210 feet to the N.E. corner of said Lot 17; thence Southeasterly, 90 feet to the East point of lot 19 of said Woodlands Village Subdivision; thence Southwesterly, 198 feet to the N.E. corner of Lot 22 of said subdivision; thence Southerly, 390 feet along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north

line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 446 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 421 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120’ wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16·of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the

North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 480 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline 120 feet to the centerline of Hartel Avenue; thence North along said centerline, 2002 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE ¼ of Section 28, Described as beginning at a point on the South section line distant North, 89 degrees, 17 minutes, 30 seconds West, 823.91 feet from the Southeast corner of Section 28 and proceeding thence North, 89 degrees, 17 minutes, 20 seconds West along said line, 158.74 feet; thence North 0 degrees, 59 minutes, 20 seconds West, 768.36 feet; thence North 87 degrees, 47 minutes, 30 seconds East, 158.71 feet; thence South 0 degrees, 59 minutes, 20 seconds East, 776.44 feet to the Point of Beginning, 2.81 acres subject to Plymouth Road easement over the South 33 feet.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	452,246,735							
2026	452,246,735	456,769,202	4,522,467	59,533	34,903	10,266	933	105,634
2027	452,246,735	461,336,894	9,090,159	119,661	70,155	20,635	1,874	212,325
2028	452,246,735	465,950,263	13,703,528	180,391	105,760	31,107	2,826	320,083
2029	452,246,735	470,609,766	18,363,031	241,727	141,720	41,684	3,786	428,918
2030	452,246,735	475,315,864	23,069,129	303,677	178,041	52,367	4,757	538,842
2031	452,246,735	480,069,022	27,822,287	366,247	214,724	63,157	5,737	649,865
2032	452,246,735	484,869,712	32,622,977	429,442	251,774	74,054	6,727	761,998
2033	452,246,735	489,718,410	37,471,675	493,270	289,195	85,061	7,727	875,252
2034	452,246,735	494,615,594	42,368,859	557,735	326,990	96,177	8,736	989,639
2035	452,246,735	499,561,750	47,315,015	622,845	365,163	107,405	9,756	1,105,170
2036	452,246,735	504,557,367	52,310,632	688,607	403,718	118,745	10,786	1,221,856
2037	452,246,735	509,602,941	57,356,206	755,026	442,658	130,199	11,827	1,339,709
2038	452,246,735	514,698,970	62,452,235	822,109	481,988	141,767	12,878	1,458,741
2039	452,246,735	519,845,960	67,599,225	889,863	521,711	153,450	13,939	1,578,962
2040	452,246,735	525,044,420	72,797,685	958,294	561,831	165,251	15,011	1,700,386
2041	452,246,735	530,294,864	78,048,129	1,027,410	602,352	177,169	16,094	1,823,025
2042	452,246,735	535,597,812	83,351,077	1,097,217	643,279	189,207	17,187	1,946,889
2043	452,246,735	540,953,790	88,707,055	1,167,722	684,614	201,365	18,291	2,071,993
2044	452,246,735	546,363,328	94,116,593	1,238,932	726,364	213,645	19,407	2,198,347
2045	452,246,735	551,826,962	99,580,227	1,310,854	768,530	226,047	20,533	2,325,965
2046	452,246,735	557,345,231	105,098,496	1,383,496	811,119	238,574	21,671	2,454,859
2047	452,246,735	562,918,684	110,671,949	1,456,863	854,133	251,225	22,821	2,585,042
2048	452,246,735	568,547,870	116,301,135	1,530,965	897,577	264,004	23,981	2,716,527
2049	452,246,735	574,233,349	121,986,614	1,605,807	941,456	276,910	25,154	2,849,327
2050	452,246,735	579,975,683	127,728,948	1,681,398	985,774	289,945	26,338	2,983,454
2051	452,246,735	585,775,439	133,528,704	1,757,745	1,030,534	303,110	27,534	3,118,923
2052	452,246,735	591,633,194	139,386,459	1,834,855	1,075,743	316,407	28,741	3,255,747
2053	452,246,735	597,549,526	145,302,791	1,912,737	1,121,403	329,837	29,961	3,393,939
2054	452,246,735	603,525,021	151,278,286	1,991,397	1,167,520	343,402	31,194	3,533,513
2055	452,246,735	609,560,271	157,313,536	2,070,844	1,214,099	357,102	32,438	3,674,482

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

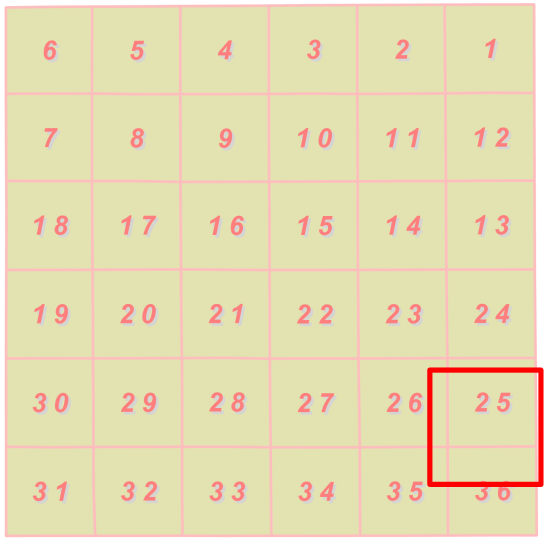
EXIBIT A
DISTRICT BOUNDARY

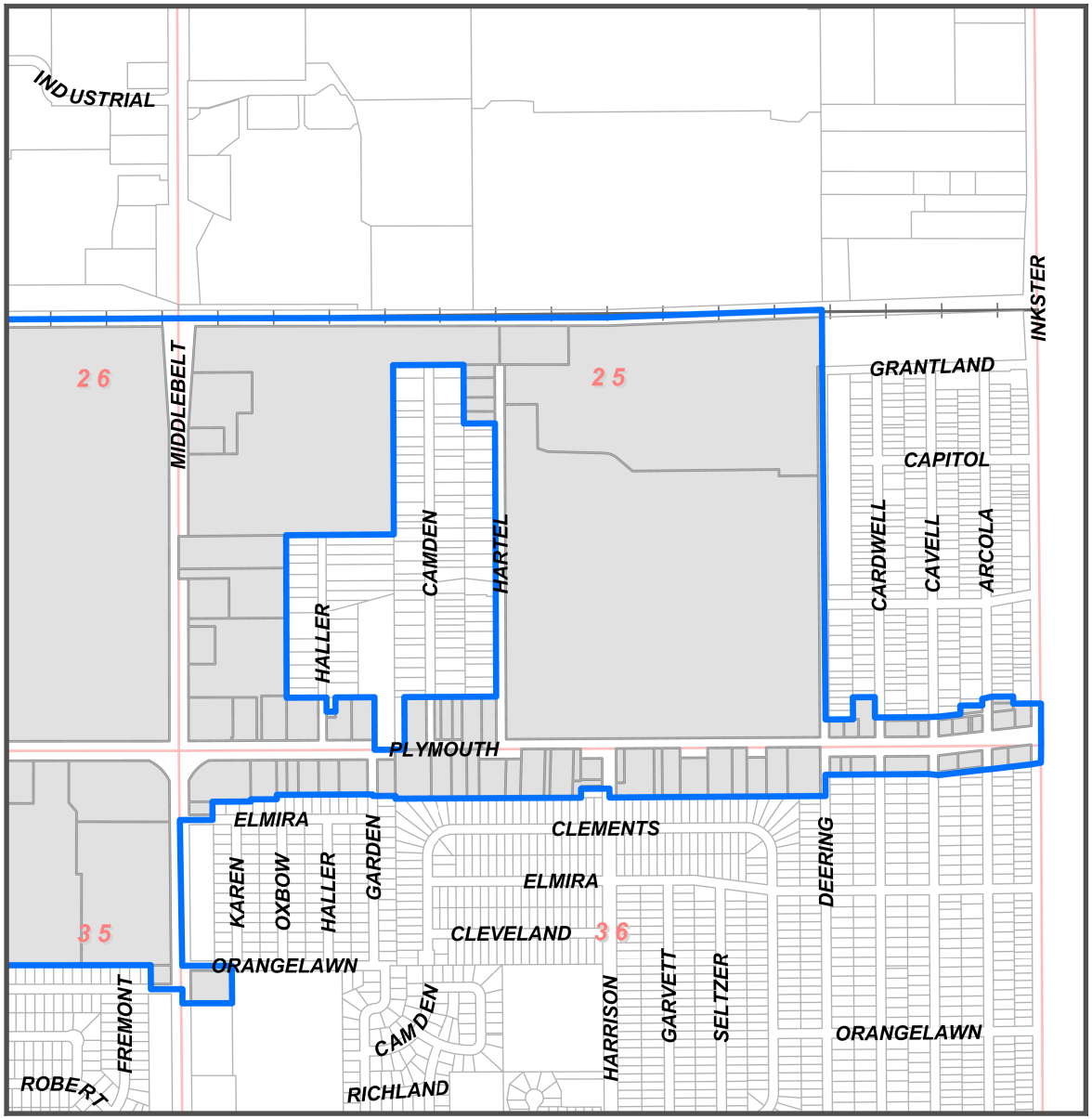
Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP







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PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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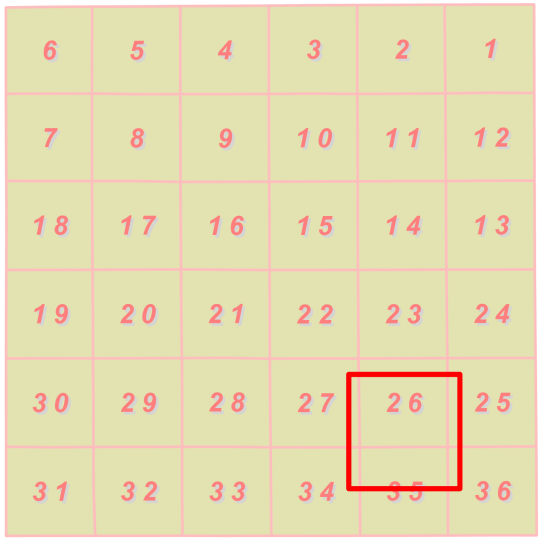

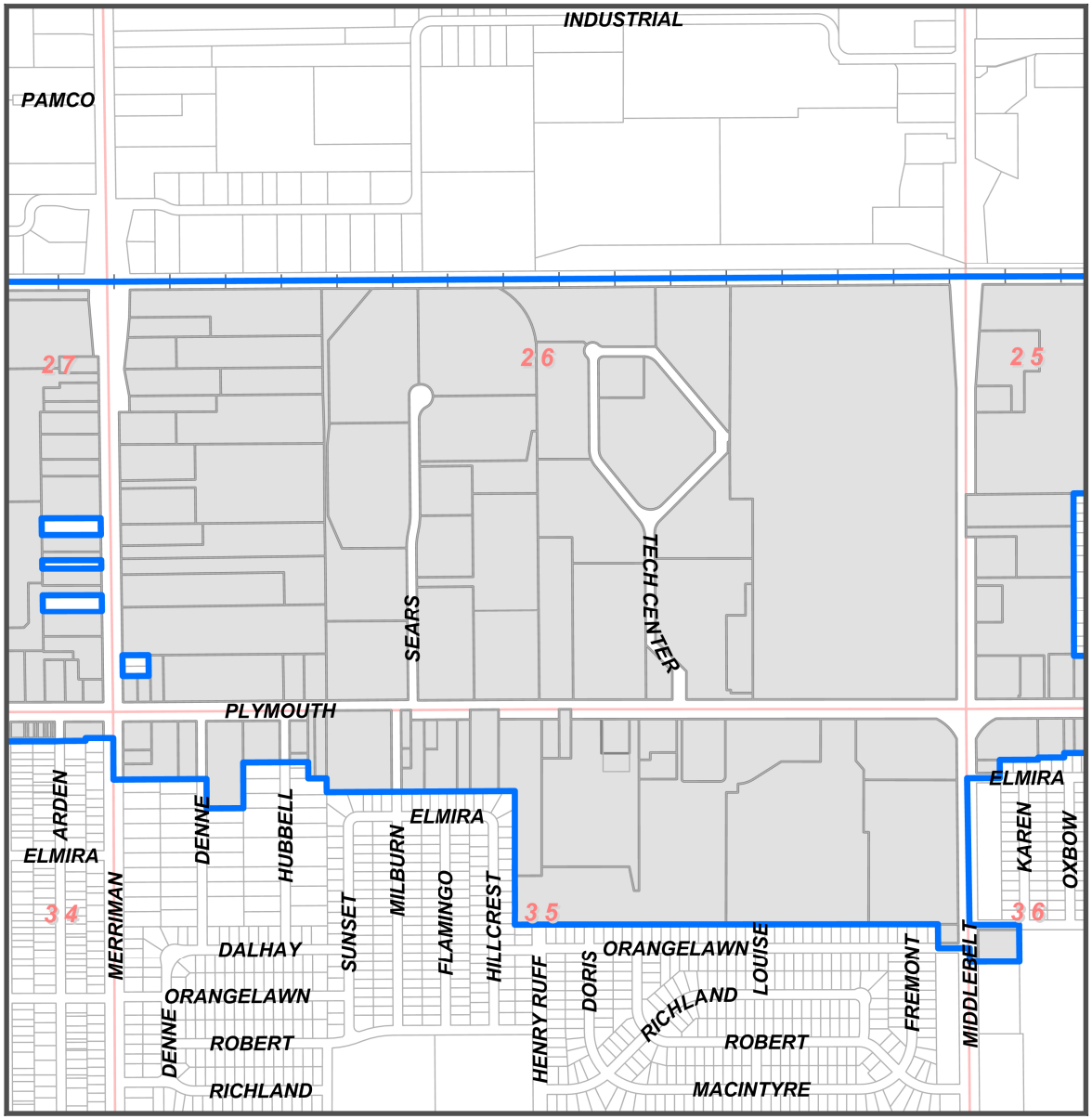



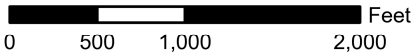

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City of Livonia

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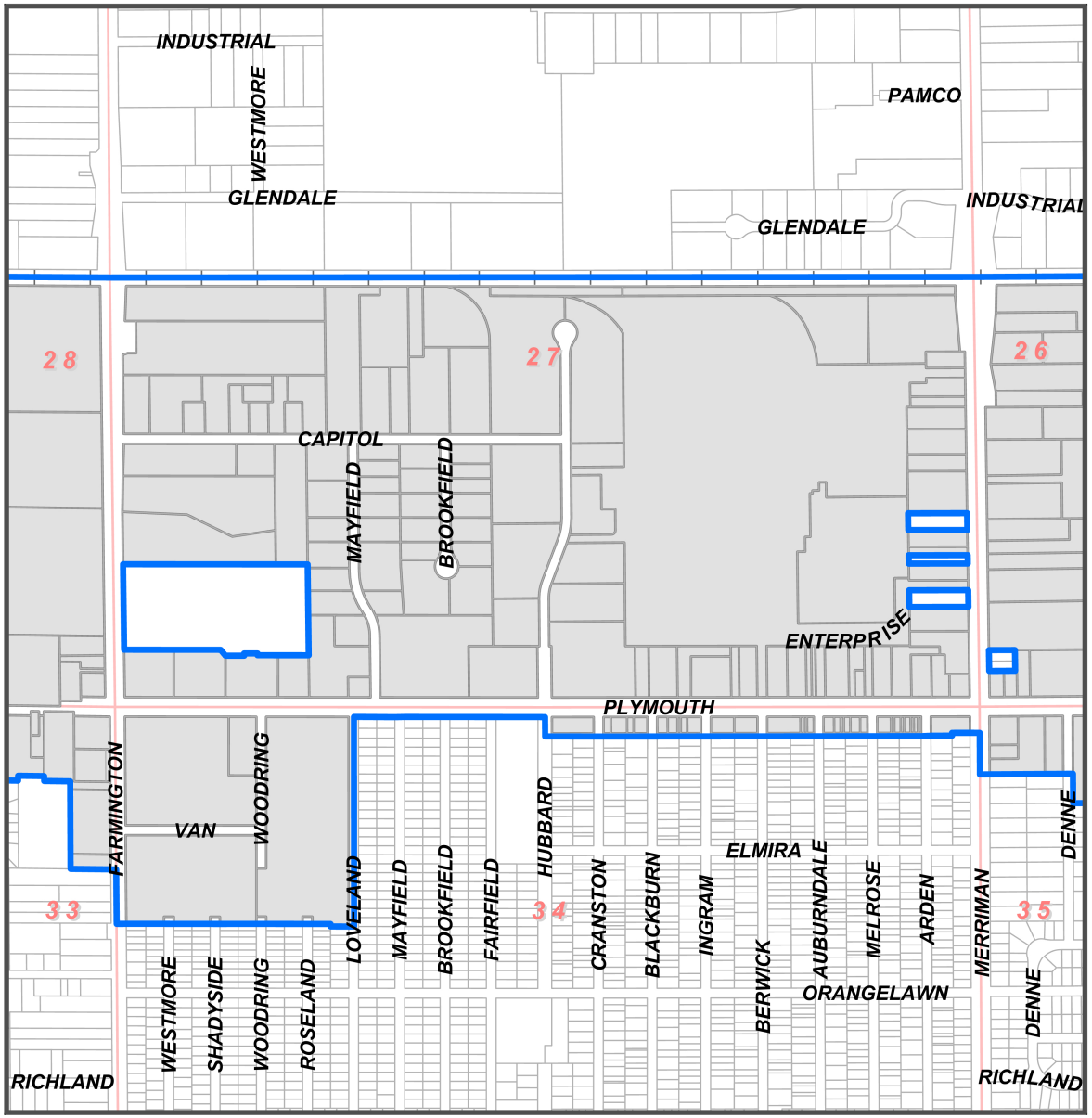



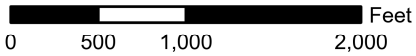

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City of Livonia

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DISTRICT BOUNDARY

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PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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7	8	9	10	11	12
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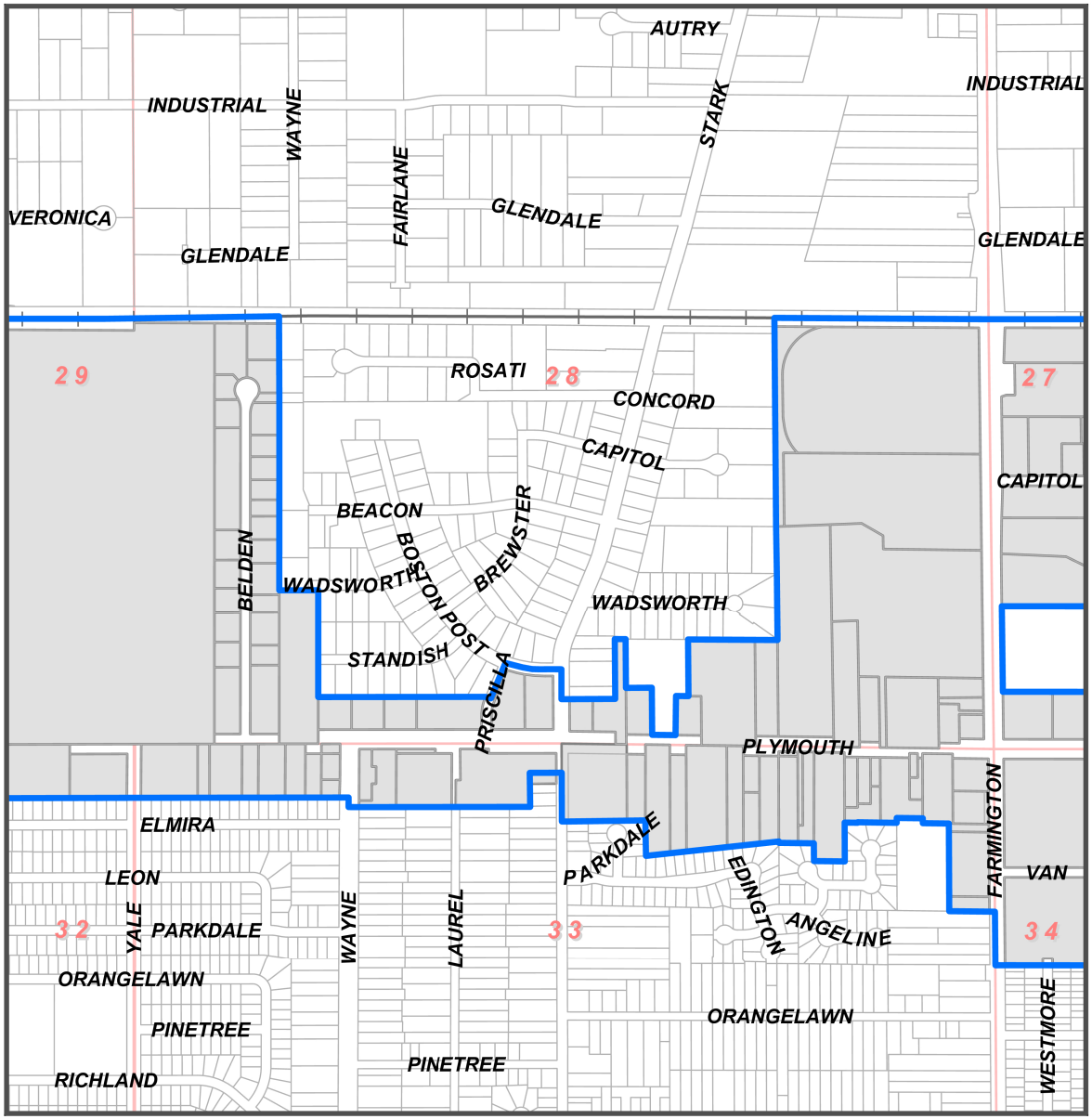

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City of Livonia

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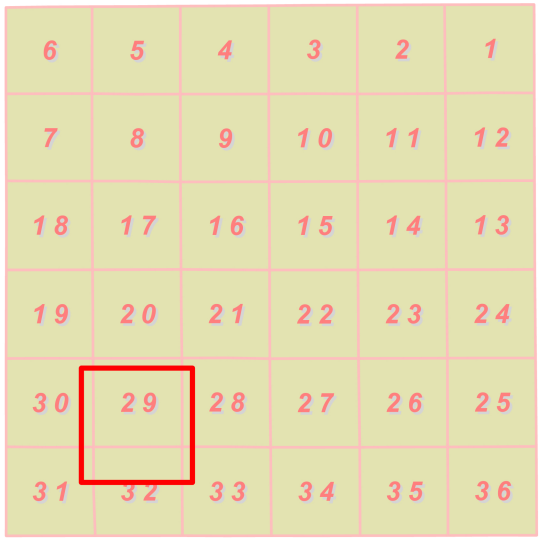

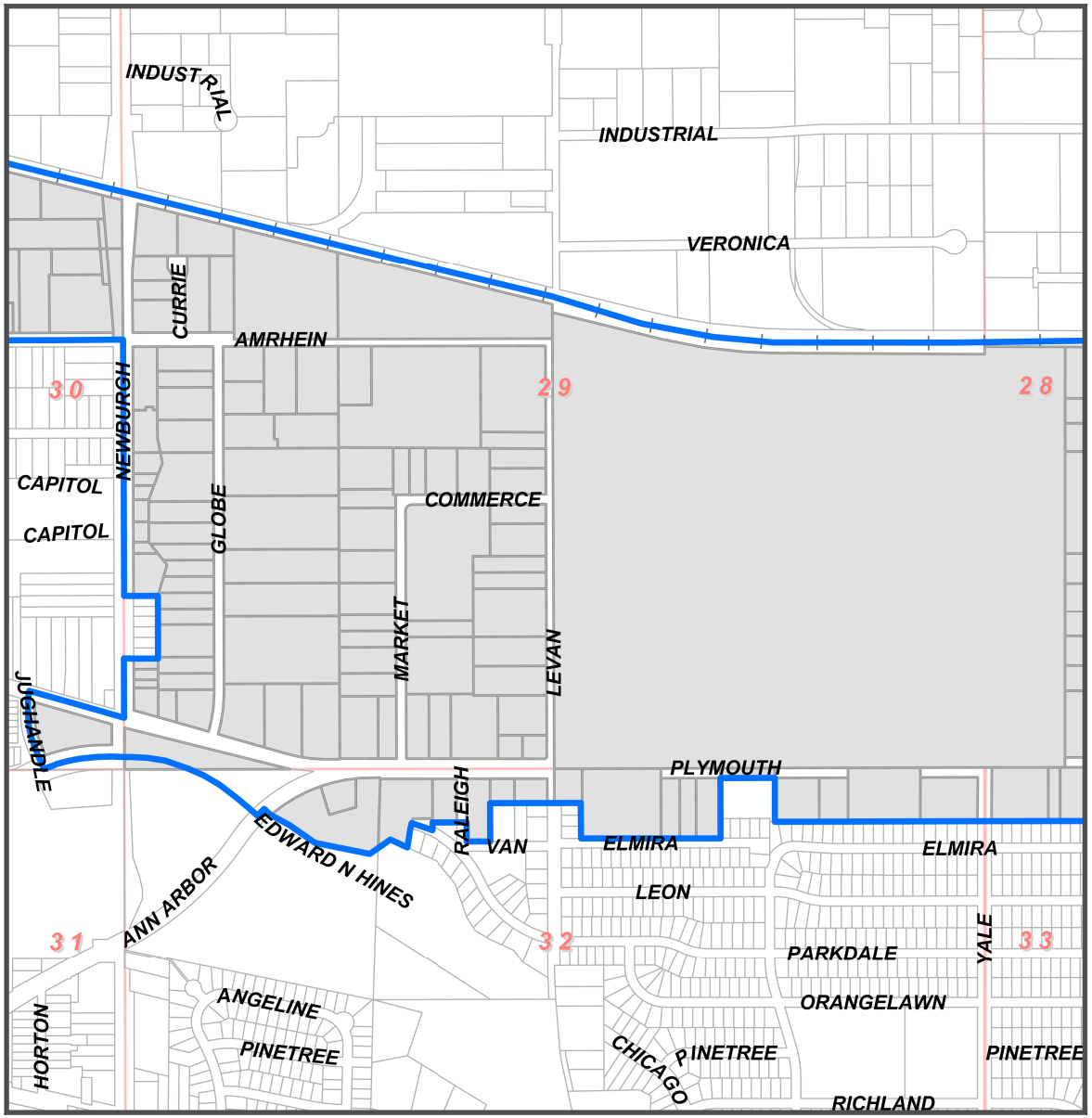



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September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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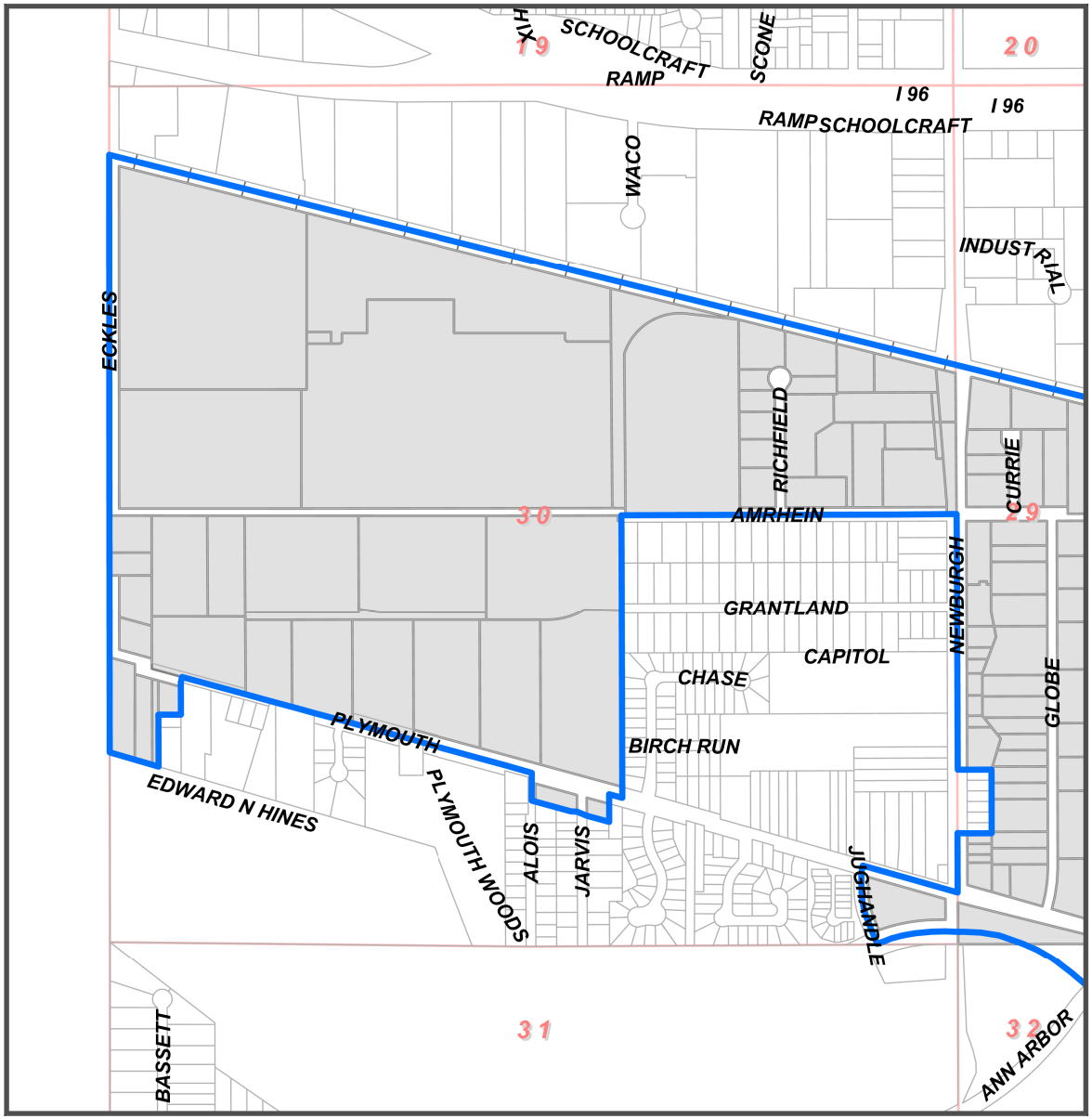
LOCATION MAP

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



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W E
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0 500 1,000 2,000 Feet

PAGE 6 OF 6

Prepared by the City of Livonia Planning Department
September 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

1. Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

2. A parcel of land commencing at the S.E. 1/4 corner of Section 25;

3. proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.);

4. thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54;

5. thence Northerly to the N.E. corner of Lot 199;

6. thence Westerly to the N.W. corner of Lot 199;

7. thence Southwesterly to the N.E. corner of Lot 202;

8. thence Southerly to N.E. 1/4 of Lot 201;

9. thence Westerly to N.W. corner of Lot 201;

10. thence Southerly to S.W. corner of Lot 201;

11. thence Westerly to S.E. corner of Lot 380;

12. thence Northerly to N.E. carrier of Lot 382;

13. thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382;

14. thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision;

15. thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide;

16. thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way;

17. thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide;

18. thence continuing westerly along the centerline of the Chesapeake and Ohio railroad centerline 1,320 feet.

19. thence Southerly 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.);

20. thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet;

21. thence Southerly, 347 feet;

22. thence Westerly, 76.50 feet;

23. thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide;

24. thence Westerly along said north right-of-way line 143 feet;

25. thence Northerly, 289 feet;

26. thence Westerly, 159 feet;

27. thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision;

28. thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision;

29. thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16;

30. thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide;

31. thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide;

32. thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide;

33. thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.);

34. thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision;

35. thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32;

36. thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.);

37. thence Northerly along said East subdivision line to the N.E. corner of Lot 19;

38. thence Easterly 147 feet to the southwest corner of Rosati Industrial Park;

39. thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad;

40. thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road;

41. thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road;

42. thence Southeasterly 313 feet;

43. thence Northerly 320 feet;

44. thence Easterly, 140 feet;

45. thence Northerly 230 feet to the centerline of Plymouth Road;

46. thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide;

47. thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.);

48. thence Southeasterly along said vacated alley to the east line of Lot 1, extended;

49. thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road;

50. thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road;

51. thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road;

52. thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.);

53. thence Easterly to the N.E. corner of said Lot 22;

54. thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision;

55. thence Westerly to the centerline of Newburgh Road;

56. thence Southerly to the centerline of Plymouth Road;

57. thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended;

58. thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive;

59. Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road;

60. thence northerly along centerline of Ann Arbor Road 150 feet;

61. thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.);

62. thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue;

63. thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.);

64. thence Northerly along the East lot line of said Lot 13, 20 feet;

65. thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision;

66. thence Southerly to the S.W. corner of said Lot 16;

67. thence Easterly to the S.E. corner of said lot 16;

68. thence Northerly to the N.W. corner of Lot 18;

69. thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road;

70. thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1;

71. thence Southerly to the S.E. corner of Lot 3 of said subdivision;

72. thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.)

73. The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road;

74. Thence Easterly, 335 feet along said Plymouth Road right-of-way;

75. Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.);

76. thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide;

77. thence Southerly along the Wayne Road centerline, 58 feet;

78. thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road;

79. thence Northerly 208.54 feet parallel to the centerline Stark Road;

80. thence Easterly 200 feet to the centerline of Stark Road;

81. thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.);

82. thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision;

83. thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision;

84. thence Northerly, 30 feet;

85. thence Easterly, 160 feet;

86. thence Southerly, 30 feet;

87. thence Easterly, 160 feet;

88. thence Southerly, 537 feet;

89. thence Easterly, 280 feet to the centerline of Farmington Road;

90. thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.);

91. thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide;

92. thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide;

93. thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide;

94. thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.);

95. thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide;

96. thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road;

97. thence Easterly, 572 feet parallel to the centerline of Plymouth Road;

98. thence Southerly, 180 feet;

99. thence Easterly, 226 feet;

100. thence Northerly, 280 feet;

101. thence Easterly, 400 feet;

102. thence Southerly, 100 feet;

103. thence Easterly, 112 feet;

104. thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.);

105. thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision;

106. thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision;

107. thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road;

108. thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide;

109. thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide;

110. thence Southerly along said centerline, 87 feet;

111. thence Easterly, 305 feet;

112. thence Northerly, 230 feet to the centerline of Orangelawn Avenue;

113. thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road;

114. thence Northerly along said centerline to the extended centerline of Elmira Avenue;

115. thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.);

116. thence Northerly along said west lot line to the north line of said Greenette Subdivision;

117. thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision;

118. thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.);

119. thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road;

120. thence Northerly, 55 feet parallel to the centerline of Harrison Road;

121. thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide;

122. thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision;

123. thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide;

124. thence North, 130 feet along the centerline of Deering Avenue;

125. thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue;

126. thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road;

127. thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section

distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

ORDINANCE NO. ____
APPROVING AMENDMENT
TO BOUNDARIES OF THE
DOWNTOWN DISTRICT OF THE
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

WHEREAS, the City of Livonia (the "City"), pursuant to Act 57, Public Acts of Michigan, 2018, as amended (the "Act") (formerly Act 197, Public Acts of Michigan, 1975, as amended), has previously established the Plymouth Road Development Authority (the "Authority") and set forth its boundaries (the "District") pursuant to Ordinance No. 2165 of the City adopted on April 7, 1993; and

WHEREAS, pursuant to Ordinance No. 2187 of the City adopted on July 7, 1993, and Ordinance No. 2931 of the City adopted on March 27, 2013, the City made certain amendments to the boundaries of the District by amending Ordinance No. 2165; and

WHEREAS, to further the purposes of the Authority under the Act, the City has determined that it is necessary to further amend the boundaries of the Authority's District to add additional parcels; and

WHEREAS, pursuant to the requirement of the Act, on September 29, 2025, the City Council held a public hearing on the amendments to the Authority's District and provided Taxing Jurisdictions, as defined in the Act, the opportunity to address the City Council; and

WHEREAS, not less than 60 days has passed since the date of the public hearing.

NOW, THEREFORE, THE CITY OF LIVONIA ORDAINS:

1. Findings. The City hereby determines that it is in the best interests of the residents and taxpayers of the City of Livonia to amend the boundaries of the District and jurisdiction of the Authority which shall operate to halt property value deterioration, eliminate the causes of that deterioration, increase property tax valuation where possible in the business district of the City, and promote economic growth, pursuant to the Act.

2. Amendment of Ordinance Establishing Plymouth Road Development Authority. Ordinance No. 2165 of the City of Livonia, as subsequently amended by Ordinance Nos. 2187 and 2931, is hereby amended to provide that the boundaries of the Downtown District in which the Authority shall exercise its powers as provided in the Act shall consist of the territory of the City described in Exhibit A attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this Ordinance and the Act.

3. Conflict and Severability. All ordinances, resolutions and orders or parts thereof in conflict with the provisions of the Ordinance are to the extent of such conflict hereby repealed, and each section of the Ordinance and each subdivision of any section thereof is hereby declared to be independent, and the finding or holding of any section or subdivision thereof to be invalid or void shall not be deemed or held to affect the validity of any other section or subdivision of the Ordinance.

4. Paragraph Headings. The paragraph headings in this Ordinance are furnished for convenience of reference only and shall not be considered to be a part of the Ordinance.

5. Publication and Recordation. The Ordinance shall be published in full promptly after its adoption in the *Detroit Legal News*, a newspaper of general circulation in the City, qualified under State law to publish legal notices, and shall be recorded in the Ordinance Book of the City, which recording shall be authenticated by the signature of the City Clerk.

6. Effective Date. The Ordinance is hereby determined by the City Council to be immediately necessary for the interests of the City and shall be in full force and effect from and after its passage and publication as required by law.

CERTIFICATES

I hereby certify that the foregoing is a true and complete copy of Ordinance _____, duly adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on December __, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by such Act.

I further certify that the following Members were present at said meeting _____ and that the following Members were absent _____ _____.

I further certify that Member _____ moved adoption of said Ordinance and Member _____ supported said motion.

I further certify that the following Members voted for adoption of said Ordinance _____ and that the following Members voted against adoption of said Ordinance _____.

_____
Lori L. Miller
City Clerk

I hereby certify that the foregoing ordinance received legal publication in the *Detroit Legal News*, on _____, 2025.

_____
Lori L. Miller
City Clerk

EXHIBIT A

[Attach Revised Downtown District Boundaries Here]

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	453,357,748							
2026	453,357,748	457,891,325	4,533,577	59,679	34,989	10,291	935	105,894
2027	453,357,748	462,470,239	9,112,491	119,955	70,327	20,685	1,879	212,847
2028	453,357,748	467,094,941	13,737,193	180,834	106,020	31,183	2,833	320,869
2029	453,357,748	471,765,891	18,408,143	242,321	142,069	41,786	3,796	429,972
2030	453,357,748	476,483,549	23,125,801	304,423	178,478	52,496	4,769	540,166
2031	453,357,748	481,248,385	27,890,637	367,147	215,252	63,312	5,751	651,461
2032	453,357,748	486,060,869	32,703,121	430,497	252,393	74,236	6,743	763,870
2033	453,357,748	490,921,477	37,563,729	494,481	289,906	85,270	7,746	877,402
2034	453,357,748	495,830,692	42,472,944	559,105	327,793	96,414	8,758	992,070
2035	453,357,748	500,788,999	47,431,251	624,376	366,060	107,669	9,780	1,107,885
2036	453,357,748	505,796,889	52,439,141	690,298	404,710	119,037	10,813	1,224,858
2037	453,357,748	510,854,858	57,497,110	756,880	443,745	130,518	11,856	1,343,000
2038	453,357,748	515,963,407	62,605,659	824,128	483,172	142,115	12,909	1,462,324
2039	453,357,748	521,123,041	67,765,293	892,049	522,992	153,827	13,973	1,582,841
2040	453,357,748	526,334,271	72,976,523	960,648	563,211	165,657	15,048	1,704,564
2041	453,357,748	531,597,614	78,239,866	1,029,934	603,832	177,604	16,133	1,827,503
2042	453,357,748	536,913,590	83,555,842	1,099,912	644,859	189,672	17,229	1,951,672
2043	453,357,748	542,282,726	88,924,978	1,170,591	686,296	201,860	18,336	2,077,083
2044	453,357,748	547,705,553	94,347,805	1,241,976	728,148	214,170	19,455	2,203,748
2045	453,357,748	553,182,609	99,824,861	1,314,075	770,418	226,602	20,584	2,331,679
2046	453,357,748	558,714,435	105,356,687	1,386,894	813,111	239,160	21,725	2,460,890
2047	453,357,748	564,301,579	110,943,831	1,460,442	856,231	251,842	22,877	2,591,393
2048	453,357,748	569,944,595	116,586,847	1,534,726	899,782	264,652	24,040	2,723,201
2049	453,357,748	575,644,041	122,286,293	1,609,752	943,769	277,590	25,215	2,856,327
2050	453,357,748	581,400,481	128,042,733	1,685,529	988,195	290,657	26,402	2,990,784
2051	453,357,748	587,214,486	133,856,738	1,762,063	1,033,066	303,855	27,601	3,126,586
2052	453,357,748	593,086,631	139,728,883	1,839,363	1,078,386	317,185	28,812	3,263,745
2053	453,357,748	599,017,497	145,659,749	1,917,436	1,124,158	330,648	30,035	3,402,277
2054	453,357,748	605,007,672	151,649,924	1,996,289	1,170,389	344,245	31,270	3,542,193
2055	453,357,748	611,057,749	157,700,001	2,075,931	1,217,081	357,979	32,518	3,683,509

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

DRAFT

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

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"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

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municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

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tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

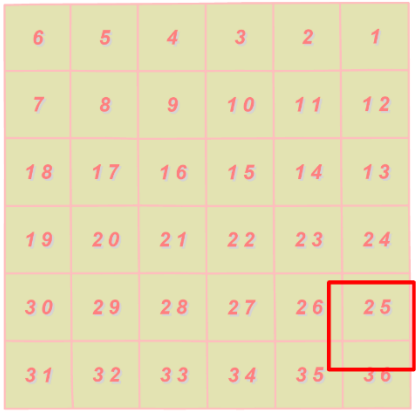
EXIBIT A
DISTRICT BOUNDARY

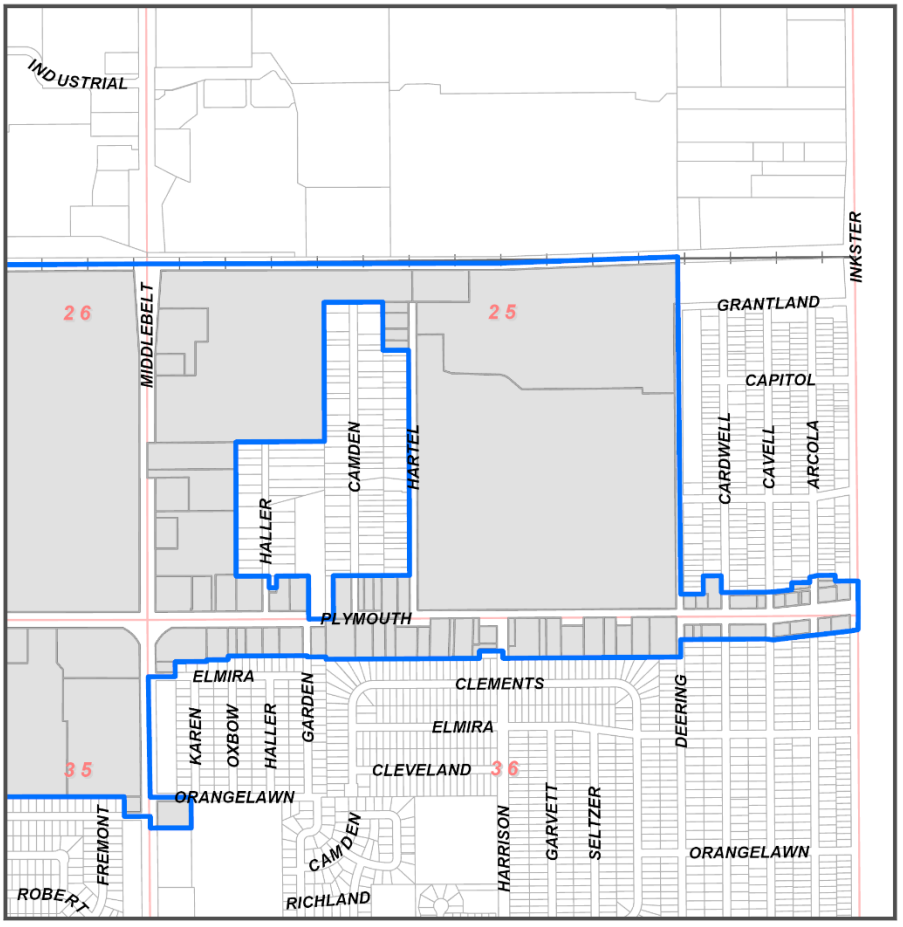
Legend

PRDA District Boundary

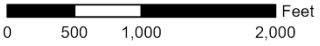
Parcels in the PRDA District

LOCATION MAP









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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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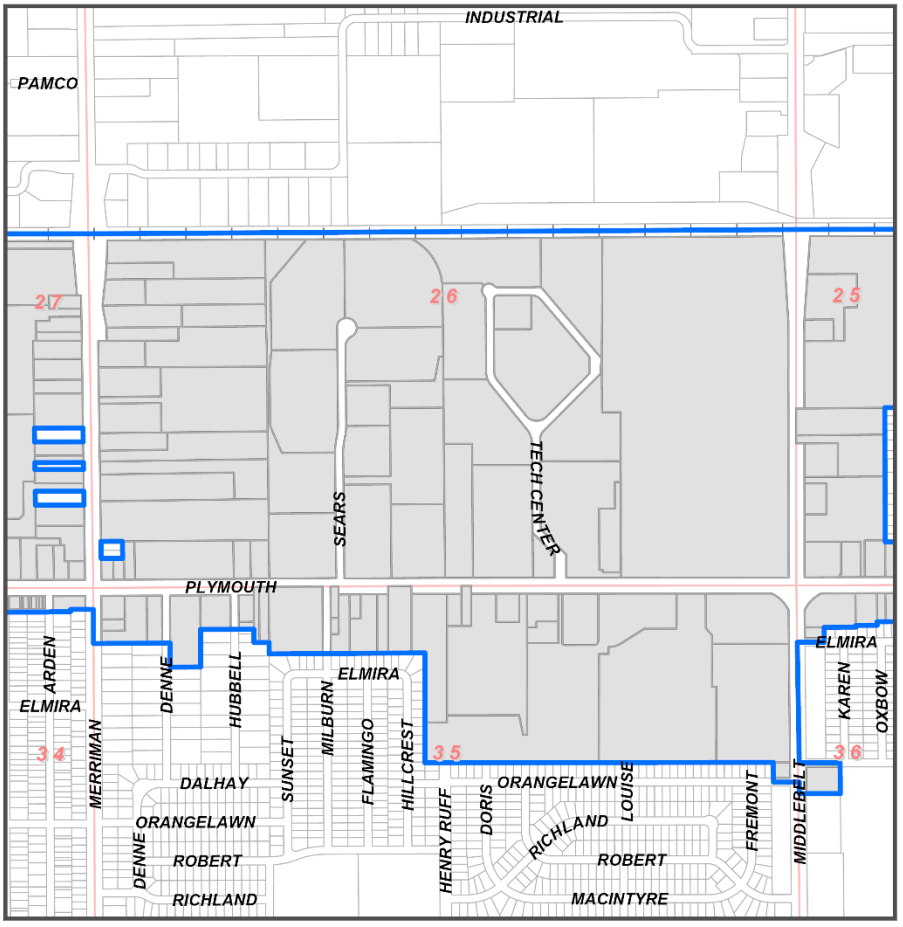
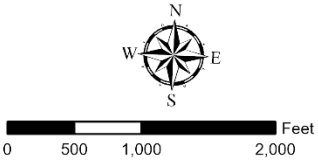




PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

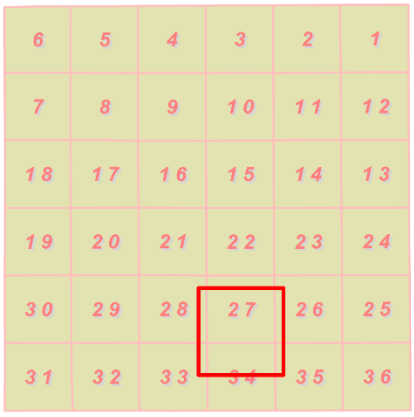
EXIBIT A
DISTRICT BOUNDARY

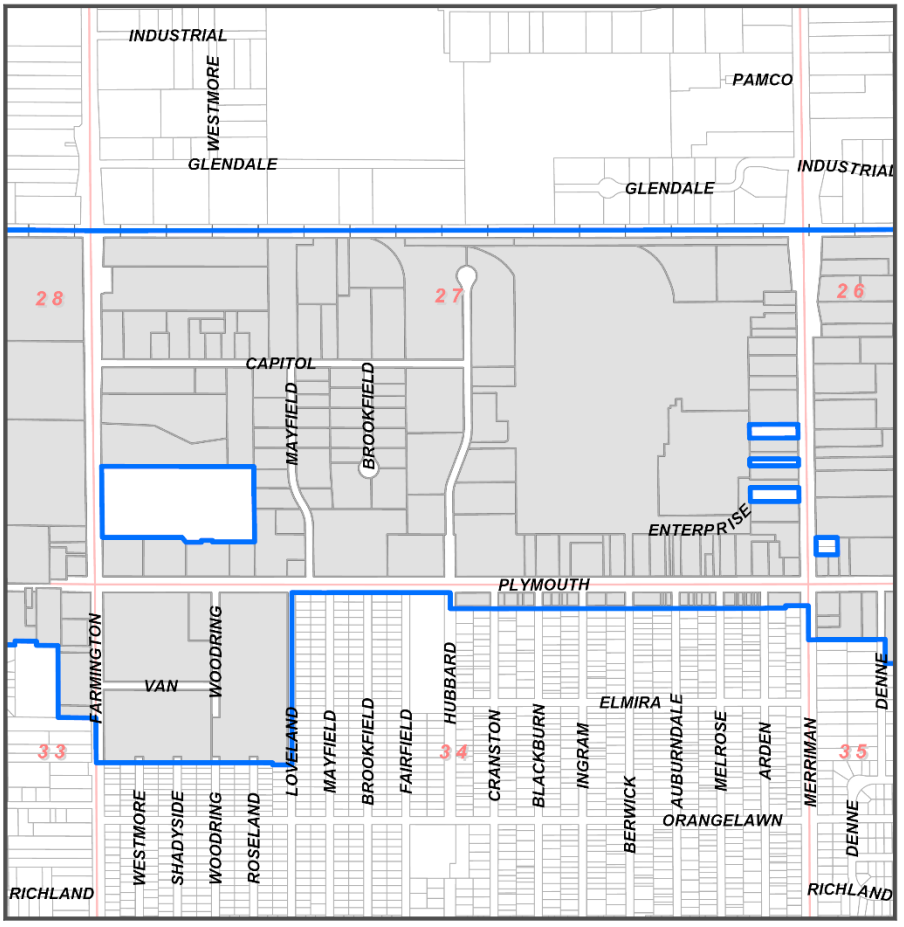
Legend

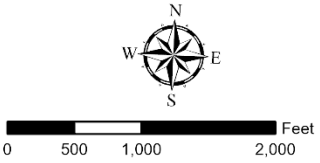
PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

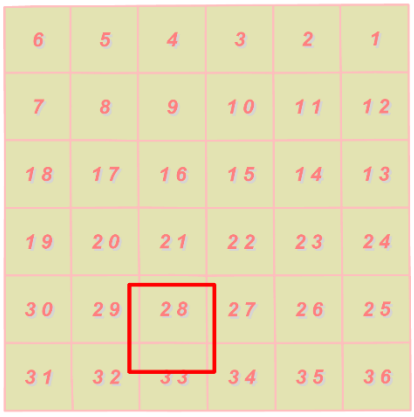
EXIBIT A
DISTRICT BOUNDARY

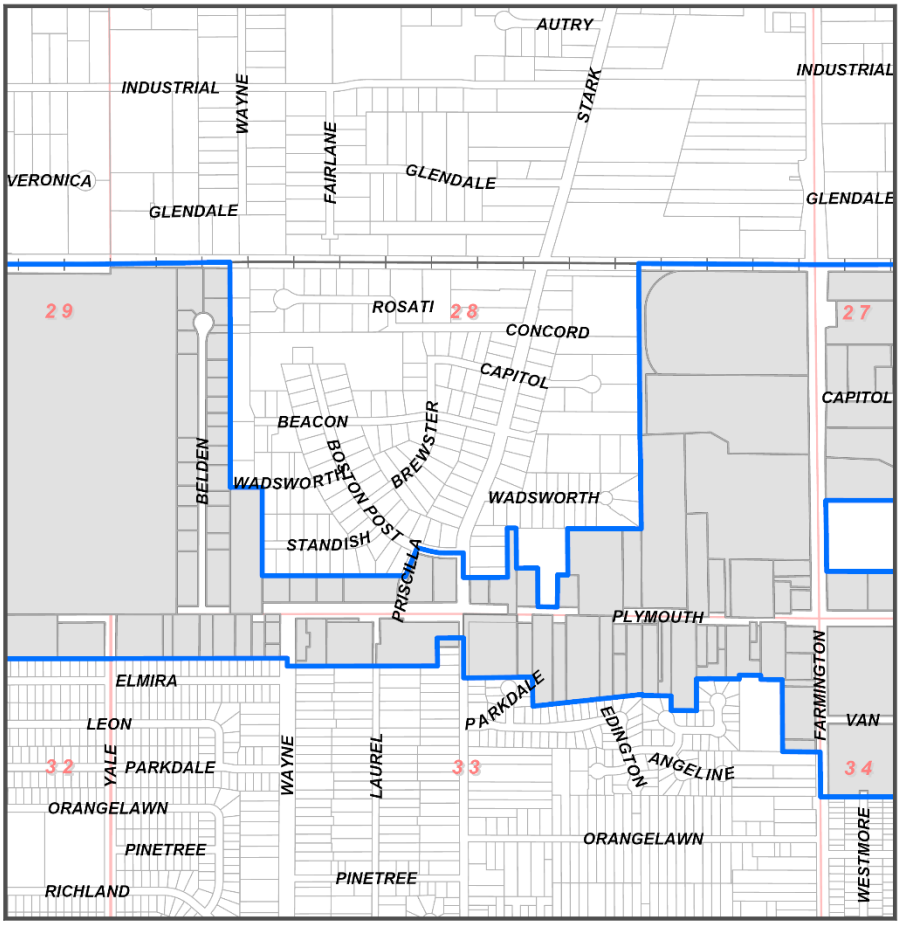
Legend

PRDA District Boundary

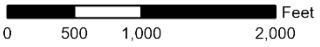
Parcels in the PRDA District

LOCATION MAP









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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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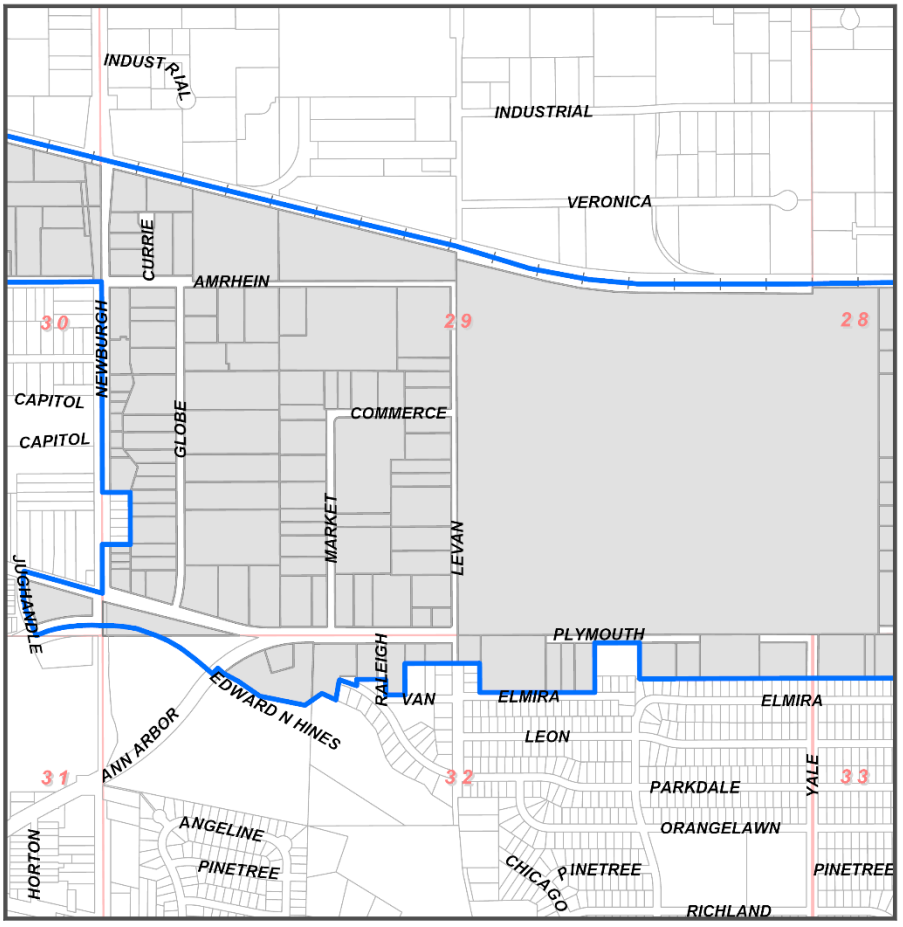

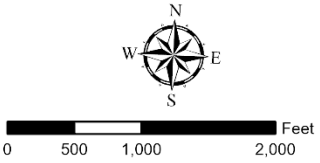

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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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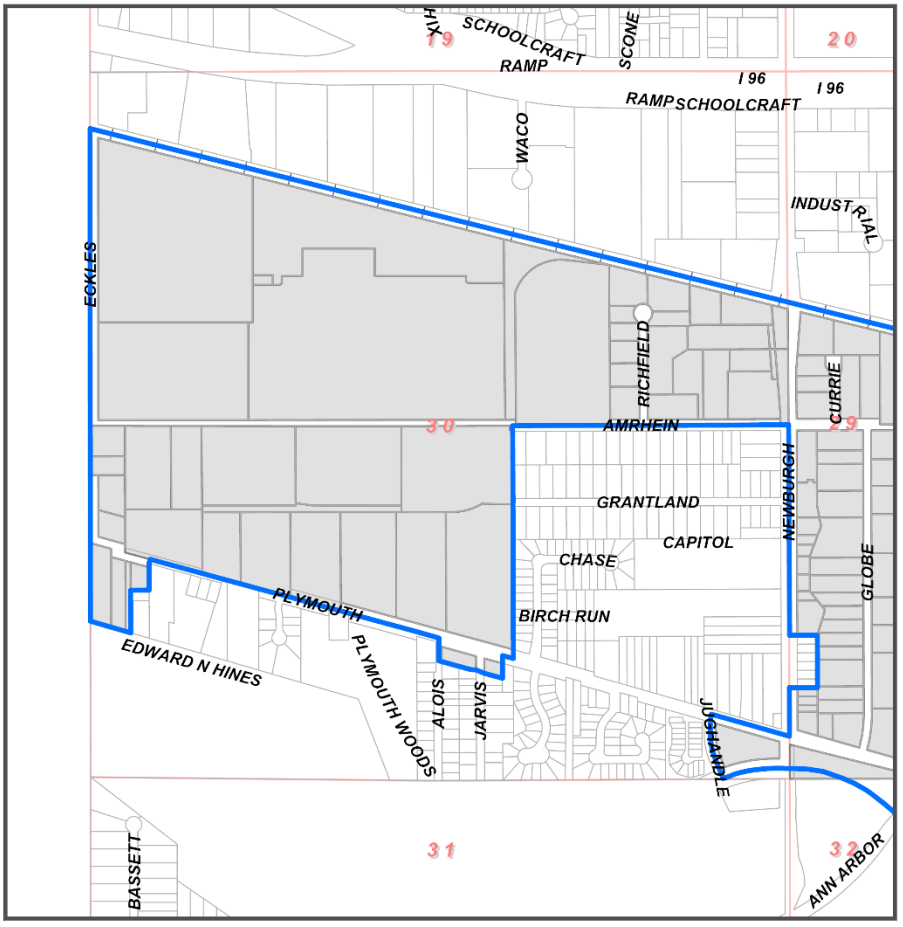

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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

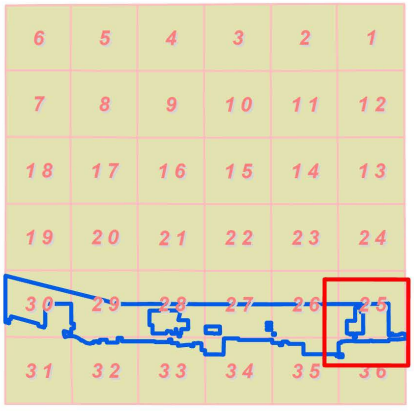
Legend

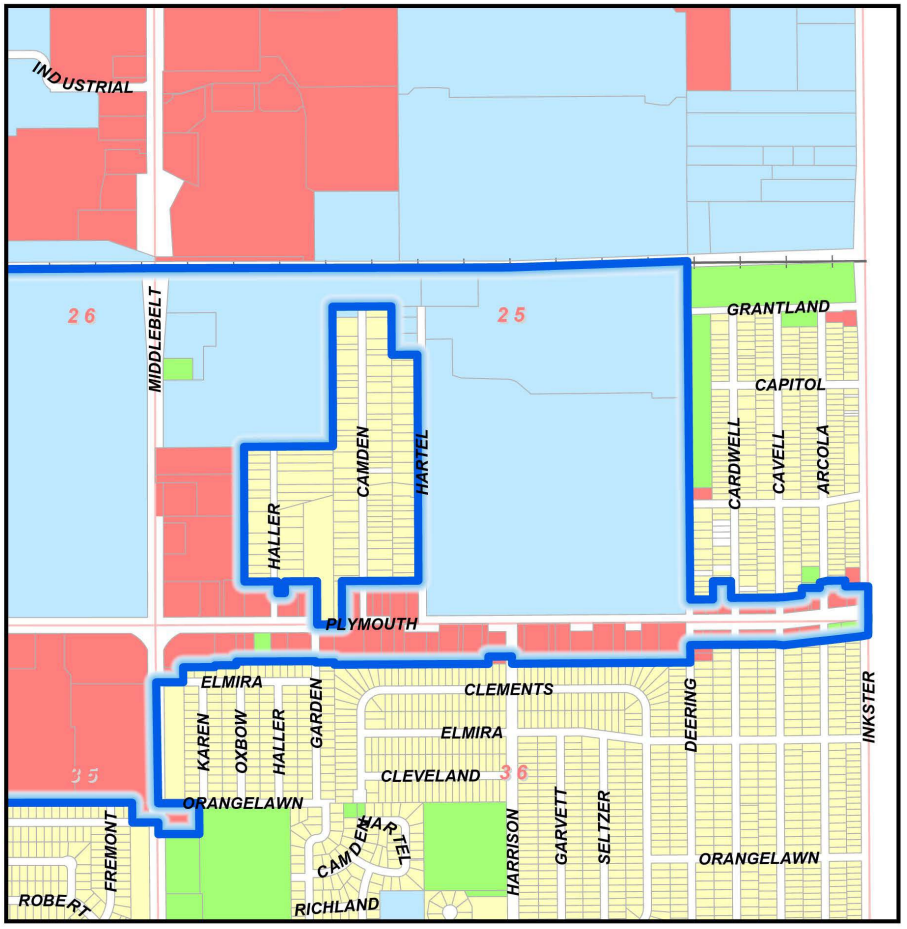
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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Legend

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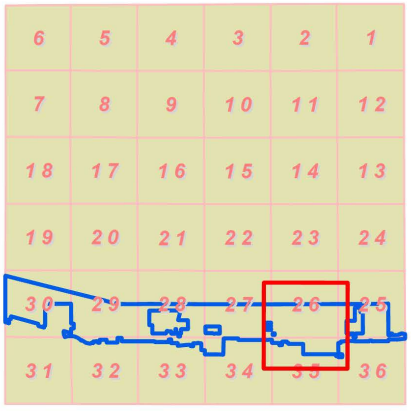

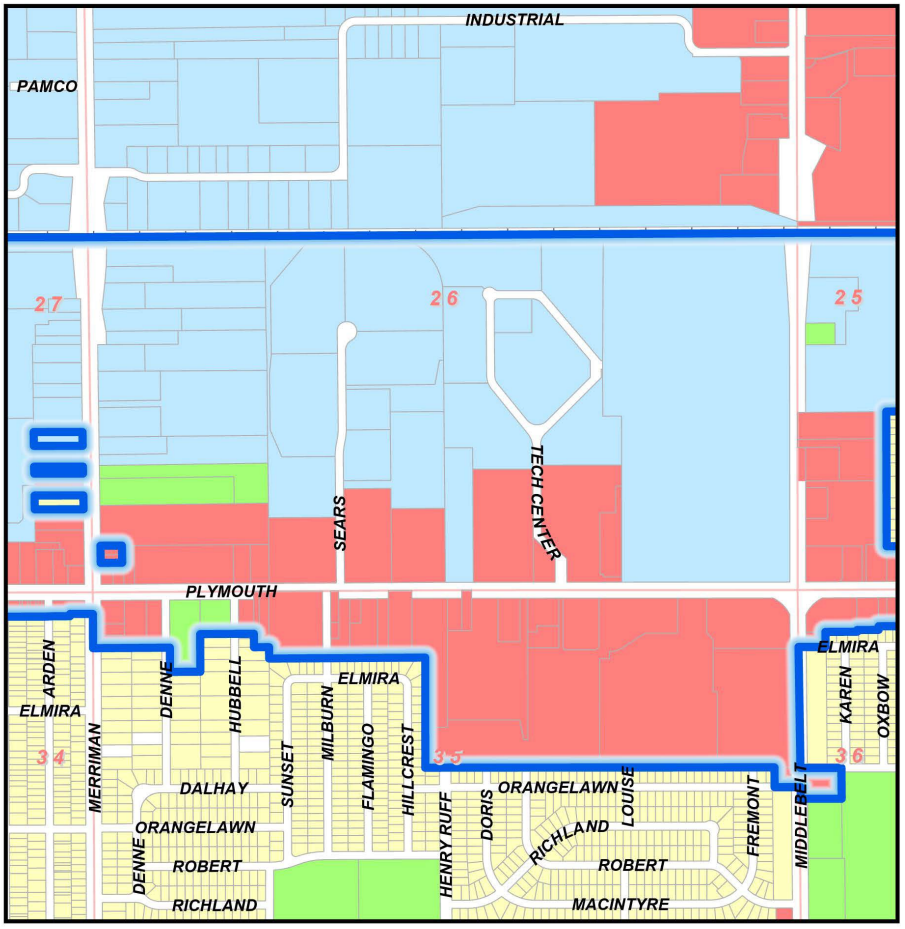

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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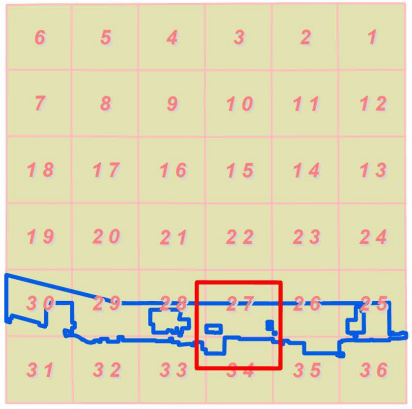
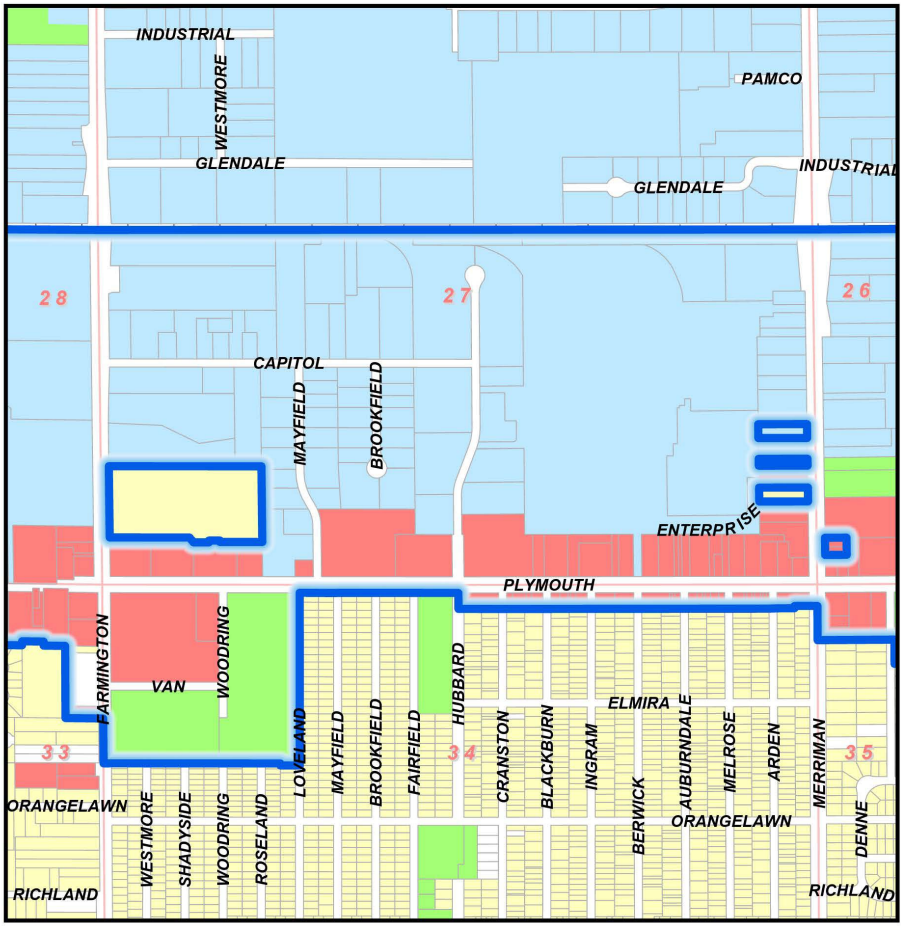
LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
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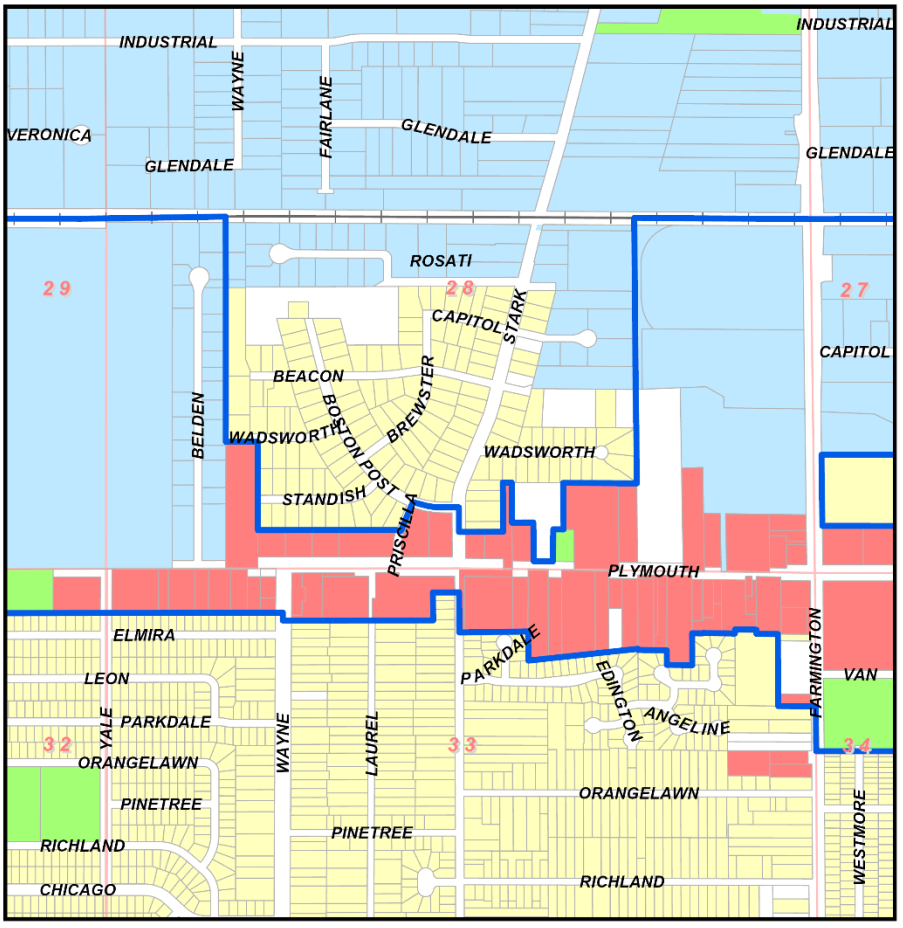

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
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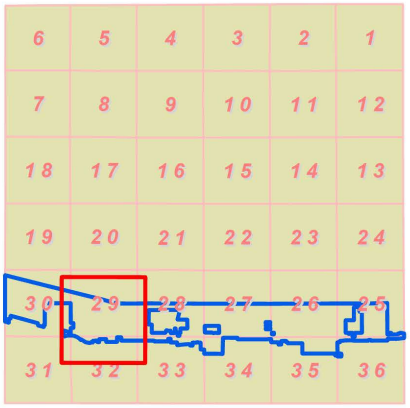
LOCATION MAP





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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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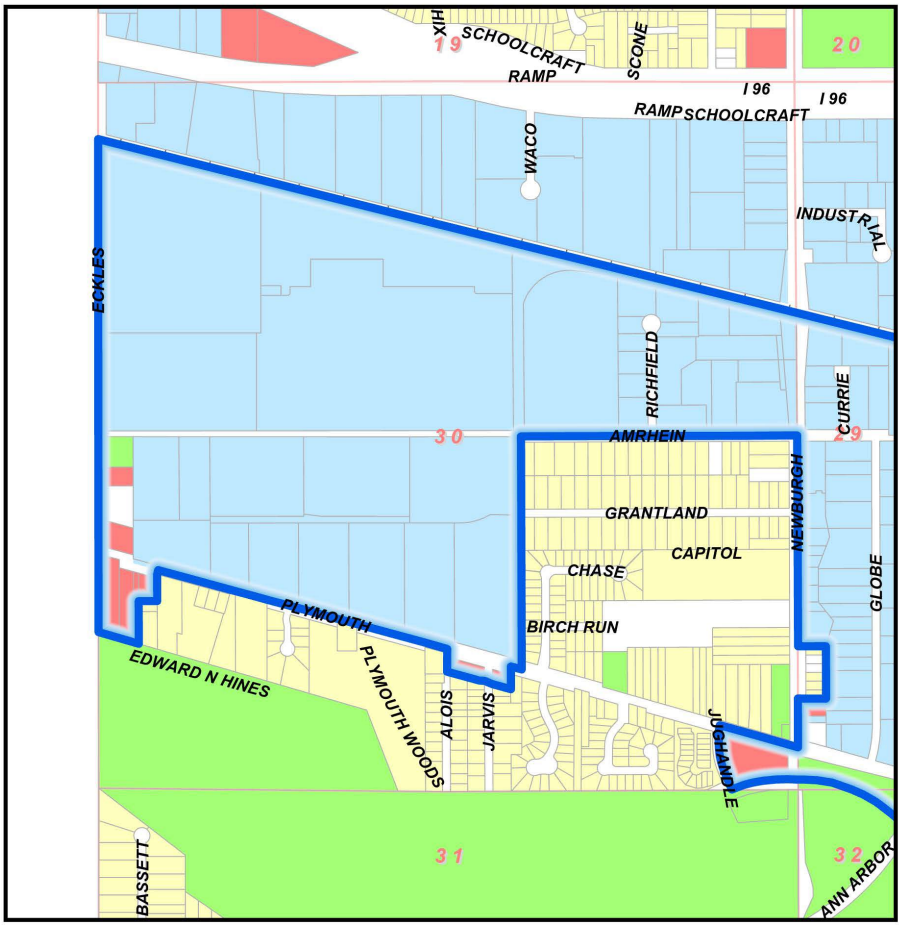
LOCATION MAP





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0 500 1,000 2,000 Feet

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EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly

along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision

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line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and

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the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds

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East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	453,357,748							
2026	453,357,748	457,891,325	4,533,577	59,679	34,989	10,291	935	105,894
2027	453,357,748	462,470,239	9,112,491	119,955	70,327	20,685	1,879	212,847
2028	453,357,748	467,094,941	13,737,193	180,834	106,020	31,183	2,833	320,869
2029	453,357,748	471,765,891	18,408,143	242,321	142,069	41,786	3,796	429,972
2030	453,357,748	476,483,549	23,125,801	304,423	178,478	52,496	4,769	540,166
2031	453,357,748	481,248,385	27,890,637	367,147	215,252	63,312	5,751	651,461
2032	453,357,748	486,060,869	32,703,121	430,497	252,393	74,236	6,743	763,870
2033	453,357,748	490,921,477	37,563,729	494,481	289,906	85,270	7,746	877,402
2034	453,357,748	495,830,692	42,472,944	559,105	327,793	96,414	8,758	992,070
2035	453,357,748	500,788,999	47,431,251	624,376	366,060	107,669	9,780	1,107,885
2036	453,357,748	505,796,889	52,439,141	690,298	404,710	119,037	10,813	1,224,858
2037	453,357,748	510,854,858	57,497,110	756,880	443,745	130,518	11,856	1,343,000
2038	453,357,748	515,963,407	62,605,659	824,128	483,172	142,115	12,909	1,462,324
2039	453,357,748	521,123,041	67,765,293	892,049	522,992	153,827	13,973	1,582,841
2040	453,357,748	526,334,271	72,976,523	960,648	563,211	165,657	15,048	1,704,564
2041	453,357,748	531,597,614	78,239,866	1,029,934	603,832	177,604	16,133	1,827,503
2042	453,357,748	536,913,590	83,555,842	1,099,912	644,859	189,672	17,229	1,951,672
2043	453,357,748	542,282,726	88,924,978	1,170,591	686,296	201,860	18,336	2,077,083
2044	453,357,748	547,705,553	94,347,805	1,241,976	728,148	214,170	19,455	2,203,748
2045	453,357,748	553,182,609	99,824,861	1,314,075	770,418	226,602	20,584	2,331,679
2046	453,357,748	558,714,435	105,356,687	1,386,894	813,111	239,160	21,725	2,460,890
2047	453,357,748	564,301,579	110,943,831	1,460,442	856,231	251,842	22,877	2,591,393
2048	453,357,748	569,944,595	116,586,847	1,534,726	899,782	264,652	24,040	2,723,201
2049	453,357,748	575,644,041	122,286,293	1,609,752	943,769	277,590	25,215	2,856,327
2050	453,357,748	581,400,481	128,042,733	1,685,529	988,195	290,657	26,402	2,990,784
2051	453,357,748	587,214,486	133,856,738	1,762,063	1,033,066	303,855	27,601	3,126,586
2052	453,357,748	593,086,631	139,728,883	1,839,363	1,078,386	317,185	28,812	3,263,745
2053	453,357,748	599,017,497	145,659,749	1,917,436	1,124,158	330,648	30,035	3,402,277
2054	453,357,748	605,007,672	151,649,924	1,996,289	1,170,389	344,245	31,270	3,542,193
2055	453,357,748	611,057,749	157,700,001	2,075,931	1,217,081	357,979	32,518	3,683,509

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

DRAFT

TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

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Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

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The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

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Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

DRAFT

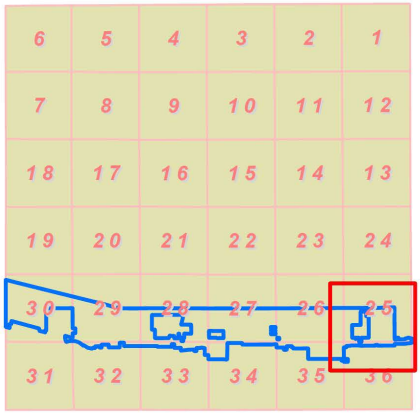
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

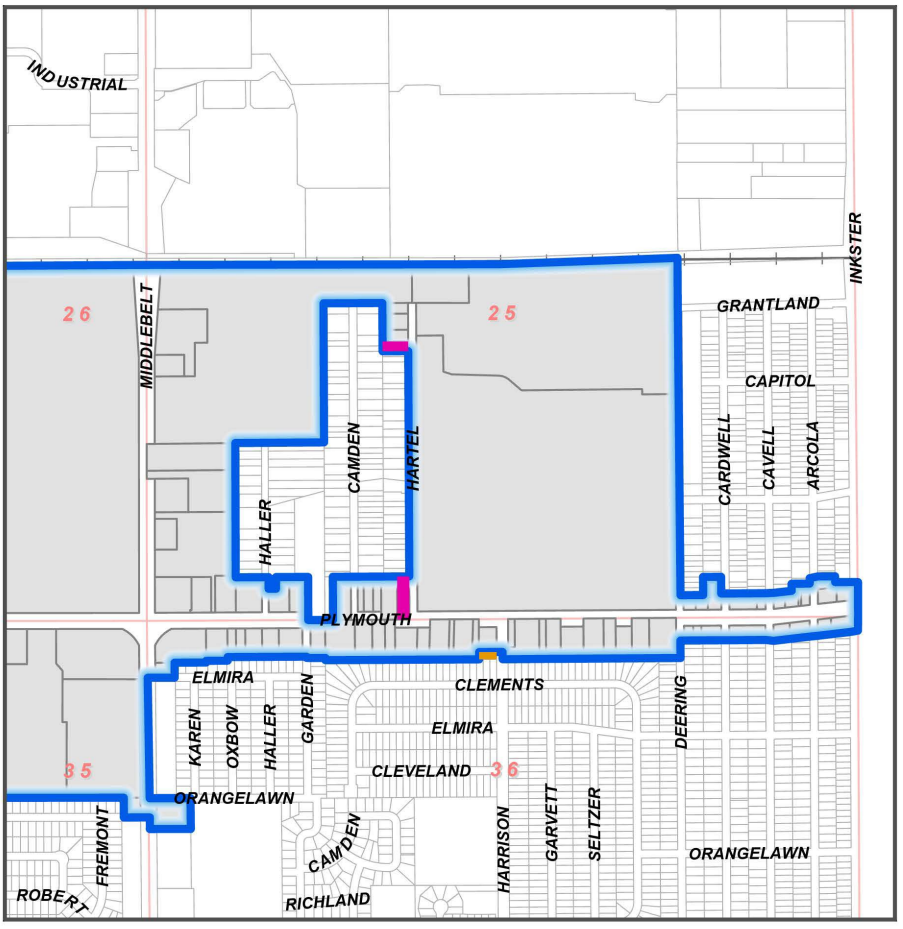
EXIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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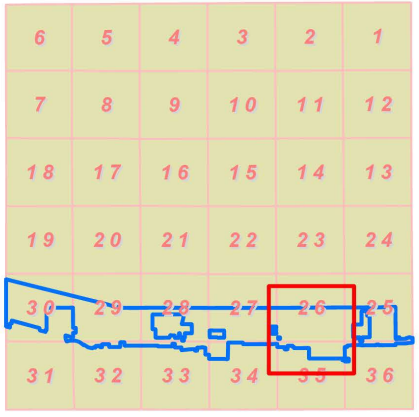

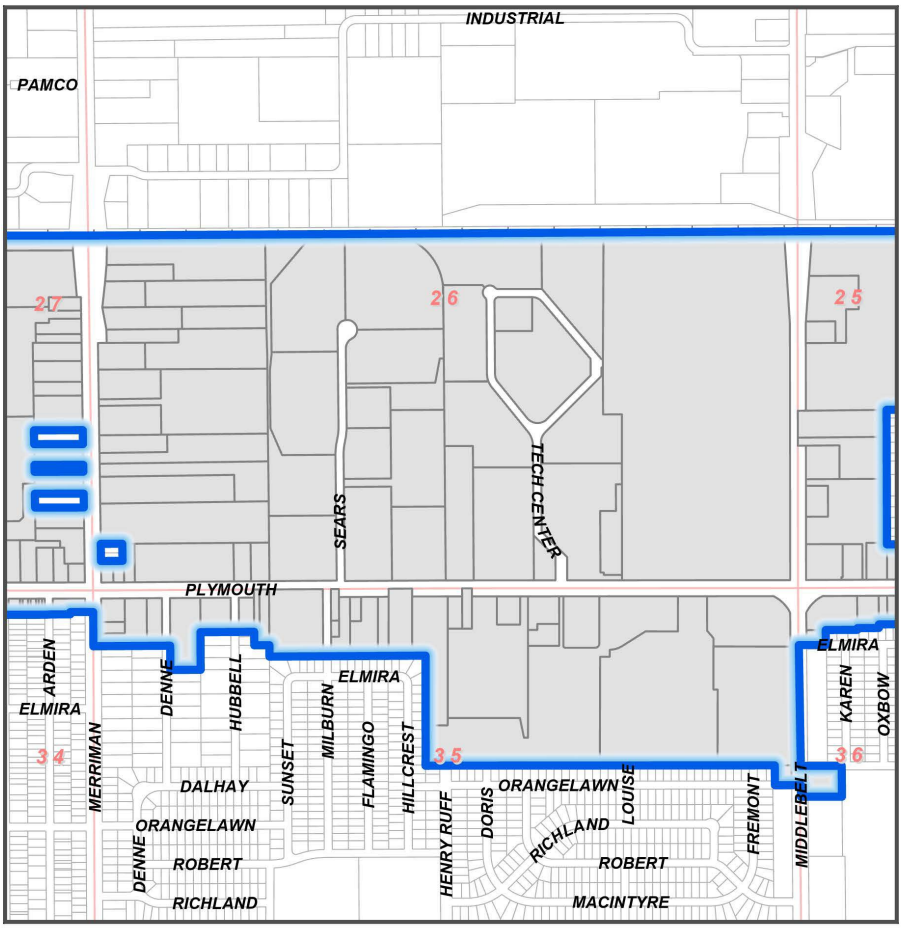

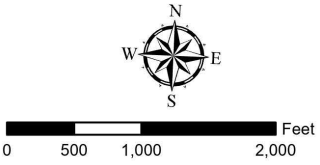

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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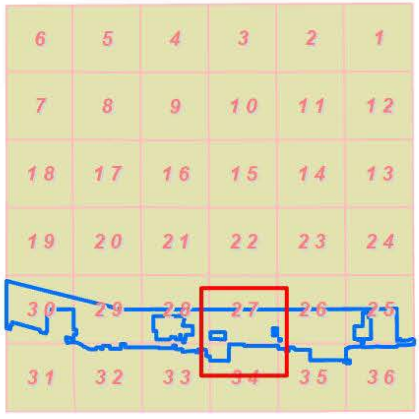

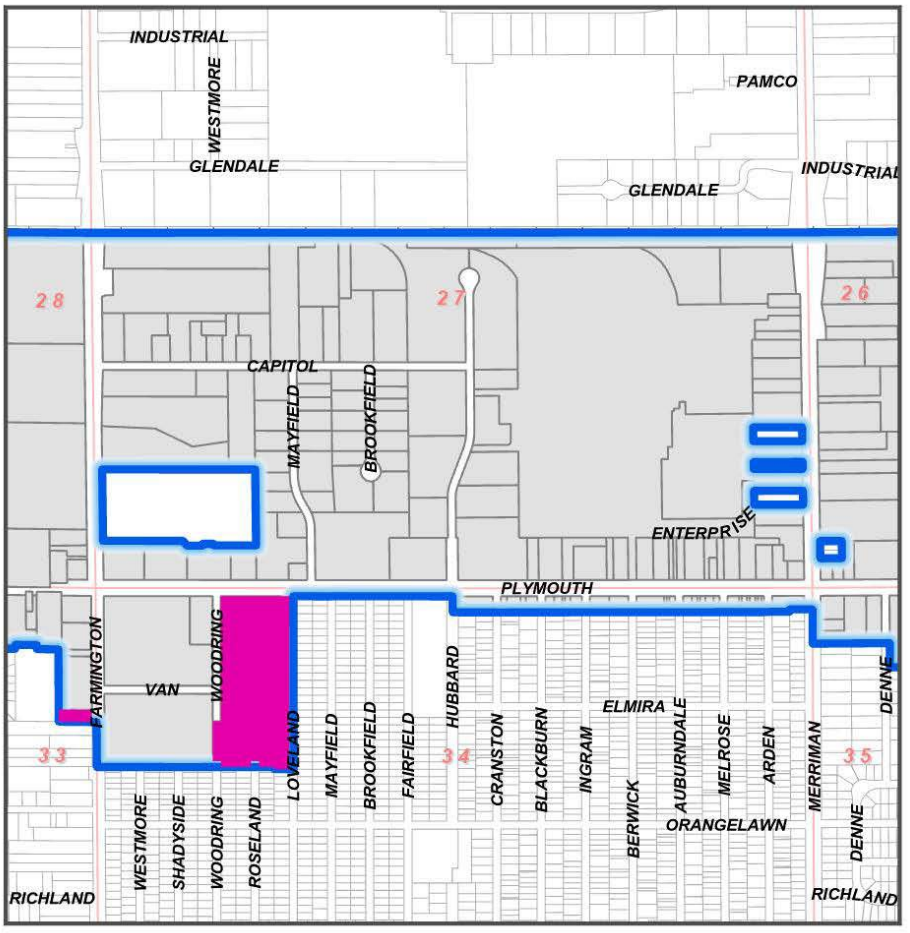

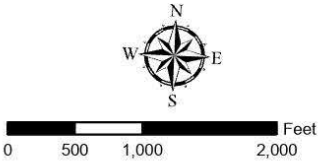

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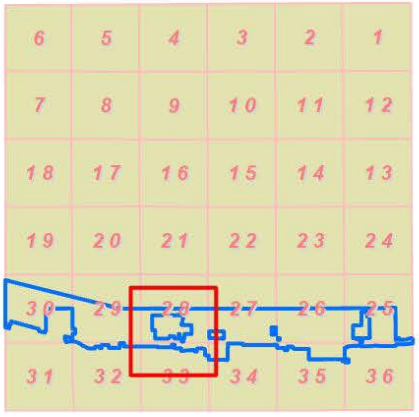

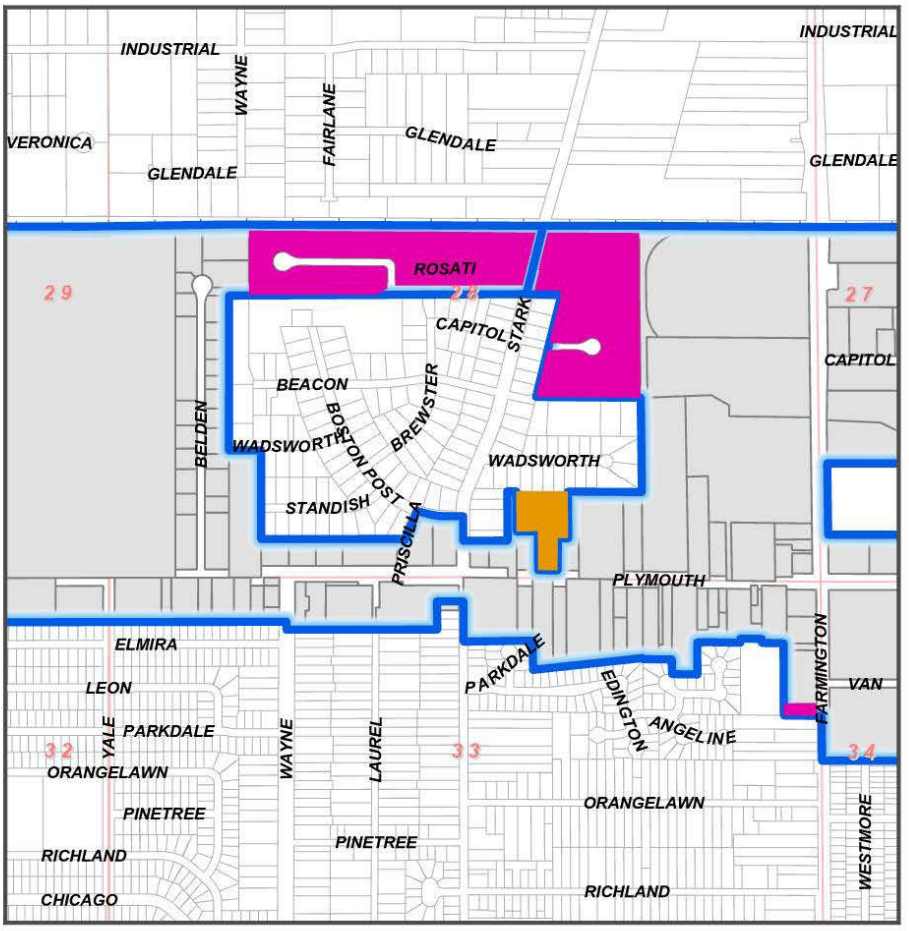





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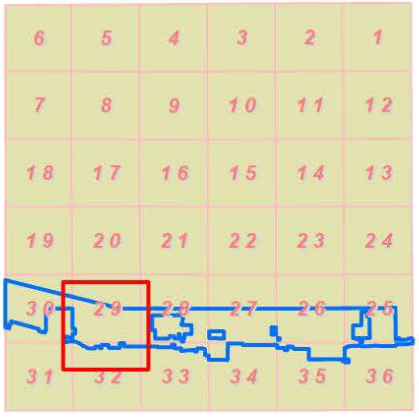

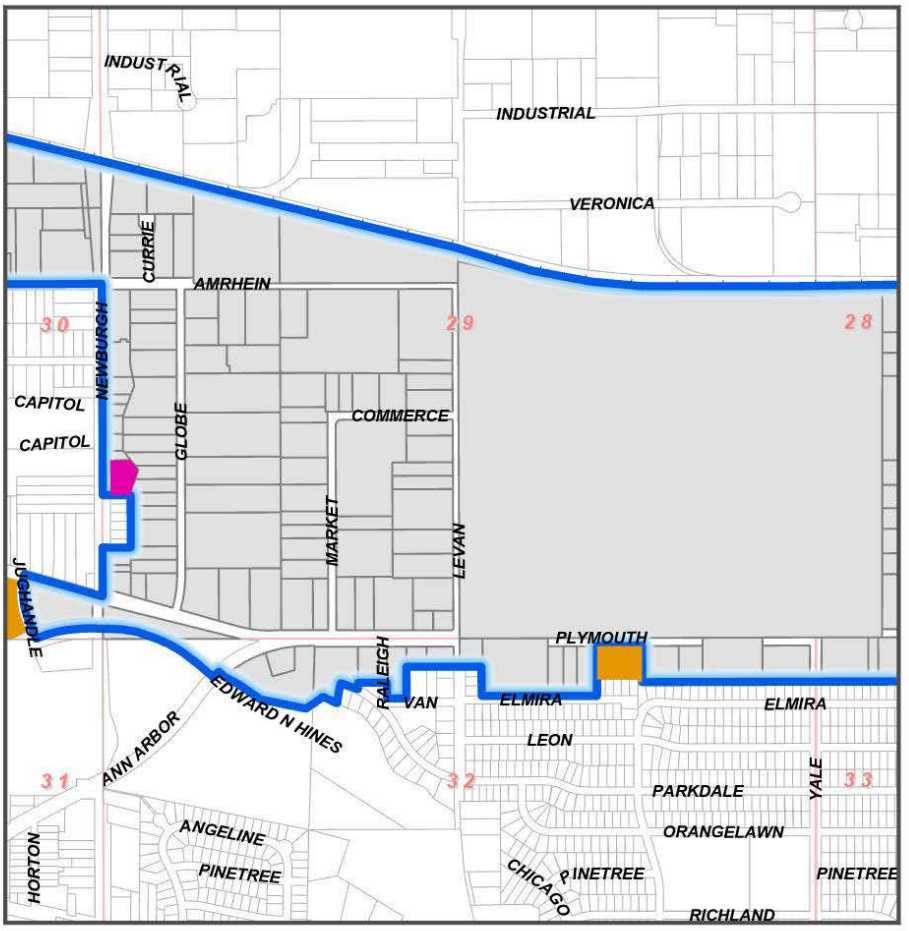





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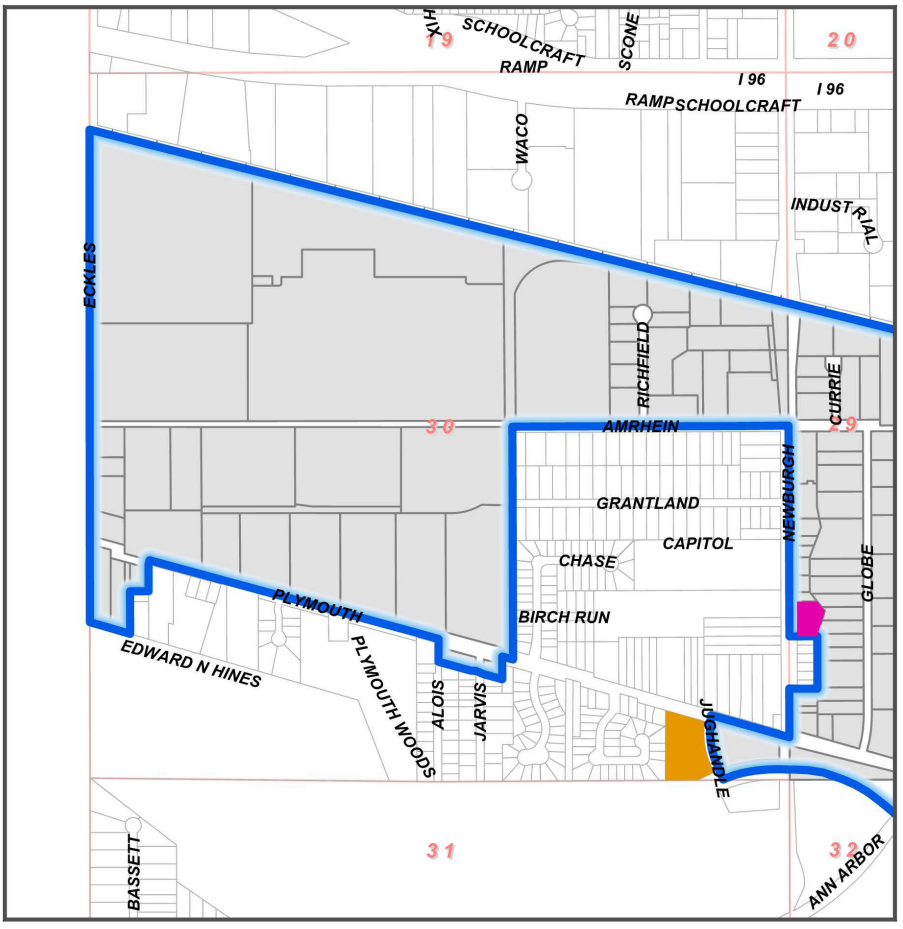

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

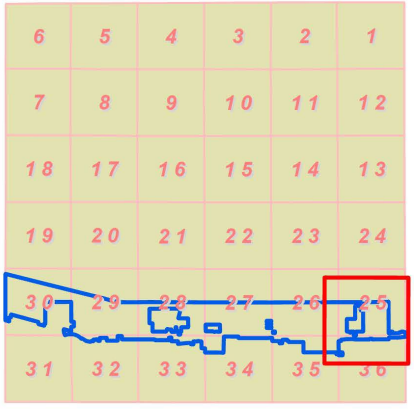
Legend

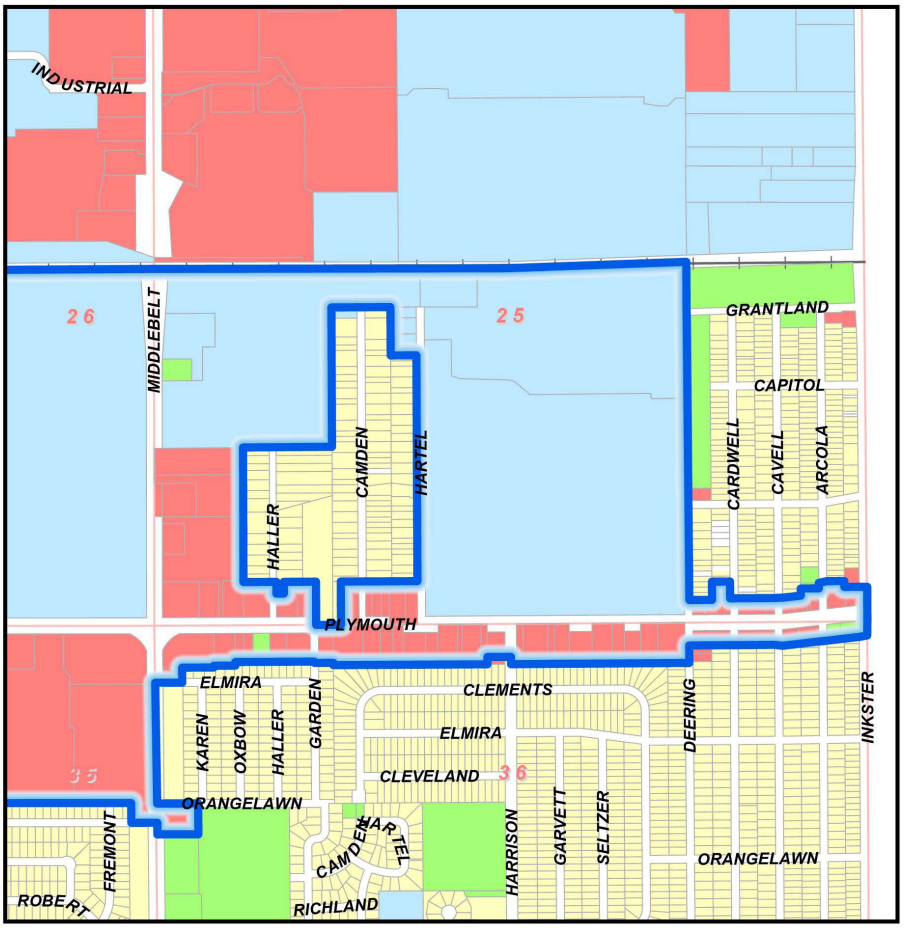
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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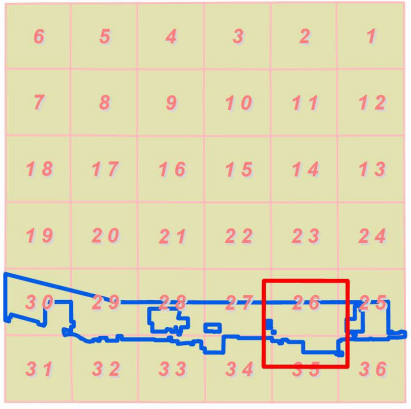

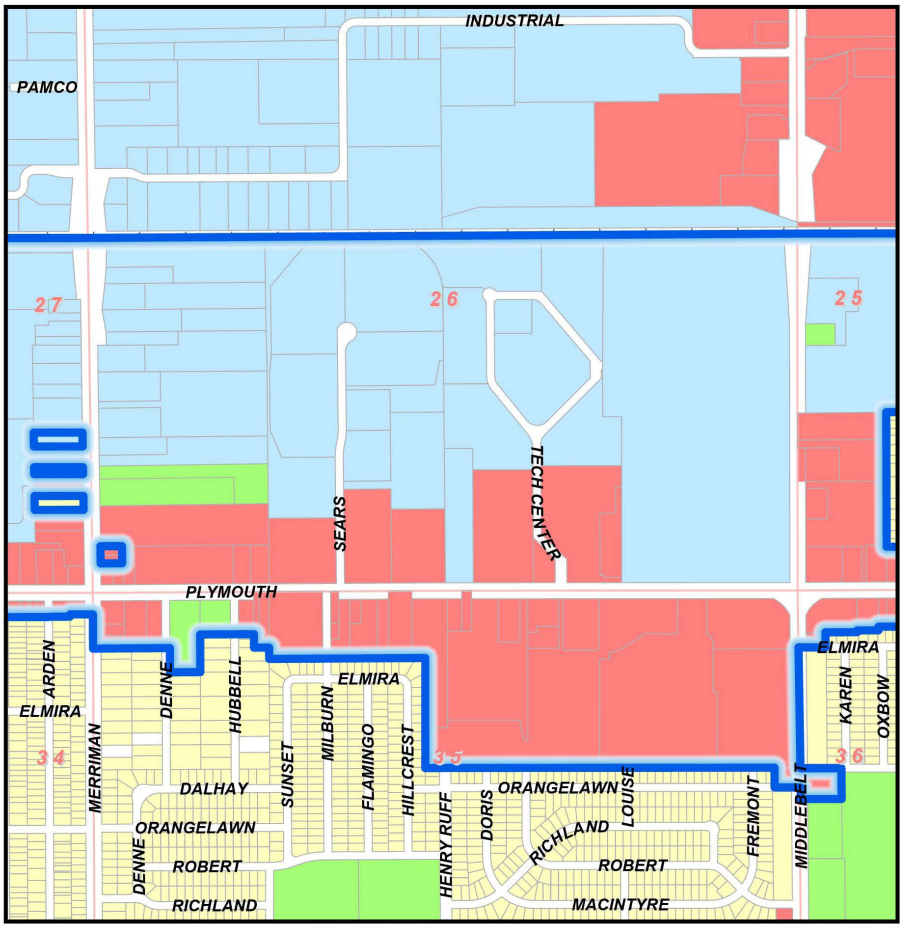

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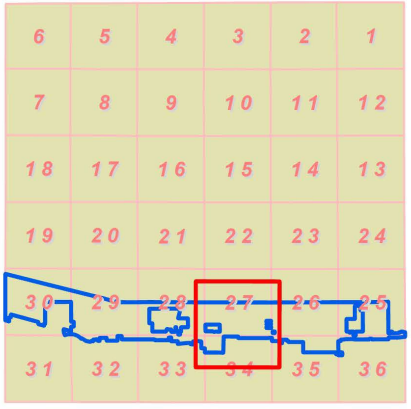

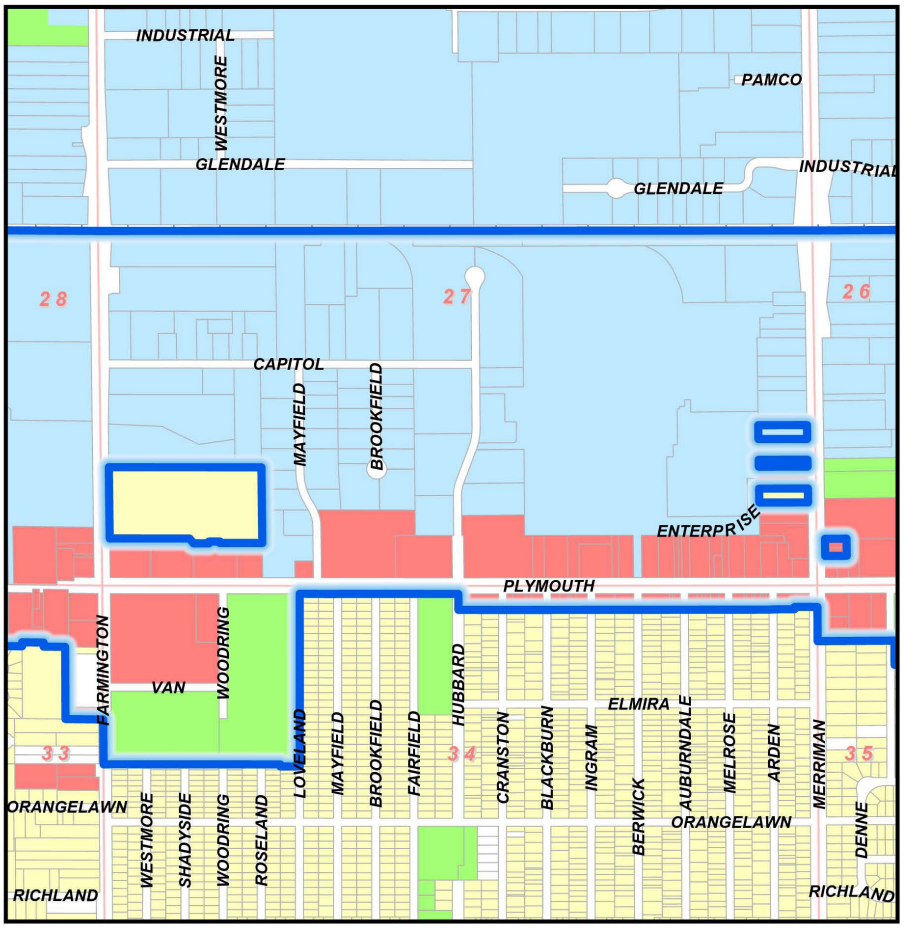

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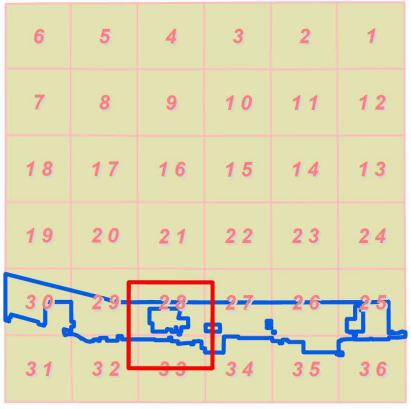

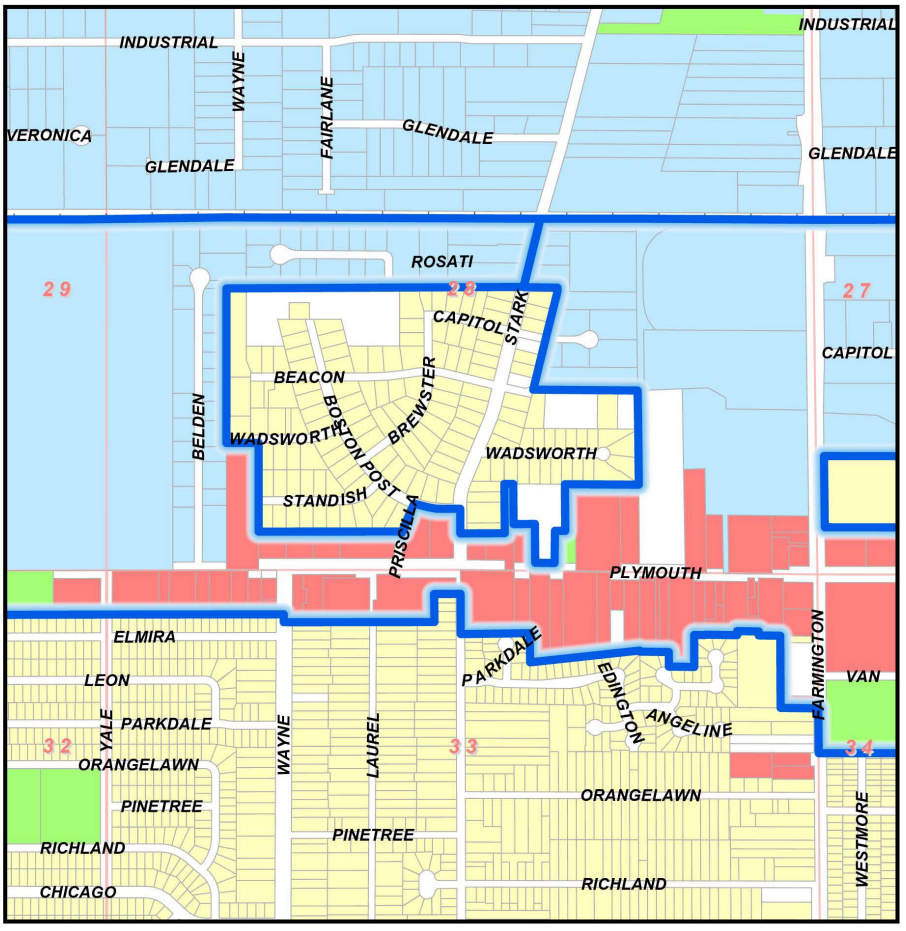

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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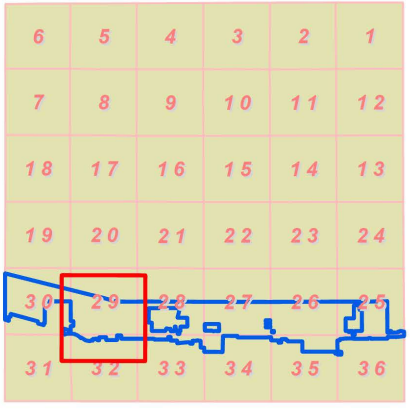



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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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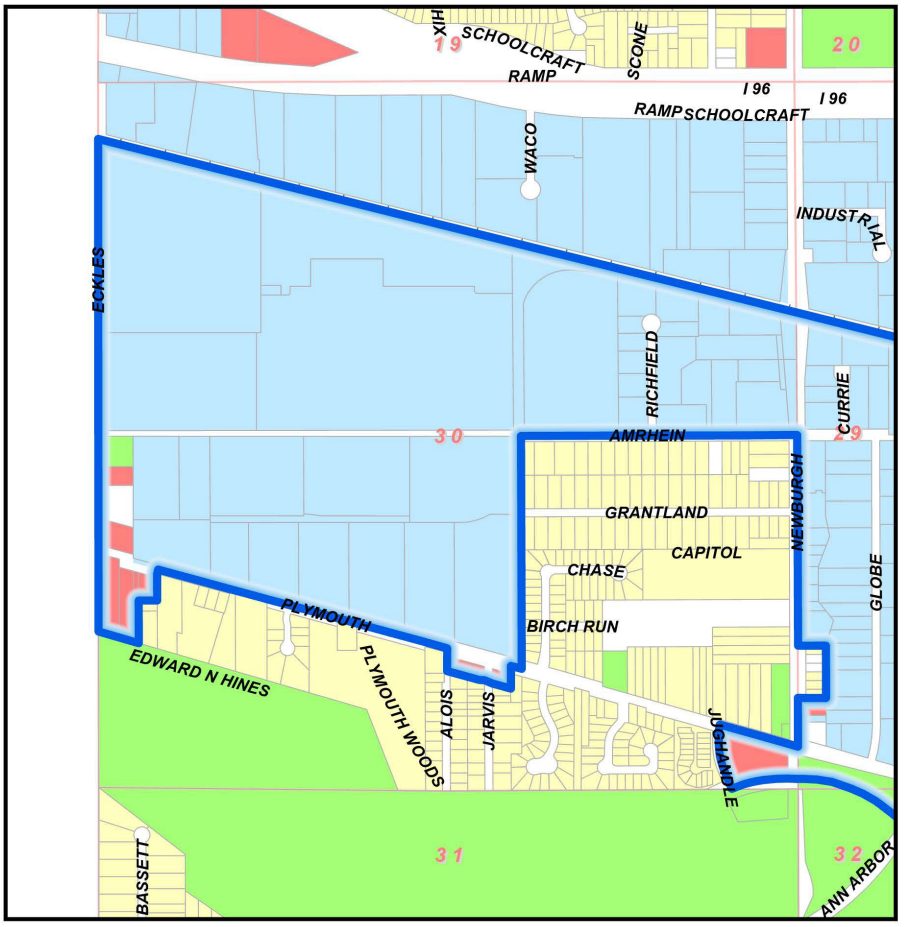

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June 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Stark Road, 86 foot wide; thence Southwesterly along said Stark Road centerline, 530 feet to the centerline of Concord Road, 60 foot wide; thence Westerly along said Concord Road centerline , 250 feet to a point adjacent to the N.E. corner of Lot 114, Alden Village Subdivision (L. 66, P. 78, W.C.R.); thence Southwesterly along the east line of Alde Village Subdivision to the S.E. corner of lot 120; thence Easterly, 776.5 feet; thence Southerly, 700.50 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 2,200 feet along the southerly line (extended) of Rosati Industrial Park to the centerline of Stark Road, 86 foot wide; thence Northerly along said Satrk Road centerline to a point on

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the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North

line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E.

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1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West,

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563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	460,961,515							
2026	460,961,515	465,571,130	4,609,615	60,680	35,576	10,464	951	107,670
2027	460,961,515	470,226,841	9,265,326	121,967	71,507	21,032	1,911	216,417
2028	460,961,515	474,929,110	13,967,595	183,867	107,798	31,706	2,880	326,251
2029	460,961,515	479,678,401	18,716,886	246,385	144,451	42,487	3,859	437,183
2030	460,961,515	484,475,185	23,513,670	309,529	181,471	53,376	4,849	549,225
2031	460,961,515	489,319,937	28,358,422	373,305	218,862	64,374	5,848	662,388
2032	460,961,515	494,213,136	33,251,621	437,718	256,626	75,481	6,856	776,681
2033	460,961,515	499,155,268	38,193,753	502,775	294,768	86,700	7,876	892,118
2034	460,961,515	504,146,820	43,185,305	568,483	333,291	98,031	8,905	1,008,709
2035	460,961,515	509,188,288	48,226,773	634,848	372,200	109,475	9,944	1,126,467
2036	460,961,515	514,280,171	53,318,656	701,876	411,497	121,033	10,994	1,245,401
2037	460,961,515	519,422,973	58,461,458	769,575	451,188	132,708	12,055	1,365,525
2038	460,961,515	524,617,203	63,655,688	837,951	491,276	144,498	13,126	1,486,850
2039	460,961,515	529,863,375	68,901,860	907,010	531,764	156,407	14,208	1,609,389
2040	460,961,515	535,162,009	74,200,494	976,760	572,657	168,435	15,300	1,733,153
2041	460,961,515	540,513,629	79,552,114	1,047,208	613,959	180,583	16,404	1,858,154
2042	460,961,515	545,918,765	84,957,250	1,118,360	655,675	192,853	17,518	1,984,406
2043	460,961,515	551,377,953	90,416,438	1,190,224	697,807	205,245	18,644	2,111,920
2044	460,961,515	556,891,732	95,930,217	1,262,806	740,361	217,762	19,781	2,240,709
2045	460,961,515	562,460,649	101,499,134	1,336,114	783,340	230,403	20,929	2,370,786
2046	460,961,515	568,085,256	107,123,741	1,410,156	826,749	243,171	22,089	2,502,164
2047	460,961,515	573,766,108	112,804,593	1,484,937	870,592	256,066	23,260	2,634,856
2048	460,961,515	579,503,770	118,542,255	1,560,467	914,874	269,091	24,443	2,768,874
2049	460,961,515	585,298,807	124,337,292	1,636,751	959,598	282,246	25,638	2,904,233
2050	460,961,515	591,151,795	130,190,280	1,713,799	1,004,770	295,532	26,845	3,040,946
2051	460,961,515	597,063,313	136,101,798	1,791,617	1,050,393	308,951	28,064	3,179,025
2052	460,961,515	603,033,946	142,072,431	1,870,213	1,096,472	322,504	29,295	3,318,485
2053	460,961,515	609,064,286	148,102,771	1,949,595	1,143,013	336,193	30,539	3,459,340
2054	460,961,515	615,154,929	154,193,414	2,029,771	1,190,019	350,019	31,795	3,601,603
2055	460,961,515	621,306,478	160,344,963	2,110,749	1,237,494	363,983	33,063	3,745,290

[1] Assumes a 1.0% annual increase.

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time at City Hall, 33000 Civic Center Drive, Livonia, Michigan, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

> Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI

111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk,
City of Livonia

PUBLIC HEARING OF SEPTEMBER 29, 2025
DIRECTION

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

DIRECTION: **1) APPROVING AS PRESENTED**
2) APPROVING WITH CONDITIONS
3) DENYING
4)COMMITTEE OF THE WHOLE

REGULAR

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

DIRECTION: **1) APPROVING**
2) DENYING
3)COMMITTEE OF THE WHOLE

REGULAR

Proposed Budget for the City of Livonia for the Fiscal Year ending November 30, 2026, and the property tax millage proposed to be levied to support the proposed budget. (CR 277-25)

DIRECTION: **1) APPROVING**
3) DENYING
4)COMMITTEE OF THE WHOLE

REGULAR

THESE ITEMS ARE TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF OCTOBER 20, 2025.

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
September 29, 2025

MEETING DATE	PRESENTED BY
R082525/PH092925/R102025	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.
Public Hearing held on September 29, 2025.

BACKGROUND DETAILS

This public hearing is for amending the Plymouth Road Development Authority (PRDA) District Boundaries and Development Plan, terminating the PRDA Tax Increment Finance Plan, and adopting a new PRDA Tax Increment Finance Plan. The Notice of Public Hearing has been mailed to all property owners within the proposed PRDA District. Notices were also sent via certified mail to the affected taxing authorities, including Schoolcraft College, the Wayne County Treasurer, and the Huron Clinton Metropolitan Authority. Additionally, notices were posted in twenty (20) conspicuous locations throughout the District. And finally, the Notice of Public Hearing was published twice in the Detroit Legal News.

City Council approved the PRDA Development Plan and Tax Increment Finance Plan over 30 years ago. The PRDA is a Downtown Development Authority (DDA) authorized initially under the Downtown Development Authority Act (PA 197 of 1975), which later became a part of the Tax Increment Finance Act (PA 57 of 2018). DDAs, in general, are equipped with broad powers, including the ability to acquire and sell property, borrow money, and collect taxes, among other things. DDAs can also plan and propose the construction, renovation, repair, remodeling, rehabilitation, preservation, or reconstruction of a public facility or other buildings. The primary purposes of a DDA are to halt property value deterioration and promote economic growth. The projects and improvements a DDA undertakes must be based on a Development Plan approved by the DDA Board and the local legislative body. Many of the achievements of the PRDA over the past 30 years were projects identified in the original Development Plan, financed mainly from tax increment revenues made possible by the adopted Tax Increment Financing Plan.

A Development Plan for a DDA must address all the required elements of Act 57, including establishing the Development Area and district boundaries within which the DDA will operate. It must also list the projects and improvements that the DDA intends to undertake during the plan's life, cost estimates, and how the projects, improvements, and other activities identified in the plan will be funded.

Exhibit A illustrates the district boundaries, including the proposed changes. Several commercial and industrial parcels not currently in the district are proposed to be added, primarily due to zoning

and land use changes. Several industrial properties on the east and west sides of Stark Road, just south of the CSX Railway, are proposed to be added to the District. Records show that these parcels were excluded from the original District because they would eventually be developed for residential purposes; however, they have since been developed for industrial purposes. Properties proposed for removal are primarily residential and include single-family homes, multifamily homes, and assisted living facilities.

An essential aspect of amending the Development Plan is updating the list of projects, programs, and capital improvements the PRDA may undertake. The list of potential projects now includes the PRDA's Asset Management Program, as well as the planning, design, and improvements to Shelden Park, the former Fire Station, and the former Alfred Nobel Library sites. The Asset Management Program is an ongoing effort of the PRDA that includes maintaining all the streetscape and other improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, lighting, and traffic control measures. Another added project recognizes the significant financial commitment the PRDA is making to assist in the financing, designing, and constructing a new Shelden Park. As an extension of this, the amended Development Plan would allow the PRDA to play a key role in the planning, design, and construction of the remaining areas of the public land surrounding Shelden Park, including the former Noble Library on Plymouth Road and the land adjacent to the former Fire Station on Farmington Road.

The second part of the document is the Tax Increment Finance Plan. Exhibit D is the new Schedule of Estimated Tax Increment Revenues, which—if approved—would commence as early as this year and run for 30 years, until 2055. Initially, the PRDA's funding relied almost solely on capturing tax increment revenues. As the taxable value of the properties (real and personal) within the district increased above the established base value, the PRDA collected and retained the taxes on the incremental difference between the two. This is how tax increment financing operates. However, it only works if the future aggregate taxable value of all the properties in the District exceeds the established base value. In 1995, the taxable value of all real and personal property within the district was roughly $691M. This became the established base value. The original TIF plan projected that the District's taxable value would increase to over $830M by the end of the plan in 2026, resulting in an estimated captured taxable value of $264M and annual tax revenues exceeding $5.3M. However, due to multiple factors that caused a significant decline in the District's taxable value, the PRDA has not received any incremental captured tax revenue since 2009. The decline began in the early 2000s, starting with the accelerated depreciation tables that caused significant drops in personal property values. Major tax tribunal cases with Ford and GM followed, forcing the City and the PRDA to reimburse these companies for the collected taxes. The recession followed, resulting in declining property values. The final blow was the enactment of the Eligible Manufacturing Personal Property Tax Exemption. In 1999, the taxable value of the personal property in the district peaked at $509M. Today, the value of all the District's personal property is just over $82M.

Terminating the original TIF Plan and adopting a new TIF Plan would allow the initial (base year) taxable value to reset to the current tax year. This would enable the PRDA to capture incremental tax revenue as the value of the District's properties increases above the base value, over time. The newly established (2025) base value would be approximately $461M. While this is roughly $230M less than the base value established in 1995, it is still $114M more than the District's taxable value in 2016, when it bottomed out at $347M. If approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative increase of 1% in the taxable value annually. If the assumptions are correct, the yearly tax collection could grow to over $1 million in 10

years.

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

Refer to Law for the following resolutions for consideration:
Approving - As submitted
Approving - As modified
Denying
Committee of the Whole

ATTACHMENTS

1. PH092925 LTC PRDA Amendment - Boundaries
2. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_clean
3. July 23, 2025 - PRDA 264th Regular Minutes unapproved
4. Notice to Taxing Authorities
5. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_redlined
6. R082525 PRDA Ord for District Boundaries CR 278-25
7. R082525 LTC PRDA Amendment - Boundaries
8. Ordinance Amending PRDA District Boundaries(44343899.1)
9. Resolution Calling Hearing PRDA Boundary Amendment(44339277.1)
10. 1992-11-30_Council PH

APPROVED BY

_____ Date:
Carter Fisher, City Attorney

_____ Date:
Maureen Miller Brosnan, Mayor

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, September 29, 2025

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on September 29, 2025.

MEMBERS PRESENT: Martha Ptashnik, Vice President
Carrie Budzinski
Rob Donovic
Scott Morgan
Lynda L. Scheel
Laura M. Toy

MEMBERS ABSENT: Brandon McCullough, President

OTHERS PRESENT: Eric Goldstein, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Debbie Lichtenberg, Finance Director

The Public Hearing was called to order at 7:00 p.m. with Council Vice President Martha Ptashnik presiding. This item is regarding a request to adopt a resolution from the Plymouth Road Development Authority, amending the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

This item will be moved to the Regular Meeting of **October 20, 2025**.

The Public Hearing is now open. There were approximately 40 persons in the audience.

Ptashnik Welcome. So, we are going to hear from Mark Taormina first, on this issue, and then we'll go from there.

Taormina: Thank you. And I'll point out that also required notices be mailed to all the property owners within the district as it exists and as proposed. I also included posting notices at 20 locations within the district and notifying by certified mail of the four taxing authorities. This public hearing will consider amendments to the Plymouth Road Development Authority district and development plan. It will terminate the tax increment finance plan as it exists today and adopt a new tax increment finance plan. The Plymouth Road Development Authority, or PRDA, approved these changes at the Regular meeting in July. The current development plan and tax increment finance plan were approved over 30 years ago, and both plans are set to expire in 2027. The PRDA is a Downtown Development Authority, and DDAs are subject to the authority granted by the State, originally under the Downtown Development Authority Act, which was PA197 of 1975 but in 2018, Act 197 was recodified and consolidated with six other statutes

that rely mostly on tax increment financing. So DDAs are now under the authority of part two of the Tax Increment Financing Authority Act, which is PA 5720 18, the Act that you cited. DDAs are autonomous in several respects, however, many of the activities of the DDA are subject to the final approval of the local legislative body. This includes establishing the district in which the authority operates, adopting a development plan, adopting a tax increment finance plan, and approving any special assessment districts or special tax monies. The statute enables DDAs with powers to acquire and sell property, borrow money and collect taxes, among other things. In 1998 the PRDA and Council approved the sale of seven and a half million dollars in bonds, mostly to finance the construction of the Plymouth Road streetscape improvements. The life of those bonds was 20 years, and the debt service on the bonds was retired in 2019. This request has two major components. The first is the development plan, which addresses all of the required elements of the statute, including two that are most relevant to the discussion tonight, and these are establishing the district boundaries and identifying projects improvements and improvements that the PRDA intends to undertake during the plan's life, including cost estimates and proposed methods of financing. Exhibit A shows the changes to the Plymouth Road development district boundaries. Several commercial and property industrial properties are not currently in the district are proposed to be added, mostly due to changes in zoning and land use. The properties being removed are mostly residential, including single family homes, multi-family homes and assisted living facilities. The properties being added are mostly industrial and were done-so according to changes in land use and zoning. Overall, the district would be expanded by 29 acres. The largest concentrated area of parcels that would be added are on the east and west sides of Stark Road just south of the CSX Railroad. In this area, about 28 parcels, all of which are developed industrially, would be added. A crucial part of the new development plan is updating the list of projects, programs and capital improvements that the PRDA may undertake. The list now includes the asset maintenance program and the planning design and improvements to Sheldon Park, the former fire station and the former Alfred Noble library sites. The Asset Management program covers all the streetscape and other public improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, plazas, lighting, bus stops and the mast arms for the traffic control devices. The PRDA has also committed to assisting the city in the design and construction of a new Sheldon Park. The PRDA is fronting the full cost of the engineering, architecture and construction administration, and will finance roughly 45% of the debt service on city issued bonds that will pay for the construction of a new park. The development plan also recognizes that the PRDA may take an active role in the planning, design and construction of the remaining areas of the property, including the former Noble library on Plymouth Road and the land adjacent to the former fire station on Farmington Road.

The second major component is the tax increment financing plan. The PRDA is seeking to terminate the TIF plan currently in effect and adopt a new TIF plan. To understand why this is being requested, it's important to understand the history. Initially, the PRDAs funding relied exclusively on the capture of tax increment finance revenues as the taxable value of the properties within the district increased above the base value established in 1994, the PRDA collected taxes on the incremental difference. This is how Tax Increment Financing operates. However, it only works if the taxable value is more than the base value. In 1994 the taxable value of all the real and personal property within the district was roughly $691 million which became the established base value. The adopted TIF plan projected that the taxable value would steadily increase, peaking at around $830 million by the year 2026. This would have resulted in captured taxable values exceeding $200 million with annual tax captures or revenue to the PRDA of about $5 million in the closing years of the plan, unfortunately, the last time the PRDA received any TIF capture was in 2009. Several factors caused a decline in the taxable value of the district, most of which were related to personal property. First, there was the accelerated depreciation tables that apply to industrial machinery and equipment, followed by major tax tribunal cases with Ford and GM, then the recession, and then the final straw was the enactment of the eligible manufacturing personal property tax exemption. In 1999, the taxable value of all personal property in the district peaked at $509 million and today that value is a little over $82 million. Adopting a new TIF plan allows the authority to effectively reset the initial base year taxable value and begin capturing taxes as the taxable value of the district properties increases over time. Exhibit D, which is in your packet, is the schedule of estimated tax increment revenues, which would commence with the adoption of the new TIF plan and run for a period of 30 years, the newly established base value, which is the total taxable value of all real and personal property in the district as of this year, would be $461 million This is about $230 million less than it was in 1994, but still roughly $114 million more than what the taxable value of the district was in 2016 when it filed them down at $347 million. Every year since then, the average annual increase in the value of the district has been roughly three and a half percent. So, if approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative annual increase of 1% in taxable value, provided there are no other calamities like there were in the early 2000s and assumptions are correct in terms of the yearly growth the PRDA’s annual revenues, via the TIF, could grow to over a million dollars in 10 years. It is important to note that the statute does enable the PRDA in the city to enter into revenue sharing agreements with each of the taxing authorities. In this case, the taxing authorities are the city, Schoolcraft College, Wayne County and the Huron Clinton Metropolitan Authority. And with that, Madam Vice President, I will answer any questions that you may have.

Ptashnik Thank you, Mr. Taormina. Mr. Donovic.

Donovic Thank you, Madam Vice President. Thank you, Mr. Taormina. So, the last part is, there's a lot to unpack here with TIFs and DDAs and the PRDA. The last portion you mentioned, of sharing revenues with organizations outside of Livonia. Can you dive into that a little more and help me understand that?

Taormina It simply means that if a taxing authority approaches the city and would like a portion of those collected revenues, to receive a portion of those, that can be negotiated between the PRDA, the city, and that particular taxing authority. I failed to mention, but I'll point out Mike McGee of Miller Canfield is here. They've been instrumental throughout this entire process, as we have amended the plan and presented this to the Plymouth Road Development Authority.

Donovic So, to speak, in just layman terms, essentially, the city created this, this authority along this area, and it adds a tax to these buildings, these commercial parcels within this authority, we collect an extra tax for them, and that tax is supposed to go to PRDA improvements to fix streetscapes ,to fix certain things within that area.

Taormina So, let me clarify that, if I may. The way a tax increment financing operates is not, in and of itself, a tax increase. The way a TIF operates, is, you establish a base value, which is the value of the district, this includes all the real and personal property, and as that value increases, there's a capture and still the same millages that would otherwise apply to the various taxing authorities and to the entities paying those taxes, that would still remain the same. It's just as the value increases and the revenue that's generated from that increases, that's what's captured and goes to the DDA to maintain their operations. A separate tax levy is permissible under the statute, and in fact, there is a two mill levy for all the properties within the district currently. That levy was initiated in the 2000s at a point in time when the district was having serious problems meeting its financial obligations. So, that millage is still in effect today. That is completely separate, however, from the tax increment financing.

Donovic So, what we're saying, we’re not asking to add, to increase, that two mills on those buildings, with the exception of buildings that currently are not within that Authority, and the buildings were added, I think they're highlighted in purple, those buildings that are added will now start paying additional two mills?

Taormina Those would be subject to the additional two meals tax. That is correct.

Donovic Okay, so, but we are not asking to increase two mills to 2.3 or 2.5 etc.

Taormina That is correct.

Donovic Okay. And I guess again, my concern is those authorities you mentioned, and they very well may be standard practice and procedures. I know we've talked a lot about, you know, if anyone follows budget meetings, everyone thinks of meeting your city, the property tax bill, all that money goes to the city, when, in reality, I think it was 32 cents of every dollar goes to the city, and the rest of that money goes to everybody else, the state, the county, all these different organizations and authorities throughout the county that are taking our tax dollars and doing it what they will. So, I guess I have a problem with that portion. Again, it may be standard operating procedure that those authorities can ask us to take a piece of that, but I guess if it's up to our discretion, I'd like to see that we remove that portion. And I know these dollars are intentional for the PRDA, but I'm open to discussion. And again, I know Miller Canfield is here this evening, and maybe that's standard, just my two cents. Thanks. Thank you, Mr. Taormina.

Budzinski Just that question for part 25 clarification. That 1 million over 10 years is cumulative?

Taormina That would be the annual, so I think what you're referring to is the table that is provided. I think it's Exhibit D in your in your packet. And if you go to that exhibit, and you look at the far-right column where it says total TIF revenue. That is the projection of revenue that would be received by the PRDA over the life of the TIF plan, which in this case would be 30 years. And you can see it starts at about $107,000 for this year, and steadily increased, capping at roughly $3,745,000 by the year 2055. Again, these are rough projections based on assumptions that we've built into the plan.

Donovic Thanks, Madam Chair, Mr. Taormina, that money, that until 2055, the estimated $3.7 million would go towards the PRDA, and those would go for those general improvements and whatnot along the PRDA?

Taormina That's correct.

Donovic So, instead of the city, and/or other taxing authorities, capturing that money, now the PRDA would capture that full amount, as opposed to the general fund capturing the tax

Taormina They would capture the amount. Again, it's the incremental difference between base value and what the value is as it increases over time. So, it's not the full amount. The other taxing authorities are not going backwards in their tax collection. It's that, again, that gap between Is the base value and the rising taxable value that is captured and goes to the PRDA. That's been the case since 1998 and it was the case up until, as I indicated, the mid 2000s when circumstances changed, primarily because of result of personal property tax value going down.

Ptashnik Councilwoman Toy.

Toy Mr. Taormina, under page 10, under salaries, what are we doing here? Clarify this for me a little bit.

Taormina I don't have that.

Toy Oh, wrong packet. Hold on, that's our budget and finance meeting. I'll take that back. Sorry. I'll wait to answer that question, sir, this is what happens when you've got three months to go. I'll answer that question when we come to that. Thank you very much. Thank you, Madam Chair. Just my own mistake.

Ptashnik Okay, so just to explain really quick, we are having a public hearing. These are three, you see three agenda items on your handouts. They are actually treated as three separate public hearings. Just to make it clear to the audience, we will open up to audience comment in just a second. But I just want you to understand that the one we're only commenting on right now will be the district boundaries, which is agenda item number one. We will talk about that after we have audience and public comments, then we'll go back to Council and see if there are any other additional questions or comments from Council. Then there could be some motions. We'll close that agenda item, and then we'll have to restart with a new public hearing. So, I didn't really explain that beginning. I just thought, with this sizable audience, if that makes sense. So, we will now go to the public, and you can line up the podiums. If you have any comments during this particular agenda item, you'll have two minutes. Mr. Donovic, can you keep the time for me? Thank you. This will be on the district boundaries.

Pastor Good afternoon. I'm John Pastor, 34018 Beacon, and I'm still not running for Council. I thought I would make that clear. Being one of the new people in the district going getting those extra 2% tax on a road that, as I sat on Council, has not really done really well. The plan that we sought out back in the day did not go through because personal property and all that stuff, as Mark had said, same thing could happen with this thing. If you guys are now going to add a park and the library and the fire thing, that doesn't even do with Plymouth Road. Let's keep it with Plymouth Road, and you won't need as much money. Maybe you guys can think about giving the 2% tax increase that you get out the industrial buildings and give them their money back, as opposed to keep on nailing the industrial buildings that literally don't have anything to do with Plymouth Road. The idea was supposed to be the businesses on Plymouth Road, who were supposed to pay for to enhance their businesses, to get the retail people to have it walkable, have it new, have it look nice. But let's look at how long has it been there, 25 years? I just don't think the PRDA, was once a good idea. I just don't think it's ever worked out well. And if you look at how much money we have put into that, and stuff Laura would know, she was on Council, and I think maybe Lynda, the city has had to put a lot of money into the PRDA. Again, the parks, the firehouse and the library, that's the city's responsibility, it's not PRDA's responsibility. So, I don't think you

need to charge as much as what you're wanting to do and stuff. And let's rethink this. There's a lot of things and a lot of pressures up in Lansing right now. (time) I'll finish later.

Ptashnik Thank you. Good evening

Ingram Good evening. David Ingram, 34413 and 34414 Rosati. I purchased one of the new buildings there. I'm actually building another building across the street. Plymouth Road district is a quarter mile from Rosati. You've got a situation where you're including industrial properties into commercial properties, which is like apples and oranges. From my research and whatever, it's been over 20 years that Rosati hasn't been developed, and now that's being developed. You've got 15 lots that currently, about half has been developed. Property taxes on average, 15 lots were $1,000 and now you're generating, by the time it's done in there, you'll be generating probably over a quarter million dollars. My question is, what is it opening up? It's like, take the money from where it's supposed to be. Commercial properties on Plymouth Road generate $18 to $20 per square feet for rentals. Industrial properties only bring in $8 to $10 on the high side. So, when you're taking two months of rent just to cover property taxes, it takes it to the point where guys like me look and go, why are you doing this? I think, I think the city needs to be more efficient in what they're doing, not just coming back and going more and more and more. Thank you.

Ptashnik Thank you. Anyone else?

McDonnell Eileen McDonnell, Livonia. Question in reference to the listing in the Detroit Legal News. I'm sure it's been done, but unfortunately, the average citizen doesn't have access to this information. Call the library. They don't carry the Detroit Legal News. I call the Detroit Legal News. There's a cost for anyone who wants to review anything that's published. So, if it's supposed to be a public document or public notice, people, the public should be able to review it. So, ia this to the point where we can talk about Noble?

Ptashnik No.

McDonnell Okay, all right. Thank you.

Ptashnik Thank you. Anyone else from the audience? If you want to make a comment, you can start lining up.

Emling Ron Emling, I'm the owner of 34430, 34437, and 34422 Rosati. I'm the developer over here and started the project, and still a number of lots over there. Mr. Taormina here said a lot of legalese, a bunch of stuff in 10 minutes. I couldn't pick it all up. A lot of legal stuff. I couldn't, you know, quite, you can only take it so much in so much time. So, there's a lot there to digest. I'd like to go back over the notes, the city notes, and see the

tapes again and give me some time. I did get a text from Mr. Soave and his sons that also own four lots over there, he couldn't make the meeting. He left a lot of text messages to represent him as well. They're not interested in jumping into something at this time. So, if there's a way we can get some time, we get with all the owners and talk to everybody. It is an association. It is a small group of guys at this time. I did go to the City Clerk try to get some more information. They didn't have any information about a week ago, so I couldn't get clarity on what this meeting is all about. So, I need a little more, we all need a little more time to digest all this, figure out what it's all about. I just think it's a lot. We got the letters, but when we go to City Clerks and not give us clarity on what's going on, they don't know either, they don't have the information. It's all coming at us, all at once, and all these business owners are up against the same thing. I think I can say, speak for the whole crowd here. It's a lot to take on, just to say, you know, without a fight, that this is the right thing to do at this time. This is a new development. We're just getting going. The taxes over there are already extremely high for the new construction. So, I don't know how things are assessed. Is it new construction assessed different than old construction, or did Miller Canfield? Is it just this area, or they've been in other areas?

Toy Thank you. I appreciate some of the comments, especially Pastor's, you sound like John Engler. Still love you John. In giving back money and we don't collect through taxes, the Governor was real big on that when we served, which made a lot sense. We have some time I stand corrected, right? I mean, we're not going to vote on this till November. Am I right on that Mark?

Ptashnik The procedure would take time. We have to do two reads. The first read, second read. It's probably November 5 would be the first possible, if not two weeks after that.

Toy So, if that helps you at all, you still have a lot of time to discuss this with your fellow business owners, etc. I own a business on Plymouth Road, have for about 47 years. I gotta tell you, though, since we were looking at, you know, putting the park in there at Sheldon and everything, I'm in the middle of selling my business because I'm old now and tired of working that hard as Rob and others would know that they are small business owners. Unbeknownst to that, I point to what the city is doing to improve Plymouth Road, and that helps me as I sell, okay with the broker I, you know, and, and he sells it that way. And it's, quite frankly, not that I'm promoting this or not promoting it. I don't mean I don't mean to go there. It's just there's two sides to every story. And I just wanted to share that with you as I move along, and I'm at the end of my future as a business person here in the community, I just want you to know as we're developing things down there in a very older section of Livonia that's well kept up, Rosedale Gardens is a premier area, you know, that we back up to. We're down by Bill Brown Ford there, that you know, in some cases, it really has

helped us out, and it will help us, I think, in the long run, with the sale of the store. So, I just wanted to add that to the comments, Madam Chair, thank you.

Donovic Thanks. Madam Chair. So, to the resident that asked about Detroit Legal News posting, that's a good question. Procedurally, per Charter, the city has to post in the paper certain notices, like Council notices, changing ordinances, public hearings like this. As you all know, the media landscape has changed, so we don't have an Observer, which, you know, would still go to every single household, but we still our Charter still mandates, and we have to post certain legal notices. So, my understanding, because we've had some conversation over the years, the only other paper that is, whether it be affordable or that that prints often, is the Detroit legal news. So that is where the notice is printed. There's no longer an active paper that goes to people's homes, so we can't post in the Livonia Observer anymore. So, the Detroit Legal News meets that legal requirement. If that makes any sense, we do post it online. So, if you go to our City Council agendas, and this is the same, similar with every other community, and every community has different Charter requirements, but that's basic legalese of that is that requirement.

At the same time, you hear there was a breakdown, where there's a resident and business owner that comes to City Hall and gets certain addresses here, received this notice, and it was very confusing. I received multiple texts and phone calls and emails from residents asking about what does this mean. And it's confusing. It's legalese paper, so it's not I'm not happy to hear that there was that breakdown that someone in the city offices downstairs in the first floor could have direct you to the Council Office on the second floor, because our Council Manager, Sara Kasprowicz, could have easily answered that question for you. So, that's frustrating, and that just process and procedure, unfortunately, but I hope that for the residents that know, if you do have a Council related question, and you go to City Hall and you just got to ask the Council Office, and Sara in the Council Office will be able to give you more of those details. But these packets, the packet that we're all looking at, 100 pages. It's all online. If you go to the City Council website, you can find that packet, the same one we look at. But again, to your point, sir, it's, you know, you get these notices. And there's so much, so much depth there. It's a lot to maintain and understand. Mr. Taormina, so essentially, tonight, so all the residents know in public hearing, there could be a multitude of motions offered this evening. We're not actually going to be voting. So, there could be three different motions potentially that could be offered tonight that will just move us in the process. They'll eventually take us to more formal Council meetings, and we'll start having actual discussions and votes, but this is the first legal public hearing that we as a Council have to hold. Mr. Taormina, so essentially, we're trying to, you're asking us to do essentially two things. One, reset the kind of authority, the dollar figure, to capture the legal framework in the TIF and the confusion there, all those legal

things. That's why we have to hire smart Attorneys and Planners like you. And then the second portion would be adding some boundaries and removing others. Basically, that's the gist.

Taormina Yeah, there are three components, really. There's the district boundaries. So, you could make a motion to accept the recommendation the PRDA has submitted to establish the boundaries as presented. You can make a resolution to modify those boundaries in any way. If you wanted to not include the additional industrial properties that are shown, you can make that resolution. We would have to make those adjustments. The alternative would be other district boundary changes. The other important aspect here, is to approve the changes, the amendments to the development plan. PRDA can't do anything that is not identified in the development plan, so that's why we focus this evening on talking about those additional programs and activities. So, though that's important for you to understand that the development plan needs to be amended in order to give the PRDA its charge on the types of projects that it can be involved with over the next 30 years. The plan can be amended anytime along the way, but this is to do it at this point, and really to memorialize what has already been done with respect to Sheldon Park and also some of the other bigger issues that are on the forefront of discussions these days. The next element is to terminate the TIF plan and adopt a new TIF plan. I guess that would be the third one. Technically, it's two things. So, by terminating the TIF plan and adopting a new plan, you reset that base value, and you start basically from fresh in the ability to collect taxes. You have to understand that since that base value was established in 1994 and we had this precipitous drop in personal property values. It has not been able to catch back up to the point where they can begin collecting tax increment revenues. By resetting that base value and dropping it down, now you've set that bar lower, and now as property values increase, they have the ability to capture taxes once again and thereby bring revenue to the PRDA to be able to fund some of these identified projects. It doesn't mean they have to spend all that money. Again, as I indicated, they could have cost sharing agreement with the city of Livonia to give some of that money back. They could work with the other tax authorities. It just gives them that ability to fund those projects identified in the plan.

Donovic Mr. Taormina, as you talk about amending the development agreement, is it possible to include in this amended development agreement, for example, on PRDA, we had some conversation this year about significant signage. A lot of signs, whether they be for sale signs, they'd be advocating or advertising, business or political, signs on these corners. We invest all this money in these PRDA corners. It's beautiful. They're really doing a nice job right now and fixing those corners. Is it possible to include in this new development agreement that we prohibit the placement of any signage to not discriminate against the particular type of signage? Rather, there would be no signage affixed in these corners that we invest so much money in. You don't have to give the answer tonight.

Taormina I'm not going to touch that one. I'm going to look at Eric and probably over at Mr. McGee, because signage is a whole another element.

Donovic And that's my position here is I'm not discriminating against any specific type of signage, rather the affixing and you may call it littering, you may refer to whatever you want. But I do think we already are establishing development agreements that set certain parameter requirements throughout the PRDA. It would only make sense that we maintain the cleanliness of the PRDA, and we're taking 2%, roughly $3.5 million over these years that we keep these clean. And I think I'd like to explore that. It may not be legal, you may say you shouldn't do that, and I understand that. I disagree in principle, but I understand that. So just something, this is the proper time to bring that up. And then also Council. You know, I understand what the Planning Department wants to do. I think that the PRDA is large in scope. I'd be okay with not adding new, because if you look at the magenta, the purple areas, that have been added, there's I don't want to say insignificant, that would be wrong to characterize in that way. But I do think in today's economy and things like that, I think the PRDA is rather large as it is. I understand the relief that some of the business owners that are residents are asking for, and I would be open as one member. I don't know how my colleagues feel to not adding those new areas and just reset the TIF. I think we're still accomplishing things and it's going to be a better product long term. I just think, hey, we got an opportunity here to save some taxes for some of these smaller businesses. They're very small areas. There's only a few added areas. I think that'd be nice of us, I don't know the temperature of the Council. I guess we can continue to have that discussion and debate. And then lastly, back to my signage. Maybe I didn't ask the right question, but something for you in Planning and Law to talk about is, how do we manage signage if we can't prohibit it, which I think we should and we can. How do we manage that signage within that PRDA corner? And that's something that I'd like the legal minds and planning minds to kind of as we go throughout this process. Thanks, Madam Chair.

Ptashnik Thank you, Councilman Morgan.

Morgan Yeah. I just wanted some clarification from Mr. Taormina regarding this. You know, as I'm looking at this here, this is kind of, it looks like it's now selective enforcement to add Rosati Drive on there and a couple of other spaces. If the property, and I just wanted to clarify, is that correct? Is that exactly what's happening?

Taormina So, those are the parcels that are shown to be added. In particular, Rosati was not developed at the time. If you go back and take a look at the minutes of the City Council Public Hearing from 1994 where this was discussed, these boundaries were discussed. The question came up as to why these areas were not being included. The answer primarily, was

that they could be developed residential, that they're undeveloped currently. Now, that doesn't hold true for all the parcels, but it certainly holds true for the majority of them, along portions of Stark Road and Rosati Drive, in particular. So that's why those areas were not included in the district in 1994, but it was clearly the intent to include all the industrial properties up to the CSX Railroad, running from east to west, from Inkster Road all the way to Eckles. So, as we looked at the boundaries and we knew we had to make changes to the district boundaries to eliminate residential properties that were added since 2013, which is the last time this was amended. These areas were identified as fitting, I guess, the parameters of the original district with respect to developed industrial properties extending north of Plymouth Road, south of the CSX Railroad. So that's why they're shown being added. But again, it's Council's decision this evening, or when you adopt the ordinance, whether or not to include these areas.

Morgan Okay, and the area that Sheldon Park, where the Noble library is, and that park there, that's highlighted also is that…

Taormina You know, that is actually technically in the district. We wanted to make it clear on this map that Sheldon Park is part of the district. It was not shown on the original maps being within the district. It was described in the plan as being in the district. The PRDA has a resolution of verifying that, in fact, it is part of the district, but we wanted to make it clear on these maps today that it is part of the district.

Morgan Okay. There's something right off Globe Street. What is that?

Taormina You know, let me check.

Morgan I just want to make sure I'm clear on exactly what I'm looking at.

Taormina That's Newburgh Road, and I believe that's a DTE, that's a utility, yeah, that's either Consumer, excuse me, no, that's a Consumer's Energy, one of their pressure reducing stations.

Morgan Okay, yeah, I think I would be more comfortable with what Mr. Donovic has recommended regarding staying with the TIF and maybe not adding these areas at this current time. But okay, thank you for your presentation.

Ptashnik Councilmember Toy.

Toy Thank you. I'm trying to understand it, I can't really see it well. Does that include the shopping center there on Farmington and Plymouth Road?

Taormina Yes, that has always been a part of the district.

Toy Yeah, I thought so, I just wanted to make sure we didn't exclude anyone. Is this whole topic of reducing, I mean, because we formulated a possible

Task Force for that area as it comes down the pipe, and I just wondered if we should see and explore before then. I didn't know if this was time sensitive, or where we're at on that.

Taormina It's only time sensitive if you want to have the potential for generating the TIF revenues beginning as early as the election for the end of this year or the winter, winter 2025, okay.

Toy I appreciate that. Thank you.

Ptashnik Thank you, Councilmember, Budzinski.

Budzinski So, I think that this is a really exciting plan. You know, economic development isn't easy, if you know, especially in Livonia and the PRDA is an avenue for economic development in the city that's unique. It's one that a lot of other communities have that have helped build their commercial districts into being walkable, appealing to help businesses that exist and help attract new businesses. Personally, I am comfortable with the new boundary lines and, you know, including the businesses that now meet the criteria for the existing district, just for the matter of consistency. But I think that this is important to move forward so that we can leverage, you know, the possible gains sooner rather than later, because how we can use these funds, you know, we can do business support. We can invest in the businesses that are there with money that's not coming from alternative sources. I think that that is a great opportunity. And what the TIF really means is that we just set the ceiling for how much the city collects in property taxes there, and as the values in those areas increase, which the goal with the PRDA is to make investments that help increase their property values. That's good for the business owners, but it can be really good for city and residents as well. So, I think that's great. I think it's a nice opportunity to also invest in amenities at Sheldon Park, at Noble or, you know, the current or former fire station, because, again, you know right now, those are underutilized city resources that we don't necessarily have the ability to make the best investment for. But it's a really great neighborhood. It's a really vibrant, walkable commercial district. We don't have a lot of walkable commercial districts in Livonia where residents can walk and go to dinner, where they can walk and get groceries or flowers. And I think that, you know, having a new park that's going to attract residents, that's also going to attract businesses who want to invest we've already seen so many businesses coming along Plymouth Road and this adds to that. So, you know, I guess my question, I don't, I know you said for this one in particular, we need a motion to accept new boundaries. Will this, will you guys be drafting an ordinance for this, or will this come to us to where we could then discuss as a Council what the definition of the new boundaries as it relates to the mill part, which I know doesn't really set out with this conversation here, but it does in the sense that we're going to need boundaries for new possible taxable businesses. But it's separate from the TIF.

Taormina We would need direction relative to how you would want to district to establish the boundaries, because the ordinance itself will identify, identify those boundaries and have a legal description, so, with that direction, we'll be able to prepare the ordinance for you to consider.

Donovic Thanks, Madam Chair. I think it would be appropriate for us to have what people call the godfather of the PRDA, Mr. McGee, come up, which is our bond Council. I'd like to ask him a few questions, if it's okay.

McGee Madam President, members of Council. My name is Mike McGee, 150 West Jefferson Avenue, Suite 2500, Detroit, 48226. I'm happy to answer any questions.

Donovic Thank you, Mr. McGee, for being here this evening. It's a pleasure. So, I like what we're doing, and great job to you and your team and your knowledge of PRDA and Mr. Taormina. I just have a problem with adding additional businesses. Can you help me understand so we're now, again, if I understand it correctly, we would be applying 2% mill on these added buildings that would now be paying additional, if they're paying, for example, 50 Mills a year for their commercial building, they'd be paying 52 mills. Correct?

McGee I don't know what the millage rate is. Properties that are being added would be subject to the levy that the PRDA is letting out two mills. And I do want to congratulate Mr. Taormina for, I think, really laying out that we're talking and we have to, this is sort of state law requires that we talk about these things together. But we are talking about two different financing positions. The tax increment finance has nothing at all to do with the two mills. You know, the two mills is over here to something separate. And I agree with his characterization that at the time the district was originally created, the idea was to capture commercial and industrial. And so, I think the logic here is ultimately one of equity, that you have people that are commercial and industrial, that have been subject to the 2 mills for a long time, and now you have some properties that have become commercial and industrial, represented by the gentleman who has spoken before. And so, the question is, should he be subject to the same 2 mills or not? And that'll be up to you guys to decide.

Donovic Okay, well, thank you for that. For those that don’t know, Mr. McGee was a former Livonia City Councilman for a number of years, and the Council president.

McGee That would be Councilmember Toy, she was Council President a couple times.

Donovic Oh, 1960s okay.

Pastor I want to say Mr. Pastor was serving in about the same time, too, but he didn't go to Bently.

Donovic I will, you know, Council, as noted, I think there's continued conversation here. In essence of time, I will offer approving, denying and a Committee of the Whole for this item, just for Council sake, we can keep talking about all night long, but we do have those three options. We can move forward to future meetings and continue to discuss, unless there's anything urgent.

Ptashnik Okay, so we have an approving, denying and motion…

Taormina If I could just seek some clarity on the approving.

Donovic As presented.

Taormina And is this related to, just related to the district. So, would it be approved as submitted, approved as modified? Because I know you said earlier you had suggested it potentially not including some of the properties. Should the approving be as modified or be as submitted?

Donovic Yeah, I would say submitted currently and continue to have that investigation and discussion and kind of see where Council goes. I mean, again, my position is that we modify it, but I don't know how Council feels right now. So, I guess in light of that, I will offer two approving motions, one for modifying the removal of these additional parcels, and then approving as presented to the Council. I guess legally, do we need to offer an additional motion for the TIF portion of it all?

Taormina That's the next item.

Budzinski Do we also need to make a motion to approve the amendment to the development plan or is that part of the second one?

Taormina That is the second one.

Donovic I would also ask that we handle the signage portion as well with a report a recommendation, but I don't know that this is the platform to ask if I'll handle that later on.

Ptashnik Any other comments from Council? All right, seeing none. We are going to close this first public hearing.

As there were no further questions or comments, the Public Hearing was declared closed at 7:51 p.m.

LETTER TO THE LIVONIA CITY COUNCIL

Planning
August 19, 2025

MEETING DATE	PRESENTED BY
R082525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

BACKGROUND DETAILS

This public hearing is for amending the Plymouth Road Development Authority (PRDA) District Boundaries and Development Plan, terminating the PRDA Tax Increment Finance Plan, and adopting a new PRDA Tax Increment Finance Plan. The Notice of Public Hearing has been mailed to all property owners within the proposed PRDA District. Notices were also sent via certified mail to the affected taxing authorities, including Schoolcraft College, the Wayne County Treasurer, and the Huron Clinton Metropolitan Authority. Additionally, notices were posted in twenty (20) conspicuous locations throughout the District. And finally, the Notice of Public Hearing was published twice in the Detroit Legal News.

City Council approved the PRDA Development Plan and Tax Increment Finance Plan over 30 years ago. The PRDA is a Downtown Development Authority (DDA) authorized initially under the Downtown Development Authority Act (PA 197 of 1975), which later became a part of the Tax Increment Finance Act (PA 57 of 2018). DDAs, in general, are equipped with broad powers, including the ability to acquire and sell property, borrow money, and collect taxes, among other things. DDAs can also plan and propose the construction, renovation, repair, remodeling, rehabilitation, preservation, or reconstruction of a public facility or other buildings. The primary purposes of a DDA are to halt property value deterioration and promote economic growth. The projects and improvements a DDA undertakes must be based on a Development Plan approved by the DDA Board and the local legislative body. Many of the achievements of the PRDA over the past 30 years were projects identified in the original Development Plan, financed mainly from tax increment revenues made possible by the adopted Tax Increment Financing Plan.

A Development Plan for a DDA must address all the required elements of Act 57, including establishing the Development Area and district boundaries within which the DDA will operate. It must also list the projects and improvements that the DDA intends to undertake during the plan's life, cost estimates, and how the projects, improvements, and other activities identified in the plan will be funded.

Exhibit A illustrates the district boundaries, including the proposed changes. Several commercial and industrial parcels not currently in the district are proposed to be added, primarily due to zoning and land use changes. Several industrial properties on the east and west sides of Stark Road, just

south of the CSX Railway, are proposed to be added to the District. Records show that these parcels were excluded from the original District because they would eventually be developed for residential purposes; however, they have since been developed for industrial purposes. Properties proposed for removal are primarily residential and include single-family homes, multifamily homes, and assisted living facilities.

An essential aspect of amending the Development Plan is updating the list of projects, programs, and capital improvements the PRDA may undertake. The list of potential projects now includes the PRDA's Asset Management Program, as well as the planning, design, and improvements to Shelden Park, the former Fire Station, and the former Alfred Nobel Library sites. The Asset Management Program is an ongoing effort of the PRDA that includes maintaining all the streetscape and other improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, lighting, and traffic control measures. Another added project recognizes the significant financial commitment the PRDA is making to assist in the financing, designing, and constructing a new Shelden Park. As an extension of this, the amended Development Plan would allow the PRDA to play a key role in the planning, design, and construction of the remaining areas of the public land surrounding Shelden Park, including the former Noble Library on Plymouth Road and the land adjacent to the former Fire Station on Farmington Road.

The second part of the document is the Tax Increment Finance Plan. Exhibit D is the new Schedule of Estimated Tax Increment Revenues, which—if approved—would commence as early as this year and run for 30 years, until 2055. Initially, the PRDA's funding relied almost solely on capturing tax increment revenues. As the taxable value of the properties (real and personal) within the district increased above the established base value, the PRDA collected and retained the taxes on the incremental difference between the two. This is how tax increment financing operates. However, it only works if the future aggregate taxable value of all the properties in the District exceeds the established base value. In 1995, the taxable value of all real and personal property within the district was roughly $691M. This became the established base value. The original TIF plan projected that the District's taxable value would increase to over $830M by the end of the plan in 2026, resulting in an estimated captured taxable value of $264M and annual tax revenues exceeding $5.3M. However, due to multiple factors that caused a significant decline in the District's taxable value, the PRDA has not received any incremental captured tax revenue since 2009. The decline began in the early 2000s, starting with the accelerated depreciation tables that caused significant drops in personal property values. Major tax tribunal cases with Ford and GM followed, forcing the City and the PRDA to reimburse these companies for the collected taxes. The recession followed, resulting in declining property values. The final blow was the enactment of the Eligible Manufacturing Personal Property Tax Exemption. In 1999, the taxable value of the personal property in the district peaked at $509M. Today, the value of all the District's personal property is just over $82M.

Terminating the original TIF Plan and adopting a new TIF Plan would allow the initial (base year) taxable value to reset to the current tax year. This would enable the PRDA to capture incremental tax revenue as the value of the District's properties increases above the base value, over time. The newly established (2025) base value would be approximately $461M. While this is roughly $230M less than the base value established in 1995, it is still $114M more than the District's taxable value in 2016, when it bottomed out at $347M. If approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative increase of 1% in the taxable value annually. If the assumptions are correct, the yearly tax collection could grow to over $1 million in 10 years.

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

ADOPTION OF RESOLUTION CALLING PUBLIC HEARING

ATTACHMENTS

1. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_clean
2. July 23, 2025 - PRDA 264th Regular Minutes unapproved
3. Notice to Taxing Authorities
4. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_redlined
5. R082525 PRDA Ord for District Boundaries CR 278-25
6. R082525 LTC PRDA Amendment - Boundaries
7. Ordinance Amending PRDA District Boundaries(44343899.1)
8. Resolution Calling Hearing PRDA Boundary Amendment(44339277.1)
9. 1992-11-30_Council PH

APPROVED BY

MINUTES OF THE 264th REGULAR MEETING OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY OF THE CITY OF LIVONIA

The 264th Regular Meeting of the Plymouth Road Development Authority of the City of Livonia, Michigan, was called to order at 4:05 p.m., Wednesday, July 23, 2025, in the 5th-floor Gallery of City Hall.

Members Present: Maureen Miller Brosnan, Mayor
Dan Laible, Chair
Stephanie Blatt
Mark Orosz
Susan Harvey

Members Absent: Rhett Gronevelt, Vice Chair
David Veslenak
Patrick Mies
Omar Faris

Others Present: Mark Taormina, Economic Development & Planning Director
Jacob Uhazie, Assistant Planning Director
Kris Canty, Planner IV
Stephanie Reece, Planning Program Supervisor
Robert Bywalec, D & B Landscaping
Tom Colis, Miller-Canfield
Justin Gooch, resident

1. **ROLL CALL** A quorum was present.

2. **AUDIENCE COMMUNICATION** Mayor Miller-Brosnan introduced the newest PRDA member, Mark Orosz. She explained that he lives in the same neighborhood and that he always showed a great deal of interest in the Plymouth Road corridor. She said that he always stuck in the back of her mind as somebody who would be a great addition to a board or commission in the community. Mark Taormina introduced the planning staff, Tom Colis, and Robert Bywalec to Mr. Orosz. Resident, Justin Gooch, who resides at 9971 Garvett, Livonia, MI, spoke about the lack of businesses along the corridor between Inkster and Middle Belt. He also suggested slowing the speed on Plymouth Road to 30 mph to let people slow down and get to know the businesses in the area. Mr. Laible appreciated the engagement in the community and said that his concerns were a bit out of the purview of the board, but he does welcome any feedback, comments, and suggestions.

3. **ADOPTION OF MINUTES**

On a motion made by Brosnan, seconded by Blatt, and unanimously adopted, it was:

UNAPPROVED

#2025-10 **RESOLVED** that the Plymouth Road Development Authority does hereby approves the Minutes of the 263rd Regular Meeting held on April 14, 2025.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

4. REQUEST BY PAUL WEISBERGER TO AMEND EASEMENT FOR PRDA FOR LANDSCAPING AND OTHER PURPOSES Mr. Taormina explained that this item was brought to the city's attention in connection with a transfer of ownership involving a commercial property on the south side of Plymouth Road, just east of Middlebelt Road. The owners of a multi-tenant retail center are purchasing the former John's Cleaners with the intention of removing the building, expanding their parking lot, and bringing in a new tenant that operates a drive-up window. It was during the due diligence that they discovered an easement that was recorded in favor of the Plymouth Road Development Authority. The easement encumbers the entire property. Over 25 years ago, the consulting firm that was hired by the PRDA secured many of the easements. The easements appear to have been drafted individually, on a case-by-case basis. Most of the easements only involve a narrow strip along the front of the property, which was sufficient to allow the streetscape improvements. However, this easement includes the entire property—not just the frontage. The easements are typically described from the centerline of the road, 70 feet back, which encompasses the right-of-way and then an additional 10 feet. This is so the PRDA can make improvements to the private property. The attorney representing the purchaser brought it to the city's attention. The Law Department agrees that the language should be revised to only affect the first 10 feet. He explained that what the city is looking for is approval from the Board to amend the easement as it affects this one property. Moving forward, it will take time to review all the easements along the corridor to find out how many like this one exist. It was agreed by the members that it was just a mistake that needs to be cleaned up. Mr. Orosz asked if the city has a methodical way of going through the corridor from end to end, while making the best use of the resources. Mr. Taormina said that if Mr. Orosz wanted to fashion a resolution to that effect, then he would pose that with the Law Department. Mr. Laible mentioned that not all properties are the same. He said maybe there is a parcel that is larger than 10 feet for the authority. Mr. Taormina did say that there are a few of them along the corridor.

On a motion made by Blatt, seconded by Harvey, and unanimously adopted, it was:

#2025-11 **RESOLVED** that the Plymouth Road Development Authority does hereby approve amending the easement for the property at 29175 Plymouth Road, Livonia, MI, Liber 34069, page 351.

UNAPPROVED

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

5. **UPDATE FROM D & B LANDSCAPING ON PLAZA LANDSCAPING PROJECTS** Mr Bywalec explained that there has been construction ongoing at Merriman and Plymouth Roads. He said that according to the Engineering Department, the work is 99% complete, and there is supposed to be a walk-through next week. D & B would like to wait an additional 10 days to two weeks in case there are any problems, so that they can be taken care of. That would bring it to around August 11, 2025, before his company can start with the improvements, which will take four to five weeks to complete. He was informed that Livonia TV would like before and after pictures, and he will be working on that in conjunction with the project. Mr. Orosz inquired about the responsibility of landscaping. Mr. Bywalec said that the PRDA is only responsible for the areas outside of the fencing. Mr. Orosz asked if there is any incentive for the property owners to keep up their side of the fencing. Mr. Taormina said that it is their property and that it would be an enforcement issue. Mr. Bywalec went on to speak about the Middlebelt and Plymouth Plaza. He said that the Black-eyed Susans did not come back this year, and he believes it is because they cut them back too soon. He met with the growers and with Michigan State University's Horticulture department to figure out why. He explained that they are salt-tolerant and that it is a perfect plant for that area. They concluded that because they were new and they were watering those plants into late September, October, and November, that they were still very green, and they had not yet died down enough. He said that they are going to be replaced one more time and see what happens this season. They will stress them out and then cut them down. Mr. Laible asked if we use salt alternatives during winter. My Bywalec said that he thought it might be the salt, but he does feel more confident that what they are doing this season will maybe protect them a bit more. He said they do not want to have to replace them again next season. He reiterated that he does not believe that it is the salt that killed them. Mr. Bywalec said that his phone was ringing from residents and store owners, which he feels tells the board that it is an eye-catching corner.

6. **REVIEW PROPOSED AMENDMENTS TO THE PRDA DEVELOPMENT PLAN AND TIF PLAN.** Mayor Brosnan said that this document is significant to the work that the PRDA does. She feels the introduction is the most significant part of the document because it states the scope of the authority to make improvements in the city. She has seen a full cycle of what happens along the corridor. The tax capture occurred when the property taxes were doing really well, and there was money to make all of the street improvements, which helped to maintain the health of the corridor. She said she has also seen the money dry up when the recession hit and property taxes declined, resulting in no capture, and the maintenance had to be

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turned over to the people abutting the corridor. She said that when an asset goes uncared for over a certain period of time, you are going to see a decline in it. She stated that the Board is back into a position for the last couple of years where the property taxes are rebounding and the Authority is afforded the chance to make improvements, such as D & B Landscaping, to improve the general look of the corridor. She said that the dream behind the corridor is bigger than that. It is at a bare minimum about maintaining esthetics, but ultimately to be able to drive the economy along the corridor. That ability oftentimes depends on the scope the Authority has. She said the scope hasn't really changed much, but it is important to look at things like recreation, hence the partnership with the City of Livonia to invest in Sheldon Park and the revitalization of that park. She said that we ultimately know that parks do an awful lot for communities and an awful lot for the economic advancement of communities. She said that since this document carries the Authority for 30 years, we are going to want to make sure that it is broad and broad enough in its scope, yet refined enough in its scope, so that the work that is actually done results in change and a strong economic dynamic. Mr. Taormina said that if the Board endorses the plan, it is the intention to move immediately to Council through the public hearing process. He is hoping to get it completed by the end of 2025. Mr. Orosz said that in the red-lined version, there were a lot of punctuation fixes, but there was a lot that needed to be pulled out or have a memo. He suggested an end-of-year statement, which says specific things were completed. He said that the plan is a forward-looking document. Ms. Harvey mentioned that the new document could have a mention of the prior document's deletions, etc. Mr. Taormina said that Municode publishes both the current and former ordinances online so anyone can go back and look at them. Mr. Orosz explained what he is used to seeing in the automotive field when it comes to revisions. Mr. Laible said that it is good practice to have a red-lined version to look at the changes and understand that the Board wants to look at approving the update. He suggested looking at the scope of what the Board is looking to do for future development. He said to make it easier once it is in front of the Council, also. He didn't know if the past history would be pertinent to where the Board is currently and where it is going. Mr. Orosz suggested a one-page document showing what was removed and what was added. Mr. Taormina recognized Tom Colis from Miller Canfield and their efforts to get this document in motion. Mr Taormina said that the document that is currently in effect is over 30 years old and was established in the mid-1990s. He said that the PRDA gets it authority by state statute, the original DDA Act 197 of 1975, which was later recodified and consolidated with about six other statutes that all use tax increment financing as their primary means of funding. The act is now called the Tax Increment Financing Act of 2018. He said the PRDA is a Downtown Development Authority and is subject to the authority given to it by the legislative body, which is the City Council. DDAs are granted a significant amount of authority. They can buy and sell property, collect taxes, and do other things. He said these are tools to determine what this body is likely to do in the future and how they have operated in the past. He pointed out that the Development Plan addresses all the required elements of the statute,

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including establishing the district boundaries within which the PRDA operates, identifying all the projects and improvements that the PRDA intends to undertake over the plan's life, including cost estimates, and the proposed methods of financing. The same format that was used originally is being used in the new document, and Mr. Taormina believes this is the format a lot of communities use. He explained the exhibits in the back of the document. He said that the boundaries were gone through extensively, and corrections were made where needed. The legal description was revised, too. There are now updated district maps that include several new commercial and industrial properties due to zoning changes and other missed opportunities. He explained that the district includes all the commercial properties along Plymouth Road, extending from Inkster to Eckles Road, running east to west, and to the CSX railroad, roughly one-half mile north of Plymouth Road. It encompasses all the industrial properties in this area. Some properties were removed due to zoning and other changes, including single-family homes, assisted living facilities, and multifamily developments. He explained that the two-mill tax levy is going to remain and would not be placed upon any residential properties, since there will no longer be any residential properties within the district. Another crucial part of the plan is identifying all the projects, programs, and capital improvements that the PRDA may want to undertake over the life of the Plan. These are not commitments or obligations on the part of the PRDA. Identifying them simply provides the Authority with the opportunity to work on these projects. The added projects include the Asset Management Program and the planning, design, and improvements to Shelden Park, the Alfred Noble Library site, and the former fire station, including the land around it. He explained that the Asset Management Program includes the streetscape and other improvements along the corridor, such as the fencing, piers, landscaping, walls, street furniture, lighting, and even some of the traffic control devices. The addition of Shelden Park to the Plan memorializes the action that the Board took at the last meeting to help fund that project. He said that while it is a city-managed project, the PRDA is allocating funds towards the planning, design, and construction of the park. The PRDA will be reimbursed for much of the soft costs, including the engineering and construction administration, once the bonds are sold. The PRDA has agreed to finance 45% of the overall debt service. Mr. Orosz brought up the borderline between Hubbard and Merriman in Rosedale Gardens. He asked if the line covers the alley behind the businesses. Mr. Taormina explained that it is described along the center line of the alley. Mr. Orosz asked if the pillars and railing of the old Rosedale Garden are within the PRDA. Mr. Taormina explained that the pillars that were done by the Rosedale Gardens Homeowners Association are in the right-of-way of the residential streets and not Plymouth Road. He questioned whether the district includes the full alleyways, and said that if it doesn't, the boundaries should be adjusted in case the PRDA wants to make improvements to the alleys. Mr. Taormina said that he will check with the Engineering Department to see if the line can be shifted to encompass the entire alleyway. Mr. Orosz said that it would help enhance the view of the businesses. For example, the Chase Bank has a rusty fence, overgrown

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weeds, and many potholes. He said the homeowner's association has asked who owns the alley and never got a good answer. The Mayor wanted to clarify that the lines do not establish ownership; they establish areas that the Authority could go in and assist with improvement. Mr. Taormina said yes and that it is the district boundaries that coincide with the development area. The Mayor mentioned how other communities are turning alleyways into vibrant places. She recognized that Livonia doesn't have those kinds of businesses on Plymouth Road currently, but with a real concerted effort and sustained tax capture, it could eventually evolve into something like that. She likes thinking about this because it would give the Authority a chance to come in, if there are funds, and make some of those improvements. Ms. Blatt said she has seen one in Jackson, and it was beautiful. Mr. Orosz said the people in old Rosedale Gardens would like to talk about a vision for that. Mr. Taormina then went on to talk about the Tax Increment Finance Plan. He explained that the last page, Exhibit D, is the updated Schedule of Estimated Tax Increment Revenues. The plan would run for 30 years. Originally, the PRDA was funded solely by the capture of tax revenues. As the taxable value of the properties within the district increased above what it was in 1994, when the district was established, the city collected the taxes on the incremental difference between those two. He explained that it only works if the taxable value rises above the base value. The taxable value of all the real and personal property in the district in 1994 was roughly $691 million. That established the base value. The original TIF plan projected that the taxable value would increase to over $830 million by the end of the plan in 2027, which would have resulted in a captured value of about $264 million and revenues over $5 million. He went on to explain that when this initial projection was done in 1995, they assumed a 1% annual increase in the taxable value of all the properties within the district. The annual revenue would have reached as much as $5 million today if not for the calamities that took place beginning in the early 2000s. First were the accelerated depreciation tables for the industrial properties and the huge tribunal cases involving Ford and GM, where the city and the PRDA had to write very large checks back to those companies. Next was the recession, and then the EMPP came into play, which had a profound impact on the PRDA's finances. In 2009, the personal property value peaked at about $509 million. Today, the value is only $82 million. Beginning in 2009, the taxable value dropped below the base value, and since then, no TIF revenues have been distributed to the PRDA. The only revenue that the PRDA relies on today is the 2-mil tax levy that is imposed on all the properties within the district. He explained that amending the plan allows the Authority to reset that taxable value. If approved, the new base value would be $461 million, which is about $230 million less than it was in 1994, but roughly $114 million more than it was in 2016, when it bottomed out at $347 million. He explained that from 2016 to today, there has been a steady increase in the taxable value of the properties within the district, but not enough to get above that base value. He said if the base value is reset and starts fresh, as long as property values continue to increase, the Authority will be able to capture taxes. Exhibit D provides estimates of the tax capture based on certain assumptions, including setting the base value at $461 million and 1%

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annual increases in property values. The tax capture only applies to certain taxing authorities, including the city, Wayne County, Schoolcraft College, and the HCMA. Based on the assumptions, the total TIF revenue would progressively increase over the next 30 years. Within 10 years, the potential may exist to generate up to one million dollars in annual revenue. He asked that the PRDA move forward with amending the Development Plan and the TIF Plan. Mr. Colis went on to explain that the current TIF Plan would be terminated and replaced with a new TIF Plan, which would allow the base value to be reset. He said that because of Act 57, both the Development Plan and the TIF Plan can be presented as one. He clarified that on page 22, which is the lead into the TIF plan, there should be language to indicate that the existing TIF plan will be terminated and replaced with a new TIF plan for the purpose of resetting the base value. He said this would help in the future to understand what happened. Ms. Blatt wondered if the new base value would protect the Board from future instances like what happened during this plan. Mr. Colis responded, saying you can't predict what will happen. Ms. Harvey inquired about the Development Plan and how it is a 30-year plan, but the estimates of dollars that it is going to take to accomplish the items seem to fall short. She asked what happens after 10 or 15 years. There is no reference as to how the money is to be spent beyond the short-term horizon. Mr. Colis mentioned how the Asset Management Program will continue throughout the plan, and the existing plan was frequently updated, particularly for that purpose. He said the TIF part wasn't, but the development part was updated in case there are additional projects that aren't identified specifically. For example, he said Shelden Park is identified specifically, but there might be other projects that don't fit the general description of the improvements that the Board is looking to undertake through the Development Plan, so that the Board may come and update the plan for a future date. Ms. Harvey gave the example of sidewalk construction. She said this would be an ongoing thing forever. She asked if there was any value in limiting what is going to happen over the next five years. Mr. Taormina said it can be updated to have the sidewalk construction extend throughout the life of the plan. Ms. Harvey felt that there are a lot of things that aren't really limited to 10 years or five years, and that it should be for the life of the plan, so there are fewer updates in the future. She said she is looking at it in terms of a 30-year plan. Mr. Taormina asked Mr. Colis if there was any harm in carrying it out throughout the life of the plan. Mr. Colis agrees about items like sidewalks that are continuous throughout the life of the plan, but Shelden Park is a specific project, which is different. He said there are components that would be expected to be included for the life of the plan. He feels there can be items with specific times of completion that you anticipate because you know them now. He said he doesn't think there is any reason there couldn't be those for the duration of the plan, whereas those that you do know that you're going to accomplish within a certain period. Mr. Laible said that for the specific items, it should be spelled out, and for the rest of the items, it should be as open and generic as possible to cover the entire 30 years, whether it is the maintenance piece or the alleys, demolition of buildings in general, or purchasing buildings. Mr. Orosz felt they were confusing an

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estimate of revenue with a balance sheet income statement. He asked if this is mandated by the state to have it in this format. Mr. Colis said the statute states there must be an estimate of tax increment revenues for the duration of the plan. He said it is the best guess. He said the tax levies by the jurisdictions may change over time. He said Mark put in the 1% growth, and that could happen, but you could also assume a 2% growth, but what is the reality of that? He said whatever happens, happens. Mr. Orosz asked about footnoting the city levy and the county levy to say they are for a specific time. He asked if they could be qualified. Mr. Colis went on to say that they may not be there next year. The city and all the entities can reset their levy every year based on what is budgeted. He said these current amounts may change next year because each entity decides on its budget. He said there is no certainty that any jurisdiction within the boundaries is going to levy the same millage next year because it depends on those governing bodies making those determinations as to what is needed for budget purposes and where they want to allocate the funds. This is just a snapshot based on current tax levies. He said the only known factors are the current base value and the current millage rates as of 2025, and the rest is a total guess. Mr. Orosz asked about having footnotes. Ms. Harvey suggested a footnote stating that the numbers were calculated based on the tax rates as they exist as of the specific date. Mr. Laible explained that the document is not being used for budgeting purposes. He said that it was done because it is a requirement to determine what the best estimate of the TIF revenue is going to look like. He said when this district was created, it was under the mindset that the Authority would need revenue. Two mills generate roughly $400,000 a year, plus the TIF income, which potentially could be a million dollars over 10 years, based on the estimates. What our budgets look like going forward is drastically different. He said if the reset is approved, our purpose is to get both of those revenue streams flowing. He reiterated that this is a check box to put your best estimate forward. He said the old document needs to be terminated and reinstituted with this new baseline. Mr. Colis said there is a requirement to have an estimate of the impact on taxing jurisdictions. He said there is a paragraph that talks about it specifically. It talks about it based on estimates, reasonable assumptions at the time, subject to change on account of changes in law or otherwise. Mr. Orosz said that there is a mix of annual and cumulative numbers, and that it should also be noted. He said the captured tax is cumulative, and the taxable value is not. He said he did not know if it was directed by the state, but it is a major difference, and it needs at least some vertical lines to separate cumulative from annuals. He also recommends horizontal lines at five-year break points to be able to see what is going on. He said it is hard to follow across 30 individual lines. Mr. Colis said that whether you round to the closest $100,000 or to the dollar, it is the most current estimate based on the numbers that you're inputting into your spreadsheets. So, when you look at these tables in the DDA plans, they're down to one dollar. He said it's just your assumptions based on the millage rates on that taxable value that generates that dollar amount. He also said it can be footnoted. Again, he reiterated that it doesn’t have to be to any decimal point or dollar figure. An estimate of the tax revenue needs to be provided for statutory purposes,

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and how the Board wants to present it is up to them. Mr. Laible asked if there were any final comments or concerns about the proposed plan. Ms. Harvey wants to request changes regarding the ongoing project timelines and have it stated for the life of the plan. Mr. Laible agreed and mentioned the alleyway border. He said he thinks that with those two changes, the Board can feel comfortable giving approval and leaving it to the discretion of the final language ramifications of the new document. Mr. Colis did want to make an addition on page 22 for the introduction of the TIF plan, that there be language below the first paragraph indicating the termination of the old plan and the adoption of the new plan for the purpose of resetting the base. He wants clarity as to why the existing tax increment financing is being terminated.

On a motion made by Harvey, seconded by Blatt, and unanimously adopted, it was:

#2025-12 **RESOLVED** that the Plymouth Road Development Authority does hereby approve the revised Development Plan with a change to the capital improvements section for roads/alleys and sidewalk construction to be ongoing over the life of the plan; that the alleys are completely included in the district and not to the centerline; and for the Tax Increment Financing plan, the language clearly provides that the existing plan is being terminated and replaced.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

7. **COMMENTS FROM BOARD MEMBERS** Mr. Orosz thanked Mayor Miller-Brosnan for her nomination to this board and the City Council for their approval. He looks forward to working with the board in the upcoming years.

8. **AJOURNMENT On a motion duly made, seconded, and unanimously adopted,** the 264th Regular Meeting held by the Plymouth Road Development Authority on July 23, 2025, was adjourned at 5:18 p.m.

_____
Stephanie Reece, Secretary

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PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
PETER H. VENTURA
WAFA DINARO
PATRICK DROZE

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Huron Clinton Metropolitan Authority
Amy McMillan
13000 High Ridge Drive
Brighton, MI 48114

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Ms. McMillan:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

The City Council is calling a public hearing to consider the Amendments on Monday, the 29th day of September 2025, at 7:00 o'clock p.m., prevailing Eastern Time in the City Hall, 33000 Civic Center Drive, Livonia, Michigan. Notice of the hearing will be posted, mailed and published in accordance with the law.

In addition, pursuant to Section 214(4) of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57"), prior to the public hearing, the City Council shall provide a reasonable opportunity to meet with interested members of the boards of other taxing jurisdictions levying taxes subject to capture by the PRDA. If you wish an opportunity to discuss the proposed Amendments prior to the public hearing, please contact the undersigned.

The PRDA and the City Council welcome your comments on the proposed Amendments. If you have any questions regarding the proposed Amendments or would like to schedule a meeting to discuss the Amendments, please feel free to contact Mark Taormina, City of Livonia Planning and Economic Development Director at (734) 466-2292.

Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

Encl: Notice of Public Hearing
Proposed Plan Amendment

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
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September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Schoolcraft College
Glenn Cerny
18600 College Parkway
Livonia, MI 48152

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Mr. Cerny:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

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Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

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Proposed Plan Amendment

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(734) 466-2290 Fax (734) 466-2108

September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Wayne County Treasurer
Eric Sabree
400 Monroe St
5th floor
Detroit, MI 48226

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Mr. Sabree:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

The City Council is calling a public hearing to consider the Amendments on Monday, the 29th day of September 2025, at 7:00 o'clock p.m., prevailing Eastern Time in the City Hall, 33000 Civic Center Drive, Livonia, Michigan. Notice of the hearing will be posted, mailed and published in accordance with the law.

In addition, pursuant to Section 214(4) of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57"), prior to the public hearing, the City Council shall provide a reasonable opportunity to meet with interested members of the boards of other taxing jurisdictions levying taxes subject to capture by the PRDA. If you wish an opportunity to discuss the proposed Amendments prior to the public hearing, please contact the undersigned.

The PRDA and the City Council welcome your comments on the proposed Amendments. If you have any questions regarding the proposed Amendments or would like to schedule a meeting to discuss the Amendments, please feel free to contact Mark Taormina, City of Livonia Planning and Economic Development Director at (734) 466-2292.

Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

Encl: Notice of Public Hearing
Proposed Plan Amendment

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on **Monday, the 29th day of September, 2025, at 7:00 p.m.**, prevailing Eastern Time at **City Hall, 33000 Civic Center Drive, Livonia, Michigan**, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

> Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk,
City of Livonia

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

~~DEVELOPMENT PLAN~~

~~and~~

~~TAX INCREMENT FINANCE PLAN~~

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; ~~and~~ March 27, ~~2013~~2013; and _____, 2025.

DRAFT

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

DRAFT

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia. ~~Additional information is available from the Planning and Economic Development Department, City of Livonia.~~

INTRODUCTION

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~~INTRODUCTION~~

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the ~~Jeffrey~~ Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of ~~the~~ three regional shopping centers located in Livonia, ~~and~~ four ~~community size~~community-sized shopping centers, and several ~~as well as six~~ manufacturing facilities, including ~~owned by~~ the Ford Motor Company ~~and the General Motors Corporation~~Livonia Transmission Plant.

Therefore, ~~in order~~ to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") ~~pursuant to~~under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA ~~so as~~ to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

~~However, in order f~~For the Development Plan to be successful, ~~it will require~~ the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, and as further amended by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA district District mapMap, Exhibit A, Page 1a).

General Description of the –Development Area: The boundaries of the PRDA District and Development Area are generally described may be described generally as follows: The Development Area is bBounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the Zoning zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA~~LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, LOCATION, CHARACTER AND EXTENT OF CATEGORIES OF PUBLIC AND PRIVATE LAND USES EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING LEGAL DESCRIPTION OF THE DEVELOPMENT AREA~~.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares~~,~~ : Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares~~,~~ : Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide ~~vehicular~~vehicle north/south access to and from the Development Area. There are on- and off-ramps~~off ramps~~ to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists ~~one- half~~one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets ~~which~~ that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods ~~to Plymouth Road and also~~and ~~provide access~~ to commercial facilities along Plymouth Road, ~~frontage commercial facilities~~ including adjacent parking areas. There are also~~also are~~ public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned p~~P~~ublic facilities located within the Development Area include:

- Fire Station No. 4, ~~-~~located on the east side of Middlebelt Road, north of Plymouth Road.

- ~~City owned~~Sesquicentennial Park, l~~-park l~~ocated on the southwest corner of Plymouth and Inkster Roads ~~(Sesquicentennial Park).~~.

- Three ~~City~~ municipal parking lots, ~~-~~located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

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- The former Alfred Noble Branch ~~of the~~ Public Library, ~~l~~located on the south side of Plymouth Road, east of Farmington Road.

- ~~City park site,~~ Sheld~~o~~en Park ~~and municipal swimming pool~~ , located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or ~~in close proximity to~~near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- ~~City owned park, Elm Park, located south of the CSX Railroad, north of Plymouth Road and west of Inkster~~City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- ~~Sheldon Park Senior Citizen Center located on the east side of Farmington Road, south of Plymouth Road.~~

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (~~City owned and operated public housing for the elderly)~~ City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:

~~(see attached land use maps,~~See Exhibit B~~, pages 2a to 13~~, Land Use Map.~~)~~

Legal Description:
~~(see attached~~See Exhibit C, ~~pages 14a to 16a)~~PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.~~DESCRIPTION OF EXISTING IMPROVEMENTS TO BE DEMOLISHED, REPAIRED OR ALTERED, INCLUDING DESCRIPTION OF REPAIRS AND ALTERATIONS, AND ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.~~

The PRDA ~~plans to acquire and demolish or have demolished some or all of the following existing buildings over the life of the Plan either because they are in disrepair or because they are non-conforming with little prospect of being used for a use which is compatible with surrounding properties:~~

~~- Raynor Overhead Door located at 11615 Inkster Road. Commercial use on property zoned R-1.~~

~~- Vacant Old Wendy's Restaurant located at 28701 Plymouth Road.~~

~~- Vacant Old Secretary of State Office - Converted to offices some time ago, in very poor condition, located at 31250 Plymouth Road.~~

~~- Vacant Former Livonia Tire -located at 31600 Plymouth Road.~~

~~- Vacant Former Sunoco Station and 2 adjacent vacant structures located on the southeast corner of Plymouth Road and Laurel Avenue. (Tax reverted property.)~~

~~- Raze the Old Hi-Fy Gas Station - located at 34010 Plymouth Road (vacant since September 1992).~~

~~- Cockrums Produce Building - 35841 Plymouth Road.~~

~~Demolition Costs: Demo costs for commercial type buildings average $2.50 - $3.00 per square foot of building area. This price range would cover the cost of removing and disposing of the building(s) but would not include such items as asbestos removal, hazardous waste remediation, sand backfill, or the removal of a large amount of asphalt from an old parking lot. The cost could go as high as $5.00 per square foot depending on what might be encountered.~~

~~Estimated time to complete this project: 4 years.~~has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset

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Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION~~LOCATION, EXTENT, CHARACTER ANDESTIMATED COST OF IMPROVEMENTS AND ESTIMATED TIME FOR COMPLETION~~.

The PRDA ~~plans to accomplish some or all of the following~~ has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

~~Capital Improvements~~CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and

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other public improvements on the sites. The estimated time for completion is 2-3 years.

D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

~~A. Landscaping: Develop and implement a landscape design plan, which plan may include live landscape material, ground cover, specialized pavers, walls, other decorative landscape features, street furniture and patterned lighting. The plan to be carried out within the Development Plan Area particularly as it relates to the Plymouth Road Frontage. In order to accomplish this, a landscape design consultant will be hired to develop the plan and supervise construction. The total estimated cost is $300,000.~~

~~Estimated time for completion is 8 months. phases:~~ ~~This work will be done in the following~~

~~Phase I: Prepare a landscape feasibility study to determine areas to be landscaped and develop design criteria to insure long term survival of the selected materials - 2 months. Estimated cost: $10,000.~~

~~Phase II: Prepare a landscape design plan and detailed working drawings and contract documents - 4 months. Estimated cost: $20,000.~~

~~Phase III: Construction - 3 months. Estimated cost: $270,000.~~

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~~Phase IV: PRDA to develop a maintenance plan - 1 month.~~

~~Along with the preparation and implementation of the landscape design plan as determined by the Plymouth Road Development Authority, an effort will be made to seek voluntary improvements of site landscaping, screening and fencing on the part of private property owners in the district.~~

~~B. Street Improvements:~~

~~1) Construct a right turn lane at the northwest corner of Middlebelt and Plymouth Roads. Requires right-of-way acquisition (7,500 sq. ft.) and traffic signal work plus construction at an estimated cost of $100,000. Estimated time for completion: 6 months.~~

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2) Widen Plymouth Road from four to five lanes from the intersection of Ann Arbor Road and Plymouth Road west to Eckles Road. Includes storm sewer work from Newburgh Road west. Estimated cost: $1,000,000. Estimated time for completion: 9 months.

3) Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue (542 lin. ft.) Estimated cost: $16,300. Estimated time for completion: 2 months.

C. Sidewalk Construction: Construct sidewalks along Plymouth Road where needed. (15,000 lin. ft.) Estimated cost: $150,000. Estimated time for completion: 2 years.

D. Street Lighting Improvements Along Plymouth Road: Includes removing and replacing existing street lights and the cost of operation thereof. Estimated cost:
$640,000 plus annual operation costs of $186,450. Estimated time for completion: 1 year.

E. Additional Public Parking: Includes creating new parking (may include land acquisition) as well as upgrading, renovation or otherwise improving existing public parking. This will require a complete evaluation of existing off-street parking needs in the area. Estimated cost: $300,000. Estimated time for completion:
3 years.

F. Move/eliminate Transmission Wires: This would include working with Detroit Edison to minimize the number of transmission wires along Plymouth Road or otherwise minimize the unsightly appearance of such overhead wires. Estimated cost:
$10,000,000. Estimated time for completion: 3 years. Other Improvements:

A. Acquisition and Demolition - Vacant and Non-conforming Buildings: Estimated cost: $2,000,000. Estimated time for completion: 3 years.

B. Road Right-of-way Acquisition - Plymouth Road: Additional right-of- way is needed so as to provide a full 120 feet along Plymouth Road. Estimated cost:
$500,000. Estimated time for completion: 3 years.

C. Code Enforcement: The Code of Ordinances, the Zoning Ordinance and the Property Maintenance Code of the City of Livonia provide the legislative foundation for the maintenance of buildings and property in the City. A Code Enforcement Program dealing with exterior property maintenance would deal with items such as:

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1) Maintenance of the exterior of buildings.

- repair of cracks in walls
- peeling paint
- broken windows and door glass
- gutters and downspouts in poor repair
- repair or elimination of damaged signs
- elimination of graffiti

2) Maintenance of the grounds.

- elimination of litter
- elimination of illegal parking/storage/uses
- trash containment/maintenance of dumpsters
- mowing of high weeds
- maintenance of landscaping
- weed and feed lawn areas
- remove and replace dead or dying landscape material
- functioning underground sprinklers if existing or required

3) Approaches, driveways and parking lots.

- elimination of chuckholes
- repaving damaged surfaces
- proper striping of parking spaces
- H/C parking and required signs
- elimination of standing water/provide proper drainage
- maintenance of bumper blocks if used

4) Signs.

Signage is regulated by the sign regulations contained in the Zoning Ordinance. The regulations were adopted in 1992. One of the major problems on Plymouth Road is the multiplicity of signs. For example, there are signs dating back to the incorporation of the City which have been continued over the years by many successive businesses. The sign ordinance greatly reduces the number and type of signs previously permitted. The most important provision of the ordinance is that it addresses nonconforming signs. When the occupancy of a building changes, the ordinance now requires all nonconforming signs to be removed and if desired replaced with conforming signs. The following types of signs are prohibited everywhere in the City:

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- Projecting signs
- Roof signs
- Portable signs
- Signs painted directly on exterior building walls
- Signs on the sidewalls of buildings
- Pole signs

Hundreds of these types of signs have been eliminated or removed from the City. There are scores more remaining on Plymouth Road which will be eliminated over time as occupancy or tenancy of a building changes.

The above described code enforcement program will be accomplished in two parts: Part 1 - Basic problem identification. Estimated time: 2 to 3 months

Part 2 - Problem solving (obtaining compliance). Estimated time: 1 year or more

Estimated Cost: $200,000. Estimated time for completion: 18 months.

D. Conversion of the George Burns Theater to a possible Non-profit Performing Arts Center or Community Theater: This project involves the donation of the existing (unused) George Burns Theater and its adjacent parking lots by its current owner to a possible non-profit community-based organization or to a joint venture with a private entity to operate as a performing arts center or community theater and for various other functions for the benefit of the City of Livonia, or support for alternative proposals which result in the operation of the theater as a performing arts center or community theater, including providing operating assistance or acquiring or constructing capital improvements. The project may involve the rezoning of the balance of the land area so as to provide for its development for a compatible land use. Estimated time for completion: 1 year.

E. Security: In addition to normal police patrol units assigned to the project area, the Livonia Police Department will provide one police officer with a fully marked police vehicle to exclusively devote his or her time to provide the following police services:

- Develop relationships with business owners to determine what police services are needed and the most effective means of delivery of those services.

- Respond to calls for police services in the project area.

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~~• Provide preventive patrol services to the project area.~~

~~• Provide information to business owners in crime prevention methods.~~

~~• Provide liaison between business owners and other bureaus of the Police Department.~~

~~• Identify situations requiring specialized police services and facilitate the delivery of the services.~~

~~• Provide information to business owners on other available city services.~~

~~• Be vigilant to recognize problems in the project area and assist business and other City Departments in developing solutions.~~

~~• Work to promote a public awareness of the commitment by the City of Livonia and its Police Department to provide a safe, convenient environment for the public and businesses.~~

~~Estimated cost: $90,000 per year.~~

~~F. Promotional~~Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc.

G. ~~Estimated cost: $100,000. Estimated time for completion: This will be an on-going project and on-going~~The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

~~G.~~ Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital.

~~Estimated~~ The estimated cost: $100,000 per year.

H. ~~Estimated time for completion:~~ This will be an ~~on-going~~ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.~~STAGES OF CONSTRUCTION AND ESTIMATED TIME OF EACH STAGE~~

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) ~~and other goals of the Plan~~ in phases over the Plan's life, as follows:~~ Phase I will include projects to be completed in 1997 and 1998. Phase II will include projects to be completed in 1998 through 2000. Phase III will include projects to be completed after 2000.~~

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

~~Anticipated phasing of projects is as follows:~~

~~Phase I:~~

~~Promotional activities~~
~~Business loan assistance~~
~~Street lighting~~
~~Street improvements~~
~~Landscaping~~
~~Derelict and non-conforming building acquisition and demolition~~
~~Code enforcement~~

~~Phase II:~~

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~~Promotional activities~~
~~Business loan assistance~~
~~Road right-of-way acquisition~~
~~Sidewalk construction~~
~~Derelict and non-conforming building acquisition and demolition~~
~~Security~~

~~Phase III:~~

~~Promotional activities~~
~~Business loan assistance~~
~~Additional public parking~~
~~Move/eliminate transmission wires~~

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE~~PARTS OF DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND USE CONTEMPLATED FOR SUCH SPACE~~.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that~~which~~ it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS~~PORTIONS OF THE DEVELOPMENT AREA WHICH THE PRDA DESIRES TO SELL, DONATE, EXCHANGE OR LEASE TO OR FROM THE CITY AND PROPOSED TERMS~~.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance ~~which is proportional to the value which,~~ which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as ~~the City shall deemit~~ deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES~~ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES~~.

A zoning change may be required to enable the PRDA ~~–~~to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road. ~~accomplish the conversion of the George Burns Theater to a performing arts center or community theater as previously described in this Plan. Areas identified as potential parking development may require rezoning. No other zoning changes are expected to be required in order to accomplish the other activities described.~~

No other zoning changes are expected to be required to accomplish the other activities described.

~~Utility changes will include the moving or replacing of electric transmission wires to the extent feasible.~~

~~Streets and street levels are not anticipated to be changed, with the exception of the relocation of the intersection of Plymouth Road and Milburn Avenue.~~

~~The intersection of Plymouth Road and Middlebelt Road on the northwest corner is planned to be altered so as to provide a new right turn lane.~~Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING~~ESTIMATE OF COST OF DEVELOPMENT, STATEMENT OF PROPOSED METHOD OF FINANCING THE DEVELOPMENT AND THE ABILITY OF THE PRDA TO ARRANGE THE FINANCING~~.

~~The total cost of the economic development programs and projects set forth in this Development Plan, the administrative costs associated with~~ The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, ~~costs~~ is estimated not to~~to not~~ exceed ~~in the aggregate~~ $~~30~~35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

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C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

~~Pursuant to Act 197, the costs of development may be financed by donations received by the PRDA, proceeds of a tax imposed pursuant to Section 12 of Act 197, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law and from money obtained from other sources approved by the governing body. Exhibit D indicates the sources of income available to the PRDA to pay the costs of the development and the estimated amounts available to the PRDA to pay the costs of the development and the estimated amounts of each source for the next 30 years, based on taxable value and captured assessed value of real and personal property within the Development Area, assuming annual growth in the Development Area at a rate as set forth in Exhibit D.~~

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The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement and other programs may be financed solely from non-TIF revenues received by the PRDA. Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues either separately or in combination and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing the PRDA may seek to use.

Limited Tax General Obligation Bonds of the City: Section 16(1) of the Act 197 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from general funds of the City derived from the proceeds of taxes levied upon all property within the City.

Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening and lighting, the City may also borrow an amount not to exceed an amount which 45% of the City's receipts from the Michigan Transportation Fund for the State fiscal year immediately preceding such a bond issue would support in annual debt service, or such other percentage as permitted by law.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY~~DESIGNATION OF PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD OR CONVEYED~~.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS~~PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING OR CONVEYING ALL OR ANY PORTION OF THE DEVELOPMENT~~.

The PRDA shall abide by the applicable laws, ordinances~~ and rules which regulate leasing, purchasing or conveying of~~, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS~~ESTIMATES OF THE NUMBERS OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED~~.

~~Approximately 54 people reside in the development area. No families or individuals will be displaced by the programs contained within this Plan~~As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA~~A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA~~.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601~~PROVISION FOR THE COSTS OF RELOCATION DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, BEING PUBLIC LAW 91-646, 42 U.S.C. SECTIONS 4601, ET SEQ~~.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332~~PLAN FOR COMPLIANCE WITH ACT 227 OF 1972, BEING SECTIONS 213.321- 213.332 OF MICHIGAN COMPILED LAWS~~.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214~~(2)~~ of the Recodified Tax Increment Financing Act, being Act No. ~~197~~57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning ~~Director~~and Economic Development Department, City of Livonia.

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TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act ~~197~~ 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.
~~The amount in any one year by which the current assessed value exceeds the initial assessed value, including real and personal property, is defined as the "captured assessed value." The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units within the development area to the captured assessed value.~~
"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area ~~which~~ that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions ~~accruing~~ occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

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~~d.~~ The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, ~~can be~~ held to accumulate amounts necessary to make improvements described in the Plan, or ~~can be~~ pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue~~revenues~~ bonds issued by the PRDA.

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If bonds are sold, and ~~should~~ actual tax increment revenues fall below projections, ~~-~~any previously accumulated revenue would be devoted to the retirement of the ~~-~~bonds. Any tax increment revenues collected in excess of estimates will be used to ~~-~~pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act ~~197~~ 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, ~~the Michigan Municipal Finance~~ Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act ~~197~~57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act ~~197~~57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, ~~2027~~2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects ~~and~~ , to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

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Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

~~Exhibit D demonstrates the current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated growth in SEV and the resulting tax increment revenues to be derived from the Development Plan.~~

The PRDA proposes to strengthen the Development area~~ and , to prevent stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private investment and redevelopment and to~~prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act ~~1975~~7, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and ~~all additional~~ tax revenues ~~having been captured by the PRDA~~ will be distributed ~~proportionately~~ to the taxing jurisdictions in accordance with ad valorem tax procedures then in effect. ~~.~~

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide ~~long term~~long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions~~ which to a significant degree are dependent upon the economic wellbeing~~, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property ~~valuation~~ valuations throughout the entire community.

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~~EXHIBIT C~~

~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT~~

~~Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan.~~

~~A parcel of land described as commencing at the S.E. 1/4 corner of Section 25; proceeding thence North, 250 feet along the centerline of Inkster Road; thence West within the Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.) to the S.E. corner of Lot 200 and North to the N.E. corner of Lot 199 and West to the N.W. corner of Lot 199 and South to the S.W. corner of Lot 199 and West to N.E. 1/4 of Lot 201 and West to N.W. corner of Lot 20 and South to S.W. corner of Lot 201 and West to S.E. corner of Lot 380 and North to N.E. carrier of Lot 382 and West to the N.W. corner of Lot 382 and South to S.W. corner of Lot 380 and West to S.W. corner of Lot 475, all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence West to the centerline of Deering Avenue; thence North along said centerline to centerline of the Chesapeake and Ohio Railroad right-of-way; thence West to a point 1320 feet West of the centerline of Farmington Road; thence South, 2250 feet; thence West, 130 feet; thence North, 300 feet; thence West along the Newman Wadsworth Farms Subdivision (L. 71, P. 56 W.C.R.) 640 feet; thence South, 270 feet; thence West, 240 feet to the East line of Walter Dann Subdivision (L. 67, P. 79, W.C.R.); thence south, 100 feet; thence West to the centerline of Stark Road; thence North along said centerline to the centerline extension of Boston Post Road; thence westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane; thence southerly along the center line of Priscilla Lane 250 feet; thence West along the south lot lines of Lots 2 to 11, both inclusive Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence North along the west lot lines of Lots 12, 31 and 32 of said Alden Village Subdivision; thence West, 250 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence North along said East subdivision line to a point on the centerline of the Cheaspeake and Ohio Railroad; thence westerly along said centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence South along the centerline of Eckles Road, as extended to a point 600 feet south of the centerline of Plymouth Road; thence southeasterly 300 feet; thence northerly 300 feet; thence East, 170 feet; thence North to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois~~

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~~Avenue; thence South along said Alois Avenue 150 feet; thence easterly to the S.W. corner of Lot 53 and extending easterly along a vacated alley to the S.E. corner of Lot 1, said lots being a part of Chaney and Bakewell's Plymouth Park, (L. 55, P. 77, W.C.R.) thence North along the west subdivision lines of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence East to the centerline of Newburgh Road; thence South, 1220 feet to the north lot line as extended of Lot 18, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence East to the~~
~~N.E. corner of said Lot 18; and southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said~~

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~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)~~

~~subdivision; thence West to the centerline of Newburgh Road; thence South to the centerline of Plymouth Road; thence westerly along the centerline of Plymouth Road 950 feet; thence South along the west lot line of Lot 547, Supervisor's Livonia Plat No. 9 (L. 66, P. 60 W.C.R.) to the south section line of Section 30; thence East along said section line and the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence easterly along said centerline to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence North along the East lot line of said Lot 13, 20 feet; thence East to the West lot line of Lot 18 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence North to the~~
~~N.W. corner of said Lot 18; thence East along the south lot lines of Lots 1~~
~~to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing East along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence South to the S.E. corner of Lot 3 of said subdivision; thence East, 1157 feet along the North line of Elmira Avenue as extended to the west subdivision line of the Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence North along said west subdivision line to the north subdivision line of said Kenwood Park Subdivision; thence East along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road; thence South, 50 feet; thence East along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to the centerline of Stark Road; thence easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.) to the N.E. corner of Lot 27 of said subdivision; thence North, 110 feet; thence East, 220 feet; thence South, 240 feet; thence East, 190 feet; thence North, 240 feet; thence East, 320 feet; thence North, 150 feet; thence East, 80 feet; thence North, 150 feet; thence East, 80 feet; thence South, 300 feet; thence East to the centerline of Farmington Road; thence South, 50 feet; thence West, 280 feet; thence South, 400 feet; thence East, to the centerline of Farmington Road; thence South, 350 feet; thence East along the north subdivision line of Rosedale Gardens No. 11 (L. 74, P. 67, W.C.R.) to the centerline~~

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~~of Woodring Avenue; thence North to the centerline of Plymouth Road, thence East to the centerline of Hubbard Road; thence South, 180 feet to the south line of a 20 foot wide alley, Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence East along said south line to the centerline of Merriman Road; thence South to a point 415 feet south of the centerline of Plymouth Road; thence East, 800 feet; thence North, 100 feet; thence East 250 feet to the centerline of Hubbell Avenue; thence South, 100 feet; thence East, 250 feet; thence South to~~

~~N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60, W.C.R.) thence East to the N.E. corner of Lot 27 and South to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence East along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)~~

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~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)~~

~~to a point 183 feet west of the centerline of Middlebelt Road; thence South, 146 feet to the centerline of Orangelawn Avenue; thence East, 183 feet to the centerline of Middlebelt Road; thence south along said centerline, 80 feet; thence East, 280 feet; thence North, 230 feet to the centerline of Orangelawn Avenue; thence West, 280 feet to the centerline of Middlebelt Road; thence North along said centerline to West extension of the centerline of Elmira Avenue; thence East along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence North along said west lot line to the north line of said Greenette Subdivision; thence East along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence South to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence East along the North subdivision line of said subdivision to the centerline of Deering Avenue; thence North, 150 feet; thence easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive; and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 100 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning, EXCEPT the following parcel of land: That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1970 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 440 feet; thence South, 1030 feet; thence West, 660 feet; thence South, 960 feet; thence East, 440 feet; thence North, 540 feet; thence northeasterly 240 feet; thence South, 610 feet; thence East, 660 feet to the centerline of Hartel Avenue; thence North along said centerline, 1640 feet to the point of beginning.~~

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 1997 TO 2026

IN (OOO'S)	LIVONIA	WAYNE	S'CRAFT		
1997	567,207	$623,002	$55,795	$561,772	$461,425	$103,779
	$12,833	$1,139,808				

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~~(1) -Assumes 1.0% annual growth in taxable values.~~

~~A:\VOL1997 A\Prdarev.wk.1~~

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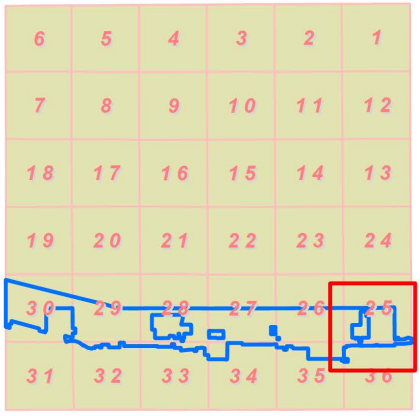
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

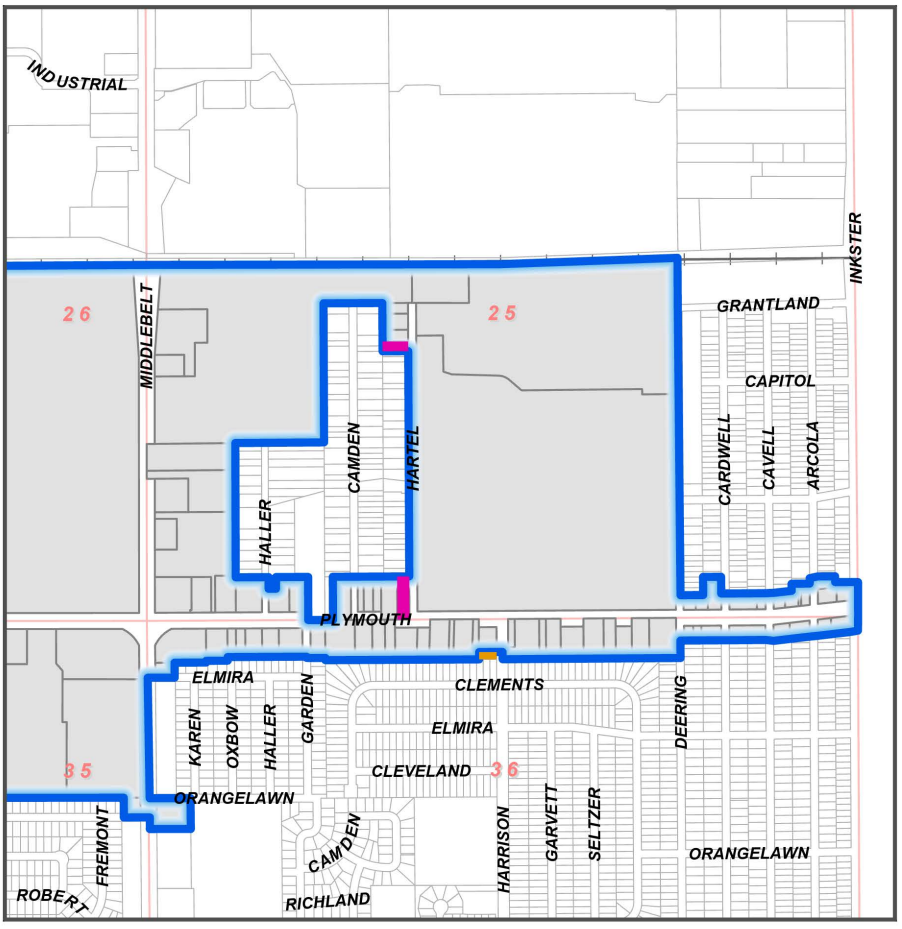
EXIBIT A
DISTRICT BOUNDARY

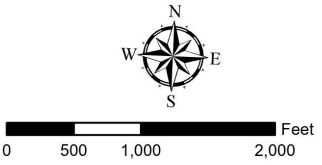
Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
June 2025

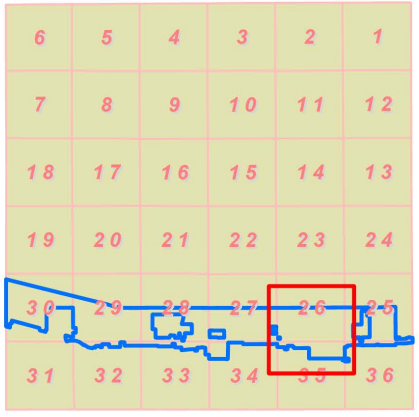
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

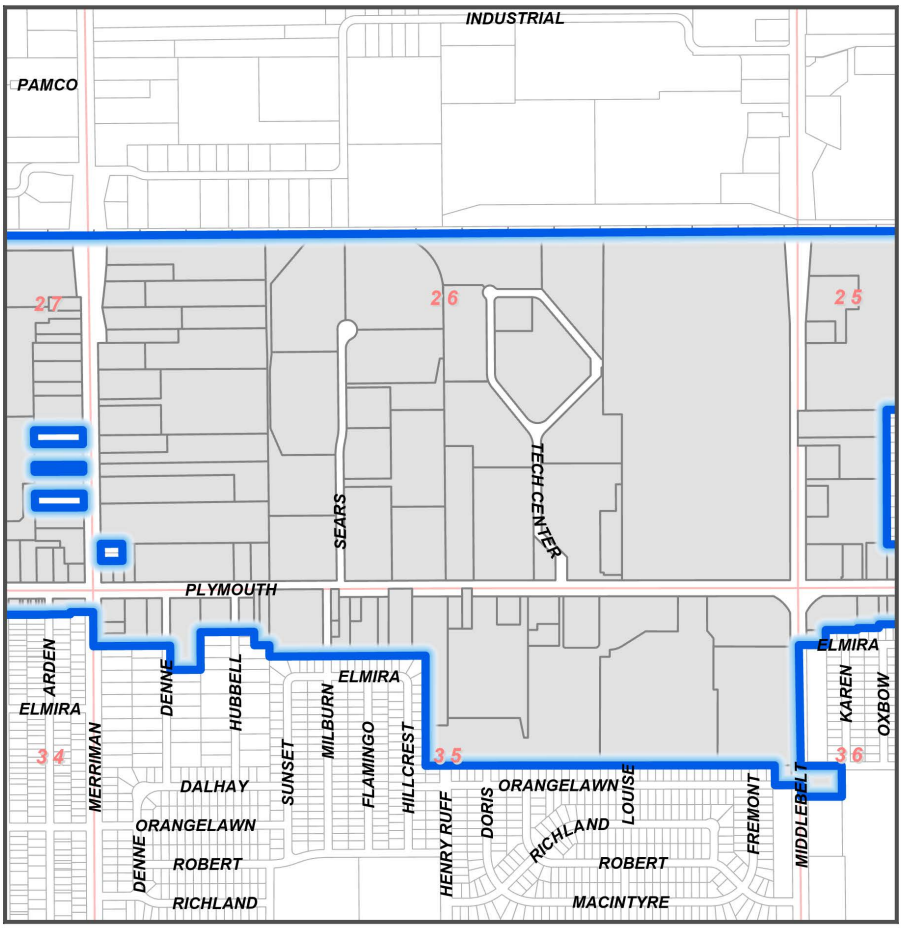
EXIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP





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PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025

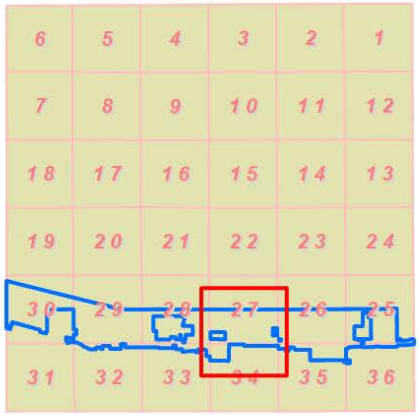
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

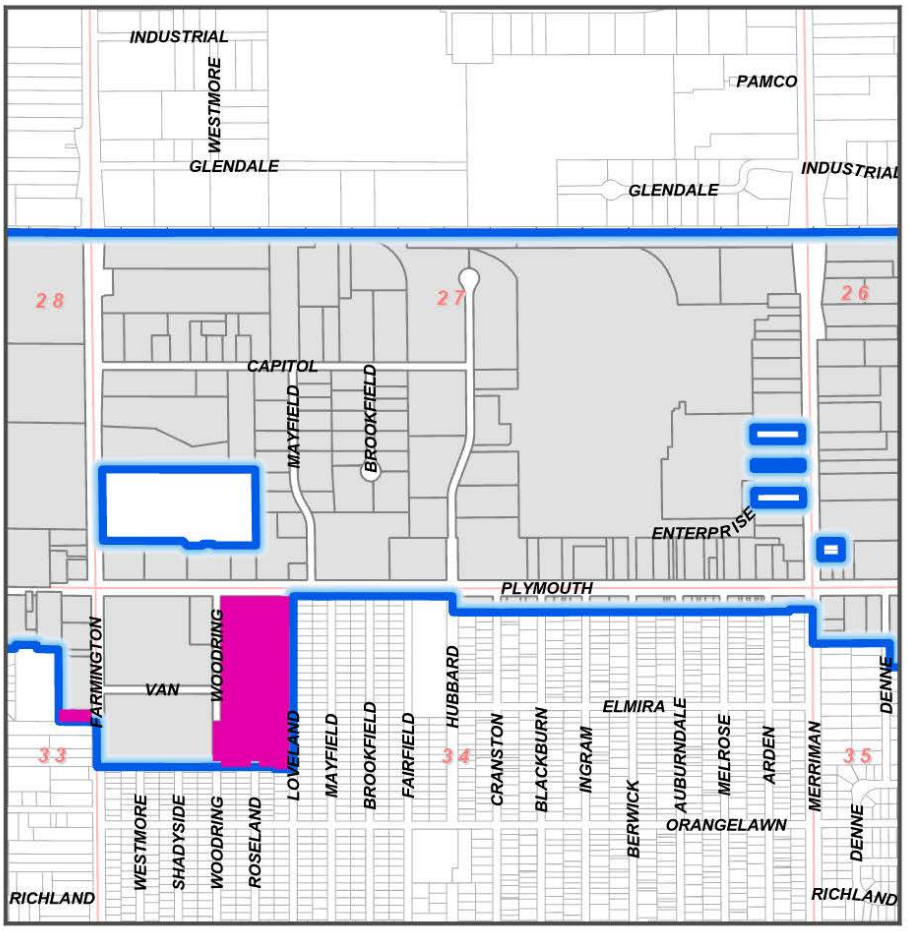
EXIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP









PAGE 3 OF 6

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June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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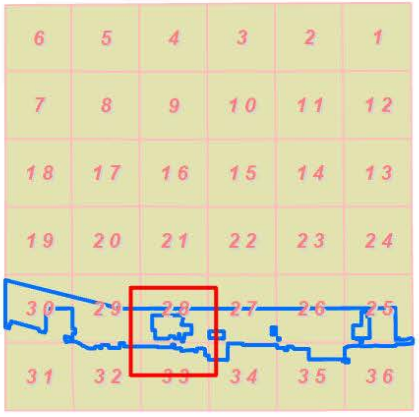

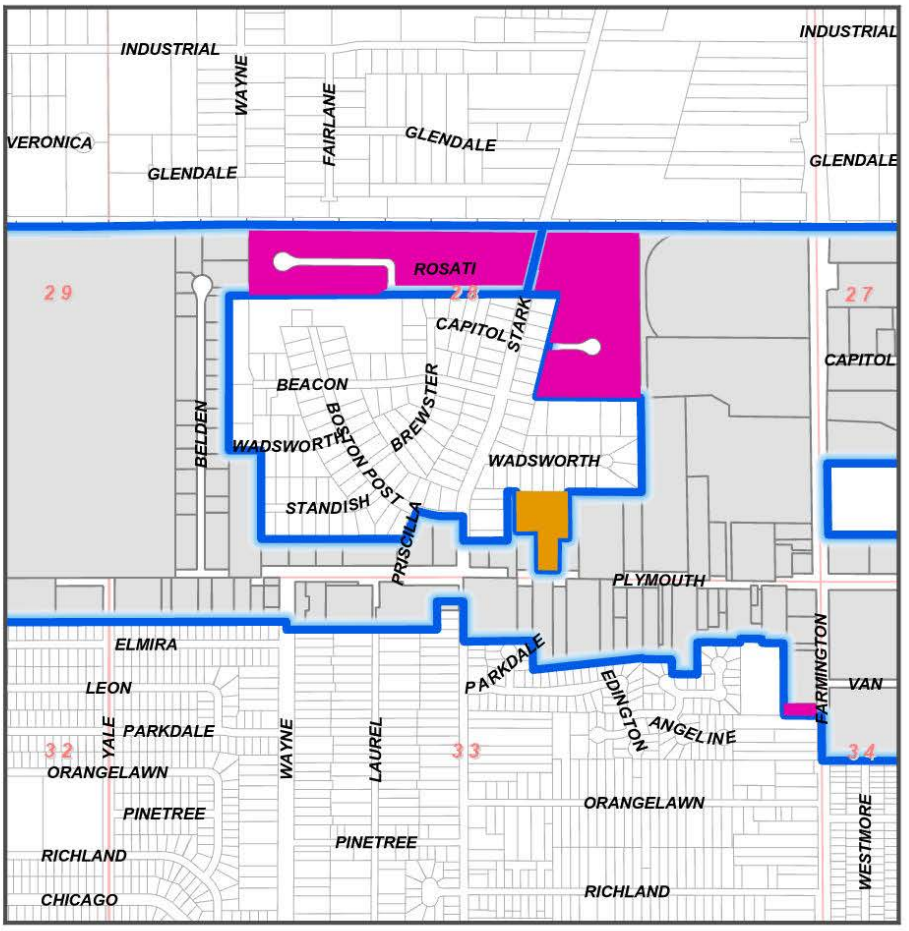



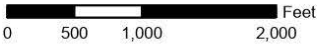

PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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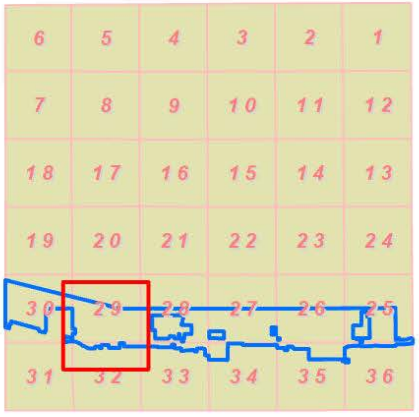

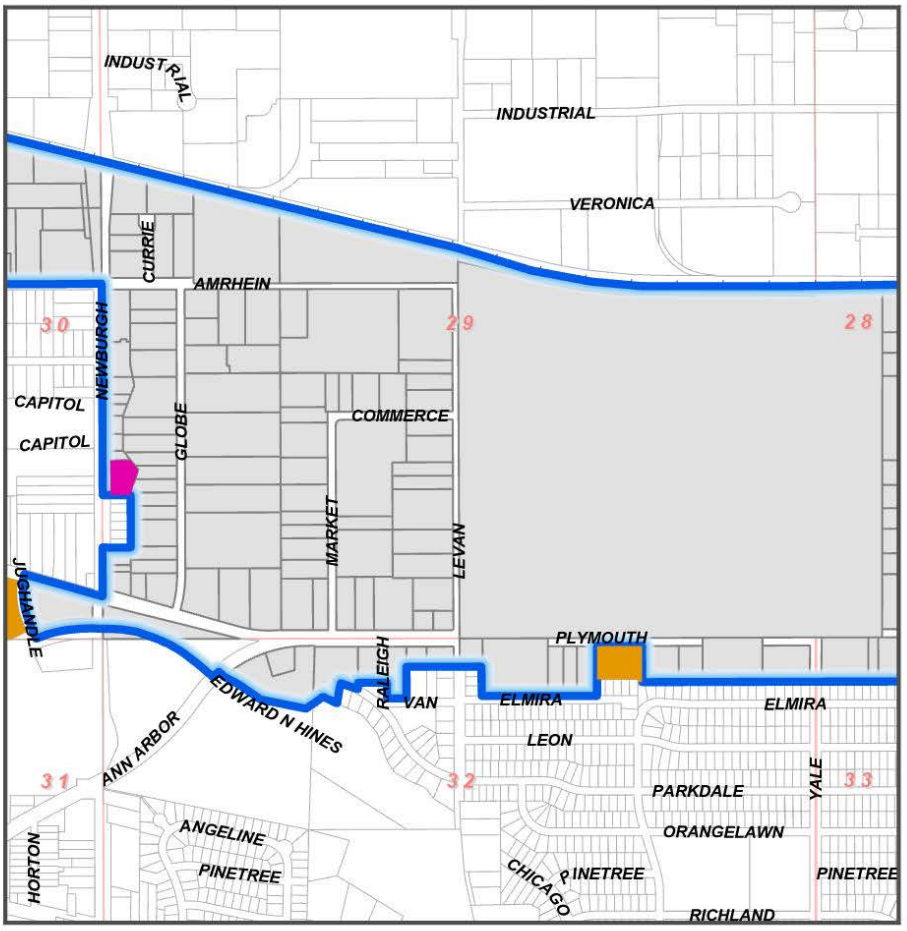



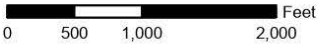

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Prepared by the City of Livonia Planning Department
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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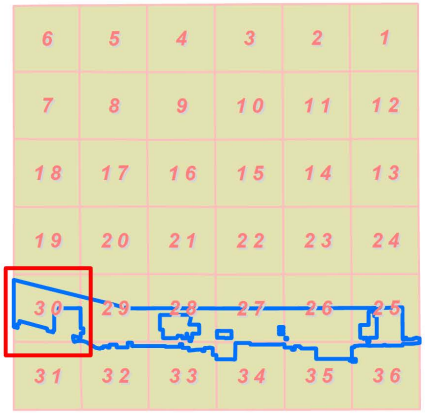

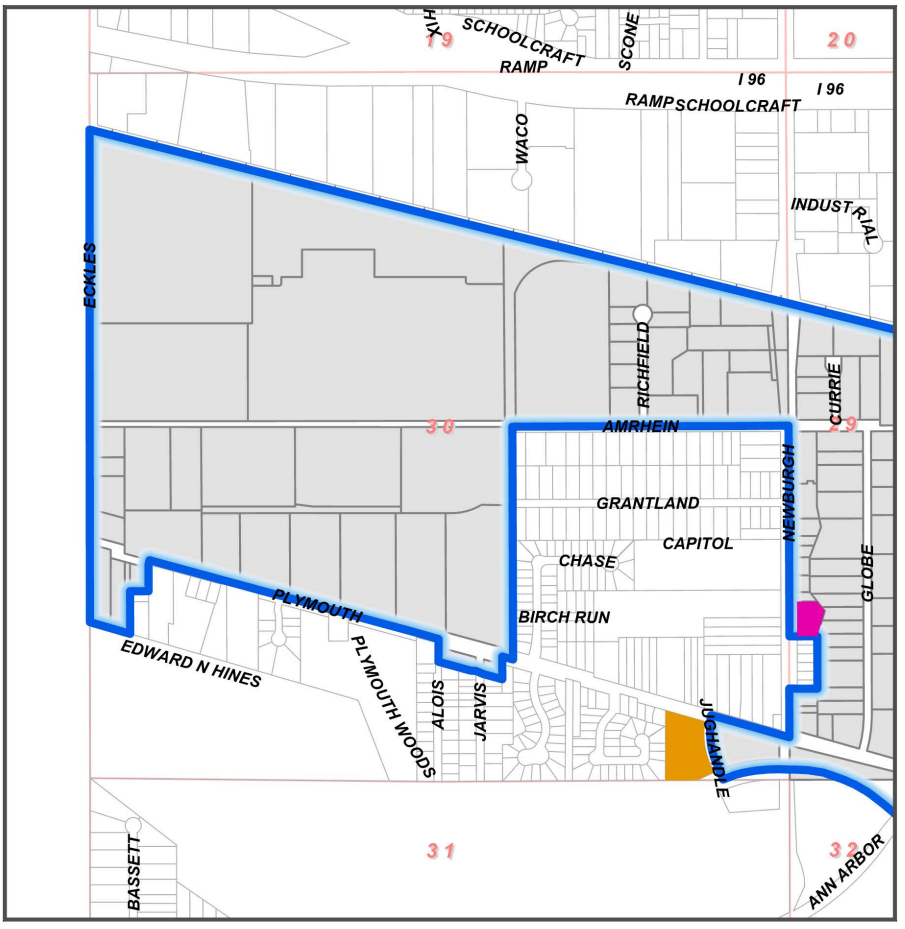

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

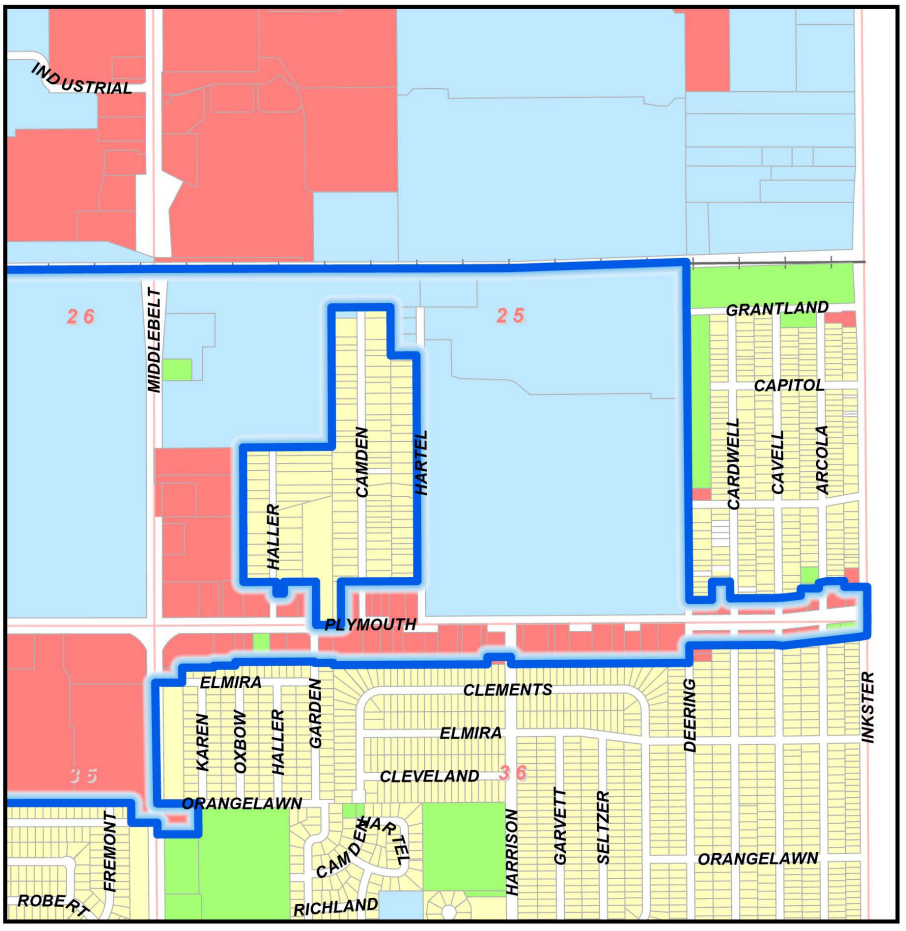
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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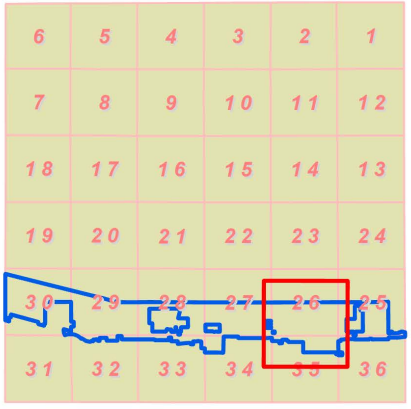

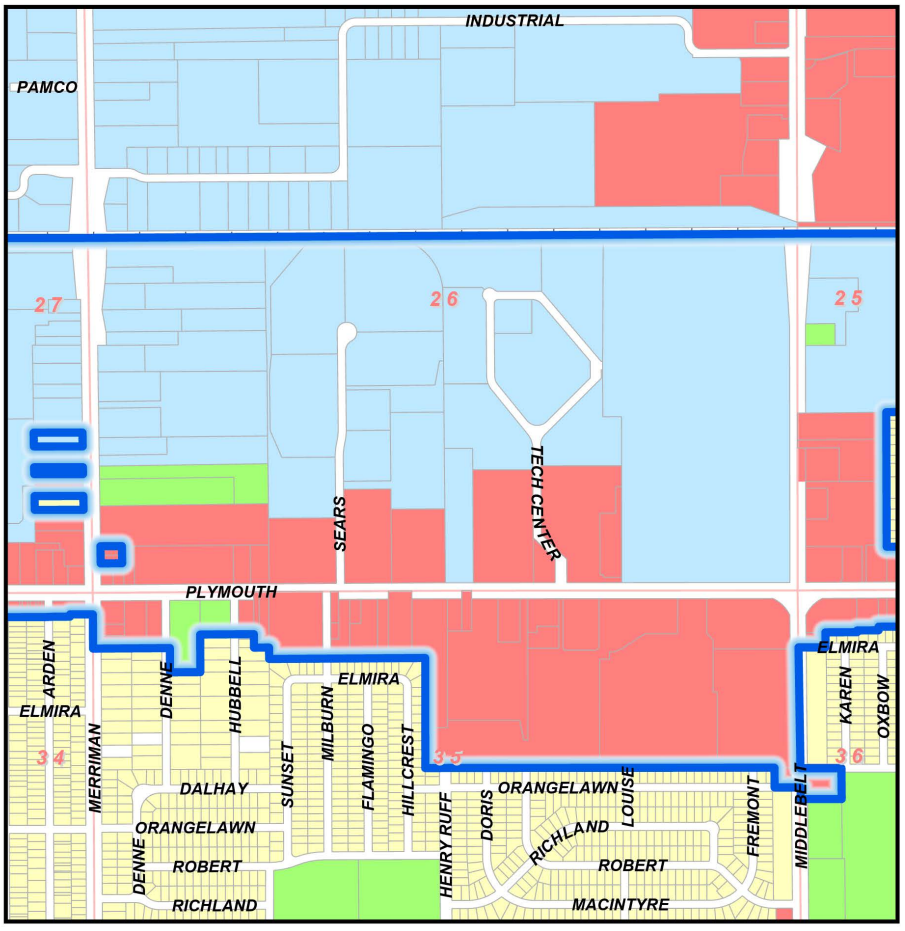

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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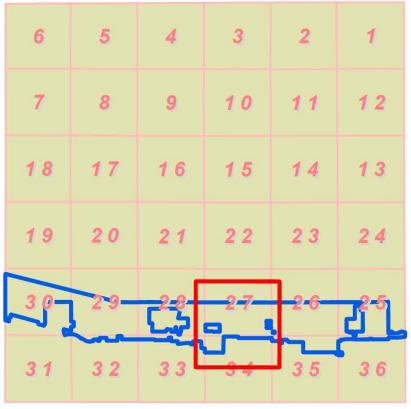

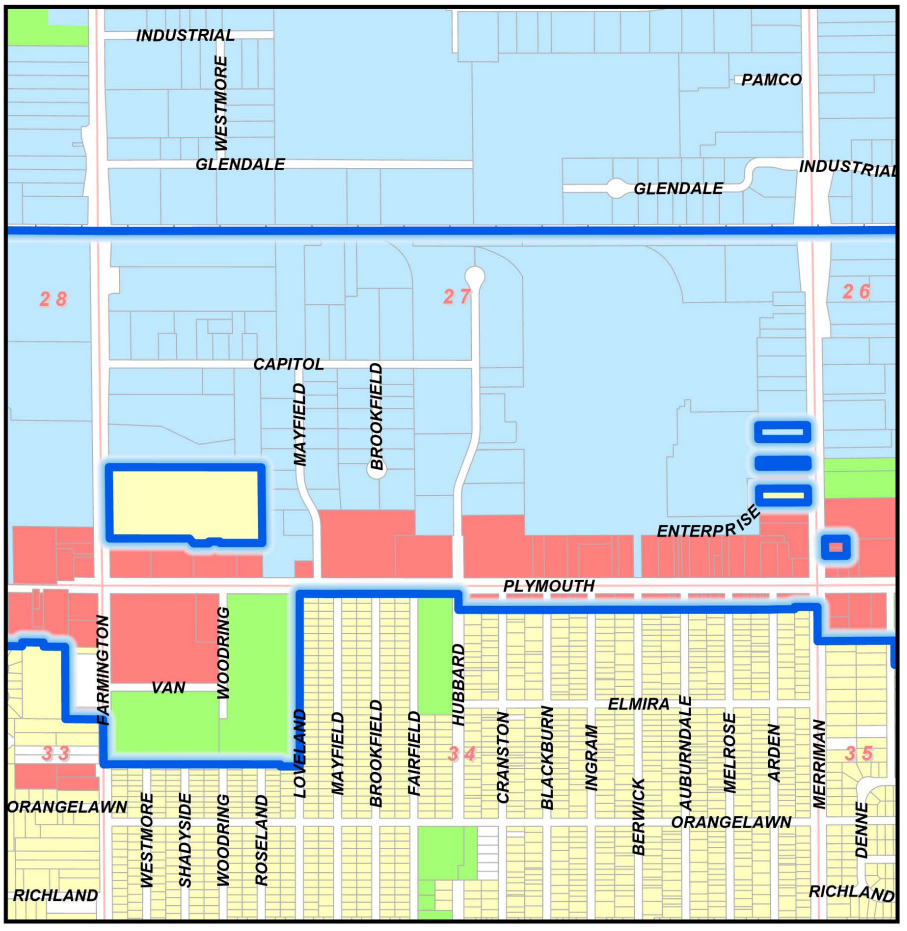

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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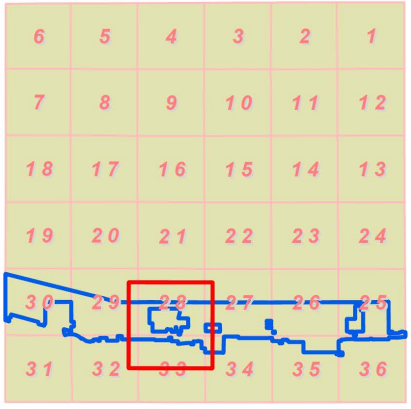

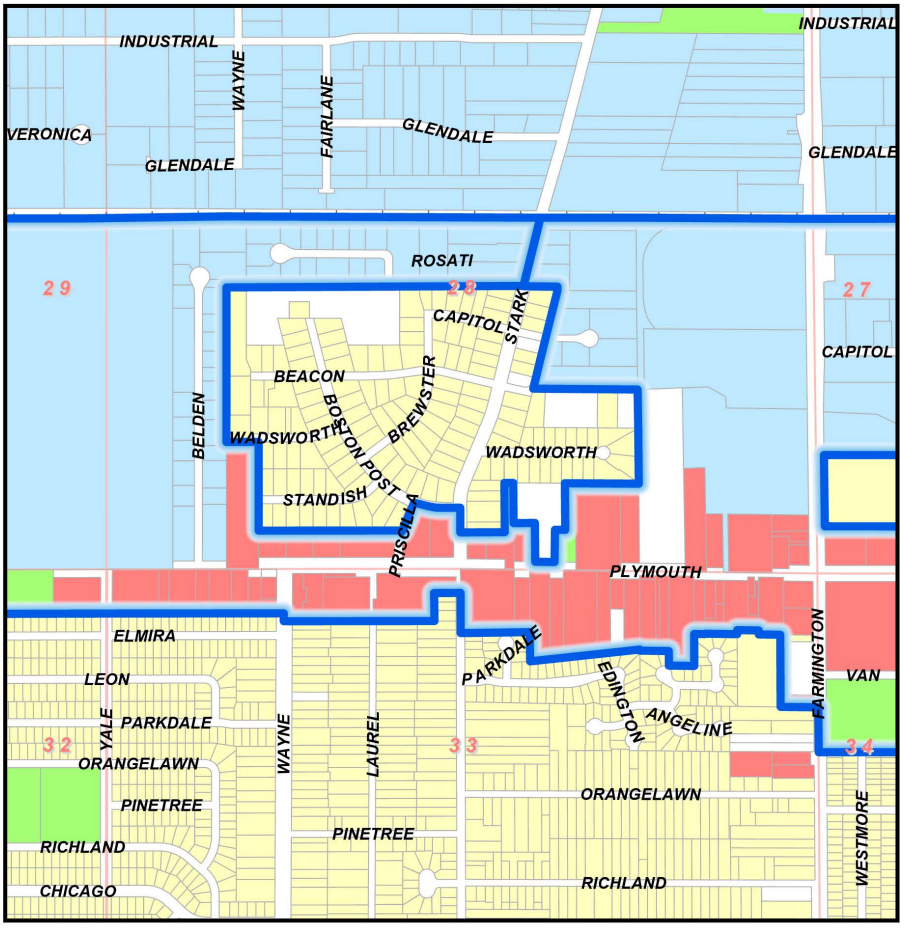

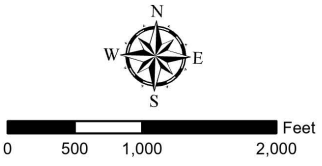

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
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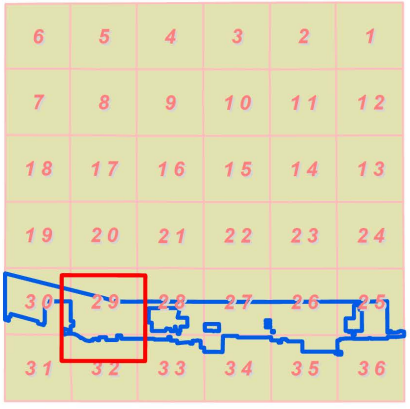



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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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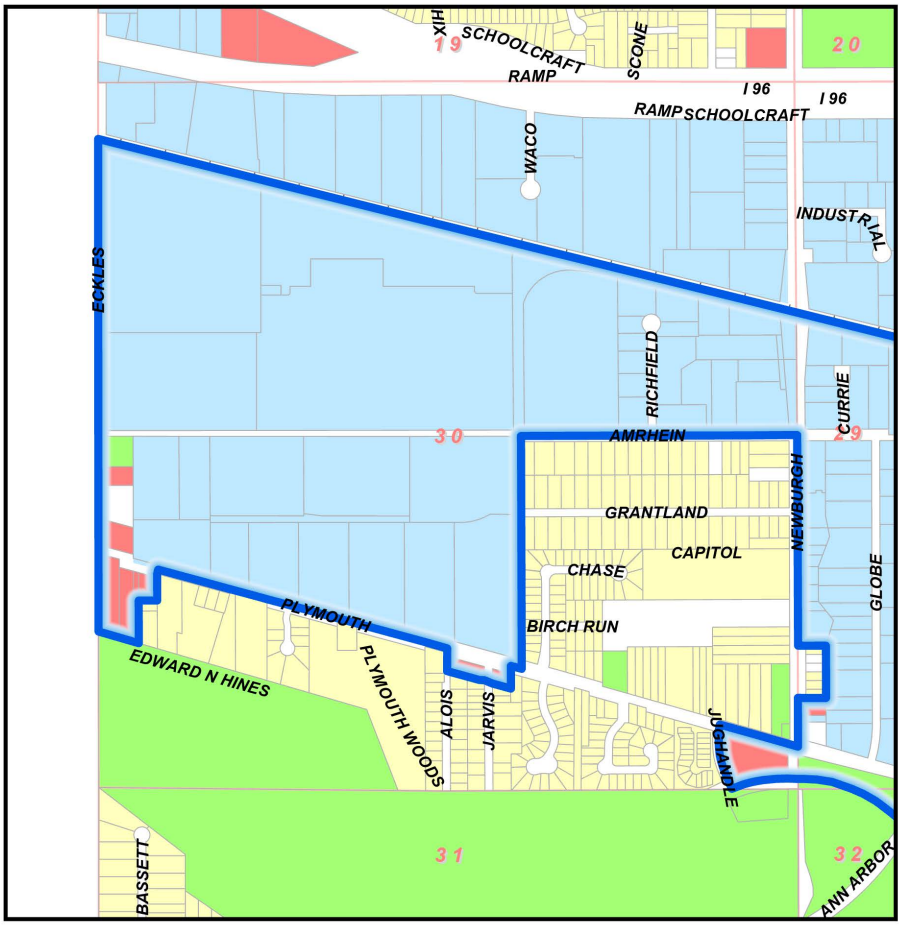

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Prepared by the City of Livonia Planning Department
June 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Stark Road, 86 foot wide; thence Southwesterly along said Stark Road centerline, 530 feet to the centerline of Concord Road, 60 foot wide; thence Westerly along said Concord Road centerline , 250 feet to a point adjacent to the N.E. corner of Lot 114, Alden Village Subdivision (L. 66, P. 78, W.C.R.); thence Southwesterly along the east line of Alde Village Subdivision to the S.E. corner of lot 120; thence Easterly, 776.5 feet; thence Southerly, 700.50 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 2,200 feet along the southerly line (extended) of Rosati Industrial Park to the centerline of Stark Road, 86 foot wide; thence Northerly along said Satrk Road centerline to a point on

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the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North

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line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E.

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1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West,

DRAFT

563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

DRAFT

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	460,961,515							
2026	460,961,515	465,571,130	4,609,615	60,680	35,576	10,464	951	107,670
2027	460,961,515	470,226,841	9,265,326	121,967	71,507	21,032	1,911	216,417
2028	460,961,515	474,929,110	13,967,595	183,867	107,798	31,706	2,880	326,251
2029	460,961,515	479,678,401	18,716,886	246,385	144,451	42,487	3,859	437,183
2030	460,961,515	484,475,185	23,513,670	309,529	181,471	53,376	4,849	549,225
2031	460,961,515	489,319,937	28,358,422	373,305	218,862	64,374	5,848	662,388
2032	460,961,515	494,213,136	33,251,621	437,718	256,626	75,481	6,856	776,681
2033	460,961,515	499,155,268	38,193,753	502,775	294,768	86,700	7,876	892,118
2034	460,961,515	504,146,820	43,185,305	568,483	333,291	98,031	8,905	1,008,709
2035	460,961,515	509,188,288	48,226,773	634,848	372,200	109,475	9,944	1,126,467
2036	460,961,515	514,280,171	53,318,656	701,876	411,497	121,033	10,994	1,245,401
2037	460,961,515	519,422,973	58,461,458	769,575	451,188	132,708	12,055	1,365,525
2038	460,961,515	524,617,203	63,655,688	837,951	491,276	144,498	13,126	1,486,850
2039	460,961,515	529,863,375	68,901,860	907,010	531,764	156,407	14,208	1,609,389
2040	460,961,515	535,162,009	74,200,494	976,760	572,657	168,435	15,300	1,733,153
2041	460,961,515	540,513,629	79,552,114	1,047,208	613,959	180,583	16,404	1,858,154
2042	460,961,515	545,918,765	84,957,250	1,118,360	655,675	192,853	17,518	1,984,406
2043	460,961,515	551,377,953	90,416,438	1,190,224	697,807	205,245	18,644	2,111,920
2044	460,961,515	556,891,732	95,930,217	1,262,806	740,361	217,762	19,781	2,240,709
2045	460,961,515	562,460,649	101,499,134	1,336,114	783,340	230,403	20,929	2,370,786
2046	460,961,515	568,085,256	107,123,741	1,410,156	826,749	243,171	22,089	2,502,164
2047	460,961,515	573,766,108	112,804,593	1,484,937	870,592	256,066	23,260	2,634,856
2048	460,961,515	579,503,770	118,542,255	1,560,467	914,874	269,091	24,443	2,768,874
2049	460,961,515	585,298,807	124,337,292	1,636,751	959,598	282,246	25,638	2,904,233
2050	460,961,515	591,151,795	130,190,280	1,713,799	1,004,770	295,532	26,845	3,040,946
2051	460,961,515	597,063,313	136,101,798	1,791,617	1,050,393	308,951	28,064	3,179,025
2052	460,961,515	603,033,946	142,072,431	1,870,213	1,096,472	322,504	29,295	3,318,485
2053	460,961,515	609,064,286	148,102,771	1,949,595	1,143,013	336,193	30,539	3,459,340
2054	460,961,515	615,154,929	154,193,414	2,029,771	1,190,019	350,019	31,795	3,601,603
2055	460,961,515	621,306,478	160,344,963	2,110,749	1,237,494	363,983	33,063	3,745,290

[1] Assumes a 1.0% annual increase.

On a motion by Councilmember Budzinski, supported by Councilmember Donovic, and unanimously adopted, it was:

#278-25 RESOLVED, that having considered a communication from the Planning and Economic Development Director, dated August 8, 2025, which is approved for submission by the Mayor, wherein a request is made to adopt a resolution calling for a Public Hearing to consider the adoption of an ordinance amending the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018, the Council does hereby determine as follows:

RESOLUTION CALLING PUBLIC HEARING REGARDING APPROVAL OF AMENDMENT OF BOUNDARIES OF THE DOWNTOWN DISTRICT OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

CITY OF LIVONIA
County of Wayne
State of Michigan

WHEREAS, the City of Livonia, County of Wayne, State of Michigan (the "City") is authorized by the provisions of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57") (formerly Act 197, Public Acts of Michigan, 1975), to create a downtown development authority and to designate its boundaries; and

WHEREAS, pursuant to Act 57, the City Council of the City duly established the Plymouth Road Development Authority (the "Authority") and designated the boundaries of the downtown district (the "District"); and

WHEREAS, the Authority and the City desire to amend the boundaries of the Authority for the purpose of adding properties to the District to further encourage economic growth and correcting and preventing deterioration in the business portions of the District; and

WHEREAS, in accordance with the provisions of Act 57, the Authority has prepared and submitted to the City Council for approval a proposed ordinance designating the amended District boundaries; and

WHEREAS, it is necessary to conduct a public hearing in connection with the consideration of such proposed ordinance designating the amended District boundaries, as required by Act 57.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council determines that it is necessary for the best interests of the public to amend the boundaries of the Authority pursuant to Act 57 in order to correct and prevent deterioration of property value in the business district in the City and to promote economic growth, and the City Council hereby declares its intention to amend those boundaries.

2. The District subject to the jurisdiction of the Authority as provided in Act 57 is hereby tentatively amended to add the property described on Exhibit A attached hereto.

3. There shall be a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time, at City Hall to consider adoption by the City Council of an ordinance amending the Authority boundaries.

4. The City Clerk shall cause notices of said public hearing to be published twice before the public hearing in the *Detroit Legal News,* a newspaper of general circulation in the City. The first and the second such notice shall be published not less than 20 days, nor more than 40 days, before the date set for the public hearing and shall be published as a display advertisement prominent in size. The Clerk also shall cause the notice to be mailed by first class mail not less than 20 days, nor more than 40 days, prior to the hearing to all property taxpayers of record in the Authority's District as shown by the most recent tax roll of the City. The Clerk also shall post, or cause the posting of, the notice in at least 20 conspicuous and public places in the proposed amended District not less than 20 days, nor more than 40 days, before the hearing. The Clerk shall also cause notice of the hearing to be mailed via certified mail, not less than 20 days before the public hearing, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture by the Authority if the boundary amendment is approved.

5. The notice of hearing shall be in substantially the following form:

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia,

Michigan, will hold a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time at City Hall, 33000 Civic Center Drive, Livonia, Michigan, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

Bounded on the North by the CSX Railway, on the West by Eckles Road, on the South by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the East by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the

public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk
City of Livonia

6. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES: Budzinski, Donovic, Morgan, Toy, Scheel, Ptashnik.

NAYS: None.

Lori L. Miller
City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 25th day of August, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Lori L. Miller
City Clerk

EXHIBIT A

Parcels to be added to the District:

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI

111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

PROPOSED ORDINANCE DESIGNATING THE AMENDED DISTRICT BOUNDARIES AS REQUIRED BY ACT 57

ORDINANCE NO._____
APPROVING AMENDMENT
TO BOUNDARIES OF THE
DOWNTOWN DISTRICT OF THE
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

WHEREAS, the City of Livonia (the "City"), pursuant to Act 57, Public Acts of Michigan, 2018, as amended (the "Act") (formerly Act 197, Public Acts of Michigan, 1975, as amended), has previously established the Plymouth Road Development Authority (the "Authority") and set forth its boundaries (the "District") pursuant to Ordinance No. 2165 of the City adopted on April 7, 1993; and

WHEREAS, pursuant to Ordinance No. 2187 of the City adopted on July 7, 1993, and Ordinance No. 2931 of the City adopted on March 27, 2013, the City made certain amendments to the boundaries of the District by amending Ordinance No. 2165; and

WHEREAS, to further the purposes of the Authority under the Act, the City has determined that it is necessary to further amend the boundaries of the Authority's District to add additional parcels; and

WHEREAS, pursuant to the requirement of the Act, on September 29, 2025, the City Council held a public hearing on the amendments to the Authority's District and provided Taxing Jurisdictions, as defined in the Act, the opportunity to address the City Council; and

WHEREAS, not less than 60 days has passed since the date of the public hearing.

NOW, THEREFORE, THE CITY OF LIVONIA ORDAINS:

1. Findings. The City hereby determines that it is in the best interests of the residents and taxpayers of the City of Livonia to amend the boundaries of the District and jurisdiction of the Authority which shall operate to halt property value deterioration, eliminate the causes of that deterioration, increase property tax valuation where possible in the

business district of the City, and promote economic growth, pursuant to the Act.

2. Amendment of Ordinance Establishing Plymouth Road Development Authority. Ordinance No. 2165 of the City of Livonia, as subsequently amended by Ordinance Nos. 2187 and 2931, is hereby amended to provide that the boundaries of the Downtown District in which the Authority shall exercise its powers as provided in the Act shall consist of the territory of the City described in Exhibit A attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this Ordinance and the Act.

3. Conflict and Severability. All ordinances, resolutions and orders or parts thereof in conflict with the provisions of the Ordinance are to the extent of such conflict hereby repealed, and each section of the Ordinance and each subdivision of any section thereof is hereby declared to be independent, and the finding or holding of any section or subdivision thereof to be invalid or void shall not be deemed or held to affect the validity of any other section or subdivision of the Ordinance.

4. Paragraph Headings. The paragraph headings in this Ordinance are furnished for convenience of reference only and shall not be considered to be a part of the Ordinance.

5. Publication and Recordation. The Ordinance shall be published in full promptly after its adoption in the *Detroit Legal News*, a newspaper of general circulation in the City, qualified under State law to publish legal notices, and shall be recorded in the Ordinance Book of the City, which recording shall be authenticated by the signature of the City Clerk.

6. Effective Date. The Ordinance is hereby determined by the City Council to be immediately necessary for the interests of the City and shall be in full force and effect from and after its passage and publication as required by law.

CERTIFICATES

I hereby certify that the foregoing is a true and complete copy of Ordinance ____, duly adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on December ____, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by such Act.

I further certify that the following Members were present at said meeting

_____ and that the following Members were absent _____ _____.

I further certify that Member _____moved adoption of said Ordinance and Member _____supported said motion.

I further certify that the following Members voted for adoption of said Ordinance _____ _____ and
that the following Members voted against adoption of said Ordinance _____.

_____

Lori L. Miller
City Clerk

I hereby certify that the foregoing ordinance received legal publication in the *Detroit Legal News*, on _____, 2025.

_____

Lori L. Miller
City Clerk

EXHIBIT A

[Attach Revised Downtown District Boundaries Here]

UNFINISHED BUSINESS ITEM 18. (Regular Meeting of August 25, 2025)

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

LETTER TO THE LIVONIA CITY COUNCIL

18.

Planning
August 8, 2025

MEETING DATE	PRESENTED BY
R082525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO ADOPT A RESOLUTION CALLING FOR A PUBLIC HEARING: Plymouth Road Development Authority, re: to consider the adoption of an ordinance amending the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

BACKGROUND DETAILS

Attached are two resolutions for the Council's consideration at the August 25 meeting. One calls for a public hearing to consider boundary amendments to the PRDA district, and the other calls for a public hearing on amendments to the PRDA Development Plan and termination and adoption of the Tax Increment Financing Plan. The resolutions contain the form of notice of public hearing to be published in the paper, mailed, and posted. The purposes of the hearing have been combined into one notice to avoid the need to publish two separate notices.

Also attached is a draft of the ordinance amending the boundaries since it is referenced in the resolution calling the hearing on the boundary amendment.

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

ADOPTION OF RESOLUTION CALLING PUBLIC HEARING

ATTACHMENTS

1. Resolution Calling Hearing PRDA Boundary Amendment(44339277.1)
2. Ordinance Amending PRDA District Boundaries(44343899.1)

APPROVED BY

Date: August 13, 2025

Mark Taormina, Planning and Economic Development Director



Date: August 13, 2025

Maureen Miller Brosnan, Mayor

RESOLUTION CALLING PUBLIC HEARING REGARDING APPROVAL OF AMENDMENT OF BOUNDARIES OF THE DOWNTOWN DISTRICT OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

CITY OF LIVONIA
County of Wayne
State of Michigan

Minutes of a regular meeting of the City Council of the City of Livonia, County of Wayne, State of Michigan, held on the 25th day of August, 2025, at 7:00 p.m., prevailing Eastern Time.

PRESENT: Members _____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____:

WHEREAS, the City of Livonia, County of Wayne, State of Michigan (the "City") is authorized by the provisions of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57") (formerly Act 197, Public Acts of Michigan, 1975), to create a downtown development authority and to designate its boundaries; and

WHEREAS, pursuant to Act 57, the City Council of the City duly established the Plymouth Road Development Authority (the "Authority") and designated the boundaries of the downtown district (the "District"); and

WHEREAS, the Authority and the City desire to amend the boundaries of the Authority for the purpose of adding properties to the District to further encourage economic growth and correcting and preventing deterioration in the business portions of the District; and

WHEREAS, in accordance with the provisions of Act 57, the Authority has prepared and submitted to the City Council for approval a proposed ordinance designating the amended District boundaries; and

WHEREAS, it is necessary to conduct a public hearing in connection with the consideration of such proposed ordinance designating the amended District boundaries, as required by Act 57.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council determines that it is necessary for the best interests of the public to amend the boundaries of the Authority pursuant to Act 57 in order to correct and prevent

deterioration of property value in the business district in the City and to promote economic growth, and the City Council hereby declares its intention to amend those boundaries.

2. The District subject to the jurisdiction of the Authority as provided in Act 57 is hereby tentatively amended to add the property described on Exhibit A attached hereto.

3. There shall be a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time, at City Hall to consider adoption by the City Council of an ordinance amending the Authority boundaries.

4. The City Clerk shall cause notices of said public hearing to be published twice before the public hearing in the *Detroit Legal News,* a newspaper of general circulation in the City. The first and the second such notice shall be published not less than 20 days, nor more than 40 days, before the date set for the public hearing and shall be published as a display advertisement prominent in size. The Clerk also shall cause the notice to be mailed by first class mail not less than 20 days, nor more than 40 days, prior to the hearing to all property taxpayers of record in the Authority's District as shown by the most recent tax roll of the City. The Clerk also shall post, or cause the posting of, the notice in at least 20 conspicuous and public places in the proposed amended District not less than 20 days, nor more than 40 days, before the hearing. The Clerk shall also cause notice of the hearing to be mailed via certified mail, not less than 20 days before the public hearing, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture by the Authority if the boundary amendment is approved.

5. The notice of hearing shall be in substantially the following form:

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time at City Hall, 33000 Civic Center Drive, Livonia, Michigan, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

> Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI

111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk,
City of Livonia

6. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES: Members _____

_____

NAYS: Members _____

RESOLUTION DECLARED ADOPTED.

_____
Lori L. Miller
City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 25th day of August, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

_____
Lori L. Miller
City Clerk

EXHIBIT A

Parcels to be added to the District:

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

P U B L I C H E A R I N G

CITY OF LIVONIA

Minutes of Meeting Held

November 30, 1992

A Public Hearing of the Council of the City of Livonia was held at the City Hall on Monday, November 30, 1992.

Members Present:	Laura M. Toy, President Michael P. McGee Dale A. Jurcisin Gerald Taylor Ron Ochala Fernon P. Feenstra Sean P. Kavanagh
Members Absent:	None.
Others Present:	George Weible, Assistant City Attorney John Nagy, Planning Director Robert D. Bennett, Mayor

This is a public hearing on the proposed downtown district as shown by the most recent tax roll of the City, the formation of a Plymouth Road Development Authority and Designation of District Boundaries. The City Clerk has mailed notices not less than 20 and not more than 40 days prior to this hearing date to all property taxpayers of record in the proposed downtown district and all other requirements of Act 197, Public Acts of Michigan, 1975, as amended, have been fulfilled. The public hearing was called to order at 7:43 p.m. with President Toy presiding. There were approximately sixty persons present. The public hearing is now open for comments.

Toy: Mr. McGee, did you want to give us a brief synopsis of this?

McGee: Thank you, Madam Chairman. I would like to get to the comments as quickly as we can, although I do see a number of people that I don't think were at the League of Woman Voters meeting the other night nor at any of our prior meetings. So, I will summarize briefly what this proposal is all about. The main reason for the proposal is that I don't think that there is any single issue that is more important to the whole City than to preserve and enhance the continued viability of Plymouth Road and businesses along Plymouth Road. I do use the words 'continued viability' because I think it's important to note that the business district is quite viable; we have quite a number, really a great majority, of businesses that are thriving. I think it's fair to say that the district is aging and could do with some special attention. The proposal that's before us is consideration of an ordinance which would

establish a redevelopment authority as authorized by State Law, specifically Act 197, 1975. That is all that is before us at the moment. This is not, at this time, any type of a taxing or finance proposal; this is really just the beginning of the process, it certainly isn't the end of the process. So, what we are discussing is whether or not we should employ this mechanism as a tool to assure some long-run answer to the question as to what should be the goal of the City in providing for . . . Plymouth Road in the future. Of the specifics of the ordinance, first of all, what would this thing be empowered to do? The principal job is to undertake planning to come up with a development plan for the proposed district, and then, to propose how that plan could be brought about. This procedure has been used in a great many other Michigan communities; I think there are over 250 communities in Michigan that have used these things in the past. Who would control this thing? Under the ordinance, as directed by law, the board must consist of a group, a majority of which must be the business owners. The Mayor is required to be a member of the board. The board can have, in addition to the Mayor, no less than eight (8) and no more than twelve (12) members. Under our proposal, we've opted to offer the largest number that's permitted under the law -- that would be 12 members -- so that we can get the widest amount of participation from people who have an interest in the district. As I said, at least half of the members of that Board would have to be people with interest in property in the district, it's business owners. The other seats on the board, inasmuch as there are other stakeholders, if you would, the Livonia Public Schools being one entity in the district to set aside one seat for the Public Schools; we set aside one seat for the other taxing units within the authority district (for example, that could be someone from the County or from Schoolcraft College). We would suggest a seat formally to be held by the Chamber of Commerce, and the balance of the seats would be essentially representatives at large the Mayor's discretion to appoint subject to Council approval; it would be people that live near the area, and other interested parties. A word about financing, as I think there has been a fair amount of discussion about it. This thing, if it's created, if it were created tomorrow, does not have any power to immediately implement any type of a financing plan. It can't do that, unless and until it's board comes up with a plan. I think it will be some time, probably, before we do see a plan, because we want to be thoughtful about it. So, there will be ample opportunity to discuss (at such time as there is a plan) what the financing indications for that are going to be. That's what I meant when I said this is only the first step of the process. I think that is really the sum and substance of what we have before us. Madam President, if I could, and sort of as a matter of privilege, I did invite a couple of folks who have some expertise in these matters to visit with us. I do see one of them, Don Gross, who is the Vice Chair of the Michigan Development and Finance Association, which is the association of these entities around the State. Also, Mr. John Hall, (John, are you here?) owns a business in the City of Dearborn in, I think, the downtown development district of Dearborn, John correct me if I'm wrong (you're correct), the East Dearborn district, along Michigan Avenue, in many ways resembles certain parts of Plymouth Road, so I thought it might be helpful to hear from somebody who has been through this and actually lived to tell the tale. So, Don, if I could ask you to come forward and perhaps spend a couple of minutes sharing with us your knowledge on this.

Don Gross, Vice Chairman of the Michigan Development and Financing Association, 26000 Evergreen, Southfield, MI (PH 354-4853): The MDFA is an

educational association of communities promoting the proper utilization of DDA's, Tax Increment Finance Authorities and local development finance authorities. Our role is to provide information on the benefits of all of these economic development tools. The organization is just one year old; however, we already consist of 52 member-communities representing 35 downtown development authorities, 16 tax increment finance authorities and four local development finance authorities. I'm sure it's no surprise to any of us that economic development in the State of Michigan is becoming very competitive. I think it's also no surprise to any of us that the State of Michigan and the Federal Government have really not provided the cities with a wealth of programs in which to promote and deal with some of our economic problems. They do provide a lot of programs if a city is in serious trouble. I believe, and the MDFA believes, that the Downtown Development Authority Act is one of the tools which allows communities to begin to address their problems before they become serious problems. There are currently over 250 DDA' within the State of Michigan, and not all of them can be or are identified as 'Main Street' types of districts. The purpose of the DDA Act is 1) to halt property value deterioration; 2) to be used in the areas of the used in the areas that are used and zoned primarily for business purposes. Although they can use tax increment financing as a tool in which to implement plans, the DDA is not obligated to utilize tax increment financing. I think an important thing to note is that a downtown development district is limited to only one within a community. So, I think the exercise of the Act needs to be done very carefully to ensure that its application is in the proper location within a particular community. The MDFA recently completed a study which identified the benefits of DDA's and tax increment financing to all of those communities within the State of Michigan that are utilizing the Act. This survey was done not just of member communities, but of communities across the State of Michigan. The benefits that were described in our study are as follows: It provides the capital for public improvements; it creates improvements within the district; it improves the local job market; it increases the tax base; it spurs private sector investment; it assists in redeveloping areas and it also develops and spurs community pride. I think there's probably one other element that is just as important as those that I listed above, and that is, it involves the community; it encourages the stakeholders to become participants in the development and redevelopment process and not just spectators to the economic development and redevelopment process. I think that is extremely important that the stakeholders become actual parties in the development of the plans and the preparation of the plans and ultimately the implementation of the plans. The DDA's as I indicated do not have to use tax increment financing. However, it is a tool that they can use in order to implement some of their plans. It's interesting to note that throughout the State, only 25% of the DDA's utilize tax increment financing. If tax increment financing is used, and that's a decision that comes later on in the process, it can be used to leverage other funding sources, other bonds, general funds, grants, private investment, so that there are opportunities that this can provide for a particular community. I think, in conclusion, that DDA's can play, and do play, an important role in the overall economic and community development of a city. They encourage stakeholder participation and can assist in the development and the implementation of local plans. I have personally been involved in the creation of a downtown development authority, and it's amazing the cohesiveness that it creates amongst property owners in terms of working together to solve a problem or to create something for the benefit of not only themselves or the community. At the appropriate time, I would be more than happy to respond to any questions you might have.

John Hall, 351 North Reginald, Dearborn, MI (PH 562-2386): In the City of Dearborn, we've had a DDA for quite some time. They developed a plan, and I'm one of the local merchants working on implementing that plan and getting the area revitalized. The City realized that we, the merchants, know what the problems are and we can solve them with some help and assistance. We're in the middle of doing that right now. We did get financed, there is a TIFA in East Dearborn; and we already have a budget of (I believe) $80,000 a year for two or three years. We hired a downtown development director, who's been on the job since mid-July; and things are now moving along in East Dearborn. We're getting all the merchants to come together -- got several merchant meetings and different committees now -- we're all working and addressing the various problems of the area. If you have any questions, I'll be glad to take them.

Ron Mardiros: Thank you Madam President, Councilmen. It's nice to be here after 10 months as a private citizen. I'm here at the urging of some Livonia businessmen along Plymouth Road and some who are Livonia industry who are off Plymouth Road, but are in the drawn district and some of the residents of the subdivisions along that same district. Most of the people feel in general that there seems to be a "rush to do" attitude by some within, without having an agenda of what may be needed on Plymouth Road. They feel that an agenda of what is needed precedes any consideration of labeling the Plymouth Road area as a downtown area, as a deteriorating area, as an area in need of some kind of government implemented development plan. Many feel that the premature action of approving the area downtown development authority by itself would adversely affect property values of both homes and business in the area. There is virtually nothing that a downtown development authority can do that cannot be done and accomplished without a DDA. DDA just makes it easier. I've listened to a couple of gentlemen tell me a lot of not much! They're working on it, they're doing this . . . they haven't told me anything other than they can do a lot of borrowing of bonds. Mike, you know about borrowing bonds, paying them back, vice versa. No. 1: To raise property taxes in that area is one of the roles of a downtown development authority -- up to 2.00 mills. No. 2: To borrow with revenue bonds without a vote of the citizens is another thing it can do. No. 3: It can use a TIFA, a tax increment financing authority, which everyone that comes up with a DDA says they don't use that much. But, I submit, that neither the City, the schools, nor the county have any general operating millage that they want to defer to construction, especially in an area that doesn't really need it. Being familiar with most of the incentive and tax abatement programs available to cities and neighborhoods, I've come here to make myself available to answer any questions you may have about DDA, tax increment financing or EDC. With regard to this specific package of the proposed authority district, I gave that a quick review; and let me give you these conclusions. First, the Chair amended district is illegal, because of its including much more industrial property than the Act intended it to. In other words, when you get to the point where you're either going to borrow or levy taxes, there's going to be a lot of people who are on Newburgh and on Merriman Road who were nowhere near Plymouth Road and will resent having 2.00 mills to do something that doesn't affect their industrial property. Secondly, within the six mile long district much of the property has little in common; in fact, I noticed, Mike, you include the Wayne County park right around Newburgh Lake. There's no taxes over there; there's nothing that has to be done in that County park. Residential shopping areas, regional shopping areas that have nothing to do with the

specific business, the DePalma's or the local store down the street. These things are all going to become conflicts, and these things are all going to end up in court unless you have an agenda as to what it is you want to do on Plymouth Road first. I submit you study what it is you want to do, and then you start examining ways to do those things. I see Mr. Ventura here who used to hear this a lot; you don't accept that pig in a poke. That's what you want to do: You want to create a district, then you have to decide if you want to do something. The only monies that are available to you is to tax the business on Plymouth Road in this district, to put tax increment financing or to call a "Miller-Canfield" and go borrow some bonds they have to be paid back. I mean, I don't know of any other monies that are flowing around in downtown development districts or anything else; those are your sources of revenue. Let me just say that the real solution to anything that you might deem to be a problem on Plymouth Road is not to raise taxes on those businesses; I think you might want to think about reducing the taxes on those businesses. Thank you.

Ochala: I wanted to ask some questions of the experts. Mr. Mardiros, we, too, are glad to see you here as a private citizen. You said you were representing some businesses and business owners, as well as some homeowners. Are you doing this on a fee basis or what?

Mardiros: Oh, yeah, I forgot: Ron Mardiros, 32032 Schoolcraft, Retired. No, I don't work for anybody.

Ochala: So, this is not on a fee basis.

Mardiros: No, no; I'm unemployed.

Ochala: So, this is not in a civic capacity.

Mardiros: Well, to tell you the truth, Ron, they really did call me up to come over and said they had a problem. It seems as though there's not enough knowledge as to what this district is going to do; and they're really concerned as to whether they're going to get their neighborhood damaged, whether they're going to get their property taxes raised, whether they're going to have any real control. And, I'm glad you asked that question, because you really should know that when you put this group of twelve citizens together, if the elected officials don't agree, they override what they decide. Ask the gentlemen over here; if there's a log jam, the elected officials override the business people in the district.

Ochala: OK. Basically, that's pertinent information. What I was looking for was the nature of your representation.

Mardiros: Just as a citizen concerned with this particular issue.

Toy: Mr. Mardiros, it might be well if you would tell the audience what your capacity was in the City of Livonia, as if all of us don't know.

Mardiros: Then, I'll lose my credibility.

Toy: That's right!

Mardiros: No, for 22 years I was the property assessor -- not the tax assessor, the property assessor.

Feenstra: We have three experts here; I don't care who answers the question. When do we initiate the fact that we're in serious trouble? Is that by putting the commission together? Is that by enacting the ordinance? What is the step we take to indicate that we have a problem? Is that, say, in the group or enacted in the ordinance? Can anyone answer that question? I heard someone say that you only get a DDA when you do declare that there is serious trouble.

McGee: Perhaps I can answer that.

Feenstra: Again, I was looking to people outside the Council to answer that, but that's OK.

McGee: Well, I'd already warned them that they might be put on the spot. First, let me say what I know about it. I'm not an assessor; I am a municipal finance lawyer, as the Council knows and as my friend, Mr. Jurcisin, knows; so I have some familiarity with the area. I disagree with your characterization that there is a need to declare any type of emergency, and I think this is something Mr. Gross pointed out. There is no need, nor could there be any finding with respect to this district that there is a sort of emergency. What the law requires is a finding that there have been some properties (I think that is the terminology within the Act) which have shown a deteriorization in value. Now, those words are a little ambiguous. There really aren't any court cases as to what they mean; but the Attorney General has been asked a couple of times what they mean. In the first case, the Attorney General's been asked, How many is some properties? The Attorney General has said more than one or two. What do we have in this proposed district? We have 500 plus parcels; and we have 16 properties where there has been a finding of a decline in value. Inasmuch as that is more than one or two, the legal basis for proceeding does exist. Secondly, the Attorney General has been asked what does deteriorization mean? The Attorney General has said that deterioration means an actual decline. Some people, for example, would argue that if the rate of increase in property value of this district isn't as rapid as in the rest of the community, that in and of itself should be enough. The Attorney General said, no; you have to have an actual decline, which in fact, as I said, is about 16. One other point about the kinds of properties that can be within the district. Business properties, and I believe that in this State it is generally understood to mean industrial and commercial properties or properties that are eligible to be in these districts. You're not supposed to have residential in these districts, unless it's sort of unavoidable -- if somebody has an apartment above a storefront building or that sort of thing. So, for that reason, there is no residential in this district. The cases that have challenged this on creation have said that if you've got a lot of residential, or a lot of agricultural (which is sort of another classification sometimes people will try to throw in), those are not eligible properties. So, industrial, yes; commercial, yes; retail, yes. All of those are appropriate.

Feenstra: The question I asked was not of emergency, but the first gentleman indicated that we had to declare that we were in serious trouble. Those were his words -- not emergency but serious trouble. My point was that you knew that after you have formed this group, or what you do prior to the group being involved.

McGee: Again, you do not make the finding, nor could you make the finding. I think in this instance, there is serious trouble. We have to make a finding that there is deterioration. We made that finding at the time that we called for this public hearing, and in fact, listed the properties.

Feenstra: I thought that was after the group was formed. Answer the question; do we know what the intent is? I'm trying to get at the point in time; is our meeting tonight an indication that we are responding to this serious trouble the first gentleman spoke about? Or, after the group has met and said here is our condition?

McGee: When we adopt the resolution on the 10th, as we did, we make a finding that there are some properties in the proposed district which have had a deterioration in value. That has already occured.

Feenstra: That was my point. I didn't know whether we had to . . .

Mardiros: You're dancing around the question. He's not answering the question.

McGee: Well, I'm trying to be responsive to Mr. Feenstra. He asked at what point do you make a declaration. You make a declaration at the time you call the public hearing; we did that, it was part of our resolution. We enumerated the properties where there has been deterioration.

Feenstra: That was alleged from the Assessor, correct? That was just the point; I didn't understand this. That's already been done.

Mardiros: The measure of deterioration, traditionally, has been measured by the loss in value. If there wasn't a freeze for the last year, maybe I couldn't speak about the assessments out on Plymouth Road. But, let's remember that they haven't changed for a year, right? So, they were the same when I left as they are now. And, I submit that there is no loss in value on Plymouth Road; it's the same as Middlebelt, Seven Mile Road, the same as other areas in Livonia. There's no measured deterioration in value, which is generally how you would determine whether a downtown development was necessary because there was significant loss in value in the preceding years.

Toy: I think that is what I recall hearing from Ms. Nagy, our current Assessor, in the Committee of the Whole meeting. Mr. Feenstra, I'll let you continue.

Feenstra: No; if I do, I'll probably detract from this point.

Kavanagh: Just on the point of deterioration, perhaps through the Chair to Mr. McGee, when we were at our last meeting where this Council did speak to this issue, I think we did make it abundantly clear that the list given to us by the Assessor's office did not really purport to be a deterioration in

value. All it purported to be was a decrease in State Equalized Value. All these 16 properties were decreased in SEV as a result of tax tribunal appeals. It had nothing to do with market value; she made that abundantly clear. Today, based on this Council believing that there's a resolution of intent because of deterioration on property values on Plymouth Road, well, I missed the boat then; because I don't think there has been any deterioration to any value to any properties on Plymouth Road that has been shown to us by the Assessor's office.

Joe Durso, 35209 Seven Mile, Livonia: I'm one of the partners of Stark Plaza, and I've been asked to come here and talk to the Council regarding this issue. I guess I have a few questions. Apparently you have a list of 16 buildings or 16 properties that are somewhat deteriorating?

Toy: Mr. Durso, I think that was clarified at a prior meeting.

Durso: Yes, but I'm just coming into it now. Our concern is about the whole idea of putting more burden on the business people on Plymouth Road. Taxes, obviously, have some effect on what is going on. Also, there are some vacant buildings that are not being leased out, virtually, newer buildings like in the last five years have been built that still have a problem getting tenants there. So, obviously, you are not looking at a situation where there's an abundance of tenants in this whole economy, not just Plymouth Road, but our whole economy. If this is any indication, the article that was published a couple of days ago as far as assessments and tax questions and at the end of this year the tax being lifted and the tax increases starting to take effect again, that along with some of the things we are discussing this evening might be a real burden -- much bigger on the people that are working in that area. I don't know exactly how it would affect everybody, but I understand that it would financially put a strain on everybody in this corridor. Am I correct by assuming that? Mr. McGee or . . . Could you answer that, please?

McGee: I'm not sure what the question was. What happens if assessments go up and the freeze goes off?

Durso: Yes.

McGee: I think in the absence of Mr. Preston or our Assessor, Ms. Nagy, I would presume that if the value of my house goes up, my taxes are going to go up. It's going to be moderated, I think it talks about the limitation not going above the CPI and all that sort of thing, but certainly, when the freeze goes off, none of us were born yesterday and know what a decrease in assessment means.

Durso: I guess what I'm saying is that if this corridor we are referring to here on putting together or discussing this evening, if that takes place, is that going to increase the taxes along Plymouth Road and this area that we outlined?

McGee: Not unless three things happen, and that's assuming the creation of the authority happens. The first thing then is there would have to be a plan developed by this group, which plan would then have to provide for how it was going to be financed. How would the improvements that the property owners, who would control this board, be paid for? That plan would then have to be

approved by the authority board, pursuant to a process -- all those meetings are open meetings -- all that sort of thing. If it made it through that stage, then it would come to the Council and the Council would then approach that plan in precisely the same way that this has been approached. There would be a resolution, notice to everybody, public hearing, so on and so forth. So, the short answer is, as I said at the beginning, even if this thing is created tomorrow, nothing is going to happen in the short run until we have a plan; and that's what we're trying to come up with. The answer to the question is, What do we want Plymouth Road to look like in 20 years.

Durso: I guess my concern and my partners' concerns are, if this thing goes together and then, as I've been in a lot of committees, a lot of meetings, and everybody has a lot of great ideas on what to do with other people's property put in the hands of a few that aren't even involved, don't know what kind of hardship the people on Plymouth Road are going through or any other businessmen, to make those decisions and put that burden on them, it's tough enough as it is. I think everybody in this audience will tell you right now that you've got to be careful here.

McGee: Well, that's exactly why, if I may, people like you are going to be on the board.

Durso: Well, I don't particularly want to be on the board . . . I'm not looking for a job, believe me.! All I'm trying to say is that you've got to be very careful here.

Toy: Joe, I think what you have to remember is that what we're going through here tonight is looking at one Councilman's view of Plymouth Road. What he would like to do is get the authority in place, the group of unbiased people, if you will, in place. That's what I hear Mike saying for tonight's meeting. But, certainly, all these other factors come into it. Am I correct, Mike?

McGee: I think that's quite a fair assessment.

Durso: As long as we hold the control there somewhere along the line. Let them talk and come up with a great idea, but somewhere along the line stop and let's make that final decision by the people here.

Toy: Well, I think they're running out of time, too. I think this thing has to be put to bed, because the Attorney General wants to do away with these DDA's, if I'm correct, because they're finding that they're not real legal, if you will.

Citizen: My name is Edward Miller; I live at 31605 W. Chicago in old Rosedale Gardens. My phone number is 422-5169. I moved to Rosedale Gardens eight years ago from out of state; and, like a lot of people that came to that area, I was very surprised to find a nice neighborhood that was off of Plymouth Road. In fact, when people come to visit us at our house for the first time, they say it's "pretty back here" meaning it's ugly out there (on Plymouth Road). I promised myself eight years ago that, whenever I had the chance to help improve things along Plymouth Road, I would speak up. I'm a member of the Old Rosedale Gardens Homeowners Association; I'm not here representing them tonight -- I'm representing myself and my family. The house I'm in I've been in for two weeks; I lived on Blackburn Avenue for eight years. We

decided to stay in the neighborhood without leaving Rosedale. One of the reasons was that we felt the area was improving and wanted to make sure that it would continue to improve. However, as you know, we're in an era of cutbacks here in the City of Livonia. I'm afraid that, without some sort of legislation at some point, the improvements will just stop. We have a lot of businesses along Plymouth Road that have done a wonderful job of maintaining their property, being good citizens. It's very nice, but we do have a lot of eyesores. We have traffic problems, as well. I believe that, at some point, it's the burden of government to help out the people that pay the taxes. I read a restaurant review not too long ago in THE DETROIT NEWS that said, "Nice restaurant, but it's on a dismal strip of Plymouth Road." The question was then, what strip was that? It could be any number of lots; there are just too many gaps, and it's like a mouthful of cavities -- there might be some nice teeth, but there's a lot of bad spots. I'm just here because I'm a homeowner, and I think homeowners ought to be heard. Back in our neighborhood, lots of people put a lot of sweat equity, not only in their houses, but actually out on Plymouth Road. We go out and dig up the weeds twice a year and help out the neighborhood businesses. We would just like to see businesses and the government help us and do their part so we can all have a better City.

Citizen: My name is Alan Drake; I live at 35864 Parkdale.

Toy: Excuse me, Mr. Drake. If any of the rest of the audience would like to get up and speak tonight, it would be real helpful to us (so we can get out of here before 1 o'clock in the morning) is to line up behind the podiums, OK? That will save time.

Drake: 522-6485 (PH). I live two blocks south of Plymouth and several blocks east of Levan. I don't know about deterioration, but I drive frequently, every day, past a piece of property that used to be a Sunoco station. I understand that nobody wants to buy it because the owner has to dig up the gas tank. I don't know if that's true; I guess it's true. Who wants to buy a piece of property where they'd have to do something like that? There are several other pieces of property along Plymouth Road like that. So, I don't know much about deterioration, but I know those things don't look well. I think it was nice that somebody tore down the old Bob Evans brick house; that was neat; I liked that idea. I'm just here to support what the previous gentleman said. I think we should get the ball rolling; I'm willing to do whatever I can. I've been here since 1956; I'm proud of this City. I've had chances to go other places, but I always come back here. I like this place. I think there's something that could be done along Plymouth Road in an organized fashion. I don't want to see the businessmen, and there are a lot of great stores on that road. I like that Stark (Plaza) shopping center. Isn't that where that frozen yogurt place is? I'm not sure. But, there are a lot of real nice places, and I want to compliment those people for what they've done. I happen to be a tree person, a plant person; I'm an ex-horti-culture teacher, so I'm very interested in beautification and that. I think we've got to start, but I think an organized plan of some sort would be welcome at this point. Thank you.

Toy: Mr. Ventura.

Ventura: Thank you Madam Chairman, gentlemen. My name is Peter Ventura and I

happen to be a stakeholder (is that it?), a property owner. I've lived in Livonia for 55 years. You weren't even a glint in your fathers' eyes! Well, my office is on Plymouth Road; I live on Plymouth Road, practically. I spend practically all my waking hours on Plymouth Road. Madam Chairman, gentlemen, in the 55 years that I've lived in that area, Plymouth Road has come around 355 . There have been a lot of improvements, including my office! I don't know if you noticed, but I put a hip roof over the flat roof, which made a big improvement, without any government urging or assistance or bonds! I think Mr. Mardiros is right when he said you should have a plan. It might make it easier for you to sell this idea, if that's what you're trying to do. Or, are you trying to make some political gain? Mr. McGee, let me tell you something: I've been around the horn a long time; you're taking the wrong tack. You're going to be known as Mr. McGee, the Tax Man! We don't need any more authority or taxes; in fact, somebody -- and I don't know who it was -- said government should only do those things which people can't do for themselves. Plymouth Road has been coming up very, very good. Government finally paved the street we had; it looks darn good; it looks better than the street we had for years. I don't know of any buildings that are really going downhill; in fact, the old tire building over on the north side of the street across from Rosedale, somebody is working on that, and it looks passable. That old Bob Evans house, I could have had that out of there a couple of years ago; I had a proposition for it. But, the City (I was told quietly) was not going to approve it. There is a light right across the street from . . . (I'm trying to think of all the other derelict buildings along Plymouth Road), and believe me, from Inkster Road west, there's one old building that somebody mentioned used to be a gas station (the Sunoco station), that with a little fixing up, I tried to buy that. Oh, by the way, I'm in the real estate business (laughter from crowd, since Ventura is well known in the City), and I'm trying to improve the street by getting some good people on that street. Not that there aren't some good people on that street, but I want to get more. But, that station is not for sale; I don't know why; I've never been able to find out why they don't want to sell it! The tire store that's been fixed up lately is tied up in some kind of a court suit, a divorce case; the woman has told the man, 'When I get though with you, you won't have anything!' I'd like to ask a couple of questions. Mr. McGee, you said that you're interested in the continuous viability of Plymouth Road. Aren't you interested in the continuous viability of the rest of the roads in Livonia? Why did you give us the honor of selecting us first? Because of this old sob(?) of Plymouth Road? Take a good look at Plymouth Road; there's nothing wrong with it. Why did you select Plymouth Road first?

McGee: I really don't want to get into it here.

Ventura: Excuse me if I'm . . . My understanding is that you're the one who started this.

McGee: Yes, sir.

Ventura: OK. You also said that there are no residences in the district. Is that correct?

McGee: To my knowledge, yes, that's right. (Said something about the school district.)

Ventura: It might surprise you to know that there are some. You also said that this is not a taxing proposal. Would you explain that? Eventually, if you get a plan, you're going to have all kinds of publid hearings and everybody's going to get involved to approve the plan; then, there will be a tax. Is that correct?

McGee: I'm not going to prejudge anything that the business owners may create once they are on the board or what they may want to do. I certainly am not one that favors additional taxes. May I just say one thing, because I really don't want to get into a debate, Pete. I'm willing to sit down and answer your questions really at any time you'd like; I am not unavailable.

Ventura: Let me rephrase the question, like you lawyers do. Does the authority have the right or the power to levy a tax?

McGee: Not all by itself, no; it has to be approved by the Council.

Ventura: By the Council?

McGee: Yes, sir.

Ventura: Oh, then they do have some power.

McGee: Yes, sir.

Ventura: Thank you very much ladies and gentlemen.

Citizen: My name is Nick Lamako, 20154 Edgewood, here in Livonia. My phone number is 473-3933. I'm here this evening to voice my support for this program. I've been a planning consultant for the last 15 years, and I've personally witnessed the success of similar efforts in other communities throughout Michigan as a result of my job. I am currently Vice-President of Wade Trim, a firm of 250 people and based on Plymouth. My work effort takes me throughout Michigan. We have done similar efforts and helped similar communities such as Mackinaw City, Gladwin, your own neighbors, Rochester, Taylor, Dearborn Heights, Van Buren and Utica. They have all embarked on similar programs, and I've seen the benefits of those efforts. As Mr. Gross indicated to you this evening, there are a number of benefits that I see that could fall to Livonia. One thing he mentioned so often overlooked, is that this effort, this committment by the City, can actually prime the pump. It can serve as a catalyst for private sector investment. I've witnessed a number of occasions the point where the private sector won't invest unless the city commits to an area, and I think Plymouth Road is one area that would benefit from this. Certainly, there are some aesthetic improvements, I believe, that Plymouth Road could enjoy. Infrastructure improvements, I think, are part of the effort. The downtown development authority board can do special studies and programs, as well, such as business solicitation efforts and business retention efforts. What this means from a community standpoint are a couple of important things: job creation and improving consumption opportunities for the public. I think that is very important. Obviously, any particular businesses can be supporters, as well. Communities have embarked upon, for example, facade studies that the DDA might want to sponsor on behalf of individual businesses. So, there is some direct benefit.

And, of course, other areas that might be involved are parking and traffic control. I think all of those items on Plymouth Road, which I have always viewed as the downtown of Livonia, are things that would benefit the Plymouth Road area. Now, I've been a resident as long as some of the gentlemen that have been here this evening; I've been a resident of Livonia only for the last decade or so, but over that time I think I've come to realization that the corridor does need some planning help. That's what I think we should be discussing tonight, the fact that we do need a development plan to keep it viable. I think that we ought to be directing our efforts to changing Plymouth Road from what I view as a loosely connected collection of stores to an identifiable business environment, if it's to remain competitive. I hope you proceed in this manner. Thanks.

Toy: Dr. Marinelli.

Citizen: I'm Joe Marinelli, Livonia Schools Superintendent. I'm pleased to have an opportunity to speak to you tonight. I do have a written statement, and I'll ask you to pass it around. I know that we've had an opportunity to publicly express our views on behalf of the school district, and we did send a letter to the Mayor and the Council back in June and also presented our views at a League of Women Voters forum that was filmed on November 17th; our finance director was able to share those thoughts with you. I think it's important by way of background to recognize that the City has done an excellent job of planning for its future by putting in place a wonderful mix of residential, commercial and industrial properties that provides a sound tax base for the City. The residents of this city enjoy tax rates that are significantly below the Metropolitan Detroit average. On a comparable basis, the citizens enjoy millage rates that are 15% below the Tri-County area average. In addition, the industrial and commercial sectors enjoy special tax incentives associated with tax abatements under Acts 198 and 255. Because of those abatements that are now in place, the industrial/commercial sector pays an aggregate millage percent below the tax rates paid by residential homeowners. Similarly, the commercial or industrial taxpayer pays a tax rate in the Plymouth corridor that is 15% below the tax paid by his commercial/ industrial counterpart in the Seven Mile-Middlebelt area serviced by the Clarenceville School District. You can see a graph on the last page there. However, all is not bright; the future is clouded with uncertainty. Recent economic pressures have taken their toll on the business community, residential homeowners and governmental entities. The City of Livonia and the Public Schools find their financial wellbeing jeopardized by pressures . . . shifting educational funding responsibilities to the local taxpayers. And, the State has similarly reduced traditional and municipal funding in areas such as revenue sharing, race track revenues and so forth. Livonia Public Schools is one of 162 school districts in the State which rely almost entirely upon the local tax support to finance its K-12 education program. The out-of-formula District does receive very minimal funding for State-mandated services, but these funds are currently eliminated. As you know, the State's policy of "Robin Hood" has had a disastrous impact on the Livonia Public Schools; and over a two-year period, ending this July, 1993, the School District will have lost $14 million in revenue promised by the State of Michigan, and we are still faced with the liability of loss of an additional $10 million in assistance we are receiving from the State. In short, our State government is attempting to find every revenue possible to reduce any

and all financial support to out-of-formula schools district such as the Livonia Schools. Even though Proposal C has failed, we have every reason to believe that similar plans of this type will continue to be formulative(?) at the State level. This past year we laid off 102 employees and evoked a number of other cost-cutting measures. As you know, this year alone, we cut $8.5 million out of our $101 million budget. With further reductions and State-Aid financing and student enrollments increasing by 3.3% per year, we face yet another round of cuts in programs and services and people for the 1994 school year with virtually no reserve fund at all. Times have changed. There was a time not too long ago that the School District had a $10 million fund equity; we had reductions in student enrollments and we didn't have "Robin Hood." The reverse is true now in all those situations. Given those pressures of growing enrollments, the erosion of State financial support and inflationary pressures, we believe the School District is not in the position to share educational tax monies now or in the future to support infrastructure revitalization of the Plymouth Road corridor. We are proud to be a part of this community, and we realize that from time to time that it does require refurbishing. We have no problem with the concept of a downtown development authority to revitalize a portion of the community. However, as Superintendent of Schools, and on behalf of my Board of Education, I am duty bound and compelled to oppose a DDA funding plan that threatens to sap funds from the current and future children of the District to pave, curb, build berms and erect light poles and otherwise thwart the pursuance of our strategic plan. Economic logic and fairness would suggest that the choice to finance DDA should be a separate levy of the specific properties within the corridor that benefit directly from proposed improvements. In light of the current services provided and the preferential tax treatment of the business community that I previously outlined, realizing that future economic growth of the economic sector and our home values are closely tied to a continued quality educational system, I would urge you to consider a financing method which does not take revenues away from Livonia Public Schools In closing, let me thank you for the opportunity to speak and to say that I don't believe we can compromise the educational programs for students today, so that maybe someday down in the future we can perhaps receive additional revenues as yet undetermined. I just don't think that is sound at this point in time. Again, we are not opposed to a DDA; and I realize the issue is whether to create an authority or not. But, I can tell you we are going to monitor this process very carefully and would be absolutely opposed to any method of financing which takes revenue away from the District, that's already in a serious financial situation.

Feenstra: Do you happen to know if Clarenceville is of the same opinion?

Marinelli: I really don't know. I haven't had the occasion to have any dialogue with them on this issue.

Kevin Sullivan, 1221 Pinecrest Drive, White Lake (PH 363-1626): I've got a simple question. Up in Section 28, we have a couple acres of industrial property that had been kind of skipped over. Is there any reason for that? See the big 28 -- Stark Road, railroad tracks -- on your map?

McGee: The rule there is to exclude all of the residents as to whether they're on residential property or not. We were afraid that there were some

that were on property that was not zoned residential necessarily. We were just trying to exclude anything that might be residential.

Toy: I think the gentleman is saying that he has M-1 property, Councilman. He wants to know if it's included in the district.

Sullivan: There's about 15-16 acres of industrial property . . .

McGee: Are you asking why you're not in?

Sullivan: Yeah; why is it not included? I'm not saying I'm for or against it; I just want to make sure . . .

McGee: To be candid, with respect to that specific parcel, there was not any preconceived idea of where to draw the line right there. The goal in this Section was to exclude the residential properties; if we left some in, we're going to have to take them out.

Sullivan: I'm telling you, if this thing goes on further and there is a possibility and we did want in on this, we could ask to be let in?

McGee: We'd have to go through this whole process all over again, I'm pretty sure.

Toy: Mr. Peterson.

Lowell Peterson, 19420 Lathers, (PH 427-0427). I am a 35 or so year resident of this area; I live in Section 36. I think what we have here is a very unique situation. Looking at this map, we have an unusual blend of commercial and manufacturing on one main road, which creates a very unusual and difficult situation. I think at the same time it has many blessings for the merchants who are not fully aware that if a development were occuring and any taxes were to be raised, the biggest recipients/payers of this would be the manufacturing and not the retail outlets, because they are the biggest businesses on the street. So, technically, if any tax in the future -- and I can't see that as being a year, two years even before it can be considered, because they have to have a plan underway, first of all -- but the merchants would be benefitting very much from the fact that the manufacturers are there and there's very little upkeep from the manufacturing areas. So, if any taxes were raised, it would be of great benefit to those merchants. We have a lot of good merchants on Plymouth Road. I'm on Plymouth Road a lot; I walk up there, and there are a lot of merchants who take excellent care of their property. There is no question, as Peter said, that it has improved over the years; it has improved tremendously over the years. But, I'm not as concerned as much about that as I am about 10 or 20 years down the road and seeing what is happening. I'm afraid that if something like this is not put into place, eventually we are going to see a rapid deterioration of property up there. We have unusual problems in parking, for instance, on Plymouth Road for some of the smaller merchants in certain areas; there's no place for people to park to get to the businesses. Perhaps this is one area where the downtown development authority could work on. We have other problems where vacant properties are not being taken care of. Again, if you get a number of merchants and people together, maybe they can do more than anyone else can do to see to it that these vacant properties are taken care of and that the whole area looks a lot better.

Overall, I think, too, if you look on the map, below Plymouth Road we have perhaps one of the most densely populated areas of the City of Livonia. And, I think that these people down there need assurance that this area is not going to deteriorate, because if it does, it's going to affect their property values. I'm not concerned at the moment; my property value down there is as good or better than it has been for years, and I think it's going to stay that way. And, I'm going to stay living in that area. But, I think I would love to see something put into place where some controls and some people get involved in taking care of Plymouth Road to make sure it doesn't become a problem area for us, so that five years from now we'll have a hearing like this and we will have a bad area where we have to do something. I'd rather see us do something now before it gets so bad that we do have to have some sort of emergency meeting to do something about it and I'm fully in support of the plan and putting it into effect. If the merchants and the people that are on the authority decide they don't want to do anything, fine; that's their business. They don't have to do anything. My understanding, Mike, and I could be wrong, is there's no tax involvement unless the merchants or the people on the board say we want to assess. If they don not want to assess, there cannot be any assessment by anybody. I say let them decide what they want to do with Plymouth Road, and hopefully, they'll just work towards making it better and keeping it up to the point where it is the pride of Livonia, like it always has been. So, I'm fully in support, and I want to thank Mike for bringing this to our attention at this time. Thank you.

Toy: Mr. Peterson, I'd like to make a comment to you so you can sleep tonight. There has been a lot of business people down on Plymouth Road who have put together an organization called PROBO, Plymouth Road Organization of Business Owners; and I think you should give them a little hand because they were the ones instrumental in going over to the Mayor. The Mayor also getting the federal funds along with Mr. Galindo to get that road paved this year. The merchants have banded together, and as you know, I am one of those merchants along Plymouth Road. And, you'll have to forgive me tonight, I do take a bit of offense, as do my colleagues, over the past five years when they pick on Plymouth Road too much.

Peterson: I do a lot of business on Plymouth Road, and I know there are a lot of nice places. But there's also a lot of places I'm not too proud of on Plymouth Road that are not being taken care of.

Toy: I just wanted to let you know that the merchants have gotten together.

Peterson: Most of you do an excellent job.

Toy: Thank you.

Frank Barkman, 9839 Auburndale: I've been a resident of Livonia for about 15 years and currently Chairman of the Beautification Committee for Old Rosedale Gardens, where I reside. Also, I've been a small business owner in Livonia for the last 12 years. I currently have a fund raising project of about $15,000, working with the Association and some of the businesses and am going to be talking to PROBO quite shortly for the strip between Merriman Road and Farmington Road to try to improve the landscaping. The landscaping was originally done about 20 some years ago, and there was a special assessment on the businesses at the time. Since that time, it's fallen into somewhat

disrepair. I don't know that the DDA is right, as far as what we should do. But, we should do something. The City needs some sort of a plan saying we're going to take care of things and improve it if possible. I don't know why you couldn't do a lot of the planning with or without the DDA. I personally am not one to wait for somebody to decide we're going to do something; I would prefer to actually just go out and do it. So, that's what we're attempting to do. I would like to see something done. The current plan (I sit in on the Road Beautification Committee occasionally)and the paving that is going in on Plymouth Road is only intended to last five years. So, that means that we have a window as far as improving the road, but we should also improve the rest of the surrounding area because we only have a five-year time frame before something is going to need to be done again. So, I would like to see something done. Thank you.

Carol Marston-Foucher, practicing at 32037 Plymouth Road (PH 421-5454): I was born in Livonia and lived here 28 1/2 years before I married and moved away and still work on Plymouth Road and love it. I think we've heard a number of different factions of this whole decision. Before I continue, I want to clarify one thing, Mr. McGee. I think if I'm correct, boundaries can be changed; once the DDA is established, there is a mechanism within that . . .

McGee: That is correct. Basically, it would be the same set of proceedings we are going through right now.

Marston-Foucher: The only thing I've heard tonight that I question at all are where some of those boundaries are set; perhaps that needs to be reviewed. I favor the establishment of the DDA very strongly. I think those of us who have traveled Plymouth Road day in and day out don't see it the same way other people see it. It's very, very dear to our hearts and we see the spots that are beautiful. Then we pick up a newspaper that talks about this wonderful restaurant on this decrepid stretch of road, and we think, if you don't really hold this place near to your heart you don't see the same place as tenderly as we see it. I have been asked by a number of people in the past few years how long I think I'll be able to stay on Plymouth Road. My dad has been there for 52 years; I have no intention of leaving without kicking and screaming. I say, Laura, you took the words out of my mouth. One of the things I intended to make as a point is that I think PROBO has done a wonderful job. I can't say enough about that kind of effort and I can't say enough about the home-owners association in Old Rosedale Gardens. But, I think we're looking at a much bigger picture. Small groups of us, yes, can accomplish small pockets of beautification and a significant improvement; but I think we've got to look at the whole picture, the whole stretch. Unless we get some mechanism, some tool, that will encompass everybody and get a unified direction, I don't think we can accomplish our potential. I don't believe that we should wait until there is a crisis. I believe in being pro-active. I generally believe that less government is better; certainly, I don't enjoy paying taxes any better than anybody else. If you want to get me set off, let's talk about personal property taxes and how unconscienable the concept is. I have to look at how viable are all of us on Plymouth Road, and is it worth an increase in my taxes potentially? Yes, I believe it is; I want to stay there. I want that to be a viable growing area. A couple of days ago, I talked to a colleague of mine who is in Gaylord; and Gaylord has a DDA. You drive through there in about 20 seconds and you think, 'Why the heck does Gaylord need a DDA?' I asked him that. They only have three blocks, and it's been wonderful. He hasn't heard

a gripe about it. He said that Walmart is in there now; there's a K Mart about a half a mile down the road. He said that all those places are competing for the business that has been downtown, and you have to do what you can do to promote yourself in your own area. I think that applies to a great extent to Plymouth Road. You know it's not in an emergency situation; and yes, a lot of things have been done that are positive. But, I think we have to do what is best for ourselves. Basically, we need a larger scale program. I think small groups can accomplish a lot and think they will continue to be an important input to the DDA; but I really think we need this mechanism in place before the opportunity passes to establish it. I hope to be here with a smile on my face 20 years from now, still practicing on Plymouth Road.

Citizen, 11030 Arden: I live in Rosedale Gardens and have been the Livonia area and have traveled on Plymouth Road for the past 12 years. Some buildings are empty, they're burned out, boarded up and it's taking several months for any activity. Certainly, we are talking about 500 businesses; but I think what I'm hearing and I was at the fact-finding meeting November 17, where other entities that had DDA's in their communities spoke and learned a little bit more about this. I think there are a couple of factors to keep in mind here. The Plymouth Road area is an old area of Livonia; it's a greatly established area, but there needs to be more attention there. I'm hearing that the DDA is a tool; it is a mechanism for people to take some action. It might mean that the action is no action; it might mean that we are going to do something that might involve the tax, might involve change, what have you. But, I'm also hearing that the tool is made up of all pertinent parties. You have business owners represented; you have the homeowners; you have the Livonia Public School members and involved members as regards to tax. We have a mechanism that would be formally in place to coordinate the development of an area that needs, and in all probability needs, serious attention in the future. This is a pro-active concept, much as this lady just spoke about; it's a means of getting a mechanism formally in place for the City to pay attention to an area that in all probability will need attention in the future, if not now. Seriously, it involves taxes and small business owners, large corporations, which as we've all heard there is a great variety of, entities on Plymouth Road in the District area; but this also means that they have a voice. I think that's a significant factor here, too. It does not mean that the DDA once formed is going to tell someone absolutely what to do. There will be open mike sessions, if you will, like this, probably presented to the City Council for approval; but it is a formal mechanism to continue to have the City of Livonia pay attention to an area that will probably need continued attention paid to it in the future. I am definitely for it; I'm happy to be in Livonia and hope to be here many more years. But, I'd like to say that we definitely pay attention and be pro-active and not react too late like many other cities and many other areas of Plymouth Road down the way from our Plymouth Road in Livonia. Thank you.

Colleen 32109 Plymouth Road: I'm a business owner on Plymouth Road and have been for 15 years, and I'm also representing a number of people that aren't here tonight from PROBO, the Plymouth Road Organization of Business Owners. I've been following this closely for the last several months just to get an idea of exactly is involved and what we, as Plymouth Road business owners, will be up against, or what we will be in for, or what we can hope to help with. A lot of people I've been in touch with are PROBO members, and we understand that many of the Councilmembers have or have not been in favor of

this all along. We hope that whatever happens, Plymouth Road business owners (at this point the ones I'm representing) have asked me to say that the . . . from what they understand, there is really no other way to gain any financial monies aside from taxes. We know that the plan is not in effect yet and that it's going to take some time for all that to happen. They do want to see some improvement; they feel that there are groups that can do a lot with the help of the City and with the help of other members of PROBO, other business owners on Plymouth Road, that can do a lot of what we're talking about, not on as large a scale, but also can help to do a lot of these projects such as improved lighting. We agree that it's important to preserve and enhance the Plymouth Road area, but we feel that there are other avenues that should be considered before this is put into full effect. Thank you.

Dennis Miller, Rally's, 3077 Greenfield Road, Southfield, MI PH: 559-2282: In essence, Rally's has just gone through a site plan approval process with the City. We really, I think, are starting the Plymouth Road Development Authority ourselves, because we're going to be knocking down a restaurant along Plymouth Road, the Flaming Pit by the Mobil station. So, we've spent a lot of long hours with the City Council in deciding our site plan and our building coming from around this idea, the redevelopment of Plymouth Road. So, we're very much in support of the whole idea, taking into consideration of how you tax the people along the District; I know. . . . Thank you.

John Pitkarski : Michael Berry, the President of the Association, was unavailable to come tonight; but he did write a letter that gives some of the views, both his, personally, as well as some of the Association members.

Toy: Sir, we, the Councilmembers, do have copies of that. You can read it if you will, but. . . .

Pitkarski: Well, then I don't need to do that. I'd just like to say that most of the points that I was going to make have already been addressed, so I won't take up any more of your time. I share Mr. Berry's views, as well as those of many of the other homeowners in our Association. Also, my father and I have a couple of small businesses located on Merriman Road just north of Plymouth Road; and we are in full support of the DDA and are going to do whatever we can do to help it get initiated.

Jerry Brown, Ford Motor Company, Municipal Affairs Manager: I have kind of mixed emotions speaking to this. First, I'd like to speak on behalf of Ford Motor Company and say to you that, to the extent that there is a consensus on this Council and amongst the businessmen on Plymouth Road and that there is a focused effort to improve Plymouth Road and to cause its revival, Ford Motor Company does not oppose that; in fact, as a public/private partner with the City of Livonia, we are obliged to support it. When we get to the question of how it would be financed, I think we are all kidding ourselves if we don't think there'd be something associated with it in some fashion for the small businessman and for the large businessman. Ford Motor Company is the largest taxpayer in Livonia -- almost twice as much as number two. We recognize that Plymouth Road is a viable part of the City, just like there are many other viable interests in the City; and we compliment this Council on attempting to focus on the question of Plymouth Road -- not whether it's a problem or would be a problem in the future -- but recognizing the fact that it's not all you'd like it to be and that there are opportunities to make it more positive and to

help the businesses along there and make it more viable. For the long-term viability, and I think we would all admit to the extent that Plymouth Road is a major part of our business community, it affects all of us, big business, schools, the City Council and the residents alike. Having said that as a representative of Ford Motor Company, I would only add that when you look to the taxes and financing as more viable from our perspective -- and we do understand that there are many other interests, be it the City's interest, the schools' interest, the residents' interest, and the small businessman's interest -- I want to go on record as saying that we are supportive of the taxes and financing method. But, that's not our decision to make; it's yours or the Development Authority, along with your own decision. . . . and to establish at sometime in the future to express ourselves as it relates to that kind of financing. Whichever way you choose, we'll be a major player, because we are the biggest taxpayer. If you choose taxes and financing, the lion's share would come from us, because we, in fact, tend to over the years put in a lot of investment; in the last 12 years, we've put in about $1 billion into that plant. So, we'll be a major player whichever way it goes. Having said that as representing Ford Motor Company, I'd like to say a few things as a former Councilman and as a resident, who lives two blocks south of Plymouth Road between Yale and Levan. We've talked about Plymouth Road since I was a teenager; and we've made some small efforts and done some things as a City to try to help it and think we've done some very positive things. I think business itself has done some significant things to Plymouth Road, notwithstanding Ford Motor Company, for example, who has put in millions of dollars in landscaping. Wonderland did a wonderful job for the folks at that Mall and we had pleaded with them for ten years to do it and finally, it happened; it was a very positive thing for our City. As you progress from the east to the west, you have a mixed bag; you have a lot of things you can point to that you can be very proud of from this standpoint. You have some spots that need some attention. I don't know how you solve those isolated problems that have been there for a long period of time; but I think that part of what you're trying to focus on is that very thing. To the extent that we can do that, we'll help all of ourselves. Beauty at best is in the eye of the beholder. I look at some of the new shopping center malls along there and think they're very good until now the Mai Kai's a success again. So, then, positive things happen. Yet, I look at some shopping centers that just scare the daylights out of me. When a guy goes out and paints his pole shocking pink (!), it's just detracting. I used to sit on this Council and say, 'We as a Council don't have any right to tell somebody what color they should paint their buildings;' to the extent that we should say, 'That's just obnoxious!' I think you all know just which one I'm talking about. If you drive by Plymouth Road between Wayne Road and Yale, you might find out what I'm talking about. On the part of Ford Motor Company, we think that as a consensus, it's a smart thing; and these things will be ironed out. I think your goal is not only to help the City from an appearance standpoint, but to help small businessman along Plymouth Road help himself. Thank you.

Toy: Councilman Feenstra said he only yielded to one speaker; he has six other points to continue on.

Feenstra: If they're being answered, I'll cooperate.

Toy: Are they being answered?

Feenstra: Some of them are.

Toy: Would you like to yield to Mr. Raby of Schoolcraft College, your employer?

Feenstra: _____.

Adelard Raby, Vice President for Business at Schoolcraft College: We support the concept of the DDA, because it can revitalize an area and we're very supportive of that process. Out concern, quite frankly, will be how it's paid for. Much like Dr. Marinelli said, times are very difficult in terms of financing our operation, much like the City is grappling with a balanced budget; and anything that disturbs that revenue screen concerns us. We would ask you to look carefully at how you'd finance any development that takes place, if the DDA is brought into being, that those plans be very finite and very definitive and as brief as they have to be so that the impact on all taxing jurisdictions are. . . .

Feenstra: Well, I did have some questions, but some are being answered.

Ralph Horowicz, 34899 Plymouth Road, corner of Wayne: I, too, like Mr. Ventura, have been in this area for 55 years; and I'm only 49. This is one of the first times I've agreed with Mr. Ventura and Mr. Mardiros, so I feel I should get up and say something! The thing that bothers me about this is that I'm not set either way. At this point, I'm against it. The definition that I would be inclined . . . is that somebody has to pay for this, somebody has to come up with something. As soon as I know what the something is, I might go along with it; but it would have to be a firm something, because you're basically saying that there will be taxes for the businessmen on Plymouth Road. I just don't know how much! I'd hate like heck to agree to something that I don't know what the outcome is, except marriage (audience chuckle)!

Ralph Parz, 31153 Plymouth Road, Suite 104: I live other places; my wife says that I'm there so much of the time, that I might as well stay there! Notice, I'm not here to rezone another piece of property on Plymouth Road! I'm here to talk about the DDA, and maybe I can give you some direction on a DDA. I was in a tax increment financing plan back in 1980. Everyone understands what 1980 was: a very difficult time. Mr. Gross and I along with my partners were involved in a TIFA (I think that's what it's called, correct?). We at that time elected to put up an 800,000 square foot office complex. We needed TIFA in the City of Southfield, and along with the school system's help over there, we did have a plan. We had a lot of people battling it out, how we were going to finance it, how we were going to do certain things like that. So far, we've worked it out. What happened was that we invested $9 million through TIFA and the City of Southfield. We did a number of things over there. We were the catalyst to develop the _____ on Civic Center Drive that goes between Lahser and Telegraph Road. On top of that, we were the catalyst for the Center, but also approximately 800 residential units in that particular area. The financing plan that we talked about was to take 15 years to develop and pay back. We paid back all those particular developments within nine years, and I do believe that we just recently wrote a check to the school system of $1 million, and they are back on line. Because of our investment over there, they have nearly $100 billion dollars worth of property units over there that they can now tax to support the school system. On top of that, our project was awarded a national award and also the City of

Southfield for that particular development on the boulevard lanes. It was also awarded a national award for recognition for landscaping (correct?) and development of the City. Those are some of the things you can do with a TIFA, because what happens is you can simply direct it towards the problem and resolve it. I'm here to say, Do we need a DDA? Yes. Understand, I own property on Plymouth Road and most of you are aware of the properties I own there and also have a track record as being a residential developer-builder. What's going to happen there is that this is a plan to lock the corral before the horses are escaping. Understand, this is all that it is right now. The City of Livonia has been very, very fortunate not only to have great planning for the past 40 years, you went in and put in a tremendous industrial base and probably recognized as the foremost industrial base in the Midwest. It starts on Inkster Road and goes all the way down to Newburgh for six square miles. Those people pay taxes, don't need too much City services, have their own buildings sprinkled because of insurance policies, they pick up their own garbage, plow their own snow, etc. Yet, you're able to tax them. What happened now, is just like if I go to the doctor, 20 years ago I was a marine corps guy, etc., and I never needed to go to the doctor. Now, I'm 40, and all that development over there is 40 years old; some of it is possibly 50 years old. I got to go to the doctor, who's going to tell me to take off a little weight, you have to exercise, you have to get yourself in shape and you have to have a plan. This plan is nothing more than a plan. This is nothing more than what the doctor's prescribing. Your problem is not here, today; your problem is in 20 years, Laura. When you're looking to retire, you're looking to sell that nice flower shop, you're going to have erosion over there. You'll be looking at the erosion over there just this side of Telegraph Road. Without this plan, this ability to lock-in. . . . I was actively involved in Southfield and their plan over there; I was actively involved in (Howell/ Holland, Michigan) and their plan for their DDA that extends over there, and I was just recently involved in Canton in their DDA. Understand that Canton is just a young community, but they have a plan, also. I would just encourage all of you to just enact the plan. What happens later is that everybody will start fighting; but then, you at least will have a plan to develop. The school system can fight it, the business people can fight; everybody can fight. At least, you'd have a common focus. It's not only Plymouth Road I'm talking about; it's the whole industrial corridor that goes up and down over there. You can't allow erosion to occur over there. Thank you.

Ralph Leo(?), 21535 Hiawatha, Southfield, MI: I own the Livonia Post Office, and I'm opposed to the DDA. I've built post offices throughout the State of Michigan, and I've seen a DDA failed in those places. The purchaser moved out, and we had the situation in Marine City just this past winter. They rushed in DDA with gas lamps and bricks. A private contractor went in there and the people turned it down; the Board was threatened with a lawsuit -- a personal lawsuit -- and they put that thing through and it was turned down. They now say, What are we going to do with the lamps and bricks? Well, that's their problem! I don't see any benefit to the DDA. We just put $250,000 worth of work in the Livonia Post Office -- new driveways, new lamps, new everything. How that affects us I don't know. We're locked in for 24 years at the same rent; we cannot increase the rent and the government will not pay for any special assessment. Rent is very low for the space they've got. A DDA is . . . look at your Toledo Waterfront Development. I was there three weeks ago; there was no one down there but me! It was a Saturday afternoon; a lot of places were closed up, boarded up. I think the merchants should be

allowed to do their own improvements without government intervention. And, who is the DDA? Are they private contractors?

Toy: Sir, it would be a board of 12 people.

Leo: People that have worked on DDA's that I've been involved with were John People, not private contractors.

Toy: These would be local, sir.

Leo: Local contractors?

Ochala: No, they would be local merchants and other business people.

Leo: Marine City wanted a contract; we wanted to do our own work, but they wouldn't let us do the work. That's not right, either. I don't know what improvement they can make with the Livonia Post Office, when the government just put all that money in there improving the front of that building. They put $800,000 in there remodeling the building. They fought the taxes here two-three years ago, thought they were too high. I don't know what their new taxes are going to be. I just want to go on record as opposing this thing.

Feenstra: I'm sure that the experts that were speaking about the process tonight. . . .

Toy: Is that Mr. Gross and Mr. Hill you're referring to?

Feenstra: Of my questions, the first one has been answered, as Mr. Kavanagh knows, we had made that declaration in the terms Mr. Gross indicated. That's why I thought there was another thing we had to go through. . . . The second point is that the reason for DDA is to halt property tax deterioration. Now, whoever . . ., is that part and parcel of the first declaration or does that have to be proven that there is a property tax deterioration, other than what Mr. Kavanagh indicated . . . . It would have to actually be a case by case that there is property tax deterioration that has to be halted. Is that part of the. . . .

Gross: There has to be demonstration that there is some property value deterioration demonstrated through the S.E.V. Of course, one of the objectives of the DDA is to reverse that. You only have to make the first test that there has been some demonstrated deterioration in the S.E.V. Also, you can also. . . .

Feenstra: One per community, in this case, one per city. Am I right?

Gross: That's correct.

Feenstra: I've asked this before: They don't ever go out of existence, is that correct?

Gross: Oh, yes, they can.

Feenstra: But then, you couldn't resurrect another one, correct?

Gross: In another location?

Feenstra: Yes. I asked that question, whether it would ever run out . . . does the DDA go on forever?

Gross: No, they can dissolve. They can by statute, by intent, by resolution.

Feenstra: And, this Council could resolve?

Gross: That's correct.

Feenstra: And then, we could say well, let's look at another area; that is a possibility?

Gross: I suppose that would be possible.

Feenstra: Well, I want to cover some important bases so that we don't answer them at the other end, but ask the questions before. Some people say that's blowing smoke; but, I like to get the responses before. . . .

Gross: That truly is not known. It hasn't been tried elsewhere, I can say that.

Feenstra: The next point is, as former Councilman Brown indicated, that Plymouth Road has always been there. We've had study sessions. . . . I wondered if anyone had answered the question of how much of what we attempted to do could be accomplished by a S.A.D (Special Assessment District). Are there alternatives to an authority which could establish a special assessment district for an improvement.

Gross: Yes.

Feenstra: I think there are some other issues that have to be blended into this, Michael; and that's the Road Beautification Committee. I think we've made an attempt to focus on all those that are primarily on Plymouth Road and also the group of PROBO somehow has to be involved in being part of the activity, if not now, but we want to lay the ground work as far as networking people together. It's an observation; I think we have to look at already in place initiatives and make sure we don't overlook their activities; or you get a disenfranchised group who say: Well, we've been working on this a long time and we're not part of this. A question I have because we're not talking about a Plymouth Road Development Authority -- we're looking at an area which goes as far south as Joy Road, as far north as across Jeffries, it goes to Ann Arbor Trail, so it becomes a kind of an area rather than a Plymouth Road. And, when you get that gist tied to it, its a larger economic district than just Plymouth Road. I want to make sure when we emphasize and publicize this it's an area not a road, because if you look at some of the businesses they're beyond Plymouth Road; and the question I have of the experts is can a non-abutting party opt out of the district independently or can they only do that through legal means? Can they say, "I'm too far removed; let me out." What's the process of an entity saying, "I'm too far removed; the impact is not on me; I don't like the district." Is that only a legal. . . .

Gross: That's a decision that your honorable Body could make.

Feenstra: We could make that, but let's say, somebody was dissatisfied with that decision. What is the recourse?

Gross: District Court.

Feenstra: I wanted to make sure we've crossed that. . . . But, does that stop the party/someone from suing?

Gross: Well, I'm not an attorney, and I'm not going to explain that.

Feenstra: But, again, when I look at this, it's a conglomerate and someone tucked away across the Jeffries might say they want out. Now, if that happened, would that stop the Authority from proceeding any further, or what is the process?

Gross: I'm not in a position that I could really respond to whether that would stop the process or not. There is one thing that I would like to make a point of: All properties within the district must be contiguous, so that there must be a . . . either contiguous or across the street from each other; but, they cannot be disjointed by other properties.

Feenstra: I just wanted to know what the impediments were to the successful completion of focus on this attention. That might be one. Is it possible to have an improvement, let's say, as far north as across the expressway, even though it's outside the main corridor. Would we look at all areas within the boundary as being eligible for improvements?

Gross: Within the district, yes.

Feenstra: One important thing I had, because it was probably most important, could any one taxing authority veto? Can a school district say, "We don't like your plan for collecting the money; we oppose this particular plan;" and stop the. . . . Can Schoolcraft College, can Livonia Public Schools say, We don't like (a year from now) your plan for raising money." The other taxing authorities, can they veto?

Gross: No.

Feenstra: Can the Council. . . . Let's say, if the Livonia Public Schools said they didn't like this method, could the Council say . . . we could override their objections.

Gross: Correct.

Feenstra: This Body, then, has the final authority within the six square miles.

Gross: That is correct. You also have the authority to develop a cost-sharing plan if you would so desire with the school districts under a tax increment financing plan (TIFA).

Feenstra: Well, I wasn't talking about that, necessarily, because when I talk about the schools, they go. . . . I was just trying to indicate where the lines of authority were, what could impede development. . . .

Gross: You would have the authority on behalf of the Council.

Feenstra: OK. I was curious about Supt. Marinelli's response and also Michael _____ that the businesses were under-taxed in that corridor, as opposed to other areas. I didn't see any response from the commercial people.

Gross: They weren't objecting.

Feenstra: Well, I expected them to say, "Wait a minute, wait a minute; that's not true."

Toy: I could have told you that, Fernon. If someone could know better than I, I don't know!

Marston-Foucher: At the League of Women Voters, I raised that very question. As a whole, business owners pay 15% less, because of tax abatements granted to large industries in that corridor. By and large, all the small businesses carry their weight; but that figure. . . .

Feenstra: I heard 15% + 15%; or 30%.

Marston-Foucher: That's because of the abatements.

Toy: We have several industries that are tax abatements, i.e., Ford Motor Company, GM. . ..

Jeff Krischano: I own a business at 36135 Plymouth Road. Basically, my part of Plymouth Road is very nice at the moment. The Authority, I don't think will affect me very soon. I don't want us to confuse the Authority with the Plan. This is just the authority to make the Plan. Everybody up here keeps demonstrating that we're going to put a Plan in place, or . . . planning ahead. I'm not sure we are; I just think we're trying to rush things. I want to comment on something that Laura said: The State or the Federal Government is going to no longer allow these?

Toy: I don't know. I'm going to have to ask my colleague about that. At the League of Women Voters I had heard that the Attorney General had done away with TIFA's; and now that office is talking about doing away with these DDA's. But, if we can get this Committee in place, it would be grandfathered in. Am I correct in that, Mr. McGee?

McGee: That's essentially correct, in that in 1986, the legislature. . . . There are three kinds of these things that are somewhat similar, and in 1986 the legislature said you may not create the one called TIFA anymore. Nobody can do that. You used to be able to create more than one DDA within a community. So, going over to Dearborn, there's a DDA in East Dearborn along Michigan Avenue and there's a DDA in West Dearborn along Michigan Avenue. In 1986 they changed that so you could only have one per community. There has been some talk in the legislature about doing away with the ability of creating DDA's anymore, also -- as with TIFA's in 1986. So, that's out there.

Krischano: I guess I was looking more for a reason behind it as to why . . . is there something illegal about it a DDA that they would want to discontinue that?

McGee: Well, it's not anything illegal, but in fact, the Supreme Court of the State of Michigan has heard a number of cases on this and has rather conclusively stated that the mechanism is legal. It's a political bandwagon, it's fair to say. I think that the reasonable concerns of the school districts and the college and so on and . . . of those same arguments in the legislature, the legislature responded to them.

Krischano: That's a nice answer, thank you. I guess what I'm trying to make sure that's spelled out here is that I do just see business people within the zone paying for the improvements. It was nice that the homeowners could come up here and demonstrate their opinions, but we are definitely be footing the bill. We have to look to that to see the reality, eventually. And, there are small pockets on Plymouth Road that do need improvement. I work for (besides owning a business) a big company, EDS, owned by GM; and for any plan that we do bring to GM (because they are my main customer), there's always a few alternative plans and we would pick our primary one. I would just look towards the City Council to -- maybe it's too late now -- in the future for anything like this to demonstrate any other alternatives we'd have without the people actually having to come up and do research themselves for alternatives, because I don't know any alternatives off the top of my head that could replace a development authority.

Toy: Just let me correct you; it's not written in stone, yet. We have not taken a vote on this, yet.

Krischano: Well, I understand that. I just thought I'd like to mention that because there are alternatives; I'd just like to have more information on those.

Toy: That's why the Council holds public hearings -- so we can hear what you have to say and digest all the information we have, as well. It's not cut and dried, sir; the vote hasn't been taken. I just wanted to reassure you. Could I ask you what business you own on Plymouth Road?

Krischano: I'm part-owner in the Tantalus Hair Salon.

Toy: Oh! All right.

Vito DePalma: I live at 18964 Van Road in Livonia. I've been living in Livonia for the last ten years and been in business on Plymouth Road for five years and I find nothing wrong with Plymouth Road, at all. Actually, it's been a success on my part for the last five years. I cannot say anything else. I think there's a part that's deteriorating and think the City should get their bodyguards and fine them and be done with it. Fine them or tell them to get out of town. I remember I had a sign out on the lawn out there, and one of the inspectors said I couldn't have the sign out there, so I took it down. I respect the law. So I ask everyone else to do the same.

Toy: And you've done a real nice job on your building, Vito; you really have.

DePalma: Thank you! I think everyone should have an incentive here in appreciation, even a couple of words for beautification of the property. . . .

Toy: We've recognized about 13 businesses, just to let you know, Vito. The

majority of them are on Plymouth Road, believe it or not. We'll catch you around the next time.

DePalma: I can't find anything wrong on Plymouth Road, period. I see nothing but better things since the theater has opened up and we've got Bill Knapp's over there and the whole thing's revitalized; I think it's beautiful! Let's take block by block and go after them!

Ochala: Madam Chair, I tried to approach this issue with skeptical open-mindedness. I am still attempting to do that. I would feel a lot better if the business owners in the corridor were coming to the Council and saying, 'Please, we need a Downtown Development Authority.' If the impetus were from the outside as opposed to from within the inside. It has been very well articulated; there are pockets on Plymouth Road that require attention. But, on balance, I think the corridor has prospered and will continue to prosper; so, I'm a little reluctant to enter into this next stage of the process. I think some of the speakers earlier, while they may not have stated it, I think they were inferring that it we take this to the next level, it takes up a dynamic of its own and becomes a little harder to go backwards or at least to stop it. So, I'm yet unconvinced that there's a need to go forward at this time; but I'm sure we won't be voting on this for a few more weeks. I'll continue to keep an open mind, but I certainly do appreciate the comments that have been made.

Jurcisin: . . . that there are some problems on Plymouth Road that need to be addressed; and taking it further in my own mind, I can easily see a more visionary approach than just addressing a specific problem that might exist today in a specific pocket. This was needed here since 1965 when my parents moved here, and certainly since the early 70's since I started to be involved and pay attention. As Mr. Brown indicated, Council has been talking about when the problems on Plymouth Road were going to be addressed. And the fact that its the oldest part of the City, it's going to need some special attention sometime in the future. There are businesses that are prospering that, in fact, recently have turned the corner and upgraded . . . if we apply some foresight and some planning, we can accomplish what may not be now a major task but in the future is. I think the best most telling comments that people have made here is that this is just a tool, a mechanism. The next step in this isn't to assess taxes and raise taxes on the business owners, but to develop the Plan and decide what it is that we need to do in a larger sense with Plymouth Road as a whole. I see that as a worthwhile undertaking that probably no other mechanism right now, other than this mechanism, can handle. I think the business owners need to be encouraged by way of PROBO and some of the other organizations that are down there; I compliment them on their efforts to this point and urge them to continue, as well as the gentleman that talks about specific projects with homeowners associations. But, as far as having some idea of what needs to happen in a long-range situation with Plymouth Road, I think the time is upon us now and that this is one of the most positive mechanisms that we could use to set that Plan. And then, as a number of people indicated, to thrash out what happens with the financing of whatever those proposals are at a future date. I'm confident that if that's years from now when we're not here that the Council that sits here will study that with every due process and all thoughtfulness and decide what's appropriate then. It's most likely that some compromise is going to be worked out between the schools and the business owners. I guess I don't see this so

much as Mr. Ventura and a few of the others earlier indicated that this is some sort of glorified scam or type of tax process; I don't see it as that at all. I see this as being not so much government coming at me, as Ross Perot said, but a chance for business people and other people in the area to decide what's best for them in the long run. So, I support the effort at this point.

Feenstra: I'd just like to get rid of the words Plymouth Road and call it the Plymouth Economic Impact Area, because the minute you say Plymouth Road, then Martin Grady here is going to say, "I'm about a mile and a half from Plymouth Road; and I don't abut it, I don't adjoin it, and I'm across the expressway from it!" . . . I think if they'd coin a new word (phrase) -- and that's the economic impact area and that's a broader scope that just the road -- . . . otherwise, it limits this to those that face or abut the road itself and it's much, much broader than that.

Jurcisin: I'd agree with that.

Feenstra: I don't want to correct you, but the concept is the corridor, rather than a road.

Jurcisin: I agree with that.

Taylor: I guess we've been talking about the impact area, is that what you want to call it? I know back in the early 70's a Council got together and decided that there were some problems on Plymouth Road and went to the different businesses and bought some certain properties and created parking lots, because parking was definitely a problem on Plymouth Road. We've all talked about the problems we've had on Plymouth Road, and if you love the City like most of us do, you kind of block out those areas that are not so nice right now and look at all those areas that <u>are</u> nice -- the Wonderlands, the new shopping centers -- and you say Plymouth Road doesn't look so bad, it's coming back a little bit; it's getting better. But, you also have to think -- and I have to thank Mr. McGee for whatever happens -- that there's more attention being given to Plymouth Road and there's going to be more attention paid to Plymouth Road, whether there's an Authority created, whether there's a DDA or whatever happens. We tried it with the Beautification Committee, and it did a certain job but didn't do the total job. Maybe it's the blame of the Inspection Department from the City for not really getting on to these businesses that have laid dormant for sometime and haven't kept their businesses up. Ms. Toy said that the Council picked on Plymouth Road for a little bit. I think what we've done is anybody that came before this Council, we've asked them to do something for Plymouth Road. If they wanted to put an addition on their building, if they wanted to do something on their building on Plymouth Road, Mr. Feenstra was always there for, "Give us the right-of-way! Help us to make Plymouth Road a more viable road." I think we are doing that and we're doing the best job we can do as government; but, it is going to be up to the businesses to help themselves. Whether we do the Plan Mr. McGee is starting to implement or whether we go to another plan, I think it's just great and we also have Plymouth Road back on the map to where we're looking at it more seriously. Whenever you run for election, the south end always says, "You never do anything for the south end!" We have many, many dollars down in the south end; and we try to do what we can do to help the south end because it is our older section of town. The road paving that just happened didn't just happen because it just came along; it came along

through Wayne County and was brought to us by Mayor Bennett, who the Council immediately jumped on said that we had $100,000 we could share into that road because it's a good deal. Maybe it'll last five years, maybe it'll last another ten years. But, I think what we've done and what we've started and what we're going to continue to do is look at the overall area on Plymouth Road and help it as much as we can. I thank Mr. McGee for starting something that maybe won't be a DDA, but will keep it in focus.

Kavanagh: I'm all for a coordinated effort on Plymouth Road and surrounding areas that are included in this proposed Downtown Development Authority. I have a problem with this Council going forward without looking at alternatives. We do have to look at alternatives, and I don't want to rush into anything without doing so. I have a problem with those folks -- I mean business owners along Plymouth Road, including large manufacturers and small mom and pop stores -- who have taken their own time and money and improved the appearance of their properties. And, as Mr. Brown said, we're talking about millions of dollars has been invested along Plymouth Road in front of the Ford Transmission Plant and maybe it needs a few more dollars in front of the Parts Plant, but auto dealers that have spent hundreds of thousands of $$ doing the same thing and lots of stores like Laura's and many on both sides of the road from the corner of Inkster Road all the way down to Newburgh. All these folks have taken it upon themselves to invest their own dollars in there. If this proposal goes through, the end result will be dollars raised either through a special millage for those business owners or tax increment financing authority. It means that if there is a State Equalized Value increase, a portion of that would go toward these goals; and that means that some other entity like the schools or the City of Livonia has that many less dollars to spend on the things that it needs to do that we've seen in our last budget session. So, you can't avoid the fact that the end result here is that I don't think a DDA can operate without dollars and the dollars would have to come from somewhere. If you do take them from somewhere, you're then penalizing all the money -- their own money -- that I've just mentioned in the improvements, and you're taking their dollars and giving to those folks who refuse to invest their own money. I see that as kind of, as Dr. Marinelli was saying, they're suffering from the Robin Hood approach. I think we do need to avoid that and look at some alternatives. I'm not saying this won't be the end result; it may be a DDA, it may be a TIFA, it may be a millage increase. I'm opposed to millage increases. But, perhaps, a S.A.D. as mentioned earlier for a few portions of Plymouth Road that do need the improvement would be the answer. I am all for looking at alternatives for this DDA; and I'm saying again that I'm not saying that I'm flat-out against it.

McGee: I want to say that I've learned a lot tonight, and I appreciate everybody coming out and expressing their views, as one member of the group. Part of the rationale for this I could express in two words: Genoa Township. I don't know if anybody knows where Genoa Township is; it's in Livingston County not too far from Brighton. There's an article in Crane's Detroit Business this week that talked about commercial investment, retail development in Genoa Township and the broker that was quoted in the story said, "We don't see any slow economy out here. The minute we have any commercial vacancies, they're full!" Now, I would like for us to be able to say that about Plymouth Road. In fairness, we cannot say that today. And, as a community, the challenge that is before us is we are competing with the Genoa Townships of the world. So, if we need to employ those tools we have available to us to try and make

the improvements that we can to keep this district, which is quite viable, and keep it viable for the foreseeable future. When I came on the Council in January, I had the opportunity to be assigned at the desk that had formerly been occupied by our now Treasurer, Bob Bishop, formerly Councilman Bishop. He'd had the desk for quite a long time and I pulled out all of the reports which he'd kept. One of them was a 1972 Plymouth Road Beautification Study. I think it was mentioned earlier that it's one of a sort of long line of approaches hither and yon to make improvements to Plymouth Road. Some of the things have been accomplished; some of the things haven't. I don't think that we have another 20 years to go without a comprehensive plan for what that area is going to be. I think that it ought to be on the top of the list of things to do in the community. I don't think, therefore, that there has been any rush to proceed. I haven't been in this community as some people, only 26 years. So, I don't think that we have any additional time to waste. I say that as one of those homeowners that lives essentially just south of Plymouth Road. When I talked to my neighbors I think they share a great pride in living in an area that's extremely vital and has a lot of character; there's a tremendous amount of pride in community. There was also a certain undercurrent of concern. It's not as if we have a disaster or anything of that sort. The area is quite vital. There is some concern that we could do better, and I think we have to do better if we're going to compete successfully with the Genoa Townships of the world. So, Madam President, I'm going to continue to push this proposal.

Feenstra: Upon hearing Councilman Kavanagh's thoughts, the wheels turn here . . . . There are the Flower Kings, and Burger Kings and Comerica's that do invest thousands of dollars in improvements to offset some of the other. I think that there might be an option in rewarding those people who have been exemplary along certain economic corridors (areas).

Toy: I'd just like to voice my opinion at this stage. I've tried to keep very open-minded and in this process, obviously, as a business owner on Plymouth Road and have been for the last 15 years. There's been a lot of changes on Plymouth Road. I've been anywhere from Inkster Road (my business for five years) and moved my business down by Ed Brown, who was very gracious and bought my building and allowed me to take a barber shop/beauty salon; and Mr. Brown could atest to how disasterous that place was. Through his help and a joint effort of him needing my property and I needing a place to go was able to secure a building that was the absolute pits on Plymouth Road! I've moved along Plymouth Road three times in 15 years. The road is a unique road; the area, Mr. Feenstra, is a unique area. I've taken all kinds of notes tonight and would like to jump up and say all kinds of things and interrupt all of you as you speak tonight, because I truly have a lot of experience on Plymouth Road. I think it's a matter of philosophy we're dealing with tonight, both as we look to possibly establishing an Authority as Mr. McGee brings to the Council table, as well as our own personal thoughts and where we come from. I come from a background that I'm a business owner. I work to pay people's salaries day in and day out, as well as this job which I do in the evening. I know that those dollars that I earn every day mean that I have to be good to my customers, I have to keep my building clean and I have to be active in my community. And, my community responds to me in many ways by asking me to donate back to that community, not only in the time here in public service, but the time I put in in making donations to Greenmead and this group, that group and the other group. A lot of my business colleagues along Plymouth

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
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City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

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"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

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municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2055.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

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tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
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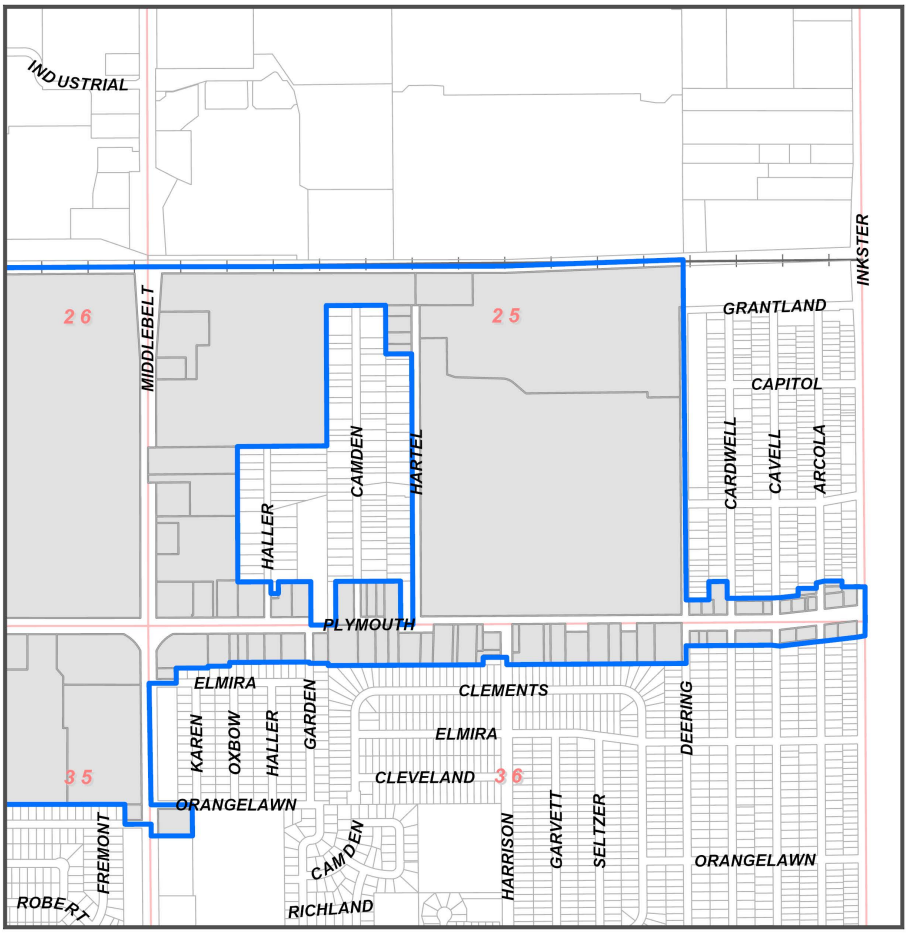



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Prepared by the City of Livonia Planning Department
November 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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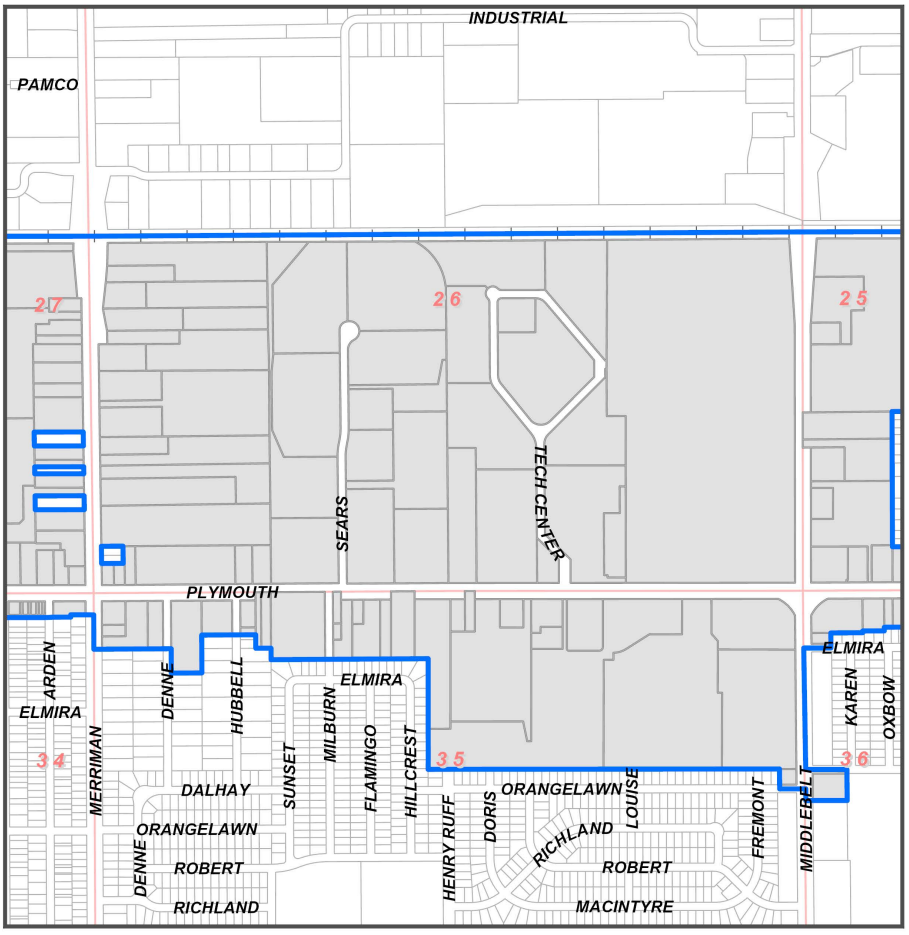

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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DISTRICT BOUNDARY

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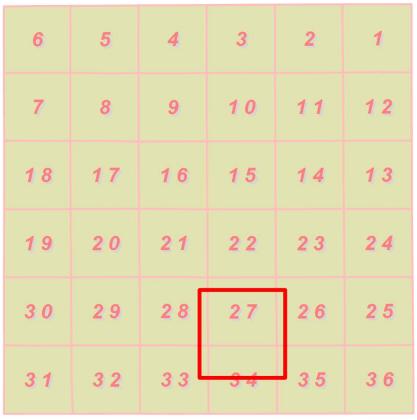

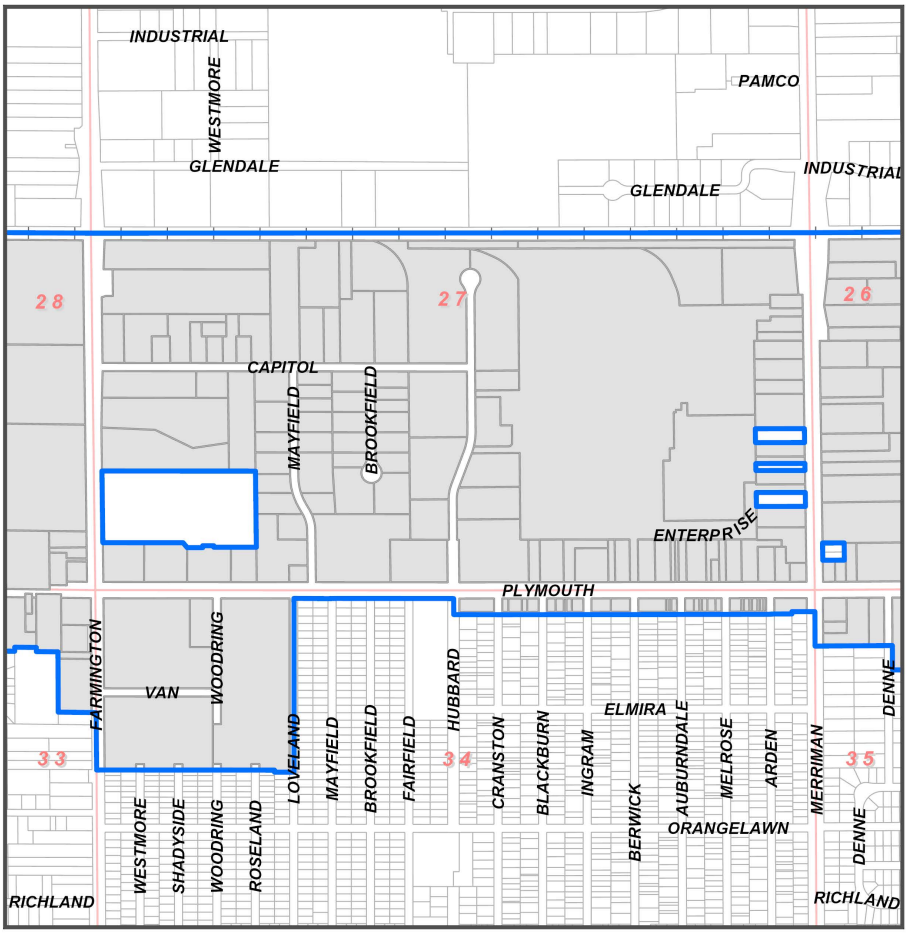



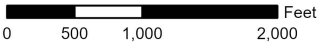

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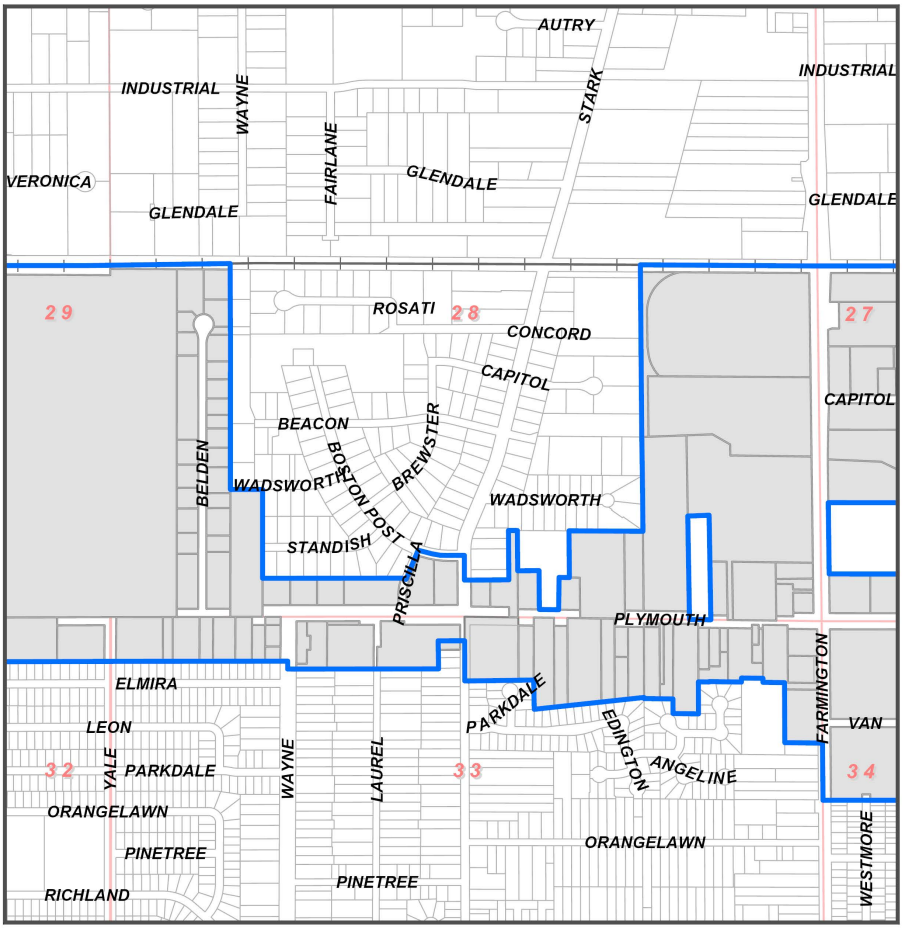

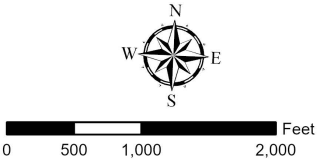

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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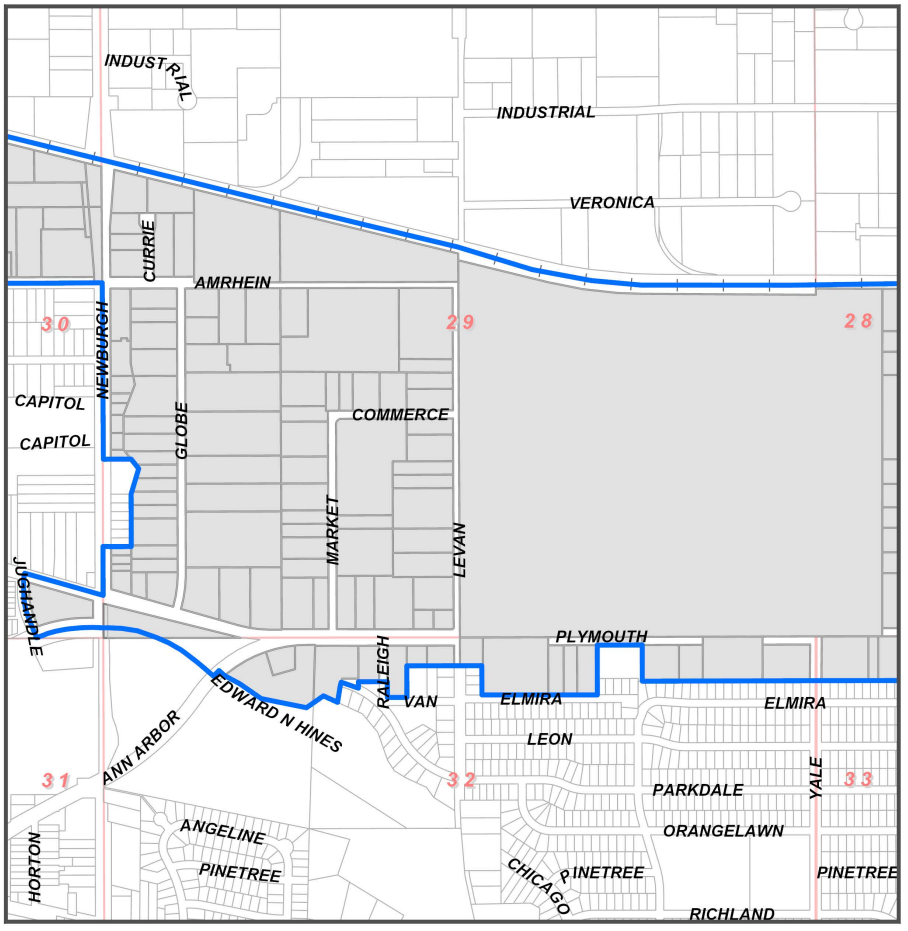

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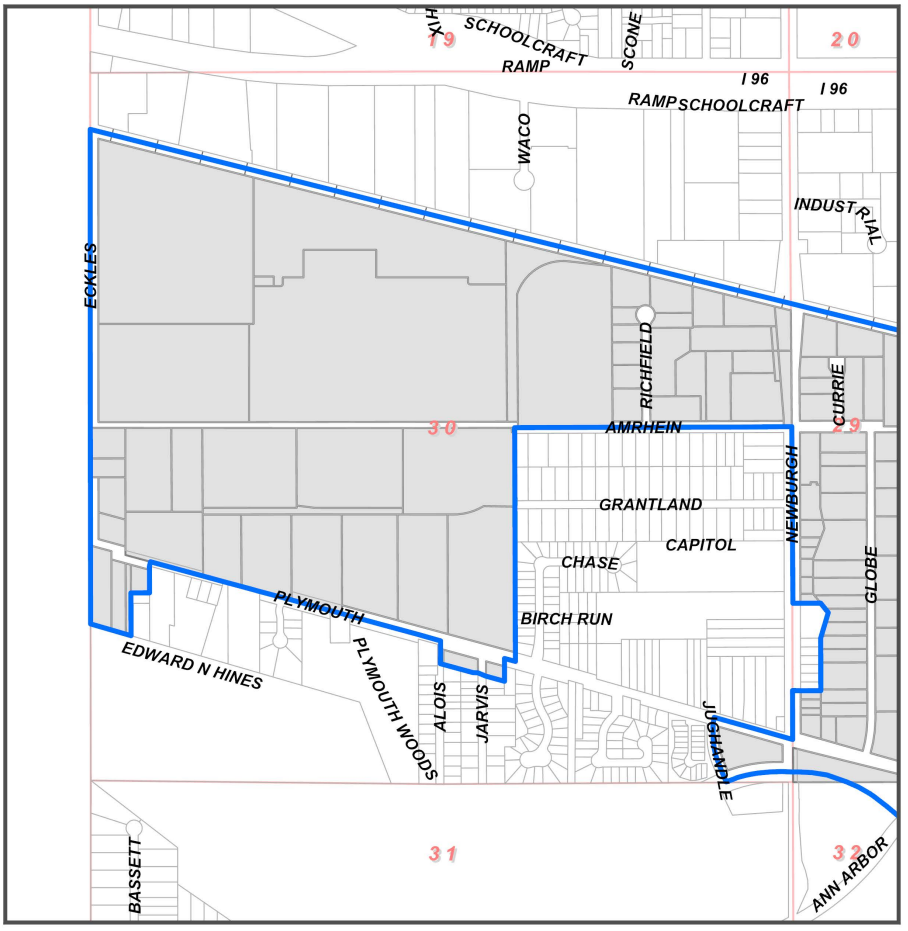

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP

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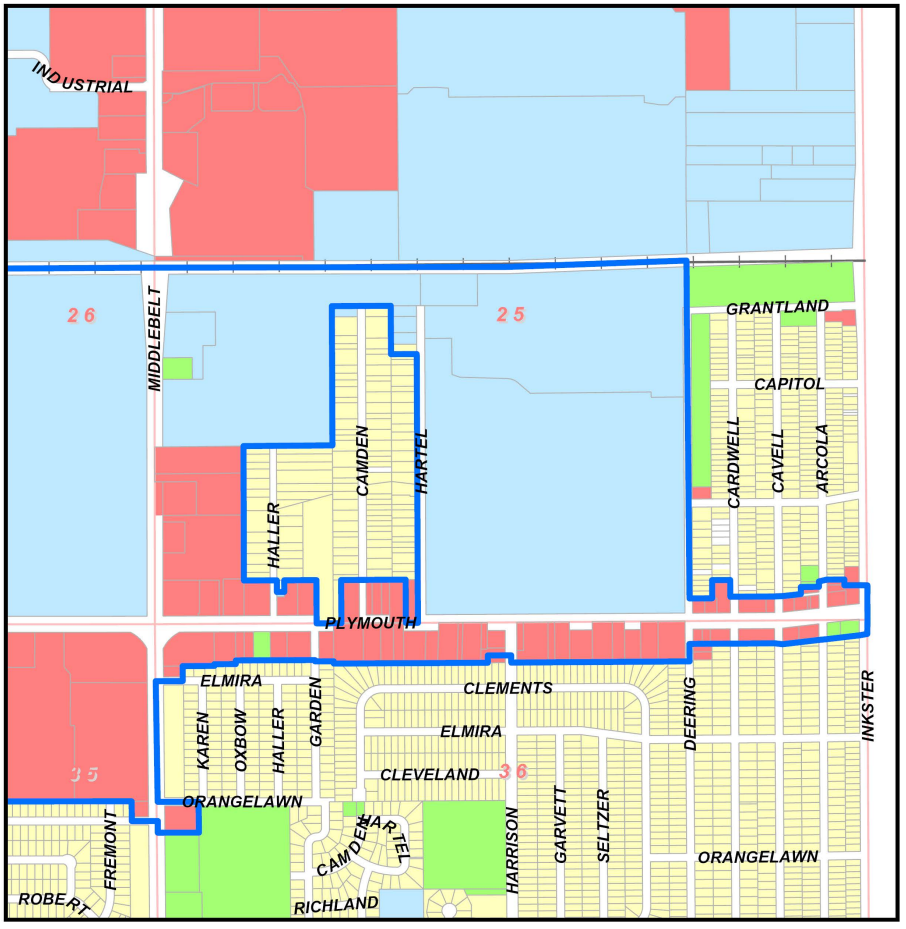

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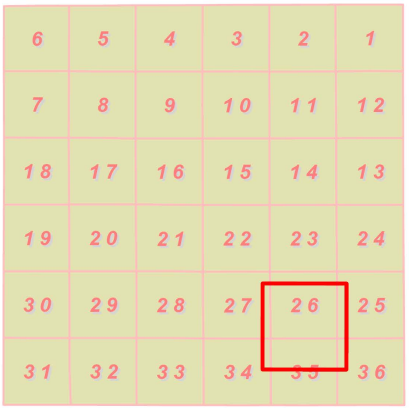

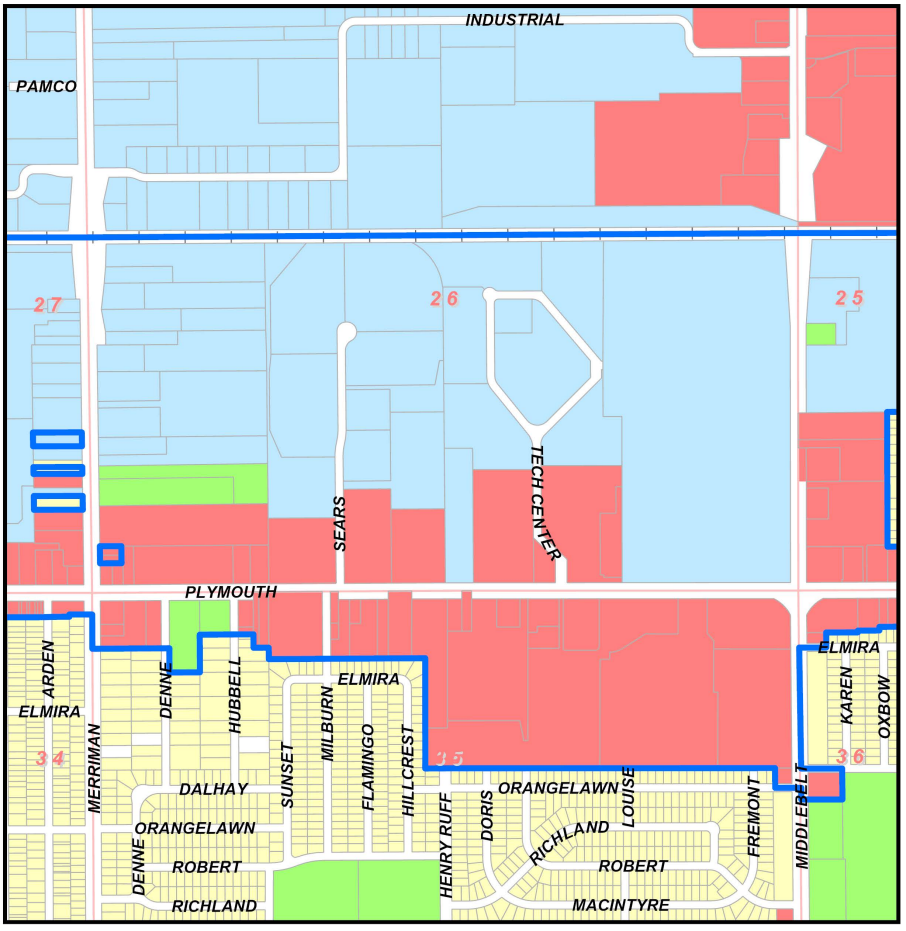

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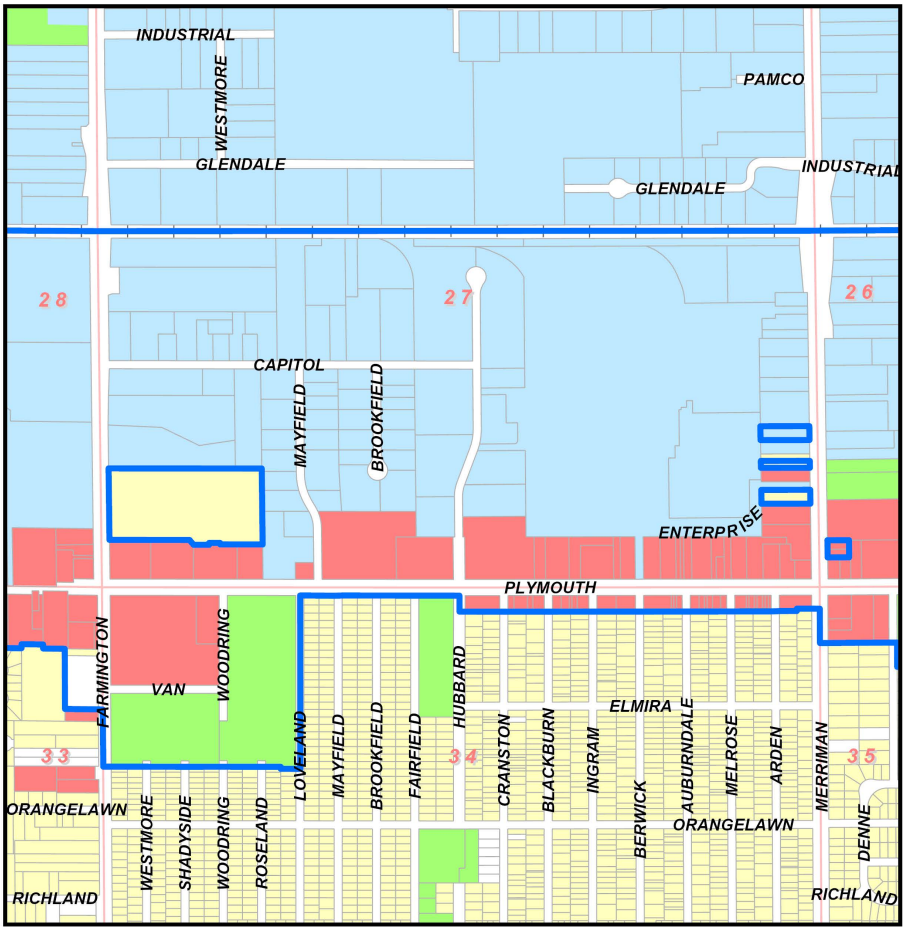

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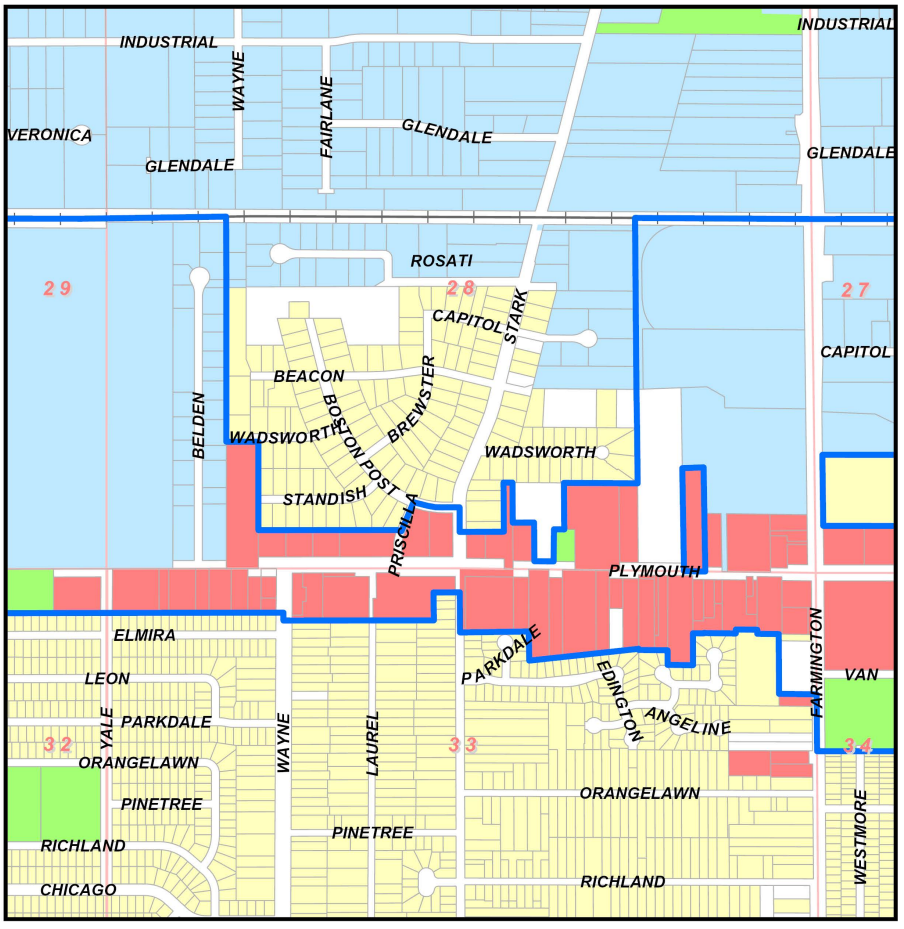

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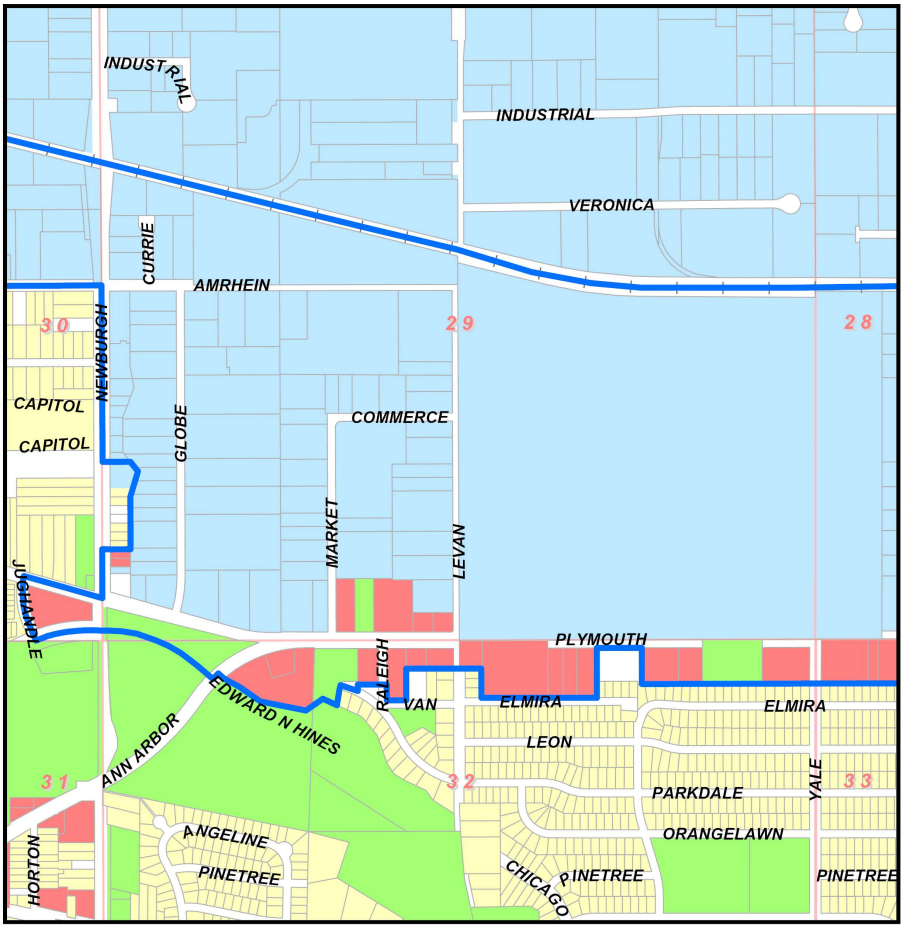

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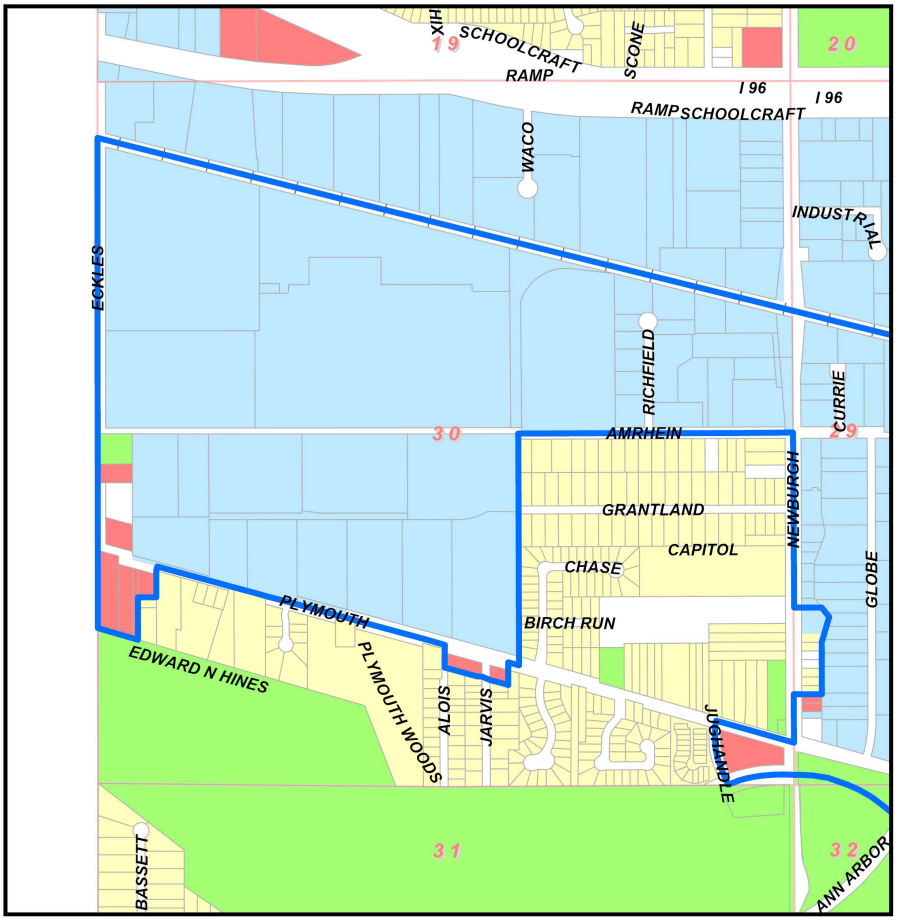

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EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision

line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,310 feet to the north lot line as extended of Lot 17, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly, 210 feet to the N.E. corner of said Lot 17; thence Southeasterly, 90 feet to the East point of lot 19 of said Woodlands Village Subdivision; thence Southwesterly, 198 feet to the N.E. corner of Lot 22 of said subdivision; thence Southerly, 390 feet along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north

line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 446 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 421 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120’ wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16·of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the

North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 480 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline 120 feet to the centerline of Hartel Avenue; thence North along said centerline, 2002 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE ¼ of Section 28, Described as beginning at a point on the South section line distant North, 89 degrees, 17 minutes, 30 seconds West, 823.91 feet from the Southeast corner of Section 28 and proceeding thence North, 89 degrees, 17 minutes, 20 seconds West along said line, 158.74 feet; thence North 0 degrees, 59 minutes, 20 seconds West, 768.36 feet; thence North 87 degrees, 47 minutes, 30 seconds East, 158.71 feet; thence South 0 degrees, 59 minutes, 20 seconds East, 776.44 feet to the Point of Beginning, 2.81 acres subject to Plymouth Road easement over the South 33 feet.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	452,246,735							
2026	452,246,735	456,769,202	4,522,467	59,533	34,903	10,266	933	105,634
2027	452,246,735	461,336,894	9,090,159	119,661	70,155	20,635	1,874	212,325
2028	452,246,735	465,950,263	13,703,528	180,391	105,760	31,107	2,826	320,083
2029	452,246,735	470,609,766	18,363,031	241,727	141,720	41,684	3,786	428,918
2030	452,246,735	475,315,864	23,069,129	303,677	178,041	52,367	4,757	538,842
2031	452,246,735	480,069,022	27,822,287	366,247	214,724	63,157	5,737	649,865
2032	452,246,735	484,869,712	32,622,977	429,442	251,774	74,054	6,727	761,998
2033	452,246,735	489,718,410	37,471,675	493,270	289,195	85,061	7,727	875,252
2034	452,246,735	494,615,594	42,368,859	557,735	326,990	96,177	8,736	989,639
2035	452,246,735	499,561,750	47,315,015	622,845	365,163	107,405	9,756	1,105,170
2036	452,246,735	504,557,367	52,310,632	688,607	403,718	118,745	10,786	1,221,856
2037	452,246,735	509,602,941	57,356,206	755,026	442,658	130,199	11,827	1,339,709
2038	452,246,735	514,698,970	62,452,235	822,109	481,988	141,767	12,878	1,458,741
2039	452,246,735	519,845,960	67,599,225	889,863	521,711	153,450	13,939	1,578,962
2040	452,246,735	525,044,420	72,797,685	958,294	561,831	165,251	15,011	1,700,386
2041	452,246,735	530,294,864	78,048,129	1,027,410	602,352	177,169	16,094	1,823,025
2042	452,246,735	535,597,812	83,351,077	1,097,217	643,279	189,207	17,187	1,946,889
2043	452,246,735	540,953,790	88,707,055	1,167,722	684,614	201,365	18,291	2,071,993
2044	452,246,735	546,363,328	94,116,593	1,238,932	726,364	213,645	19,407	2,198,347
2045	452,246,735	551,826,962	99,580,227	1,310,854	768,530	226,047	20,533	2,325,965
2046	452,246,735	557,345,231	105,098,496	1,383,496	811,119	238,574	21,671	2,454,859
2047	452,246,735	562,918,684	110,671,949	1,456,863	854,133	251,225	22,821	2,585,042
2048	452,246,735	568,547,870	116,301,135	1,530,965	897,577	264,004	23,981	2,716,527
2049	452,246,735	574,233,349	121,986,614	1,605,807	941,456	276,910	25,154	2,849,327
2050	452,246,735	579,975,683	127,728,948	1,681,398	985,774	289,945	26,338	2,983,454
2051	452,246,735	585,775,439	133,528,704	1,757,745	1,030,534	303,110	27,534	3,118,923
2052	452,246,735	591,633,194	139,386,459	1,834,855	1,075,743	316,407	28,741	3,255,747
2053	452,246,735	597,549,526	145,302,791	1,912,737	1,121,403	329,837	29,961	3,393,939
2054	452,246,735	603,525,021	151,278,286	1,991,397	1,167,520	343,402	31,194	3,533,513
2055	452,246,735	609,560,271	157,313,536	2,070,844	1,214,099	357,102	32,438	3,674,482

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

DRAFT

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

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"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the

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municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem

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tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

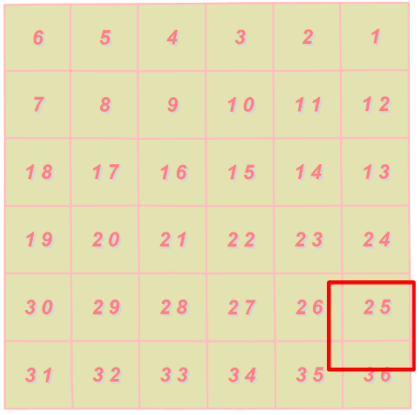
EXIBIT A
DISTRICT BOUNDARY

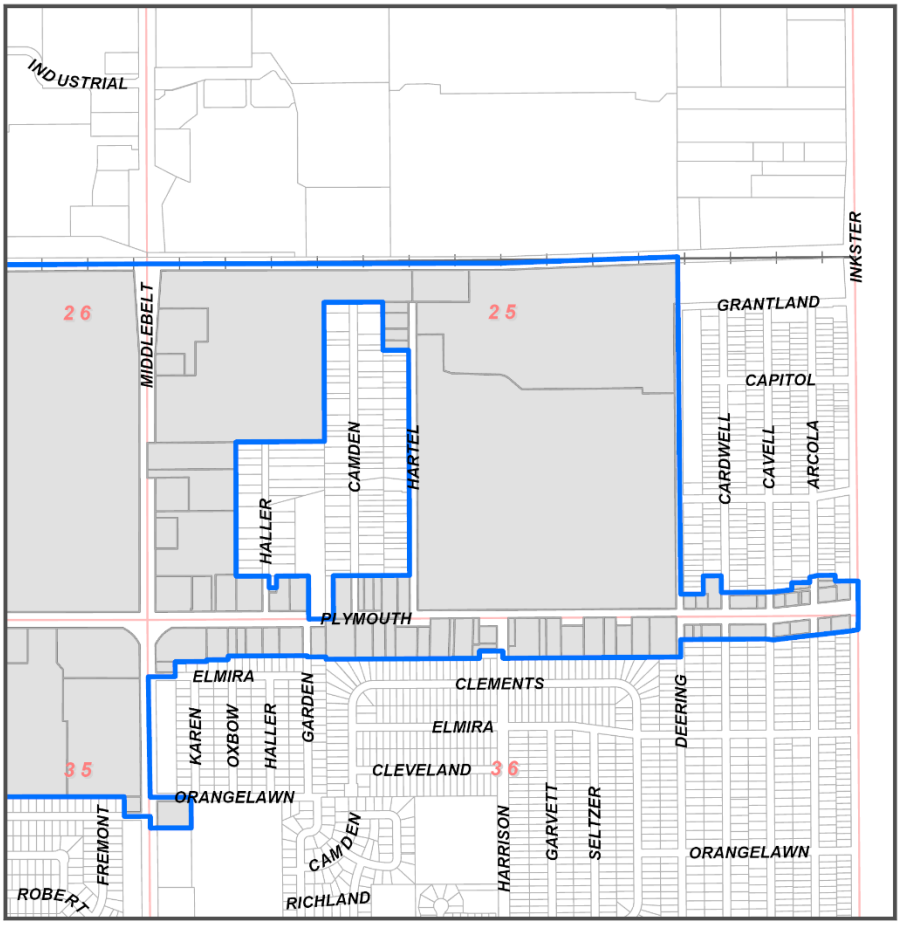
Legend

PRDA District Boundary

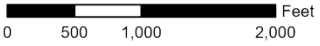
Parcels in the PRDA District

LOCATION MAP









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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

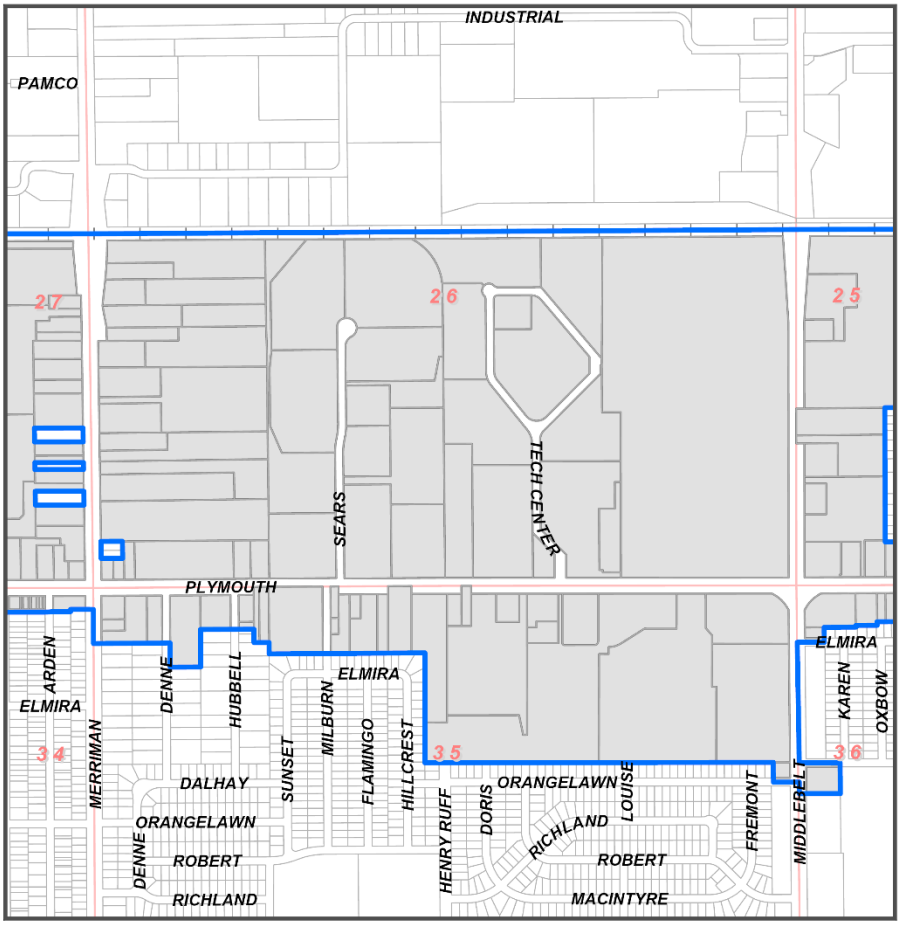
Legend

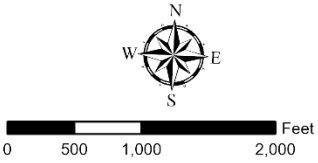
PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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





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September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

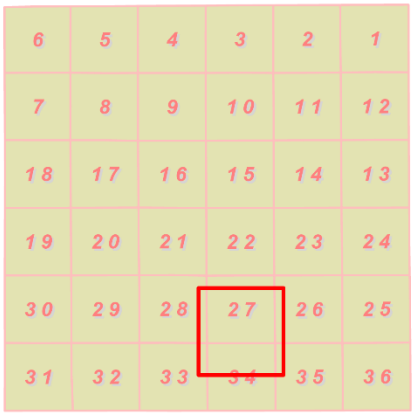
EXIBIT A
DISTRICT BOUNDARY

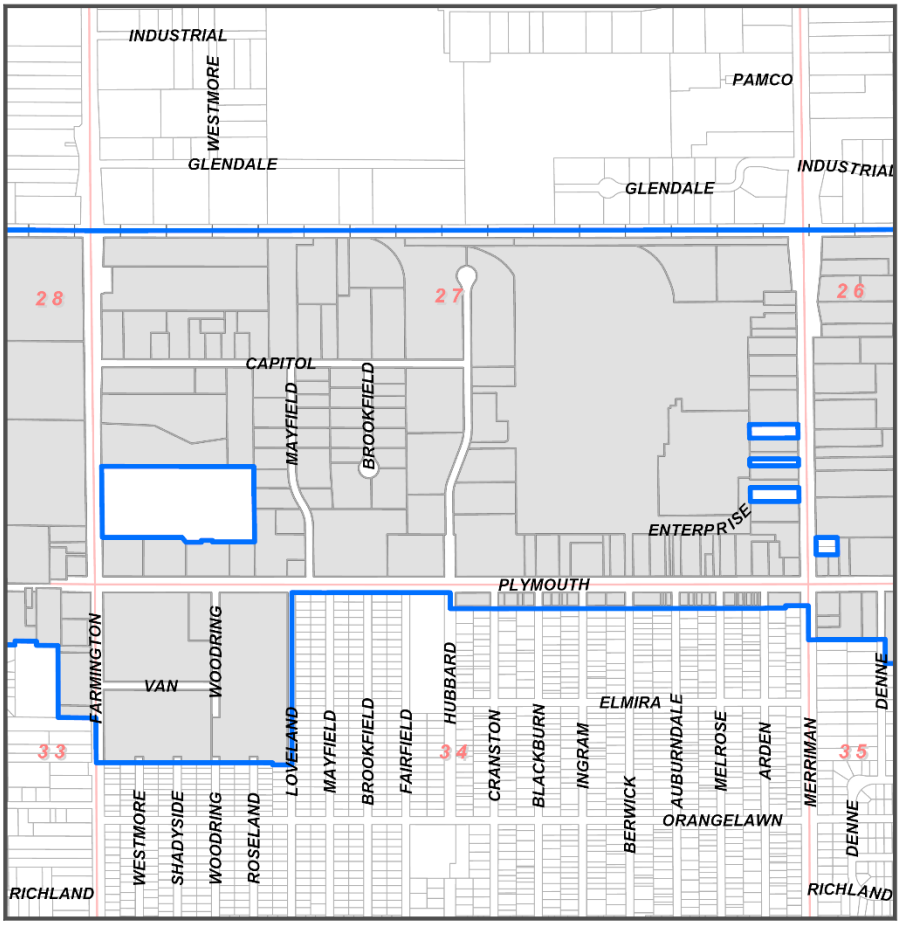
Legend

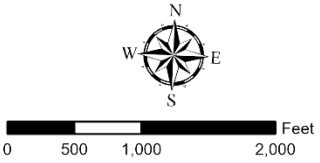
PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

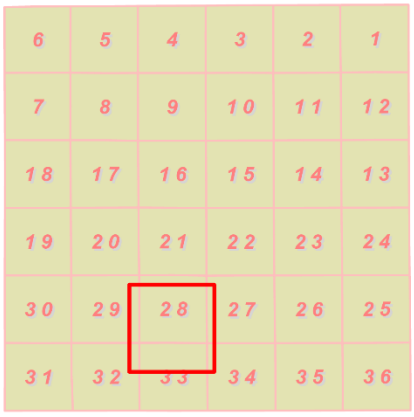
EXIBIT A
DISTRICT BOUNDARY

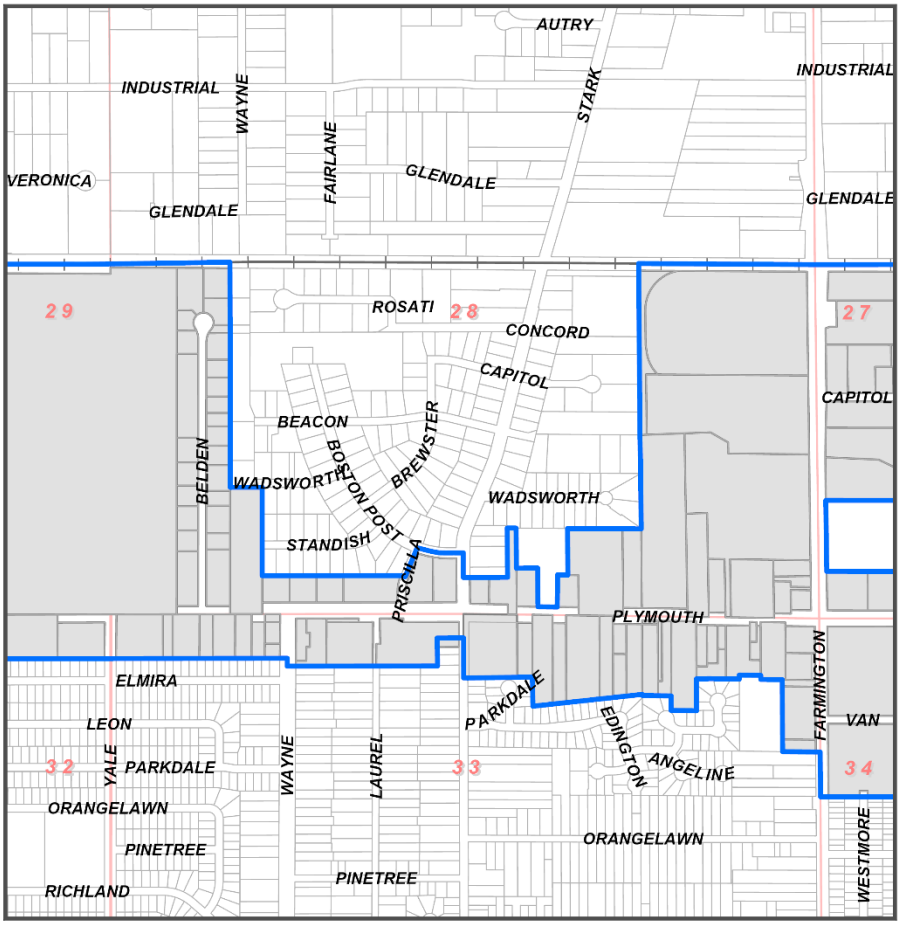
Legend

PRDA District Boundary

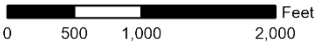
Parcels in the PRDA District

LOCATION MAP









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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

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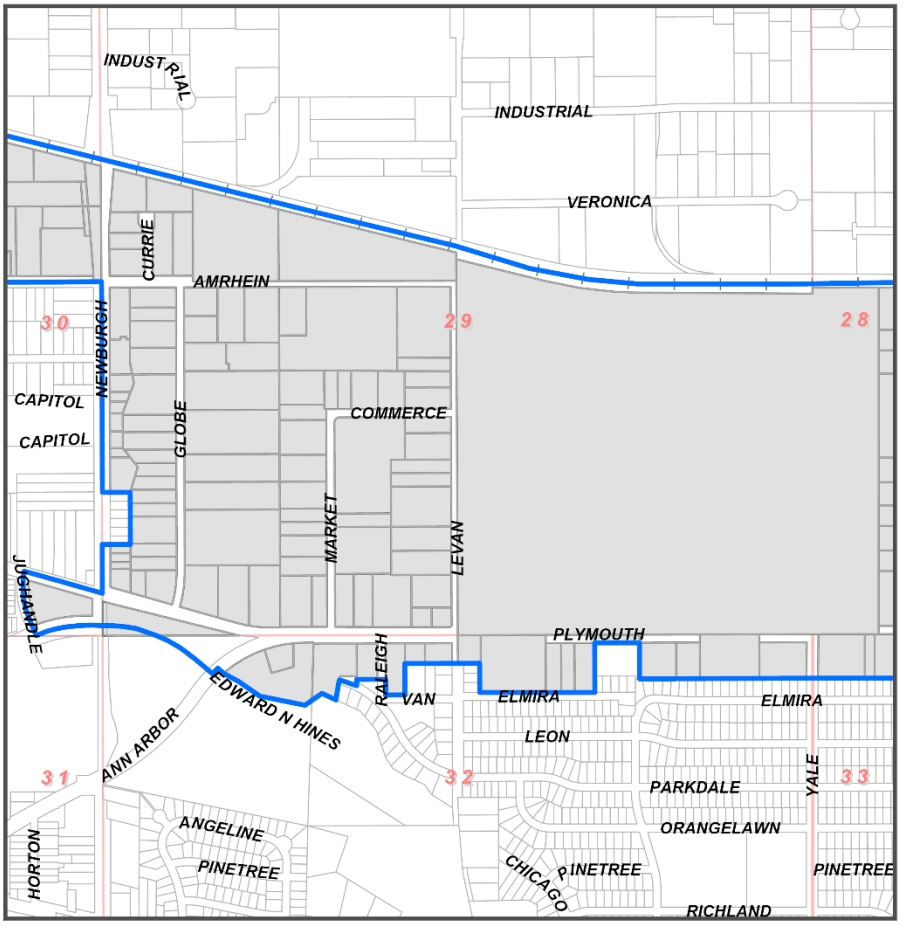

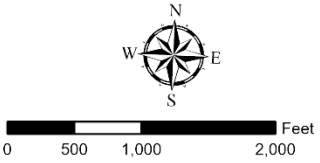

PAGE 5 OF 6

Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP

6	5	4	3	2	1
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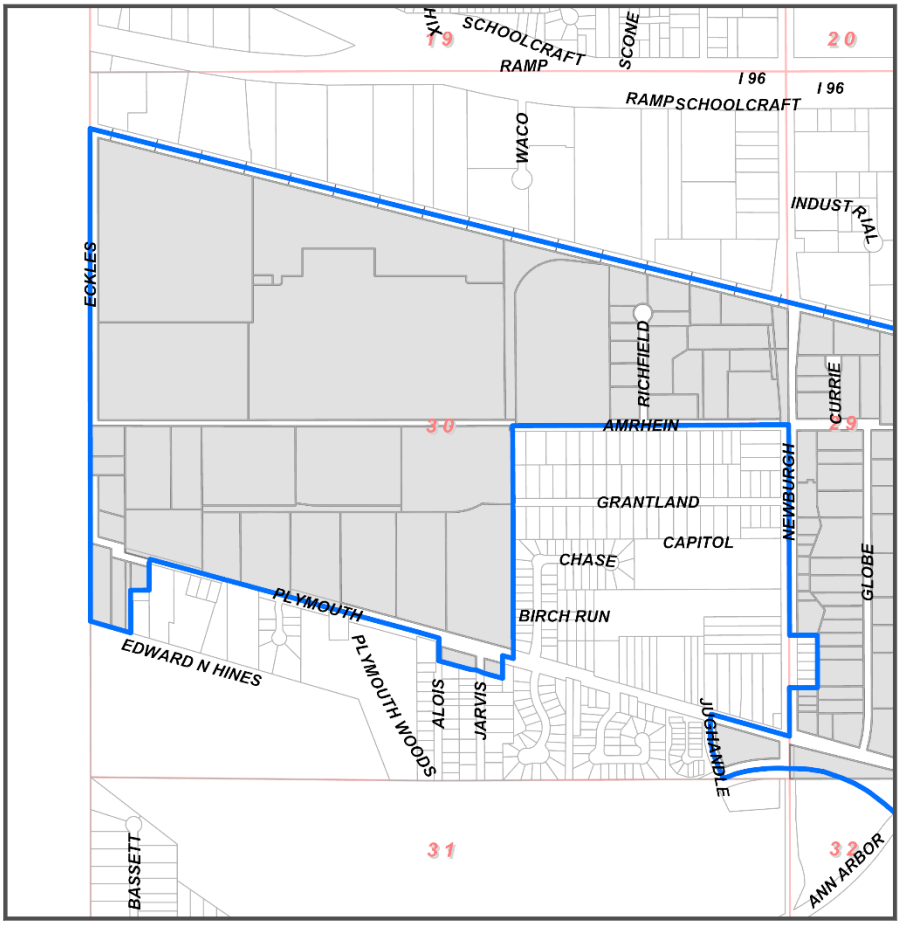


PAGE 6 OF 6

Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

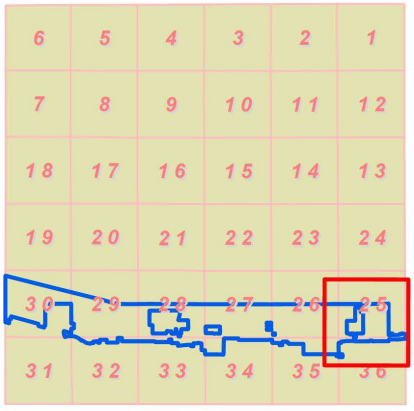
Legend

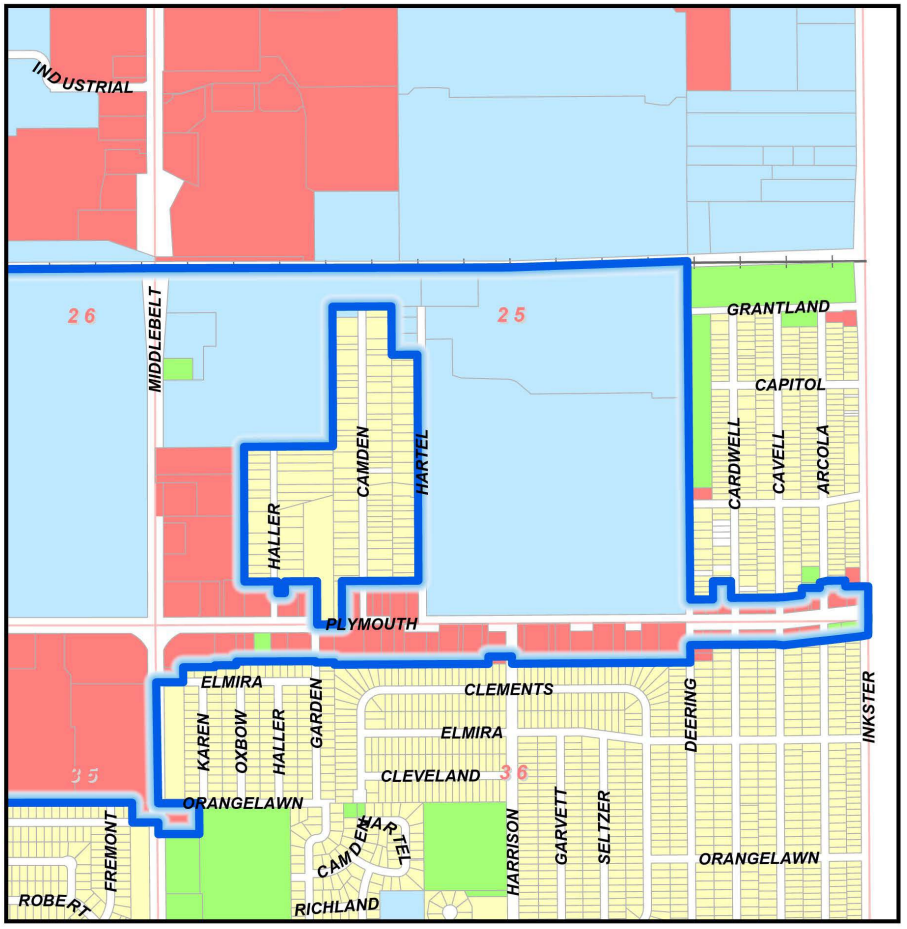
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

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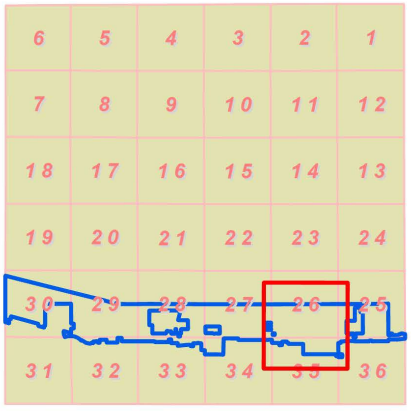
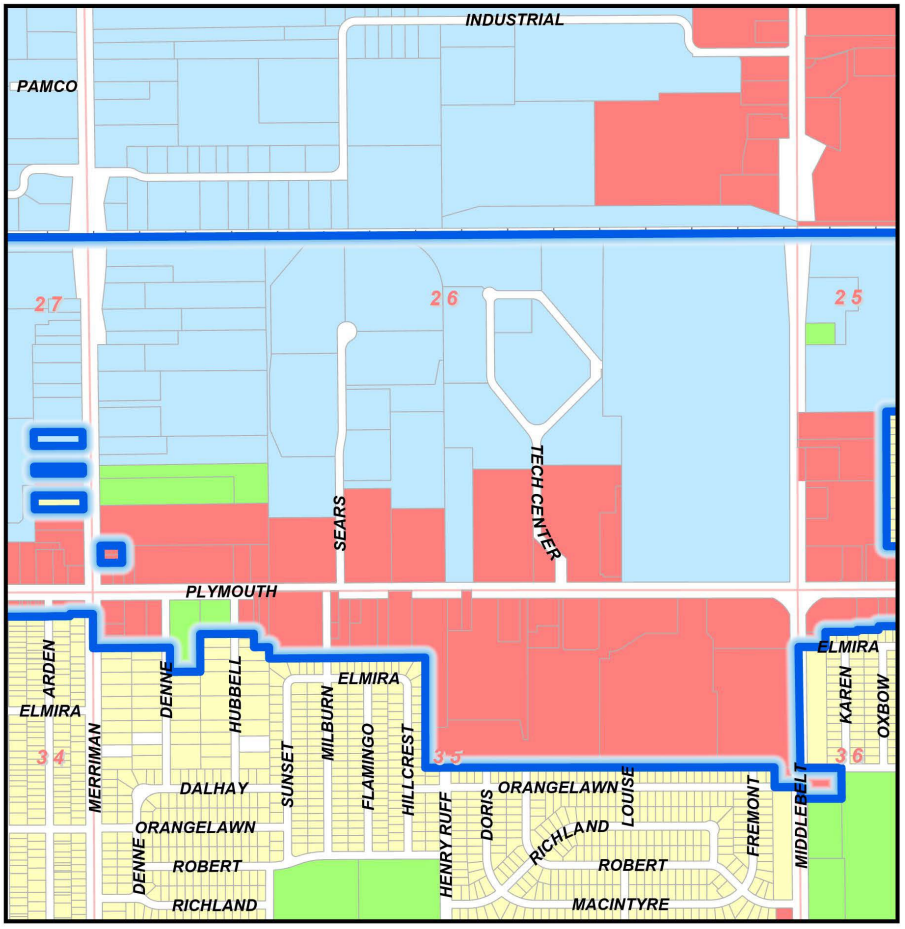
- Vacant

LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

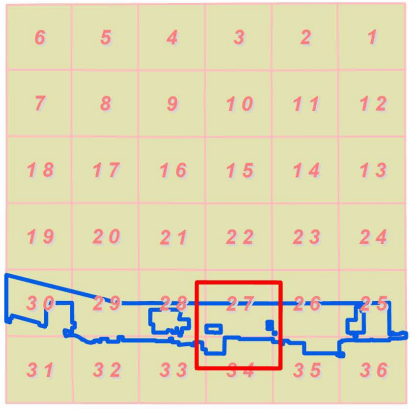
Legend

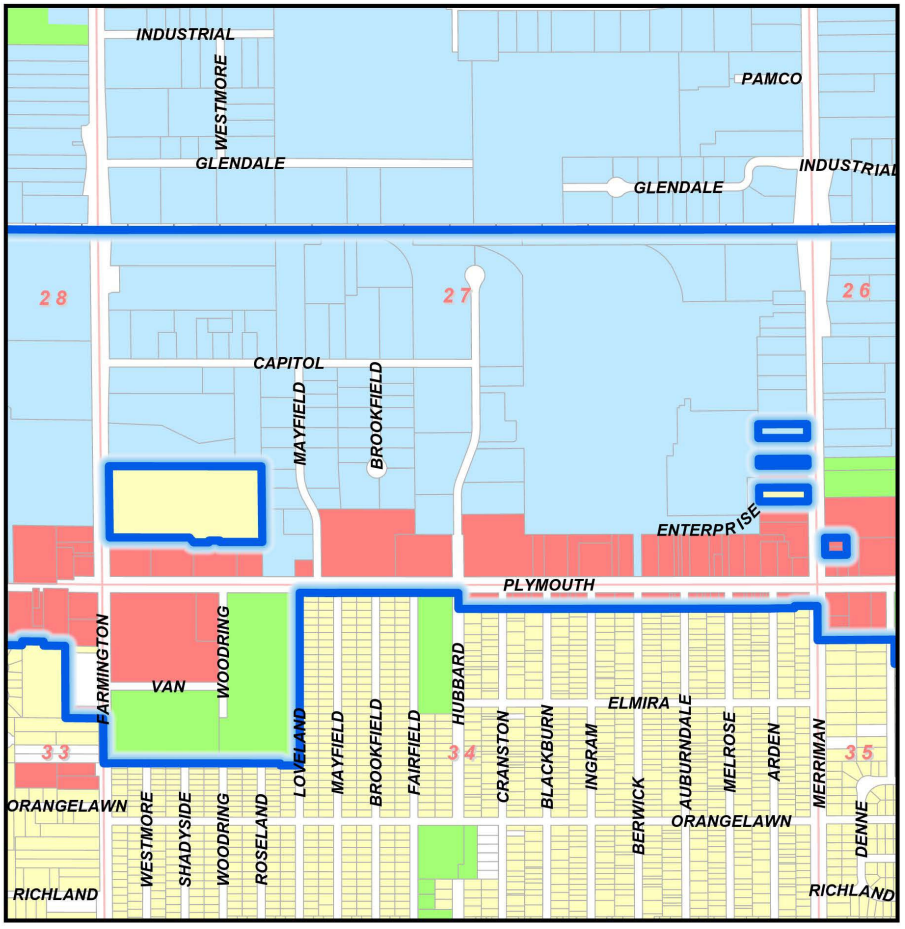
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





PAGE 3 OF 6

Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
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- Commercial - Office, Retail, and Medical
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- Vacant

LOCATION MAP

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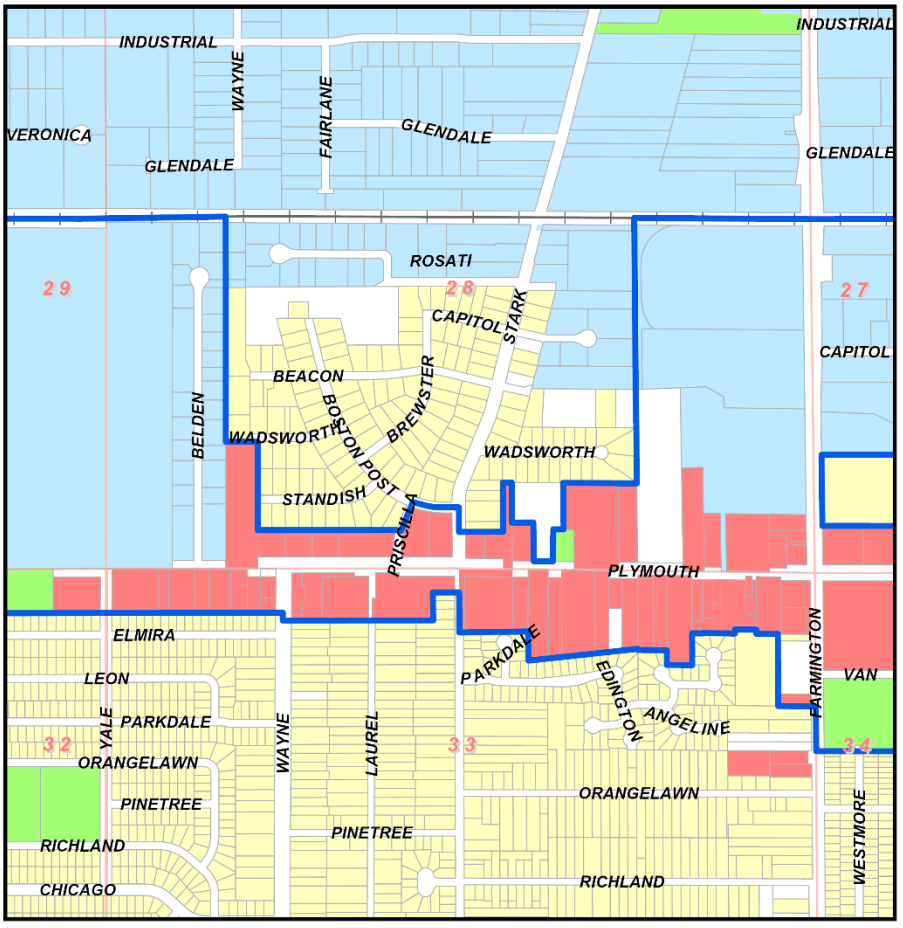

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Prepared by the City of Livonia Planning Department
September 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
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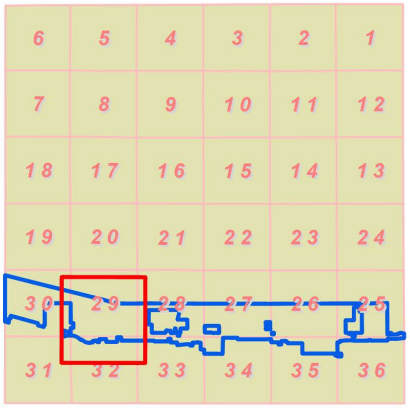
LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

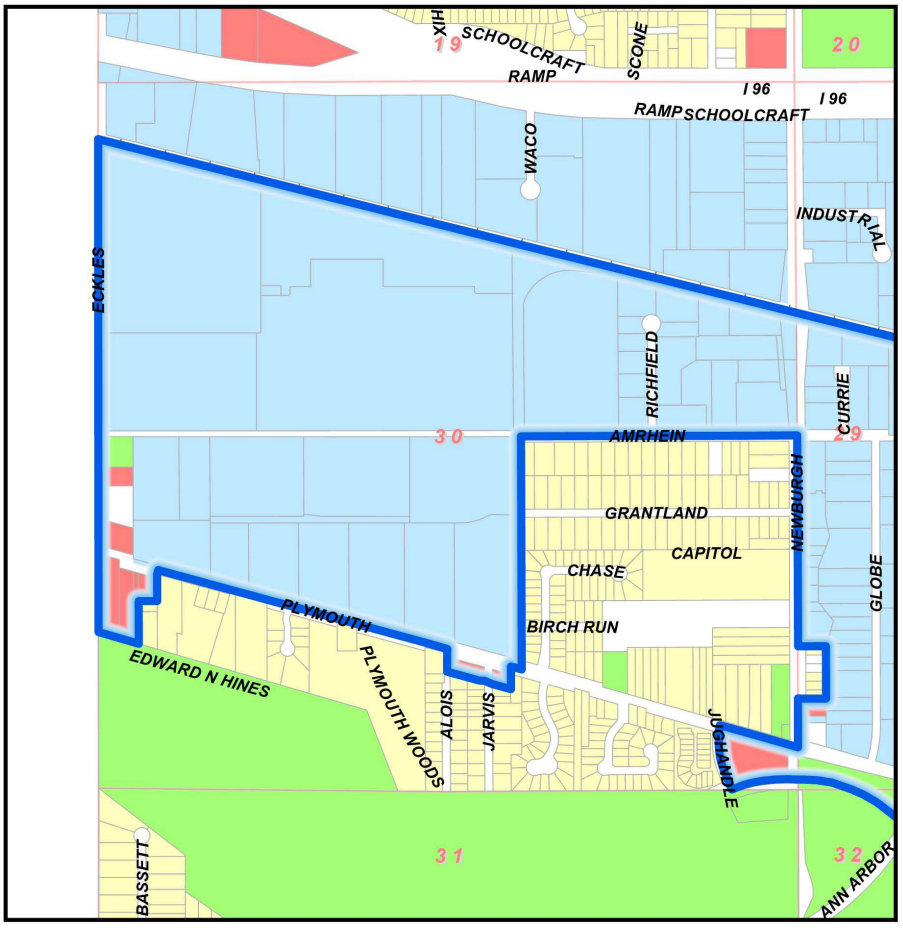
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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PAGE 6 OF 6

Prepared by the City of Livonia Planning Department
June 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Farmington Road, 120 foot wide; thence continuing westerly along said railroad centerline to a point 1,320 feet west of the centerline of the Farmington Road Centerline; thence Southerly, 1,976 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 147 feet to the southeast corner of Rosati Industrial Park, (L. 122, P. 63-66 W.C.R.); thence Northerly along the west line of Rosati Industrial Park to a point on the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly

along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision

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line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E. 1/4 corner of Section 25 and

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the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds

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East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West, 563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	453,357,748							
2026	453,357,748	457,891,325	4,533,577	59,679	34,989	10,291	935	105,894
2027	453,357,748	462,470,239	9,112,491	119,955	70,327	20,685	1,879	212,847
2028	453,357,748	467,094,941	13,737,193	180,834	106,020	31,183	2,833	320,869
2029	453,357,748	471,765,891	18,408,143	242,321	142,069	41,786	3,796	429,972
2030	453,357,748	476,483,549	23,125,801	304,423	178,478	52,496	4,769	540,166
2031	453,357,748	481,248,385	27,890,637	367,147	215,252	63,312	5,751	651,461
2032	453,357,748	486,060,869	32,703,121	430,497	252,393	74,236	6,743	763,870
2033	453,357,748	490,921,477	37,563,729	494,481	289,906	85,270	7,746	877,402
2034	453,357,748	495,830,692	42,472,944	559,105	327,793	96,414	8,758	992,070
2035	453,357,748	500,788,999	47,431,251	624,376	366,060	107,669	9,780	1,107,885
2036	453,357,748	505,796,889	52,439,141	690,298	404,710	119,037	10,813	1,224,858
2037	453,357,748	510,854,858	57,497,110	756,880	443,745	130,518	11,856	1,343,000
2038	453,357,748	515,963,407	62,605,659	824,128	483,172	142,115	12,909	1,462,324
2039	453,357,748	521,123,041	67,765,293	892,049	522,992	153,827	13,973	1,582,841
2040	453,357,748	526,334,271	72,976,523	960,648	563,211	165,657	15,048	1,704,564
2041	453,357,748	531,597,614	78,239,866	1,029,934	603,832	177,604	16,133	1,827,503
2042	453,357,748	536,913,590	83,555,842	1,099,912	644,859	189,672	17,229	1,951,672
2043	453,357,748	542,282,726	88,924,978	1,170,591	686,296	201,860	18,336	2,077,083
2044	453,357,748	547,705,553	94,347,805	1,241,976	728,148	214,170	19,455	2,203,748
2045	453,357,748	553,182,609	99,824,861	1,314,075	770,418	226,602	20,584	2,331,679
2046	453,357,748	558,714,435	105,356,687	1,386,894	813,111	239,160	21,725	2,460,890
2047	453,357,748	564,301,579	110,943,831	1,460,442	856,231	251,842	22,877	2,591,393
2048	453,357,748	569,944,595	116,586,847	1,534,726	899,782	264,652	24,040	2,723,201
2049	453,357,748	575,644,041	122,286,293	1,609,752	943,769	277,590	25,215	2,856,327
2050	453,357,748	581,400,481	128,042,733	1,685,529	988,195	290,657	26,402	2,990,784
2051	453,357,748	587,214,486	133,856,738	1,762,063	1,033,066	303,855	27,601	3,126,586
2052	453,357,748	593,086,631	139,728,883	1,839,363	1,078,386	317,185	28,812	3,263,745
2053	453,357,748	599,017,497	145,659,749	1,917,436	1,124,158	330,648	30,035	3,402,277
2054	453,357,748	605,007,672	151,649,924	1,996,289	1,170,389	344,245	31,270	3,542,193
2055	453,357,748	611,057,749	157,700,001	2,075,931	1,217,081	357,979	32,518	3,683,509

Millage rates shown as established in 2025, and are subject to change.

[1] Assumes a 1.0% annual increase.

9/30/2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; March 27, 2013; and _____, 2025.

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia.

INTRODUCTION

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of three regional shopping centers located in Livonia, four community-sized shopping centers, and several manufacturing facilities, including the Ford Motor Company Livonia Transmission Plant.

Therefore, to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

For the Development Plan to be successful, the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

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DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA District Map).

General Description of the Development Area: The boundaries of the PRDA District and Development Area are generally described as follows: Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

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Section 217(2)(b)

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares: Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares: Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide vehicle north/south access to and from the Development Area. There are on- and off-ramps to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods and to commercial facilities along Plymouth Road, including adjacent parking areas. There are also public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned public facilities located within the Development Area include:

- Fire Station No. 4, located on the east side of Middlebelt Road, north of Plymouth Road.

- Sesquicentennial Park, located on the southwest corner of Plymouth and Inkster Roads.

- Three municipal parking lots, located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

- The former Alfred Noble Branch Public Library, located on the south side of Plymouth Road, east of Farmington Road.

- Shelden Park, located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:
See Exhibit B, Land Use Map.

Legal Description:
See Exhibit C, PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The PRDA has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and other public improvements on the sites. The estimated time for completion is 2-3 years.

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D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

G. Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc. The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

H. Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital. The estimated cost: $100,000 per year. This will be an ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) in phases over the Plan's life, as follows:

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance, which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as it deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES.

A zoning change may be required to enable the PRDA to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road.

No other zoning changes are expected to be required to accomplish the other activities described.

Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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Section 17(2)(i)

AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, is estimated not to exceed $35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

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D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS.

The PRDA shall abide by the applicable laws, ordinances, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS.

As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214 of the Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning and Economic Development Department, City of Livonia.

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Section 214(1)

TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

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The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, held to accumulate amounts necessary to make improvements described in the Plan, or pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue bonds issued by the PRDA.

If bonds are sold, and actual tax increment revenues fall below projections, any previously accumulated revenue would be devoted to the retirement of the bonds. Any tax increment revenues collected in excess of estimates will be used to pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act 57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act 57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, 2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects, to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

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Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

The PRDA proposes to strengthen the Development area, prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act 57, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and tax revenues will be distributed to the taxing jurisdictions in accordance with ad valorem tax procedures then in effect.

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property valuations throughout the entire community.

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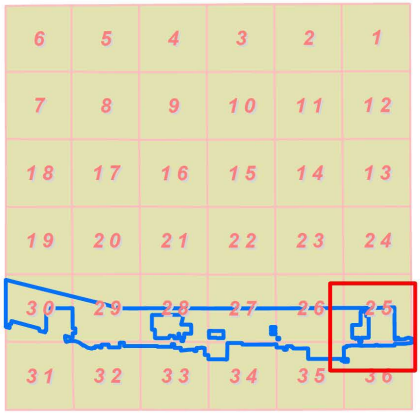
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

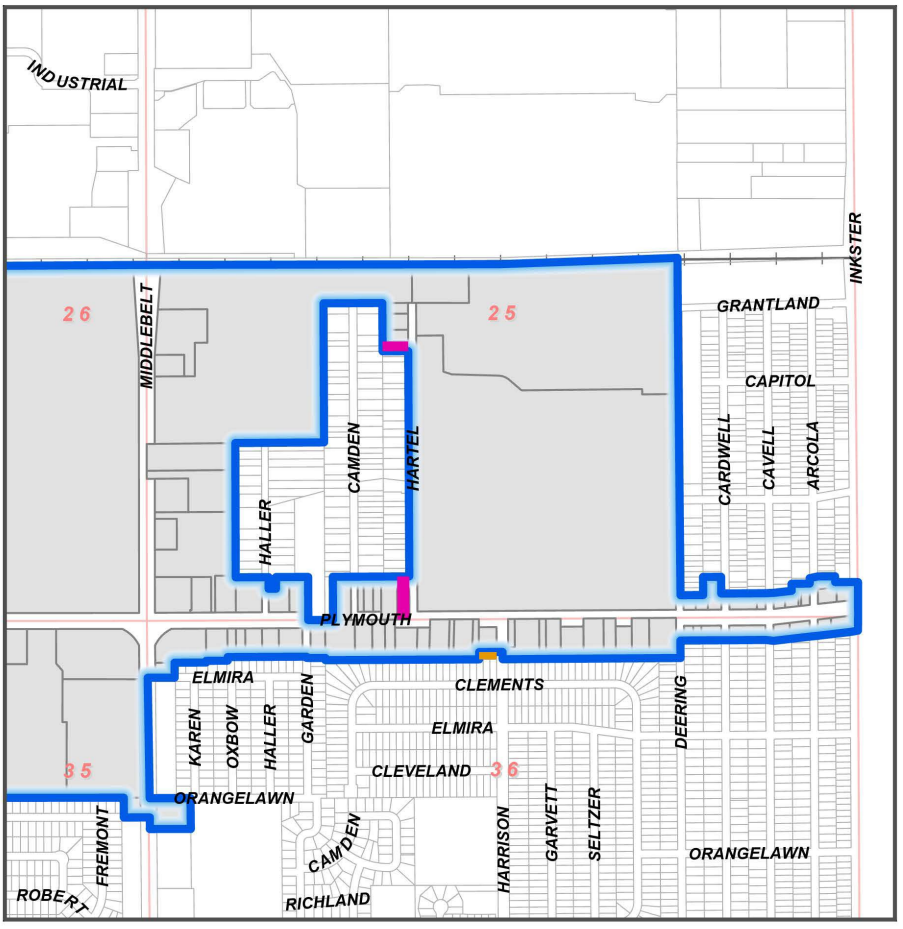
EXIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP







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June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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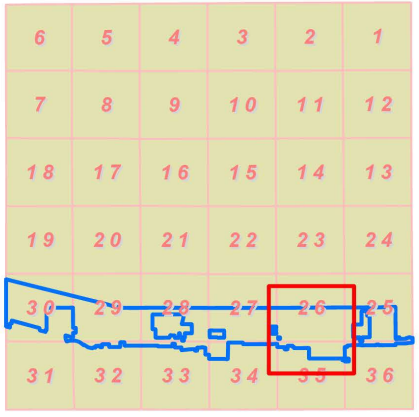

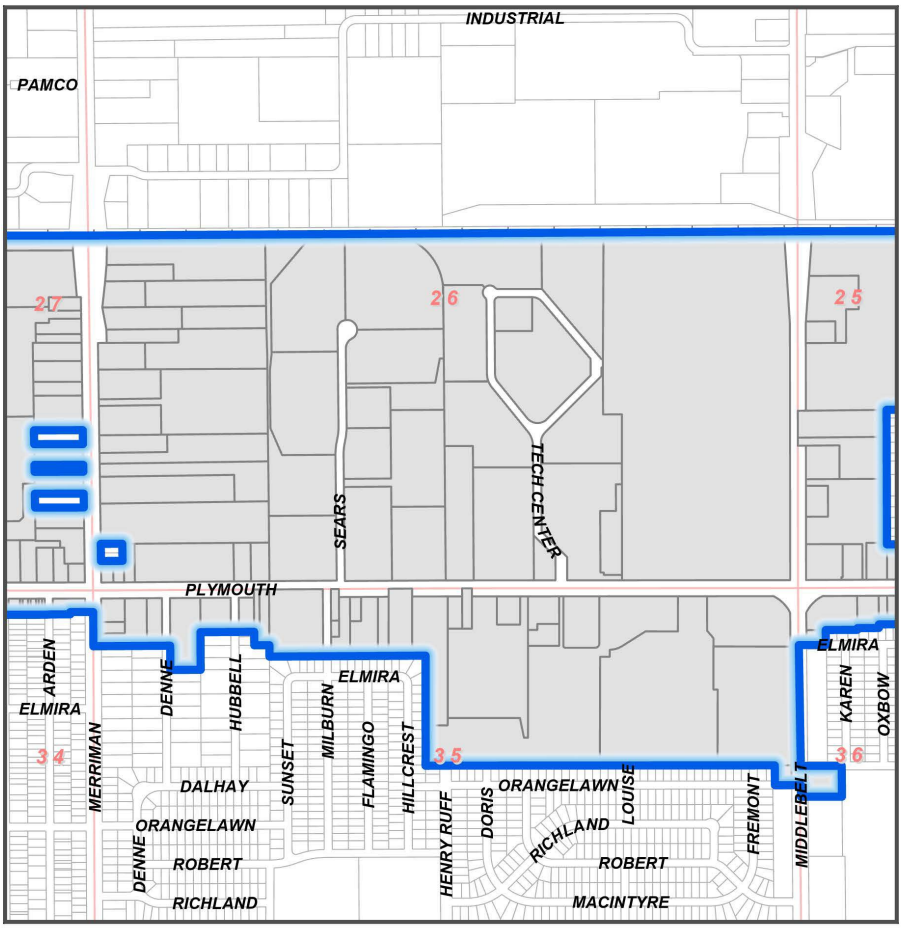

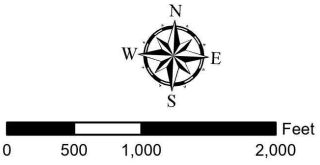

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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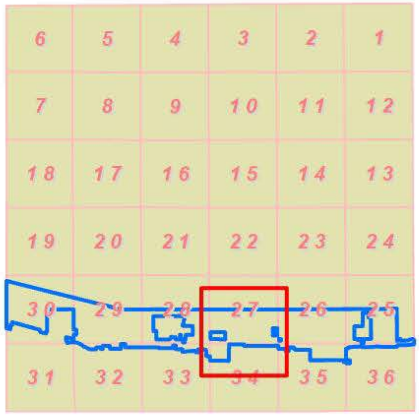

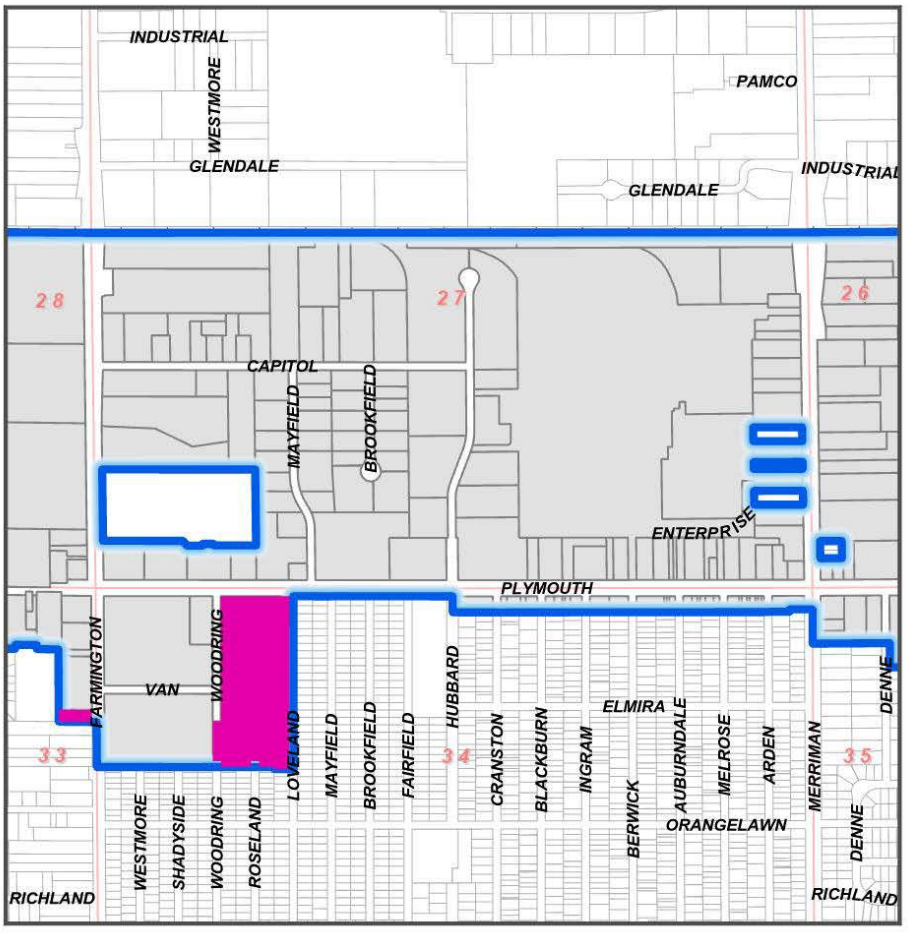

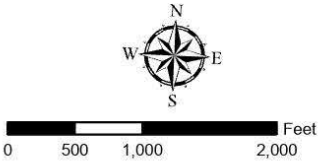

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City of Livonia

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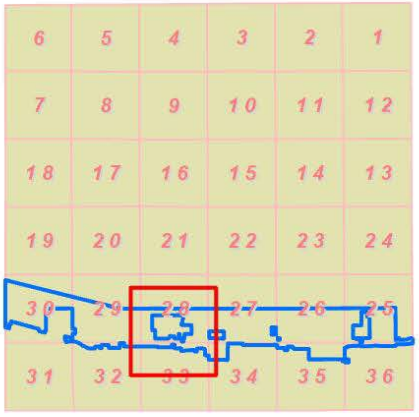

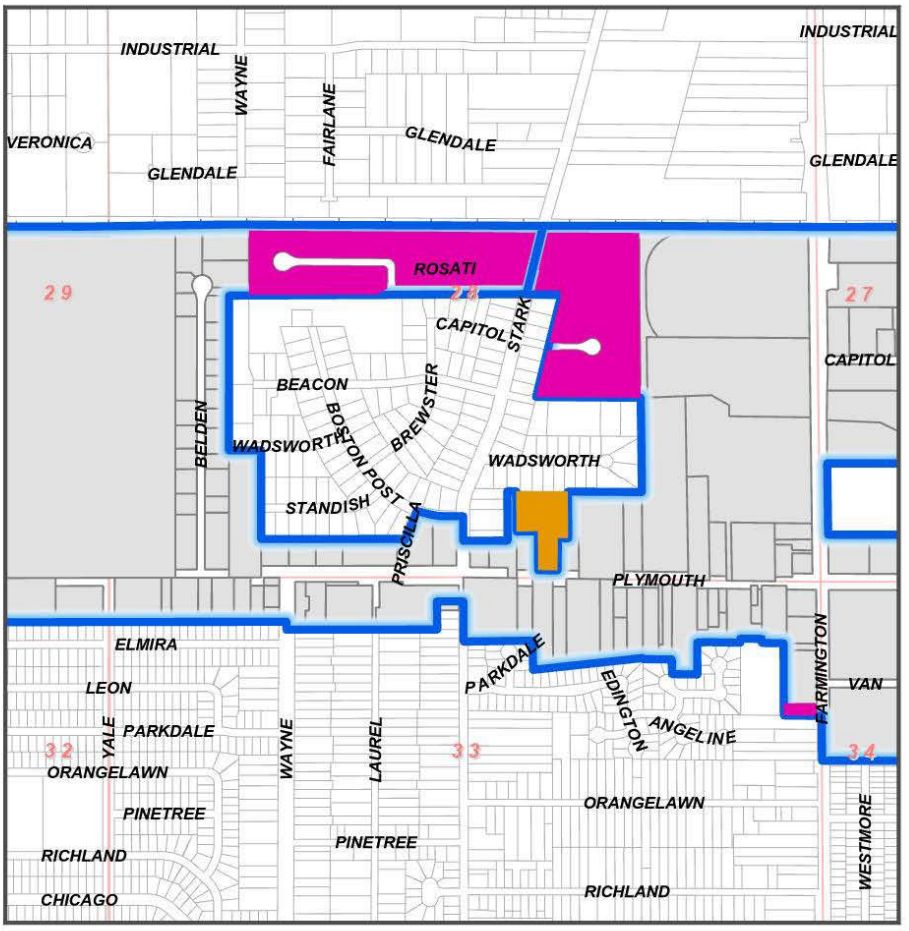





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City of Livonia

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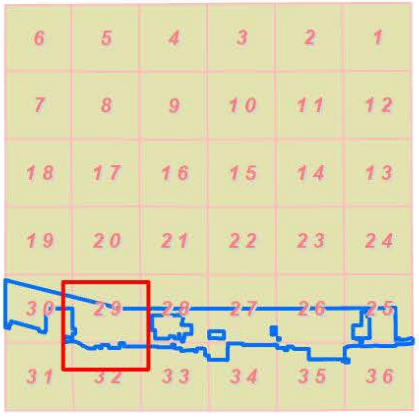

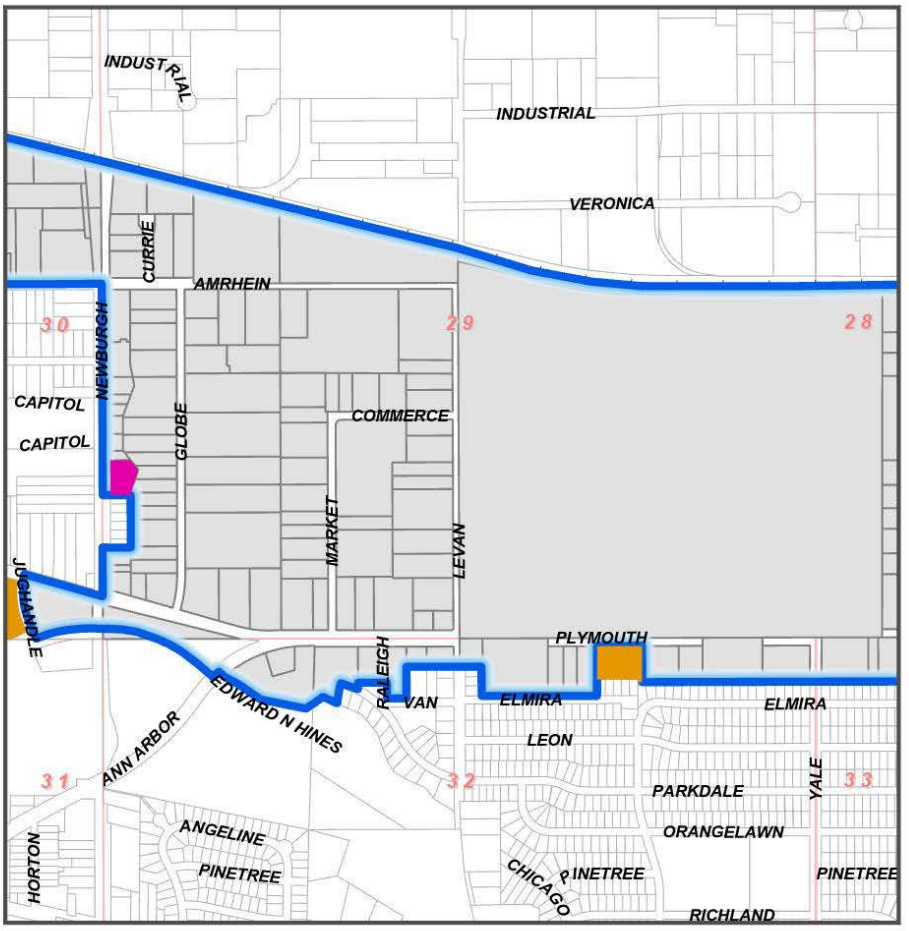





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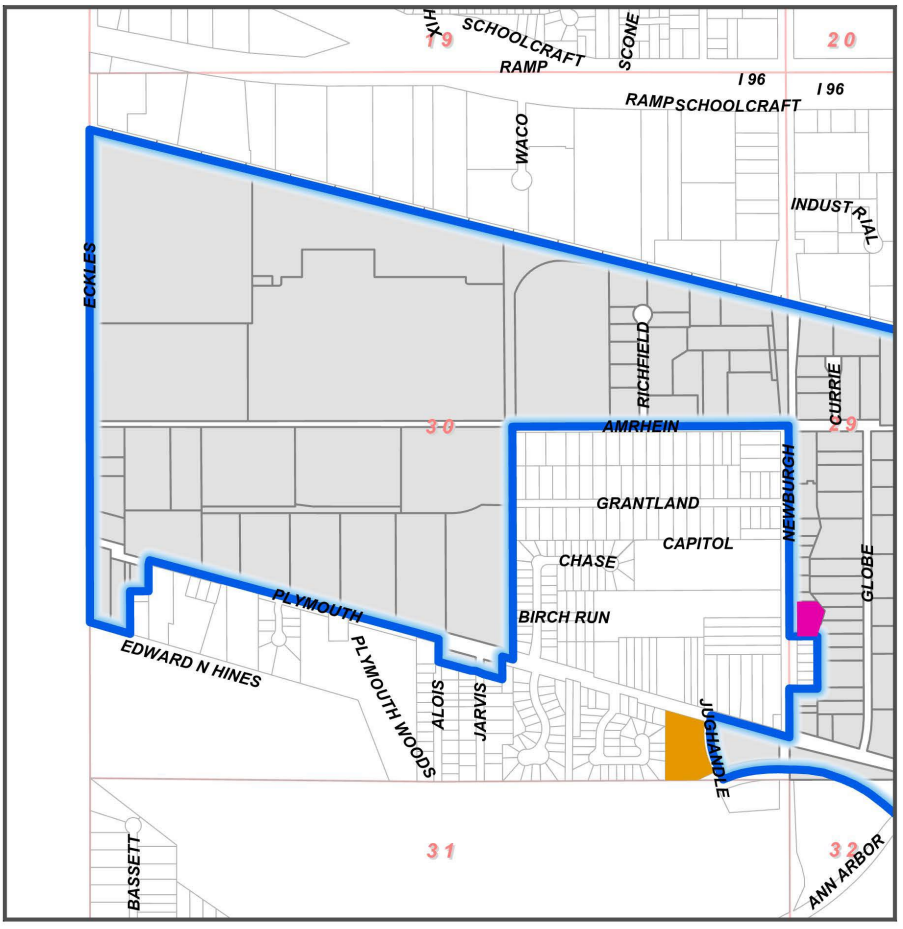

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Prepared by the City of Livonia Planning Department
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

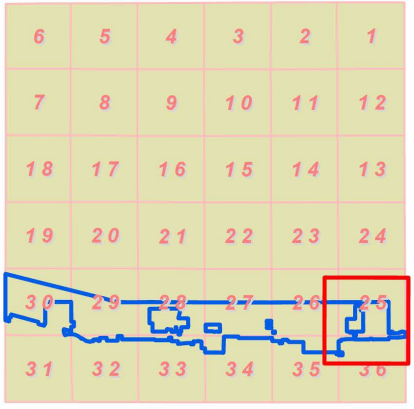
Legend

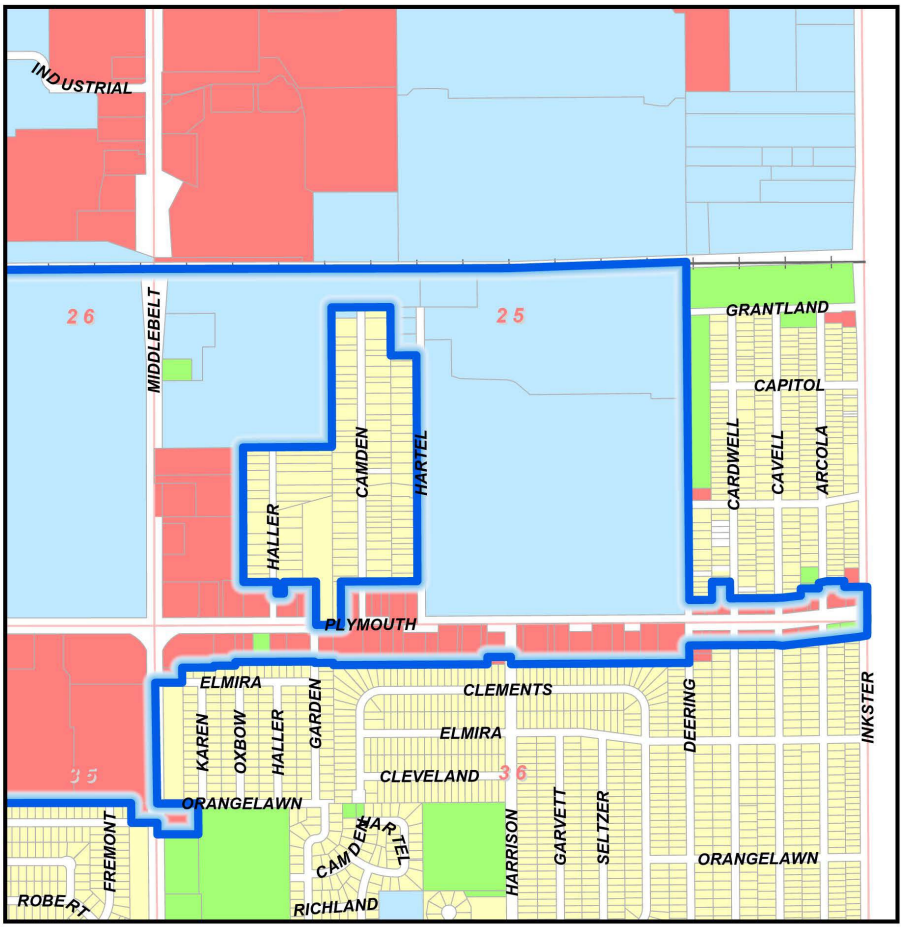
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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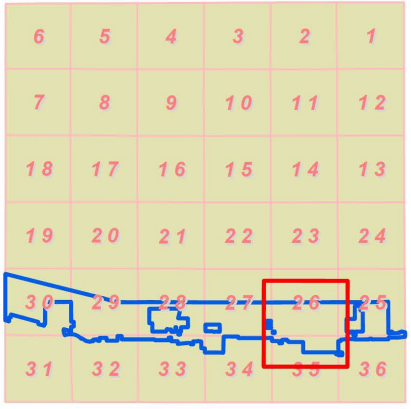

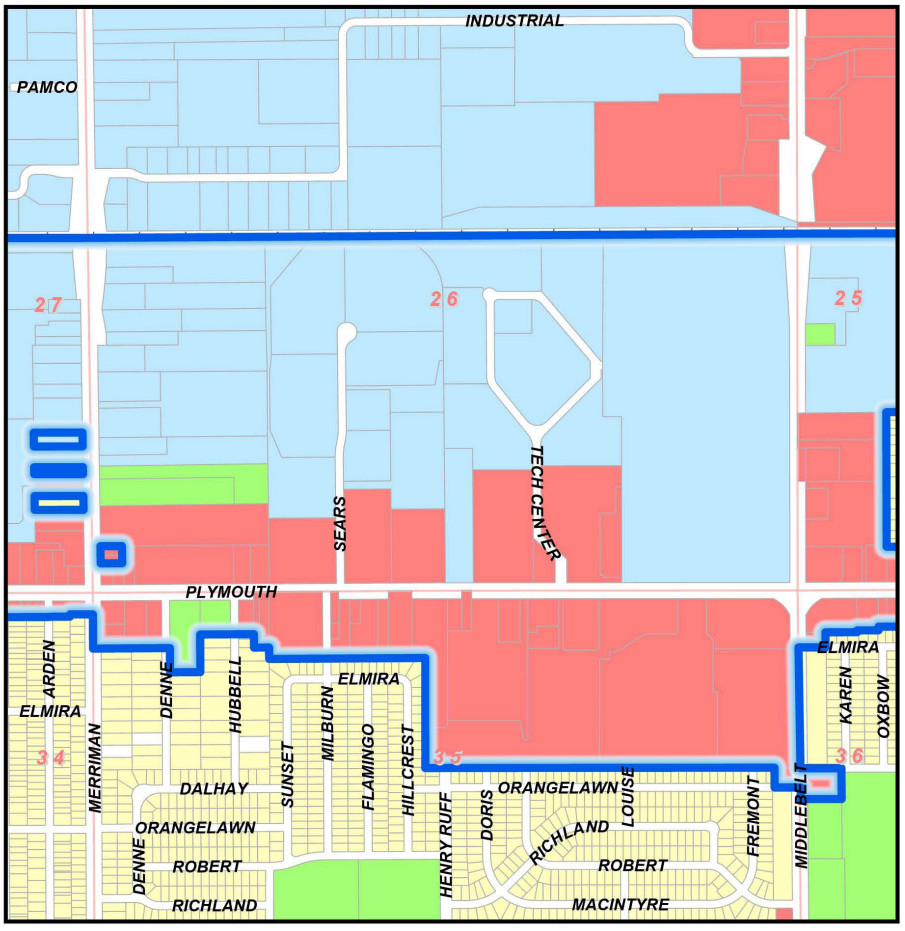

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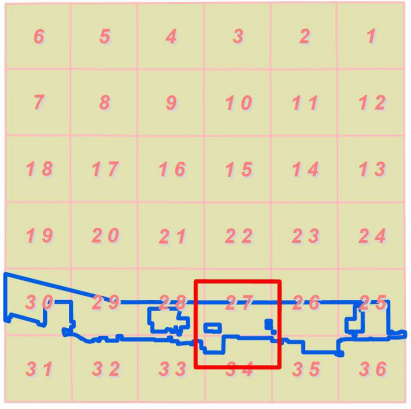

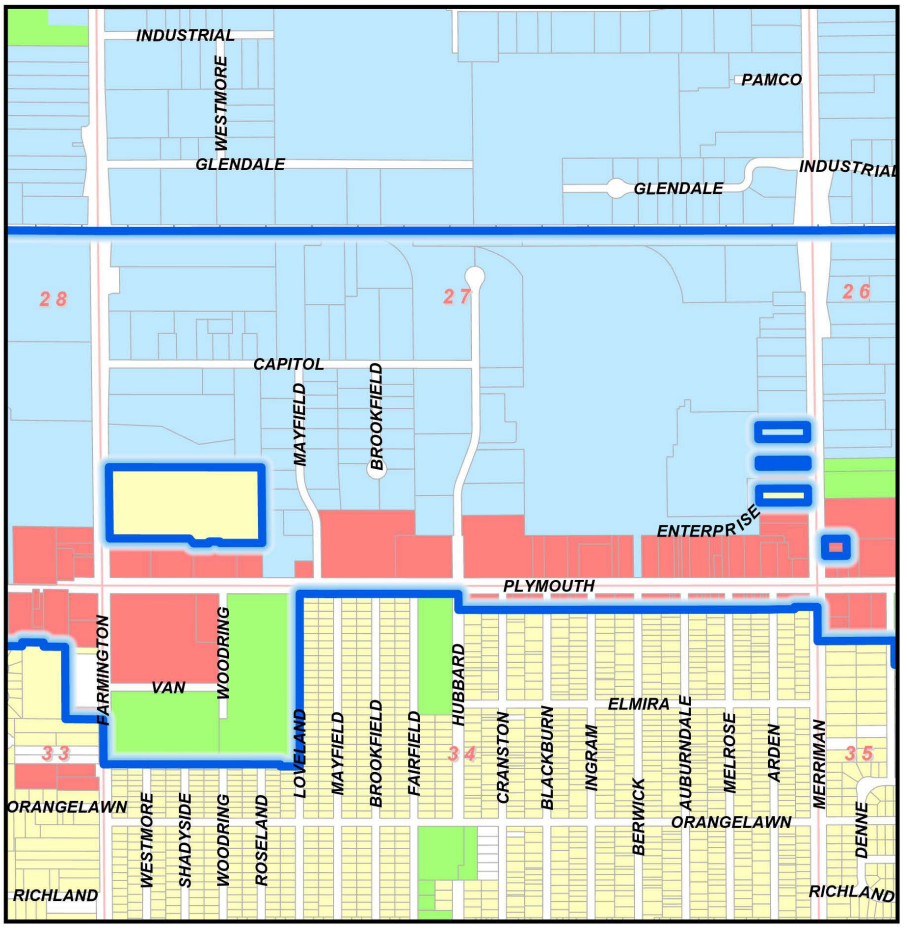

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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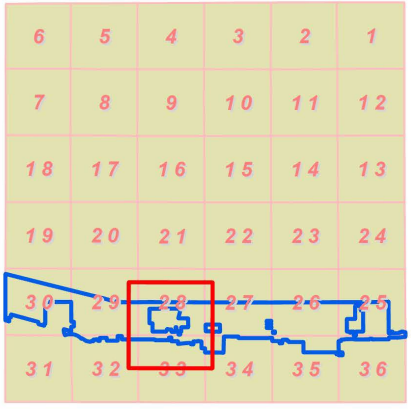

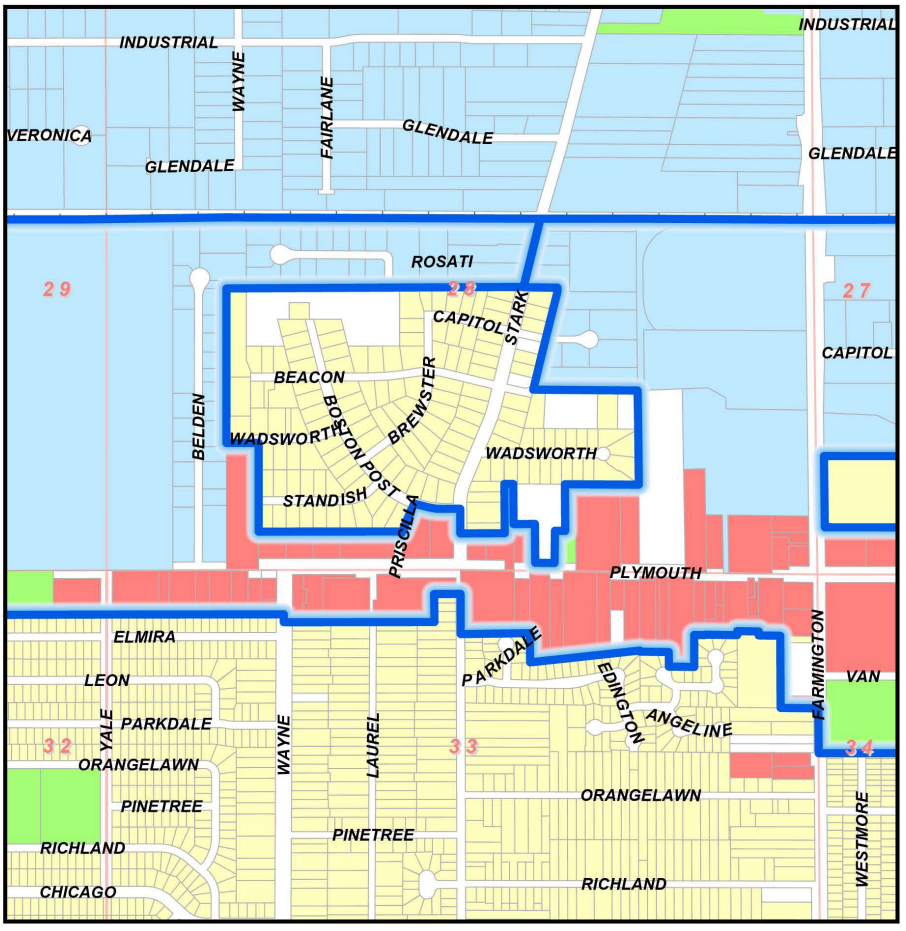

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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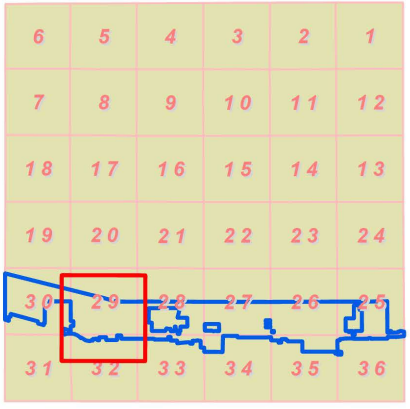



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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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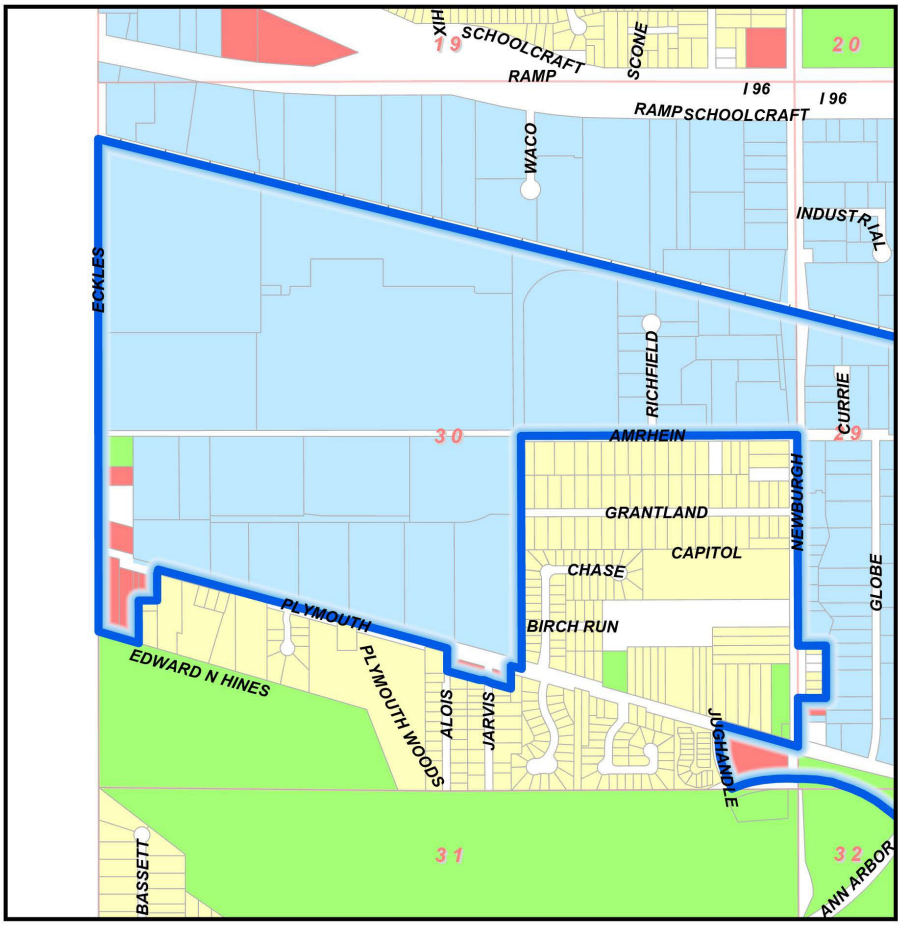

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EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Stark Road, 86 foot wide; thence Southwesterly along said Stark Road centerline, 530 feet to the centerline of Concord Road, 60 foot wide; thence Westerly along said Concord Road centerline , 250 feet to a point adjacent to the N.E. corner of Lot 114, Alden Village Subdivision (L. 66, P. 78, W.C.R.); thence Southwesterly along the east line of Alde Village Subdivision to the S.E. corner of lot 120; thence Easterly, 776.5 feet; thence Southerly, 700.50 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 2,200 feet along the southerly line (extended) of Rosati Industrial Park to the centerline of Stark Road, 86 foot wide; thence Northerly along said Satrk Road centerline to a point on

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the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North

line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E.

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1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West,

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563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	460,961,515							
2026	460,961,515	465,571,130	4,609,615	60,680	35,576	10,464	951	107,670
2027	460,961,515	470,226,841	9,265,326	121,967	71,507	21,032	1,911	216,417
2028	460,961,515	474,929,110	13,967,595	183,867	107,798	31,706	2,880	326,251
2029	460,961,515	479,678,401	18,716,886	246,385	144,451	42,487	3,859	437,183
2030	460,961,515	484,475,185	23,513,670	309,529	181,471	53,376	4,849	549,225
2031	460,961,515	489,319,937	28,358,422	373,305	218,862	64,374	5,848	662,388
2032	460,961,515	494,213,136	33,251,621	437,718	256,626	75,481	6,856	776,681
2033	460,961,515	499,155,268	38,193,753	502,775	294,768	86,700	7,876	892,118
2034	460,961,515	504,146,820	43,185,305	568,483	333,291	98,031	8,905	1,008,709
2035	460,961,515	509,188,288	48,226,773	634,848	372,200	109,475	9,944	1,126,467
2036	460,961,515	514,280,171	53,318,656	701,876	411,497	121,033	10,994	1,245,401
2037	460,961,515	519,422,973	58,461,458	769,575	451,188	132,708	12,055	1,365,525
2038	460,961,515	524,617,203	63,655,688	837,951	491,276	144,498	13,126	1,486,850
2039	460,961,515	529,863,375	68,901,860	907,010	531,764	156,407	14,208	1,609,389
2040	460,961,515	535,162,009	74,200,494	976,760	572,657	168,435	15,300	1,733,153
2041	460,961,515	540,513,629	79,552,114	1,047,208	613,959	180,583	16,404	1,858,154
2042	460,961,515	545,918,765	84,957,250	1,118,360	655,675	192,853	17,518	1,984,406
2043	460,961,515	551,377,953	90,416,438	1,190,224	697,807	205,245	18,644	2,111,920
2044	460,961,515	556,891,732	95,930,217	1,262,806	740,361	217,762	19,781	2,240,709
2045	460,961,515	562,460,649	101,499,134	1,336,114	783,340	230,403	20,929	2,370,786
2046	460,961,515	568,085,256	107,123,741	1,410,156	826,749	243,171	22,089	2,502,164
2047	460,961,515	573,766,108	112,804,593	1,484,937	870,592	256,066	23,260	2,634,856
2048	460,961,515	579,503,770	118,542,255	1,560,467	914,874	269,091	24,443	2,768,874
2049	460,961,515	585,298,807	124,337,292	1,636,751	959,598	282,246	25,638	2,904,233
2050	460,961,515	591,151,795	130,190,280	1,713,799	1,004,770	295,532	26,845	3,040,946
2051	460,961,515	597,063,313	136,101,798	1,791,617	1,050,393	308,951	28,064	3,179,025
2052	460,961,515	603,033,946	142,072,431	1,870,213	1,096,472	322,504	29,295	3,318,485
2053	460,961,515	609,064,286	148,102,771	1,949,595	1,143,013	336,193	30,539	3,459,340
2054	460,961,515	615,154,929	154,193,414	2,029,771	1,190,019	350,019	31,795	3,601,603
2055	460,961,515	621,306,478	160,344,963	2,110,749	1,237,494	363,983	33,063	3,745,290

[1] Assumes a 1.0% annual increase.

PUBLIC HEARING OF SEPTEMBER 29, 2025
DIRECTION

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the district boundaries of the downtown district of the Plymouth Road Development Authority pursuant to Act 57 of the Public Acts of Michigan of 2018.

DIRECTION: **1) APPROVING AS PRESENTED**
2) APPROVING WITH CONDITIONS
3) DENYING
4)COMMITTEE OF THE WHOLE

REGULAR

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

DIRECTION: **1) APPROVING**
2) DENYING
3)COMMITTEE OF THE WHOLE

REGULAR

Proposed Budget for the City of Livonia for the Fiscal Year ending November 30, 2026, and the property tax millage proposed to be levied to support the proposed budget. (CR 277-25)

DIRECTION: **1) APPROVING**
3) DENYING
4)COMMITTEE OF THE WHOLE

REGULAR

THESE ITEMS ARE TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF OCTOBER 20, 2025.

LETTER TO THE LIVONIA CITY COUNCIL

3.

Planning
September 29, 2025

MEETING DATE	PRESENTED BY
R082525/PH092925/R102025	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.
Public Hearing held on September 29, 2025.

BACKGROUND DETAILS

This public hearing is for amending the Plymouth Road Development Authority (PRDA) District Boundaries and Development Plan, terminating the PRDA Tax Increment Finance Plan, and adopting a new PRDA Tax Increment Finance Plan. The Notice of Public Hearing has been mailed to all property owners within the proposed PRDA District. Notices were also sent via certified mail to the affected taxing authorities, including Schoolcraft College, the Wayne County Treasurer, and the Huron Clinton Metropolitan Authority. Additionally, notices were posted in twenty (20) conspicuous locations throughout the District. And finally, the Notice of Public Hearing was published twice in the Detroit Legal News.

City Council approved the PRDA Development Plan and Tax Increment Finance Plan over 30 years ago. The PRDA is a Downtown Development Authority (DDA) authorized initially under the Downtown Development Authority Act (PA 197 of 1975), which later became a part of the Tax Increment Finance Act (PA 57 of 2018). DDAs, in general, are equipped with broad powers, including the ability to acquire and sell property, borrow money, and collect taxes, among other things. DDAs can also plan and propose the construction, renovation, repair, remodeling, rehabilitation, preservation, or reconstruction of a public facility or other buildings. The primary purposes of a DDA are to halt property value deterioration and promote economic growth. The projects and improvements a DDA undertakes must be based on a Development Plan approved by the DDA Board and the local legislative body. Many of the achievements of the PRDA over the past 30 years were projects identified in the original Development Plan, financed mainly from tax increment revenues made possible by the adopted Tax Increment Financing Plan.

A Development Plan for a DDA must address all the required elements of Act 57, including establishing the Development Area and district boundaries within which the DDA will operate. It must also list the projects and improvements that the DDA intends to undertake during the plan's life, cost estimates, and how the projects, improvements, and other activities identified in the plan will be funded.

Exhibit A illustrates the district boundaries, including the proposed changes. Several commercial and industrial parcels not currently in the district are proposed to be added, primarily due to zoning

and land use changes. Several industrial properties on the east and west sides of Stark Road, just south of the CSX Railway, are proposed to be added to the District. Records show that these parcels were excluded from the original District because they would eventually be developed for residential purposes; however, they have since been developed for industrial purposes. Properties proposed for removal are primarily residential and include single-family homes, multifamily homes, and assisted living facilities.

An essential aspect of amending the Development Plan is updating the list of projects, programs, and capital improvements the PRDA may undertake. The list of potential projects now includes the PRDA's Asset Management Program, as well as the planning, design, and improvements to Shelden Park, the former Fire Station, and the former Alfred Nobel Library sites. The Asset Management Program is an ongoing effort of the PRDA that includes maintaining all the streetscape and other improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, lighting, and traffic control measures. Another added project recognizes the significant financial commitment the PRDA is making to assist in the financing, designing, and constructing a new Shelden Park. As an extension of this, the amended Development Plan would allow the PRDA to play a key role in the planning, design, and construction of the remaining areas of the public land surrounding Shelden Park, including the former Noble Library on Plymouth Road and the land adjacent to the former Fire Station on Farmington Road.

The second part of the document is the Tax Increment Finance Plan. Exhibit D is the new Schedule of Estimated Tax Increment Revenues, which—if approved—would commence as early as this year and run for 30 years, until 2055. Initially, the PRDA's funding relied almost solely on capturing tax increment revenues. As the taxable value of the properties (real and personal) within the district increased above the established base value, the PRDA collected and retained the taxes on the incremental difference between the two. This is how tax increment financing operates. However, it only works if the future aggregate taxable value of all the properties in the District exceeds the established base value. In 1995, the taxable value of all real and personal property within the district was roughly $691M. This became the established base value. The original TIF plan projected that the District's taxable value would increase to over $830M by the end of the plan in 2026, resulting in an estimated captured taxable value of $264M and annual tax revenues exceeding $5.3M. However, due to multiple factors that caused a significant decline in the District's taxable value, the PRDA has not received any incremental captured tax revenue since 2009. The decline began in the early 2000s, starting with the accelerated depreciation tables that caused significant drops in personal property values. Major tax tribunal cases with Ford and GM followed, forcing the City and the PRDA to reimburse these companies for the collected taxes. The recession followed, resulting in declining property values. The final blow was the enactment of the Eligible Manufacturing Personal Property Tax Exemption. In 1999, the taxable value of the personal property in the district peaked at $509M. Today, the value of all the District's personal property is just over $82M.

Terminating the original TIF Plan and adopting a new TIF Plan would allow the initial (base year) taxable value to reset to the current tax year. This would enable the PRDA to capture incremental tax revenue as the value of the District's properties increases above the base value, over time. The newly established (2025) base value would be approximately $461M. While this is roughly $230M less than the base value established in 1995, it is still $114M more than the District's taxable value in 2016, when it bottomed out at $347M. If approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative increase of 1% in the taxable value annually. If the assumptions are correct, the yearly tax collection could grow to over $1 million in 10

years.

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

Refer to Law to prepare the following resolutions:
Approving
Denying
Committee of the Whole

ATTACHMENTS

1. PH092925 LTC PRDA Amendment - Development Plan (4)
2. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_clean
3. July 23, 2025 - PRDA 264th Regular Minutes unapproved
4. Notice to Taxing Authorities
5. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_redlined
6. R082525 PRDA Ord for District Boundaries CR 278-25
7. R082525 LTC PRDA Amendment - Development Plan
8. Resolution Calling Hearing PRDA Plan Amendment (2025)(44340006.1)
9. 1992-11-30_Council PH
10. R082525 LTC PRDA Amendment - Development Plan

APPROVED BY

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Monday, September 29, 2025

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on September 29, 2025.

MEMBERS PRESENT: Martha Ptashnik, Vice President
Carrie Budzinski
Rob Donovic
Scott Morgan
Lynda L. Scheel
Laura M. Toy

MEMBERS ABSENT: Brandon McCullough, President

OTHERS PRESENT: Eric Goldstein, Assistant City Attorney
Mark Taormina, Planning and Economic Development Director
Debbie Lichtenberg, Finance Director

The Public Hearing was called to order at 7:52 p.m. with Council Vice President Martha Ptashnik presiding. This item is regarding a request to adopt a resolution from the Plymouth Road Development Authority, amending the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

This item will be moved to the Regular Meeting of **October 20, 2025**.

The Public Hearing is now open. There were approximately 40 persons in the audience.

Ptashnik All right. Well, good evening. Let's do this again. We've kind of already discussed a lot of this already, but Mr. Taormina, I'm going to bounce back to you for just a quick overview of what we need to discuss here again.

Taormina So, the way these were separated, the first group, or set of resolutions offered, dealt specifically with the district boundaries. This second item relates only to the development plan. Again, the major changes to the development plan involve the projects and programs being added to the planning. Again, those are projects and activities that the PRDA may choose to undertake over the life of the plan. And then the second part of that, is the termination of the current TIF or tax increment finance plan, and the adoption of a new tax increment finance plan.

Ptashnik Thank you. Council. Councilmember Budzinski.

Budzinski Well, I guess I'll just say that. I am supportive of this, as I stated in our previous conversation. So, I will offer an approving amendment to the

development plan and a motion to terminate the current tip and adopt the new plan as proposed.

Donovic I'll offer denying and a Committee of the Whole as well. To the maker the approving resolution to note again, the signage portion, or there'd be some sort of report recommendation from administration to investigate further on overall signage control along the new development grid.

Ptashnik Anyone else from Council? All right, we'll go to the audience. If anyone has public comment, please come on up. Good evening.

Pastor I'm John pastor, 34018 Beacon, and I'm still not running for Council. When the PRDA was first going, it was never intended for any of the industrial buildings. It was just for the buildings along Plymouth Road only. It was never intended to get all the industrial buildings, because it was supposed to benefit the buildings on Plymouth Road. Secondly, all the businesses that do a remodel and all that stuff are supposed to bring it up to the PRDA. So, I'm not sure what the PRDA really needs money for, other than maintaining the grass and the power, that's really the only thing that the PRD needs money for. And secondly, parkland is residential. It's not industrial. It's not commercial. So, it shouldn't be in this to begin with, the Noble library and the fire. If you guys want something done with that, that's a city issue, not a PRDA issue. And if you have to sell the fire station, sell Noble, that's what you can do. And then that can be, you get revenue from that to help out the PRDA. And would also be, how much does PRDA need to run the PRDA, and then maybe that's when you'll be able to find out how much money they truly need. They don't need to do any more new projects. There's no property for them to do any more projects. The businesses that do it have to comply. So, I don't see the reasoning for that. And maybe you should look at the existing businesses and reduce the 2% that those people are paying to begin with, we don't always need more money. Maybe we need to live within our means just like everybody else does. So those are my comments. Thank you.

Ptashnik

Anyone else in the audience? Seeing none? I'll go back to Council. Council? Sorry

Emling

Ron Emilng, owner of 34422 Rosati, 34430, 34437 Rosati. I'm the developer on Rosati, owned for four years, I had a quick question for Mr. Taormina. When Mille Canfield did the research as far as doing this park, I've never been to Shelden Park. I have no idea what it's about, what it needs for updates. But did they go to Rotary Park? Because Rotary Park just got done. There's another park up on Seven Mile that just got remodeled. Were those people subject to tax increases tips to improve those parks over on Seven Mile Road, it just got all remodeled and rebuilt with all those placement centers and stuff like that, or just as retirement this us for this little Shelden Park. I got to address Carrie Budzinski, it's nice to have the flower shops and the little stores and everything go close

to the park and include that area, that's not doing nothing for these commercial buildings over here that doesn't have these building owners don't even live in the community or go over to that park. So why are we getting hit with the inconvenience of the flowers that might be needed over there at Sheldon Park, we don't even go to the park. You've got hundreds of people, hundreds of business owners up and down Plymouth Road that can pay for that, that enjoy that park and live in that community. They should ask those people or TIF those people that are around that park area. You don't go outside of the park area and rezone everything and try to get us involved with something that we're not even a part of. And I just need to get some questions answered again. I don't think anybody, any commercial buyer here is investing a million dollars in a building over here is interested in another tax hike to cover a park expense. It just doesn't make any sense. You should cover the people that around the park here, that enjoy the park here.

Biga Good evening, Jim Biga, Livonia, Michigan. With regard to the earlier comment about where do you publish news articles? I understand there aren't any other newspapers available, but the legal news is a unique publication, just to the legal community. And if the public library cannot have a copy of it, I don't know how the general population in the city would be able to get a copy of it. So, it'd be very good if we could increase the ability of the public library to be able to subscribe to Legal News. Thank you.

Ingram Ingram, 34413 and 34414 Rosati. When I looked at the district and what you're trying to provide, a park, a library, fire station, funds, why are you excluding residential property in that district for those funds, you mentioned Rosedale Park being a nice neighborhood, part of the Plymouth Road area. Tax the residents that are getting the benefit of having a walking district, you know, to be able to go to lunch and dinner. The people in the industrial building are not walking over to a restaurant. So, that’s all I have to say, thank you.

Budzinski So I'll take on some of these comments and try to share. So again, the TIF is not a new tax on businesses, it sets the ceiling for what the taxes currently are, and then as those rise, that portion will go to the PRDA, the new boundaries that we discussed previously, that if imposed as presented, would mean businesses, there are certain parcels that are exempt from the current 2 mills that have been applied to the PRDA district, and that they would then be included in that those are separate things. I believe that Livonia is a community as a whole. If you invest in our community, that you care about our community, and that you want to do well across the board, the Plymouth Road corridor is along Plymouth Road, so Rotary was mentioned. There's no other DDA in Livonia, there are a lot of DDAs in other communities. Multiple neighborhoods in Detroit have DBAs, Lake Orion, Southfield, Wyandotte, Northville, Plymouth, just to name a few. You can Google them. When you talk about, what do you

need money for with those entities? And what is, again, business development right now, you do have people who are paying a special assessment on their businesses. Do you know which businesses those are? Not necessarily, because we don't have a website that tells you about what those businesses are, and I talked to businesses along the corridor. We had a committee meeting not too long ago where I had us send invitations to as many of those business owners as possible. There are lots in the PRDA district, so we could not send letters to all of them, because we don't have that kind of postage budget. But those owners would like to see a higher profile, more connectivity within the city, because that is how development authorities are generally handled. The purpose of that is to elevate your city's value across the board, for your Commercial Investments, for your private property owners. A lot of talk is being given to Sheldon Park, Noble or the fire station, well it's a former fire station. Currently, it's just, it's a building used for our Housing Commission. The purpose of expanding it is not unusual. A lot of DDAs operate parks. They operate buildings that are used for public gathering spaces for pop up events or sublet to smaller businesses to help them springboard into more permanent establishments. This is common practice. It is not unusual. So, and then, of course, that also includes the beautification of the streetscapes. So again, the TIF portion is not a new tax. The boundary setting for a select parcel is that would be a change, but for a vast majority of those are already the PRDA, they've been paying that additional two mill for over a decade. So, I think that that hopefully addresses some of the comments.

Ptashnik Council, anything else? All right, we have an approving, a denying and a motion to go to committee already out there, so if there are no more comments, we'll close this public hearing.

As there were no further questions or comments, the Public Hearing was declared closed at 8:03 p.m.

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
August 19, 2025

MEETING DATE	PRESENTED BY
R082525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

BACKGROUND DETAILS

This public hearing is for amending the Plymouth Road Development Authority (PRDA) District Boundaries and Development Plan, terminating the PRDA Tax Increment Finance Plan, and adopting a new PRDA Tax Increment Finance Plan. The Notice of Public Hearing has been mailed to all property owners within the proposed PRDA District. Notices were also sent via certified mail to the affected taxing authorities, including Schoolcraft College, the Wayne County Treasurer, and the Huron Clinton Metropolitan Authority. Additionally, notices were posted in twenty (20) conspicuous locations throughout the District. And finally, the Notice of Public Hearing was published twice in the Detroit Legal News.

City Council approved the PRDA Development Plan and Tax Increment Finance Plan over 30 years ago. The PRDA is a Downtown Development Authority (DDA) authorized initially under the Downtown Development Authority Act (PA 197 of 1975), which later became a part of the Tax Increment Finance Act (PA 57 of 2018). DDAs, in general, are equipped with broad powers, including the ability to acquire and sell property, borrow money, and collect taxes, among other things. DDAs can also plan and propose the construction, renovation, repair, remodeling, rehabilitation, preservation, or reconstruction of a public facility or other buildings. The primary purposes of a DDA are to halt property value deterioration and promote economic growth. The projects and improvements a DDA undertakes must be based on a Development Plan approved by the DDA Board and the local legislative body. Many of the achievements of the PRDA over the past 30 years were projects identified in the original Development Plan, financed mainly from tax increment revenues made possible by the adopted Tax Increment Financing Plan.

A Development Plan for a DDA must address all the required elements of Act 57, including establishing the Development Area and district boundaries within which the DDA will operate. It must also list the projects and improvements that the DDA intends to undertake during the plan's life, cost estimates, and how the projects, improvements, and other activities identified in the plan will be funded.

Exhibit A illustrates the district boundaries, including the proposed changes. Several commercial and industrial parcels not currently in the district are proposed to be added, primarily due to zoning and land use changes. Several industrial properties on the east and west sides of Stark Road, just

south of the CSX Railway, are proposed to be added to the District. Records show that these parcels were excluded from the original District because they would eventually be developed for residential purposes; however, they have since been developed for industrial purposes. Properties proposed for removal are primarily residential and include single-family homes, multifamily homes, and assisted living facilities.

An essential aspect of amending the Development Plan is updating the list of projects, programs, and capital improvements the PRDA may undertake. The list of potential projects now includes the PRDA's Asset Management Program, as well as the planning, design, and improvements to Shelden Park, the former Fire Station, and the former Alfred Nobel Library sites. The Asset Management Program is an ongoing effort of the PRDA that includes maintaining all the streetscape and other improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, lighting, and traffic control measures. Another added project recognizes the significant financial commitment the PRDA is making to assist in the financing, designing, and constructing a new Shelden Park. As an extension of this, the amended Development Plan would allow the PRDA to play a key role in the planning, design, and construction of the remaining areas of the public land surrounding Shelden Park, including the former Noble Library on Plymouth Road and the land adjacent to the former Fire Station on Farmington Road.

The second part of the document is the Tax Increment Finance Plan. Exhibit D is the new Schedule of Estimated Tax Increment Revenues, which—if approved—would commence as early as this year and run for 30 years, until 2055. Initially, the PRDA's funding relied almost solely on capturing tax increment revenues. As the taxable value of the properties (real and personal) within the district increased above the established base value, the PRDA collected and retained the taxes on the incremental difference between the two. This is how tax increment financing operates. However, it only works if the future aggregate taxable value of all the properties in the District exceeds the established base value. In 1995, the taxable value of all real and personal property within the district was roughly $691M. This became the established base value. The original TIF plan projected that the District's taxable value would increase to over $830M by the end of the plan in 2026, resulting in an estimated captured taxable value of $264M and annual tax revenues exceeding $5.3M. However, due to multiple factors that caused a significant decline in the District's taxable value, the PRDA has not received any incremental captured tax revenue since 2009. The decline began in the early 2000s, starting with the accelerated depreciation tables that caused significant drops in personal property values. Major tax tribunal cases with Ford and GM followed, forcing the City and the PRDA to reimburse these companies for the collected taxes. The recession followed, resulting in declining property values. The final blow was the enactment of the Eligible Manufacturing Personal Property Tax Exemption. In 1999, the taxable value of the personal property in the district peaked at $509M. Today, the value of all the District's personal property is just over $82M.

Terminating the original TIF Plan and adopting a new TIF Plan would allow the initial (base year) taxable value to reset to the current tax year. This would enable the PRDA to capture incremental tax revenue as the value of the District's properties increases above the base value, over time. The newly established (2025) base value would be approximately $461M. While this is roughly $230M less than the base value established in 1995, it is still $114M more than the District's taxable value in 2016, when it bottomed out at $347M. If approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative increase of 1% in the taxable value annually. If the assumptions are correct, the yearly tax collection could grow to over $1 million in 10 years.

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

APPROVING RESOLUTION

ATTACHMENTS

1. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_clean
2. July 23, 2025 - PRDA 264th Regular Minutes unapproved
3. Notice to Taxing Authorities
4. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_redlined
5. R082525 PRDA Ord for District Boundaries CR 278-25
6. R082525 LTC PRDA Amendment - Development Plan
7. Resolution Calling Hearing PRDA Plan Amendment (2025)(44340006.1)
8. 1992-11-30_Council PH

APPROVED BY

MINUTES OF THE 264th REGULAR MEETING OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY OF THE CITY OF LIVONIA

The 264th Regular Meeting of the Plymouth Road Development Authority of the City of Livonia, Michigan, was called to order at 4:05 p.m., Wednesday, July 23, 2025, in the 5th-floor Gallery of City Hall.

Members Present: Maureen Miller Brosnan, Mayor
Dan Laible, Chair
Stephanie Blatt
Mark Orosz
Susan Harvey

Members Absent: Rhett Gronevelt, Vice Chair
David Veslenak
Patrick Mies
Omar Faris

Others Present: Mark Taormina, Economic Development & Planning Director
Jacob Uhazie, Assistant Planning Director
Kris Canty, Planner IV
Stephanie Reece, Planning Program Supervisor
Robert Bywalec, D & B Landscaping
Tom Colis, Miller-Canfield
Justin Gooch, resident

1. **ROLL CALL** A quorum was present.

2. **AUDIENCE COMMUNICATION** Mayor Miller-Brosnan introduced the newest PRDA member, Mark Orosz. She explained that he lives in the same neighborhood and that he always showed a great deal of interest in the Plymouth Road corridor. She said that he always stuck in the back of her mind as somebody who would be a great addition to a board or commission in the community. Mark Taormina introduced the planning staff, Tom Colis, and Robert Bywalec to Mr. Orosz. Resident, Justin Gooch, who resides at 9971 Garvett, Livonia, MI, spoke about the lack of businesses along the corridor between Inkster and Middle Belt. He also suggested slowing the speed on Plymouth Road to 30 mph to let people slow down and get to know the businesses in the area. Mr. Laible appreciated the engagement in the community and said that his concerns were a bit out of the purview of the board, but he does welcome any feedback, comments, and suggestions.

3. **ADOPTION OF MINUTES**

On a motion made by Brosnan, seconded by Blatt, and unanimously adopted, it was:

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#2025-10 **RESOLVED** that the Plymouth Road Development Authority does hereby approves the Minutes of the 263rd Regular Meeting held on April 14, 2025.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

4. REQUEST BY PAUL WEISBERGER TO AMEND EASEMENT FOR PRDA FOR LANDSCAPING AND OTHER PURPOSES Mr. Taormina explained that this item was brought to the city's attention in connection with a transfer of ownership involving a commercial property on the south side of Plymouth Road, just east of Middlebelt Road. The owners of a multi-tenant retail center are purchasing the former John's Cleaners with the intention of removing the building, expanding their parking lot, and bringing in a new tenant that operates a drive-up window. It was during the due diligence that they discovered an easement that was recorded in favor of the Plymouth Road Development Authority. The easement encumbers the entire property. Over 25 years ago, the consulting firm that was hired by the PRDA secured many of the easements. The easements appear to have been drafted individually, on a case-by-case basis. Most of the easements only involve a narrow strip along the front of the property, which was sufficient to allow the streetscape improvements. However, this easement includes the entire property—not just the frontage. The easements are typically described from the centerline of the road, 70 feet back, which encompasses the right-of-way and then an additional 10 feet. This is so the PRDA can make improvements to the private property. The attorney representing the purchaser brought it to the city's attention. The Law Department agrees that the language should be revised to only affect the first 10 feet. He explained that what the city is looking for is approval from the Board to amend the easement as it affects this one property. Moving forward, it will take time to review all the easements along the corridor to find out how many like this one exist. It was agreed by the members that it was just a mistake that needs to be cleaned up. Mr. Orosz asked if the city has a methodical way of going through the corridor from end to end, while making the best use of the resources. Mr. Taormina said that if Mr. Orosz wanted to fashion a resolution to that effect, then he would pose that with the Law Department. Mr. Laible mentioned that not all properties are the same. He said maybe there is a parcel that is larger than 10 feet for the authority. Mr. Taormina did say that there are a few of them along the corridor.

On a motion made by Blatt, seconded by Harvey, and unanimously adopted, it was:

#2025-11 **RESOLVED** that the Plymouth Road Development Authority does hereby approve amending the easement for the property at 29175 Plymouth Road, Livonia, MI, Liber 34069, page 351.

UNAPPROVED

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

5. **UPDATE FROM D & B LANDSCAPING ON PLAZA LANDSCAPING PROJECTS** Mr Bywalec explained that there has been construction ongoing at Merriman and Plymouth Roads. He said that according to the Engineering Department, the work is 99% complete, and there is supposed to be a walk-through next week. D & B would like to wait an additional 10 days to two weeks in case there are any problems, so that they can be taken care of. That would bring it to around August 11, 2025, before his company can start with the improvements, which will take four to five weeks to complete. He was informed that Livonia TV would like before and after pictures, and he will be working on that in conjunction with the project. Mr. Orosz inquired about the responsibility of landscaping. Mr. Bywalec said that the PRDA is only responsible for the areas outside of the fencing. Mr. Orosz asked if there is any incentive for the property owners to keep up their side of the fencing. Mr. Taormina said that it is their property and that it would be an enforcement issue. Mr. Bywalec went on to speak about the Middlebelt and Plymouth Plaza. He said that the Black-eyed Susans did not come back this year, and he believes it is because they cut them back too soon. He met with the growers and with Michigan State University's Horticulture department to figure out why. He explained that they are salt-tolerant and that it is a perfect plant for that area. They concluded that because they were new and they were watering those plants into late September, October, and November, that they were still very green, and they had not yet died down enough. He said that they are going to be replaced one more time and see what happens this season. They will stress them out and then cut them down. Mr. Laible asked if we use salt alternatives during winter. My Bywalec said that he thought it might be the salt, but he does feel more confident that what they are doing this season will maybe protect them a bit more. He said they do not want to have to replace them again next season. He reiterated that he does not believe that it is the salt that killed them. Mr. Bywalec said that his phone was ringing from residents and store owners, which he feels tells the board that it is an eye-catching corner.

6. **REVIEW PROPOSED AMENDMENTS TO THE PRDA DEVELOPMENT PLAN AND TIF PLAN.** Mayor Brosnan said that this document is significant to the work that the PRDA does. She feels the introduction is the most significant part of the document because it states the scope of the authority to make improvements in the city. She has seen a full cycle of what happens along the corridor. The tax capture occurred when the property taxes were doing really well, and there was money to make all of the street improvements, which helped to maintain the health of the corridor. She said she has also seen the money dry up when the recession hit and property taxes declined, resulting in no capture, and the maintenance had to be

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turned over to the people abutting the corridor. She said that when an asset goes uncared for over a certain period of time, you are going to see a decline in it. She stated that the Board is back into a position for the last couple of years where the property taxes are rebounding and the Authority is afforded the chance to make improvements, such as D & B Landscaping, to improve the general look of the corridor. She said that the dream behind the corridor is bigger than that. It is at a bare minimum about maintaining esthetics, but ultimately to be able to drive the economy along the corridor. That ability oftentimes depends on the scope the Authority has. She said the scope hasn't really changed much, but it is important to look at things like recreation, hence the partnership with the City of Livonia to invest in Sheldon Park and the revitalization of that park. She said that we ultimately know that parks do an awful lot for communities and an awful lot for the economic advancement of communities. She said that since this document carries the Authority for 30 years, we are going to want to make sure that it is broad and broad enough in its scope, yet refined enough in its scope, so that the work that is actually done results in change and a strong economic dynamic. Mr. Taormina said that if the Board endorses the plan, it is the intention to move immediately to Council through the public hearing process. He is hoping to get it completed by the end of 2025. Mr. Orosz said that in the red-lined version, there were a lot of punctuation fixes, but there was a lot that needed to be pulled out or have a memo. He suggested an end-of-year statement, which says specific things were completed. He said that the plan is a forward-looking document. Ms. Harvey mentioned that the new document could have a mention of the prior document's deletions, etc. Mr. Taormina said that Municode publishes both the current and former ordinances online so anyone can go back and look at them. Mr. Orosz explained what he is used to seeing in the automotive field when it comes to revisions. Mr. Laible said that it is good practice to have a red-lined version to look at the changes and understand that the Board wants to look at approving the update. He suggested looking at the scope of what the Board is looking to do for future development. He said to make it easier once it is in front of the Council, also. He didn't know if the past history would be pertinent to where the Board is currently and where it is going. Mr. Orosz suggested a one-page document showing what was removed and what was added. Mr. Taormina recognized Tom Colis from Miller Canfield and their efforts to get this document in motion. Mr Taormina said that the document that is currently in effect is over 30 years old and was established in the mid-1990s. He said that the PRDA gets it authority by state statute, the original DDA Act 197 of 1975, which was later recodified and consolidated with about six other statutes that all use tax increment financing as their primary means of funding. The act is now called the Tax Increment Financing Act of 2018. He said the PRDA is a Downtown Development Authority and is subject to the authority given to it by the legislative body, which is the City Council. DDAs are granted a significant amount of authority. They can buy and sell property, collect taxes, and do other things. He said these are tools to determine what this body is likely to do in the future and how they have operated in the past. He pointed out that the Development Plan addresses all the required elements of the statute,

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including establishing the district boundaries within which the PRDA operates, identifying all the projects and improvements that the PRDA intends to undertake over the plan's life, including cost estimates, and the proposed methods of financing. The same format that was used originally is being used in the new document, and Mr. Taormina believes this is the format a lot of communities use. He explained the exhibits in the back of the document. He said that the boundaries were gone through extensively, and corrections were made where needed. The legal description was revised, too. There are now updated district maps that include several new commercial and industrial properties due to zoning changes and other missed opportunities. He explained that the district includes all the commercial properties along Plymouth Road, extending from Inkster to Eckles Road, running east to west, and to the CSX railroad, roughly one-half mile north of Plymouth Road. It encompasses all the industrial properties in this area. Some properties were removed due to zoning and other changes, including single-family homes, assisted living facilities, and multifamily developments. He explained that the two-mill tax levy is going to remain and would not be placed upon any residential properties, since there will no longer be any residential properties within the district. Another crucial part of the plan is identifying all the projects, programs, and capital improvements that the PRDA may want to undertake over the life of the Plan. These are not commitments or obligations on the part of the PRDA. Identifying them simply provides the Authority with the opportunity to work on these projects. The added projects include the Asset Management Program and the planning, design, and improvements to Shelden Park, the Alfred Noble Library site, and the former fire station, including the land around it. He explained that the Asset Management Program includes the streetscape and other improvements along the corridor, such as the fencing, piers, landscaping, walls, street furniture, lighting, and even some of the traffic control devices. The addition of Shelden Park to the Plan memorializes the action that the Board took at the last meeting to help fund that project. He said that while it is a city-managed project, the PRDA is allocating funds towards the planning, design, and construction of the park. The PRDA will be reimbursed for much of the soft costs, including the engineering and construction administration, once the bonds are sold. The PRDA has agreed to finance 45% of the overall debt service. Mr. Orosz brought up the borderline between Hubbard and Merriman in Rosedale Gardens. He asked if the line covers the alley behind the businesses. Mr. Taormina explained that it is described along the center line of the alley. Mr. Orosz asked if the pillars and railing of the old Rosedale Garden are within the PRDA. Mr. Taormina explained that the pillars that were done by the Rosedale Gardens Homeowners Association are in the right-of-way of the residential streets and not Plymouth Road. He questioned whether the district includes the full alleyways, and said that if it doesn't, the boundaries should be adjusted in case the PRDA wants to make improvements to the alleys. Mr. Taormina said that he will check with the Engineering Department to see if the line can be shifted to encompass the entire alleyway. Mr. Orosz said that it would help enhance the view of the businesses. For example, the Chase Bank has a rusty fence, overgrown

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weeds, and many potholes. He said the homeowner's association has asked who owns the alley and never got a good answer. The Mayor wanted to clarify that the lines do not establish ownership; they establish areas that the Authority could go in and assist with improvement. Mr. Taormina said yes and that it is the district boundaries that coincide with the development area. The Mayor mentioned how other communities are turning alleyways into vibrant places. She recognized that Livonia doesn't have those kinds of businesses on Plymouth Road currently, but with a real concerted effort and sustained tax capture, it could eventually evolve into something like that. She likes thinking about this because it would give the Authority a chance to come in, if there are funds, and make some of those improvements. Ms. Blatt said she has seen one in Jackson, and it was beautiful. Mr. Orosz said the people in old Rosedale Gardens would like to talk about a vision for that. Mr. Taormina then went on to talk about the Tax Increment Finance Plan. He explained that the last page, Exhibit D, is the updated Schedule of Estimated Tax Increment Revenues. The plan would run for 30 years. Originally, the PRDA was funded solely by the capture of tax revenues. As the taxable value of the properties within the district increased above what it was in 1994, when the district was established, the city collected the taxes on the incremental difference between those two. He explained that it only works if the taxable value rises above the base value. The taxable value of all the real and personal property in the district in 1994 was roughly $691 million. That established the base value. The original TIF plan projected that the taxable value would increase to over $830 million by the end of the plan in 2027, which would have resulted in a captured value of about $264 million and revenues over $5 million. He went on to explain that when this initial projection was done in 1995, they assumed a 1% annual increase in the taxable value of all the properties within the district. The annual revenue would have reached as much as $5 million today if not for the calamities that took place beginning in the early 2000s. First were the accelerated depreciation tables for the industrial properties and the huge tribunal cases involving Ford and GM, where the city and the PRDA had to write very large checks back to those companies. Next was the recession, and then the EMPP came into play, which had a profound impact on the PRDA's finances. In 2009, the personal property value peaked at about $509 million. Today, the value is only $82 million. Beginning in 2009, the taxable value dropped below the base value, and since then, no TIF revenues have been distributed to the PRDA. The only revenue that the PRDA relies on today is the 2-mil tax levy that is imposed on all the properties within the district. He explained that amending the plan allows the Authority to reset that taxable value. If approved, the new base value would be $461 million, which is about $230 million less than it was in 1994, but roughly $114 million more than it was in 2016, when it bottomed out at $347 million. He explained that from 2016 to today, there has been a steady increase in the taxable value of the properties within the district, but not enough to get above that base value. He said if the base value is reset and starts fresh, as long as property values continue to increase, the Authority will be able to capture taxes. Exhibit D provides estimates of the tax capture based on certain assumptions, including setting the base value at $461 million and 1%

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annual increases in property values. The tax capture only applies to certain taxing authorities, including the city, Wayne County, Schoolcraft College, and the HCMA. Based on the assumptions, the total TIF revenue would progressively increase over the next 30 years. Within 10 years, the potential may exist to generate up to one million dollars in annual revenue. He asked that the PRDA move forward with amending the Development Plan and the TIF Plan. Mr. Colis went on to explain that the current TIF Plan would be terminated and replaced with a new TIF Plan, which would allow the base value to be reset. He said that because of Act 57, both the Development Plan and the TIF Plan can be presented as one. He clarified that on page 22, which is the lead into the TIF plan, there should be language to indicate that the existing TIF plan will be terminated and replaced with a new TIF plan for the purpose of resetting the base value. He said this would help in the future to understand what happened. Ms. Blatt wondered if the new base value would protect the Board from future instances like what happened during this plan. Mr. Colis responded, saying you can't predict what will happen. Ms. Harvey inquired about the Development Plan and how it is a 30-year plan, but the estimates of dollars that it is going to take to accomplish the items seem to fall short. She asked what happens after 10 or 15 years. There is no reference as to how the money is to be spent beyond the short-term horizon. Mr. Colis mentioned how the Asset Management Program will continue throughout the plan, and the existing plan was frequently updated, particularly for that purpose. He said the TIF part wasn't, but the development part was updated in case there are additional projects that aren't identified specifically. For example, he said Shelden Park is identified specifically, but there might be other projects that don't fit the general description of the improvements that the Board is looking to undertake through the Development Plan, so that the Board may come and update the plan for a future date. Ms. Harvey gave the example of sidewalk construction. She said this would be an ongoing thing forever. She asked if there was any value in limiting what is going to happen over the next five years. Mr. Taormina said it can be updated to have the sidewalk construction extend throughout the life of the plan. Ms. Harvey felt that there are a lot of things that aren't really limited to 10 years or five years, and that it should be for the life of the plan, so there are fewer updates in the future. She said she is looking at it in terms of a 30-year plan. Mr. Taormina asked Mr. Colis if there was any harm in carrying it out throughout the life of the plan. Mr. Colis agrees about items like sidewalks that are continuous throughout the life of the plan, but Shelden Park is a specific project, which is different. He said there are components that would be expected to be included for the life of the plan. He feels there can be items with specific times of completion that you anticipate because you know them now. He said he doesn't think there is any reason there couldn't be those for the duration of the plan, whereas those that you do know that you're going to accomplish within a certain period. Mr. Laible said that for the specific items, it should be spelled out, and for the rest of the items, it should be as open and generic as possible to cover the entire 30 years, whether it is the maintenance piece or the alleys, demolition of buildings in general, or purchasing buildings. Mr. Orosz felt they were confusing an

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estimate of revenue with a balance sheet income statement. He asked if this is mandated by the state to have it in this format. Mr. Colis said the statute states there must be an estimate of tax increment revenues for the duration of the plan. He said it is the best guess. He said the tax levies by the jurisdictions may change over time. He said Mark put in the 1% growth, and that could happen, but you could also assume a 2% growth, but what is the reality of that? He said whatever happens, happens. Mr. Orosz asked about footnoting the city levy and the county levy to say they are for a specific time. He asked if they could be qualified. Mr. Colis went on to say that they may not be there next year. The city and all the entities can reset their levy every year based on what is budgeted. He said these current amounts may change next year because each entity decides on its budget. He said there is no certainty that any jurisdiction within the boundaries is going to levy the same millage next year because it depends on those governing bodies making those determinations as to what is needed for budget purposes and where they want to allocate the funds. This is just a snapshot based on current tax levies. He said the only known factors are the current base value and the current millage rates as of 2025, and the rest is a total guess. Mr. Orosz asked about having footnotes. Ms. Harvey suggested a footnote stating that the numbers were calculated based on the tax rates as they exist as of the specific date. Mr. Laible explained that the document is not being used for budgeting purposes. He said that it was done because it is a requirement to determine what the best estimate of the TIF revenue is going to look like. He said when this district was created, it was under the mindset that the Authority would need revenue. Two mills generate roughly $400,000 a year, plus the TIF income, which potentially could be a million dollars over 10 years, based on the estimates. What our budgets look like going forward is drastically different. He said if the reset is approved, our purpose is to get both of those revenue streams flowing. He reiterated that this is a check box to put your best estimate forward. He said the old document needs to be terminated and reinstituted with this new baseline. Mr. Colis said there is a requirement to have an estimate of the impact on taxing jurisdictions. He said there is a paragraph that talks about it specifically. It talks about it based on estimates, reasonable assumptions at the time, subject to change on account of changes in law or otherwise. Mr. Orosz said that there is a mix of annual and cumulative numbers, and that it should also be noted. He said the captured tax is cumulative, and the taxable value is not. He said he did not know if it was directed by the state, but it is a major difference, and it needs at least some vertical lines to separate cumulative from annuals. He also recommends horizontal lines at five-year break points to be able to see what is going on. He said it is hard to follow across 30 individual lines. Mr. Colis said that whether you round to the closest $100,000 or to the dollar, it is the most current estimate based on the numbers that you're inputting into your spreadsheets. So, when you look at these tables in the DDA plans, they're down to one dollar. He said it's just your assumptions based on the millage rates on that taxable value that generates that dollar amount. He also said it can be footnoted. Again, he reiterated that it doesn’t have to be to any decimal point or dollar figure. An estimate of the tax revenue needs to be provided for statutory purposes,

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and how the Board wants to present it is up to them. Mr. Laible asked if there were any final comments or concerns about the proposed plan. Ms. Harvey wants to request changes regarding the ongoing project timelines and have it stated for the life of the plan. Mr. Laible agreed and mentioned the alleyway border. He said he thinks that with those two changes, the Board can feel comfortable giving approval and leaving it to the discretion of the final language ramifications of the new document. Mr. Colis did want to make an addition on page 22 for the introduction of the TIF plan, that there be language below the first paragraph indicating the termination of the old plan and the adoption of the new plan for the purpose of resetting the base. He wants clarity as to why the existing tax increment financing is being terminated.

On a motion made by Harvey, seconded by Blatt, and unanimously adopted, it was:

#2025-12 **RESOLVED** that the Plymouth Road Development Authority does hereby approve the revised Development Plan with a change to the capital improvements section for roads/alleys and sidewalk construction to be ongoing over the life of the plan; that the alleys are completely included in the district and not to the centerline; and for the Tax Increment Financing plan, the language clearly provides that the existing plan is being terminated and replaced.

Mr. Laible, Chairman, declared that the motion was carried and that the foregoing resolution was adopted.

7. **COMMENTS FROM BOARD MEMBERS** Mr. Orosz thanked Mayor Miller-Brosnan for her nomination to this board and the City Council for their approval. He looks forward to working with the board in the upcoming years.

8. **AJOURNMENT On a motion duly made, seconded, and unanimously adopted,** the 264th Regular Meeting held by the Plymouth Road Development Authority on July 23, 2025, was adjourned at 5:18 p.m.

_____
Stephanie Reece, Secretary

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PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
PETER H. VENTURA
WAFA DINARO
PATRICK DROZE

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Huron Clinton Metropolitan Authority
Amy McMillan
13000 High Ridge Drive
Brighton, MI 48114

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Ms. McMillan:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

The City Council is calling a public hearing to consider the Amendments on Monday, the 29th day of September 2025, at 7:00 o'clock p.m., prevailing Eastern Time in the City Hall, 33000 Civic Center Drive, Livonia, Michigan. Notice of the hearing will be posted, mailed and published in accordance with the law.

In addition, pursuant to Section 214(4) of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57"), prior to the public hearing, the City Council shall provide a reasonable opportunity to meet with interested members of the boards of other taxing jurisdictions levying taxes subject to capture by the PRDA. If you wish an opportunity to discuss the proposed Amendments prior to the public hearing, please contact the undersigned.

The PRDA and the City Council welcome your comments on the proposed Amendments. If you have any questions regarding the proposed Amendments or would like to schedule a meeting to discuss the Amendments, please feel free to contact Mark Taormina, City of Livonia Planning and Economic Development Director at (734) 466-2292.

Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

Encl: Notice of Public Hearing
Proposed Plan Amendment

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
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PETER H. VENTURA
WAFA DINARO
PATRICK DROZE

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MAYOR

MARK TAORMINA
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DEVELOPMENT DIRECTOR

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(734) 466-2290 Fax (734) 466-2108

September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Schoolcraft College
Glenn Cerny
18600 College Parkway
Livonia, MI 48152

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Mr. Cerny:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

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The PRDA and the City Council welcome your comments on the proposed Amendments. If you have any questions regarding the proposed Amendments or would like to schedule a meeting to discuss the Amendments, please feel free to contact Mark Taormina, City of Livonia Planning and Economic Development Director at (734) 466-2292.

Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

Encl: Notice of Public Hearing
Proposed Plan Amendment

PLANNING COMMISSION

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SAM CARAMAGNO, Secretary
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PETER H. VENTURA
WAFA DINARO
PATRICK DROZE

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MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
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(734) 466-2290 Fax (734) 466-2108

September 3, 2025

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Wayne County Treasurer
Eric Sabree
400 Monroe St
5th floor
Detroit, MI 48226

RE: Proposed Amendment of District Boundaries and Amendment to Development Plan and Termination and Adoption of Tax Increment Financing Plan for the Plymouth Road Development Authority

Dear Mr. Sabree:

The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City of Livonia, County of Wayne, State of Michigan (the "City") and has forwarded a copy of the Amendments to the City Council for review and approval following appropriate notice and public hearing. A copy of the Amendments are enclosed with this letter.

The City Council is calling a public hearing to consider the Amendments on Monday, the 29th day of September 2025, at 7:00 o'clock p.m., prevailing Eastern Time in the City Hall, 33000 Civic Center Drive, Livonia, Michigan. Notice of the hearing will be posted, mailed and published in accordance with the law.

In addition, pursuant to Section 214(4) of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57"), prior to the public hearing, the City Council shall provide a reasonable opportunity to meet with interested members of the boards of other taxing jurisdictions levying taxes subject to capture by the PRDA. If you wish an opportunity to discuss the proposed Amendments prior to the public hearing, please contact the undersigned.

The PRDA and the City Council welcome your comments on the proposed Amendments. If you have any questions regarding the proposed Amendments or would like to schedule a meeting to discuss the Amendments, please feel free to contact Mark Taormina, City of Livonia Planning and Economic Development Director at (734) 466-2292.

Very truly yours,



Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

Encl: Notice of Public Hearing
Proposed Plan Amendment

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on **Monday, the 29th day of September, 2025, at 7:00 p.m.**, prevailing Eastern Time at **City Hall, 33000 Civic Center Drive, Livonia, Michigan**, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

> Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk,
City of Livonia

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

City of Livonia

DEVELOPMENT PLAN

AND

TAX INCREMENT FINANCING PLAN

~~DEVELOPMENT PLAN~~

~~and~~

~~TAX INCREMENT FINANCE PLAN~~

Approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to a public hearing held on April 12, 1995.

Revised and approved by City Council: February 25, 1998; ~~and~~ March 27, ~~2013~~2013; and _____, 2025.

DRAFT

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
Omar Faris
Stephanie Blatt

City Council

Brandon McCullough, President
Carrie Budzinski
Scott Morgan
Laura Toy

Martha Ptashnik, Vice President
Rob Gjonaj Donovic
Lynda L. Scheel

City Officials

Lori Miller, City Clerk

Susan M. Nash, City Treasurer

Carter Fisher, City Attorney

Debra Lichtenberg, Finance Director

Linda Gosselin, City Assessor

Mark S. Taormina, Planning Director

DRAFT

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DRAFT

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DEVELOPMENT PLAN

This Development Plan contains the information required by Section 217(2) of The Recodified Tax Increment Financing Act, being Act No. 57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Development Plan refer to Act 57. Additional information is available from the Planning and Economic Development Department, City of Livonia. ~~Additional information is available from the Planning and Economic Development Department, City of Livonia.~~

INTRODUCTION

DRAFT

~~INTRODUCTION~~

The Plymouth Road corridor in Livonia represents a foundational element of the City's economy and a strong commercial and industrial community. Much of the Plymouth Road frontage and the area from Plymouth Road north to the ~~Jeffrey~~ Jeffries (I-96) Freeway includes the City's primary industrial corridor and a substantial amount of its commercial facilities. For example, the area contains one of ~~the~~ three regional shopping centers located in Livonia, ~~and~~ four ~~community size~~community-sized shopping centers, and several ~~as well as six~~ manufacturing facilities, including ~~owned by~~ the Ford Motor Company ~~and the General Motors Corporation~~Livonia Transmission Plant.

Therefore, ~~in order~~ to prevent potential deterioration of the Plymouth Road area and to encourage additional economic activity and growth in the Plymouth Road business district, the City established the Plymouth Road Development Authority (the "PRDA") ~~pursuant to~~under Act 197 of 1975 ("Act 197") and ordinance No. 2165 adopted by the City Council on April 7, 1993.

The PRDA has identified specific sources of funding to finance the implementation of a plan for physical improvements to that portion of the PRDA District identified in this Plan as the Development Area.

The purpose of this Development Plan and Tax Increment Finance Plan is to provide for the acquisition, construction, and financing of the necessary street, street lighting, sidewalk, parking improvements, landscaping, recreation improvements, street furniture and other esthetic improvements, land acquisition, code enforcement, security, maintenance, marketing and promotion activities, and other facilities and programs for the Development Area to carry out the objectives of the PRDA ~~so as~~ to prevent future deterioration of the Development Area while preserving its unique character and promoting economic growth for the benefit of all businesses and taxing units located within and benefited by the Development Area.

~~However, in order f~~For the Development Plan to be successful, ~~it will require~~ the cooperation and participation of the affected business property owners within the PRDA district will be encouraged and required.

DRAFT

DEVELOPMENT PLAN ELEMENTS

Section 217(2)(a)

THE DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA IN RELATION TO HIGHWAYS, STREETS, STREAMS, OR OTHERWISE.

The boundaries of the Development Area shall be coterminous with the boundaries of the PRDA district established by Ordinance No. 2165 of the City, as amended by Ordinance No. 2187, and as further amended by Ordinance No. 2931, and by Ordinance No. ____, and as the same may be amended in the future and from time to time. (See Exhibit A - PRDA district District mapMap, Exhibit A, Page 1a).

General Description of the –Development Area: The boundaries of the PRDA District and Development Area are generally described may be described generally as follows: The Development Area is bBounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the Zoning zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

DRAFT

THE LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, SHALL DESIGNATE THE LOCATION, CHARACTER, AND EXTENT OF THE CATEGORIES OF PUBLIC AND PRIVATE LAND USES THEN EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING RESIDENTIAL, RECREATIONAL, COMMERCIAL, INDUSTRIAL, EDUCATIONAL, AND OTHER USES, AND SHALL INCLUDE A LEGAL DESCRIPTION OF THE DEVELOPMENT AREA~~LOCATION AND EXTENT OF EXISTING STREETS AND OTHER PUBLIC FACILITIES WITHIN THE DEVELOPMENT AREA, LOCATION, CHARACTER AND EXTENT OF CATEGORIES OF PUBLIC AND PRIVATE LAND USES EXISTING AND PROPOSED FOR THE DEVELOPMENT AREA, INCLUDING LEGAL DESCRIPTION OF THE DEVELOPMENT AREA~~.

Existing Streets and Public Facilities:

The Development Area flanks Plymouth Road (a State highway) from Inkster Road on the east to Eckles Road on the west. Plymouth Road intersects with five north/south major thoroughfares~~,~~ : Inkster Road, Middlebelt Road, Merriman Road, Farmington Road, and Newburgh Road, and four secondary thoroughfares~~,~~ : Levan Road, Wayne Road, Stark Road, and Hubbard Road. These major and secondary thoroughfares provide ~~vehicular~~vehicle north/south access to and from the Development Area. There are on- and off-ramps~~off ramps~~ to the 1-96 (Jefferies) Freeway from each of the five major thoroughfares. Merriman Road provides direct access to the Detroit Metropolitan Airport, located approximately 10 miles to the south.

In addition to major and secondary thoroughfares, there are many local streets serving the industrial uses located north of Plymouth Road and south of the CSX Railroad within the City's primary industrial area. The CSX Railroad right-of-way exists ~~one- half~~one-half mile north of Plymouth Road and forms the northern boundary of the Development Area. Also, there are several local residential streets ~~which~~ that intersect with Plymouth Road. These streets provide access to residents in the adjacent neighborhoods ~~to Plymouth Road and also~~and ~~provide access~~ to commercial facilities along Plymouth Road, ~~frontage commercial facilities~~ including adjacent parking areas. There are also~~also are~~ public alleys located between residential and commercial uses in two areas, which primarily serve the commercial facilities located along Plymouth Road. The boundary line between the residential areas and the Development Area is along the center line of those alleys.

City-owned p~~P~~ublic facilities located within the Development Area include:

- Fire Station No. 4, ~~-~~located on the east side of Middlebelt Road, north of Plymouth Road.

- ~~City owned~~Sesquicentennial Park, l~~-park l~~ocated on the southwest corner of Plymouth and Inkster Roads ~~(Sesquicentennial Park).~~.

- Three ~~City~~ municipal parking lots, ~~-~~located on the south side of Plymouth Road between Merriman Road and Hubbard Road.

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- The former Alfred Noble Branch ~~of the~~ Public Library, ~~l~~located on the south side of Plymouth Road, east of Farmington Road.

- ~~City park site,~~ Sheld~~o~~en Park ~~and municipal swimming pool~~ , located adjacent to the former Noble Branch Library south of Plymouth Road, east of Farmington Road.

- The Livonia Housing Transit Center, located on the east side of Farmington Road, south of Plymouth Road.

Other public facilities which, while not located within the Development Area, are either adjacent to or ~~in close proximity to~~near it include:

- Wayne County Norton Yard, located west of Inkster Road, adjacent to the CSX Railroad.

- ~~City owned park, Elm Park, located south of the CSX Railroad, north of Plymouth Road and west of Inkster~~City-owned Elm Park, located south of the CSX Railroad, north of Plymouth Road, and west of Inkster Road.

- ~~Sheldon Park Senior Citizen Center located on the east side of Farmington Road, south of Plymouth Road.~~

- Fire Station No. 6, located on the north side of Plymouth Road, west of Newburgh Road.

- Newburgh Village (~~City owned and operated public housing for the elderly)~~ City-owned and operated public housing for the elderly), located on the west side of Newburgh Road, north of Plymouth Road.

- Wilson Barn, located on the east side of Middlebelt Road, south of Orangelawn Avenue.

- Wayne County Parks & Recreation Hines Park, located south of Plymouth Road, east of Newburgh Road.

Land Uses:

~~(see attached land use maps,~~See Exhibit B~~, pages 2a to 13~~, Land Use Map.~~)~~

Legal Description:
~~(see attached~~See Exhibit C, ~~pages 14a to 16a)~~PRDA District Legal Description.

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Section 217(2)(c)

A DESCRIPTION OF EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED, A DESCRIPTION OF ANY REPAIRS AND ALTERATIONS, AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.~~DESCRIPTION OF EXISTING IMPROVEMENTS TO BE DEMOLISHED, REPAIRED OR ALTERED, INCLUDING DESCRIPTION OF REPAIRS AND ALTERATIONS, AND ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.~~

The PRDA ~~plans to acquire and demolish or have demolished some or all of the following existing buildings over the life of the Plan either because they are in disrepair or because they are non-conforming with little prospect of being used for a use which is compatible with surrounding properties:~~

~~- Raynor Overhead Door located at 11615 Inkster Road. Commercial use on property zoned R-1.~~

~~- Vacant Old Wendy's Restaurant located at 28701 Plymouth Road.~~

~~- Vacant Old Secretary of State Office - Converted to offices some time ago, in very poor condition, located at 31250 Plymouth Road.~~

~~- Vacant Former Livonia Tire -located at 31600 Plymouth Road.~~

~~- Vacant Former Sunoco Station and 2 adjacent vacant structures located on the southeast corner of Plymouth Road and Laurel Avenue. (Tax reverted property.)~~

~~- Raze the Old Hi-Fy Gas Station - located at 34010 Plymouth Road (vacant since September 1992).~~

~~- Cockrums Produce Building - 35841 Plymouth Road.~~

~~Demolition Costs: Demo costs for commercial type buildings average $2.50 - $3.00 per square foot of building area. This price range would cover the cost of removing and disposing of the building(s) but would not include such items as asbestos removal, hazardous waste remediation, sand backfill, or the removal of a large amount of asphalt from an old parking lot. The cost could go as high as $5.00 per square foot depending on what might be encountered.~~

~~Estimated time to complete this project: 4 years.~~has no specific plans to demolish, repair, or alter existing privately-owned commercial or industrial improvements; however, the PRDA may assist the City in such efforts from time to time as described in Section 217(2)(d).

The PRDA may, over the Plan's life, demolish, repair, or alter the various streetscape improvements as part of its ongoing Asset Maintenance Program, and Shelden community park and former Noble Branch Library facilities, as described in Section 217(2)(d)(A). The Asset

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Maintenance Program shall remain on file with the City Planning Department, as updated from time to time.

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THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF THE IMPROVEMENTS INCLUDING REHABILITATION CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION~~LOCATION, EXTENT, CHARACTER ANDESTIMATED COST OF IMPROVEMENTS AND ESTIMATED TIME FOR COMPLETION~~.

The PRDA ~~plans to accomplish some or all of the following~~ has identified the following projects and capital improvements within the Development Area that will be prioritized based on need and funding, and which may be completed over the life of the Plan:

~~Capital Improvements~~CAPITAL IMPROVEMENTS

~~A.~~ Asset Maintenance Program, Landscaping, and Streetscape Improvements: The PRDA will continue to design, install, construct, and maintain various landscape and streetscape improvements within the Development Area. The improvements include but are not limited to trees, shrubs, flowers, irrigation, brick pavers, stamped concrete, decorative masonry walls, fencing, street furniture, lighting, plazas, bus stops, mast arms, traffic control devices, banners, and signage. Design consultants and contractors will be hired to develop the plans and supervise construction to accomplish the work done annually and in phases. These are ongoing projects over the plan's life. The yearly estimated cost to the PRDA is $600,000.

B. Shelden Park: Comprising roughly 25 acres, Shelden Park is the only community park in the district. The PRDA will assist the City and the Parks and Recreation Commission in planning, designing, funding, and constructing improvements to the park. On April 14, 2025, the PRDA approved a contract, not to exceed $350,500, with DLZ for professional architectural and engineering design services, including construction administration and cost estimates for a new splash pad, playgrounds, sports fields and facilities, walking paths, and a pavilion. The project will be financed through the issuance of General Obligation Tax Limited bonds in an amount not to exceed five million dollars ($5,000,000). The bonds will be repaid jointly by the PRDA and City, with the PRDA providing 45% of the funds, up to a maximum of $160,000 annually, for 25 years, and the City providing the remainder with budgeted funds from Parks and Recreation designated capital funds. The City portion of the annual debt service is being made available from the retirement of previously issued debt. The final payment on those 2015 refunding bonds is being made during the 2024-25 fiscal year. The annual debt service on this new debt issuance is expected to be approximately the same as the payments have been for the 2015 refunding bonds. There will be a funding agreement between the City and PRDA formalizing this arrangement. The PRDA will be reimbursed for the architectural and design fees and construction administration from the bond proceeds.

C. Former Fire Station and Alfred Noble Library Sites: The PRDA may assist the city with the long-range planning, design, and development of the unused and underutilized portions of the overall Shelden Park property, including the former Fire Station site on Farmington Road and the former Alfred Noble Library on Plymouth Road. The estimated cost of the planning phase of the project is $75,000, which is expected to take approximately six months, beginning in late 2025. Following completion of the plan, the PRDA may pledge funds up to $200,000 annually to assist with the renovation, removal, and/or construction of a new building and

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other public improvements on the sites. The estimated time for completion is 2-3 years.

D. Roads and Alleys: The PRDA may assist other road agencies, including the Michigan Department of Transportation, Wayne County, and the City of Livonia, in planning, designing, and constructing the following road improvement projects within the Development Area. Additional projects may be identified over the Plan's life. The estimated cost to the PRDA is $50,000 annually.

1. Resurface existing public alleys at the rear of the businesses on the south side of Plymouth Road from Hubbard Road to Merriman Road.
2. Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue.
3. Retrofit street sign lighting on mast arms to LED.

E. Sidewalk Construction: The PRDA may help finance the construction of sidewalks in areas along Plymouth Road where gaps exist or safety improvements are needed. This will be an ongoing project with an estimated cost of $100,000.

F. Acquisition and Demolition of Vacant and Dilapidated Buildings: The PRDA may assist the city in identifying and funding the removal of vacant and dilapidated buildings that pose a public safety risk and adversely affect property values in the district. This will be an ongoing project with an estimated cost of $100,000.

OTHER IMPROVEMENTS

~~A. Landscaping: Develop and implement a landscape design plan, which plan may include live landscape material, ground cover, specialized pavers, walls, other decorative landscape features, street furniture and patterned lighting. The plan to be carried out within the Development Plan Area particularly as it relates to the Plymouth Road Frontage. In order to accomplish this, a landscape design consultant will be hired to develop the plan and supervise construction. The total estimated cost is $300,000.~~

~~Estimated time for completion is 8 months. phases:~~ ~~This work will be done in the following~~

~~Phase I: Prepare a landscape feasibility study to determine areas to be landscaped and develop design criteria to insure long term survival of the selected materials - 2 months. Estimated cost: $10,000.~~

~~Phase II: Prepare a landscape design plan and detailed working drawings and contract documents - 4 months. Estimated cost: $20,000.~~

~~Phase III: Construction - 3 months. Estimated cost: $270,000.~~

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~~Phase IV: PRDA to develop a maintenance plan - 1 month.~~

~~Along with the preparation and implementation of the landscape design plan as determined by the Plymouth Road Development Authority, an effort will be made to seek voluntary improvements of site landscaping, screening and fencing on the part of private property owners in the district.~~

~~B. Street Improvements:~~

~~1) Construct a right turn lane at the northwest corner of Middlebelt and Plymouth Roads. Requires right-of-way acquisition (7,500 sq. ft.) and traffic signal work plus construction at an estimated cost of $100,000. Estimated time for completion: 6 months.~~

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2) Widen Plymouth Road from four to five lanes from the intersection of Ann Arbor Road and Plymouth Road west to Eckles Road. Includes storm sewer work from Newburgh Road west. Estimated cost: $1,000,000. Estimated time for completion: 9 months.

3) Pave the existing gravel public alley at the rear of the businesses on the north side of Plymouth Road from Arcola Avenue to Cardwell Avenue (542 lin. ft.) Estimated cost: $16,300. Estimated time for completion: 2 months.

C. Sidewalk Construction: Construct sidewalks along Plymouth Road where needed. (15,000 lin. ft.) Estimated cost: $150,000. Estimated time for completion: 2 years.

D. Street Lighting Improvements Along Plymouth Road: Includes removing and replacing existing street lights and the cost of operation thereof. Estimated cost:
$640,000 plus annual operation costs of $186,450. Estimated time for completion: 1 year.

E. Additional Public Parking: Includes creating new parking (may include land acquisition) as well as upgrading, renovation or otherwise improving existing public parking. This will require a complete evaluation of existing off-street parking needs in the area. Estimated cost: $300,000. Estimated time for completion:
3 years.

F. Move/eliminate Transmission Wires: This would include working with Detroit Edison to minimize the number of transmission wires along Plymouth Road or otherwise minimize the unsightly appearance of such overhead wires. Estimated cost:
$10,000,000. Estimated time for completion: 3 years. Other Improvements:

A. Acquisition and Demolition - Vacant and Non-conforming Buildings: Estimated cost: $2,000,000. Estimated time for completion: 3 years.

B. Road Right-of-way Acquisition - Plymouth Road: Additional right-of- way is needed so as to provide a full 120 feet along Plymouth Road. Estimated cost:
$500,000. Estimated time for completion: 3 years.

C. Code Enforcement: The Code of Ordinances, the Zoning Ordinance and the Property Maintenance Code of the City of Livonia provide the legislative foundation for the maintenance of buildings and property in the City. A Code Enforcement Program dealing with exterior property maintenance would deal with items such as:

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1) Maintenance of the exterior of buildings.

- repair of cracks in walls
- peeling paint
- broken windows and door glass
- gutters and downspouts in poor repair
- repair or elimination of damaged signs
- elimination of graffiti

2) Maintenance of the grounds.

- elimination of litter
- elimination of illegal parking/storage/uses
- trash containment/maintenance of dumpsters
- mowing of high weeds
- maintenance of landscaping
- weed and feed lawn areas
- remove and replace dead or dying landscape material
- functioning underground sprinklers if existing or required

3) Approaches, driveways and parking lots.

- elimination of chuckholes
- repaving damaged surfaces
- proper striping of parking spaces
- H/C parking and required signs
- elimination of standing water/provide proper drainage
- maintenance of bumper blocks if used

4) Signs.

Signage is regulated by the sign regulations contained in the Zoning Ordinance. The regulations were adopted in 1992. One of the major problems on Plymouth Road is the multiplicity of signs. For example, there are signs dating back to the incorporation of the City which have been continued over the years by many successive businesses. The sign ordinance greatly reduces the number and type of signs previously permitted. The most important provision of the ordinance is that it addresses nonconforming signs. When the occupancy of a building changes, the ordinance now requires all nonconforming signs to be removed and if desired replaced with conforming signs. The following types of signs are prohibited everywhere in the City:

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- Projecting signs
- Roof signs
- Portable signs
- Signs painted directly on exterior building walls
- Signs on the sidewalls of buildings
- Pole signs

Hundreds of these types of signs have been eliminated or removed from the City. There are scores more remaining on Plymouth Road which will be eliminated over time as occupancy or tenancy of a building changes.

The above described code enforcement program will be accomplished in two parts: Part 1 - Basic problem identification. Estimated time: 2 to 3 months

Part 2 - Problem solving (obtaining compliance). Estimated time: 1 year or more

Estimated Cost: $200,000. Estimated time for completion: 18 months.

D. Conversion of the George Burns Theater to a possible Non-profit Performing Arts Center or Community Theater: This project involves the donation of the existing (unused) George Burns Theater and its adjacent parking lots by its current owner to a possible non-profit community-based organization or to a joint venture with a private entity to operate as a performing arts center or community theater and for various other functions for the benefit of the City of Livonia, or support for alternative proposals which result in the operation of the theater as a performing arts center or community theater, including providing operating assistance or acquiring or constructing capital improvements. The project may involve the rezoning of the balance of the land area so as to provide for its development for a compatible land use. Estimated time for completion: 1 year.

E. Security: In addition to normal police patrol units assigned to the project area, the Livonia Police Department will provide one police officer with a fully marked police vehicle to exclusively devote his or her time to provide the following police services:

- Develop relationships with business owners to determine what police services are needed and the most effective means of delivery of those services.

- Respond to calls for police services in the project area.

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~~• Provide preventive patrol services to the project area.~~

~~• Provide information to business owners in crime prevention methods.~~

~~• Provide liaison between business owners and other bureaus of the Police Department.~~

~~• Identify situations requiring specialized police services and facilitate the delivery of the services.~~

~~• Provide information to business owners on other available city services.~~

~~• Be vigilant to recognize problems in the project area and assist business and other City Departments in developing solutions.~~

~~• Work to promote a public awareness of the commitment by the City of Livonia and its Police Department to provide a safe, convenient environment for the public and businesses.~~

~~Estimated cost: $90,000 per year.~~

~~F. Promotional~~Promotional Fund: This activity will include public relations efforts such as advertising, promotion of special events, special newsletters and other publications, banners and flags, etc.

G. ~~Estimated cost: $100,000. Estimated time for completion: This will be an on-going project and on-going~~The estimated cost is $100,000. This will be an ongoing project and an ongoing expense.

~~G.~~ Business Loan Program: This project will involve providing loan assistance to businesses within the authority district. The PRDA does not intend to make direct loans itself; rather, it will support and enhance the existing business relationships between district businesses and their respective lending institutions. Support may take the form of providing a "down payment" guarantee to enable the lender to offer 100% financing, covering closing or environmental assessment costs, offering a "revolving loan" program, providing assistance in qualifying for U.S. SBA loans, or taking other measures which enable district businesses to more easily access capital.

~~Estimated~~ The estimated cost: $100,000 per year.

H. ~~Estimated time for completion:~~ This will be an ~~on-going~~ongoing project.

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Section 17(2)(e)

A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION OF EACH STAGE.~~STAGES OF CONSTRUCTION AND ESTIMATED TIME OF EACH STAGE~~

The PRDA will seek to accomplish the capital improvements identified in Section 217(2)(d) ~~and other goals of the Plan~~ in phases over the Plan's life, as follows:~~ Phase I will include projects to be completed in 1997 and 1998. Phase II will include projects to be completed in 1998 through 2000. Phase III will include projects to be completed after 2000.~~

Phase 1A – Landscaping of Merriman Road Plazas, Farmington Road Plazas, and Sesquicentennial Park. Estimated time: 2 years (2025-2027).

Phase 1B – Shelden Park Improvements. Estimated time: 2 years (2025-2027).

Phase 2 – Former Fire Station and Alfred Noble Library Sites. Estimated time: 4 years (2026-2029).

Phase 3A – Roads and Alleys. Ongoing (2026-2055).

Phase 3B – Sidewalk Construction. Ongoing (2026-2055).

Phase 3C – Acquisition and Demolition of Vacant and Dilapidated Buildings. Ongoing (2026-2055).

~~Anticipated phasing of projects is as follows:~~

~~Phase I:~~

~~Promotional activities~~
~~Business loan assistance~~
~~Street lighting~~
~~Street improvements~~
~~Landscaping~~
~~Derelict and non-conforming building acquisition and demolition~~
~~Code enforcement~~

~~Phase II:~~

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~~Promotional activities~~
~~Business loan assistance~~
~~Road right-of-way acquisition~~
~~Sidewalk construction~~
~~Derelict and non-conforming building acquisition and demolition~~
~~Security~~

~~Phase III:~~

~~Promotional activities~~
~~Business loan assistance~~
~~Additional public parking~~
~~Move/eliminate transmission wires~~

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Section 217(2)(f)

A DESCRIPTION OF ANY PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND THE USE CONTEMPLATED FOR THE SPACE~~PARTS OF DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND USE CONTEMPLATED FOR SUCH SPACE~~.

Major areas of open space include Sesquicentennial Park and Shelden Park. It is expected that such areas will remain as open space dedicated to public park use.

The PRDA may designate additional property that~~which~~ it may acquire within the Development Area from time to time as open space.

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Section 217(2)(g)

A DESCRIPTION OF ANY PORTIONS OF THE DEVELOPMENT AREA THAT THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS~~PORTIONS OF THE DEVELOPMENT AREA WHICH THE PRDA DESIRES TO SELL, DONATE, EXCHANGE OR LEASE TO OR FROM THE CITY AND PROPOSED TERMS~~.

The PRDA may sell, donate, exchange, or lease property to the City in furtherance of its public purposes set forth herein. Such conveyances shall be structured so that the PRDA receives value for such conveyance ~~which is proportional to the value which,~~ which is proportional to the value that the PRDA has invested in such property.

The City may sell, donate, exchange, or lease property to the PRDA on such terms as ~~the City shall deemit~~ deems appropriate.

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Section 17(2)(h)

A DESCRIPTION OF DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, OR UTILITIES~~ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS, AND UTILITIES~~.

A zoning change may be required to enable the PRDA ~~–~~to redevelop certain portions of the former Fire Station site on Farmington Road, south of Plymouth Road, and the former Alfred Noble Library site on Plymouth Road. ~~accomplish the conversion of the George Burns Theater to a performing arts center or community theater as previously described in this Plan. Areas identified as potential parking development may require rezoning. No other zoning changes are expected to be required in order to accomplish the other activities described.~~

No other zoning changes are expected to be required to accomplish the other activities described.

~~Utility changes will include the moving or replacing of electric transmission wires to the extent feasible.~~

~~Streets and street levels are not anticipated to be changed, with the exception of the relocation of the intersection of Plymouth Road and Milburn Avenue.~~

~~The intersection of Plymouth Road and Middlebelt Road on the northwest corner is planned to be altered so as to provide a new right turn lane.~~Minor changes to street levels may occur with the paving activities identified in Section 217(2)(d).

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AN ESTIMATE OF THE COST OF THE DEVELOPMENT, A STATEMENT OF THE PROPOSED METHOD OF FINANCING THE DEVELOPMENT, AND THE ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING~~ESTIMATE OF COST OF DEVELOPMENT, STATEMENT OF PROPOSED METHOD OF FINANCING THE DEVELOPMENT AND THE ABILITY OF THE PRDA TO ARRANGE THE FINANCING~~.

~~The total cost of the economic development programs and projects set forth in this Development Plan, the administrative costs associated with~~ The total cost of the economic development programs and projects set forth in this Development Plan, including the administrative costs associated with the design of the development and financing, ~~costs~~ is estimated not to~~to not~~ exceed ~~in the aggregate~~ $~~30~~35,000,000 in the aggregate. The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement, and other programs may be financed from any revenues received by the PRDA, which may be lawfully available for such use.

Development costs may be financed by grants, donations, or transfers from the City or otherwise received by the PRDA, proceeds of a tax imposed pursuant to Section 212 of Act 57, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City, and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law, and from money obtained from other sources approved by the PRDA.

Exhibit D indicates the estimated tax increment revenue available to the PRDA over the life of the Plan.

Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues, either separately or in combination, and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing that the PRDA may seek to use:

A. Limited Tax General Obligation Bonds of the City: Section 216(1) of Act 57 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

B. Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting, and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments, and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from the general funds of the City, derived from the proceeds of taxes levied upon all property within the City.

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C. Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening, and lighting, the City may also borrow money and issue bonds pledging the City's receipts from the Michigan Transportation Fund in the manner provided by law

D. Capital Improvement Bonds of the City: Act 34 of 2001 permits the City to issue limited tax general obligation capital improvement bonds to pay the cost of any capital improvement projects in the City which may be supported in whole or in part from revenues pledged by the PRDA.

~~Pursuant to Act 197, the costs of development may be financed by donations received by the PRDA, proceeds of a tax imposed pursuant to Section 12 of Act 197, revenue bonds issued pursuant to Act 94 of 1933, as amended, general obligation bonds issued by the City and other revenues available for payment of debt service on such bonds, tax increment bonds issued by the PRDA pledging solely the tax increments and other revenues of the PRDA, proceeds of a special assessment district created as provided by law and from money obtained from other sources approved by the governing body. Exhibit D indicates the sources of income available to the PRDA to pay the costs of the development and the estimated amounts available to the PRDA to pay the costs of the development and the estimated amounts of each source for the next 30 years, based on taxable value and captured assessed value of real and personal property within the Development Area, assuming annual growth in the Development Area at a rate as set forth in Exhibit D.~~

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The non-capital costs of regulatory changes, financial assistance, marketing and promotion, security enhancement and other programs may be financed solely from non-TIF revenues received by the PRDA. Capital projects may be financed from revenues received by the PRDA or from the proceeds of various types of bond issues either separately or in combination and either immediately or in phases, depending on the type of financing vehicle used. Below are described the various available methods of financing the PRDA may seek to use.

Limited Tax General Obligation Bonds of the City: Section 16(1) of the Act 197 permits the City to issue general obligation bonds supported by the estimated tax increment revenues.

Special Assessment/General Obligation Bonds of the City: The City may also issue special assessment bonds alone or in combination with general obligation bonds to finance all or part of the street and alley improvements, the sidewalks, lighting and the parking improvements. The size of such bond issues would depend on the projects included within such bond issues and the portion of each such project to be financed from special assessments and the portion, if any, to be financed from general funds. Payments of such special assessment bonds would be from the proceeds of the special assessment rolls consisting of the lands specially benefited by the project. Payment of the general obligation bonds would be from general funds of the City derived from the proceeds of taxes levied upon all property within the City.

Michigan Transportation Fund Bonds: For purposes of paying the costs of major and local street improvements, including paving, widening and lighting, the City may also borrow an amount not to exceed an amount which 45% of the City's receipts from the Michigan Transportation Fund for the State fiscal year immediately preceding such a bond issue would support in annual debt service, or such other percentage as permitted by law.

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Section 217(2)(j)

DESIGNATION OF THE PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD, OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN IF THAT INFORMATION IS AVAILABLE TO THE AUTHORITY~~DESIGNATION OF PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD OR CONVEYED~~.

Property within the Development area may be leased, sold, or otherwise conveyed to a person or persons, natural or corporate, from time to time in furtherance of the economic development objectives of this Plan.

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Section 217(2)(k)

THE PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING, OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION, IF THERE IS NO EXPRESS OR IMPLIED AGREEMENT BETWEEN THE AUTHORITY AND PERSONS, NATURAL OR CORPORATE, THAT ALL OR A PORTION OF THE DEVELOPMENT WILL BE LEASED, SOLD, OR CONVEYED IN ANY MANNER TO THOSE PERSONS~~PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING OR CONVEYING ALL OR ANY PORTION OF THE DEVELOPMENT~~.

The PRDA shall abide by the applicable laws, ordinances~~ and rules which regulate leasing, purchasing or conveying of~~, and rules that regulate leasing, purchasing, or conveying property and equipment that would otherwise apply to the City.

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Section 217(2)(1)

ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED. IF OCCUPIED RESIDENCES ARE DESIGNATED FOR ACQUISITION AND CLEARANCE BY THE AUTHORITY, A DEVELOPMENT PLAN SHALL INCLUDE A SURVEY OF THE FAMILIES AND INDIVIDUALS TO BE DISPLACED, INCLUDING THEIR INCOME AND RACIAL COMPOSITION, A STATISTICAL DESCRIPTION OF THE HOUSING SUPPLY IN THE COMMUNITY, INCLUDING THE NUMBER OF PRIVATE AND PUBLIC UNITS IN EXISTENCE OR UNDER CONSTRUCTION, THE CONDITION OF THOSE UNITS IN EXISTENCE, THE NUMBER OF OWNER-OCCUPIED AND RENTER-OCCUPIED UNITS, THE ANNUAL RATE OF TURNOVER OF THE VARIOUS TYPES OF HOUSING AND THE RANGE OF RENTS AND SALE PRICES, AN ESTIMATE OF THE TOTAL DEMAND FOR HOUSING IN THE COMMUNITY, AND THE ESTIMATED CAPACITY OF PRIVATE AND PUBLIC HOUSING AVAILABLE TO DISPLACED FAMILIES AND INDIVIDUALS~~ESTIMATES OF THE NUMBERS OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED~~.

~~Approximately 54 people reside in the development area. No families or individuals will be displaced by the programs contained within this Plan~~As of June 30, 2025, approximately 44 people reside in the development area. An appropriate ordinance amendment will adjust the PRDA district boundaries to exclude all residential properties from the district and the Development Area. The programs contained within this Plan will not displace families or individuals.

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Section 217(2)(m)

A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA~~A PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA~~.

Not applicable.

Section 217(2)(n)

PROVISION FOR THE COSTS OF RELOCATING PERSONS DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, PUBLIC LAW 91-646, 42 USC 4601~~PROVISION FOR THE COSTS OF RELOCATION DISPLACED BY THE DEVELOPMENT AND FINANCIAL ASSISTANCE AND REIMBURSEMENT OF EXPENSES, INCLUDING LITIGATION EXPENSES AND EXPENSES INCIDENT TO THE TRANSFER OF TITLE, IN ACCORDANCE WITH THE STANDARDS AND PROVISIONS OF THE FEDERAL UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, BEING PUBLIC LAW 91-646, 42 U.S.C. SECTIONS 4601, ET SEQ~~.

Not applicable.

Section 217(2)(o)

A PLAN FOR COMPLIANCE WITH 1972 PA 227, MCL 213.321 TO 213.332~~PLAN FOR COMPLIANCE WITH ACT 227 OF 1972, BEING SECTIONS 213.321- 213.332 OF MICHIGAN COMPILED LAWS~~.

Not applicable.

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TAX INCREMENT FINANCE PLAN

This Tax Increment Finance Plan contains the information required by Section 214~~(2)~~ of the Recodified Tax Increment Financing Act, being Act No. ~~197~~57, Public Acts of Michigan, 2018, as amended ("Act 57"). Section references within this Tax Increment Financing Plan refer to Act 57.

Original Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on February 6, 1995, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on May 3, 1995, subsequent to public hearing held on April 12, 1995. Revised and approved by City Council: February 25, 1998 and March 27, 2013.

Original Tax Increment Finance Plan terminated on December __, 2025 in order to reset the initial assessed value of the District.

New Tax Increment Financing Plan approved by the Board of the Plymouth Road Development Authority on July 23, 2025, for submittal to the City Council of the City of Livonia. Approved by the City Council of the City of Livonia on December __, 2025, subsequent to public hearing held on September 29, 2025.

Additional information is available from the Planning ~~Director~~and Economic Development Department, City of Livonia.

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TAX INCREMENT PROCEDURE

Tax increment revenue to be transmitted to the PRDA is generated when the current assessed value of all properties within a development area exceeds the initial assessed value of the properties.

The initial assessed value is defined in Act ~~197~~ 57 generally as the assessed value of all taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment finance plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the ordinance is adopted.

The current assessed value refers to the assessed value of all properties, real and personal, within the development area as established each year subsequent to the adoption of the tax increment finance plan.

"Captured assessed value" is defined by Act 57 to mean the amount in any year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes, exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.
~~The amount in any one year by which the current assessed value exceeds the initial assessed value, including real and personal property, is defined as the "captured assessed value." The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units within the development area to the captured assessed value.~~
"Tax increment revenues" is defined by Act 57 to mean the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to several conditions set forth in Sec. 201(cc).

The tax increment revenue transmitted to the PRDA results from applying the total tax levy of all taxing units not otherwise subject to exclusion within the development area to the captured assessed value.

Increases in assessed values within a development area ~~which~~ that result in the generation of tax increment revenues can result from any of the following:

a. Construction of new developments occurring after the date establishing the "initial assessed value."

b. Construction of new rehabilitation, remodeling, alterations, or additions ~~accruing~~ occuring after the date establishing the "initial assessed value."

c. Expiration of industrial and commercial property tax abatements and return of abated property to the ad valorem roll.

d. Increases in property values which occur for any other reason, including increases from the benefits which accrue to the district as a result of this plan.

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~~d.~~ The initial assessed value and captured assessed value can also be affected by the addition or removal of properties within the development area through boundary amendments, a change in taxable status, or other means.

Tax increment revenues, if any, transmitted to the PRDA can be used as they accrue annually, ~~can be~~ held to accumulate amounts necessary to make improvements described in the Plan, or ~~can be~~ pledged for debt service on general obligation tax increment bonds issued by the municipality or tax increment revenue~~revenues~~ bonds issued by the PRDA.

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If bonds are sold, and ~~should~~ actual tax increment revenues fall below projections, ~~-~~any previously accumulated revenue would be devoted to the retirement of the ~~-~~bonds. Any tax increment revenues collected in excess of estimates will be used to ~~-~~pay current debt service on any bonds issued under the Plan and to pay or provide for payment by deposit into an improvement fund of development costs described in the Development Plan. Bonds issued pursuant to Act ~~197~~ 57 are subject to the Revised Michigan Municipal Finance Act, Act No. 34, Public Acts of Michigan, 2001, as amended ("Act 34"), and may not mature in more than thirty (30) years. If tax increment revenues are insufficient for any reason, ~~the Michigan Municipal Finance~~ Act 34 provides that if the bond issue has been approved by the electors of the municipality, the municipality must meet debt service requirements from its general fund and, if necessary, levy whatever additional taxes are required, subject to existing constitutional, statutory, and charter tax limitations. If the bond issue has not been approved by the electors, meeting debt service requirements becomes a first budget obligation of the municipality's general fund.

The PRDA may expend tax increment revenues only in accordance with the tax increment finance plan; surplus revenues revert proportionally to the respective taxing jurisdictions. The tax increment finance plan may be modified upon approval of the governing body after notification and hearings as required by Act ~~197~~57. When the City Council finds that the purposes for which the plan was established have been accomplished, the Council may abolish the plan.

Pursuant to Section 214(4) of Act ~~197~~57, the PRDA may from time to time enter into agreements with the taxing jurisdictions levying taxes subject to capture and with the City of Livonia to share all or a portion of the captured assessed value of the PRDA district.

MAXIMUM INDEBTEDNESS AND DURATION OF THE PLAN

The maximum amount of bonded indebtedness to be incurred under this Plan is $30,000,000. The Plan shall terminate at the end of the PRDA's fiscal year on November 30, ~~2027~~2057.

ESTIMATED IMPACT ON ALL TAXING JURISDICTIONS

Adoption of this Tax Increment Finance Plan will initially result in the use of all revenues derived from increases in assessed value of the real and personal property of the Development Area for purposes of the Development Plan. As soon as adequate increments have been generated to pay for remaining development projects ~~and~~ , to pay debt service on bonds (if any), and to pay any other expenses of the PRDA or to accrue funds in anticipation of paying those expenses, excess tax increment will be returned to the taxing jurisdictions.

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Exhibit D projects anticipated tax increment revenues based upon current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated performance of Captured Assessed Value, and the resulting tax increment revenues to be derived from the Development Plan. Exhibit D is a projection only, is based upon reasonable assumptions as of the date of approval of this Plan, and may be subject to change on account of changes in law or otherwise.

~~Exhibit D demonstrates the current millage levied by each jurisdiction (exclusive of educational millage exempted from capture), the anticipated growth in SEV and the resulting tax increment revenues to be derived from the Development Plan.~~

The PRDA proposes to strengthen the Development area~~ and , to prevent stagnation and deterioration in property values. This is to be accomplished by using the additional tax revenues generated in the Development Area to make public improvements and induce private investment and redevelopment and to~~prevent stagnation and deterioration in property values, and encourage economic and tax base growth. This is to be accomplished by using tax increment revenues generated in the Development Area to make public improvements, induce private investment and redevelopment, and induce greater retail and commercial sales activity by consumers.

As provided by Act ~~1975~~7, tax revenues generated from within the Development area prior to the adoption of this tax increment finance plan will continue to be distributed to all taxing jurisdictions during the duration of this plan. Upon completion of this tax increment finance plan, capture will cease, and ~~all additional~~ tax revenues ~~having been captured by the PRDA~~ will be distributed ~~proportionately~~ to the taxing jurisdictions in accordance with ad valorem tax procedures then in effect. ~~.~~

It is anticipated that the public improvements proposed for the Development Area and the private investment and improvements they induce will provide ~~long term~~long-term stability and growth in the Development Area. This will greatly benefit all taxing jurisdictions~~ which to a significant degree are dependent upon the economic wellbeing~~, which, to a significant degree, are dependent upon the economic well-being of the Development Area for stability and growth. This benefit will result from increases in property valuations surrounding the Development Area; increases in property valuations in the Development Area at the time the tax increment finance plan is completed; and increases in property ~~valuation~~ valuations throughout the entire community.

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~~EXHIBIT C~~

~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT~~

~~Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan.~~

~~A parcel of land described as commencing at the S.E. 1/4 corner of Section 25; proceeding thence North, 250 feet along the centerline of Inkster Road; thence West within the Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.) to the S.E. corner of Lot 200 and North to the N.E. corner of Lot 199 and West to the N.W. corner of Lot 199 and South to the S.W. corner of Lot 199 and West to N.E. 1/4 of Lot 201 and West to N.W. corner of Lot 20 and South to S.W. corner of Lot 201 and West to S.E. corner of Lot 380 and North to N.E. carrier of Lot 382 and West to the N.W. corner of Lot 382 and South to S.W. corner of Lot 380 and West to S.W. corner of Lot 475, all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence West to the centerline of Deering Avenue; thence North along said centerline to centerline of the Chesapeake and Ohio Railroad right-of-way; thence West to a point 1320 feet West of the centerline of Farmington Road; thence South, 2250 feet; thence West, 130 feet; thence North, 300 feet; thence West along the Newman Wadsworth Farms Subdivision (L. 71, P. 56 W.C.R.) 640 feet; thence South, 270 feet; thence West, 240 feet to the East line of Walter Dann Subdivision (L. 67, P. 79, W.C.R.); thence south, 100 feet; thence West to the centerline of Stark Road; thence North along said centerline to the centerline extension of Boston Post Road; thence westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane; thence southerly along the center line of Priscilla Lane 250 feet; thence West along the south lot lines of Lots 2 to 11, both inclusive Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence North along the west lot lines of Lots 12, 31 and 32 of said Alden Village Subdivision; thence West, 250 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence North along said East subdivision line to a point on the centerline of the Cheaspeake and Ohio Railroad; thence westerly along said centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence South along the centerline of Eckles Road, as extended to a point 600 feet south of the centerline of Plymouth Road; thence southeasterly 300 feet; thence northerly 300 feet; thence East, 170 feet; thence North to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois~~

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~~Avenue; thence South along said Alois Avenue 150 feet; thence easterly to the S.W. corner of Lot 53 and extending easterly along a vacated alley to the S.E. corner of Lot 1, said lots being a part of Chaney and Bakewell's Plymouth Park, (L. 55, P. 77, W.C.R.) thence North along the west subdivision lines of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence East to the centerline of Newburgh Road; thence South, 1220 feet to the north lot line as extended of Lot 18, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence East to the~~
~~N.E. corner of said Lot 18; and southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said~~

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~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)~~

~~subdivision; thence West to the centerline of Newburgh Road; thence South to the centerline of Plymouth Road; thence westerly along the centerline of Plymouth Road 950 feet; thence South along the west lot line of Lot 547, Supervisor's Livonia Plat No. 9 (L. 66, P. 60 W.C.R.) to the south section line of Section 30; thence East along said section line and the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence easterly along said centerline to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence North along the East lot line of said Lot 13, 20 feet; thence East to the West lot line of Lot 18 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence North to the~~
~~N.W. corner of said Lot 18; thence East along the south lot lines of Lots 1~~
~~to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing East along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence South to the S.E. corner of Lot 3 of said subdivision; thence East, 1157 feet along the North line of Elmira Avenue as extended to the west subdivision line of the Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence North along said west subdivision line to the north subdivision line of said Kenwood Park Subdivision; thence East along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road; thence South, 50 feet; thence East along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to the centerline of Stark Road; thence easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.) to the N.E. corner of Lot 27 of said subdivision; thence North, 110 feet; thence East, 220 feet; thence South, 240 feet; thence East, 190 feet; thence North, 240 feet; thence East, 320 feet; thence North, 150 feet; thence East, 80 feet; thence North, 150 feet; thence East, 80 feet; thence South, 300 feet; thence East to the centerline of Farmington Road; thence South, 50 feet; thence West, 280 feet; thence South, 400 feet; thence East, to the centerline of Farmington Road; thence South, 350 feet; thence East along the north subdivision line of Rosedale Gardens No. 11 (L. 74, P. 67, W.C.R.) to the centerline~~

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~~of Woodring Avenue; thence North to the centerline of Plymouth Road, thence East to the centerline of Hubbard Road; thence South, 180 feet to the south line of a 20 foot wide alley, Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence East along said south line to the centerline of Merriman Road; thence South to a point 415 feet south of the centerline of Plymouth Road; thence East, 800 feet; thence North, 100 feet; thence East 250 feet to the centerline of Hubbell Avenue; thence South, 100 feet; thence East, 250 feet; thence South to~~

~~N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60, W.C.R.) thence East to the N.E. corner of Lot 27 and South to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence East along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)~~

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~~THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT (Cont'd)~~

~~to a point 183 feet west of the centerline of Middlebelt Road; thence South, 146 feet to the centerline of Orangelawn Avenue; thence East, 183 feet to the centerline of Middlebelt Road; thence south along said centerline, 80 feet; thence East, 280 feet; thence North, 230 feet to the centerline of Orangelawn Avenue; thence West, 280 feet to the centerline of Middlebelt Road; thence North along said centerline to West extension of the centerline of Elmira Avenue; thence East along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence North along said west lot line to the north line of said Greenette Subdivision; thence East along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence South to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence East along the North subdivision line of said subdivision to the centerline of Deering Avenue; thence North, 150 feet; thence easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive; and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 100 feet to the S.E. 1/4 corner of Section 25 and the Point of Beginning, EXCEPT the following parcel of land: That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1970 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 440 feet; thence South, 1030 feet; thence West, 660 feet; thence South, 960 feet; thence East, 440 feet; thence North, 540 feet; thence northeasterly 240 feet; thence South, 610 feet; thence East, 660 feet to the centerline of Hartel Avenue; thence North along said centerline, 1640 feet to the point of beginning.~~

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 1997 TO 2026

IN (OOO'S)	LIVONIA	WAYNE	S'CRAFT		
1997	567,207	$623,002	$55,795	$561,772	$461,425	$103,779
	$12,833	$1,139,808				

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~~(1) -Assumes 1.0% annual growth in taxable values.~~

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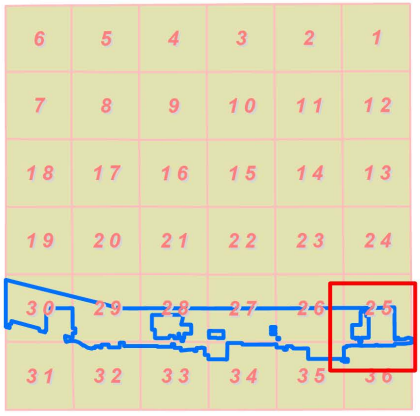
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

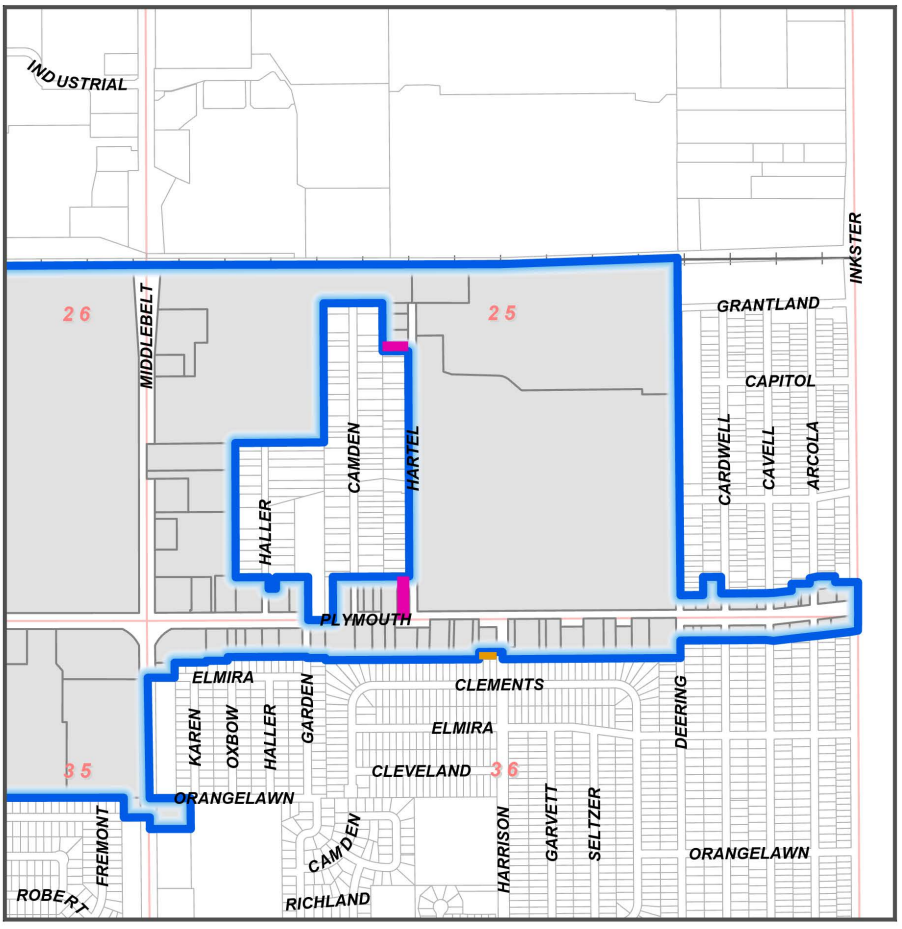
EXIBIT A
DISTRICT BOUNDARY

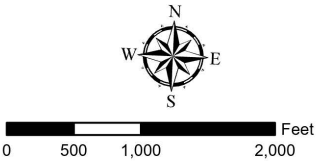
Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP







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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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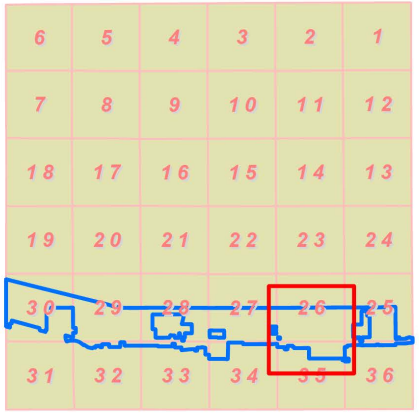

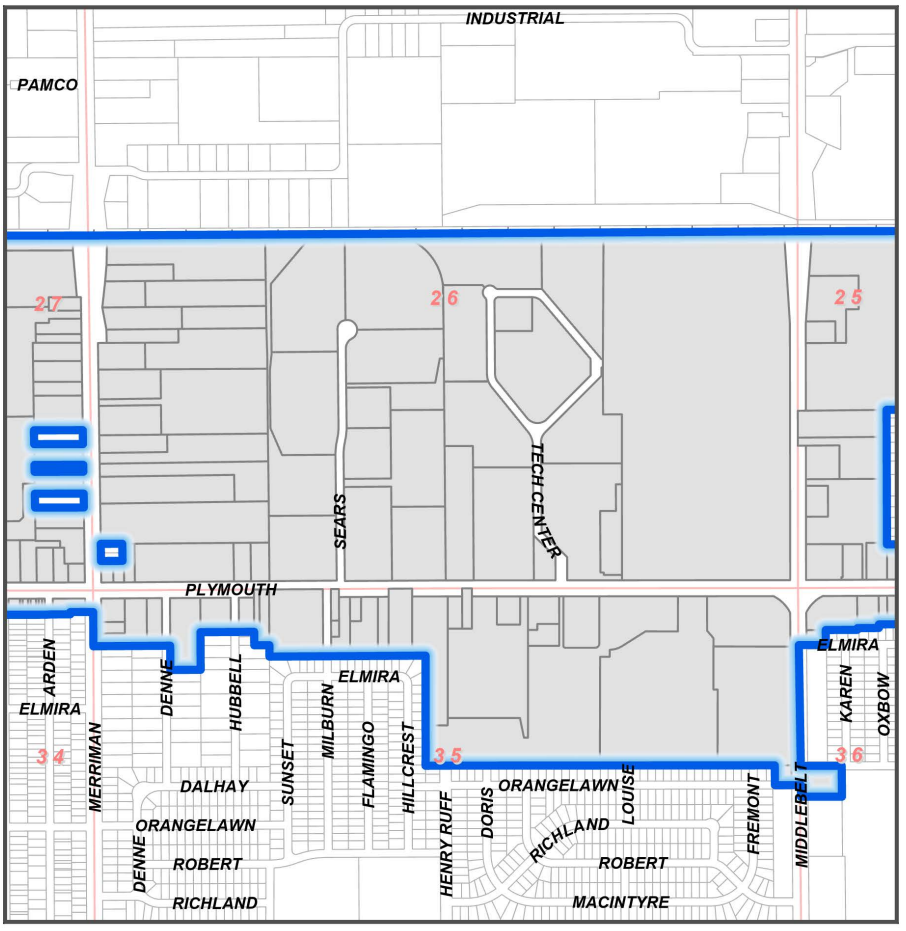

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June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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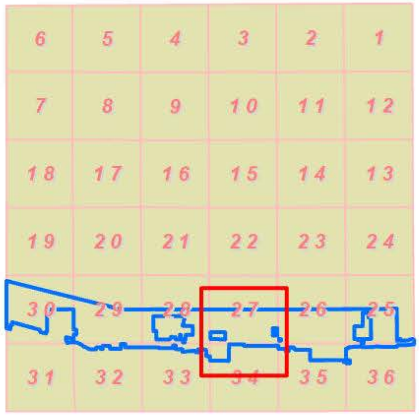

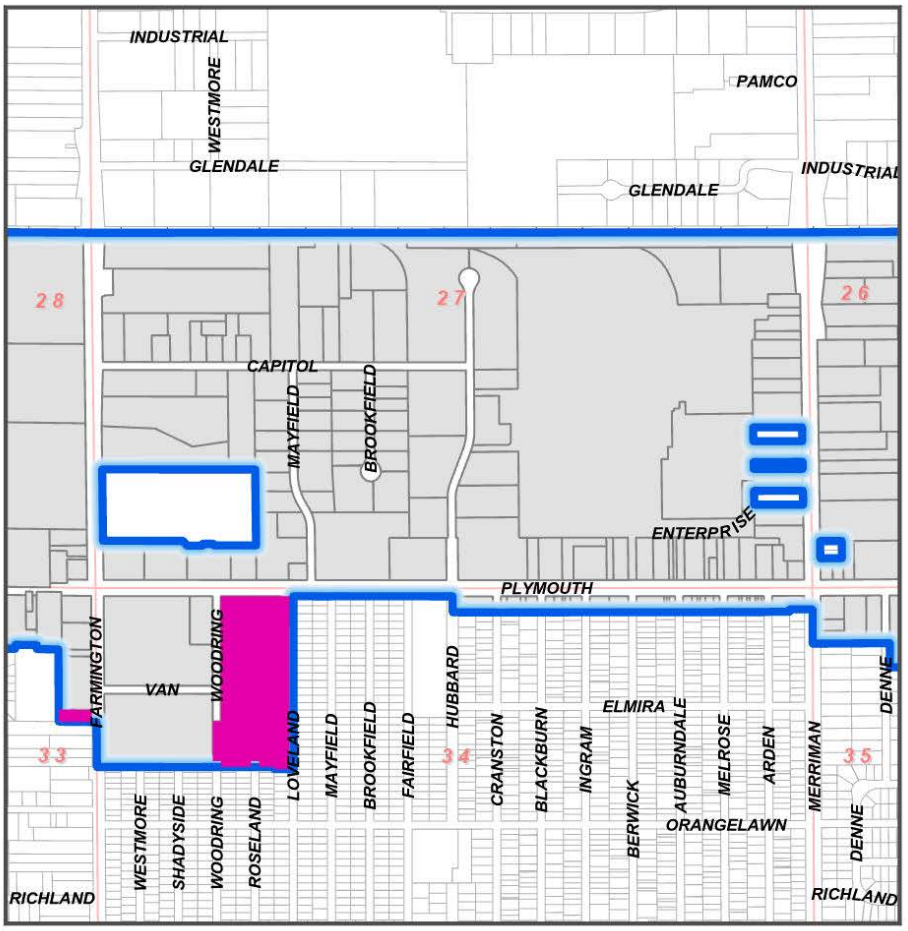





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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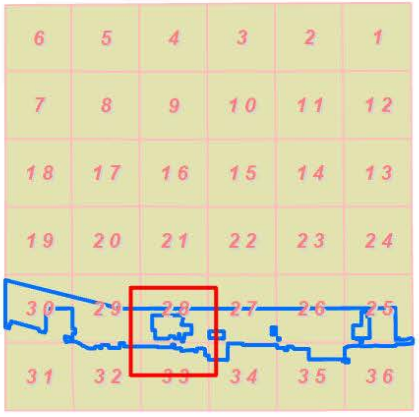

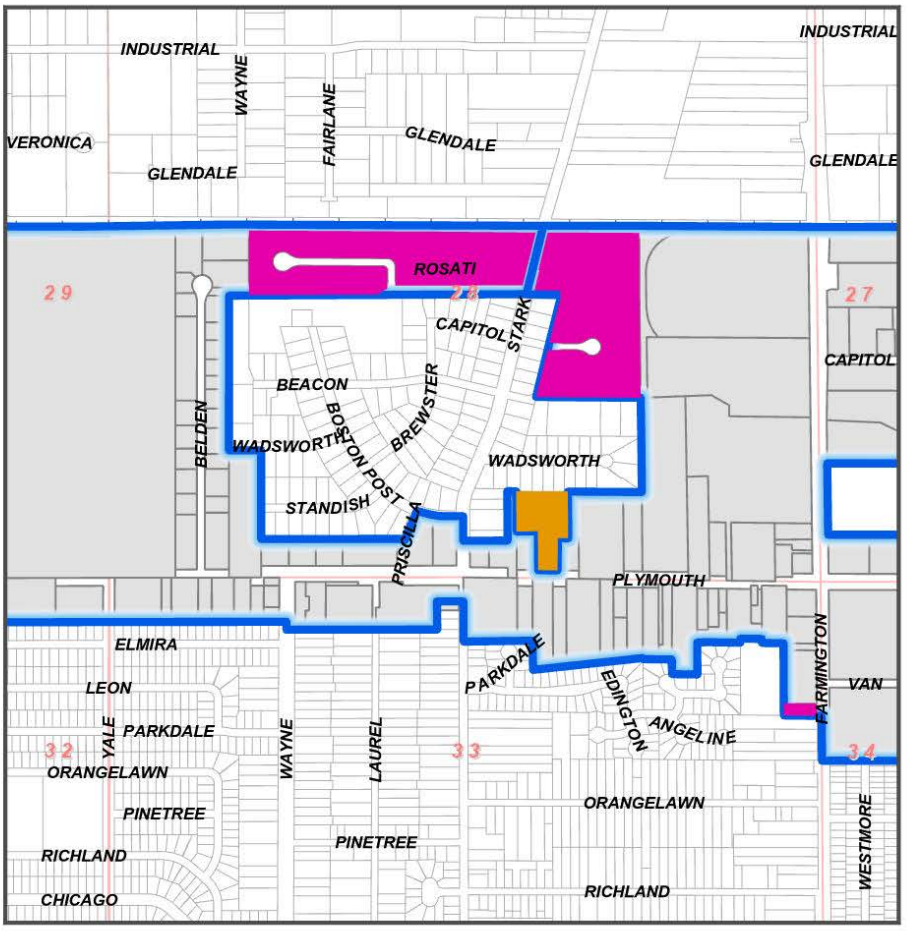



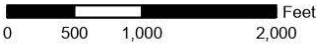

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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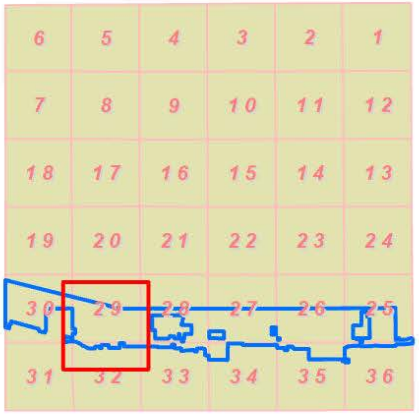

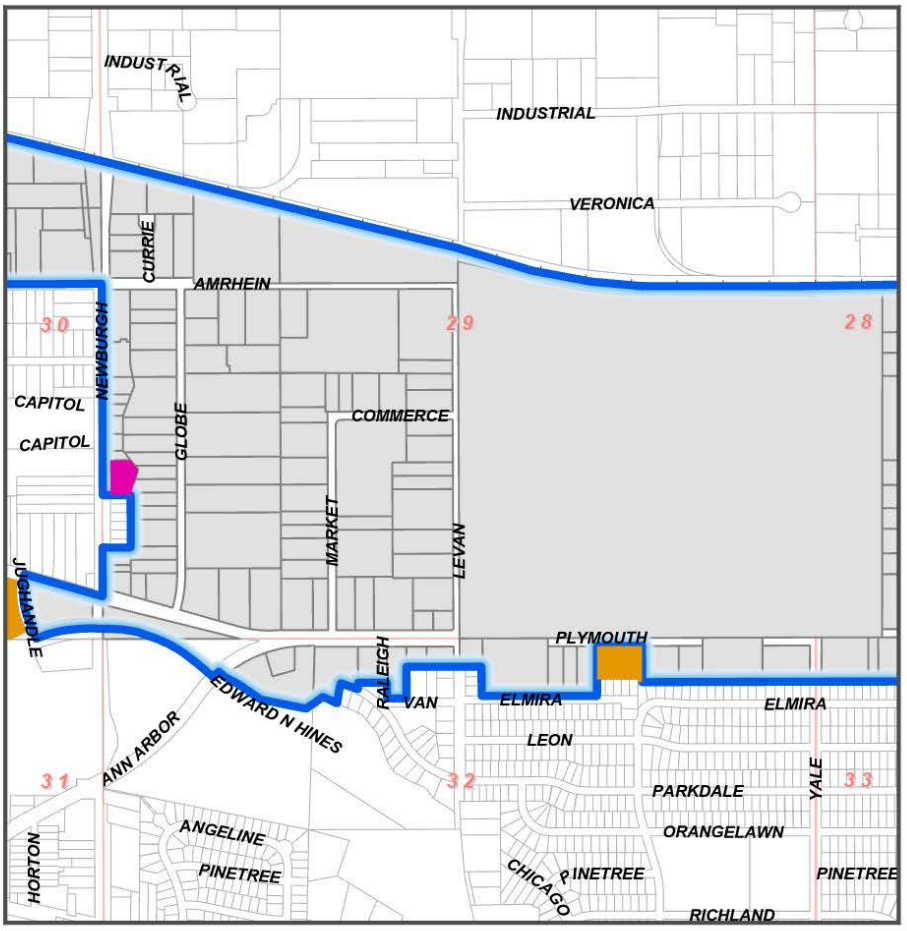



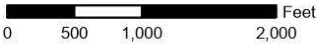

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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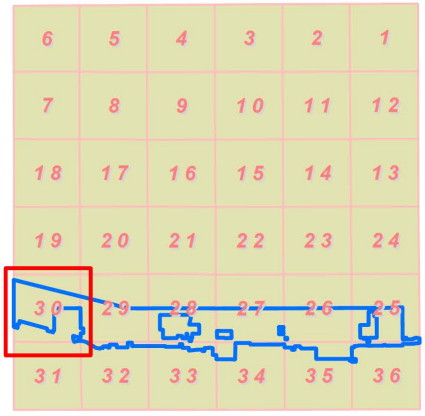

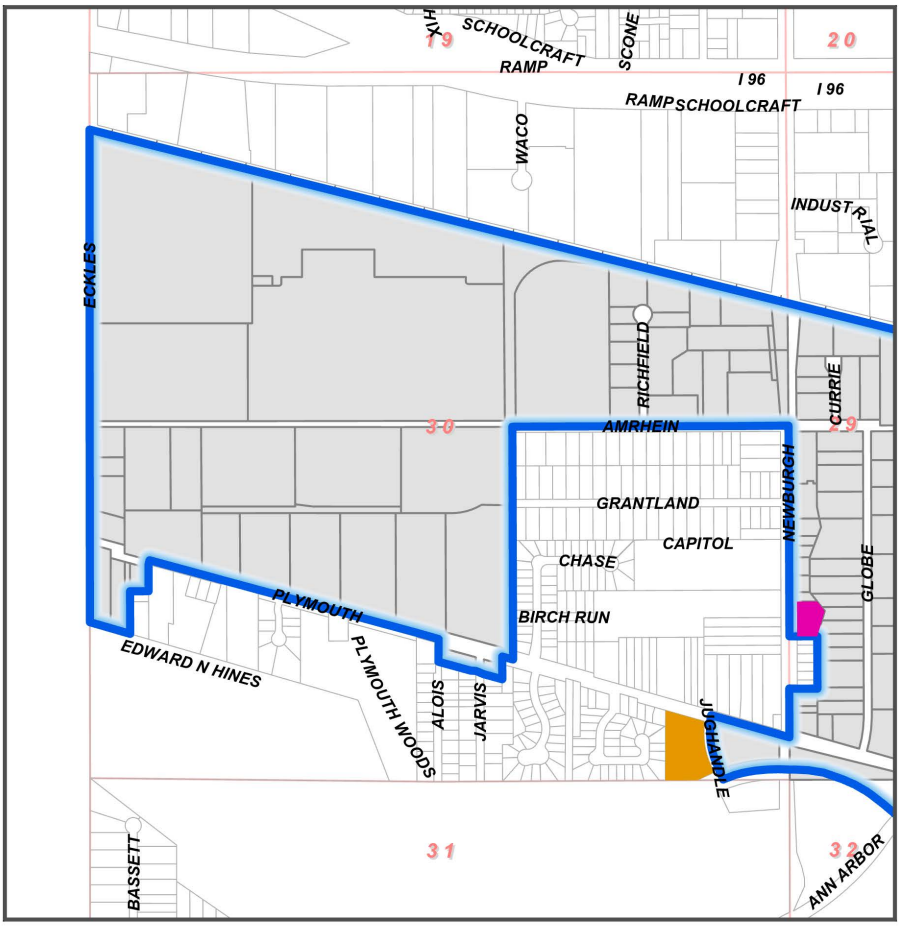

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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

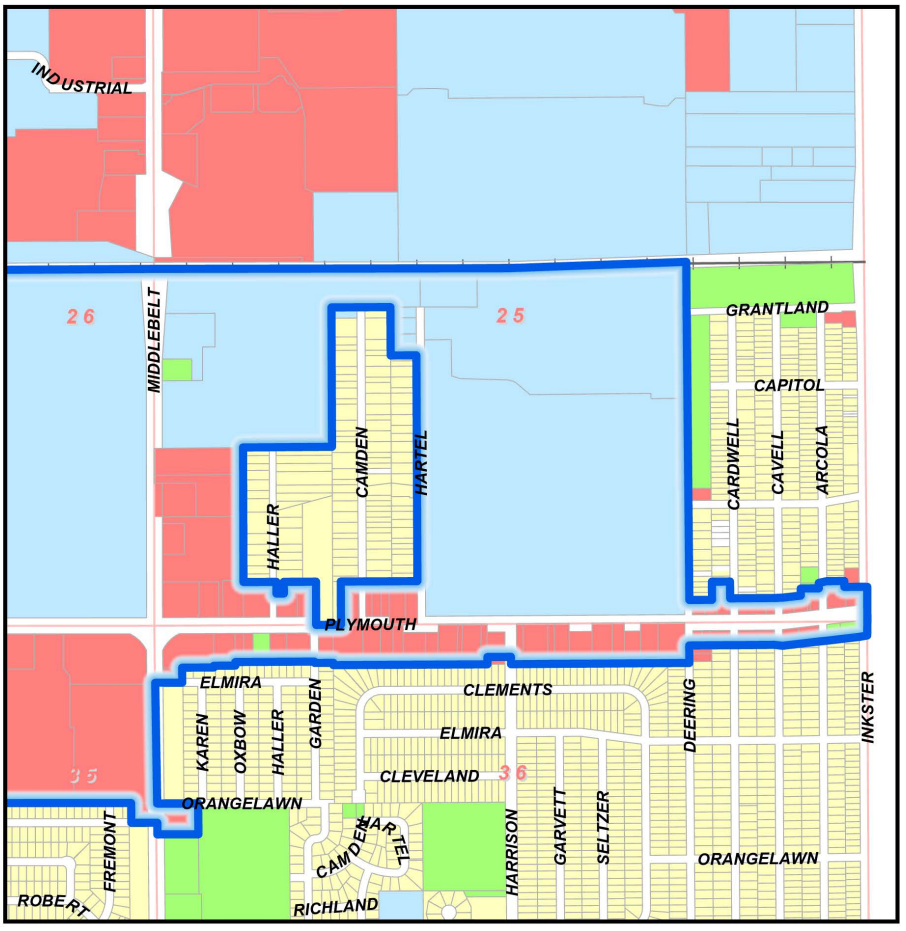
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

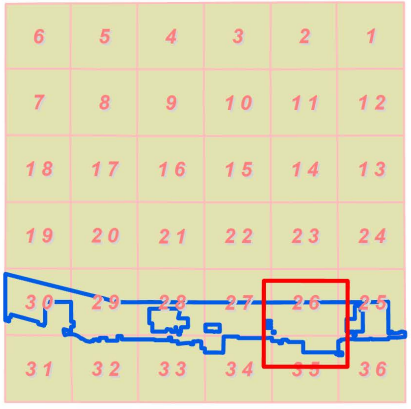
Legend

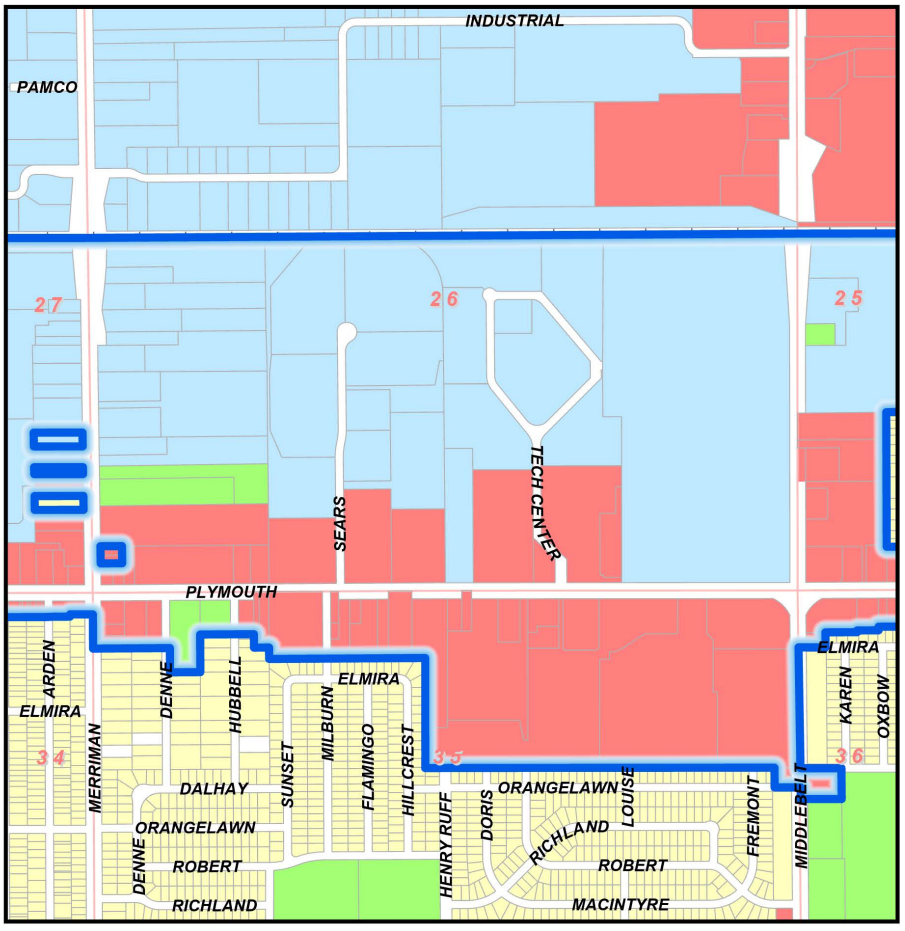
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

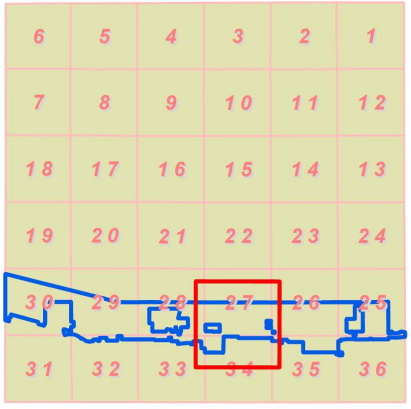
Legend

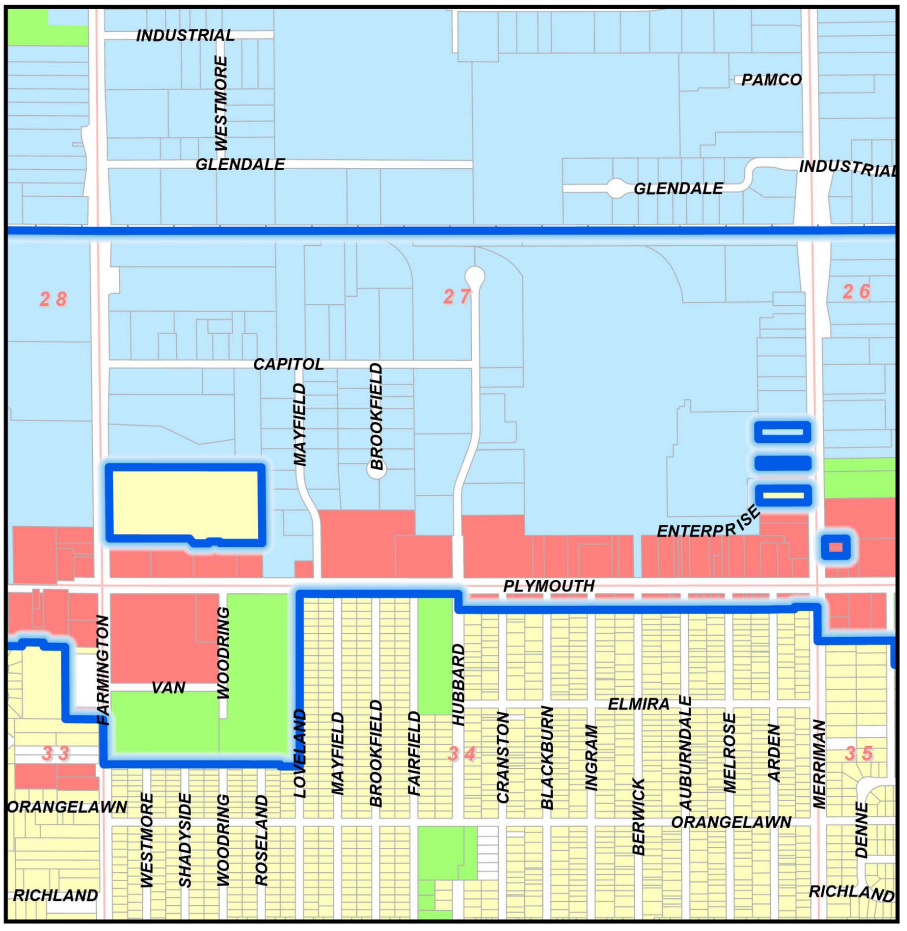
PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

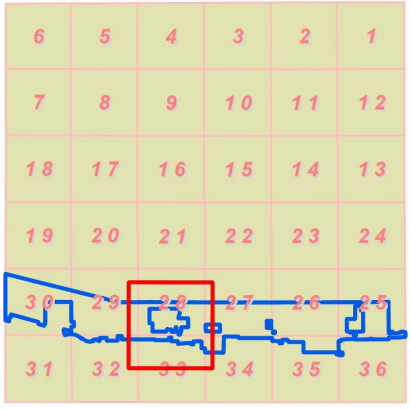
Legend

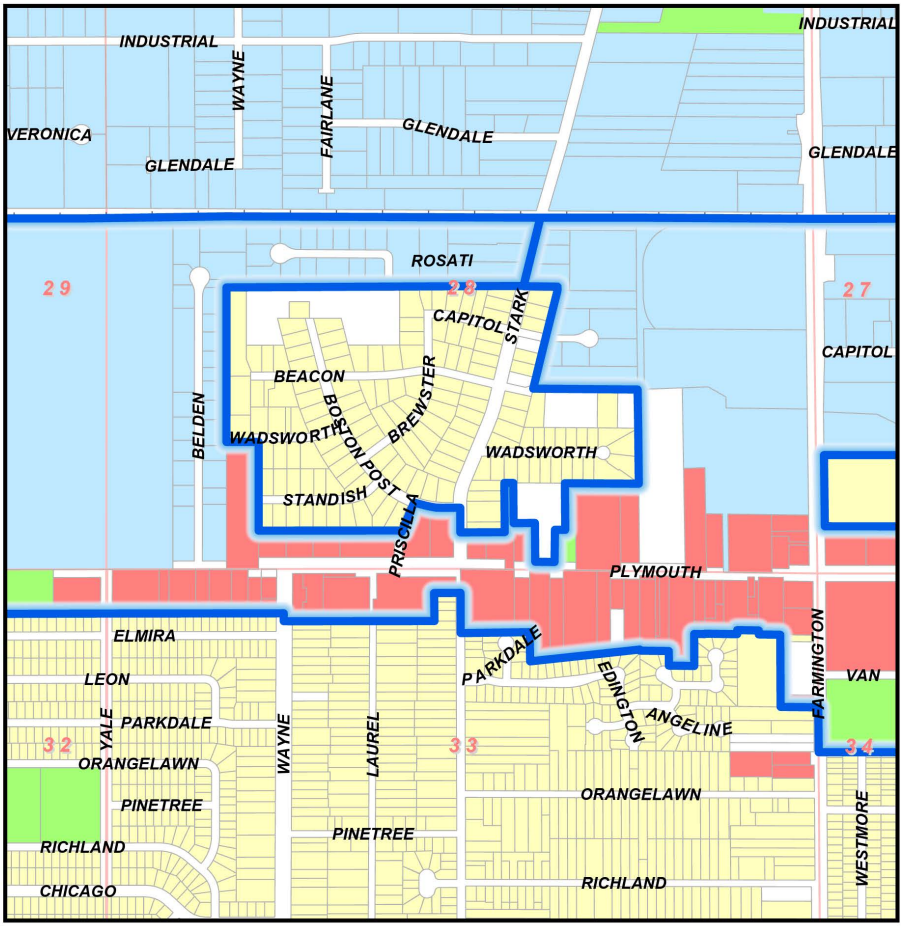
PRDA District Boundary

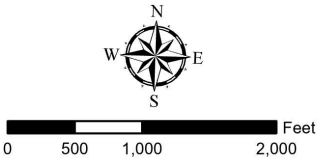
Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP







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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

- PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
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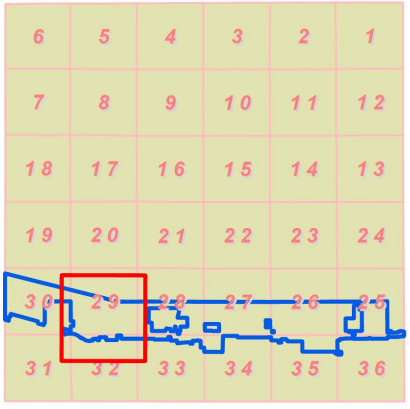
LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

- PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
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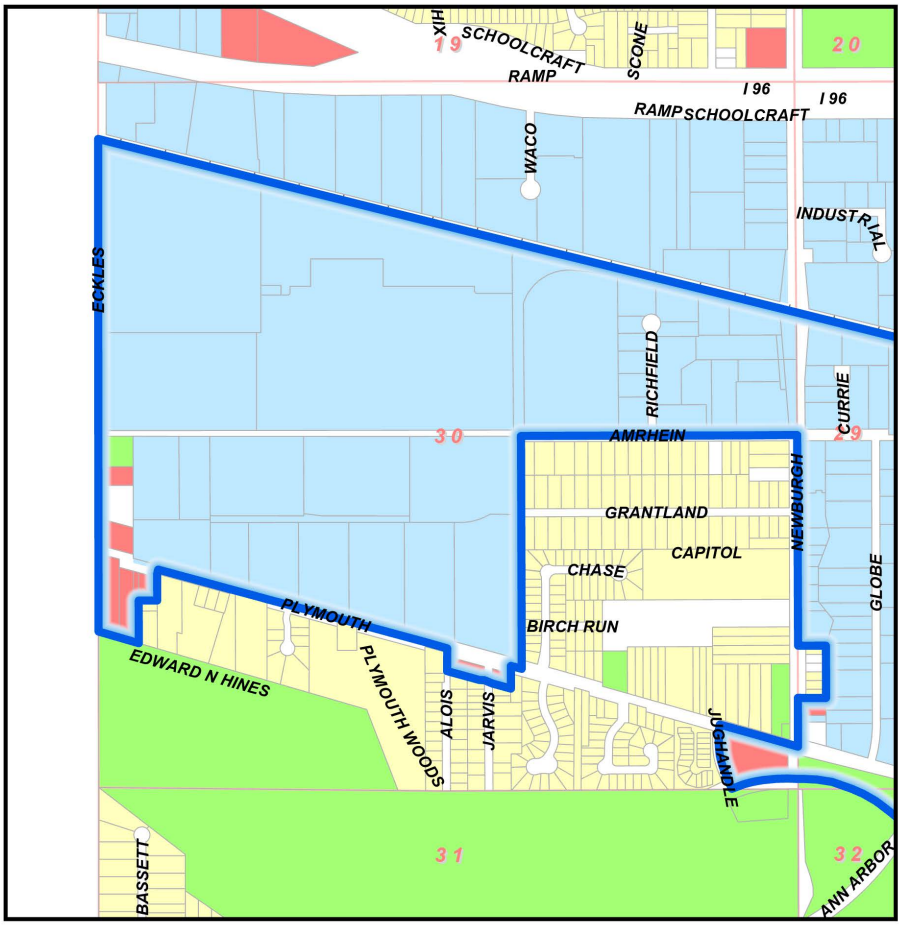
LOCATION MAP





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Prepared by the City of Livonia Planning Department
June 2025

EXHIBIT C

PRDA Legal Description

THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY DISTRICT

Parts of Sections 25 through Section 30; also Sections 32 through Section 36, T. 1 S., R. 9 E., City of Livonia, Wayne County, Michigan described as being

A parcel of land commencing at the S.E. 1/4 corner of Section 25; proceeding thence Northerly along the centerline of Inkster Road 250 feet to the intersection of the centerline of Inkster Road and the extended south parcel line of Lot 54, Schanhite's Marquette Manor Subdivision (L. 61, P. 63, W.C.R.); thence Westerly along said south property line of lot 54 to the S.W. corner of Lot 54; thence Northerly to the N.E. corner of Lot 199; thence Westerly to the N.W. corner of Lot 199; thence Southwesterly to the N.E. corner of Lot 202; thence Southerly to N.E. 1/4 of Lot 201; thence Westerly to N.W. corner of Lot 201; thence Southerly to S.W. corner of Lot 201; thence Westerly to S.E. corner of Lot 380; thence Northerly to N.E. carrier of Lot 382; thence Westerly to the centerline of the 18 foot wide vacated alley adjacent to the N.W. corner of Lot 382; thence Southerly along the centerline of the 18 foot wide vacated alley to centerline of a 20 foot wide vacated alley adjacent to the N.E. corner of Lot 7; all of said lots being located within said Schanhite's Marquette Manor Subdivision; thence Westerly along the centerline of the 20 foot wide vacated alley to centerline of Deering Avenue, 60 foot wide; thence Northerly along said Deering Avenue centerline to the centerline of the Chesapeake and Ohio Railroad right-of-way; thence Westerly along said railroad centerline to the centerline of Stark Road, 86 foot wide; thence Southwesterly along said Stark Road centerline, 530 feet to the centerline of Concord Road, 60 foot wide; thence Westerly along said Concord Road centerline , 250 feet to a point adjacent to the N.E. corner of Lot 114, Alden Village Subdivision (L. 66, P. 78, W.C.R.); thence Southwesterly along the east line of Alde Village Subdivision to the S.E. corner of lot 120; thence Easterly, 776.5 feet; thence Southerly, 700.50 feet to the S.E. corner of Lot 11, Newman Wadsworth Farms Subdivision (L. 71, P. 56, W.C.R.); thence Westerly along the south line of Newman Wadsworth Farms Subdivision, 550 feet; thence Southerly, 347 feet; thence Westerly, 76.50 feet; thence Southerly, 240 feet to the north right-of-way line of Plymouth Road, 120 foot wide; thence Westerly along said north right-of-way line 143 feet; thence Northerly, 289 feet; thence Westerly, 159 feet; thence Northerly, 299 feet to the south line of Newman Wadsworth Farms Subdivision; thence along said south subdivision line, 66 feet to the east line of Walter Dann Subdivision; thence along the East line of Walter Dann Subdivision, 366.70 feet to the S.E. corner of Lot 16; thence Westerly 330 feet to the centerline of Stark Road, 86 foot wide; thence Northerly along said centerline to the centerline extension of Boston Post Road, 80 foot wide; thence Westerly along the centerline of Boston Post Road to the centerline extension of Priscilla Lane, 60 foot wide; thence Southerly along the center line of Priscilla Lane 250 feet to a point adjacent to the S.E. corner of Lot 20, Alden Village Subdivision (L. 66, P. 78 W.C.R.); thence Westerly along the south lot lines of Lots 12 to 20, both inclusive Alden Village Subdivision; thence Northerly along the west line of Alden Village Subdivision to the N.W. corner of Lot 32; thence West, 240 feet to a point on the East subdivision line of Belden Industrial Park, (L. 101, P. 99-100 W.C.R.); thence Northerly along said East subdivision line to the N.E. corner of Lot 19; thence Easterly 2,200 feet along the southerly line (extended) of Rosati Industrial Park to the centerline of Stark Road, 86 foot wide; thence Northerly along said Satrk Road centerline to a point on

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the centerline of the Chesapeake and Ohio Railroad; thence Westerly along said railroad centerline to the west section line of Section 30, also known as the centerline of Eckles Road; thence Southerly along the centerline of Eckles Road, as extended to a point 580 feet south of the centerline of Plymouth Road; thence Southeasterly 313 feet; thence Northerly 320 feet; thence Easterly, 140 feet; thence Northerly 230 feet to the centerline of Plymouth Road; thence southeasterly along the centerline of Plymouth Road to the centerline extension of Alois Avenue, 60 foot wide; thence Southerly along said Alois Avenue centerline 170 feet to the intersection of the centerline of a 20' wide vacated alley as platted in Chaney and Bakewell's Plymouth Park Subdivision (L. 55, P. 77, W.C.R.); thence Southeasterly along said vacated alley to the east line of Lot 1, extended; thence Northerly 170 feet along the Easterly line of Chaney and Bakewell's Plymouth Park Subdivision to the centerline of Plymouth Road; thence Southeasterly 85 feet along said Plymouth Road centerline to the west line of Hunter's Pointe Subdivision (L. 107, P. 24-27, W.C.R.) extended and Newburgh Estates Subdivision (L. 68, P. 45, W.C.R.) to the centerline of Amrhein Road; thence Easterly along the centerline of Amrhein Road to the centerline of Newburgh Road; thence Southerly along the Newburgh Road centerline 1,575 feet to the north lot line as extended of Lot 22, Woodlands Village Subdivision (L. 69; P. 3, W.C.R.); thence Easterly to the N.E. corner of said Lot 22; thence Southerly along the East subdivision line of said Woodlands Village Subdivision, to the S.E. corner of Lot 27 of said subdivision; thence Westerly to the centerline of Newburgh Road; thence Southerly to the centerline of Plymouth Road; thence Northwesterly 600 feet along the centerline of Plymouth Road to the centerline of Jughandle Road extended; thence Southeasterly along the centerline of Jughandle Road to the centerline of Edward N. Hines Drive; Thence along the centerline of Edward N. Hines Drive to the centerline of Ann Arbor Road; thence northerly along centerline of Ann Arbor Road 150 feet; thence Easterly along the North property line of Edward Hines Parkway to the S.E. corner of Lot 25 Shaffmaster's Parkside Estates Subdivision (L. 68, P. 90, W.C.R.); thence Northerly along the East lot line of said lot 25 to the centerline of Parkdale Avenue; thence Easterly along said centerline of Parkdale Avenue to the East lot line, as extended, of Lot 13, Shaffmaster's Plymouth Riverside Estates Subdivision (L. 66, P. 69, W.C.R.); thence Northerly along the East lot line of said Lot 13, 20 feet; thence Easterly to the West lot line of Lot 16 of said Shaffmaster's Plymouth Riverside Estates Subdivision; thence Southerly to the S.W. corner of said Lot 16; thence Easterly to the S.E. corner of said lot 16; thence Northerly to the N.W. corner of Lot 18; thence Easterly along the south lot lines of Lots 1 to 5, both inclusive, of said subdivision to the centerline of Levan Road; thence continuing Easterly along the North lot line of Lot 1, Levan Court Subdivision (L. 104, P. 26, 27, W.C.R.) to the N.E. corner of said Lot 1; thence Southerly to the S.E. corner of Lot 3 of said subdivision; thence Easterly, 858 feet along the North line of Elmira Avenue to the southwest corner of Lot 1 of Elmira Court Subdivision (L. 115, P. 71, 72, W.C.R.) The Northerly along the west line of Elmira Court Subdivision, 370 feet to the south right-of-way line of Plymouth Road; Thence Easterly, 335 feet along said Plymouth Road right-of-way; Thence Southerly, 270 feet to the north line of Kenwood Park Subdivision (L. 91, P. 75, 76, W.C.R.); thence Easterly along the north subdivision lines of said Kenwood Park Subdivision, Yale Homes Subdivision (L. 84, P. 7, 8, W.C.R.) and Country Homes Subdivision No. 1 (L. 76, P. 70, 71, W.C.R.) to the centerline of Wayne Road, 120 foot wide; thence Southerly along the Wayne Road centerline, 58 feet; thence Easterly 1,122 feet along the North lot lines of Lots 12 and 75, Supervisor's Livonia Plat No. 1 (L. 65, P. 52, W.C.R.) to a point 200 feet west of the centerline of Stark Road; thence Northerly 208.54 feet parallel to the centerline Stark Road; thence Easterly 200 feet to the centerline of Stark Road; thence Southerly 299 feet along the centerline of Stark Road to the extended North

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line of Wellington Woods Subdivision (L. 99, P. 27 and 28, W.C.R.); thence Easterly on three (3) headings along the north subdivision line of the Wellington Woods Subdivision to the N.E. corner of Lot 27 of said subdivision; thence along the north subdivision line of the Orangelawn Woods Subdivision #2 (L.109, P.14, W.C.R.) the following 5 courses: Easterly, 214.24 feet; Southerly, 108.69 feet; Easterly, 189.57 feet; Northerly, 237.94 feet; Easterly, 319.80 feet to the N.E. corner of Lot 27 of said subdivision; thence Northerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 30 feet; thence Easterly, 160 feet; thence Southerly, 537 feet; thence Easterly, 280 feet to the centerline of Farmington Road; thence Southerly, 334 feet along the centerline of Farmington Road to the extended north line of Rosedale Gardens No. 11 Subdivision(L. 74, P. 67, W.C.R.); thence Easterly along said north subdivision line to the centerline of Loveland Avenue, 60 foot wide; thence Northerly along the centerline of Loveland Avenue to the south right-of-way line of Plymouth Road, 120 foot wide; thence Easterly along said south right-of-way line to the centerline of Hubbard Road, 86 foot wide; thence Southerly, 180 feet to the south line of a 20 foot wide alley, as recorded in Rosedale Gardens No. 1 Subdivision (L. 56, P. 59, W.C.R.); thence Easterly along said south alley line to the centerline of Merriman Road, 120 foot wide; thence Southerly along the centerline of Merriman Road to a point 415 feet south of the centerline of Plymouth Road; thence Easterly, 572 feet parallel to the centerline of Plymouth Road; thence Southerly, 180 feet; thence Easterly, 226 feet; thence Northerly, 280 feet; thence Easterly, 400 feet; thence Southerly, 100 feet; thence Easterly, 112 feet; thence Southerly, 85 feet to N.W. corner of Lot 42, Devonshire Park Subdivision (L. 76, P. 59, 60,W.C.R.); thence Easterly to the N.E. corner of Lot 27 of said Devonshire Park Subdivision; thence Southerly to N.W. corner of Lot 1 of said Devonshire Park Subdivision; thence Easterly along the north subdivision line of the Bel-Aire Gardens Subdivision (L. 75, P. 48, W.C.R.)to a point 183 feet west of the centerline of Middlebelt Road; thence Southerly, 146 feet to the centerline of Orangelawn Avenue, 60 foot wide; thence Easterly 183 feet along the centerline of Orangelawn Avenue to the centerline of Middlebelt Road, 120' wide; thence Southerly along said centerline, 87 feet; thence Easterly, 305 feet; thence Northerly, 230 feet to the centerline of Orangelawn Avenue; thence Westerly along the centerline of Orangelawn Avenue, 305 feet to the centerline of Middlebelt Road; thence Northerly along said centerline to the extended centerline of Elmira Avenue; thence Easterly along the centerline of Elmira Avenue to the west lot line of Lot 1, as extended, of the Greenette Subdivision (L. 74, P. 65, 66, W.C.R.); thence Northerly along said west lot line to the north line of said Greenette Subdivision; thence Easterly along the North subdivision line of said Greenette Subdivision, as platted, to the N.E. corner of Lot 16 of said subdivision; thence Southerly to the N.W. corner of Lot 121, Thomas Elliot Subdivision (L. 72, P. 19, W.C.R.); thence Easterly, 1,150 feet along the North subdivision line of said subdivision to a point 175 feet west of the centerline of Harrison Road; thence Northerly, 55 feet parallel to the centerline of Harrison Road; thence Easterly 175 feet to the centerline of Harrison Road, 86 foot wide; thence Southerly, 55 feet along the centerline of Harrison Road to the North subdivision line of said Greenette Subdivision; thence Easterly, 1,326 feet along the North subdivision line of said subdivision to the centerline of Deering Avenue, 60 foot wide; thence North, 130 feet along the centerline of Deering Avenue; thence Easterly along the centerline of a twenty (20) foot wide alley lying south of and adjacent to Lots 924 to 949, both inclusive, New Detroit Subdivision No. 1, (L. 62, P. 85, W.C.R.) to the centerline of Cavell Avenue; thence continuing Easterly along the south line of a twenty (20) foot wide alley lying south of and adjacent to Lots 1 to 13, both inclusive, and also Lots 135 to 146, both inclusive, New Detroit Subdivision (L. 61, P. 85, W.C.R.) to the centerline of Inkster Road; thence North, 115 feet to the S.E.

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1/4 corner of Section 25 and the Point of Beginning,

Excluding the following parcels of land:

That part of the S.W. 1/4 of Section 25 described as beginning at a point distant East along the centerline of the Chesapeake and Ohio Railroad right-of-way 1975 feet and South along the centerline of Hartel Avenue, as extended, 650 feet from the West 1/4 corner of said Section 25; proceeding thence West, 220 feet; thence North, 360 feet; thence West, 438 feet; thence South, 1037 feet; thence West, 660 feet; thence South, 1000 feet; thence East, 245 feet; thence South, 87 feet; thence East, 55 feet; thence North, 87 feet; thence East, 240 feet; thence South, 322 feet to the centerline of Plymouth Road, 120 foot wide; thence East along said centerline, 184 feet; thence North, 322 feet; thence East, 570 feet to the centerline of Hartel Avenue; thence North along said centerline, 1680 feet to the point of beginning.

Parcel #46-103-99-0017-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 220.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 60.0 feet; thence East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 60.0 feet; thence West , 220.0 feet to the point of beginning excluding the West, 60.0 feet thereof, 0.22 acres.

Parcel #46-103-99-0016-000; That part of the West ½ of the SW ¼ of Section 26, described as beginning at a point on the west line of said section distant North, 00 degrees, 25 minutes, 30 seconds West, 280.0 feet from the southwest corner of Section 26 and proceeding; thence North, 00 degrees, 25 minutes, 30 seconds West along said line, 67.84 feet; thence South, 89 degrees, 52 minutes, 30 seconds East, 220.0 feet; thence South, 00 degrees, 25 minutes, 30 seconds East, 67.36 feet; thence West, 220.0 feet to the point of beginning, except the West, 60.0 feet, thereof, 0.25 acres.

Parcel #46-108-99-0029-000; The North, 103.0 feet of the South, 721.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Parcel #46-108-99-0031-000; The North, 51.50 feet of the South, 935.50 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 feet thereof, 0.43 acres.

Parcel #46-108-99-0034-000; The North, 103.0 feet of the South, 1,193.0 feet of the East, 423.0 feet of the SE ¼ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest ¼ of Section 27, Town 1 South, Range 9 East, City of Livonia, Wayne County, Michigan, described as beginning at a point on the east right-of-way line of Farmington Road (120' wide), North, 00 degrees, 01 minutes, 12 seconds East, 60.01 feet and South, 89 degrees, 13 minutes, 14 seconds East, 60.01 feet and North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line of Farmington Road, 291.06 feet from the southwest corner of Section 27; thence from said point of beginning continuing North, 00 degrees, 01 minutes, 12 seconds East along said east right-of-way line, 530.05 feet; thence South, 89 degrees, 13 minutes, 14 seconds East, 1,135.96 feet; thence South 00 degrees, 04 minutes, 11 seconds West,

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563.08 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 315.12 feet; thence North, 00 degrees, 46 minutes, 46 seconds East, 11.0 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 82.00 feet; thence South, 00 degrees, 46 minutes, 46 seconds West, 14.00 feet; thence North, 89 degrees, 13 minutes, 14 seconds, 114.95 feet; thence North, 39 degrees, 06 minutes, 34 seconds West, 46.97 feet; thence North, 89 degrees, 13 minutes, 14 seconds West, 593.71 feet to the point of beginning; containing 14.206 gross and net acres.

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EXHIBIT D

PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055

TAX YEAR	BASE YEAR TAXABLE VALUE	TAXABLE VALUE[1]	CAPTURED TAXABLE VALUE	CITY LEVY (13.1638)	COUNTY LEVY (7.7177)	COLLEGE LEVY (2.2700)	HCMA LEVY (0.2062)	TOTAL TIF REVENUE
2025	460,961,515							
2026	460,961,515	465,571,130	4,609,615	60,680	35,576	10,464	951	107,670
2027	460,961,515	470,226,841	9,265,326	121,967	71,507	21,032	1,911	216,417
2028	460,961,515	474,929,110	13,967,595	183,867	107,798	31,706	2,880	326,251
2029	460,961,515	479,678,401	18,716,886	246,385	144,451	42,487	3,859	437,183
2030	460,961,515	484,475,185	23,513,670	309,529	181,471	53,376	4,849	549,225
2031	460,961,515	489,319,937	28,358,422	373,305	218,862	64,374	5,848	662,388
2032	460,961,515	494,213,136	33,251,621	437,718	256,626	75,481	6,856	776,681
2033	460,961,515	499,155,268	38,193,753	502,775	294,768	86,700	7,876	892,118
2034	460,961,515	504,146,820	43,185,305	568,483	333,291	98,031	8,905	1,008,709
2035	460,961,515	509,188,288	48,226,773	634,848	372,200	109,475	9,944	1,126,467
2036	460,961,515	514,280,171	53,318,656	701,876	411,497	121,033	10,994	1,245,401
2037	460,961,515	519,422,973	58,461,458	769,575	451,188	132,708	12,055	1,365,525
2038	460,961,515	524,617,203	63,655,688	837,951	491,276	144,498	13,126	1,486,850
2039	460,961,515	529,863,375	68,901,860	907,010	531,764	156,407	14,208	1,609,389
2040	460,961,515	535,162,009	74,200,494	976,760	572,657	168,435	15,300	1,733,153
2041	460,961,515	540,513,629	79,552,114	1,047,208	613,959	180,583	16,404	1,858,154
2042	460,961,515	545,918,765	84,957,250	1,118,360	655,675	192,853	17,518	1,984,406
2043	460,961,515	551,377,953	90,416,438	1,190,224	697,807	205,245	18,644	2,111,920
2044	460,961,515	556,891,732	95,930,217	1,262,806	740,361	217,762	19,781	2,240,709
2045	460,961,515	562,460,649	101,499,134	1,336,114	783,340	230,403	20,929	2,370,786
2046	460,961,515	568,085,256	107,123,741	1,410,156	826,749	243,171	22,089	2,502,164
2047	460,961,515	573,766,108	112,804,593	1,484,937	870,592	256,066	23,260	2,634,856
2048	460,961,515	579,503,770	118,542,255	1,560,467	914,874	269,091	24,443	2,768,874
2049	460,961,515	585,298,807	124,337,292	1,636,751	959,598	282,246	25,638	2,904,233
2050	460,961,515	591,151,795	130,190,280	1,713,799	1,004,770	295,532	26,845	3,040,946
2051	460,961,515	597,063,313	136,101,798	1,791,617	1,050,393	308,951	28,064	3,179,025
2052	460,961,515	603,033,946	142,072,431	1,870,213	1,096,472	322,504	29,295	3,318,485
2053	460,961,515	609,064,286	148,102,771	1,949,595	1,143,013	336,193	30,539	3,459,340
2054	460,961,515	615,154,929	154,193,414	2,029,771	1,190,019	350,019	31,795	3,601,603
2055	460,961,515	621,306,478	160,344,963	2,110,749	1,237,494	363,983	33,063	3,745,290

[1] Assumes a 1.0% annual increase.

On a motion by Councilmember Budzinski, supported by Councilmember Donovic, and unanimously adopted, it was:

#279-25 WHEREAS, the City of Livonia, County of Wayne, State of Michigan (the "City") is authorized by the provisions of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57") (formerly Act 197, Public Acts of Michigan, 1975), to create a downtown development authority; and

WHEREAS, pursuant to Act 57, the City Council of the City duly established the Plymouth Road Development Authority (the "Authority") which exercises its powers within the Downtown District designated by City Council (the "District"); and

WHEREAS, the City Council previously approved the Authority's Development Plan and Tax Increment Financing Plan (the "Original Plan"), for the Development Area described in the Original Plan pursuant to Ordinance No. 2165 on May 3, 1995; and

WHEREAS, the Original Plan was subsequently amended by the City Council pursuant to Ordinance Nos. 2187 and 2931, adopted on February 25, 1998 and March 27, 2013, respectively (as amended, the "Amended Plan"); and

WHEREAS, in accordance with the provisions of Act 57, the Authority has prepared and submitted to the City Council for approval an amendment to the Development Plan, the termination of the existing Tax Increment Financing Plan and the adoption of a new Tax Increment Financing Plan, in part in order to reset the initial assessed value of the District (the "Amended and Reconstituted Plan"); and

WHEREAS, prior to the approval of the Amended and Restated Plan, it is necessary to conduct a public hearing in connection with the consideration of such proposed Amended and Reconstituted Plan as required by Act 57.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council hereby acknowledges receipt of the Amended and Reconstituted Plan, attached hereto as Exhibit A, from the Authority and directs the City Clerk to submit the Amended and Reconstituted Plan to the governing body of each taxing jurisdiction within the Authority's District.

2. There shall be a public hearing on Monday, the 29th day of September, 2025, at 7:00, p.m., prevailing Eastern Time, at City Hall to consider adoption by the City Council of an ordinance approving the Amended and Reconstituted Plan.

3. The City Clerk shall cause notice of said public hearing to be published twice before the public hearing in the *Detroit Legal News*, a newspaper of general circulation in the City. The first such notice shall be published not less than 20 days, nor more than 40 days, before the date

set for the public hearing and shall be published as a display advertisement prominent in size. The Clerk also shall cause the notice to be mailed by first class mail not less than 20 days, nor more than 40 days, prior to the hearing to all property taxpayers of record in the Authority's District as shown by the most recent tax roll of the City. The Clerk also shall post, or cause the posting of, the notice in at least 20 conspicuous and public places in the Authority's District not less than 20 days, nor more than 40 days, before the hearing. The Clerk shall also cause notice of the hearing to be mailed via certified mail, not less than 20 days before the public hearing, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture by the Authority if the Amended and Reconstituted Plan is approved.

4. The notice of the hearing shall be in substantially the following form:

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time at City Hall, 33000 Civic Center Drive, Livonia, Michigan, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

Bounded on the North by the CSX Railway, on the West by Eckles Road, on the South by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the East by Inkster Road, excluding residential

properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI
111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk
City of Livonia

5. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution by and the same hereby are rescinded.

AYES: Budzinski, Donovic, Morgan, Toy, Scheel, Ptashnik.

NAYS: None.

RESOLUTION DECLARED ADOPTED.

_____
Lori L. Miller

City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 25th day of August, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

Lori L. Miller
City Clerk

EXHIBIT A

[Attach copy of Amended and Reconstituted Plan here]

Michele Mancini, Merriman Rd., stated to be mindful of taxing authorities if changing the boundaries.

UNFINISHED BUSINESS ITEM 19. (Regular Meeting of August 25, 2025)

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

LETTER TO THE LIVONIA CITY COUNCIL

19.

Planning
August 11, 2025

MEETING DATE	PRESENTED BY
R082525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO ADOPT A RESOLUTION CALLING FOR A PUBLIC HEARING: Plymouth Road Development Authority, re: to consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

BACKGROUND DETAILS

Attached are two resolutions for the Council's consideration at the August 25 meeting. One calls for a public hearing to consider boundary amendments to the PRDA district, and the other calls for a public hearing on amendments to the PRDA Development Plan and termination and adoption of the Tax Increment Financing Plan. The resolutions contain the form of notice of public hearing to be published in the paper, mailed, and posted. The purposes of the hearing have been combined into one notice to avoid the need to publish two separate notices.

Also attached is a draft of the ordinance amending the boundaries since it is referenced in the resolution calling the hearing on the boundary amendment.

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

ADOPTION OF RESOLUTION CALLING PUBLIC HEARING

ATTACHMENTS

1. Resolution Calling Hearing PRDA Plan Amendment (2025)(44340006.1)

APPROVED BY

Mark Taormina, Planning and Economic Development Director

Date: August 13, 2025

Date: August 13, 2025

Maureen Miller Brosnan, Mayor

RESOLUTION CALLING PUBLIC HEARING REGARDING APPROVAL OF AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

CITY OF LIVONIA
County of Wayne
State of Michigan

Minutes of a regular meeting of the City Council of the City of Livonia, County of Wayne, State of Michigan, held on the 25th day of August, 2025, at 7:00 p.m., prevailing Eastern Time.

PRESENT: Members _____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____:

WHEREAS, the City of Livonia, County of Wayne, State of Michigan (the "City") is authorized by the provisions of Act 57, Public Acts of Michigan, 2018, as amended ("Act 57") (formerly Act 197, Public Acts of Michigan, 1975), to create a downtown development authority; and

WHEREAS, pursuant to Act 57, the City Council of the City duly established the Plymouth Road Development Authority (the "Authority") which exercises its powers within the Downtown District designated by City Council (the "District"); and

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Lori L. Miller, Clerk,
City of Livonia

5. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution by and the same hereby are rescinded.

AYES: Members _____

_____

NAYS: Members _____

RESOLUTION DECLARED ADOPTED.

_____
Lori L. Miller
City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Livonia, County of Wayne, State of Michigan, at a regular meeting held on the 25th day of August, 2025, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

_____
Lori L. Miller
City Clerk

EXHIBIT A

[Attach copy of Amended and Reconstituted Plan here]

44340006.1/053428.00098

P U B L I C H E A R I N G

CITY OF LIVONIA

Minutes of Meeting Held

November 30, 1992

A Public Hearing of the Council of the City of Livonia was held at the City Hall on Monday, November 30, 1992.

Members Present:	Laura M. Toy, President Michael P. McGee Dale A. Jurcisin Gerald Taylor Ron Ochala Fernon P. Feenstra Sean P. Kavanagh
Members Absent:	None.
Others Present:	George Weible, Assistant City Attorney John Nagy, Planning Director Robert D. Bennett, Mayor

This is a public hearing on the proposed downtown district as shown by the most recent tax roll of the City, the formation of a Plymouth Road Development Authority and Designation of District Boundaries. The City Clerk has mailed notices not less than 20 and not more than 40 days prior to this hearing date to all property taxpayers of record in the proposed downtown district and all other requirements of Act 197, Public Acts of Michigan, 1975, as amended, have been fulfilled. The public hearing was called to order at 7:43 p.m. with President Toy presiding. There were approximately sixty persons present. The public hearing is now open for comments.

Toy: Mr. McGee, did you want to give us a brief synopsis of this?

McGee: Thank you, Madam Chairman. I would like to get to the comments as quickly as we can, although I do see a number of people that I don't think were at the League of Woman Voters meeting the other night nor at any of our prior meetings. So, I will summarize briefly what this proposal is all about. The main reason for the proposal is that I don't think that there is any single issue that is more important to the whole City than to preserve and enhance the continued viability of Plymouth Road and businesses along Plymouth Road. I do use the words 'continued viability' because I think it's important to note that the business district is quite viable; we have quite a number, really a great majority, of businesses that are thriving. I think it's fair to say that the district is aging and could do with some special attention. The proposal that's before us is consideration of an ordinance which would

establish a redevelopment authority as authorized by State Law, specifically Act 197, 1975. That is all that is before us at the moment. This is not, at this time, any type of a taxing or finance proposal; this is really just the beginning of the process, it certainly isn't the end of the process. So, what we are discussing is whether or not we should employ this mechanism as a tool to assure some long-run answer to the question as to what should be the goal of the City in providing for . . . Plymouth Road in the future. Of the specifics of the ordinance, first of all, what would this thing be empowered to do? The principal job is to undertake planning to come up with a development plan for the proposed district, and then, to propose how that plan could be brought about. This procedure has been used in a great many other Michigan communities; I think there are over 250 communities in Michigan that have used these things in the past. Who would control this thing? Under the ordinance, as directed by law, the board must consist of a group, a majority of which must be the business owners. The Mayor is required to be a member of the board. The board can have, in addition to the Mayor, no less than eight (8) and no more than twelve (12) members. Under our proposal, we've opted to offer the largest number that's permitted under the law -- that would be 12 members -- so that we can get the widest amount of participation from people who have an interest in the district. As I said, at least half of the members of that Board would have to be people with interest in property in the district, it's business owners. The other seats on the board, inasmuch as there are other stakeholders, if you would, the Livonia Public Schools being one entity in the district to set aside one seat for the Public Schools; we set aside one seat for the other taxing units within the authority district (for example, that could be someone from the County or from Schoolcraft College). We would suggest a seat formally to be held by the Chamber of Commerce, and the balance of the seats would be essentially representatives at large the Mayor's discretion to appoint subject to Council approval; it would be people that live near the area, and other interested parties. A word about financing, as I think there has been a fair amount of discussion about it. This thing, if it's created, if it were created tomorrow, does not have any power to immediately implement any type of a financing plan. It can't do that, unless and until it's board comes up with a plan. I think it will be some time, probably, before we do see a plan, because we want to be thoughtful about it. So, there will be ample opportunity to discuss (at such time as there is a plan) what the financing indications for that are going to be. That's what I meant when I said this is only the first step of the process. I think that is really the sum and substance of what we have before us. Madam President, if I could, and sort of as a matter of privilege, I did invite a couple of folks who have some expertise in these matters to visit with us. I do see one of them, Don Gross, who is the Vice Chair of the Michigan Development and Finance Association, which is the association of these entities around the State. Also, Mr. John Hall, (John, are you here?) owns a business in the City of Dearborn in, I think, the downtown development district of Dearborn, John correct me if I'm wrong (you're correct), the East Dearborn district, along Michigan Avenue, in many ways resembles certain parts of Plymouth Road, so I thought it might be helpful to hear from somebody who has been through this and actually lived to tell the tale. So, Don, if I could ask you to come forward and perhaps spend a couple of minutes sharing with us your knowledge on this.

Don Gross, Vice Chairman of the Michigan Development and Financing Association, 26000 Evergreen, Southfield, MI (PH 354-4853): The MDFA is an

educational association of communities promoting the proper utilization of DDA's, Tax Increment Finance Authorities and local development finance authorities. Our role is to provide information on the benefits of all of these economic development tools. The organization is just one year old; however, we already consist of 52 member-communities representing 35 downtown development authorities, 16 tax increment finance authorities and four local development finance authorities. I'm sure it's no surprise to any of us that economic development in the State of Michigan is becoming very competitive. I think it's also no surprise to any of us that the State of Michigan and the Federal Government have really not provided the cities with a wealth of programs in which to promote and deal with some of our economic problems. They do provide a lot of programs if a city is in serious trouble. I believe, and the MDFA believes, that the Downtown Development Authority Act is one of the tools which allows communities to begin to address their problems before they become serious problems. There are currently over 250 DDA' within the State of Michigan, and not all of them can be or are identified as 'Main Street' types of districts. The purpose of the DDA Act is 1) to halt property value deterioration; 2) to be used in the areas of the used in the areas that are used and zoned primarily for business purposes. Although they can use tax increment financing as a tool in which to implement plans, the DDA is not obligated to utilize tax increment financing. I think an important thing to note is that a downtown development district is limited to only one within a community. So, I think the exercise of the Act needs to be done very carefully to ensure that its application is in the proper location within a particular community. The MDFA recently completed a study which identified the benefits of DDA's and tax increment financing to all of those communities within the State of Michigan that are utilizing the Act. This survey was done not just of member communities, but of communities across the State of Michigan. The benefits that were described in our study are as follows: It provides the capital for public improvements; it creates improvements within the district; it improves the local job market; it increases the tax base; it spurs private sector investment; it assists in redeveloping areas and it also develops and spurs community pride. I think there's probably one other element that is just as important as those that I listed above, and that is, it involves the community; it encourages the stakeholders to become participants in the development and redevelopment process and not just spectators to the economic development and redevelopment process. I think that is extremely important that the stakeholders become actual parties in the development of the plans and the preparation of the plans and ultimately the implementation of the plans. The DDA's as I indicated do not have to use tax increment financing. However, it is a tool that they can use in order to implement some of their plans. It's interesting to note that throughout the State, only 25% of the DDA's utilize tax increment financing. If tax increment financing is used, and that's a decision that comes later on in the process, it can be used to leverage other funding sources, other bonds, general funds, grants, private investment, so that there are opportunities that this can provide for a particular community. I think, in conclusion, that DDA's can play, and do play, an important role in the overall economic and community development of a city. They encourage stakeholder participation and can assist in the development and the implementation of local plans. I have personally been involved in the creation of a downtown development authority, and it's amazing the cohesiveness that it creates amongst property owners in terms of working together to solve a problem or to create something for the benefit of not only themselves or the community. At the appropriate time, I would be more than happy to respond to any questions you might have.

John Hall, 351 North Reginald, Dearborn, MI (PH 562-2386): In the City of Dearborn, we've had a DDA for quite some time. They developed a plan, and I'm one of the local merchants working on implementing that plan and getting the area revitalized. The City realized that we, the merchants, know what the problems are and we can solve them with some help and assistance. We're in the middle of doing that right now. We did get financed, there is a TIFA in East Dearborn; and we already have a budget of (I believe) $80,000 a year for two or three years. We hired a downtown development director, who's been on the job since mid-July; and things are now moving along in East Dearborn. We're getting all the merchants to come together -- got several merchant meetings and different committees now -- we're all working and addressing the various problems of the area. If you have any questions, I'll be glad to take them.

Ron Mardiros: Thank you Madam President, Councilmen. It's nice to be here after 10 months as a private citizen. I'm here at the urging of some Livonia businessmen along Plymouth Road and some who are Livonia industry who are off Plymouth Road, but are in the drawn district and some of the residents of the subdivisions along that same district. Most of the people feel in general that there seems to be a "rush to do" attitude by some within, without having an agenda of what may be needed on Plymouth Road. They feel that an agenda of what is needed precedes any consideration of labeling the Plymouth Road area as a downtown area, as a deteriorating area, as an area in need of some kind of government implemented development plan. Many feel that the premature action of approving the area downtown development authority by itself would adversely affect property values of both homes and business in the area. There is virtually nothing that a downtown development authority can do that cannot be done and accomplished without a DDA. DDA just makes it easier. I've listened to a couple of gentlemen tell me a lot of not much! They're working on it, they're doing this . . . they haven't told me anything other than they can do a lot of borrowing of bonds. Mike, you know about borrowing bonds, paying them back, vice versa. No. 1: To raise property taxes in that area is one of the roles of a downtown development authority -- up to 2.00 mills. No. 2: To borrow with revenue bonds without a vote of the citizens is another thing it can do. No. 3: It can use a TIFA, a tax increment financing authority, which everyone that comes up with a DDA says they don't use that much. But, I submit, that neither the City, the schools, nor the county have any general operating millage that they want to defer to construction, especially in an area that doesn't really need it. Being familiar with most of the incentive and tax abatement programs available to cities and neighborhoods, I've come here to make myself available to answer any questions you may have about DDA, tax increment financing or EDC. With regard to this specific package of the proposed authority district, I gave that a quick review; and let me give you these conclusions. First, the Chair amended district is illegal, because of its including much more industrial property than the Act intended it to. In other words, when you get to the point where you're either going to borrow or levy taxes, there's going to be a lot of people who are on Newburgh and on Merriman Road who were nowhere near Plymouth Road and will resent having 2.00 mills to do something that doesn't affect their industrial property. Secondly, within the six mile long district much of the property has little in common; in fact, I noticed, Mike, you include the Wayne County park right around Newburgh Lake. There's no taxes over there; there's nothing that has to be done in that County park. Residential shopping areas, regional shopping areas that have nothing to do with the

specific business, the DePalma's or the local store down the street. These things are all going to become conflicts, and these things are all going to end up in court unless you have an agenda as to what it is you want to do on Plymouth Road first. I submit you study what it is you want to do, and then you start examining ways to do those things. I see Mr. Ventura here who used to hear this a lot; you don't accept that pig in a poke. That's what you want to do: You want to create a district, then you have to decide if you want to do something. The only monies that are available to you is to tax the business on Plymouth Road in this district, to put tax increment financing or to call a "Miller-Canfield" and go borrow some bonds they have to be paid back. I mean, I don't know of any other monies that are flowing around in downtown development districts or anything else; those are your sources of revenue. Let me just say that the real solution to anything that you might deem to be a problem on Plymouth Road is not to raise taxes on those businesses; I think you might want to think about reducing the taxes on those businesses. Thank you.

Ochala: I wanted to ask some questions of the experts. Mr. Mardiros, we, too, are glad to see you here as a private citizen. You said you were representing some businesses and business owners, as well as some homeowners. Are you doing this on a fee basis or what?

Mardiros: Oh, yeah, I forgot: Ron Mardiros, 32032 Schoolcraft, Retired. No, I don't work for anybody.

Ochala: So, this is not on a fee basis.

Mardiros: No, no; I'm unemployed.

Ochala: So, this is not in a civic capacity.

Mardiros: Well, to tell you the truth, Ron, they really did call me up to come over and said they had a problem. It seems as though there's not enough knowledge as to what this district is going to do; and they're really concerned as to whether they're going to get their neighborhood damaged, whether they're going to get their property taxes raised, whether they're going to have any real control. And, I'm glad you asked that question, because you really should know that when you put this group of twelve citizens together, if the elected officials don't agree, they override what they decide. Ask the gentlemen over here; if there's a log jam, the elected officials override the business people in the district.

Ochala: OK. Basically, that's pertinent information. What I was looking for was the nature of your representation.

Mardiros: Just as a citizen concerned with this particular issue.

Toy: Mr. Mardiros, it might be well if you would tell the audience what your capacity was in the City of Livonia, as if all of us don't know.

Mardiros: Then, I'll lose my credibility.

Toy: That's right!

Mardiros: No, for 22 years I was the property assessor -- not the tax assessor, the property assessor.

Feenstra: We have three experts here; I don't care who answers the question. When do we initiate the fact that we're in serious trouble? Is that by putting the commission together? Is that by enacting the ordinance? What is the step we take to indicate that we have a problem? Is that, say, in the group or enacted in the ordinance? Can anyone answer that question? I heard someone say that you only get a DDA when you do declare that there is serious trouble.

McGee: Perhaps I can answer that.

Feenstra: Again, I was looking to people outside the Council to answer that, but that's OK.

McGee: Well, I'd already warned them that they might be put on the spot. First, let me say what I know about it. I'm not an assessor; I am a municipal finance lawyer, as the Council knows and as my friend, Mr. Jurcisin, knows; so I have some familiarity with the area. I disagree with your characterization that there is a need to declare any type of emergency, and I think this is something Mr. Gross pointed out. There is no need, nor could there be any finding with respect to this district that there is a sort of emergency. What the law requires is a finding that there have been some properties (I think that is the terminology within the Act) which have shown a deteriorization in value. Now, those words are a little ambiguous. There really aren't any court cases as to what they mean; but the Attorney General has been asked a couple of times what they mean. In the first case, the Attorney General's been asked, How many is some properties? The Attorney General has said more than one or two. What do we have in this proposed district? We have 500 plus parcels; and we have 16 properties where there has been a finding of a decline in value. Inasmuch as that is more than one or two, the legal basis for proceeding does exist. Secondly, the Attorney General has been asked what does deteriorization mean? The Attorney General has said that deterioration means an actual decline. Some people, for example, would argue that if the rate of increase in property value of this district isn't as rapid as in the rest of the community, that in and of itself should be enough. The Attorney General said, no; you have to have an actual decline, which in fact, as I said, is about 16. One other point about the kinds of properties that can be within the district. Business properties, and I believe that in this State it is generally understood to mean industrial and commercial properties or properties that are eligible to be in these districts. You're not supposed to have residential in these districts, unless it's sort of unavoidable -- if somebody has an apartment above a storefront building or that sort of thing. So, for that reason, there is no residential in this district. The cases that have challenged this on creation have said that if you've got a lot of residential, or a lot of agricultural (which is sort of another classification sometimes people will try to throw in), those are not eligible properties. So, industrial, yes; commercial, yes; retail, yes. All of those are appropriate.

Feenstra: The question I asked was not of emergency, but the first gentleman indicated that we had to declare that we were in serious trouble. Those were his words -- not emergency but serious trouble. My point was that you knew that after you have formed this group, or what you do prior to the group being involved.

McGee: Again, you do not make the finding, nor could you make the finding. I think in this instance, there is serious trouble. We have to make a finding that there is deterioration. We made that finding at the time that we called for this public hearing, and in fact, listed the properties.

Feenstra: I thought that was after the group was formed. Answer the question; do we know what the intent is? I'm trying to get at the point in time; is our meeting tonight an indication that we are responding to this serious trouble the first gentleman spoke about? Or, after the group has met and said here is our condition?

McGee: When we adopt the resolution on the 10th, as we did, we make a finding that there are some properties in the proposed district which have had a deterioration in value. That has already occured.

Feenstra: That was my point. I didn't know whether we had to . . .

Mardiros: You're dancing around the question. He's not answering the question.

McGee: Well, I'm trying to be responsive to Mr. Feenstra. He asked at what point do you make a declaration. You make a declaration at the time you call the public hearing; we did that, it was part of our resolution. We enumerated the properties where there has been deterioration.

Feenstra: That was alleged from the Assessor, correct? That was just the point; I didn't understand this. That's already been done.

Mardiros: The measure of deterioration, traditionally, has been measured by the loss in value. If there wasn't a freeze for the last year, maybe I couldn't speak about the assessments out on Plymouth Road. But, let's remember that they haven't changed for a year, right? So, they were the same when I left as they are now. And, I submit that there is no loss in value on Plymouth Road; it's the same as Middlebelt, Seven Mile Road, the same as other areas in Livonia. There's no measured deterioration in value, which is generally how you would determine whether a downtown development was necessary because there was significant loss in value in the preceding years.

Toy: I think that is what I recall hearing from Ms. Nagy, our current Assessor, in the Committee of the Whole meeting. Mr. Feenstra, I'll let you continue.

Feenstra: No; if I do, I'll probably detract from this point.

Kavanagh: Just on the point of deterioration, perhaps through the Chair to Mr. McGee, when we were at our last meeting where this Council did speak to this issue, I think we did make it abundantly clear that the list given to us by the Assessor's office did not really purport to be a deterioration in

value. All it purported to be was a decrease in State Equalized Value. All these 16 properties were decreased in SEV as a result of tax tribunal appeals. It had nothing to do with market value; she made that abundantly clear. Today, based on this Council believing that there's a resolution of intent because of deterioration on property values on Plymouth Road, well, I missed the boat then; because I don't think there has been any deterioration to any value to any properties on Plymouth Road that has been shown to us by the Assessor's office.

Joe Durso, 35209 Seven Mile, Livonia: I'm one of the partners of Stark Plaza, and I've been asked to come here and talk to the Council regarding this issue. I guess I have a few questions. Apparently you have a list of 16 buildings or 16 properties that are somewhat deteriorating?

Toy: Mr. Durso, I think that was clarified at a prior meeting.

Durso: Yes, but I'm just coming into it now. Our concern is about the whole idea of putting more burden on the business people on Plymouth Road. Taxes, obviously, have some effect on what is going on. Also, there are some vacant buildings that are not being leased out, virtually, newer buildings like in the last five years have been built that still have a problem getting tenants there. So, obviously, you are not looking at a situation where there's an abundance of tenants in this whole economy, not just Plymouth Road, but our whole economy. If this is any indication, the article that was published a couple of days ago as far as assessments and tax questions and at the end of this year the tax being lifted and the tax increases starting to take effect again, that along with some of the things we are discussing this evening might be a real burden -- much bigger on the people that are working in that area. I don't know exactly how it would affect everybody, but I understand that it would financially put a strain on everybody in this corridor. Am I correct by assuming that? Mr. McGee or . . . Could you answer that, please?

McGee: I'm not sure what the question was. What happens if assessments go up and the freeze goes off?

Durso: Yes.

McGee: I think in the absence of Mr. Preston or our Assessor, Ms. Nagy, I would presume that if the value of my house goes up, my taxes are going to go up. It's going to be moderated, I think it talks about the limitation not going above the CPI and all that sort of thing, but certainly, when the freeze goes off, none of us were born yesterday and know what a decrease in assessment means.

Durso: I guess what I'm saying is that if this corridor we are referring to here on putting together or discussing this evening, if that takes place, is that going to increase the taxes along Plymouth Road and this area that we outlined?

McGee: Not unless three things happen, and that's assuming the creation of the authority happens. The first thing then is there would have to be a plan developed by this group, which plan would then have to provide for how it was going to be financed. How would the improvements that the property owners, who would control this board, be paid for? That plan would then have to be

approved by the authority board, pursuant to a process -- all those meetings are open meetings -- all that sort of thing. If it made it through that stage, then it would come to the Council and the Council would then approach that plan in precisely the same way that this has been approached. There would be a resolution, notice to everybody, public hearing, so on and so forth. So, the short answer is, as I said at the beginning, even if this thing is created tomorrow, nothing is going to happen in the short run until we have a plan; and that's what we're trying to come up with. The answer to the question is, What do we want Plymouth Road to look like in 20 years.

Durso: I guess my concern and my partners' concerns are, if this thing goes together and then, as I've been in a lot of committees, a lot of meetings, and everybody has a lot of great ideas on what to do with other people's property put in the hands of a few that aren't even involved, don't know what kind of hardship the people on Plymouth Road are going through or any other businessmen, to make those decisions and put that burden on them, it's tough enough as it is. I think everybody in this audience will tell you right now that you've got to be careful here.

McGee: Well, that's exactly why, if I may, people like you are going to be on the board.

Durso: Well, I don't particularly want to be on the board . . . I'm not looking for a job, believe me.! All I'm trying to say is that you've got to be very careful here.

Toy: Joe, I think what you have to remember is that what we're going through here tonight is looking at one Councilman's view of Plymouth Road. What he would like to do is get the authority in place, the group of unbiased people, if you will, in place. That's what I hear Mike saying for tonight's meeting. But, certainly, all these other factors come into it. Am I correct, Mike?

McGee: I think that's quite a fair assessment.

Durso: As long as we hold the control there somewhere along the line. Let them talk and come up with a great idea, but somewhere along the line stop and let's make that final decision by the people here.

Toy: Well, I think they're running out of time, too. I think this thing has to be put to bed, because the Attorney General wants to do away with these DDA's, if I'm correct, because they're finding that they're not real legal, if you will.

Citizen: My name is Edward Miller; I live at 31605 W. Chicago in old Rosedale Gardens. My phone number is 422-5169. I moved to Rosedale Gardens eight years ago from out of state; and, like a lot of people that came to that area, I was very surprised to find a nice neighborhood that was off of Plymouth Road. In fact, when people come to visit us at our house for the first time, they say it's "pretty back here" meaning it's ugly out there (on Plymouth Road). I promised myself eight years ago that, whenever I had the chance to help improve things along Plymouth Road, I would speak up. I'm a member of the Old Rosedale Gardens Homeowners Association; I'm not here representing them tonight -- I'm representing myself and my family. The house I'm in I've been in for two weeks; I lived on Blackburn Avenue for eight years. We

decided to stay in the neighborhood without leaving Rosedale. One of the reasons was that we felt the area was improving and wanted to make sure that it would continue to improve. However, as you know, we're in an era of cutbacks here in the City of Livonia. I'm afraid that, without some sort of legislation at some point, the improvements will just stop. We have a lot of businesses along Plymouth Road that have done a wonderful job of maintaining their property, being good citizens. It's very nice, but we do have a lot of eyesores. We have traffic problems, as well. I believe that, at some point, it's the burden of government to help out the people that pay the taxes. I read a restaurant review not too long ago in THE DETROIT NEWS that said, "Nice restaurant, but it's on a dismal strip of Plymouth Road." The question was then, what strip was that? It could be any number of lots; there are just too many gaps, and it's like a mouthful of cavities -- there might be some nice teeth, but there's a lot of bad spots. I'm just here because I'm a homeowner, and I think homeowners ought to be heard. Back in our neighborhood, lots of people put a lot of sweat equity, not only in their houses, but actually out on Plymouth Road. We go out and dig up the weeds twice a year and help out the neighborhood businesses. We would just like to see businesses and the government help us and do their part so we can all have a better City.

Citizen: My name is Alan Drake; I live at 35864 Parkdale.

Toy: Excuse me, Mr. Drake. If any of the rest of the audience would like to get up and speak tonight, it would be real helpful to us (so we can get out of here before 1 o'clock in the morning) is to line up behind the podiums, OK? That will save time.

Drake: 522-6485 (PH). I live two blocks south of Plymouth and several blocks east of Levan. I don't know about deterioration, but I drive frequently, every day, past a piece of property that used to be a Sunoco station. I understand that nobody wants to buy it because the owner has to dig up the gas tank. I don't know if that's true; I guess it's true. Who wants to buy a piece of property where they'd have to do something like that? There are several other pieces of property along Plymouth Road like that. So, I don't know much about deterioration, but I know those things don't look well. I think it was nice that somebody tore down the old Bob Evans brick house; that was neat; I liked that idea. I'm just here to support what the previous gentleman said. I think we should get the ball rolling; I'm willing to do whatever I can. I've been here since 1956; I'm proud of this City. I've had chances to go other places, but I always come back here. I like this place. I think there's something that could be done along Plymouth Road in an organized fashion. I don't want to see the businessmen, and there are a lot of great stores on that road. I like that Stark (Plaza) shopping center. Isn't that where that frozen yogurt place is? I'm not sure. But, there are a lot of real nice places, and I want to compliment those people for what they've done. I happen to be a tree person, a plant person; I'm an ex-horti-culture teacher, so I'm very interested in beautification and that. I think we've got to start, but I think an organized plan of some sort would be welcome at this point. Thank you.

Toy: Mr. Ventura.

Ventura: Thank you Madam Chairman, gentlemen. My name is Peter Ventura and I

happen to be a stakeholder (is that it?), a property owner. I've lived in Livonia for 55 years. You weren't even a glint in your fathers' eyes! Well, my office is on Plymouth Road; I live on Plymouth Road, practically. I spend practically all my waking hours on Plymouth Road. Madam Chairman, gentlemen, in the 55 years that I've lived in that area, Plymouth Road has come around 355 . There have been a lot of improvements, including my office! I don't know if you noticed, but I put a hip roof over the flat roof, which made a big improvement, without any government urging or assistance or bonds! I think Mr. Mardiros is right when he said you should have a plan. It might make it easier for you to sell this idea, if that's what you're trying to do. Or, are you trying to make some political gain? Mr. McGee, let me tell you something: I've been around the horn a long time; you're taking the wrong tack. You're going to be known as Mr. McGee, the Tax Man! We don't need any more authority or taxes; in fact, somebody -- and I don't know who it was -- said government should only do those things which people can't do for themselves. Plymouth Road has been coming up very, very good. Government finally paved the street we had; it looks darn good; it looks better than the street we had for years. I don't know of any buildings that are really going downhill; in fact, the old tire building over on the north side of the street across from Rosedale, somebody is working on that, and it looks passable. That old Bob Evans house, I could have had that out of there a couple of years ago; I had a proposition for it. But, the City (I was told quietly) was not going to approve it. There is a light right across the street from . . . (I'm trying to think of all the other derelict buildings along Plymouth Road), and believe me, from Inkster Road west, there's one old building that somebody mentioned used to be a gas station (the Sunoco station), that with a little fixing up, I tried to buy that. Oh, by the way, I'm in the real estate business (laughter from crowd, since Ventura is well known in the City), and I'm trying to improve the street by getting some good people on that street. Not that there aren't some good people on that street, but I want to get more. But, that station is not for sale; I don't know why; I've never been able to find out why they don't want to sell it! The tire store that's been fixed up lately is tied up in some kind of a court suit, a divorce case; the woman has told the man, 'When I get though with you, you won't have anything!' I'd like to ask a couple of questions. Mr. McGee, you said that you're interested in the continuous viability of Plymouth Road. Aren't you interested in the continuous viability of the rest of the roads in Livonia? Why did you give us the honor of selecting us first? Because of this old sob(?) of Plymouth Road? Take a good look at Plymouth Road; there's nothing wrong with it. Why did you select Plymouth Road first?

McGee: I really don't want to get into it here.

Ventura: Excuse me if I'm . . . My understanding is that you're the one who started this.

McGee: Yes, sir.

Ventura: OK. You also said that there are no residences in the district. Is that correct?

McGee: To my knowledge, yes, that's right. (Said something about the school district.)

Ventura: It might surprise you to know that there are some. You also said that this is not a taxing proposal. Would you explain that? Eventually, if you get a plan, you're going to have all kinds of publid hearings and everybody's going to get involved to approve the plan; then, there will be a tax. Is that correct?

McGee: I'm not going to prejudge anything that the business owners may create once they are on the board or what they may want to do. I certainly am not one that favors additional taxes. May I just say one thing, because I really don't want to get into a debate, Pete. I'm willing to sit down and answer your questions really at any time you'd like; I am not unavailable.

Ventura: Let me rephrase the question, like you lawyers do. Does the authority have the right or the power to levy a tax?

McGee: Not all by itself, no; it has to be approved by the Council.

Ventura: By the Council?

McGee: Yes, sir.

Ventura: Oh, then they do have some power.

McGee: Yes, sir.

Ventura: Thank you very much ladies and gentlemen.

Citizen: My name is Nick Lamako, 20154 Edgewood, here in Livonia. My phone number is 473-3933. I'm here this evening to voice my support for this program. I've been a planning consultant for the last 15 years, and I've personally witnessed the success of similar efforts in other communities throughout Michigan as a result of my job. I am currently Vice-President of Wade Trim, a firm of 250 people and based on Plymouth. My work effort takes me throughout Michigan. We have done similar efforts and helped similar communities such as Mackinaw City, Gladwin, your own neighbors, Rochester, Taylor, Dearborn Heights, Van Buren and Utica. They have all embarked on similar programs, and I've seen the benefits of those efforts. As Mr. Gross indicated to you this evening, there are a number of benefits that I see that could fall to Livonia. One thing he mentioned so often overlooked, is that this effort, this committment by the City, can actually prime the pump. It can serve as a catalyst for private sector investment. I've witnessed a number of occasions the point where the private sector won't invest unless the city commits to an area, and I think Plymouth Road is one area that would benefit from this. Certainly, there are some aesthetic improvements, I believe, that Plymouth Road could enjoy. Infrastructure improvements, I think, are part of the effort. The downtown development authority board can do special studies and programs, as well, such as business solicitation efforts and business retention efforts. What this means from a community standpoint are a couple of important things: job creation and improving consumption opportunities for the public. I think that is very important. Obviously, any particular businesses can be supporters, as well. Communities have embarked upon, for example, facade studies that the DDA might want to sponsor on behalf of individual businesses. So, there is some direct benefit.

And, of course, other areas that might be involved are parking and traffic control. I think all of those items on Plymouth Road, which I have always viewed as the downtown of Livonia, are things that would benefit the Plymouth Road area. Now, I've been a resident as long as some of the gentlemen that have been here this evening; I've been a resident of Livonia only for the last decade or so, but over that time I think I've come to realization that the corridor does need some planning help. That's what I think we should be discussing tonight, the fact that we do need a development plan to keep it viable. I think that we ought to be directing our efforts to changing Plymouth Road from what I view as a loosely connected collection of stores to an identifiable business environment, if it's to remain competitive. I hope you proceed in this manner. Thanks.

Toy: Dr. Marinelli.

Citizen: I'm Joe Marinelli, Livonia Schools Superintendent. I'm pleased to have an opportunity to speak to you tonight. I do have a written statement, and I'll ask you to pass it around. I know that we've had an opportunity to publicly express our views on behalf of the school district, and we did send a letter to the Mayor and the Council back in June and also presented our views at a League of Women Voters forum that was filmed on November 17th; our finance director was able to share those thoughts with you. I think it's important by way of background to recognize that the City has done an excellent job of planning for its future by putting in place a wonderful mix of residential, commercial and industrial properties that provides a sound tax base for the City. The residents of this city enjoy tax rates that are significantly below the Metropolitan Detroit average. On a comparable basis, the citizens enjoy millage rates that are 15% below the Tri-County area average. In addition, the industrial and commercial sectors enjoy special tax incentives associated with tax abatements under Acts 198 and 255. Because of those abatements that are now in place, the industrial/commercial sector pays an aggregate millage percent below the tax rates paid by residential homeowners. Similarly, the commercial or industrial taxpayer pays a tax rate in the Plymouth corridor that is 15% below the tax paid by his commercial/ industrial counterpart in the Seven Mile-Middlebelt area serviced by the Clarenceville School District. You can see a graph on the last page there. However, all is not bright; the future is clouded with uncertainty. Recent economic pressures have taken their toll on the business community, residential homeowners and governmental entities. The City of Livonia and the Public Schools find their financial wellbeing jeopardized by pressures . . . shifting educational funding responsibilities to the local taxpayers. And, the State has similarly reduced traditional and municipal funding in areas such as revenue sharing, race track revenues and so forth. Livonia Public Schools is one of 162 school districts in the State which rely almost entirely upon the local tax support to finance its K-12 education program. The out-of-formula District does receive very minimal funding for State-mandated services, but these funds are currently eliminated. As you know, the State's policy of "Robin Hood" has had a disastrous impact on the Livonia Public Schools; and over a two-year period, ending this July, 1993, the School District will have lost $14 million in revenue promised by the State of Michigan, and we are still faced with the liability of loss of an additional $10 million in assistance we are receiving from the State. In short, our State government is attempting to find every revenue possible to reduce any

and all financial support to out-of-formula schools district such as the Livonia Schools. Even though Proposal C has failed, we have every reason to believe that similar plans of this type will continue to be formulative(?) at the State level. This past year we laid off 102 employees and evoked a number of other cost-cutting measures. As you know, this year alone, we cut $8.5 million out of our $101 million budget. With further reductions and State-Aid financing and student enrollments increasing by 3.3% per year, we face yet another round of cuts in programs and services and people for the 1994 school year with virtually no reserve fund at all. Times have changed. There was a time not too long ago that the School District had a $10 million fund equity; we had reductions in student enrollments and we didn't have "Robin Hood." The reverse is true now in all those situations. Given those pressures of growing enrollments, the erosion of State financial support and inflationary pressures, we believe the School District is not in the position to share educational tax monies now or in the future to support infrastructure revitalization of the Plymouth Road corridor. We are proud to be a part of this community, and we realize that from time to time that it does require refurbishing. We have no problem with the concept of a downtown development authority to revitalize a portion of the community. However, as Superintendent of Schools, and on behalf of my Board of Education, I am duty bound and compelled to oppose a DDA funding plan that threatens to sap funds from the current and future children of the District to pave, curb, build berms and erect light poles and otherwise thwart the pursuance of our strategic plan. Economic logic and fairness would suggest that the choice to finance DDA should be a separate levy of the specific properties within the corridor that benefit directly from proposed improvements. In light of the current services provided and the preferential tax treatment of the business community that I previously outlined, realizing that future economic growth of the economic sector and our home values are closely tied to a continued quality educational system, I would urge you to consider a financing method which does not take revenues away from Livonia Public Schools In closing, let me thank you for the opportunity to speak and to say that I don't believe we can compromise the educational programs for students today, so that maybe someday down in the future we can perhaps receive additional revenues as yet undetermined. I just don't think that is sound at this point in time. Again, we are not opposed to a DDA; and I realize the issue is whether to create an authority or not. But, I can tell you we are going to monitor this process very carefully and would be absolutely opposed to any method of financing which takes revenue away from the District, that's already in a serious financial situation.

Feenstra: Do you happen to know if Clarenceville is of the same opinion?

Marinelli: I really don't know. I haven't had the occasion to have any dialogue with them on this issue.

Kevin Sullivan, 1221 Pinecrest Drive, White Lake (PH 363-1626): I've got a simple question. Up in Section 28, we have a couple acres of industrial property that had been kind of skipped over. Is there any reason for that? See the big 28 -- Stark Road, railroad tracks -- on your map?

McGee: The rule there is to exclude all of the residents as to whether they're on residential property or not. We were afraid that there were some

that were on property that was not zoned residential necessarily. We were just trying to exclude anything that might be residential.

Toy: I think the gentleman is saying that he has M-1 property, Councilman. He wants to know if it's included in the district.

Sullivan: There's about 15-16 acres of industrial property . . .

McGee: Are you asking why you're not in?

Sullivan: Yeah; why is it not included? I'm not saying I'm for or against it; I just want to make sure . . .

McGee: To be candid, with respect to that specific parcel, there was not any preconceived idea of where to draw the line right there. The goal in this Section was to exclude the residential properties; if we left some in, we're going to have to take them out.

Sullivan: I'm telling you, if this thing goes on further and there is a possibility and we did want in on this, we could ask to be let in?

McGee: We'd have to go through this whole process all over again, I'm pretty sure.

Toy: Mr. Peterson.

Lowell Peterson, 19420 Lathers, (PH 427-0427). I am a 35 or so year resident of this area; I live in Section 36. I think what we have here is a very unique situation. Looking at this map, we have an unusual blend of commercial and manufacturing on one main road, which creates a very unusual and difficult situation. I think at the same time it has many blessings for the merchants who are not fully aware that if a development were occuring and any taxes were to be raised, the biggest recipients/payers of this would be the manufacturing and not the retail outlets, because they are the biggest businesses on the street. So, technically, if any tax in the future -- and I can't see that as being a year, two years even before it can be considered, because they have to have a plan underway, first of all -- but the merchants would be benefitting very much from the fact that the manufacturers are there and there's very little upkeep from the manufacturing areas. So, if any taxes were raised, it would be of great benefit to those merchants. We have a lot of good merchants on Plymouth Road. I'm on Plymouth Road a lot; I walk up there, and there are a lot of merchants who take excellent care of their property. There is no question, as Peter said, that it has improved over the years; it has improved tremendously over the years. But, I'm not as concerned as much about that as I am about 10 or 20 years down the road and seeing what is happening. I'm afraid that if something like this is not put into place, eventually we are going to see a rapid deterioration of property up there. We have unusual problems in parking, for instance, on Plymouth Road for some of the smaller merchants in certain areas; there's no place for people to park to get to the businesses. Perhaps this is one area where the downtown development authority could work on. We have other problems where vacant properties are not being taken care of. Again, if you get a number of merchants and people together, maybe they can do more than anyone else can do to see to it that these vacant properties are taken care of and that the whole area looks a lot better.

Overall, I think, too, if you look on the map, below Plymouth Road we have perhaps one of the most densely populated areas of the City of Livonia. And, I think that these people down there need assurance that this area is not going to deteriorate, because if it does, it's going to affect their property values. I'm not concerned at the moment; my property value down there is as good or better than it has been for years, and I think it's going to stay that way. And, I'm going to stay living in that area. But, I think I would love to see something put into place where some controls and some people get involved in taking care of Plymouth Road to make sure it doesn't become a problem area for us, so that five years from now we'll have a hearing like this and we will have a bad area where we have to do something. I'd rather see us do something now before it gets so bad that we do have to have some sort of emergency meeting to do something about it and I'm fully in support of the plan and putting it into effect. If the merchants and the people that are on the authority decide they don't want to do anything, fine; that's their business. They don't have to do anything. My understanding, Mike, and I could be wrong, is there's no tax involvement unless the merchants or the people on the board say we want to assess. If they don not want to assess, there cannot be any assessment by anybody. I say let them decide what they want to do with Plymouth Road, and hopefully, they'll just work towards making it better and keeping it up to the point where it is the pride of Livonia, like it always has been. So, I'm fully in support, and I want to thank Mike for bringing this to our attention at this time. Thank you.

Toy: Mr. Peterson, I'd like to make a comment to you so you can sleep tonight. There has been a lot of business people down on Plymouth Road who have put together an organization called PROBO, Plymouth Road Organization of Business Owners; and I think you should give them a little hand because they were the ones instrumental in going over to the Mayor. The Mayor also getting the federal funds along with Mr. Galindo to get that road paved this year. The merchants have banded together, and as you know, I am one of those merchants along Plymouth Road. And, you'll have to forgive me tonight, I do take a bit of offense, as do my colleagues, over the past five years when they pick on Plymouth Road too much.

Peterson: I do a lot of business on Plymouth Road, and I know there are a lot of nice places. But there's also a lot of places I'm not too proud of on Plymouth Road that are not being taken care of.

Toy: I just wanted to let you know that the merchants have gotten together.

Peterson: Most of you do an excellent job.

Toy: Thank you.

Frank Barkman, 9839 Auburndale: I've been a resident of Livonia for about 15 years and currently Chairman of the Beautification Committee for Old Rosedale Gardens, where I reside. Also, I've been a small business owner in Livonia for the last 12 years. I currently have a fund raising project of about $15,000, working with the Association and some of the businesses and am going to be talking to PROBO quite shortly for the strip between Merriman Road and Farmington Road to try to improve the landscaping. The landscaping was originally done about 20 some years ago, and there was a special assessment on the businesses at the time. Since that time, it's fallen into somewhat

disrepair. I don't know that the DDA is right, as far as what we should do. But, we should do something. The City needs some sort of a plan saying we're going to take care of things and improve it if possible. I don't know why you couldn't do a lot of the planning with or without the DDA. I personally am not one to wait for somebody to decide we're going to do something; I would prefer to actually just go out and do it. So, that's what we're attempting to do. I would like to see something done. The current plan (I sit in on the Road Beautification Committee occasionally)and the paving that is going in on Plymouth Road is only intended to last five years. So, that means that we have a window as far as improving the road, but we should also improve the rest of the surrounding area because we only have a five-year time frame before something is going to need to be done again. So, I would like to see something done. Thank you.

Carol Marston-Foucher, practicing at 32037 Plymouth Road (PH 421-5454): I was born in Livonia and lived here 28 1/2 years before I married and moved away and still work on Plymouth Road and love it. I think we've heard a number of different factions of this whole decision. Before I continue, I want to clarify one thing, Mr. McGee. I think if I'm correct, boundaries can be changed; once the DDA is established, there is a mechanism within that . . .

McGee: That is correct. Basically, it would be the same set of proceedings we are going through right now.

Marston-Foucher: The only thing I've heard tonight that I question at all are where some of those boundaries are set; perhaps that needs to be reviewed. I favor the establishment of the DDA very strongly. I think those of us who have traveled Plymouth Road day in and day out don't see it the same way other people see it. It's very, very dear to our hearts and we see the spots that are beautiful. Then we pick up a newspaper that talks about this wonderful restaurant on this decrepid stretch of road, and we think, if you don't really hold this place near to your heart you don't see the same place as tenderly as we see it. I have been asked by a number of people in the past few years how long I think I'll be able to stay on Plymouth Road. My dad has been there for 52 years; I have no intention of leaving without kicking and screaming. I say, Laura, you took the words out of my mouth. One of the things I intended to make as a point is that I think PROBO has done a wonderful job. I can't say enough about that kind of effort and I can't say enough about the home-owners association in Old Rosedale Gardens. But, I think we're looking at a much bigger picture. Small groups of us, yes, can accomplish small pockets of beautification and a significant improvement; but I think we've got to look at the whole picture, the whole stretch. Unless we get some mechanism, some tool, that will encompass everybody and get a unified direction, I don't think we can accomplish our potential. I don't believe that we should wait until there is a crisis. I believe in being pro-active. I generally believe that less government is better; certainly, I don't enjoy paying taxes any better than anybody else. If you want to get me set off, let's talk about personal property taxes and how unconscienable the concept is. I have to look at how viable are all of us on Plymouth Road, and is it worth an increase in my taxes potentially? Yes, I believe it is; I want to stay there. I want that to be a viable growing area. A couple of days ago, I talked to a colleague of mine who is in Gaylord; and Gaylord has a DDA. You drive through there in about 20 seconds and you think, 'Why the heck does Gaylord need a DDA?' I asked him that. They only have three blocks, and it's been wonderful. He hasn't heard

a gripe about it. He said that Walmart is in there now; there's a K Mart about a half a mile down the road. He said that all those places are competing for the business that has been downtown, and you have to do what you can do to promote yourself in your own area. I think that applies to a great extent to Plymouth Road. You know it's not in an emergency situation; and yes, a lot of things have been done that are positive. But, I think we have to do what is best for ourselves. Basically, we need a larger scale program. I think small groups can accomplish a lot and think they will continue to be an important input to the DDA; but I really think we need this mechanism in place before the opportunity passes to establish it. I hope to be here with a smile on my face 20 years from now, still practicing on Plymouth Road.

Citizen, 11030 Arden: I live in Rosedale Gardens and have been the Livonia area and have traveled on Plymouth Road for the past 12 years. Some buildings are empty, they're burned out, boarded up and it's taking several months for any activity. Certainly, we are talking about 500 businesses; but I think what I'm hearing and I was at the fact-finding meeting November 17, where other entities that had DDA's in their communities spoke and learned a little bit more about this. I think there are a couple of factors to keep in mind here. The Plymouth Road area is an old area of Livonia; it's a greatly established area, but there needs to be more attention there. I'm hearing that the DDA is a tool; it is a mechanism for people to take some action. It might mean that the action is no action; it might mean that we are going to do something that might involve the tax, might involve change, what have you. But, I'm also hearing that the tool is made up of all pertinent parties. You have business owners represented; you have the homeowners; you have the Livonia Public School members and involved members as regards to tax. We have a mechanism that would be formally in place to coordinate the development of an area that needs, and in all probability needs, serious attention in the future. This is a pro-active concept, much as this lady just spoke about; it's a means of getting a mechanism formally in place for the City to pay attention to an area that in all probability will need attention in the future, if not now. Seriously, it involves taxes and small business owners, large corporations, which as we've all heard there is a great variety of, entities on Plymouth Road in the District area; but this also means that they have a voice. I think that's a significant factor here, too. It does not mean that the DDA once formed is going to tell someone absolutely what to do. There will be open mike sessions, if you will, like this, probably presented to the City Council for approval; but it is a formal mechanism to continue to have the City of Livonia pay attention to an area that will probably need continued attention paid to it in the future. I am definitely for it; I'm happy to be in Livonia and hope to be here many more years. But, I'd like to say that we definitely pay attention and be pro-active and not react too late like many other cities and many other areas of Plymouth Road down the way from our Plymouth Road in Livonia. Thank you.

Colleen 32109 Plymouth Road: I'm a business owner on Plymouth Road and have been for 15 years, and I'm also representing a number of people that aren't here tonight from PROBO, the Plymouth Road Organization of Business Owners. I've been following this closely for the last several months just to get an idea of exactly is involved and what we, as Plymouth Road business owners, will be up against, or what we will be in for, or what we can hope to help with. A lot of people I've been in touch with are PROBO members, and we understand that many of the Councilmembers have or have not been in favor of

this all along. We hope that whatever happens, Plymouth Road business owners (at this point the ones I'm representing) have asked me to say that the . . . from what they understand, there is really no other way to gain any financial monies aside from taxes. We know that the plan is not in effect yet and that it's going to take some time for all that to happen. They do want to see some improvement; they feel that there are groups that can do a lot with the help of the City and with the help of other members of PROBO, other business owners on Plymouth Road, that can do a lot of what we're talking about, not on as large a scale, but also can help to do a lot of these projects such as improved lighting. We agree that it's important to preserve and enhance the Plymouth Road area, but we feel that there are other avenues that should be considered before this is put into full effect. Thank you.

Dennis Miller, Rally's, 3077 Greenfield Road, Southfield, MI PH: 559-2282: In essence, Rally's has just gone through a site plan approval process with the City. We really, I think, are starting the Plymouth Road Development Authority ourselves, because we're going to be knocking down a restaurant along Plymouth Road, the Flaming Pit by the Mobil station. So, we've spent a lot of long hours with the City Council in deciding our site plan and our building coming from around this idea, the redevelopment of Plymouth Road. So, we're very much in support of the whole idea, taking into consideration of how you tax the people along the District; I know. . . . Thank you.

John Pitkarski : Michael Berry, the President of the Association, was unavailable to come tonight; but he did write a letter that gives some of the views, both his, personally, as well as some of the Association members.

Toy: Sir, we, the Councilmembers, do have copies of that. You can read it if you will, but. . . .

Pitkarski: Well, then I don't need to do that. I'd just like to say that most of the points that I was going to make have already been addressed, so I won't take up any more of your time. I share Mr. Berry's views, as well as those of many of the other homeowners in our Association. Also, my father and I have a couple of small businesses located on Merriman Road just north of Plymouth Road; and we are in full support of the DDA and are going to do whatever we can do to help it get initiated.

Jerry Brown, Ford Motor Company, Municipal Affairs Manager: I have kind of mixed emotions speaking to this. First, I'd like to speak on behalf of Ford Motor Company and say to you that, to the extent that there is a consensus on this Council and amongst the businessmen on Plymouth Road and that there is a focused effort to improve Plymouth Road and to cause its revival, Ford Motor Company does not oppose that; in fact, as a public/private partner with the City of Livonia, we are obliged to support it. When we get to the question of how it would be financed, I think we are all kidding ourselves if we don't think there'd be something associated with it in some fashion for the small businessman and for the large businessman. Ford Motor Company is the largest taxpayer in Livonia -- almost twice as much as number two. We recognize that Plymouth Road is a viable part of the City, just like there are many other viable interests in the City; and we compliment this Council on attempting to focus on the question of Plymouth Road -- not whether it's a problem or would be a problem in the future -- but recognizing the fact that it's not all you'd like it to be and that there are opportunities to make it more positive and to

help the businesses along there and make it more viable. For the long-term viability, and I think we would all admit to the extent that Plymouth Road is a major part of our business community, it affects all of us, big business, schools, the City Council and the residents alike. Having said that as a representative of Ford Motor Company, I would only add that when you look to the taxes and financing as more viable from our perspective -- and we do understand that there are many other interests, be it the City's interest, the schools' interest, the residents' interest, and the small businessman's interest -- I want to go on record as saying that we are supportive of the taxes and financing method. But, that's not our decision to make; it's yours or the Development Authority, along with your own decision. . . . and to establish at sometime in the future to express ourselves as it relates to that kind of financing. Whichever way you choose, we'll be a major player, because we are the biggest taxpayer. If you choose taxes and financing, the lion's share would come from us, because we, in fact, tend to over the years put in a lot of investment; in the last 12 years, we've put in about $1 billion into that plant. So, we'll be a major player whichever way it goes. Having said that as representing Ford Motor Company, I'd like to say a few things as a former Councilman and as a resident, who lives two blocks south of Plymouth Road between Yale and Levan. We've talked about Plymouth Road since I was a teenager; and we've made some small efforts and done some things as a City to try to help it and think we've done some very positive things. I think business itself has done some significant things to Plymouth Road, notwithstanding Ford Motor Company, for example, who has put in millions of dollars in landscaping. Wonderland did a wonderful job for the folks at that Mall and we had pleaded with them for ten years to do it and finally, it happened; it was a very positive thing for our City. As you progress from the east to the west, you have a mixed bag; you have a lot of things you can point to that you can be very proud of from this standpoint. You have some spots that need some attention. I don't know how you solve those isolated problems that have been there for a long period of time; but I think that part of what you're trying to focus on is that very thing. To the extent that we can do that, we'll help all of ourselves. Beauty at best is in the eye of the beholder. I look at some of the new shopping center malls along there and think they're very good until now the Mai Kai's a success again. So, then, positive things happen. Yet, I look at some shopping centers that just scare the daylights out of me. When a guy goes out and paints his pole shocking pink (!), it's just detracting. I used to sit on this Council and say, 'We as a Council don't have any right to tell somebody what color they should paint their buildings;' to the extent that we should say, 'That's just obnoxious!' I think you all know just which one I'm talking about. If you drive by Plymouth Road between Wayne Road and Yale, you might find out what I'm talking about. On the part of Ford Motor Company, we think that as a consensus, it's a smart thing; and these things will be ironed out. I think your goal is not only to help the City from an appearance standpoint, but to help small businessman along Plymouth Road help himself. Thank you.

Toy: Councilman Feenstra said he only yielded to one speaker; he has six other points to continue on.

Feenstra: If they're being answered, I'll cooperate.

Toy: Are they being answered?

Feenstra: Some of them are.

Toy: Would you like to yield to Mr. Raby of Schoolcraft College, your employer?

Feenstra: _____.

Adelard Raby, Vice President for Business at Schoolcraft College: We support the concept of the DDA, because it can revitalize an area and we're very supportive of that process. Out concern, quite frankly, will be how it's paid for. Much like Dr. Marinelli said, times are very difficult in terms of financing our operation, much like the City is grappling with a balanced budget; and anything that disturbs that revenue screen concerns us. We would ask you to look carefully at how you'd finance any development that takes place, if the DDA is brought into being, that those plans be very finite and very definitive and as brief as they have to be so that the impact on all taxing jurisdictions are. . . .

Feenstra: Well, I did have some questions, but some are being answered.

Ralph Horowicz, 34899 Plymouth Road, corner of Wayne: I, too, like Mr. Ventura, have been in this area for 55 years; and I'm only 49. This is one of the first times I've agreed with Mr. Ventura and Mr. Mardiros, so I feel I should get up and say something! The thing that bothers me about this is that I'm not set either way. At this point, I'm against it. The definition that I would be inclined . . . is that somebody has to pay for this, somebody has to come up with something. As soon as I know what the something is, I might go along with it; but it would have to be a firm something, because you're basically saying that there will be taxes for the businessmen on Plymouth Road. I just don't know how much! I'd hate like heck to agree to something that I don't know what the outcome is, except marriage (audience chuckle)!

Ralph Parz, 31153 Plymouth Road, Suite 104: I live other places; my wife says that I'm there so much of the time, that I might as well stay there! Notice, I'm not here to rezone another piece of property on Plymouth Road! I'm here to talk about the DDA, and maybe I can give you some direction on a DDA. I was in a tax increment financing plan back in 1980. Everyone understands what 1980 was: a very difficult time. Mr. Gross and I along with my partners were involved in a TIFA (I think that's what it's called, correct?). We at that time elected to put up an 800,000 square foot office complex. We needed TIFA in the City of Southfield, and along with the school system's help over there, we did have a plan. We had a lot of people battling it out, how we were going to finance it, how we were going to do certain things like that. So far, we've worked it out. What happened was that we invested $9 million through TIFA and the City of Southfield. We did a number of things over there. We were the catalyst to develop the _____ on Civic Center Drive that goes between Lahser and Telegraph Road. On top of that, we were the catalyst for the Center, but also approximately 800 residential units in that particular area. The financing plan that we talked about was to take 15 years to develop and pay back. We paid back all those particular developments within nine years, and I do believe that we just recently wrote a check to the school system of $1 million, and they are back on line. Because of our investment over there, they have nearly $100 billion dollars worth of property units over there that they can now tax to support the school system. On top of that, our project was awarded a national award and also the City of

Southfield for that particular development on the boulevard lanes. It was also awarded a national award for recognition for landscaping (correct?) and development of the City. Those are some of the things you can do with a TIFA, because what happens is you can simply direct it towards the problem and resolve it. I'm here to say, Do we need a DDA? Yes. Understand, I own property on Plymouth Road and most of you are aware of the properties I own there and also have a track record as being a residential developer-builder. What's going to happen there is that this is a plan to lock the corral before the horses are escaping. Understand, this is all that it is right now. The City of Livonia has been very, very fortunate not only to have great planning for the past 40 years, you went in and put in a tremendous industrial base and probably recognized as the foremost industrial base in the Midwest. It starts on Inkster Road and goes all the way down to Newburgh for six square miles. Those people pay taxes, don't need too much City services, have their own buildings sprinkled because of insurance policies, they pick up their own garbage, plow their own snow, etc. Yet, you're able to tax them. What happened now, is just like if I go to the doctor, 20 years ago I was a marine corps guy, etc., and I never needed to go to the doctor. Now, I'm 40, and all that development over there is 40 years old; some of it is possibly 50 years old. I got to go to the doctor, who's going to tell me to take off a little weight, you have to exercise, you have to get yourself in shape and you have to have a plan. This plan is nothing more than a plan. This is nothing more than what the doctor's prescribing. Your problem is not here, today; your problem is in 20 years, Laura. When you're looking to retire, you're looking to sell that nice flower shop, you're going to have erosion over there. You'll be looking at the erosion over there just this side of Telegraph Road. Without this plan, this ability to lock-in. . . . I was actively involved in Southfield and their plan over there; I was actively involved in (Howell/ Holland, Michigan) and their plan for their DDA that extends over there, and I was just recently involved in Canton in their DDA. Understand that Canton is just a young community, but they have a plan, also. I would just encourage all of you to just enact the plan. What happens later is that everybody will start fighting; but then, you at least will have a plan to develop. The school system can fight it, the business people can fight; everybody can fight. At least, you'd have a common focus. It's not only Plymouth Road I'm talking about; it's the whole industrial corridor that goes up and down over there. You can't allow erosion to occur over there. Thank you.

Ralph Leo(?), 21535 Hiawatha, Southfield, MI: I own the Livonia Post Office, and I'm opposed to the DDA. I've built post offices throughout the State of Michigan, and I've seen a DDA failed in those places. The purchaser moved out, and we had the situation in Marine City just this past winter. They rushed in DDA with gas lamps and bricks. A private contractor went in there and the people turned it down; the Board was threatened with a lawsuit -- a personal lawsuit -- and they put that thing through and it was turned down. They now say, What are we going to do with the lamps and bricks? Well, that's their problem! I don't see any benefit to the DDA. We just put $250,000 worth of work in the Livonia Post Office -- new driveways, new lamps, new everything. How that affects us I don't know. We're locked in for 24 years at the same rent; we cannot increase the rent and the government will not pay for any special assessment. Rent is very low for the space they've got. A DDA is . . . look at your Toledo Waterfront Development. I was there three weeks ago; there was no one down there but me! It was a Saturday afternoon; a lot of places were closed up, boarded up. I think the merchants should be

allowed to do their own improvements without government intervention. And, who is the DDA? Are they private contractors?

Toy: Sir, it would be a board of 12 people.

Leo: People that have worked on DDA's that I've been involved with were John People, not private contractors.

Toy: These would be local, sir.

Leo: Local contractors?

Ochala: No, they would be local merchants and other business people.

Leo: Marine City wanted a contract; we wanted to do our own work, but they wouldn't let us do the work. That's not right, either. I don't know what improvement they can make with the Livonia Post Office, when the government just put all that money in there improving the front of that building. They put $800,000 in there remodeling the building. They fought the taxes here two-three years ago, thought they were too high. I don't know what their new taxes are going to be. I just want to go on record as opposing this thing.

Feenstra: I'm sure that the experts that were speaking about the process tonight. . . .

Toy: Is that Mr. Gross and Mr. Hill you're referring to?

Feenstra: Of my questions, the first one has been answered, as Mr. Kavanagh knows, we had made that declaration in the terms Mr. Gross indicated. That's why I thought there was another thing we had to go through. . . . The second point is that the reason for DDA is to halt property tax deterioration. Now, whoever . . ., is that part and parcel of the first declaration or does that have to be proven that there is a property tax deterioration, other than what Mr. Kavanagh indicated . . . . It would have to actually be a case by case that there is property tax deterioration that has to be halted. Is that part of the. . . .

Gross: There has to be demonstration that there is some property value deterioration demonstrated through the S.E.V. Of course, one of the objectives of the DDA is to reverse that. You only have to make the first test that there has been some demonstrated deterioration in the S.E.V. Also, you can also. . . .

Feenstra: One per community, in this case, one per city. Am I right?

Gross: That's correct.

Feenstra: I've asked this before: They don't ever go out of existence, is that correct?

Gross: Oh, yes, they can.

Feenstra: But then, you couldn't resurrect another one, correct?

Gross: In another location?

Feenstra: Yes. I asked that question, whether it would ever run out . . . does the DDA go on forever?

Gross: No, they can dissolve. They can by statute, by intent, by resolution.

Feenstra: And, this Council could resolve?

Gross: That's correct.

Feenstra: And then, we could say well, let's look at another area; that is a possibility?

Gross: I suppose that would be possible.

Feenstra: Well, I want to cover some important bases so that we don't answer them at the other end, but ask the questions before. Some people say that's blowing smoke; but, I like to get the responses before. . . .

Gross: That truly is not known. It hasn't been tried elsewhere, I can say that.

Feenstra: The next point is, as former Councilman Brown indicated, that Plymouth Road has always been there. We've had study sessions. . . . I wondered if anyone had answered the question of how much of what we attempted to do could be accomplished by a S.A.D (Special Assessment District). Are there alternatives to an authority which could establish a special assessment district for an improvement.

Gross: Yes.

Feenstra: I think there are some other issues that have to be blended into this, Michael; and that's the Road Beautification Committee. I think we've made an attempt to focus on all those that are primarily on Plymouth Road and also the group of PROBO somehow has to be involved in being part of the activity, if not now, but we want to lay the ground work as far as networking people together. It's an observation; I think we have to look at already in place initiatives and make sure we don't overlook their activities; or you get a disenfranchised group who say: Well, we've been working on this a long time and we're not part of this. A question I have because we're not talking about a Plymouth Road Development Authority -- we're looking at an area which goes as far south as Joy Road, as far north as across Jeffries, it goes to Ann Arbor Trail, so it becomes a kind of an area rather than a Plymouth Road. And, when you get that gist tied to it, its a larger economic district than just Plymouth Road. I want to make sure when we emphasize and publicize this it's an area not a road, because if you look at some of the businesses they're beyond Plymouth Road; and the question I have of the experts is can a non-abutting party opt out of the district independently or can they only do that through legal means? Can they say, "I'm too far removed; let me out." What's the process of an entity saying, "I'm too far removed; the impact is not on me; I don't like the district." Is that only a legal. . . .

Gross: That's a decision that your honorable Body could make.

Feenstra: We could make that, but let's say, somebody was dissatisfied with that decision. What is the recourse?

Gross: District Court.

Feenstra: I wanted to make sure we've crossed that. . . . But, does that stop the party/someone from suing?

Gross: Well, I'm not an attorney, and I'm not going to explain that.

Feenstra: But, again, when I look at this, it's a conglomerate and someone tucked away across the Jeffries might say they want out. Now, if that happened, would that stop the Authority from proceeding any further, or what is the process?

Gross: I'm not in a position that I could really respond to whether that would stop the process or not. There is one thing that I would like to make a point of: All properties within the district must be contiguous, so that there must be a . . . either contiguous or across the street from each other; but, they cannot be disjointed by other properties.

Feenstra: I just wanted to know what the impediments were to the successful completion of focus on this attention. That might be one. Is it possible to have an improvement, let's say, as far north as across the expressway, even though it's outside the main corridor. Would we look at all areas within the boundary as being eligible for improvements?

Gross: Within the district, yes.

Feenstra: One important thing I had, because it was probably most important, could any one taxing authority veto? Can a school district say, "We don't like your plan for collecting the money; we oppose this particular plan;" and stop the. . . . Can Schoolcraft College, can Livonia Public Schools say, We don't like (a year from now) your plan for raising money." The other taxing authorities, can they veto?

Gross: No.

Feenstra: Can the Council. . . . Let's say, if the Livonia Public Schools said they didn't like this method, could the Council say . . . we could override their objections.

Gross: Correct.

Feenstra: This Body, then, has the final authority within the six square miles.

Gross: That is correct. You also have the authority to develop a cost-sharing plan if you would so desire with the school districts under a tax increment financing plan (TIFA).

Feenstra: Well, I wasn't talking about that, necessarily, because when I talk about the schools, they go. . . . I was just trying to indicate where the lines of authority were, what could impede development. . . .

Gross: You would have the authority on behalf of the Council.

Feenstra: OK. I was curious about Supt. Marinelli's response and also Michael _____ that the businesses were under-taxed in that corridor, as opposed to other areas. I didn't see any response from the commercial people.

Gross: They weren't objecting.

Feenstra: Well, I expected them to say, "Wait a minute, wait a minute; that's not true."

Toy: I could have told you that, Fernon. If someone could know better than I, I don't know!

Marston-Foucher: At the League of Women Voters, I raised that very question. As a whole, business owners pay 15% less, because of tax abatements granted to large industries in that corridor. By and large, all the small businesses carry their weight; but that figure. . . .

Feenstra: I heard 15% + 15%; or 30%.

Marston-Foucher: That's because of the abatements.

Toy: We have several industries that are tax abatements, i.e., Ford Motor Company, GM. . ..

Jeff Krischano: I own a business at 36135 Plymouth Road. Basically, my part of Plymouth Road is very nice at the moment. The Authority, I don't think will affect me very soon. I don't want us to confuse the Authority with the Plan. This is just the authority to make the Plan. Everybody up here keeps demonstrating that we're going to put a Plan in place, or . . . planning ahead. I'm not sure we are; I just think we're trying to rush things. I want to comment on something that Laura said: The State or the Federal Government is going to no longer allow these?

Toy: I don't know. I'm going to have to ask my colleague about that. At the League of Women Voters I had heard that the Attorney General had done away with TIFA's; and now that office is talking about doing away with these DDA's. But, if we can get this Committee in place, it would be grandfathered in. Am I correct in that, Mr. McGee?

McGee: That's essentially correct, in that in 1986, the legislature. . . . There are three kinds of these things that are somewhat similar, and in 1986 the legislature said you may not create the one called TIFA anymore. Nobody can do that. You used to be able to create more than one DDA within a community. So, going over to Dearborn, there's a DDA in East Dearborn along Michigan Avenue and there's a DDA in West Dearborn along Michigan Avenue. In 1986 they changed that so you could only have one per community. There has been some talk in the legislature about doing away with the ability of creating DDA's anymore, also -- as with TIFA's in 1986. So, that's out there.

Krischano: I guess I was looking more for a reason behind it as to why . . . is there something illegal about it a DDA that they would want to discontinue that?

McGee: Well, it's not anything illegal, but in fact, the Supreme Court of the State of Michigan has heard a number of cases on this and has rather conclusively stated that the mechanism is legal. It's a political bandwagon, it's fair to say. I think that the reasonable concerns of the school districts and the college and so on and . . . of those same arguments in the legislature, the legislature responded to them.

Krischano: That's a nice answer, thank you. I guess what I'm trying to make sure that's spelled out here is that I do just see business people within the zone paying for the improvements. It was nice that the homeowners could come up here and demonstrate their opinions, but we are definitely be footing the bill. We have to look to that to see the reality, eventually. And, there are small pockets on Plymouth Road that do need improvement. I work for (besides owning a business) a big company, EDS, owned by GM; and for any plan that we do bring to GM (because they are my main customer), there's always a few alternative plans and we would pick our primary one. I would just look towards the City Council to -- maybe it's too late now -- in the future for anything like this to demonstrate any other alternatives we'd have without the people actually having to come up and do research themselves for alternatives, because I don't know any alternatives off the top of my head that could replace a development authority.

Toy: Just let me correct you; it's not written in stone, yet. We have not taken a vote on this, yet.

Krischano: Well, I understand that. I just thought I'd like to mention that because there are alternatives; I'd just like to have more information on those.

Toy: That's why the Council holds public hearings -- so we can hear what you have to say and digest all the information we have, as well. It's not cut and dried, sir; the vote hasn't been taken. I just wanted to reassure you. Could I ask you what business you own on Plymouth Road?

Krischano: I'm part-owner in the Tantalus Hair Salon.

Toy: Oh! All right.

Vito DePalma: I live at 18964 Van Road in Livonia. I've been living in Livonia for the last ten years and been in business on Plymouth Road for five years and I find nothing wrong with Plymouth Road, at all. Actually, it's been a success on my part for the last five years. I cannot say anything else. I think there's a part that's deteriorating and think the City should get their bodyguards and fine them and be done with it. Fine them or tell them to get out of town. I remember I had a sign out on the lawn out there, and one of the inspectors said I couldn't have the sign out there, so I took it down. I respect the law. So I ask everyone else to do the same.

Toy: And you've done a real nice job on your building, Vito; you really have.

DePalma: Thank you! I think everyone should have an incentive here in appreciation, even a couple of words for beautification of the property. . . .

Toy: We've recognized about 13 businesses, just to let you know, Vito. The

majority of them are on Plymouth Road, believe it or not. We'll catch you around the next time.

DePalma: I can't find anything wrong on Plymouth Road, period. I see nothing but better things since the theater has opened up and we've got Bill Knapp's over there and the whole thing's revitalized; I think it's beautiful! Let's take block by block and go after them!

Ochala: Madam Chair, I tried to approach this issue with skeptical open-mindedness. I am still attempting to do that. I would feel a lot better if the business owners in the corridor were coming to the Council and saying, 'Please, we need a Downtown Development Authority.' If the impetus were from the outside as opposed to from within the inside. It has been very well articulated; there are pockets on Plymouth Road that require attention. But, on balance, I think the corridor has prospered and will continue to prosper; so, I'm a little reluctant to enter into this next stage of the process. I think some of the speakers earlier, while they may not have stated it, I think they were inferring that it we take this to the next level, it takes up a dynamic of its own and becomes a little harder to go backwards or at least to stop it. So, I'm yet unconvinced that there's a need to go forward at this time; but I'm sure we won't be voting on this for a few more weeks. I'll continue to keep an open mind, but I certainly do appreciate the comments that have been made.

Jurcisin: . . . that there are some problems on Plymouth Road that need to be addressed; and taking it further in my own mind, I can easily see a more visionary approach than just addressing a specific problem that might exist today in a specific pocket. This was needed here since 1965 when my parents moved here, and certainly since the early 70's since I started to be involved and pay attention. As Mr. Brown indicated, Council has been talking about when the problems on Plymouth Road were going to be addressed. And the fact that its the oldest part of the City, it's going to need some special attention sometime in the future. There are businesses that are prospering that, in fact, recently have turned the corner and upgraded . . . if we apply some foresight and some planning, we can accomplish what may not be now a major task but in the future is. I think the best most telling comments that people have made here is that this is just a tool, a mechanism. The next step in this isn't to assess taxes and raise taxes on the business owners, but to develop the Plan and decide what it is that we need to do in a larger sense with Plymouth Road as a whole. I see that as a worthwhile undertaking that probably no other mechanism right now, other than this mechanism, can handle. I think the business owners need to be encouraged by way of PROBO and some of the other organizations that are down there; I compliment them on their efforts to this point and urge them to continue, as well as the gentleman that talks about specific projects with homeowners associations. But, as far as having some idea of what needs to happen in a long-range situation with Plymouth Road, I think the time is upon us now and that this is one of the most positive mechanisms that we could use to set that Plan. And then, as a number of people indicated, to thrash out what happens with the financing of whatever those proposals are at a future date. I'm confident that if that's years from now when we're not here that the Council that sits here will study that with every due process and all thoughtfulness and decide what's appropriate then. It's most likely that some compromise is going to be worked out between the schools and the business owners. I guess I don't see this so

much as Mr. Ventura and a few of the others earlier indicated that this is some sort of glorified scam or type of tax process; I don't see it as that at all. I see this as being not so much government coming at me, as Ross Perot said, but a chance for business people and other people in the area to decide what's best for them in the long run. So, I support the effort at this point.

Feenstra: I'd just like to get rid of the words Plymouth Road and call it the Plymouth Economic Impact Area, because the minute you say Plymouth Road, then Martin Grady here is going to say, "I'm about a mile and a half from Plymouth Road; and I don't abut it, I don't adjoin it, and I'm across the expressway from it!" . . . I think if they'd coin a new word (phrase) -- and that's the economic impact area and that's a broader scope that just the road -- . . . otherwise, it limits this to those that face or abut the road itself and it's much, much broader than that.

Jurcisin: I'd agree with that.

Feenstra: I don't want to correct you, but the concept is the corridor, rather than a road.

Jurcisin: I agree with that.

Taylor: I guess we've been talking about the impact area, is that what you want to call it? I know back in the early 70's a Council got together and decided that there were some problems on Plymouth Road and went to the different businesses and bought some certain properties and created parking lots, because parking was definitely a problem on Plymouth Road. We've all talked about the problems we've had on Plymouth Road, and if you love the City like most of us do, you kind of block out those areas that are not so nice right now and look at all those areas that <u>are</u> nice -- the Wonderlands, the new shopping centers -- and you say Plymouth Road doesn't look so bad, it's coming back a little bit; it's getting better. But, you also have to think -- and I have to thank Mr. McGee for whatever happens -- that there's more attention being given to Plymouth Road and there's going to be more attention paid to Plymouth Road, whether there's an Authority created, whether there's a DDA or whatever happens. We tried it with the Beautification Committee, and it did a certain job but didn't do the total job. Maybe it's the blame of the Inspection Department from the City for not really getting on to these businesses that have laid dormant for sometime and haven't kept their businesses up. Ms. Toy said that the Council picked on Plymouth Road for a little bit. I think what we've done is anybody that came before this Council, we've asked them to do something for Plymouth Road. If they wanted to put an addition on their building, if they wanted to do something on their building on Plymouth Road, Mr. Feenstra was always there for, "Give us the right-of-way! Help us to make Plymouth Road a more viable road." I think we are doing that and we're doing the best job we can do as government; but, it is going to be up to the businesses to help themselves. Whether we do the Plan Mr. McGee is starting to implement or whether we go to another plan, I think it's just great and we also have Plymouth Road back on the map to where we're looking at it more seriously. Whenever you run for election, the south end always says, "You never do anything for the south end!" We have many, many dollars down in the south end; and we try to do what we can do to help the south end because it is our older section of town. The road paving that just happened didn't just happen because it just came along; it came along

through Wayne County and was brought to us by Mayor Bennett, who the Council immediately jumped on said that we had $100,000 we could share into that road because it's a good deal. Maybe it'll last five years, maybe it'll last another ten years. But, I think what we've done and what we've started and what we're going to continue to do is look at the overall area on Plymouth Road and help it as much as we can. I thank Mr. McGee for starting something that maybe won't be a DDA, but will keep it in focus.

Kavanagh: I'm all for a coordinated effort on Plymouth Road and surrounding areas that are included in this proposed Downtown Development Authority. I have a problem with this Council going forward without looking at alternatives. We do have to look at alternatives, and I don't want to rush into anything without doing so. I have a problem with those folks -- I mean business owners along Plymouth Road, including large manufacturers and small mom and pop stores -- who have taken their own time and money and improved the appearance of their properties. And, as Mr. Brown said, we're talking about millions of dollars has been invested along Plymouth Road in front of the Ford Transmission Plant and maybe it needs a few more dollars in front of the Parts Plant, but auto dealers that have spent hundreds of thousands of $$ doing the same thing and lots of stores like Laura's and many on both sides of the road from the corner of Inkster Road all the way down to Newburgh. All these folks have taken it upon themselves to invest their own dollars in there. If this proposal goes through, the end result will be dollars raised either through a special millage for those business owners or tax increment financing authority. It means that if there is a State Equalized Value increase, a portion of that would go toward these goals; and that means that some other entity like the schools or the City of Livonia has that many less dollars to spend on the things that it needs to do that we've seen in our last budget session. So, you can't avoid the fact that the end result here is that I don't think a DDA can operate without dollars and the dollars would have to come from somewhere. If you do take them from somewhere, you're then penalizing all the money -- their own money -- that I've just mentioned in the improvements, and you're taking their dollars and giving to those folks who refuse to invest their own money. I see that as kind of, as Dr. Marinelli was saying, they're suffering from the Robin Hood approach. I think we do need to avoid that and look at some alternatives. I'm not saying this won't be the end result; it may be a DDA, it may be a TIFA, it may be a millage increase. I'm opposed to millage increases. But, perhaps, a S.A.D. as mentioned earlier for a few portions of Plymouth Road that do need the improvement would be the answer. I am all for looking at alternatives for this DDA; and I'm saying again that I'm not saying that I'm flat-out against it.

McGee: I want to say that I've learned a lot tonight, and I appreciate everybody coming out and expressing their views, as one member of the group. Part of the rationale for this I could express in two words: Genoa Township. I don't know if anybody knows where Genoa Township is; it's in Livingston County not too far from Brighton. There's an article in Crane's Detroit Business this week that talked about commercial investment, retail development in Genoa Township and the broker that was quoted in the story said, "We don't see any slow economy out here. The minute we have any commercial vacancies, they're full!" Now, I would like for us to be able to say that about Plymouth Road. In fairness, we cannot say that today. And, as a community, the challenge that is before us is we are competing with the Genoa Townships of the world. So, if we need to employ those tools we have available to us to try and make

the improvements that we can to keep this district, which is quite viable, and keep it viable for the foreseeable future. When I came on the Council in January, I had the opportunity to be assigned at the desk that had formerly been occupied by our now Treasurer, Bob Bishop, formerly Councilman Bishop. He'd had the desk for quite a long time and I pulled out all of the reports which he'd kept. One of them was a 1972 Plymouth Road Beautification Study. I think it was mentioned earlier that it's one of a sort of long line of approaches hither and yon to make improvements to Plymouth Road. Some of the things have been accomplished; some of the things haven't. I don't think that we have another 20 years to go without a comprehensive plan for what that area is going to be. I think that it ought to be on the top of the list of things to do in the community. I don't think, therefore, that there has been any rush to proceed. I haven't been in this community as some people, only 26 years. So, I don't think that we have any additional time to waste. I say that as one of those homeowners that lives essentially just south of Plymouth Road. When I talked to my neighbors I think they share a great pride in living in an area that's extremely vital and has a lot of character; there's a tremendous amount of pride in community. There was also a certain undercurrent of concern. It's not as if we have a disaster or anything of that sort. The area is quite vital. There is some concern that we could do better, and I think we have to do better if we're going to compete successfully with the Genoa Townships of the world. So, Madam President, I'm going to continue to push this proposal.

Feenstra: Upon hearing Councilman Kavanagh's thoughts, the wheels turn here . . . . There are the Flower Kings, and Burger Kings and Comerica's that do invest thousands of dollars in improvements to offset some of the other. I think that there might be an option in rewarding those people who have been exemplary along certain economic corridors (areas).

Toy: I'd just like to voice my opinion at this stage. I've tried to keep very open-minded and in this process, obviously, as a business owner on Plymouth Road and have been for the last 15 years. There's been a lot of changes on Plymouth Road. I've been anywhere from Inkster Road (my business for five years) and moved my business down by Ed Brown, who was very gracious and bought my building and allowed me to take a barber shop/beauty salon; and Mr. Brown could atest to how disasterous that place was. Through his help and a joint effort of him needing my property and I needing a place to go was able to secure a building that was the absolute pits on Plymouth Road! I've moved along Plymouth Road three times in 15 years. The road is a unique road; the area, Mr. Feenstra, is a unique area. I've taken all kinds of notes tonight and would like to jump up and say all kinds of things and interrupt all of you as you speak tonight, because I truly have a lot of experience on Plymouth Road. I think it's a matter of philosophy we're dealing with tonight, both as we look to possibly establishing an Authority as Mr. McGee brings to the Council table, as well as our own personal thoughts and where we come from. I come from a background that I'm a business owner. I work to pay people's salaries day in and day out, as well as this job which I do in the evening. I know that those dollars that I earn every day mean that I have to be good to my customers, I have to keep my building clean and I have to be active in my community. And, my community responds to me in many ways by asking me to donate back to that community, not only in the time here in public service, but the time I put in in making donations to Greenmead and this group, that group and the other group. A lot of my business colleagues along Plymouth

LETTER TO THE LIVONIA CITY COUNCIL

2.

Planning
August 19, 2025

MEETING DATE	PRESENTED BY
R082525	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REQUEST TO CONSIDER THE ADOPTION OF AN ORDINANCE: Plymouth Road Development Authority, re: to amend the Development Plan and termination and adoption of a new Tax Increment Finance Plan pursuant to Act 57 of the Public Acts of Michigan of 2018.

BACKGROUND DETAILS

This public hearing is for amending the Plymouth Road Development Authority (PRDA) District Boundaries and Development Plan, terminating the PRDA Tax Increment Finance Plan, and adopting a new PRDA Tax Increment Finance Plan. The Notice of Public Hearing has been mailed to all property owners within the proposed PRDA District. Notices were also sent via certified mail to the affected taxing authorities, including Schoolcraft College, the Wayne County Treasurer, and the Huron Clinton Metropolitan Authority. Additionally, notices were posted in twenty (20) conspicuous locations throughout the District. And finally, the Notice of Public Hearing was published twice in the Detroit Legal News.

City Council approved the PRDA Development Plan and Tax Increment Finance Plan over 30 years ago. The PRDA is a Downtown Development Authority (DDA) authorized initially under the Downtown Development Authority Act (PA 197 of 1975), which later became a part of the Tax Increment Finance Act (PA 57 of 2018). DDAs, in general, are equipped with broad powers, including the ability to acquire and sell property, borrow money, and collect taxes, among other things. DDAs can also plan and propose the construction, renovation, repair, remodeling, rehabilitation, preservation, or reconstruction of a public facility or other buildings. The primary purposes of a DDA are to halt property value deterioration and promote economic growth. The projects and improvements a DDA undertakes must be based on a Development Plan approved by the DDA Board and the local legislative body. Many of the achievements of the PRDA over the past 30 years were projects identified in the original Development Plan, financed mainly from tax increment revenues made possible by the adopted Tax Increment Financing Plan.

A Development Plan for a DDA must address all the required elements of Act 57, including establishing the Development Area and district boundaries within which the DDA will operate. It must also list the projects and improvements that the DDA intends to undertake during the plan's life, cost estimates, and how the projects, improvements, and other activities identified in the plan will be funded.

Exhibit A illustrates the district boundaries, including the proposed changes. Several commercial and industrial parcels not currently in the district are proposed to be added, primarily due to zoning and land use changes. Several industrial properties on the east and west sides of Stark Road, just

south of the CSX Railway, are proposed to be added to the District. Records show that these parcels were excluded from the original District because they would eventually be developed for residential purposes; however, they have since been developed for industrial purposes. Properties proposed for removal are primarily residential and include single-family homes, multifamily homes, and assisted living facilities.

An essential aspect of amending the Development Plan is updating the list of projects, programs, and capital improvements the PRDA may undertake. The list of potential projects now includes the PRDA's Asset Management Program, as well as the planning, design, and improvements to Shelden Park, the former Fire Station, and the former Alfred Nobel Library sites. The Asset Management Program is an ongoing effort of the PRDA that includes maintaining all the streetscape and other improvements along the corridor, including landscaping, walls, piers, fencing, street furniture, lighting, and traffic control measures. Another added project recognizes the significant financial commitment the PRDA is making to assist in the financing, designing, and constructing a new Shelden Park. As an extension of this, the amended Development Plan would allow the PRDA to play a key role in the planning, design, and construction of the remaining areas of the public land surrounding Shelden Park, including the former Noble Library on Plymouth Road and the land adjacent to the former Fire Station on Farmington Road.

The second part of the document is the Tax Increment Finance Plan. Exhibit D is the new Schedule of Estimated Tax Increment Revenues, which—if approved—would commence as early as this year and run for 30 years, until 2055. Initially, the PRDA's funding relied almost solely on capturing tax increment revenues. As the taxable value of the properties (real and personal) within the district increased above the established base value, the PRDA collected and retained the taxes on the incremental difference between the two. This is how tax increment financing operates. However, it only works if the future aggregate taxable value of all the properties in the District exceeds the established base value. In 1995, the taxable value of all real and personal property within the district was roughly $691M. This became the established base value. The original TIF plan projected that the District's taxable value would increase to over $830M by the end of the plan in 2026, resulting in an estimated captured taxable value of $264M and annual tax revenues exceeding $5.3M. However, due to multiple factors that caused a significant decline in the District's taxable value, the PRDA has not received any incremental captured tax revenue since 2009. The decline began in the early 2000s, starting with the accelerated depreciation tables that caused significant drops in personal property values. Major tax tribunal cases with Ford and GM followed, forcing the City and the PRDA to reimburse these companies for the collected taxes. The recession followed, resulting in declining property values. The final blow was the enactment of the Eligible Manufacturing Personal Property Tax Exemption. In 1999, the taxable value of the personal property in the district peaked at $509M. Today, the value of all the District's personal property is just over $82M.

Terminating the original TIF Plan and adopting a new TIF Plan would allow the initial (base year) taxable value to reset to the current tax year. This would enable the PRDA to capture incremental tax revenue as the value of the District's properties increases above the base value, over time. The newly established (2025) base value would be approximately $461M. While this is roughly $230M less than the base value established in 1995, it is still $114M more than the District's taxable value in 2016, when it bottomed out at $347M. If approved, the PRDA could begin collecting tax revenues as early as next year. The plan assumes a conservative increase of 1% in the taxable value annually. If the assumptions are correct, the yearly tax collection could grow to over $1 million in 10 years.

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

APPROVING RESOLUTION

ATTACHMENTS

1. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_clean
2. July 23, 2025 - PRDA 264th Regular Minutes unapproved
3. Notice to Taxing Authorities
4. PRDA Development Plan & Tax Increment Finance Plan_V4_COUNCIL_redlined
5. R082525 PRDA Ord for District Boundaries CR 278-25
6. R082525 LTC PRDA Amendment - Development Plan
7. Resolution Calling Hearing PRDA Plan Amendment (2025)(44340006.1)
8. 1992-11-30_Council PH

APPROVED BY

CITY OF LIVONIA
COUNTY OF WAYNE, MICHIGAN

NOTICE OF PUBLIC HEARING ON THE AMENDMENT OF THE DISTRICT BOUNDARIES OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY AND AMENDMENT TO DEVELOPMENT PLAN AND TERMINATION AND ADOPTION OF TAX INCREMENT FINANCE PLAN OF THE PLYMOUTH ROAD DEVELOPMENT AUTHORITY

TO ALL INTERESTED PERSONS IN THE CITY OF LIVONIA:

PLEASE TAKE NOTICE that the City Council of the City of Livonia, Michigan, will hold a public hearing on Monday, the 29th day of September, 2025, at 7:00 p.m., prevailing Eastern Time at City Hall, 33000 Civic Center Drive, Livonia, Michigan, to (i) consider the adoption of an ordinance amending the district boundaries of the Plymouth Road Development Authority (the "Authority") pursuant to Act 57 of the Public Acts of Michigan of 2018, as amended ("Act 57"), and (ii) consider the adoption of an ordinance approving an amendment to the Development Plan and termination and adoption of a new Tax Increment Financing Plan for the Authority in part in order to reset the initial assessed value pursuant to Act 57. Copies of the proposed amendment to the Development Plan and new Tax Increment Financing Plan, maps, plats, etc. are on file in the office of the City Clerk for inspection.

PROPOSED BOUNDARIES

The boundaries of the proposed amended district within which the Authority shall exercise its powers shall be as follows:

> Bounded on the north by the CSX Railway, on the west by Eckles Road, on the south by the zoning boundary separating residential and commercial properties adjacent to Plymouth Road, and on the east by Inkster Road, excluding residential properties within or immediately adjacent to the Development Area boundaries.

The proposed amendment to the District boundaries would add the following parcels of land to the District.

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
111 99 0018 001	12425 STARK	111 03 0012 000	34422 ROSATI
111 99 0018 002	12335 STARK	099 99 0144 001	12403 HARTEL
112 99 0010 001	33900 CONCORD	112 99 0014 004	33865 CAPITOL
111 03 0013 000	34418 ROSATI	111 03 0011 000	34426 ROSATI
112 99 0013 001	34000 CAPITOL	111 03 0002 000	34413 ROSATI
112 99 0013 002	33800 CAPITOL	111 03 0014 000	34414 ROSATI
134 03 1640 000	32901 PLYMOUTH	112 99 0012 000	12324 STARK
112 99 0015 000	34018 BEACON	111 03 0006 000	34429 ROSATI
111 03 0009 000	34434 ROSATI	111 01 0113 001	12326 STARK
115 02 0018 001	11966 NEWBURGH	099 99 0048 000	28722 PLYMOUTH
112 99 0008 000	12420 STARK	111 03 0016 000	34400 ROSATI
111 03 0007 000	34433 ROSATI	111 99 0018 003	12321 STARK
111 03 0008 000	34437 ROSATI	111 03 0015 000	34410 ROSATI

111 03 0010 000	34430 ROSATI	111 99 0016 002	34326 ROSATI
111 03 0003 001	34417 ROSATI	111 03 0005 000	34425 ROSATI
129 01 0200 007	10811 FARMINGTON	112 99 0014 001	33855 CAPITOL
111 01 0113 002	12338 STARK	112 99 0014 003	33875 CAPITOL

At the public hearing, all citizens, taxpayers, and property owners of the City of Livonia desiring to address the City Council shall be afforded an opportunity to be heard in regard to the approval of the amendment to the district boundaries of the Authority and to the approval of the amended Development Plan and new Tax Increment Financing Plan for the Authority and all aspects of the Plan will be open for discussion at the public hearing.

FURTHER INFORMATION may be obtained from the City Clerk's office.

This notice is given by order of the City Council of the City of Livonia, Michigan.

Lori L. Miller, Clerk,
City of Livonia

LETTER TO THE LIVONIA CITY COUNCIL

14.

Law
November 13, 2025

MEETING DATE	PRESENTED BY
R120325	Carter Fisher, City Attorney

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA ZONING ORDINANCE, AS AMENDED: Department of Law, re: Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.
Public Hearing held on November 19, 2025.

BACKGROUND DETAILS

At your Public Hearing held on November 19, 2025, you responded to Petition 2025-09-0101, submitted by J & J Land Holdings LLC for a change of zoning of property located at the southeast corner of Newburgh and Schoolcraft Roads (13400 Newburgh Road) in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District).

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

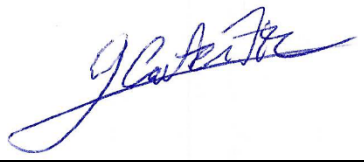
PREFERRED COUNCIL RECOMMENDATION/RESOLUTION (Please complete this field. Attachments are not to be used in lieu of the recommendation)

First Read

ATTACHMENTS

1. Proposed Ordinance - Pet. 2025-09-01-01 - J & J
2. 2025-09-01-01_1st
3. PH111925 (Rezone) Minutes
4. PH111925 Petition 2025-09-01-01 13400 Newburgh) Direction
5. PH111925 Petition 2025-09-01-01 (13400 Newburgh) New Data Recd 11-13-25
6. PH111925 LTC Pet 2025-09-01-01 J&J Land Holdings
7. 2025-09-01-01_E-COUNCIL Pkt

APPROVED BY



Carter Fisher, City Attorney

Date: November 20, 2025



Maureen Miller Brosnan, Mayor

Date: November 21, 2025

AN ORDINANCE AMENDING SECTION 29 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF LIVONIA ZONING ORDINANCE, AS AMENDED, KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION _____ THERETO.

THE CITY OF LIVONIA ORDAINS:

Section 1. Pursuant to the report of the City Planning Commission, dated October 29, 2025, setting forth its resolution 10-43-2025 recommending approval of Petition 2025-09-01-01, having been considered by the Council, and the Council having conducted a public hearing on November 19, 2025, on said petition, and having concurred in the recommendation of the City Planning Commission, the Council hereby adopts said Petition 2025-09-01-01 to amend the Zoning Ordinance and Zoning Map of the City of Livonia and all proceedings heretofore conducted on said petition are hereby approved.

Section 2. Article III of the City of Livonia Zoning Ordinance, as amended, is hereby amended by adding thereto the following section:

Section 3. . Petition 2025-09-01-01 submitted by J & J Land Holdings LLC is hereby approved, and the zoning classification of the premises hereinafter described is hereby changed from M-1 (Light Manufacturing District) to C-2 (General Business District):

> THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:
>
> SOUTH 172 FEET OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 29, TOWN 1 SOUTH, RANGE 9 EAST, DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF SECTION 29, AND PROCEEDING THENCE ALONG THE NORTH LINE OF SECTION 29, SOUTH 89 DEGREES 28 MINUTES 10 SECONDS EAST 333.0 FEET TO A POINT, THENCE SOUTH 00 DEGREES 16 MINUTES 03 SECONDS WEST 450.0 FEET TO A POINT, THENCE NORTH 89 DEGREES 28 MINUTES 10 SECONDS WEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO A POINT, THENCE NOTH 89 DEGREES 28 MINUTES 10 SECONDS WEEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID

WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO THE POINT OF BEGINNING, EXCEPT THE WEST 60.0 FEET THEREOF.

and the Northwest 1/4 of Section 29 of the Zoning Map is hereby amended to conform to the changes made in this section.

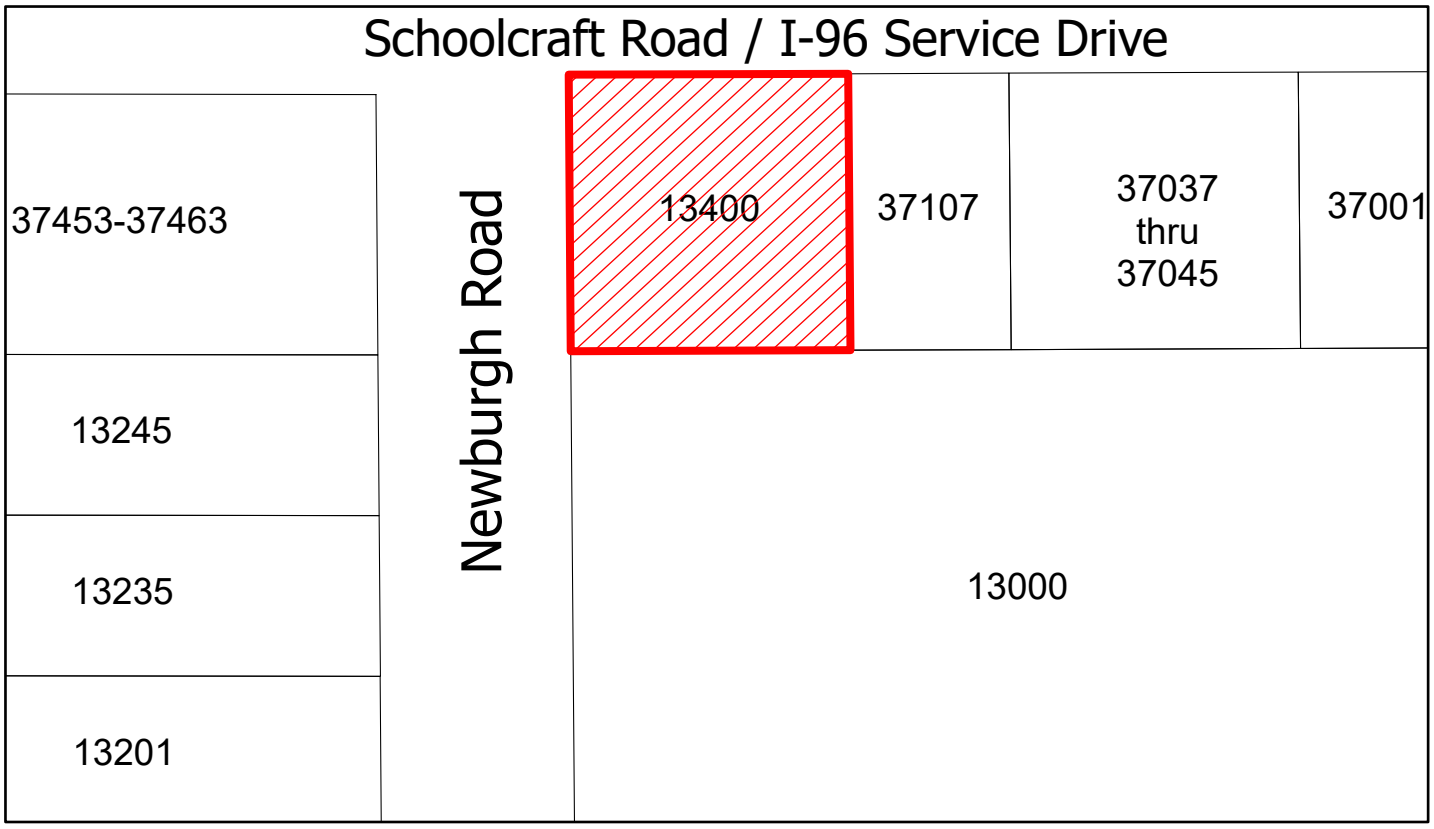
Section 4. The attached map designated “Amendment No. ___ to the Zoning Map of the City of Livonia” showing all of the amendments and changes made in the foregoing Section 2 of this ordinance is hereby approved, established and made a part hereof.

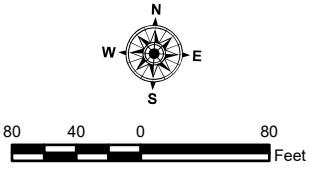
Section 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 6. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

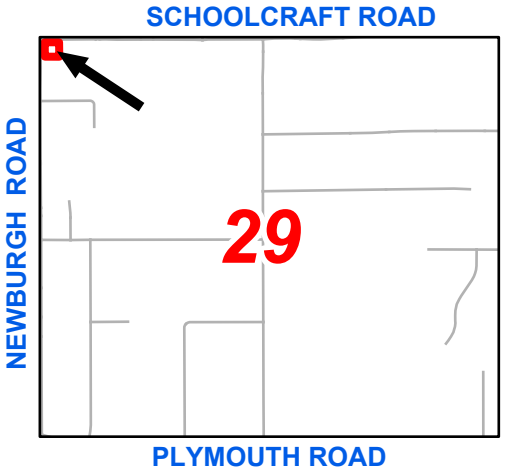
_____

BOUNDARY OF DISTRICT AS AMENDED FROM M-1, LIGHT MANUFACTURING TO C-2, GENERAL BUSINESS





PETITION NO. 2025-09-01-01
A PART OF THE N.W.. 1/4 OF SECTION 29



AMENDMENT NO. TO
THE LIVONIA ZONING MAP
CITY OF LIVONIA, MICHIGAN
ORDINANCE

Adopted by the City Council on

_____ MAYOR

_____ CLERK

CITY OF LIVONIA
PUBLIC HEARING

Minutes of Meeting Held on Wednesday, November 19, 2025

A Public Hearing of the Council of the City of Livonia was held at the Livonia City Hall Auditorium on November 19, 2025.

MEMBERS PRESENT: Martha Ptashnik, Vice President
Carrie Budzinski
Rob Donovic
Lynda L. Scheel

MEMBERS ABSENT: Brandon McCullough, President
Scott Morgan
Laura M. Toy

OTHERS PRESENT: Carter Fisher, City Attorney
Mark Taormina, Planning and Economic Development Director

The Public Hearing was called to order at 7:09 p.m. with Council Vice President Martha Ptashnik presiding. This item is regarding the request to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.

This item will be moved to the Regular Meeting of **December 3, 2025**.

The Public Hearing is now open. There were approximately 15 persons in the audience.

Ptashnik Comment for the record that I'm Vice president Martha Ptashik Chairing the meeting tonight. With us we have Councilmember Rob Donovic, Councilmember Carrie Buzinski and Councilmember Lynda Scheel. Scott Morgan, Laura Toy and Brandon McCullough are absent. We also have with us our Economic and Development Director, Mark Taormina and our City Attorney, Mr. Carter Fisher. Mr. Taormina, I will go to you first.

Taormina Thank you. Again, this is a request to rezone certain property. This is at the southeast corner of Newburgh Schoolcraft Roads. This site measures roughly seven tenths of an acre in size. It's 173 feet in width by roughly 172 feet. So, it's almost a perfect square. The site does contain a one-story industrial building that is roughly 6800 square feet in size. That building is currently vacant. It was previously occupied by a service company. To the east, the west and the south of this property, all are industrial properties, all are developed. Then to the north is Schoolcraft Road and the I-96 expressway. The future land use plan designates the site and the surrounding properties under the Tech and Manufacturing category. Service stations or gasoline service stations are permitted in C-

2, district subject to waiver use approval. So, if this proposed change of zoning moves forward after our first reading, the next step is for the planning commission to review the waiver use and site plan. So, some conceptual plans were submitted with the application. This plan shows the general layout of the site, including the new gas station, the convenience store, the pump island, canopy, driveway approaches maneuvering out, as well as landscape features and dumpster enclosure. So, the canopy, as you can see from this conceptual site plan, is located to the north of the proposed building, that canopy is intended to cover roughly eight fueling pumps. The site plan shows four proposed driveway approaches, two on Newburgh as well as two on Schoolcraft Road. There would be 11 parking spaces, one of which would be barrier free. Site landscaping under this plan is minimal. The dumpster enclosure is shown in the southeast corner of the property that would have to be relocated in order to allow proper servicing. I will note that the Planning Commission is recommending approval of the zoning change, so that, Madam President, I'm happy to answer any questions you may have.

Ptashnik Thank you. Council. No questions from Council, do we have a petitioner?

Grysko Good evening, everybody. Good to be with you. Maybe a little fatigued, perhaps not as fatigued you all are, but happy to be here. Nonetheless, looks like Mark is queuing up some slides. I'm not gonna go through every single slide that I that I went through with the Planning Commission, but I did want to show a few things. So anyway, for everybody's benefit, I'm Brandon Grysko, an attorney representing J&J Lane holdings. Steve Hamade is here with me today to discuss, you know, his vision for the project as well, and some of his history and things like that. So, I did want to touch on a few things related to this. So, we are proposing a fuel station that is going to serve workers in the surrounding area 24 hours a day with food and fuel. One community location. Mr. Hamade has done business in surrounding areas for 20 plus years, maybe even 30 plus years, and he has fueling stations, for example, in Westland, I think, Garden City, and is an owner operator. So, this isn't a big firm, big business type of deal. This is somebody who is local, who we know in the community, and who's going to be operating this sort of as a family business. More or less. This property operated as a warehouse type of use since about 1972 but things have shifted within the market. The owner didn't have enough space, and so they moved out. And so that goes to show and can be a discussion point as to why this is no longer sort of fit for the use that it was originally being put to. And so, in support of this, Mr. Hamade was able to pick this property, close on the property, and is now looking to do something here. What we see in the slides here shows sort of a Google image of kind of what it looks like today, if you go to the next slide, this is a conceptual image showing kind of what we're going to do with the corner here, how we're going to landscape it, although Mr. Taormina indicated, you know that would be minimal in a sense, but it is going to be clean looking. And I think that's the key feature here, is that we're going to add some beauty

to the corner, and there's going to be some good-looking landscaping features here. But because this is rezoning, and it's sort of not like a site planning or not a special land use yet at this point, these are just conceptual. We just sort of wanted to show a little bit of the vision that Mr. Hamade brings to this site, and what it can look like. So, we do understand that the master plan would have this as type of manufacturing, but we believe that the current use is totally consistent with the master plan when you think about the fact that you've got it serving employees and visitors to the industrial areas, and then also, because the use as a fueling station is substantially similar to many of the uses that would be allowed either by right or by waiver use in an industrial zoning district. Just an example of a couple things that would be appropriate in in the industrial district, or highway services, automotive uses, petroleum product storage and truck stops. So again, you know we're talking parking lots too. So, when you think about it, what do you do? You know, add a fueling station, right? You've got storage of the product on site. You've got traffic in and out. You have parking going on in there. Even retail, actually, I think is allowed to in some industrial areas. So, the change in zoning, although technically a change from industrial to commercial, it's going from a more intense use as an industrial district to a much less intense use as a commercial zoning district. And I do want to touch on a little bit about the investment here, which is the slide that you should see on the screen now. Mr. Hamade is proposing to invest essentially 2 or 3 million dollars into the property here, investment that you probably would not see if somebody were to just reoccupy the building, you know, as a warehouse tech use or something like that. We're also talking about a half million dollars in fast EV chargers. I was talking with someone today who said, apparently, the nearest location you can do that is, like a Meijer or something like that. So, this is something that doesn't appear to be frequently around town, and something that probably we can use, especially right off the freeway. So, we already talked about the continuity with the master plan, but this is a direct quote from the vision 21 materials, that part of the intention for the master plan is to gradually improve the appearance of these areas, being the area that this is in, while retaining them as cost effective locations to support new and existing businesses in the city. You know, and I can't think of anything to better describing exactly. What Mr. Hamade is trying to do here by bringing a new business in, investing in the property, and then beautifying that corner as well, as he does that. I talked about some of the similar uses already, so we kind of skip over that. And so we'll just pop off to the next thing, gas stations, I think, should be viewed in continuity. Fueling stations should be viewed in continuity with other types of automotive uses that's fairly common amongst different communities, is to view a fueling station as similar to an automotive type use, especially in a freeway corridor like we have here today. So, this is just a Google shot, kind of highlighting some of the other nearby automotive uses. So, I also wanted to spend a moment just to talk about the existing zoning situation along the freeway in Livonia, because I think it's really important to view the Newburgh and Schoolcraft corner in the southeast corner,

which is zoned industrial. Obviously, we're seeking that rezoning, but it's going to be important, I think, for the Council to view that in continuity with the way that other industrial areas are zoned and used along the freeway area. And my position, of course, and Mr. Hamade's position would be that we should be zoned in essentially similar fashion to that. So, this is the Farmington and Schoolcraft corner, and so I think, and we're going to see this theme as we go through these slides, that you have these blue areas, which are industrial type areas, but right at the corners, you're going to see that punctuated with red commercial zoning districts. And if you were to look at a similar map of the Newburgh and Schoolcraft, you see all blue, and we're at the corner, and we're looking to put a little red box on the corner where Mr. Hamade would be able to do his fueling station. So, let's take a look at Merriman Schoolcraft now, and we see kind of the same type of thing right on the south freeway. There you have your blue industrial areas, and you sort of got that, that red pop, that punctuation, that is the commercial zoning district, sort of within that in that sea of blue. So again, we see continuity in the way that that's treated here when we're looking to do the same thing off anywhere. Then Middlebelt, which is a whole other can of worms, obviously, but again, you do see south of the freeway, you've got blue and red, and that's again, right where we're at, right south of the freeway. And we're looking to rezone our corner to be able to have a portion of use there for the fuel station. So, I won't belabor the point we meet the ordinance criteria for what the Council should consider with respect to a rezoning petition, and Mr. Hamade is here to just speak to some of his experiences. To the extent that that's something the Council is interested in. We're happy to address the questions, comments, concerns of the Council in ways you see fit. Thank you. We really appreciate your time.

Ptashnik Thank you, Mr. Grysko, we're gonna go to Council now. Mrs. Budzinski.

Budzinski I had the opportunity to speak with the developer on this, and I'm excited to see the EV charging stations there, as noted, you know that there aren't a lot of EV charging stations along the freeway. As an EV owner, you know, that's something that you look for, and there's a lot more EVs on the road. And so, I think it's a great amenity, and glad that you're making that investment. Just curiosity, are you're doing diesel, car and regular so like trucks will come through as well?

Hamade Good evening. So, we are doing the fast EV chargers, and they're the top of line, latest and greatest. 10 minutes, 12 minutes. We also going to have diesel fuel for midsize trucks, not for semi-trucks yet. So, the lot size does not allow us to have that for big trucks.

Budzinski And that was just my question and concern was that with both the lot size, I couldn't see how semis could fit in there. So, thank you for your clarification. You know, I think it's an appropriate use. I think there's no

gas stations or really good food options right there. And so, I'd like to offer an approving motion.

Donovic Thanks Council. Good evening, gentlemen. Thank you for being here. Thank you for your presentation. I thought it was interesting how you illustrated that on each of these corners along the Schoolcraft freeway corridor, there's a blue industrial and there's that box of red on each corner, which is exactly what you're asking for. So, I do think that the use you're asking for is consistent with the other freeway users along the freeway corridor. I am interested to see the site plan. Of course, we're not at that phase yet, so it is interesting to illustrate that conception he gave us is nice. So, is this going to be a Shell? Do you think you're not gonna necessarily show a brand just yet to it in the process for that?

Hamade Good evening Mr. Donovic. So, we have not decided on a brand as of yet. Now it could be a Shell, it could be a Mobile, could be any brand that steps up and provides a good contract for us, a viable contract for both sides. So, I have my wife with me here tonight. She's the CFO of my company, and I also have my business attorney, David Gam and so we've been together for 28 years, and we've been doing business for 20 years. I've been in business for close to 32 years, so I'm well versed in the fueling industry.

Donovic So, what you're saying is you brought your boss here with you tonight?

Hamade She is the boss. She watches me closely.

Donovic So, you mentioned you in business for a long time. That's important to me, that you guys are local owner operators. What are some other stores in the area that you own to help us understand where you're at.

Hamade Well, we can start on the border of Livonia and in Westland. Joy Newburgh. We also have Warren Newburgh across from Meijer. That's also on the slate of getting a complete renovation in that area there. And then we have one Warren and Venoy, which I've been there since 1991. We have one on Warren and Merriman, the Sunoco there. I used to have one on Ford Road and Newburgh as well. Okay, so local businessmen in that area.

Donovic Yeah, the one you own at the corner of Newburgh and Joy, I grew up right there, and I love that you have a large American flag. Are you willing to say that you will, if this project moves forward, install a nice, large American flag at this location as well?

Hamade Absolutely. That's a must in any business I operate/

Donovic When looking at the site plan, I noticed you moved the building back so help us understand what the building, the existing structure, are you

demoing a part of it or adding and addition, what do you do to the existing building?

Hamade Well, the existing building, we're demoing the front part so we can accommodate the canopy, the pumps, the right of way, the clear movement of vehicles, and we're also going food service in there. So, we needed the storage for a store, for the restaurants for the product that we need. So, we decided to use the rest of the property in the back and also to help our neighbors from people cutting through off of Newburgh and messing with their operation as well. So, we want to be a good neighbor, and, you know, solve that issue once and for all, especially once we get operated. We don't want any issue. We don't want someone traveling behind our building and hitting the building with a semi-truck or with anything.

Donovic It's good to hear. I know, when Mr. Taormina was doing his initial review presentation, he talked about the dumpster enclosure. I know you have it located on that southeast corner. He alluded that that may not be permissible. I did look at the property. There's currently garbage cans right there, and they're not compliant throughout. There's no wall around there's no enclosure around them right now. So, I'm looking forward to, if this project is approved, we'll figure out where to put the dumpster enclosure that the city's happy with, but there'll be a proper dumpster enclosure, not like what's out there right now. Assume that your neighbor, maybe, I don't think that's your dumpster, because the building's closed, right?

Hamade Well, there were two dumpsters there. The previous owner of the property took that out, and now it's my neighbor. I'm guessing it's my neighbor, because now we'll get this, it looks bad, and they're not in compliance. And this new property, you'll have your dumpster and dumpster enclosure.

Donovic When looking at, when looking at your conceptual site plan, right now, you have two entrances off of Schoolcraft and two edges off of Newburgh. And I know council Budzinski asked about semi-trucks, and this is not going to be a truck stop. No semi-trucks are here, with the exception of just three fuelers, correct?

Hamade Absolutely not.

Donovic Good. So, these entrances, you have enough parking, you feel the two entrances on Newburgh, two on Schoolcraft is adequate for you. Which direction are there?

Hamade Normally, you know, fueling stations should have enabled in and out. And we're, we're going to work closely with Mr. Taormina to see what's best fit in engineering and my architect. And if we have to take one off of Newburgh.

Donovic But you need two for sure, off Schoolcraft, all that circulation coming into Schoolcraft and leading out off Schoolcraft, it's a must. Okay, I'm trying to think of any other questions I have. I think that's all the questions. And Vice President, thank you. Thank you, sir.

Ptashnik I just wanted to say I glad to hear that you're the owner of the Joy and Newburgh location, because it's right across from where I work, and I go to that gas station quite often, and it's one of the cleanest and most professional gas stations. So glad to know that it's yours. So, I appreciate that. And also, yeah, I know I was, when I was looking with the Planning Commission, they did talk about that cut through. And I'm excited to see how we're going to avoid that, because there's a quite a bit…and I drive Newburgh every day, so it's, it's quite an issue with people cutting through off Schoolcraft to get to, you know, Schoolcraft or Newburgh to get across there. I've seen so many accidents at that corner, so, yeah, vice versa. And it's crazy. So, I'm looking forward to how that's gonna actually help that situation. And I am glad to hear that you are putting in the EV chargers as well. I think that's forward thinking and a need that we have in this part of the city that there's none in that area at all.

Hamade Yeah, this will help serve since it's off the freeway, federal government is pushing fueling stations. It's just a big investment. That's why not too many fueling stations offer that. But I'm willing to make that investment

Ptashnik All right, thank you. Mrs. Scheel.

Scheel So just, I can't recall off the top of my head, what are the hours of the service station?

Hamade 24 hours.

Scheel So the EV station will be available 24 hours?

Hamade Yes.

Ptashnik Anyone else?

Donovic Thanks. Environmentally, speaking with underground. So right now, I'm assuming this building's old, there's no underground detention for stormwater, right now, correct?

Hamade Correct. So, the site does not fit the criteria of underground storage.

Donovic What about underground tanks for fueling operations. How does that work?

Hamade We're going to be using the latest and greatest double wall fiberglass, tanks, continuous piping, no joints, with the latest and greatest couplings.

So, it'll be a continuous loop throughout, with the interstitial measures to where if there's ever any leak, it shuts down the system and it will alert seal itself.

Donovic Great, awesome. Yeah. All right, thank you, sir, thank you.

Ptashnik All right, we're gonna go to the audience, so this is the public's chance to ask questions. You'll have two minutes. Mr. Donovic is going to watch the time. Make your way to either podium. If you have any questions, we need to be able to hear you. Take your time. You could just give us your name and address for the record.

Herron My name is Dean Herron, and I'm at 37055 Schoolcraft, and this corner cannot handle that kind of gas station. It's crazy already, because of everybody's flying off the freeway. There's accidents. There's no way that property is not big enough for what he wants to do. And I'm sure they're taking easement from city electric supply, correct? If I read the looked at the one thing they gave up, there's just no way all the traffic, the semis for the fueling, really come behind it and come around where the tank is going to be, I just don't think it's feasible. That is the craziest corner in Livonia, if you ask me, I've been there five years, and it just can't handle what he's trying to do. And it's an emergency way for St. Mary's. If there's traffic backed up, how are they going to get through? And already people leave cars that don't run. You know, I have to have them towed away now, and that's going to be twice as bad once they get a gas station in 24 hours. It's crazy. I just don't think it's feasible for that corner when there's gas stations just a mile and a half either way. But that corner is just nuts, because of crashes, everybody rushing to get off, and everything around it, just that's not the right corner for that.

Ptashnik Thank you. Anyone else from the audience? Seeing none, I'm gonna come back to Council. Mr. Donovic.

Donovic To the petitioner, there was a comment about an easement Can you or your attorney answer that question about an easement that was just mentioned?

Grysko Yeah, there is an access easement for the property next door to Mr. Hamade's property, and that's intended to service the property that is one to the east, the lot off to the east, and so that's just an access easement so that that property owner can access their property in their parking.

Donovic So sorry, more English. Are you saying that you guys giving easement to the next door, or they're giving you an easement?

Grysko No, there is an easement already. It's been there for a really long time.

Donovic Okay, so you guys are granting them an easement, allowing them to use the access in and out?

Grysko Well, it's not, it's not a new easement. It's just pre-existing property purchase. But yes, I mean, essentially, it's the neighborhood property uses the easement access.

Donovic Because I'm looking at the site plan we have, and if I'm reading it correctly. It says 23.3 feet to the property line, and then there's a little bit of parking area next door. So, they're using your property, getting in and out of your property, is what you're saying. That's right. Okay. I just because, again, I want to clarify the comment made that you're using their easement. So, if I understand correctly, for the record, you that's your property, you allow them to enter your property, to enter their building, kind of thing. So, they can park there and then the comment about the building behind, because the first plan we had to not have the building at the end. Now you are extending the building south, so you no longer can drive behind the building to cut into the east side of the property that will be pretty much to the property line, whatever those dimensions are. So, you cannot physically get a vehicle behind the building anymore.

Grysko That's the intention. That was in coordination with wanting to work with the neighboring property owner to make sure that they weren't having their property driven across in order to get out

Donovic Sure, because you don’t want cars cutting behind off of Newburgh, cutting behind this building, driving up the eastern portion of your property up on Schoolcraft. Now you're getting rid of that problem, and it's safe and just better for circulation in front of the building. So okay, thank you, Madam, Vice President

Ptashnik Sorry, the public part of it is over, but we're gonna go back to Council. We'll get the petitioner to share the closing.

Grysko Just one closing thought on the traffic issue. I understand, you know, things that happen in the corner there and everything. You know, the Police Department reviewed this obviously, part of the Planning Commission recommendation took into account, plus a Police Department's recommendations were and we have no objection with working through those issues. There was a comment I think about making it a right turn only or something like that on Newburgh. Again, things that are of no issue to us whatsoever. So, I think we're able to surmount those challenges pretty easily.

Ptashnik Thank you. Mrs. Scheel.

Scheel Were those mentioned in the Planning Commission recommendations?

Taormina No, not at this point. That would be something that would carry over to the site plan review process.

Scheel So not part of this. Thank you.

Ptashnik Thank you. Okay, so we do have an approving and we are going to adjourn this meeting at 7:37. Thank you.

As there were no further questions or comments, the Public Hearing was declared closed at 7:37 p.m.

PUBLIC HEARING OF NOVEMBER 19, 2025
DIRECTION

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1. Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.

DIRECTION: **1) APPROVING**

REGULAR

THIS ITEM IS TO BE PLACED ON THE AGENDA FOR THE REGULAR MEETING OF DECEMBER 3, 2025.

NEW DATA RECEIVED FOR THE PUBLIC HEARING OF NOVEMBER 19, 2025

From: Taormina, Mark
To: Kasprowicz, Sara
Subject: FW: Re-zoning 13400 Newburgh
Date: Thursday, November 13, 2025 8:50:08 AM
Attachments: 2025-11-07 - 37107 Schoolcraft Road - Exhibit.pdf

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Sara,

Please see the attached new data for next week's public hearing.

Mark

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

From: medorabuilding@comcast.net <medorabuilding@comcast.net>
Sent: Wednesday, November 12, 2025 11:35 AM
To: Taormina, Mark <mtaormina@livonia.gov>
Subject: Re-zoning 13400 Newburgh

Hello Mr. Taormina,

I am the owner of a property located at 37107 Schoolcraft Rd. Livonia. My understanding is that the City of Livonia is considering a rezoning of the property located at 13400 Newburgh Rd. to allow a Gas Station development. As you know, we have an easement covering the East 20' of the subject property for the purpose of ingress and egress. This easement is to accommodate the customer parking for our building and cannot be encumbered by either party. I am confident that any granted approvals from the City will consider this easement in their decision making.

Please find the attached exhibit showing the existing easement that we hold at 13400 Newburgh Rd.

The more important issue regarding this proposed use is that it will certainly increase the frequency of northbound vehicles cutting the light at Newburgh Rd. This has been an ongoing safety issue for our Tenants. I'm hopeful that a resolution to this issue can be worked out during the planning process. I think we might need to consider some type of physical separation between the different uses, as is the case with most, if not all similar properties within the City of Livonia.

Please feel free to contact me at your convenience to discuss.

Tom S. Crabill
Medora Building Company

NEW DATA RECEIVED FOR THE PUBLIC HEARING OF NOVEMBER 19, 2025



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LETTER TO THE LIVONIA CITY COUNCIL

Planning
October 29, 2025

MEETING DATE	PRESENTED BY
	Mark Taormina, Planning and Economic Development Director

AGENDA ITEM

REZONING PETITION: Planning Commission, re: Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.

BACKGROUND DETAILS

October 29, 2025

Honorable Members of the City Council
City of Livonia, Michigan

Re: Petition 2025- 09-01-01 - Gas station

Dear Council Members:

At the 1,237th Meeting held by the Livonia City Planning Commission on October 28, 2025, the following resolution was adopted:

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

#10-43-2025 RESOLVED, That pursuant to a Public Hearing having been held by the Planning Commission on October 28, 2025, on Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store, the Planning Commission does hereby recommend to the City Council that Petition 2025-09-01-01 be approved for the following reasons:

1. That the proposed change of zoning to C-2 would be compatible to and in harmony with the surrounding zoning and land uses in the area;

2. That the property involved in this request would be in full compliance with C-2 District

regulations;

3. That the proposed change of zoning to C-2 would cause the zoning of the property to more accurately correspond to the use and size of the property; and,

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 13.13 and Section 13.15 of the Livonia Zoning Ordinance, as amended.

ATTACHMENTS

1. 2025-09-01-01_E-COUNCIL Pkt

APPROVED BY



Mark Taormina, Planning and Economic Development Director — Date: November 03, 2025



Maureen Miller Brosnan, Mayor — Date: November 04, 2025

Legal Description:
The South172.00 feet of th Easty 173.00 feet of the West 233.00 feet of that part of the Northwest 14 of Section 29, T.1S., R.9E., City of Livonia, Wayne County, Michigan, described as beginning at the Northwest corner of Section 29 and proceeding thence along the North Line of Section 29, South 89 degrees 28 minutes 10 seconds East 333.00 feet to a point of; thence South 00 degrees 16 minutes 03 seconds West 450.00 feet to a point; thence 89 degrees 28 minutes 10 seconds West 333.00 feet to a point on the West line Section 29: thence along said West line North 00 degrees 16 minutes 03 seconds East 450.00 feet to a point of beginning, subject to easements of record.
Lot Area = 29,756 s.f.
Property is Zoned - M-1 Light Manufacturing
Proposed Zoning - C-3 Highway Services
Setbacks: Front Yard - 50 feet
Side Yard - 25 feet
Rear Yard - 0 feet

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: _____ Petition 2025-09-01-01

Site Address: 13400 Newburgh Sidwell 114 99 0026 005

Requesting To Rezone Property From M-1 To C-3

For the Following Reason (s) To construct a modern fuel station/convenience store.

Applicant: Steve Hamade Business/Company: J & J Land Holdings LLC

Applicant's Address: 32932 Warren City: Westland State: MI Zip Code: 48185

Applicant's Phone # (248) 912-5464 Applicant's Email stevenhamade@gmail.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.

CITY OF LIVONIA PLANNING DEPARTMENT SEP 25 2025 RECEIVED

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: J & J Land Holdings LLC

Owner's Address: 32932 Warren City: Westland State: MI Zip Code: 48185

Owner's Phone # (248) 912-5464 Owner's Email stevenhamade@gmail.com

Signature of Owner: _____ Print Name: Steven Hamade

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

on this 24 day of Sept 20 25.

Signature of Notary _____ My commission expires 7-29-31.

RYAN P MOORE
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF WAYNE
My Commission Expires July 29, 2031
Acting in the County of Wayne

APPROVED AS FORM
Department of Law

By:

Date:

MINUTES OF THE 1,237h PUBLIC HEARINGS AND REGULAR MEETING HELD BY THE CITY PLANNING COMMISSION OF THE CITY OF LIVONIA

On Tuesday, October 28, 2025, the City Planning Commission of the City of Livonia held its 1,237th 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 Ian Wilshaw	Sam Caramagno	Glen Long
Members absent:	Peter Ventura	David Bongero	Wafa Dinaro

Mr. Jacob Uhazie, Assistant Planning Director, Kristoffer Canty, 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 2025-09-01-01 J & J Land Holding

Mr. Caramagno, Secretary, announced the first item on the agenda Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.

Mr. Uhazie: As mentioned, this is a request to rezone the property at 13400, Newburgh Road from M-1 to C-2. The reason for the request is to remodel the existing building to be a gas station and convenience store. It is located on the southeast corner of Newburgh and Schoolcraft Roads. The property size measures 29,756 square feet, with about 172 feet of frontage along Newburgh Road and 173 feet of frontage along Schoolcraft Road. The site is currently vacant but was previously occupied by the Bering Service Company, which has since moved. The adjacent properties of the site to the east, west and south are all zoned M-1 as well. To the north is the I-96 freeway. The Future Land Use Plan identifies the site as Tech and Manufacturing. These areas should serve the community's need for research facilities, warehouses, manufacturing and other light industrial opportunities, or corporate campuses. Under Section 6.26 of the zoning ordinance, gasoline service stations are allowed in the C-2 zoning, subject to waiver-use approval. The conceptual proposal shows the existing building footprint would be reduced and converted to a gas station and convenience store. The building would be 4,920 square feet. There would be a canopy added to the north of the building with fueling pumps for eight. The site plan proposes four drive approaches, two along Newburgh and two on Schoolcraft. As you will hear, Fire, Engineering and Police have all expressed concern over the egress locations closest to the intersection. The site plan provides 11 parking spaces, one of which is barrier free and does satisfy the parking requirements for that use. With that, Mr. Chairman, I can read out the departmental correspondence.

Mr. Wilshaw: Yes, please.

Mr. Uhazie: The first item is from the Engineering Division, dated October 6, 2025, which reads as follows: *"In accordance with your request, the Engineering Division has reviewed the above-mentioned 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 #13400 Newburgh. Should additional addresses be needed, the Owner will need to contact this Department once approvals have been obtained. The legal description included with the drawings appears to be correct and should be used for the rezoning if the proposal is approved. 2. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. Utility information has not been submitted with the drawings, but we do not believe there will be any adverse effects to these systems from the proposed project. 3. As noted, no utility information has been provided, but it should be noted that any proposed construction will be required to meet*

the Wayne County Stormwater Ordinance, including detention. 4. Per the submitted drawings, four approaches to the property are proposed. Due to the proximity to the intersection, one or more of the approaches may need to be eliminated, or have restrictions on turning movements. A traffic study may be required to justify the proposed amount of approaches and turn movements." The letter is signed by David W. Lear, P.E., Assistant City Engineer. The next letter is from the Livonia Fire & Rescue Division, dated October 15, 2025, which reads as follows: *"This office has reviewed the site plan submitted in connection with a request to modify a commercial building on the property located at the above referenced address. We have no objections to this proposal. A further detailed plan review will take place when this division receives an official plan set."* The letter is signed by Brian Kukla, Fire Marshal. The next letter is from the Division of Police, dated October 13, 2025, which reads as follows: "*I have reviewed the plans in connection with the petition. Newburgh and Schoolcraft is historically a high crash intersection and the addition of this development should be carefully analyzed. Any landscaping planned on the north side of the development should be limited in height to reduce any sight distance issues with traffic exiting the development onto eastbound Schoolcraft. The new proposed drive approach on Newburgh at the northwest corner of the property should be limited to right turns only due to its proximity to the intersection.*" The letter is signed by Paul Walters, Sergeant, Traffic Bureau. The next letter is from the Treasurer's Department, dated October 6, 2025, which reads as follows: "All taxes have been paid on this property" The letter is signed by Susie Nash, Treasurer. That is the extent of the correspondence.

Mr. Wilshaw: Are there any questions for planning staff?

Mr. Droze: Thank you, Mr. Chair. Mr. Uhazie, I emailed about this the other day, and I asked a question. Just for clarification purposes, the rezoning application suggests from M-1 to C-3 zoning, and I understand that…I think that the staff is of the opinion that the C-2 is more appropriate. One of the things that I think we're to review as part of a rezoning request is, you know, is what this is being requested for, the most appropriate use, and maybe just provide your opinion about why the C-2 is more appropriate.

Mr. Uhazie: Correct, the petitioner did originally apply under C-3 but after discussing with petitioner and staff, it was determined that C-2 would be the most appropriate land use for the site. C-3 would probably be a little bit too intense for the area.

Mr. Droze: And I guess in terms of too intense…just out of curiosity…

Mr. Uhazie: It would allow a lot more uses that in the future, if this were ever to be changed from a gas station, to something else, it would allow a lot more permitted uses by right, as opposed to the C-2.

Mr. Droze: Okay. Thank you.

Mr. Wilshaw: Thank you. Mr. Droze. Any other questions for staff? If not, our petitioner is in the audience, feel free to come forward to our podium. We'll ask that you start with your name and address for our record.

Brandon Grysko, Fausone & Grysko, 41700 Six Mile Road, Northville Township, MI 48168, and I'm here also with the owner of the property, the owner operator for the fueling station, Mr. Hamade, as well as Mr. Wright which is the project architect. I put together just a brief slideshow, which Jacob has been kind enough to place up here on the screen. I also have hard copies, to the extent that anybody wants those. I just want to say, first of all, thanks for having us here tonight. I really appreciate the opportunity to address the commission. Also, it's always a pleasure working with the Livonia planning staff. They're top-notch professionals. So, I don't know if you just want to get…I just wanted to show sort of just kind of a Google kind of shot of, kind of what this looks like now. And if you want to jump to the next one. A conceptual look at what this could be. One of the things that is of interest with respect to the Master Plan is that it references the fact that the Master Plan is such that it wants improvements to these sites. It wants esthetic improvements to these sites. This is something that I got from Book Two, page 20 of the Master Plan, or something like this. I think this is something that clearly would meet that sort of objective within the framework of what the Master Plan is looking for and allows for. I did just want to take the opportunity to show, although this is only conceptual this time, this is a pretty fair representation of what they would hope that this site could become, sort of, instead of the kind of, sort of the boxy, sort of building that they have now, something that's a little more light and vibrant with some with some pretty nice landscaping and things like that. So, I just wanted to take the opportunity to show conceptually what the site could look like. If you would just pop over to the next slide there, and I know that most of the commissioners had the opportunity to meet Mr. Hamade at the study meeting. So, I do appreciate the commissioners taking the opportunity to get to know him a little bit. I want to point out that Mr. Hamade is a small business owner and has been in business

for 20 plus years in the community. Excellent reputation in the community and is looking to put $2 to $3 million into the property, between acquisition costs and development costs. He's going to own and operate this fueling station in conjunction with several others that he already has and operates as a good community partner. Another half million dollars is going to go into fast EV chargers on the site, should the rezoning get approved, and then, should the site plan be approved. This is the plan for the site, is to have those amenities available. The other piece that I want the commissioners to be aware of is that the security systems on site where there's going to be sort of a top-notch security system using artificial intelligence, this system is going to deter crime, and it's also going to assist the police in solving crimes and investigating traffic crashes and things like this. So not necessarily directly pertinent to the ordinance criteria, I understand that. I'm going to get to those just in a minute here but did want to take the opportunity to sort of address some of the amenities and some of the esthetics that this project is going to bring to the table. And I know the commissioners are very well familiar with this, so I would sort of be remiss not to include it, but I did just sort of include the ordinance factors to have it as a touch point, as some of the things that I'm going to be covering within the presentation here tonight. If you want to jump to the next one there, and this is where I start to get into some of that, the ordinance criteria. Specifically, I just want the commissioners at least our perspective that the fuel station that's being proposed here tonight is totally in continuity with the Master Plan. This is one of the things that I mentioned. This is a direct quote from the Vision 21 Master Plan that “we want to gradually improve the appearance of these areas”, which is the area in question here, which is calling for tech and manufacturing. “Want to gradually improve the appearance of these areas while retaining them as cost effective locations to support new and existing businesses in the city”. So again, directly from the Master Plan document here, and what do we have here today, right, is somebody that's looking to improve the appearance of this, that's going to be something that's going to exist sort of in continuity with the existing district, and it's going to support a new business as well. And the other thing I wanted to suggest is that this is actually really similar to a lot of the uses that already sort of allowed within the M-1 districts. I know we're looking to go to C-2 which, as chance would have it as a waiver-use and not a use by right, for fuel stations. But regardless, what do you have in the M-1 district that would be allowed? highway services, okay. And I think we can see how this is sort of consistent with that. Automotive uses. I've got a slide here in the in a couple slides that shows the different automotive uses that are in the direct immediate vicinity. Truck stops,

actually, if there was a large enough lot, you'd be able to do a truck stop in the M-1 zoning district, and also petroleum product storage. So, I hope the commissioners can see that when we're talking about a fueling station, we're not talking about something that is uncharacteristic for an industrial type area, but rather something that is more or less in continuity with the types of uses that would already be allowed within the M-1 zoning district. And so again, this is just, this is just sort of a Google Map screenshot here. I've got four red boxes on the screen that are that I created. And then you can also see, there's the pin dropped at the southeast corner of Newburgh and Schoolcraft there. That pin, of course, is the site that we're talking about here, 13400, Newburgh Road. Those red boxes are, you know, sort of, according to Google, the automotive uses that are in the area. So, you've got sort of a classic car repair, a collision shop, again, areas that have traffic in and out of them, vehicles in and out of them, and more or less consistent with a fuel station type, type of use. Well, I can't read that from over here. So I think, as it pertains to one of the things that we had talked about at the last meeting, is, you know, why is this site no longer, you know, fit, so to speak, for industrial use. I think the first point, which is actually the second point on the slide there, is that the existing owner of that property, the bearing company that's been there for a really long time, actually moved out of there because it's too small to suit the industrial uses that they had been occupying the property with, and they had to move into somewhere bigger. And this is after already having modified the site to make it a little bit bigger. So, they really had exceeded the potential for that site as far as the industrial use goes. And there were no other industrial properties that came in with strong economic offers for their purposes. And so I think we can sort of infer from that that the highest and best use of the property is the one that Mr. Hamade has put up and is investing in this property, for which is the fuel station. Obviously, is going to require the rezoning here, but I think for purposes of tonight, the building is relatively small footprint as far as things go. So when you're looking at an industrial or warehousing type use and warehousing, I think primarily is what it was before you don't have the footprint or the size that you really need to get into that space and to be able to maximize the potential of the site there. Again, a couple of points I talked about at the at the study meeting, but I'll highlight here, as well is that, in keeping with the theme of sort of that this is in continuity with the sort of industrial uses that we have. We've got motorists that are going to be driving through here. We've got employees that are going to be part of, you know, the industrial parks that are back there, and they need somewhere to go, to eat, to shop, to fuel their vehicles. People coming off the freeway are going to be looking for a place to fuel

up and things like that as they're passing through town. And so this is a use that's really going to serve and provide amenities for both the employees and then also the guests to the community and the motorists that are going to be coming through. Now, this is a little bit of the boring. I'll be honest about that. So one thing that I wanted to do is, is show, kind of like, how, how is the city, how is the city zoning, sort of similar areas within town in terms of sort of the industrial areas along the freeway. Okay, so this is a snapshot from the city zoning map that's up on the website for the Farmington and Schoolcraft area. So, if we just look on the south side of the freeway there, you see the light blue taking up the majority of the south end of the freeway there. And those light blue areas are going to be industrial type areas. And the red areas on the corner are going to be commercial uses. Similarly, if you go to the northwest, on the northwest corner there, you've got a little chunk parcel there that's sort of a little bit darker blue, also an industrial type use. And again, you've got on that corner a gas station, which I can't recall if it's C-2 or C-3 right there, but again, it's one of those commercial type uses there. And spoiler alert, this is going to be sort of a pattern that we're going to see as we travel east along the freeway from Farmington to Merriman to Middle Belt. And you've got three corners on that one that are sort of taken up by fuel stations. So as we look to the Merriman zoning map, just get to that page again. So south of the freeway Merriman and Schoolcraft, what do you have? You see sort of light blue, dark blue, which are sort of the industrial type zoning areas. And right on the corner you've got punctuated with red, and on the southwest corner there is a gas station, of course, and also the northwest corner, and on the north side anyhow, and similar to Farmington, you've got sort of residential areas kind of close by there, which is just an issue we don't have here, which actually, I think would be make it even more appropriate in our case, versus some of these other cases. Middle Belt, so not as much here in the way of gas stations. But again, you see this kind of consistent pattern of industrial areas and the corners are sort of punctuated with the commercial uses. And that's essentially the exact same thing we're trying to do here. By taking this from M-1 to C-2, you're going to see that same type of punctuation, just like you see along Farmington, about a mile and a half away, and then a mile from that, Merriman, and then another mile from that Middle Belt. Just a summation of the different various things that we talked about on this slide. One of the things I did want to point out, though, as Jacob was kind enough to mention some issues identified with respect to access and egress from the site, but no real objections from the department heads. You've got issues to work through within the framework of site planning, but nothing I don't think that really impacts the zoning, although traffic

obviously is a factor in considering whether to rezone a property, and it's something that I know the commission will take into account appropriately. But Newburgh Road right there, if I'm not mistaken…the City of Livonia has the ability to implement the traffic control order there and provide for right turns only through site planning, the Commission and the City Council would be able to do essentially the same thing. So, these are all issues that I think would be fairly easy to work through within the framework of site planning. I think I mentioned this earlier, probably, but within the M-1 zoning district, you've already got a lot of different components to a fueling station, right? So, you've got the ability for retail, you've got the ability for highway services, you've got the ability for automotive uses, you've got the ability for parking. If you take all these things and sort of mix them together, you essentially end up with what would be a fueling station. And so I think the components all there, the industrial zoning district is generally a higher intensity use, and the C-2 commercial zoning district is much lower of an intensity of usage. And so I think from that perspective, you're going from an area of higher intensity to lower intensity, which is something that a lot of communities, I think, would take into account. I hope that the Commission takes that into account as well, that you're taking something relatively consistent, and you're not making it more intense than what the district can handle, but rather dialing it back a little bit. And of course, as I said, the petitioner is here. He's going to be the owner operator and is willing to answer questions, and so is the architect. Of course, the plans are conceptual at this point, and so we don't have the full slate before the commission, but we are happy to answer any of the questions that may have come up throughout the course of the presentation or otherwise.

Mr. Wilshaw: Well, thank you, Mr. Grysko, for your presentation. I appreciate that, and you did a nice job of framing the topic that I was just going to talk about, which is that, you know, we are looking at the rezoning of this property right now. This is a multi-step process right now. You're looking to rezone to a zoning that would in this case, C-2, is what we're discussing tonight, which, under a waiver-use would allow a fueling station and if the rezoning is favorable and carries on, then the second part of the process would then be the site plan process that you would come back to us for, and that's where we would actually discuss all the details of the layout of the site, the building, the materials, colors, hours, lighting, and all those things. So tonight, for the sake of what we have before us, is the zoning. So, there's not going to be a ton of discussion around the actual site plan. There may be, as you said, it's conceptual. There may be a few general questions we have for you, but we're going to try to focus our discussion on the

zoning and the proposed use as it relates to that. So, with that again, thank you for your presentation. Is there any questions from any of our commissioners for our petitioner? Mr. Droze.

Mr. Droze: Thank you Mr. Chair. I echo Chairman Wilshaw's comments regarding your presentation. I think a lot of things that we look at as part of these requests were covered very nicely, especially on the Schoolcraft corridor. I guess getting into the details of the plan a little bit is one of the things that I'm looking at, at least, is just to make sure that the use that's being requested can fit within the site. I did notice that there's what looks like a shared driveway on the east side, which is going to be pretty critical to making this site happen. And it looks like there's a…one of the exceptions on the Alta survey it lists that there's a looks like a shared easement or something like that. And I guess maybe just if the team could speak to the relationship with the neighbor, and if you guys are comfortable that you know, you able to work through if there are any sort of drive alterations on Schoolcraft.

Mr. Grysko: I'll let, I'll let somebody else speak to that. But as an attorney. I feel the need to comment on everything, of course, so I'm going to comment anyway. I believe the parcels used to be under shared ownership, under common ownership, and so probably at the time that it's split off, there were arrangements made. But I don't know if you have Scott if you know for a fact, go ahead, please.

Steve Hamade, owner. We met last week and thank you for the opportunity to hear our case today. Regarding the easement, this was, as Brandon expressed, that the whole parcel was owned by the same owner I purchased the land with, and because he sold them that small parcel gave them the rights to use the entrance, so that's where it's at. So, they are allowed to use the entrance for their business. They also have another entrance that they currently use as well. So, they're using my parking lot, using, you know, a big portion of the parking lot and using the entrance as well. I have no issue with that. Thank you.

Mr. Wilshaw: Thank you. Mr. Droze.

Mr. Droze: Thank you.

Mr. Wilshaw: Okay, is there any other questions for our petitioner? Mr. Caramagno.

Mr. Caramagno: How did you go about finding this property and determining that it needs a gas station? What was your process there?

Mr. Hamade: Well, it was, I was just driving in the area, and I seen the for sale sign there, and I been in the business for over 32 years. I know gas stations. Fueling stations need high traffic. It needs a corner, and I seen that it was a viable option to explore, and I didn't think I could actually get that parcel because it was so many people have had put bids on it, but I guess I was the highest bidder. And, you know, I'm very happy and ecstatic about opening my first business in Livonia.

Mr. Caramagno: There was another question I had. So, you've got other businesses, this will be your first in Livonia.

Mr. Hamade: Yes.

Mr. Caramagno: Okay, and then this is a unique piece of property is, from what I can tell. You know, obviously it's a major thoroughfare. No gas stations on a major thoroughfare, so it's gotten by forever without a service station. And it seems like you're stumbling up on a good opportunity here. So, I personally like it, but that's my opinion.

Mr. Hamade: Thank you. So in 1972 when that building was built, traffic was probably a lot less than today, and it wouldn't have been viable for any C-2 or, you know, convenience store at that time. Now that traffic is probably 50 times more than it was since 1972 and the industrial area there. They need people. They need a fueling station with convenience and food, fresh food to serve them.

Mr. Caramagno: Thank you.

Mr. Hamade: Most welcome.

Mr. Wilshaw: Thank you. Mr. Caramagno, any other questions for our petitioner? No, okay, Mr. Hamade, just a quick question for you. You said that you own some other gas stations. I know you own other businesses as well, but more focused on the gas stations. Can you tell us where some of those are located?

Mr. Hamade: Correct. I own one on the border of Livonia and Westland at Joy and Newburgh. It's a Sunoco Gas Station.

Mr. Wilshaw: On the southwest corner.

Mr. Hamade: Southwest corner, yes, and I ran a burger shop out of there with my family. And during the pandemic, it kind of…it was hard to get employees, and we kind of idled it. And it was a great concept. And so, the other location is on Warren and Venoy, Warren and

Newburgh, sorry, and all my sites are designated as emergency sites for the City of Westland. We have a great partnership together that I provide for them, 24-hour generator in case there's any storms or anything like that. They're designated as, as Brandon knows, as a emergency site for police, fire and they get their fuel from me as well. The other location is on Warren and Venoy, which is my first station after…in Garden City, after I left Detroit. That was my first station 19. I bought it in 91 And the other location is on Warren and Merriman. Sn old Clark station that I rehabbed and did a beautiful job on it. So, you're more than welcome to take a tour with me there and see how I operate. It's very clean, very well lit, nicely landscaped.

Mr. Wilshaw: Well, that's why I asked the question, because it gives us an opportunity to see some of your other work in action, and those will, I'm sure, speak for the type of development that you're looking for here as well. So, thank you. All right, good. If there's no other questions for the petitioner, I don't see anything from any commissioners. I will go to the audience. Is there anyone in the audience wishing to speak for or against this petition? If so, please come forward.

Mr. Wilshaw: Good evening, sir.

Brian Auerbach, 14299 Stonehouse, Livonia, MI. Thank you for having me here. I am very familiar with this area, and I've lived there for 25 years. You know, I put some notes down here, but after hearing the petitioner, I appreciate the information and how they presented it, and it's compelling. Great corner. Lot of traffic. However, I can say myself, living there for 25 years, I've never once looked at that corner and said to myself, geez, I wish there was a gas station or convenience store there. You know, I have two gas stations, convenience stores, just barely a mile north, at Five Mile and Newburgh, and one of them is a 24-hour station. And rarely, if ever, do I see them overwhelmed with vehicles or people utilizing the facility. So you mentioned the traffic, and I certainly think a traffic study should be employed here, because living there, I do see the amount of traffic, and I think that is a definite consideration when you guys are folks are doing the due diligence and deciding whether or not to rezone this. So other things that I had here that I think apply, certainly with the Vision 21 plan that was implemented, and this doesn't fit that plan. It's a variance that moves away from that, and I get the fact that it's not a large parcel, but it does still offer a great location near the freeway for folks to access from outer, whether it be Ann Arbor or Southfield. So, I think there's still other opportunities, other than having a convenience store in the fueling station there. And I

didn't do account how many local stations we have nearby. I just know the two that we have close. I think the petitioner made a kind of almost a compelling case for me, in a sense, or my neighbors, that along the freeway, there's already plenty of opportunity of folks that are coming in and out of the Livonia area to stop and fuel up convenience right there. Lot of folks that are moving through are coming in or through to work, and they've already made their morning arrangements to have fuel, their coffee, what have you. And the same thing when they're leaving out so and if they haven't, again, as I mentioned, just a slight mile north and as well as a petitioner station that's just south of there as well. So, I'm against it rezoning. I do think it opens up a bit of a can of worms that if it is approved, and then there might be variances asked, such as the sharing businesses to the east. I understand a C-2 property to an M-1, has to have a six-foot barrier or a 20-foot green belt. And I don't know if that's possible in that particular location. And so, I can foresee some variances being asked of the committee moving forward. So again, I appreciate the time and the consideration.

Mr. Wilshaw: Well. Thank you for your comments, Mr. Auerbach, we appreciate you coming forward.

Mr. Auerbach: Sure. Thank you. Have a good evening.

Mr. Wilshaw: You too. Is there anyone else in our audience wishing to speak on this item. If not, I'm going to go back to the petitioner. We always give the petitioner a chance to say anything else, if they would like, before we make our decision. Mr. Grysko, is there anything else that you'd like to say on behalf of your client?

Mr. Grysko: I appreciate the opportunity to do so. I do appreciate the comment. Comments and the discussion. You know, I think, I think the presentation speaks for itself. I understand that the resident had a different interpretation of that, but, you know, we rely on the fact that we think it's consistent, ultimately, with the Master Plan, the surrounding zoning, and with other uses allowed in that district.

Mr. Wilshaw: All right. Thank you, sir. Is there anyone on the commission with any additional questions or comments before we make a decision? Mr. Droze.

Mr. Droze: Mr. Chair, just to offer some comments. I know what these rezoning requests…sometimes it's helpful to know, you know, where our commissioners are coming from. At least in this one, I think maybe just to highlight the fact that, you know, this is a…it's

on the edge of basically almost a square mile of manufacturing use. And we kind of see pretty consistently throughout the city where the corners can be different than, you know, the surrounding uses. So that, and also its location on two major roads. You know, we often see C-2 on these corners throughout the city, and gas stations and that. And then I, you know, I think the other part of it too is, you know, although not zoned that way, it does kind of have a consistent feel with, you know, the Newburgh corridor has a bunch of storefront businesses that, you know, kind of are on the edge, again, of that manufacturing corridor. So generally, you know, from that perspective and kind of just seeing consistency throughout the rest of the city, that's why I will be probably in support of this one tonight.

Mr. Wilshaw: Thank you, Mr. Droze. Is there any other comments or questions from any commissioners? If not, I will close the public hearing, and a motion would be in order.

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

#10-43-2025 **RESOLVED**, That pursuant to a Public Hearing having been held by the Planning Commission on October 28, 2025, on Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store, the Planning Commission does hereby recommend to the City Council that Petition 2025-09-01-01 be approved for the following reasons:

1. That the proposed change of zoning to C-2 would be compatible to and in harmony with the surrounding zoning and land uses in the area;

2. That the property involved in this request would be in full compliance with C-2 District regulations;

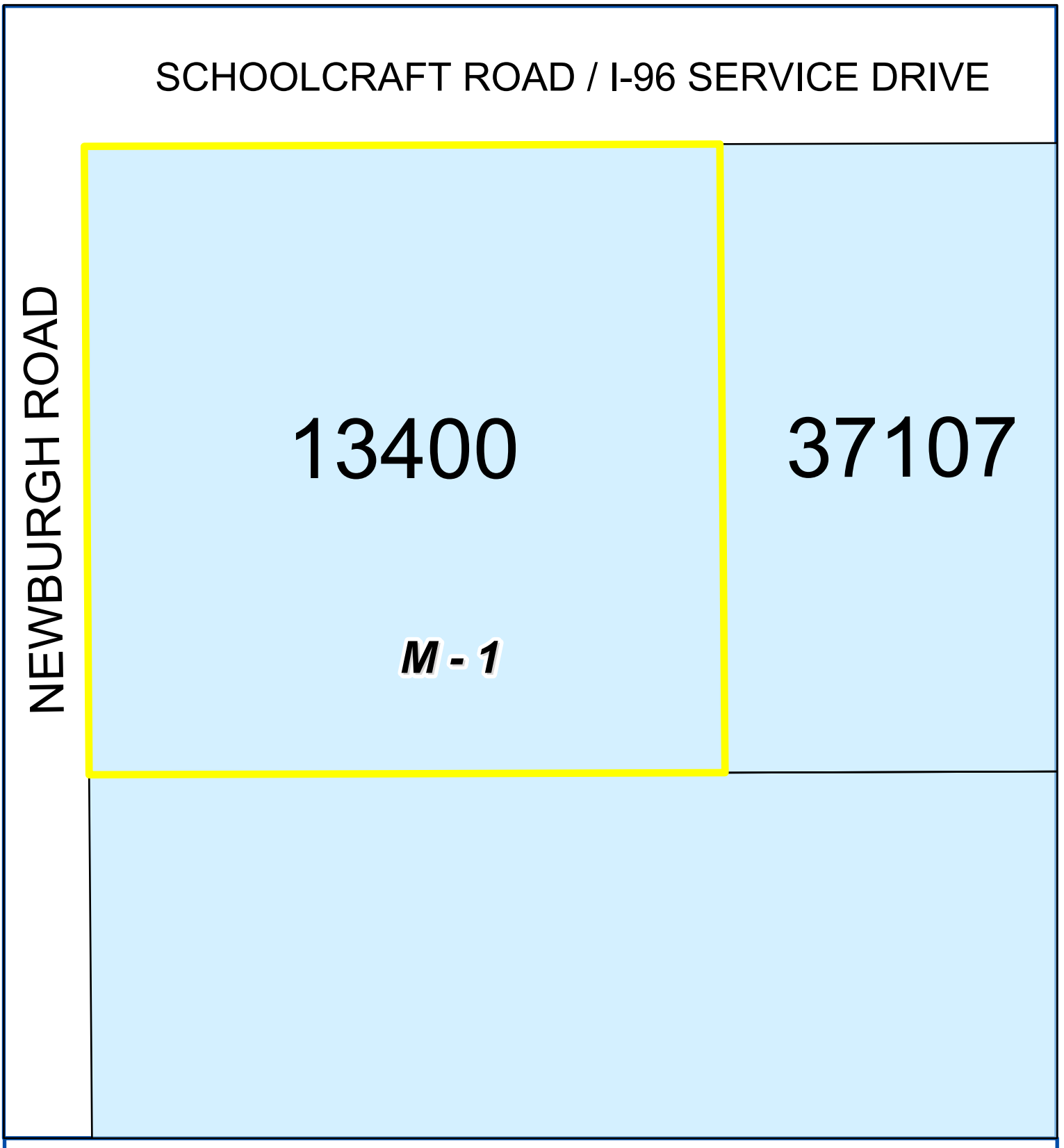
3. That the proposed change of zoning to C-2 would cause the zoning of the property to more accurately correspond to the use and size of the property; and,

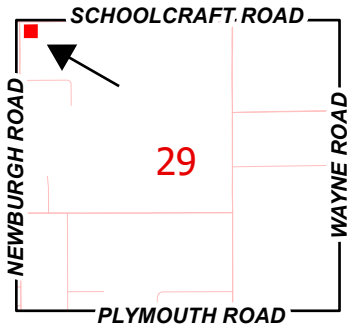
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

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

Mr. Wilshaw: Is there any discussion?

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





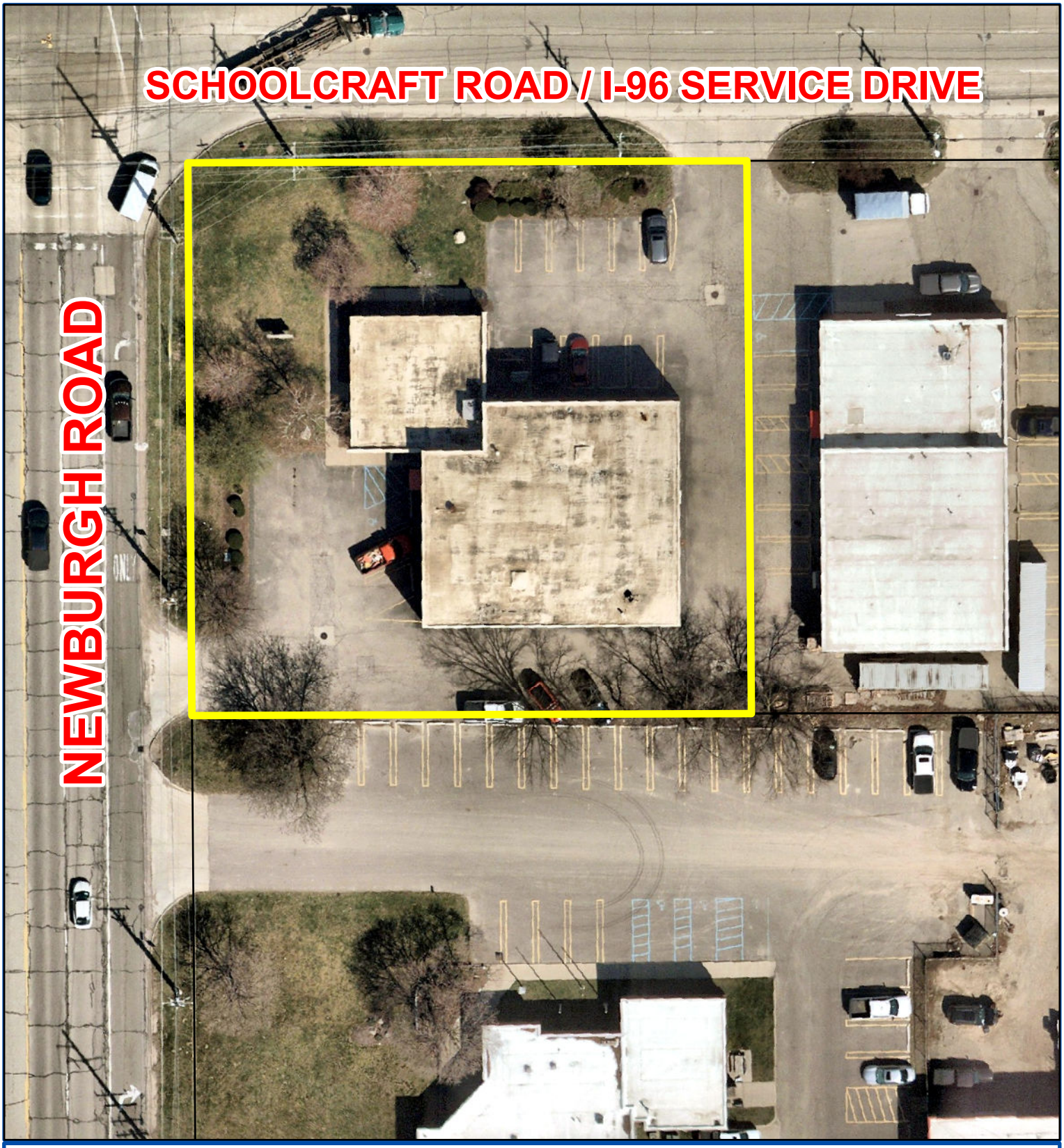
Address & Zoning Map

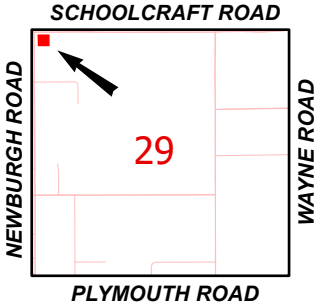
Petition 2025-09-01-01
Rezoning for Proposed Gas Station
13400 Newburgh Road

N

Not to Scale

City of Livonia
Planning Department





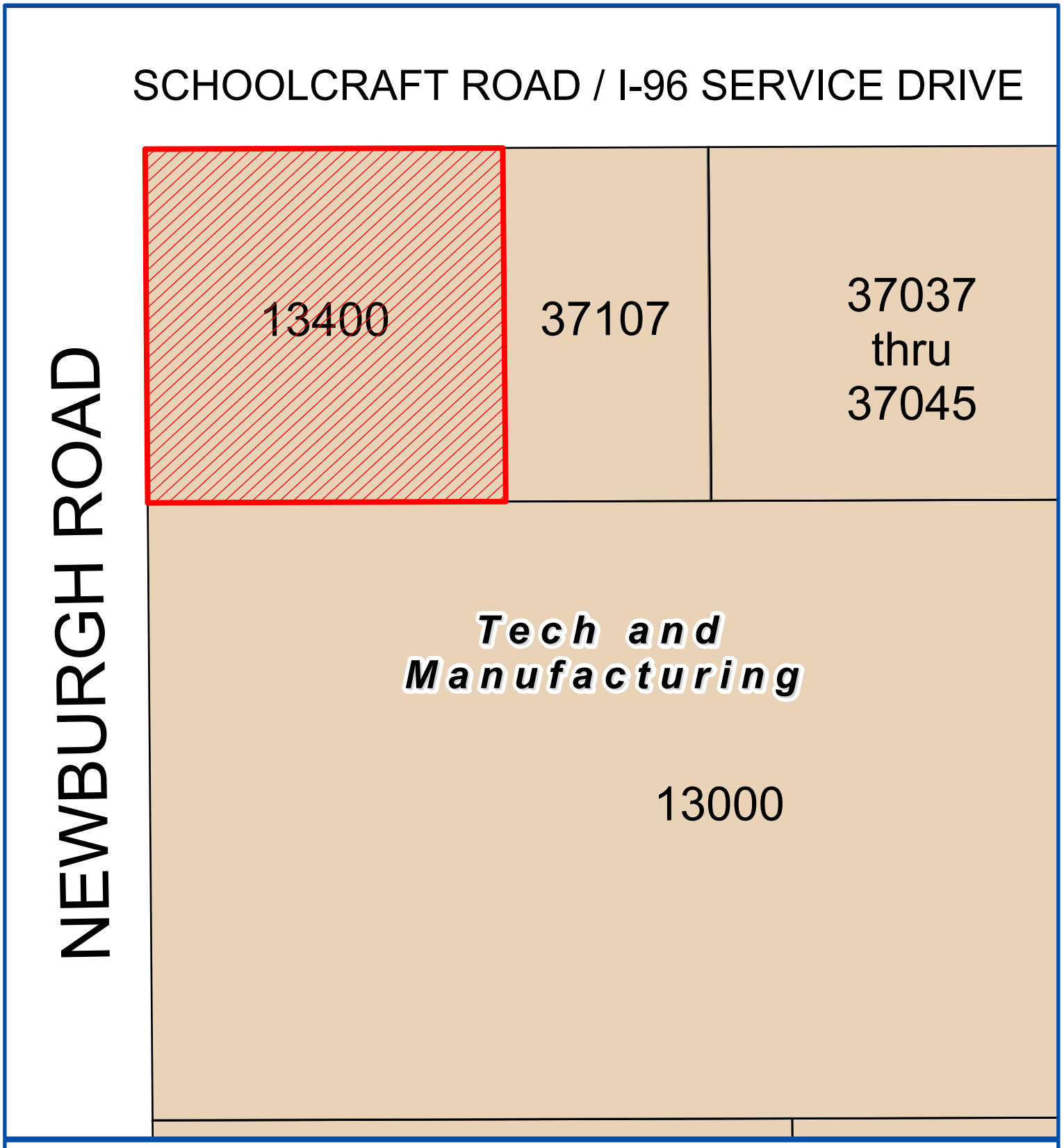
Aerial Map

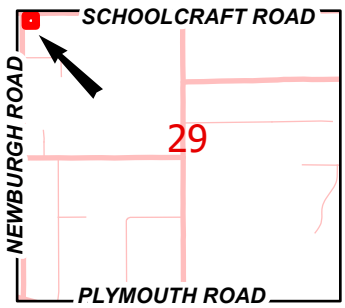
Petition 2025-09-01-01
Rezoning for Proposed Gas Station
13400 Newburgh Road

N

Not to Scale

City of Livonia
Planning Department





Future Land Use Map

Petition 2025-09-01-01
Rezoning for Proposed Gas Station
13400 Newburgh Road

N

Not to Scale

City of Livonia
Planning Department

PLANNING COMMISSION STAFF NOTES

PUBLIC HEARING

ITEM 1

Petition 2025-09-01-01 submitted by J & J Land Holdings LLC, under Section 13.15 of the Livonia Zoning Ordinance, as amended, requesting to rezone the property at 13400 Newburgh Road, located at the southeast corner of Newburgh and Schoolcraft Roads in the Northwest ¼ of Section 29, from M-1 (Light Manufacturing District) to C-2 (General Business District) to construct a gas station and convenience store.

October 21, 2025, Study Meeting:

This petition seeks to rezone the 29,756 square-foot (0.6 acre) parcel at the southeast corner of Newburgh and Schoolcraft Roads from M-1, Light Manufacturing, to C-2, General Business. Gasoline service stations (Section 6.26) are treated as waiver uses in a C-2 district, requiring both Planning Commission and City Council review and approval.

The property contains an office building previously occupied by the Bearing Service company. The site is currently vacant. The parcel affected by the rezoning is at 13400 Newburgh Road. This parcel comprises approximately 172 feet along Newburgh Road and approximately 173 feet along Schoolcraft Road. The proposed use on this petition is a gas station and convenience store. To the West, across Newburgh Road, is a professional office building, zoned M-1. To the East, is City Electric Supply, also zoned M-1. To the North, is the I-96 Expressway. To the South, is a professional office building, also zoned M-1.

A rezoning from M-1 (Light Industrial) to C-2 (General Business) in the City of Livonia represents a significant shift in the intended land use and development potential of a property. The M-1 District primarily accommodates light manufacturing, warehousing, research, and limited-service industrial uses. These uses typically involve low-intensity production and limited customer interaction. The C-2 District, on the other hand, is intended for a broad range of retail, restaurant, service, and office uses that serve both local residents and regional consumers. This includes uses such as shopping centers, dine-in restaurants, banks, fitness centers, and personal service establishments.

Rezoning requests are typically evaluated for consistency with Livonia's Master Plan for Land Use, transportation capacity, and public service availability. The Livonia Vision 21 Future Land Use map designates the subject property as *Tech and Manufacturing.* These areas should serve the community's need for research facilities, warehouse, manufacturing, and other light industrial opportunities, or corporate campuses. This well-established industrial area has the potential to nurture new manufacturing and technology-based enterprises, and the intent of this character area is to gradually improve the appearance of these areas while retaining them as cost effective locations to support new and existing businesses in the City. A successful rezoning from M-1 (Light Industrial) to C-2 (General Business) would allow for the permitted and waiver uses listed in the City of Livonia Zoning Ordinance.

Preliminary architectural plans, received September 25, 2025, show the existing building to be remodeled to become the new gas station and convenience store. A canopy is proposed with eight (8) fueling pumps. The petitioner proposes four (4) drive approaches, however, the proposed drive approaches in the southwest corner might raise safety concerns. On corner

lots, no driveway from a side street shall be less than fifteen (15) feet from rear property line as measured along the side street property line. The Engineering Department also expressed concern over the number of drive approaches. The department recommends removing two of the drives or the petitioner should provide a traffic study supporting their needs.

Gasoline service stations, including any part of the façade, shall not exceed thirty-five (35) feet in height; provided, however, that canopies shall not exceed eighteen (18) feet in height. The petitioner did not provide elevations for both the convenience store and canopy.

All exterior lighting on the property, including illuminated signs, shall be erected and hooded, shielded and recessed to be deflected away from any adjacent or neighboring residential property. The petitioner did not provide a photometric plan.

According to Off-Street Parking Requirements in Section 9.03, there shall be one (1) parking space for fueling pump. The petitioner proposed eight (8) fuel pumps. The required parking requirement is eight (8) parking spaces, including one (1) barrier-free parking space. The petitioner provides eleven (11) parking spaces, including (1) barrier-free parking space. The parking requirement is satisfied.

October 28, 2025, Public Hearing:

The M-1 district is primarily intended for light industrial and manufacturing uses—such as warehousing, assembly, and limited processing activities—with minimal retail or customer-oriented operations. Reclassifying the property to C-2 would expand the range of permitted uses to include more commercial, retail, and service-oriented businesses, such as gas stations and convenience stores, restaurants, general retail and specialty shops, personal service establishments, small offices and professional services.

This rezoning would therefore shift the property's use potential from industrial operations toward consumer-facing commercial development, consistent with other similar intersections along the I-96 corridor where commercial uses abut manufacturing districts.

Questions arose about the impact on the neighborhood. Additionally, there was a discussion about how stormwater retention and how proposed driveways at both side of the corner would be handled. Should the Petitioner elect to move forward, these issues would be addressed as part of a future site plan review process.

Approving Resolution: The request to rezone the property at 13400 Newburgh Road from M-1 (Light Manufacturing District) to C-2 (General Business District), is hereby approved, subject to City Council approval, for the following reasons:

1. That the proposed change of zoning to C-2 would be compatible to and in harmony with the surrounding zoning and land uses in the area;

2. That the property involved in this request would be in full compliance with C-2 District regulations;

3. That the proposed change of zoning to C-2 would cause the zoning of the property to more accurately correspond to the use and size of the property; and,

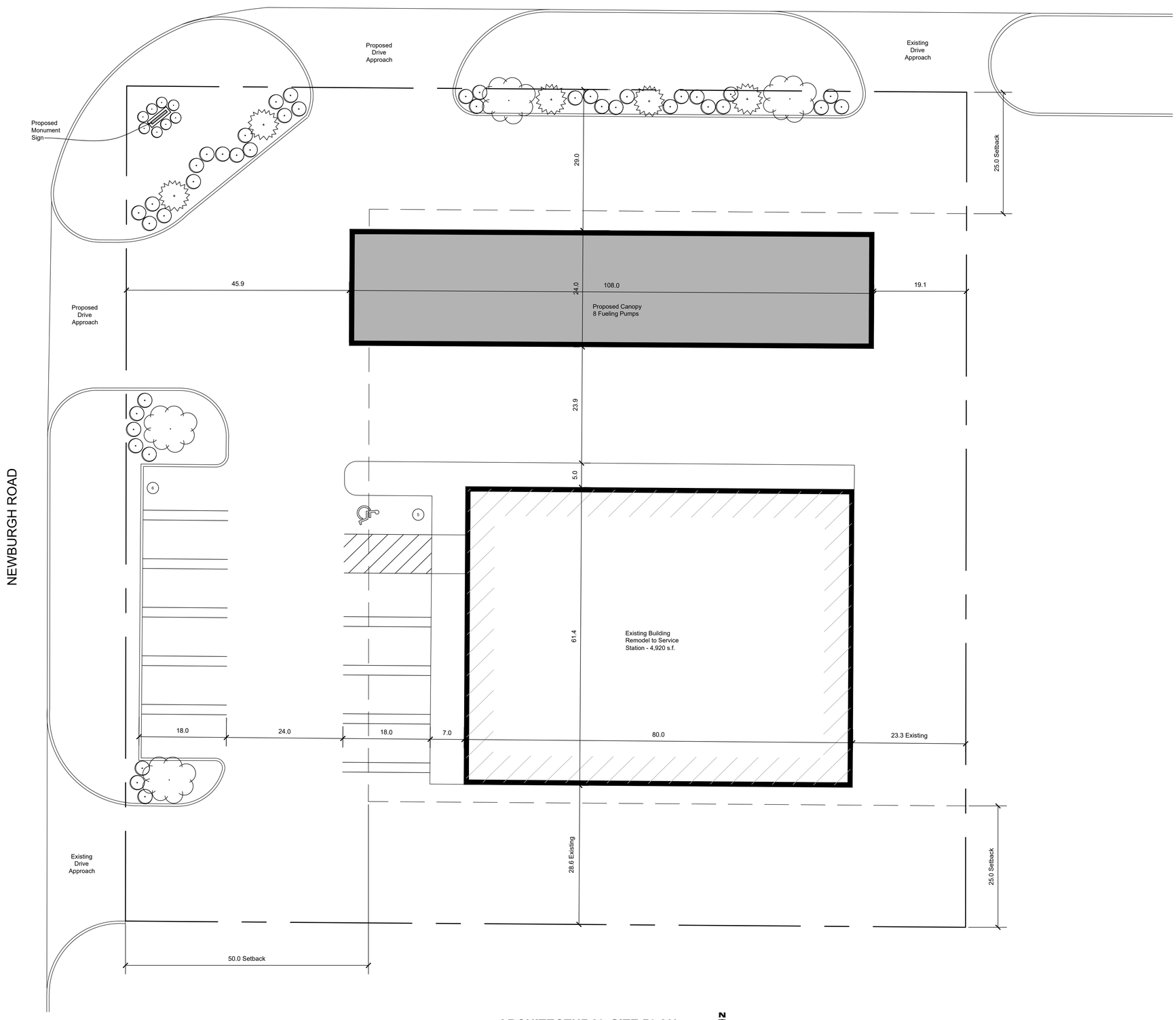
4. The proposed zoning change represents a reasonable and logical plan for the subject property that adheres to sound land use planning principles.

Denying Resolution: The request to rezone the property at 13400 Newburgh Road from M-1 (Light Manufacturing District) 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 Tech and Manufacturing;

2. That the proposed change of zoning is inconsistent with adjacent zoning districts in the area; and

3. That the proposed change of zoning is inconsistent with the established pattern of development and would adversely alter the character of the area.



ARCHITECTURAL SITE PLAN

SCALE: 1"=10'-0"

General Notes:

Legal Description:

The South172.00 feet of th Easty 173.00 feet of the West 233.00 feet of that part of the Northwest ¼ of Section 29, T.1S., R.9E., City of Livonia, Wayne County, Michigan, described as beginning at the Northwest corner of Section 29 and proceeding thence along the North Line of Section 29, South 89 degrees 28 minutes 10 seconds East 333.00 feet to a point of; thence South 00 degrees 16 minutes 03 seconds West 450.00 feet to a point; thence 89 degrees 28 minutes 10 seconds West 333.00 feet to a point on the West line Section 29: thence along said West line North 00 degrees 16 minutes 03 seconds East 450.00 feet to a point of beginning, subject to easements of record.

Lot Area = 29,756 s.f.

Property is Zoned - M-1 Light Manufacturing

Proposed Zoning - C-3 Highway Sevices

Setbacks: Front Yard - 50 feet
Side Yard - 25 feet
Rear Yard - 0 feet

Parking:

One parking space per fueling pump - 8 pumps total

11 Parking spaces provided.

© 2024 D. S. WRIGHT & ASSOCIATES, P.C.
D. S. WRIGHT & ASSOCIATES, P. C.
ARCHITECTURE & PLANNING
44456 CLARE BLVD, PLYMOUTH, MICHIGAN 48170
TELEPHONE • 734 377-4632
ASSOCIATE/CONSULTANT

SHEET TITLE: Site Plan

ISSUED FOR	DATE
Rezoning	09/24/25

PROJECT
Site Plan for
J & J Land Holdings
13400 Newburgh Road
Livonia, Michigan 48150

APPROVED	DRAWING DATE
	09/04/2025
CHECKED	DRAWN

PROJECT No.
25-750 .00

SHEET No.
C - 01

13400 NEWBURGH ROAD

PART OF THE NORTHWEST 1/4 OF SECTION 29,
TOWN 1 SOUTH, RANGE 9 EAST

CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

20 10 0 20 40 60
SCALE IN FEET 1" = 20'

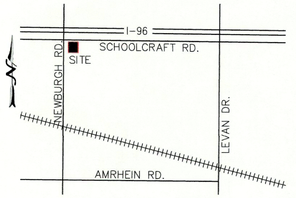
LEGAL DESCRIPTION (PER TITLE COMMITMENT):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:

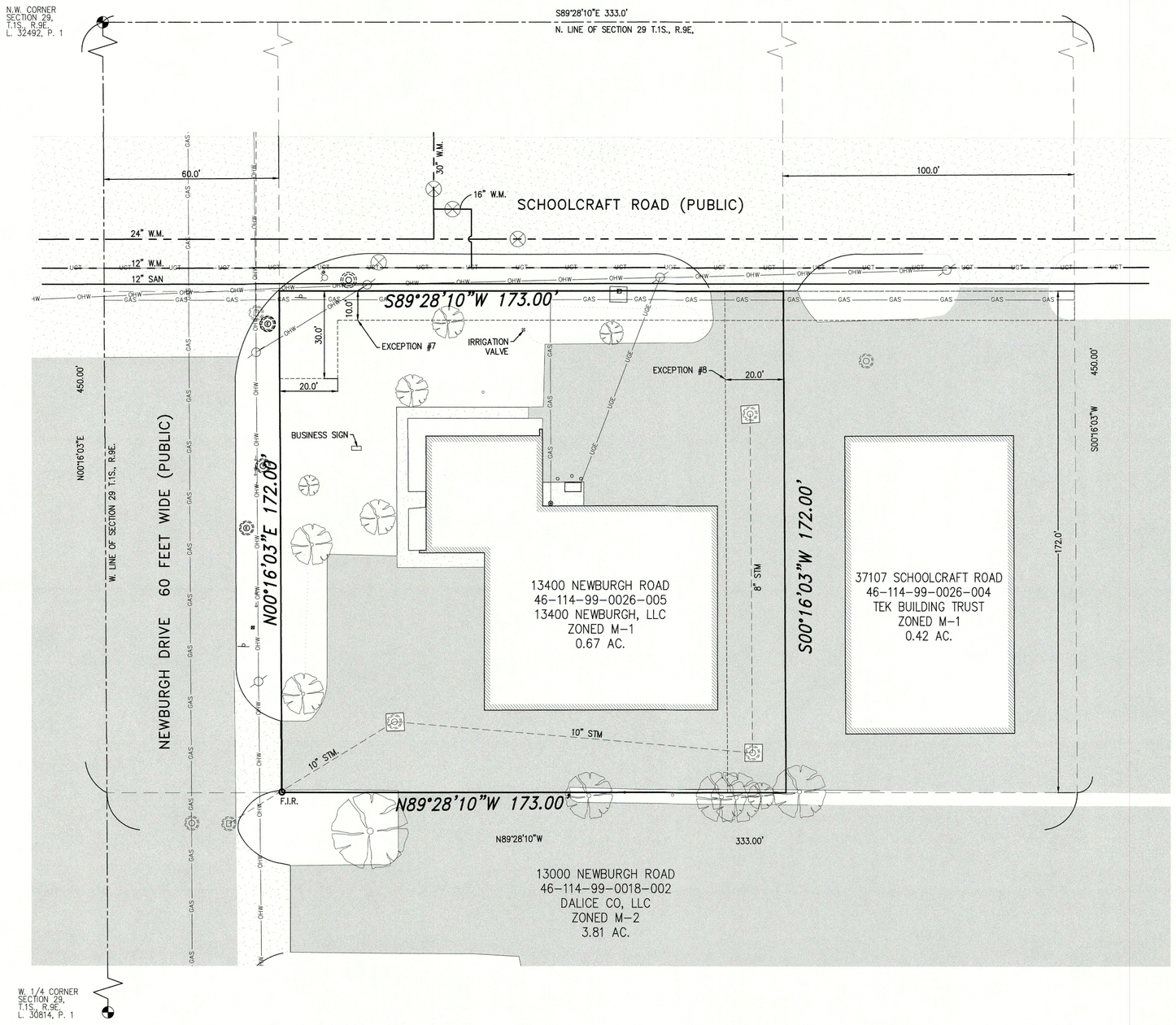
SOUTH 172 FEET OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 29, TOWN 1 SOUTH, RANGE 9 EAST, DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF SECTION 29, AND PROCEEDING THENCE ALONG THE NORTH LINE OF SECTION 29, SOUTH 89 DEGREES 28 MINUTES 10 SECONDS EAST 333.0 FEET TO A POINT, THENCE SOUTH 00 DEGREES 16 MINUTES 03 SECONDS WEST 450.0 FEET TO A POINT, THENCE NORTH 89 DEGREES 28 MINUTES 10 SECONDS WEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO A POINT OF BEGINNING, EXCEPT THE WEST 60.00 FEET THEREOF.
EXCEPT AS FOLLOWS: THE EASTERLY 100 FEET OF THE SOUTH 172 FEET OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 29, TOWN 1 SOUTH, RANGE 9 EAST, DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF SECTION 29, AND PROCEEDING THENCE ALONG THE NORTH LINE OF SECTION 29, SOUTH 89 DEGREES 28 MINUTES 10 SECONDS EAST 333.0 FEET TO A POINT, THENCE SOUTH 00 DEGREES 16 MINUTES 03 SECONDS WEST 450.0 FEET TO A POINT, THENCE NORTH 89 DEGREES 28 MINUTES 10 SECONDS WEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO THE POINT OF BEGINNING, EXCEPT THE WEST 60.0 FEET THEREOF.

NOTES:

PARCEL IS IN FLOOD ZONE "X" DEFINED AS AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOODING BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP. COMMUNITY NUMBER 260233, PANEL 0045 SUFFIX E.



VICINITY MAP



SCHEDULE B EXCEPTIONS:

MATTERS REFERENCED IN FIRST AMERICAN TITLE COMMITMENT NO. 1036372 PROVIDED: *(SURVEYOR'S NOTES IN ITALICS)*

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I—REQUIREMENTS ARE MET.
2. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR BY MAKING INQUIRY OF PERSONS IN POSSESSION OF THE LAND.
3. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS.
4. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE INCLUDING DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, OR ANY OTHER FACTS THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND, AND THAT ARE NOT SHOWN IN THE PUBLIC RECORDS.
5. ANY LIEN, OR RIGHT TO LIEN FOR SERVICES, LABOR OR MATERIAL IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
6. TAXES AND ASSESSMENTS NOT DUE AND PAYABLE AT COMMITMENT DATE.
7. EASEMENT IN FAVOR OF CONSUMERS POWER COMPANY AND THE COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN INSTRUMENT RECORDED IN LIBER 18154, PAGE 816, REGISTER NO. F735020. *(DEPICTED ON PLANS)*
8. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED DRIVEWAY EASEMENT RECORDED APRIL 19, 1977 AS LIBER 19707, PAGE 390, REGISTER NO. G184997. *(DEPICTED ON PLANS)*
9. RIGHTS OF OTHER RIPARIAN OWNERS AND TO THE PUBLIC TRUST IN AND TO THE WATERS OF THE DRAIN CROSSING SUBJECT PROPERTY.
10. INTEREST OF OTHERS IN OIL, GAS AND MINERAL RIGHTS, IF ANY, WHETHER OR NOT RECORDED IN THE PUBLIC RECORDS.
11. INTEREST, IF ANY, OF THE UNITED STATES, STATE OF MICHIGAN, OR ANY POLITICAL SUBDIVISION THEREOF, IN THE OIL, GAS AND MINERALS IN AND UNDER AND THAT MAY BE PRODUCED FROM THE LAND.
12. ANY RIGHTS, TITLE INTEREST OR CLAIM THEREOF TO THAT PORTION OF THE LAND TAKEN, USED OR GRANTED FOR STREETS, ROADS OR HIGHWAYS.
13. RIGHTS OF TENANTS, IF ANY, UNDER ANY UNRECORDED LEASES.
14. LIEN FOR OUTSTANDING WATER OR SEWER CHARGES, IF ANY.

NOTE REGARDING EXISTING UTILITIES:

THE FOLLOWING UTILITY COMPANIES WERE CONTACTED VIA THE MISS DIG DESIGN TICKET SYSTEM TO REQUEST RECORD MAPS OF THEIR UTILITIES IN THE AREA. UNDERGROUND UTILITIES HAVE BEEN DEPICTED USING A COMBINATION OF FIELD OBSERVATION AND EXAMINATION OF RECORD PLANS PROVIDED BY UTILITY COMPANIES RESPONDING TO A MISS DIG DESIGN TICKET REQUEST.
PLEASE NOTE THAT THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED WITHOUT EXCAVATION.

123NET FIBER OPTIC	NOT RECEIVED BY DATE ON SURVEY
AT&T TELEPHONE	SHOWN
COMCAST CABLE TV	SHOWN
CONSUMERS ENERGY	NOT RECEIVED BY DATE ON SURVEY
CONSUMERS ENERGY GAS	SHOWN
DTE ENERGY	SHOWN
LIVONIA CITY WATER, SANITARY, STORM	SHOWN
MCI/VERIZON	NOT RECEIVED BY DATE ON SURVEY
US SIGNAL FIBER OPTICS	NOT RECEIVED BY DATE ON SURVEY

LEGEND:

PARCEL LINE	
OFF-SITE PARCEL LINE	
EASEMENT LINE	
SANITARY SEWER	
STORM SEWER	
WATER MAIN	
OVERHEAD WIRE	OHW
UNDERGROUND ELECTRIC	UGE
GAS	GAS
UNDERGROUND TELEPHONE	UGT
EXISTING PAVEMENT	
EXISTING CONCRETE	
MANHOLE	
GATE VALVE	
HYDRANT	
UTILITY POLE	
LIGHT POLE/LAMP POST	
GAS METER	
ELECTRIC METER	
FOUND IRON ROD	F.I.R.

CERTIFICATION:

TO 13400 NEWBURGH, LLC, A MICHIGAN LIMITED LIABILITY COMPANY, FIRST AMERICAN TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 11, AND 13 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON SEPTEMBER 16, 2025.

PER TITLE COMMITMENT NO. 1036372 OF FIRST AMERICAN TITLE INSURANCE COMPANY. DATED JULY 16, 2025 AT 8:00 A.M.

DATE: 09-22-2025

SIGNED: _____
EVAN M. PRIEST, P.S.
LICENSE NO. 4001071259

STATE OF MICHIGAN
EVAN M. PRIEST
LICENSE NO. 4001071259
Licensed Land Surveyor

PROPRIETOR
STEVEN HAMADE
24409 FAIRMOUNT DR.
DEARBORN, MI 48124
(248) 912-5464
stevehamade@gmail.com

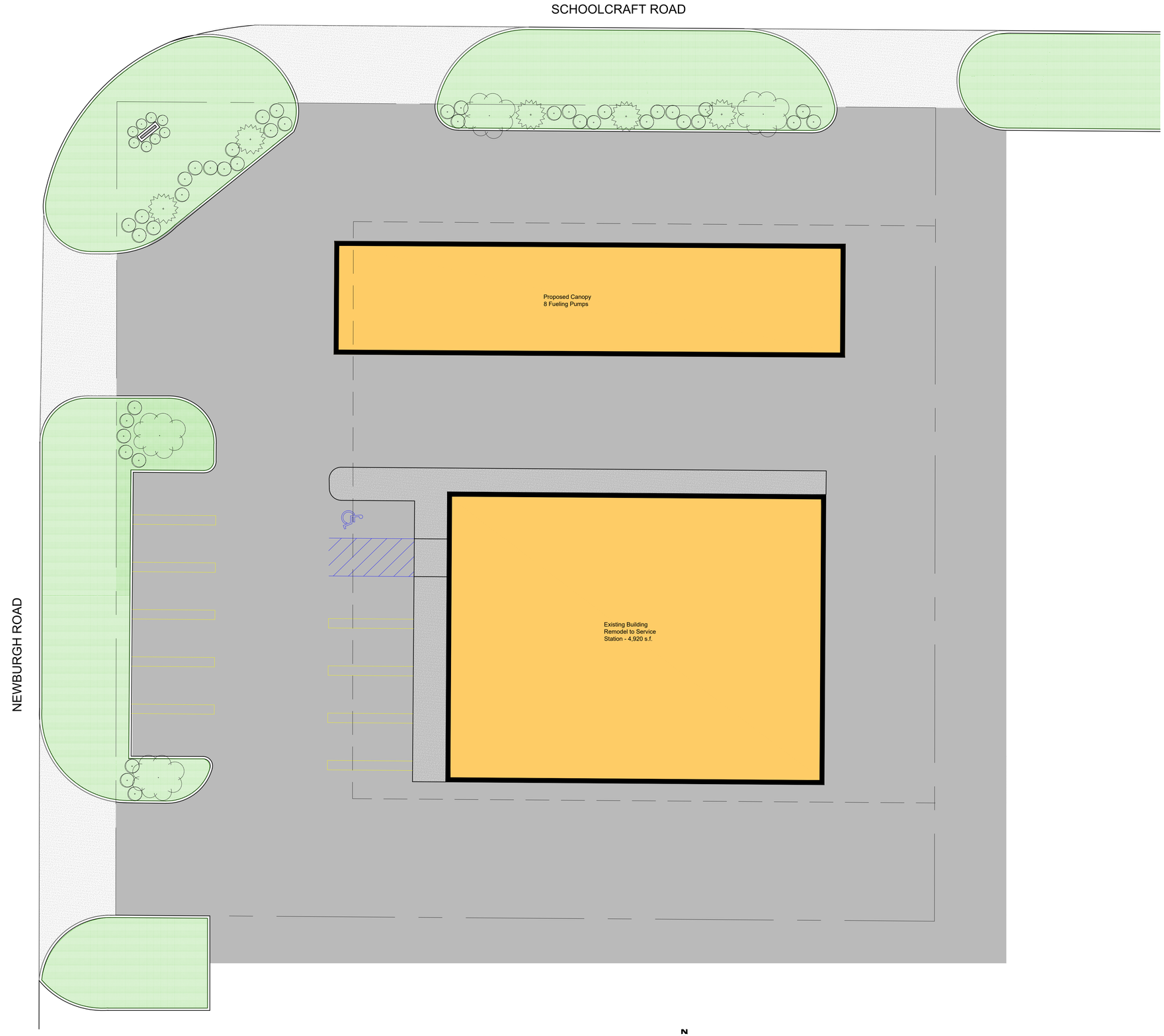
DATE: 09-22-2025
PM: EMP
ENG: EMP
SURVEY:
CAD: ADB
VDATUM: NAVD88
SCALE: 1" = 20'

STATUS:
JOB NO. 2025.89
REVISIONS:
ON DEPOINT LAYER

ENGINEERS, SURVEYORS
MLP
AND ASSOCIATES, INC.
Michael L. Priest & Associates, Inc.
40655 Koppernick Road, Canton, MI 48187
phone: (734) 459-8560
fax: (734) 459-2585

ALTA/NSPS LAND TITLE SURVEY
13400 NEWBURGH ROAD
PART OF THE NORTHWEST 1/4 OF SECTION 29, TOWN 1 SOUTH, RANGE 9 EAST
CITY OF LIVONIA, WAYNE COUNTY, MICHIGAN

SHEET 01



LANDSCAPE SITE PLAN

SCALE: 1"=10'-0"

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ARCHITECTURE & PLANNING
44456 CLARE BLVD, PLYMOUTH, MICHIGAN 48170
TELEPHONE • 734 377-4632
ASSOCIATE/CONSULTANT

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SHEET TITLE: Site Plan

ISSUED FOR: Rezoning — DATE: 09/24/25

PROJECT:
Site Plan for
J & J Land Holdings
13400 Newburgh Road
Livonia, Michigan 48150

APPROVED | DRAWING DATE: 09/04/2025

CHECKED | DRAWN

PROJECT No.: 25-750 .00

SHEET No.: L -01


Shell
Regular Cash 2.499
Regular Credit 2.499
Diesel Efficient 2.499


V-Power

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

October 6, 2025

Mr. Kristoffer Canty
Planner IV
City of Livonia

Re: Petition 2025-09-01-01 – #13400 Newburgh Road

Dear Mr. Canty:

In accordance with your request, the Engineering Division has reviewed the above-mentioned 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 **#13400 Newburgh**. Should additional addresses be needed, the Owner will need to contact this Department once approvals have been obtained. The legal description included with the drawings appears to be correct and should be used for the rezoning if the proposal is approved.
2. The existing parcel is currently serviced by public sanitary sewer, storm sewer and water main. Utility information has not been submitted with the drawings, but we do not believe there will be any adverse effects to these systems from the proposed project.
3. As noted, no utility information has been provided, but it should be noted that any proposed construction will be required to meet the Wayne County Stormwater Ordinance, including detention.
4. Per the submitted drawings, four approaches to the property are proposed. Due to the proximity to the intersection, one or more of the approaches may need to be eliminated, or have restrictions on turning movements. A traffic study may be required to justify the proposed amount of approaches and turn movements.

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: 2025 Petition File

DEPARTMENT OF PUBLIC SAFETY
LIVONIA FIRE & RESCUE

ROBERT JENNISON
FIRE CHIEF

MAUREEN MILLER BROSNAN
MAYOR

14910 FARMINGTON ROAD
LIVONIA, MICHIGAN 48154-5419
734-466-2444
734-466-2082 fax

DATE: October 15, 2025

TO: Kristoffer Canty, Planner IV

FROM: Livonia Fire Prevention Division

SUBJECT: Petition # 2025-09-01-01 13400 Newburgh. Proposed gas Station

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

We have no objections to this proposal.

A further detailed plan review will take place when this division receives an official plan set.

Sincerely,

Brian R. Kukla

Brian R. Kukla
Fire Marshal

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF POLICE

THOMAS GORALSKI
CHIEF OF POLICE

MAUREEN MILLER BROSNAN
MAYOR

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

October 13th 2025

Mr. Kristoffer Canty
City of Livonia Planning Dept
33000 Civic Center Drive
Livonia, MI 48154

Re: Petition 2025-09-01-01 – 13400 Newburgh Road

Mr. Canty,

I have reviewed the plans in connection with the petition. Newburgh and Schoolcraft is historically a high crash intersection and the addition of this development should be carefully analyzed. Any landscaping planned on the north side of the development should be limited in height to reduce any sight distance issues with traffic exiting the development onto eastbound Schoolcraft. The new proposed drive approach on Newburgh at the northwest corner of the property should be limited to right turns only due to its proximity to the intersection.

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

Sincerely,

FOR THE CHIEF OF POLICE,

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

INSPECTION DEPARTMENT

BUILDING
HEATING
PLUMBING
ELECTRICAL
ZONING
ENVIRONMENTAL PROTECTION
ORDINANCE ENFORCEMENT

MAUREEN MILLER BROSNAN
MAYOR

JEROME A. HANNA
DIRECTOR

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

Date: October 21, 2025

To: Kristoffer Canty

From: Jerome Hanna

RE: Petition 2025-09-01-01- 13400 Newburgh Road

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

This Department has no objections to this Petition.

I trust this provides the requested information.

Jerome Hanna
Jerome Hanna
Director of Inspection

OFFICE OF THE TREASURER

SUSAN M. NASH
CITY TREASURER

33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3060
(734) 466-2245
FAX: (734) 421-7230

October 6, 2025

RE: 13400 Newburgh rd

Attention: planning Commissioners

All taxes have been paid on this property.

If you have any further questions, please contact me

Thank you

Susan Nash
Livonia City Treasurer

AN ORDINANCE AMENDING SECTION 29 OF THE ZONING MAP OF THE CITY OF LIVONIA AND AMENDING ARTICLE III OF LIVONIA ZONING ORDINANCE, AS AMENDED, KNOWN AND CITED AS "THE CITY OF LIVONIA ZONING ORDINANCE" BY ADDING SECTION _____ THERETO.

THE CITY OF LIVONIA ORDAINS:

Section 1. Pursuant to the report of the City Planning Commission, dated October 29, 2025, setting forth its resolution 10-43-2025 recommending approval of Petition 2025-09-01-01, having been considered by the Council, and the Council having conducted a public hearing on November 19, 2025, on said petition, and having concurred in the recommendation of the City Planning Commission, the Council hereby adopts said Petition 2025-09-01-01 to amend the Zoning Ordinance and Zoning Map of the City of Livonia and all proceedings heretofore conducted on said petition are hereby approved.

Section 2. Article III of the City of Livonia Zoning Ordinance, as amended, is hereby amended by adding thereto the following section:

Section 3. . Petition 2025-09-01-01 submitted by J & J Land Holdings LLC is hereby approved, and the zoning classification of the premises hereinafter described is hereby changed from M-1 (Light Manufacturing District) to C-2 (General Business District):

> THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LIVONIA, COUNTY OF WAYNE, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:
>
> SOUTH 172 FEET OF THAT PART OF THE NORTHWEST 1/4 OF SECTION 29, TOWN 1 SOUTH, RANGE 9 EAST, DESCRIBED AS BEGINNING AT THE NORTHWEST CORNER OF SECTION 29, AND PROCEEDING THENCE ALONG THE NORTH LINE OF SECTION 29, SOUTH 89 DEGREES 28 MINUTES 10 SECONDS EAST 333.0 FEET TO A POINT, THENCE SOUTH 00 DEGREES 16 MINUTES 03 SECONDS WEST 450.0 FEET TO A POINT, THENCE NORTH 89 DEGREES 28 MINUTES 10 SECONDS WEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO A POINT, THENCE NOTH 89 DEGREES 28 MINUTES 10 SECONDS WEEST 333.0 FEET TO A POINT ON THE WEST LINE OF SECTION 29, THENCE ALONG SAID

WEST LINE NORTH 00 DEGREES 16 MINUTES 03 SECONDS EAST 450.0 FEET TO THE POINT OF BEGINNING, EXCEPT THE WEST 60.0 FEET THEREOF.

and the Northwest 1/4 of Section 29 of the Zoning Map is hereby amended to conform to the changes made in this section.

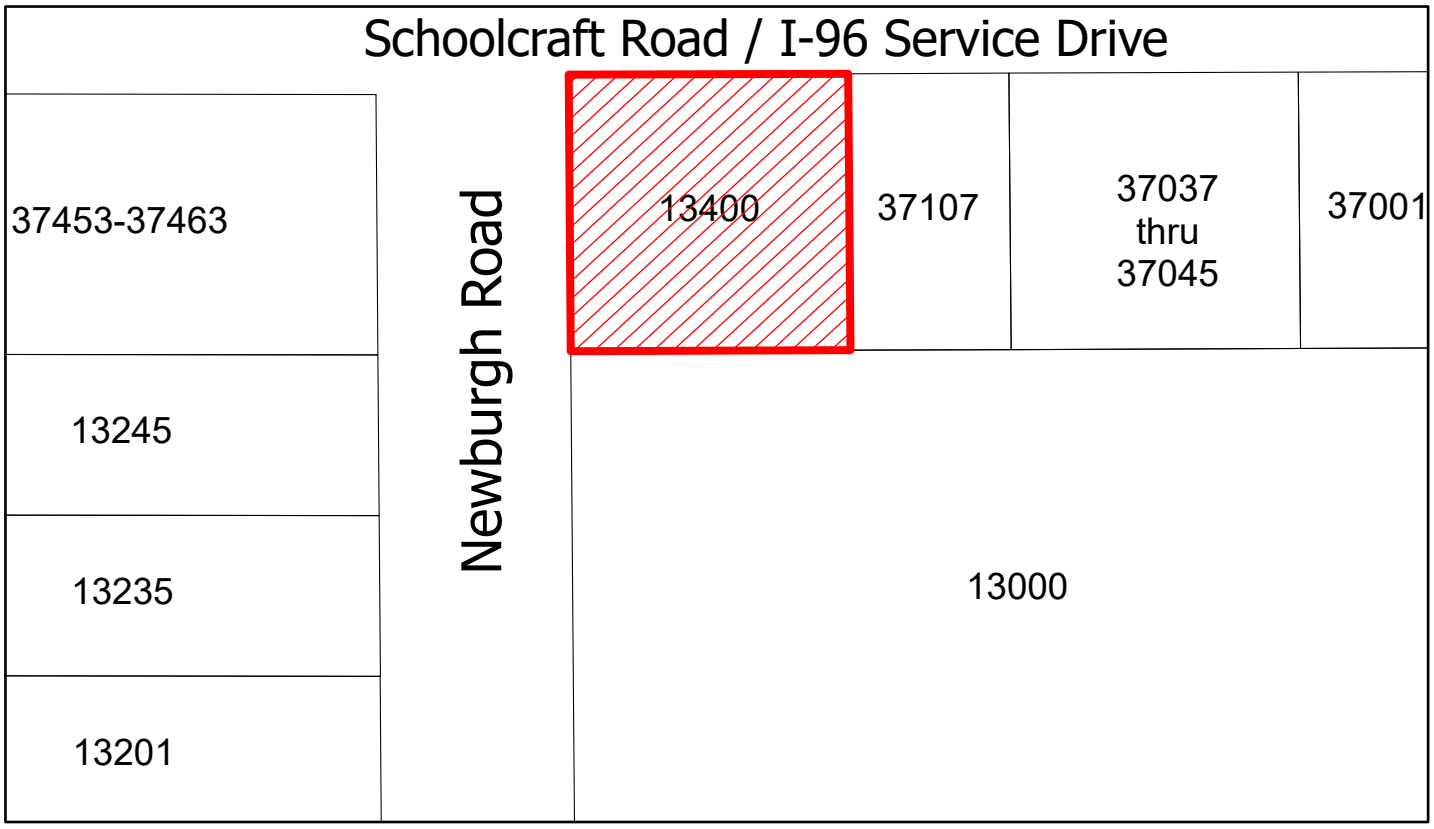
Section 4. The attached map designated “Amendment No. ___ to the Zoning Map of the City of Livonia” showing all of the amendments and changes made in the foregoing Section 2 of this ordinance is hereby approved, established and made a part hereof.

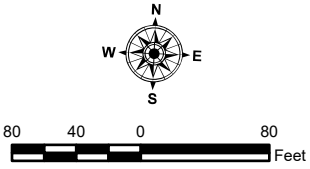
Section 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 6. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.

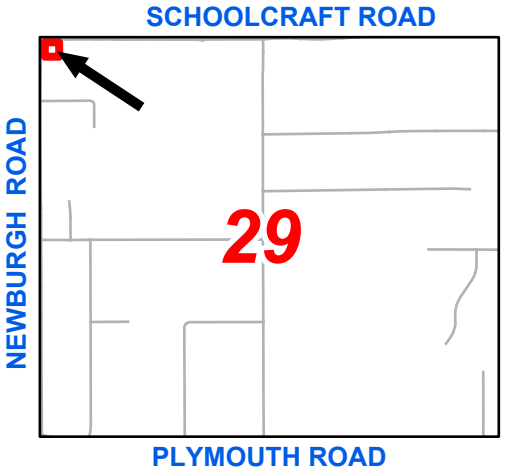
_____

BOUNDARY OF DISTRICT AS AMENDED FROM M-1, LIGHT MANUFACTURING TO C-2, GENERAL BUSINESS





PETITION NO. 2025-09-01-01
A PART OF THE N.W.. 1/4 OF SECTION 29



AMENDMENT NO. TO
THE LIVONIA ZONING MAP
CITY OF LIVONIA, MICHIGAN
ORDINANCE

Adopted by the City Council on

_____ MAYOR

_____ CLERK

LETTER TO THE LIVONIA CITY COUNCIL

25.

Council Office
November 7, 2025

MEETING DATE	PRESENTED BY
R111725/R120325	

AGENDA ITEM

PROPOSED AMENDMENT TO THE LIVONIA CODE OF ORDINANCES, AS AMENDED: Council Vice President Martha Ptashnik, re: to amend Title 2 of Chapter 2.96, Section 160 (Retirement system—Qualifications for membership).

BACKGROUND DETAILS

A request has been made by Council Vice President Martha Ptashnik to amend Section 2.96.160 of the Livonia Code of Ordinances, as amended. Accordingly, herewith submitted for your consideration is the proposed ordinance amendment prepared by the Department of Law for first read.

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

First Read

ATTACHMENTS

1. R111725 LTC Ord Amend - Retirement Sys
2. 2.96.160 - Retirement Ordinance

APPROVED BY

Martha Ptashnik, City Council Member

Date: November 13, 2025

AN ORDINANCE AMENDING SECTION 160 OF TITLE 2, CHAPTER 96 (THE CITY OF LIVONIA EMPLOYEES RETIREMENT SYSTEM DEFINED BENEFIT PLAN) OF THE LIVONIA CODE OF ORDINANCES, AS AMENDED.

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 160 of Title 2, Chapter 96 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

2.96.160 - Retirement system—Qualifications for membership. The membership of the retirement system shall include all persons in the classified and unclassified service of the Civil Service who perform services on a permanent part-time or full-time basis. Any member who retires, begins receiving pension benefits and thereafter is re-employed by the City is entitled as an employee to participate only in the Defined Contribution Plan set forth in Chapter 2.97 of the Livonia Code of Ordinances and only if the conditions set forth in Section 2.96.175 and Section 2.97.085 of the Livonia Code of Ordinances have been met. Temporary persons in either the classified or unclassified service are specifically excluded from membership. In case of doubt as to the membership status of any person, the Civil Service Commission shall decide the issue; provided, however, that salaried elected officials shall be determined to be full-time employees of the City for the purposes of this chapter. ~~All salaried elected officials assuming office after December 31, 1985, may be excluded from membership in the retirement system at their option upon written notification to the Board. All salaried elected officials assuming office after December 31, 1993, shall be required to determine no later than thirty (30) days after taking the oath of office whether to be excluded from membership in the retirement system. Any contributions paid into the retirement system by such elected officials who elect to be excluded shall be refunded with accrued interest. Any salaried elected official who has exercised the option to be excluded from membership in the retirement system shall be prohibited at any time thereafter from becoming a member of the retirement system while serving in that particular elected office, and from claiming any opted-out time as retirement credit if serving the City in any other elected, appointed or paid position.~~

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this ordinance full force and effect.

Section 3. Should any portion of this ordinance be held invalid for any reason, such holding shall not be construed as affecting the validity of any of the remaining portions of this ordinance.