

OFFICE OF THE COUNCIL

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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 17, 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.

Revised 2031st Regular Meeting Agenda of the Council of the City of Livonia
Wednesday, December 17, 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 December 3, 2025

AUDIENCE COMMUNICATION

REPORTS FROM THE MAYOR AND OTHER CITY OFFICIALS

- a. Communication from the Department of Finance dated December 2, 2025, re: forwarding the Departmental Purchases Report, for the month ending November 30, 2025.

CONSENT AGENDA

1. REQUEST TO WAIVE THE FORMAL BIDDING PROCESS AND AUTHORIZE RENEWAL OF AGREEMENT WITH HEGIRA HEALTH, INC.: Division of Police, re: to renew the agreement to continue providing law enforcement/mental health co-response services to the residents of Livonia. (Approving)
2. REQUEST FOR AUTHORIZATION TO PURCHASE FIVE (5) POWER PRO TWO AMBULANCE STRETCHERS: Livonia Fire & Rescue, re: to be placed in frontline vehicles and improve worker and patient safety, from budgeted funds. (Approving)
3. REQUEST FOR AUTHORIZATION TO WAIVE THE SEALED BID PROCESS AND PURCHASE FROM SOLE SOURCE WITH COOPERATIVE PURCHASING CONSORTIUM CONTRACT: Livonia Fire Department, re: for purchase of two (2) Zoll Cardiac Monitor/Defibrillators to replace outdated or decertified equipment, from budgeted funds. (Approving)
4. REQUEST FOR AUTHORIZATION TO WAIVE THE SEALED BID PROCESS AND PURCHASE FROM SOLE SOURCE PROVIDER: Department of Parks and Recreation, re: for insecticide, fungicide, pesticide, herbicide and fertilizer needed for the 2026 golf season to maintain Fox Creek, Whispering Willows and Idyl Wyld golf courses from budgeted funds. (Approving)
5. AWARD OF BID: Public Works Division, re: for water main repair clamps for the City's 2026 and 2027 calendar years, from budgeted funds. (Approving)
6. REQUEST TO EXTEND CONTRACT: Department of Public Works, re: for the 2026 Municipal Park Mowing Program, which involves approximately 136 acres of parks, cemetery and fire station property, from budgeted funds. (Approving)
7. REQUEST TO APPROVE CONTRACT WITH ETNA SUPPLY COMPANY, THE SOLE SOURCE PROVIDER OF SENSUS METERS IN MICHIGAN: Public Works Division, re: for water meters and supplies in an amount not to exceed \$1,500,000.00; from budgeted funds. (Approving)

8. REQUEST FOR AUTHORIZATION TO PURCHASE JACK UNIT REPLACEMENT THROUGH HOUSTON GALVESTON AREA COUNCIL (HGAC-BUY) COOPERATIVE PURCHASING CONSORTIUM: Department of Public Works, re: to replace Front Hoist #9 leaking jack unit, from budgeted funds. (Approving)
9. REQUEST TO AMEND THE QBS ENGINEERING CONTRACT WITH OHM ADVISORS FOR CONSTRUCTION ENGINEERING (CE) SERVICES FOR THE 2025 TRAFFIC SIGNAL MODERNIZATION PROJECTS: Engineering Division, re: at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road, in the amount of \$133,413.00, from budgeted funds. (CR 336-21) (Approving)

UNFINISHED BUSINESS - MEETINGS OF THE COMMITTEE(S)

10. 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

11. ROLL CALL: 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. First Reading given by Councilmember Rob Donovic on December 3, 2025.
12. ROLL CALL: 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. First Reading given by Councilmember Rob Donovic on December 3, 2025.
13. DETERMINATION OF THE LOCAL OFFICERS COMPENSATION COMMISSION: Office of the City Clerk, re: the salaries of elected officials for the calendar years 2026 and 2027, in accordance with Section 2.48.030 of Chapter 2.48 of the Livonia Code of Ordinances as amended.

NEW BUSINESS

14. REQUEST TO AUTHORIZE ADDITIONAL EXPENDITURE: Engineering Division, re: for the 2025 Concrete Road Program (Contract 25-C), from budgeted funds. (CR 65-25)
15. REQUEST TO AUTHORIZE APPROPRIATION AND BUDGET AMENDMENT: Engineering Division, re: to allow payment for emergency concrete repairs on Newburgh Road (Ann Arbor Road to Amrhein Road). (CR 428-24)
16. REQUEST TO APPROVE OR DENY SETTLEMENT: Department of Law, re: Belmond Properties, LLC v City of Livonia; U.S. District Court Case No. 2:25-cv-11720.
17. AWARD OF BID: Department of Parks and Recreation, re: for the construction of a pavilion and restrooms at Rotary Park, from budgeted funds.

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.



LETTER TO THE LIVONIA CITY COUNCIL

Finance
December 2, 2025

MEETING DATE

R121725

PRESENTED BY

AGENDA ITEM

a. Communication from the Department of Finance dated December 2, 2025, re: forwarding the Departmental Purchases Report, for the month ending November 30, 2025.

BACKGROUND DETAILS

Finance Ordinance 3.04.130(A) requires that a report be provided to the governing body regarding departmental purchases that are between \$15,000 and \$19,999. Attached hereto are the departmental purchases that meet this criterion for the month ending November 30, 2025. Additional details on these purchases will be provided upon request.

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

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

ATTACHMENTS

1. City Council - Receive and File Purchases - November 2025

APPROVED BY

Handwritten signature of Benjamin N. Grier in blue ink.

Benjamin N. Grier, JD, CPA, Finance Director

Date: December 08, 2025

Handwritten signature of Maureen Miller Brosnan in black ink.

Maureen Miller Brosnan, Mayor

Date: December 09, 2025

City of Livonia

For Month of : **November 2025**

City Council - Receive and File Purchases

Pursuant to Ordinance Section 3.04.130, purchases between \$15,000 and \$19,999 need to be submitted to City Council as a receive and file item. Below are the purchases that meet this criteria.

<u>Item #</u>	<u>Date</u>	<u>Department</u>	<u>Vendor</u>	<u>Item</u>	<u>Cost</u>	<u>Description</u>
1	11/4/2025	Police	Airspace link	Drones	\$18,470.00	3 Thermal Drones w/ Battery Kits Govt Contract pricing through agreement w/City
2	11/10/2025	Accounting/Finance	Testing Engineers & Consulta	Geotechnical Investigation	\$18,181.00	Geotechnical Investigation for Livonia City Center LPD new facility
3	11/17/2025	Police	INsight Public Sector	Trend Micro Security Subscription	19865.67	Software Maintenance/OMNIA Govt Contract
4	11/26/2025	DPW	Global Building Maint.	window washing	\$19,125.00	washing windows per their MITN quote sheet
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LETTER TO THE LIVONIA CITY COUNCIL

2.

Police
November 18, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Thomas Goralski, Police Chief

AGENDA ITEM

REQUEST TO WAIVE THE FORMAL BIDDING PROCESS AND AUTHORIZE RENEWAL OF AGREEMENT WITH HEGIRA HEALTH, INC.: Division of Police, re: to continue providing law enforcement/mental health co-response services to the residents of Livonia for a term of two (2) years, from budgeted funds.

BACKGROUND DETAILS

Since 2020, Hegira Health, Inc. has consistently been a valued community partner providing reliable and professional services to the police department and the community we serve. Hegira Health, Inc.'s performance has met the standards set forth in the current contract, and they continue to demonstrate responsiveness, accountability, and a strong commitment to the city and our community. Hegira Health, Inc. employee Crisis Clinician Jonathan Reed's performance has far exceeded our expectations and continues to be a valued member of this department. For the past two years, the crisis clinician has received a total of 2,212 referrals and has had 894 co-responses. In addition to managing his three-thousand cases with constant follow-up interactions, Crisis Clinician Reed has provided invaluable training to department personnel. This training included police officer and supervisor yearly training, Suicide Prevention, Court Petitions, and Reserve Police Officer yearly training.

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

The Livonia Division of Police recommends renewing the agreement with Hegira Health, Inc., 37450 Schoolcraft Road, Livonia, 48154, to continue providing one full-time master's degree level social workers to be embedded with the Livonia Police Department at a cost not to exceed an annual amount of \$190,000.00 for compensation of services. The agreement will be effective as of December 1, 2025 and will continue for two (2) years through November 30, 2027. Funds have been budgeted in account #284-000-818-000, Opiod Settlement Fund — Contractual Services.

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)

The agreement with Hegira Health, Inc., will be effective December 1, 2025 and continue for two (2) years through November 30, 2027 at a cost not to exceed an annual amount of \$190,000.00 for compensation of services from funds allocated in account #284-000-818-000, Opioid Settlement Fund — Contractual Services.

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): Pursuant to Finance Ordinance 3.04.140. E.2.a. The Livonia Division of Police is requesting a waiver of the sealed bid process and renew the agreement to utilize the resources of Hegira Health, Inc., 37450 Schoolcraft Road, Livonia, 48154.

ATTACHMENTS

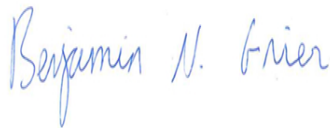
1. S120325 LTC Hegira Health contract
2. Hegira Agreement

APPROVED BY



Thomas Goralski, Police Chief

Date: November 21, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 21, 2025



Carter Fisher, City Attorney

Date: November 21, 2025

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

Date: November 21, 2025

Maureen Miller Brosnan, Mayor

Vendor Agreement

City of Livonia and Hegira Health, Inc.

This is a vendor agreement between the City of Livonia (City), located at 33000 Civic Center Dr., Livonia, MI 48154 and Hegira Health, Inc. (HHI) located at 37450 Schoolcraft Rd., Ste. 110, Livonia, MI 48150. The agreement is effective as of December 1, 2025 and will continue for two (2) years through November 30, 2027.

Purpose:

The Livonia Police Department (LPD) seeks to embed mental health clinicians within their department to provide law enforcement/mental health co-response services to the residents of Livonia.

Statement of Work:

HHI will provide one full time, licensed, Masters-level clinician (Social Worker, Counselor or Psychologist) to be embedded within LPD. The clinician will be available to co-respond with officers at the scene either in real time or be called out by the officer after their initial dispatch to the scene. The clinician will follow-up with individuals whom they have had contact with and provide ongoing crisis stabilization services to ensure they are linked to treatment and services in the community. To ensure timely access, the clinician will also be available to provide telehealth consultation and assessment services either to support officers in the field or directly for persons needing services. The designated clinician will respond only to LPD calls for service and will not respond to calls for any other jurisdiction. HHI and LPD will work together to interview and select candidates and ensure that all background clearance and credentialing documents are obtained and verified prior to employment.

Compensation:

HHI will employ one behavioral health clinician available exclusively to the Livonia Police Department to provide all services under this Agreement. HHI will be responsible for all direct and indirect program expenses, including, but not limited to, salary, benefits, equipment, travel, insurance, supervision and program administration. In year 1, HHI will be reimbursed by LPD an amount of \$9,045.92 per month, or \$108,551 annually, paid to HHI to the designated program staff in accordance with HHI personnel policies, including allowances for training, holidays, or Paid Time Off. In year 2, a 3% escalator will be added to the monthly fee increasing the reimbursement to \$9,317.30 per month, or \$111,807.60 annually. Addendum A details the annual budget associated with the clinician including program and administrative costs.

Independent Contractor Status:

It is understood by and between the parties that HHI is an independent contractor, and that no employee/employer relationship is created under this Agreement. HHI and its employees are not employees of the City of Livonia or the Livonia Police Department and are therefore not entitled to any benefits afforded under such a relationship. HHI will be responsible for all payments of wages, benefits, and taxes for program staff in accordance with company personnel policies and

applicable laws. HHI will carry workers' compensation and liability insurance coverage for its employees as required by law and in amounts consistent with industry standards.

Representation and Insurance Coverages:

- I. HHI represents and warrants that it is duly organized, validly existing and in good standing under the laws of its jurisdiction of incorporation, and that it has all necessary rights, titles and licenses to provide the services under this agreement.
- II. HHI represents and warrants that it will perform the services in a professional manner in accordance with industry standards.
- III. Potentially Dangerous Activity. HHI and its clinicians understand and are aware that law enforcement is a potentially dangerous occupation and exposes police officers and the public to actions committed by potentially dangerous or mentally ill individuals, and to circumstances or actions that may result in serious injury and/or death. Although the LPD and its officers will do their best to minimize such risks, the City cannot guarantee that dangerous activities or actions will not occur.
- IV. Insurance. During the term of this Agreement, and any renewal hereafter, HHI shall, at its own expense, obtain and keep in force policies of insurance, including commercial general liability insurance, excess liability insurance and professional liability insurance, with coverage limits of not less than \$1,000,000.00 per occurrence and not less than \$3,000,000.00 aggregate. The City shall be named as an insurer on HHI's insurance policies.

Upon the execution of this Agreement, and every renewal period thereafter that this Agreement remains in effect, HHI shall furnish the City of Livonia with a completed "Proof Of Insurance For City Of Livonia Projects" (a copy of which is attached to this agreement) evidencing that the policies of insurance are in effect and providing that the City shall be notified in writing at least 30 days before cancellation of, any material change in, or renewal of the policy.

Any insurance maintained by HHI, including its workers' compensation insurance, shall contain a clause or endorsement under which the insurer waives all rights of subrogation against the City or its agents or employees with respect to losses payable under the policy.

Records Management:

HHI shall maintain appropriate records relating to service, client care, and financial information. All records of service will be documented in HHI's electronic health record. Individuals choosing to continue with community-based services following the initial crisis contact will be required to consent to a program specific release of information that includes both HHI and LPD. HHI will keep all records for ten years after the termination of this agreement.

Confidentiality:

Both HHI and LPD will keep confidential and not disclose the other party's confidential information without express permission via written consent. Additionally, both parties agree not to use, or permit others to use the other party's confidential information for any purpose other than related to the provision of services. Both parties will take all reasonable measures to avoid disclosure of

confidential information, including, at a minimum, those measures and the degree of care it takes to protect its own confidential information. Nothing herein shall be construed to limit or prohibit the City's compliance with the Freedom of Information Act, MCL 15.231, et seq.

HHI, its personnel, and anyone it may contract with to provide services under this agreement, shall comply with the Health Insurance Portability and Accountability Act of 1996 (HIPAA, Public Law 104-191, as amended) and 42 CFR Part 2: Confidentiality of Substance Use Disorder Patient Records.

Conflict of Interest:

The City of Livonia agrees to not directly hire HHI staff placed in the Mobile Crisis Co-Response Clinician positions unless they have been previously vacated from the position for at least twelve consecutive months. Both HHI and the City of Livonia affirm that no principal, representative, agent, or other person acting on behalf of or legally capable of acting on behalf of each entity is currently an employee of the other entity. If such a person comes to exist in the future, measures will be taken to ensure confidentiality of sensitive information.

Standard Assurances and Non-Discrimination:

No employee or applicant for employment with HHI shall be subjected to discrimination with respect to hiring, recruitment, advancement or discharge, and shall adhere to all applicable Federal, State and local laws, ordinances, rules and regulations, and policies prohibiting discrimination.

Debarment and Suspension:

HHI certifies to the best of its knowledge and belief that it and its subcontractors:

- I. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any federal department or agency.
- II. Have not within a three year period preceding this agreement been convicted of, or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, performing in a public transaction or contract; violation of state and/or federal antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- III. Have not, within a three-year period preceding the effective date of this agreement, had one or more public transactions terminated for cause or as a result of default.

Term and Termination:

The term of this agreement shall commence upon the beginning of the provision of services and shall terminate upon the occurrence of any of the following:

- I. Either party may terminate this agreement for cause if the other party is in breach by providing written notice to the breaching party within thirty days of the breach. The notice shall specify the breach for which the agreement is potentially being terminated with the desired cure necessary to prevent contract termination. If the breaching party

fails to remedy the breach to the satisfaction of the other party before the effective date of termination, this agreement shall terminate.

- II. Either party may terminate this agreement without cause upon thirty days prior written notice to the other party.

Miscellaneous:

- I. This instrument contains the entire Agreement of the parties, and all prior verbal and/or written negotiations are merged herein. Any amendments or modifications to this Agreement must be approved by both parties in writing and shall be incorporated by an addendum or attachment to this Agreement.
- II. Photocopies, Facsimile transmissions, and other reproductions of this Agreement will be deemed to be original counterparts of this Agreement.
- III. This Agreement is intended to be performed in accordance with, and only to the extent permitted by, all applicable laws, ordinances, rules, and regulations. If any provision of this Agreement or its application to any person or circumstance is, for any reason and to any extent, invalid or unenforceable, the remainder of this Agreement and the application of the provision to other persons or circumstances shall not be affected by it but rather shall be enforced to the greatest extent permitted by law.
- IV. No waiver by either party of any of the provisions hereof shall be effective unless explicitly set forth in writing and signed by the party. No failure to exercise, or delay in exercising, any right, remedy, power, or privilege arising from this Agreement shall operate or be construed as a waiver thereof; nor shall any single or partial exercise of any right, remedy, power or privilege hereunder preclude any other or further exercise thereof or the exercise of any other right, remedy or privilege.

Certification:

The persons signing on behalf of each party certify by their signature that they are authorized to sign this agreement on behalf of each party and that this agreement has been authorized.

Hegira Health, Inc.



Carol Zuniga, CEO

November 21, 2025

Date

City Of Livonia

Date



LETTER TO THE LIVONIA CITY COUNCIL

3.

Fire
November 13, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Robert Jennison, Fire Chief

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO PURCHASE FIVE (5) POWER PRO TWO AMBULANCE STRETCHERS: Livonia Fire & Rescue, re: to be placed in frontline vehicles and improve worker and patient safety, from budgeted funds.

BACKGROUND DETAILS

It is respectfully requested that City Council approve the purchase of Five (5) Power Pro Two-Ambulance Stretchers and accessories, including 5-year PROCARE protection plan from Stryker Medical, 3800 E. Center Ave., Portage, MI 49002, for the amount of \$210,557.60. This is a sole vendor request due to the compatibility with the department's existing fleet of Stryker ambulance stretchers and their superior performance over the last 15 years. This equipment will be placed in frontline vehicles and improve worker and patient safety. This purchase replaces five (5) Power Pro stretchers between 8 and 15 years in age, which are being traded in for credit toward purchase. The stretchers have an expected service life of seven years per manufacturer. Sale of equipment would provide no financial benefit due to age and poor condition of equipment.

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

It is the recommendation of the Fire Department that Council proceed as follows:

Waive the formal bidding process in accordance with Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended, as Stryker Medical is the sole authorized distributor for Stryker Power Pro Two Stretchers in the State of Michigan.

Authorize purchase from Stryker Medical in the amount of \$210,557.60 from funds budgeted in Account 101-338-979-000 (Capital Outlay-Fire Equipment).

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

5 - Power Pro Two Ambulance & Stretchers, accessories including protection plan.

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

\$210,557.60

DETAILED WORK BEING PERFORMED

n/a

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

Funding is available in Account No. 101-338-979-000.

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): Stryker Medical is the sole authorized distributor for Stryker Power Pro Two Stretchers in the State of Michigan.

ATTACHMENTS

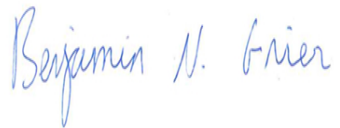
1. Livonia FD Power Cots 2 Updated Quote 11.13.25

APPROVED BY



Robert Jennison, Fire Chief

Date: November 13, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 13, 2025



Carter Fisher, City Attorney

Date: November 13, 2025



Maureen Miller Brosnan, Mayor

Date: November 21, 2025



PP2 Quote

Quote Number:11194905

Version:1

Prepared For:CITY OF LIVONIA FIRE AND RESCUE

Attn:

Quote Date:10/10/2025

Expiration Date:02/11/2026

Contract Start:06/05/2025

Contract End:06/04/2026

Remit to:Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Rep:Jamie Smith
Email:jamie.smith@stryker.com
Phone Number:
Mobile:(269) 303-1257

Delivery Address		Sold To - Shipping		Bill To Account	
Name:	CITY OF LIVONIA FIRE AND RESCUE	Name:	CITY OF LIVONIA FIRE AND RESCUE	Name:	CITY OF LIVONIA FIRE AND RESCUE
Account #:	20127423	Account #:	20127423	Account #:	20127423
Address:	14910 FARMINGTON RD	Address:	14910 FARMINGTON RD	Address:	
	LIVONIA		LIVONIA		
	Michigan 48154-5419		Michigan 48154-5419		

Equipment Products:

#	Product	Description	Qty	Sell Price	Total
1.0	650705550001	6507 POWER PRO 2, HIGH CONFIG	5	\$37,039.82	\$185,199.12
2.0	650700450301	ASSEMBLY, BATTERY CHARGER	5	\$969.60	\$4,848.00
3.0	650707000002	KIT, ALVARIUM BATTERY, SERVICE	5	\$677.40	\$3,387.00
6.0	650700450102	ASSEMBLY, POWER CORD, NORTH AM	5	\$22.20	\$111.00
Equipment Total:					\$193,545.10

ProCare Products:

#	Product	Description	Qty	Sell Price	Total
5.1	POWERPRO-PROCARE	Power Pro 2 for 6507 POWER PRO 2, HIGH CONFIG 06/06/2025 - 06/05/2030 ✓ Parts, Labor, Travel ✓ Preventative Maintenance ✓ Batteries Service ✓ Smart Equip. Management	5	\$7,102.50	\$35,512.50
ProCare Total:					\$35,512.50



PP2 Quote

Quote Number:	11194905	Remit to:	Stryker Sales, LLC 21343 NETWORK PLACE CHICAGO IL 60673-1213 USA
Version:	1	Rep:	Jamie Smith
Prepared For:	CITY OF LIVONIA FIRE AND RESCUE	Email:	jamie.smith@stryker.com
Attn:		Phone Number:	
		Mobile:	(269) 303-1257
Quote Date:	10/10/2025		
Expiration Date:	02/11/2026		
Contract Start:	06/05/2025		
Contract End:	06/04/2026		

Price Totals:

Estimated Sales Tax (0.000%):	\$0.00
Shipping and Handling:	\$1,500.00
Grand Total:	\$210,557.60

Prices: In effect for 30 days

Terms: Net 30 Days

Shipping & Handling Includes:
Standard freight, special packaging, semi rigging cranes, labor & delivery of equipment to final location, removal of all packaging, pre-delivery site check, education/training

Terms and Conditions:
Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's terms and conditions can be found at https://techweb.stryker.com/Terms_Conditions/index.html.



LETTER TO THE LIVONIA CITY COUNCIL

4.

Fire
November 20, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Robert Jennison, Fire Chief

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO WAIVE THE SEALED BID PROCESS AND PURCHASE FROM SOLE SOURCE WITH COOPERATIVE PURCHASING CONSORTIUM CONTRACT: Livonia Fire Department, re: for purchase of two (2) Zoll Cardiac Monitor/Defibrillators to replace outdated or decertified equipment, from budgeted funds.

BACKGROUND DETAILS

It is respectfully requested that the City Council approve the purchase of two (2) Cardiac Monitor/Defibrillators from ZOLL Medical Corporation, 269 Mill Road, South Chelmsford, MA 01824, a sole source vendor who has extended cooperative purchasing contract pricing in the amount of \$79,975.80. These new monitors will replace outdated or de-certified equipment, and are a critical piece of life-saving equipment utilized on a daily basis.

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

It is the recommendation of the Fire Department that Council proceeds as follows:

1. Waive the formal bidding process in accordance with Section 3.04.140.E.4 of the Livonia Code of Ordinances, as amended, as Zoll Medical is the sole-authorized distributor of the Zoll Cardiac Monitors, and has extended cooperative purchasing contract pricing.
2. Authorize a purchase from Zoll Medical Corp in the amount of \$79,975.80 from budgeted funds in account 101-338-979-000 (Capital Outlay-Fire Equipment), and allow the trade in of two (2), 10-year-old Monitor/Defibrillators which have reached their end of service. There would be no financial advantage in an attempted sale of end-of-service equipment.

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

Two (2) X Series Monitor/Defibrillators - 12-Lead ECG, Pacing, NIBP, SpO2, SpCO, EtCO2, CPR

Expansion Pack

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

Funding is available in Account No. 101-338-979-000

DETAILED WORK BEING PERFORMED

N/A

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

Funding in the amount of \$79,975.80 is available in Account No. 101-338-979-000

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

Waive Bid Process. Cooperative Contract Pricing through GPO NPP

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Cooperative Consortium Contract Pricing through GPO NPP

ATTACHMENTS

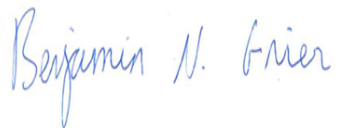
1. Zoll Quote Nov 2025

APPROVED BY



Robert Jennison, Fire Chief

Date: November 20, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 20, 2025



Maureen Miller Brosnan, Mayor

Date: November 21, 2025

**ZOLL Medical Corporation**

269 Mill Road
Chelmsford, MA 01824-4105
Federal ID# 04-2711626

Phone: (800) 348-9011
Fax: (978) 421-0015
Email: esales@zoll.com

Quote No: Q-57909 Version: 4

Livonia Fire and Rescue
14910 Farmington Rd
Livonia, MI 48154

ZOLL Customer No: 7001

Cory Bias
(734) 466-2444
cbias@lfdmail.com

Quote No: Q-57909
Version: 4

Issued Date: November 19, 2025
Expiration Date: December 31, 2025

Terms: Net due in 30 days

FOB: Destination
Freight: Free Freight

Prepared by: Peter Mastromatteo
EMS Territory Manager
pmastromatteo@zoll.com
+1 3394400058

Item	Contract Reference	Part Number	Description	Qty	List Price	Adj. Price	Total Price
1	CH-11644	601-2231011-01	X Series Monitor/Defibrillator - 12-Lead ECG, Pacing, NIBP, SpO2, SpCO, EtCO2, CPR Expansion Pack Includes: 4 trace tri-mode display monitor/ defibrillator/ printer, advisory algorithm, advanced communications package (Wi-Fi, Bluetooth, USB cellular modem capable) USB data transfer capable and large 6.5in (16.5cm) diagonal screen. Accessories Included: MFC cable and CPR connector, A/C power cord, One (1) roll printer paper, 6.6 Ah Li-ion battery, Carry case, Operator Manual, Quick Reference Guide, and One (1)-year EMS warranty. Parameter Details: Real CPR Help - Dashboard display of CPR Depth and Rate for Adult and Pediatric patients, Visual and audio prompts to coach CPR depth (Adult patient only), Release bar to ensure adequate release off the chest, Metronome to coach rate for Adult and Pediatric patients. See-Thru ® CPR artifact filtering • Interpretative 12-Lead ECG (Full 12 ECG lead view with both dynamic and static 12-lead mode display. 12-Lead OneStep ECG cable - includes 4-Lead limb lead cable and removable precordial 6-Lead set) • ZOLL Noninvasive Pacing Technology • Welch Allyn NIBP with Smartcuff. 10 foot Dual Lumen hose and SureBP Reusable Adult Medium Cuff • Masimo SpO2 & SpCO with Signal Extraction Technology (SET), Rainbow SET® • EtCO2 Oridion Microstream Technology. Microstream tubing set sold separately •	2	\$52,466.00	\$43,022.12	\$86,044.24
2	CH-11644	REUSE-13-2MQ	Welch Allyn REUSE-13-2MQ Cuff, Thigh, 2-Tube, Twist Lock connector	2	\$65.00	\$53.30	\$106.60
3	CH-11644	REUSE-12-2MQ	Welch Allyn REUSE-12-2MQ Cuff, Lg Adult, 2-Tube, Twist Lock connector	2	\$42.00	\$34.44	\$68.88

**ZOLL Medical Corporation**

269 Mill Road
Chelmsford, MA 01824-4105
Federal ID# 04-2711626

Phone: (800) 348-9011

Fax: (978) 421-0015

Email: esales@zoll.com

Livonia Fire and Rescue

Quote No: Q-57909 Version: 4

Item	Contract Reference	Part Number	Description	Qty	List Price	Adj. Price	Total Price
4	CH-11644	REUSE-10-2MQ	Welch Allyn REUSE-10-2MQ Cuff, Small Adult, 2-Tube, Twist Lock connector	2	\$36.00	\$29.52	\$59.04
5	CH-11644	REUSE-09-2MQ	Welch Allyn REUSE-09-2MQ Cuff, Child, 2-Tube, Twist Lock connector	2	\$35.00	\$28.70	\$57.40
6	CH-11644	REUSE-07-2MQ	Welch Allyn REUSE-07-2MQ Cuff, Infant, 2-Tube, Twist Lock connector	2	\$34.00	\$27.88	\$55.76
7	CH-11644	8000-0580-01	Six Hour Rechargeable, SurePower II Smart Battery	2	\$1,031.00	\$845.42	\$1,690.84
8	CH-11644	8200-000100-01	Single Bay Charger for the SurePower and SurePower II batteries	1	\$1,302.00	\$1,067.64	\$1,067.64
9	CH-11644	8000-000875-01	Paper, Thermal, BPA Free (Box of 6)	2	\$32.00	\$26.24	\$52.48
10	CH-11644	8000-0345	rainbow® DCI-P® SpO2/SpCO/SpMet Pediatric Reusable Patient Cable/Sensor (8 ft)	2	\$1,037.00	\$850.34	\$1,700.68
11	CH-11644	8000-0343	rainbow® DCI® SpO2/SpCO/SpMet Adult Reusable Patient Cable/Sensor (8 ft)	2	\$941.00	\$771.62	\$1,543.24
12		6008-9901-61	ZOLL X Series Trade In Allowance (EMS Group) See Trade Unit Considerations.	2		(\$6,235.50)	(\$12,471.00)

Subtotal: \$79,975.80

Total: \$79,975.80

Contract Reference	Description
CH-11644	Reflects GPO NPP; Cont PS20200 (EXT3) - Contract No. PS20200 EXT3 contract pricing. Notwithstanding anything to the contrary herein, the terms and conditions set forth in NPP 2020 - Contract No. PS20200 EXT3 shall apply to the customer's purchase of the products set forth on this quote.

Trade Unit Considerations

Trade-In values valid through December 31, 2025 if all equipment purchased is in good operational and cosmetic condition and includes all standard accessories. Trade-In values are dependent on the quantity and configuration of the ZOLL devices listed on this quotation. Customer assumes responsibility for shipping trade-in equipment at the quantities listed on the trade line items in this quotation to ZOLL's Chelmsford Headquarters within 60 days of receipt of new equipment. Customer agrees to pay cash value for trade-in equipment not shipped to ZOLL on a timely basis.

To the extent that ZOLL and Customer, or Customer's Representative have negotiated and executed overriding terms and conditions ("Overriding T's & C's"), those terms and conditions would apply to this quotation. In all other cases, this quote is made subject to ZOLL's Standard Commercial Terms and Conditions ("ZOLL T's & C's") which for capital equipment, accessories and consumables can be found at <https://www.zoll.com/terms-and-conditions-of-sale>, for software products can be found at <https://www.zoll.com/software-legal>, and for ExpertCare Service Plans can be found at <https://www.zoll.com/ExpertCare-Service-Terms>. Except in the case of overriding T's and C's, any Purchase Order ("PO") issued in response to this quotation will be deemed to incorporate ZOLL T's & C's, and any other terms and conditions presented shall have no force or effect except to the extent agreed in writing by ZOLL.

**ZOLL Medical Corporation**

269 Mill Road
Chelmsford, MA 01824-4105
Federal ID# 04-2711626

Phone: (800) 348-9011

Fax: (978) 421-0015

Email: esales@zoll.com

Livonia Fire and Rescue
Quote No: Q-57909 Version: 4

1. Delivery will be made upon availability.
2. This Quote expires on December 31, 2025. Pricing is subject to change after this date.
3. Applicable tax, shipping & handling will be added at the time of invoicing.
4. All purchase orders are subject to credit approval before being accepted by ZOLL.
5. To place an order, please forward the purchase order with a copy of this quotation to esales@zoll.com or via fax to 978-421-0015.
6. All discounts from list price are contingent upon payment within the agreed upon terms.
7. Place your future accessory orders online by visiting the ZOLL web store.

Order Information (to be completed by the customer)

☐ Tax Exempt Entity (Tax Exempt Certificate must be provided to ZOLL)

☐ Taxable Entity (Applicable tax will be applied at time of invoice)

BILL TO ADDRESS	SHIP TO ADDRESS
Name/Department:	Name/Department:
Address:	Address:
City / State / Zip Code:	City / State / Zip Code:

Is a Purchase Order (PO) required for the purchase and/or payment of the products listed on this quotation?

☐ Yes PO Number: _____ PO Amount: _____
(A copy of the Purchase Order must be included with this Quote when returned to ZOLL)

☐ No (Please complete the below section when submitting this order)

For organizations that do not require a PO, ZOLL requires written execution of this order. The person signing below represents and warrants that she or he has the authority to bind the party for which he or she is signing to the terms and prices in this quotation.

Livonia Fire and Rescue

Authorized Signature:

Name: _____
Title: _____
Date: _____



LETTER TO THE LIVONIA CITY COUNCIL

5.

Parks and Recreation
November 17, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Ted Davis, CPRP, Superintendent of Parks and Recreation

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO WAIVE THE SEALED BID PROCESS AND PURCHASE FROM SOLE SOURCE PROVIDER: Department of Parks and Recreation, re: for insecticide, fungicide, pesticide, herbicide and fertilizer needed for the 2026 golf season to maintain Fox Creek, Whispering Willows and Idyl Wyld golf courses from budgeted funds.

BACKGROUND DETAILS

The Department of Parks and Recreation requests your approval for golf course chemicals for the 2026 season for Fox Creek, Whispering Willows and Idyl Wyld golf courses.

Specifications were prepared by the Parks and Recreation Department and TJW staff for insecticide, fungicide, pesticide, herbicide, and fertilizer needed for the golf season to maintain the courses.

Attached for Council's review are product quantities, sole source information, and where each product will be utilized.

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

We request that City Council authorize the Mayor and City Clerk to execute a purchase order in the amount of \$126,648.89 with Harrell's, LLC, P.O.Box 935358, Atlanta, GA 31193.

We request that City Council waive the formal bidding process in accordance with the provisions set forth in Section 3.04.140.D.4 of the Livonia Code of Ordinances, as amended, and no advantage to the City would result from competitive bidding as these are sole source products.

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

Various chemicals and quantities

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)

Funds are budgeted in the 2026 FY 584-773-776-000 \$52,328.50, 584-774-776-000 \$29,419.37, and 584-775-776-000 \$44,901.02.

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): This is a sole source purchase

ATTACHMENTS

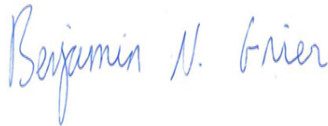
1. 2026 Harrell's chemical purchase

APPROVED BY



Date: November 17, 2025

Ted Davis, CPRP, Superintendent of Parks and Recreation



Date: November 20, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: November 21, 2025

Maureen Miller Brosnan, Mayor



November 6, 2025

City of Livonia

33000 Civic Center Drive Livonia, MI 48154

Re: Request for Information Regarding Syngenta Crop Protection, LLC's Agency Program

To Whom it May Concern,

The purpose of this letter is to provide you with some clarity regarding the Syngenta Crop Protection, LLC ("Syngenta") agency program for certain products, including products for use in the turf, ornamental, and vegetation management markets.

Syngenta secures the services of Sales Agents to negotiate sales of certain products to golf courses and other customers in Syngenta's name and for Syngenta's account pursuant to a Sales Agent Agreement between Syngenta and the Sales Agent. Sales Agents solicit orders, bill customers, and provide other services to facilitate the sales of Syngenta products. The Sales Agent's proximity to customers enables Syngenta to reach a broader group and ultimately to provide better service to these customers before and after sales are made.

As you might expect, customers are free to purchase products from any Syngenta Sales Agent they choose. We encourage our customers to utilize a conveniently located Sales Agent and/or one that provides superior service as the products will be invoiced on behalf of Syngenta at the same price regardless of the customer's choice of Sales Agent.

Sales Agents are required to offer Syngenta products sold pursuant to the Agency Agreement prices set by Syngenta. Because Syngenta does not differentiate pricing among its customers for these products, all customers are able to purchase these products for the same price and on the same payment terms.

Some of the products most purchased from Sales Agents on behalf of Syngenta for use on golf courses include:

Fungicides

Banner Maxx® II Briskway® Concert® Daconil® Headway® Heritage® Heritage Action®
Instrata® Medallion® Renown® Posterity® Secure® Secure Action® Subdue Maxx® Velista®

Herbicides

Barricade® FL Manuscript® Monument® Reward® Tenacity®

Insecticides

Acelepryn® Meridian® Provaunt® Scimitar GC®

Plant Growth Regulators

Primo Maxx® Trimmit®

I hope that this answers your questions about Syngenta's agency program. If you have any further questions, I would be happy to discuss them with you. Thank you for your interest in Syngenta products.

Sincerely,

David B Ravel

Dave Ravel

Head Sales, Professional Solutions



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

will Tet

Ship To: CITY OF LIVONIA GOLF DIVISION
WILLOW
20500 NEWBURGH RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/10/2025	CITLIV
PO #:	Salesperson:
Ryan	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
TETRIN	Tetrino Insecticide 1 Gal ENVU	4	Gallon	\$528.00	\$2,112.00
N-FLEXBAY	North ENVU Flexpay Agency	1	Each	\$0.00	\$0.00

Req Arrival Date: 03/16/2026

Delivery Comments: Ryan 248-719-2026
Omnia Contract #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$2,112.00
*Est Taxes/State Fees: \$0.00
Order Total: \$2,112.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

WILL syngent

Ship To: CITY OF LIVONIA GOLF DIVISION
WILLOW
20500 NEWBURGH RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/10/2025	CITLIV
PO #:	Salesperson:
Ryan	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
ASCRNTY	Ascernity Fungicide 1 Gal	1	Gallon	\$507.00	\$507.00
BRIVEL-MP	Briskway + Velista Multipak	1	Case	\$2,941.00	\$2,941.00
N-FLEXSYN	North Syngenta Flexpay Agency	1	Each	\$0.00	\$0.00
POSTER-105	Posterity 105 Fl Oz	1	105 Floz	\$1,738.00	\$1,738.00
VELIST	Velista WDG 22 Oz	9	22 Oz-L	\$297.00	\$2,673.00

Req Arrival Date: 03/16/2026

Delivery Comments: Omnia Contract #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$7,859.00
*Est Taxes/State Fees: \$0.00
Order Total: \$7,859.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

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Ship To: CITY OF LIVONIA GOLF DIVISION
WILLOW
20500 NEWBURGH RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/10/2025	CITLIV
PO #:	Salesperson:
Ryan	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
200233	Harrell's Max Minors, 2.5 Gal	24	2.5GAL	\$45.00	\$1,080.00
2636FUN	26/36 Fungicide 2.5 Gal	3	2.5GAL	\$386.81	\$1,160.43
820440	Harrell's Bio Max 4-0-0 2.5 Gal	24	2.5GAL	\$155.00	\$3,720.00
820443B	Harrell's Iron, Mn, & Mg 2.5 Gal	12	2.5GAL	\$45.00	\$540.00
822160	Harrell's N30+ w/Umaxx & SE 2.5gal	24	2.5GAL	\$68.50	\$1,644.00
ANUEW	Anuew PGR 1.5 Lb	10	1.5 Lb	\$121.80	\$1,218.00
CHIP26019	Chipco 26019 Flowable 2.5 Gal	10	2.5GAL	\$205.84	\$2,058.40
ENCLAVE	Enclave Fungicide 2.5gal	6	2.5GAL	\$343.65	\$2,061.90
HPMFLU	Harrell's ProtectMAX Fluazinam 2.5 Gal	6	2.5GAL	\$1,265.00	\$7,590.00
HPMMAN	Harrell's ProtectMAX Mancozeb 12 Lb	8	12LB	\$86.28	\$690.24
HPMPRO	Harrell's ProtectMAX Propiconazole 2.5 Gal	3	2.5GAL	\$211.70	\$635.10
HPMTEB	Harrell's ProtectMAX Tebuconazole 2.5 Gal	2	2.5GAL	\$308.00	\$616.00
HPMTPF-2.5	Harrell's ProtectMAX Title Phyte 2.5 Gal Systemic Fungicide	24	2.5GAL	\$156.20	\$3,748.80
MALLET	Mallet 2F Insecticide 2.5 Gallons	1	2.5GAL	\$160.00	\$160.00
MILULT2	Millennium Ultra 2 2.5 Gal	3	2.5GAL	\$280.25	\$840.75
PODIUM	Podium	10	Gallon	\$160.00	\$1,600.00
QUICKS	Quick Silver 8 oz Container	14	8 OZ	\$198.63	\$2,780.82
HPMAZO-1	Harrell's ProtectMAX Azoxy 2SC T&O 1 Gal	2	Gallon	\$420.00	\$840.00
HPMCLT-2.5	Harrell's ProtectMAX Chlorothalonil 6L T&O 2.5 Gal	24	2.5GAL	\$144.67	\$3,472.08
DIMEND	Dimension 2EW w/Defendor MP No FL	1	Case	\$1,445.83	\$1,445.83

Req Arrival Date:

Delivery Comments: Ryan 248-719-2026
Omnia Contract #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$37,902.35
*Est Taxes/State Fees: \$0.00
Order Total: \$37,902.35



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

will Poly

Ship To: CITY OF LIVONIA GOLF DIVISION
WILLOW
20500 NEWBURGH RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/09/2025	CITLIV
PO #:	Salesperson:
Ryan	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
815003	32-0-10 w/.067% Acele & .17% Dimen MINI 50 Lb	5	50 LB	\$105.00	\$525.00
N-FLEXPAY	North Flexpay All NON Agency	1	Each	\$0.00	\$0.00
200083	41-0-0 Polyon Mini, 50 Lb	57	50 lb	\$68.95	\$3,930.15

Req Arrival Date: 04/12/2026

Delivery Comments: Ryan 248-719-2026
Omnia Contract #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$4,455.15
*Est Taxes/State Fees: \$0.00
Order Total: \$4,455.15



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

Idyl Syngent

Ship To: CITY OF LIVONIA GOLF DIVISION
IDYL WYLD GOLF COURSE
35780 FIVE MILE RD
LIVONIA, MI 48154

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/06/2025	CITLIV
PO #:	Salesperson:
Thomas	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
CONCER<	Concert II 2.5 Gal <75gal	2	2.5GAL	\$270.00	\$540.00
DACACT	Daconil Action	6	2.5GAL	\$265.00	\$1,590.00
N-FLEXSYN	North Syngenta Flexpay Agency	1	Each	\$0.00	\$0.00
POSTXT-2.5	Posterity XT 2.5 Gal	7	2.5GAL	\$652.50	\$4,567.50
PRIMAX	Primo MAXX	2	Gallon	\$320.00	\$640.00
SECACT-2.5	Secure Action 2.5 Gal Agency	1	2.5GAL	\$1,777.50	\$1,777.50
VELIST	Velista WDG 22 Oz	4	22 Oz-L	\$297.00	\$1,188.00

Req Arrival Date: 03/16/2026

Delivery Comments: Tom Jones 734-666-8418
OMNIA #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$10,303.00
*Est Taxes/State Fees: \$0.00
Order Total: \$10,303.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

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Ship To: CITY OF LIVONIA GOLF DIVISION
IDYL WYLD GOLF COURSE
35780 FIVE MILE RD
LIVONIA, MI 48154

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/06/2025	CITLIV
PO #:	Salesperson:
Thomas	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
TETRIN	Tetrino Insecticide 1 Gal ENVU	3	Gallon	\$528.00	\$1,584.00
N-FLEXBAY	North ENVU Flexpay Agency	1	Each	\$0.00	\$0.00

Req Arrival Date: 03/16/2026

Delivery Comments: Tom Jones 734-666-8418
OMNIA #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$1,584.00
*Est Taxes/State Fees: \$0.00
Order Total: \$1,584.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

Idyl Harr

Ship To: CITY OF LIVONIA GOLF DIVISION
IDYL WYLD GOLF COURSE
35780 FIVE MILE RD
LIVONIA, MI 48154

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/06/2025	CITLIV
PO #:	Salesperson:
Thomas	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
200233	Harrell's Max Minors, 2.5 Gal	12	2.5GAL	\$45.00	\$540.00
820440	Harrell's Bio Max 4-0-0 2.5 Gal	22	2.5GAL	\$155.00	\$3,410.00
822160	Harrell's N30+ w/Umaxx & SE 2.5gal	22	2.5GAL	\$68.50	\$1,507.00
822610	Harrell's 12-0-0 6%Fe, 3%Mn	11	2.5GAL	\$47.00	\$517.00
8800620-2.5	Harrell's EarthMAX Organic 2.5 Gal	2	2.5GAL	\$112.07	\$224.14
880135	Harrell's Bio-MAX Mycorrhizae Pro 1 Qt.	4	Quart	\$210.00	\$840.00
CHIP26019	Chipco 26019 Flowable 2.5 Gal	4	2.5GAL	\$205.84	\$823.36
HPMPRO	Harrell's ProtectMAX Propiconazole 2.5 Gal	5	2.5GAL	\$211.70	\$1,058.50
HPMTPF-2.5	Harrell's ProtectMAX Title Phyte 2.5 Gal Systemic Fungicide	20	2.5GAL	\$156.20	\$3,124.00
MALLET	Mallet 2F Insecticide 2.5 Gallons	2	2.5GAL	\$160.00	\$320.00
PODIUM	Podium	5	Gallon	\$160.00	\$800.00
QUICKS	Quick Silver 8 oz Container	4	8 OZ	\$198.63	\$794.52
HPMAZO-1	Harrell's ProtectMAX Azoxy 2SC T&O 1 Gal	3	Gallon	\$420.00	\$1,260.00
HPMCLT-2.5	Harrell's ProtectMAX Chlorothalonil 6L T&O 2.5 Gal	6	2.5GAL	\$144.67	\$868.02
N-FLEXPAY	North Flexpay All NON Agency	1	Each	\$0.00	\$0.00
DIMEND	Dimension 2EW w/Defendor MP No FL	1	Case	\$1,445.83	\$1,445.83

Req Arrival Date: 03/16/2026

Delivery Comments: Tom Jones 734-666-8418
OMNIA #RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$17,532.37
*Est Taxes/State Fees: \$0.00
Order Total: \$17,532.37



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

fox harrells

Ship To: CITY OF LIVONIA GOLF DIVISION
FOX CREEK GOLF COURSE
36000 SEVEN MILE RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/07/2025	CITLIV
PO #:	Salesperson:
Doug	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
200233	Harrell's Max Minors, 2.5 Gal	32	2.5GAL	\$45.00	\$1,440.00
820440	Harrell's Bio Max 4-0-0 2.5 Gal	28	2.5GAL	\$155.00	\$4,340.00
820443B	Harrell's Iron, Mn, & Mg 2.5 Gal	26	2.5GAL	\$45.00	\$1,170.00
822160	Harrell's N30+ w/Umaxx & SE 2.5gal	28	2.5GAL	\$68.50	\$1,918.00
CHIP26019	Chipco 26019 Flowable 2.5 Gal	8	2.5GAL	\$205.84	\$1,646.72
DIM2EW	Dimension 2 EW 2.5 Gal	1	2.5GAL	\$713.36	\$713.36
HPMFLU	Harrell's ProtectMAX Fluazinam 2.5 Gal	4	2.5GAL	\$1,265.00	\$5,060.00
HPMPRO	Harrell's ProtectMAX Propiconazole 2.5 Gal	4	2.5GAL	\$211.70	\$846.80
HPMTEB	Harrell's ProtectMAX Tebuconazole 2.5 Gal	4	2.5GAL	\$308.00	\$1,232.00
HPMTPF-2.5	Harrell's ProtectMAX Title Phyte 2.5 Gal Systemic Fungicide	30	2.5GAL	\$156.20	\$4,686.00
MALLET	Mallet 2F Insecticide 2.5 Gallons	3	2.5GAL	\$160.00	\$480.00
HPMAZO-1	Harrell's ProtectMAX Azoxy 2SC T&O 1 Gal	1	Gallon	\$420.00	\$420.00
HPMCLT-2.5	Harrell's ProtectMAX Chlorothalonil 6L T&O 2.5 Gal	18	2.5GAL	\$144.67	\$2,604.06
N-FLEXPAY	North Flexpay All NON Agency	1	Each	\$0.00	\$0.00
DIMEND	Dimension 2EW w/Defendor MP No FL	1	case	\$1,445.83	\$1,445.83

Req Arrival Date: 03/16/2026

Delivery Comments: OMNIA Contract # RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$28,002.77
*Est Taxes/State Fees: \$0.00
Order Total: \$28,002.77



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

fox tet

Ship To: CITY OF LIVONIA GOLF DIVISION
FOX CREEK GOLF COURSE
36000 SEVEN MILE RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/07/2025	CITLIV
PO #:	Salesperson:
Douglas	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
N-FLEXBAY	North ENVU Flexpay Agency	1	Each	\$0.00	\$0.00
TETRIN	Tetrino Insecticide 1 Gal ENVU	4	Gallon	\$528.00	\$2,112.00

Req Arrival Date: 03/16/2026

Delivery Comments: Doug Ware 734-765-6396
OMNIA Contract # RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$2,112.00
*Est Taxes/State Fees: \$0.00
Order Total: \$2,112.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

fox syngenta

Ship To: CITY OF LIVONIA GOLF DIVISION
FOX CREEK GOLF COURSE
36000 SEVEN MILE RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/07/2025	CITLIV
PO #:	Salesperson:
Doug	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
ASCRNTY	Ascenity Fungicide 1 Gal	3	Gallon	\$507.00	\$1,521.00
POSTER-105	Posterity 105 Fl Oz	3	105 Floz	\$1,738.00	\$5,214.00
VELIST	Velista WDG 22 Oz	5	22 Oz-L	\$297.00	\$1,485.00
N-FLEXSYN	North Syngenta Flexpay Agency	1	Each	\$0.00	\$0.00
SECACT-2.5	Secure Action 2.5 Gal Agency	2	2.5GAL	\$1,777.50	\$3,555.00

Req Arrival Date: 03/16/2026

Delivery Comments: OMNIA Contract # RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if I shall default on the payment herein.

Sub Total: \$11,775.00
*Est Taxes/State Fees: \$0.00
Order Total: \$11,775.00



Harrell's LLC
P.O. Box 935358
Atlanta, GA 31193-5358
(863) 687-2774 FAX (863) 904-1545
W.A.T.S (800) 282-8007

Fox Poly

Ship To: CITY OF LIVONIA GOLF DIVISION
FOX CREEK GOLF COURSE
36000 SEVEN MILE RD
LIVONIA, MI 48152

Bill To: CITY OF LIVONIA GOLF DIVISION
36000 SEVEN MILE ROAD
LIVONIA, MI 48152

Order Date:	Cust #:
11/07/2025	CITLIV
PO #:	Salesperson:
Ryan	222
MICHIGAN	

Item	Description	Qty	UofM	Unit Price	Ext Price
815003	32-0-10 w/.067% Acele & .17% Dimen MINI 50 Lb	5	50 LB	\$105.00	\$525.00
883018	25-0-15 100% Poly 41 SOP Mini 50 Lb	45	50 LB	\$55.25	\$2,486.25
N-FLEXPAY	North Flexpay All NON Agency	1	Each	\$0.00	\$0.00

Req Arrival Date: 04/20/2026

Delivery Comments: OMNIA Contract # RH-23-037

Seller retains title to above listed merchandise until fully paid for. If account is not paid in full within 30 days of billing date, I agree to pay the finance charge of 1.5% per month which is an annual percentage rate of 18% applied to the previous balance without deducting current payments and/or credits appearing on this statement. I further agree to pay attorney's fees and other collection costs incurred if i shall default on the payment herein.

Sub Total: \$3,011.25
*Est Taxes/State Fees: \$0.00
Order Total: \$3,011.25



LETTER TO THE LIVONIA CITY COUNCIL

6.

DPW

November 14, 2025

MEETING DATE

PRESENTED BY

S120325/R121725

AGENDA ITEM

AWARD OF BID: Public Works Division, re: for water main repair clamps for the City's 2026 and 2027 calendar years, from budgeted funds.

BACKGROUND DETAILS

The Department of Public Works has taken two-year bids for Water Main Repair Clamps in accordance with the requirements of the Finance Ordinance. Specifications were prepared by the Department and bid invitations were placed on BidNet. Four companies submitted proposals which were opened at 2:00 p.m. on Wednesday, November 12, 2025.

The bid tab is attached.

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

RESOLVED, that having considered a communication from the Assistant Director of Public Works, dated December 8, 2023, 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 accept the bid of **Ferguson Waterworks**, 24425 Schoenherr Road, Warren, MI 48089 for supplying the Public Works Division (Water Maintenance Section) with **water main repair clamps** for a two (2) year period from January 1, 2026, to December 31, 2027, based upon the unit prices set forth in the attachment therein, for a total estimated cost not to exceed \$100,000.00 annually, the same having been in fact the lowest bid received which meets all specifications; FURTHER, the Council does hereby authorize an expenditure in a total amount not to exceed \$100,000.00 annually from funds budgeted in Account No. 592-109-020 (Water & Sewer Fund/Inventory, Mat'ls & Supplies) for budget years 2026 and 2027; and the Mayor and City Clerk are hereby authorized to execute a contract, approved as to form and substance by the Department of Law, for and on behalf of the City of Livonia with the aforesaid bidder and to do all other things necessary or incidental to the full performance of this resolution.

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

Various, as needed

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

Sufficient budgeted funds are available in account no. 592-109-020 (Water & Sewer Fund/Inventory,

Mat'ls & Supplies) for the total estimated cost of \$100,000.00 annually for the 2026 and 2027 budget years.

DETAILED WORK BEING PERFORMED

n/a

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

Sufficient budgeted funds, \$100,000.00 annually, are available in account no. 592-109-020 (Water & Sewer Fund/Inventory, Mat'ls & Supplies); budget years 2026 and 2027.

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

The award will be granted to the lowest bidder.

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

ATTACHMENTS

1. FURGESON 2025 WATER MAIN CLAMP BID (2) (1) FINAL (2)
2. WATERMAIN REPAIR CLAMP Bid Sheet 11_10_2025 - Copy

APPROVED BY



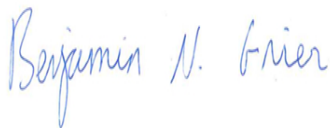
Date: November 14, 2025

Douglas L. Moore, MSA, Assistant Director of Public Works



Date: November 14, 2025

Don Rohraff, Director of Public Works



Date: November 20, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: November 21, 2025

Maureen Miller Brosnan, Mayor



CITY OF LIVONIA

ADVERTISEMENT

WATER MAIN REPAIR CLAMPS

The City of Livonia Michigan will receive sealed bids via the MITN WEBSITE ONLY (www.mitn.info) for a **WATER MAIN REPAIR CLAMPS** according the specifications herein. Sealed bids will be received until 2:00 p.m., on **NOVEMBER 11, 2025**. No faxed bids will be accepted. No late bids will be considered. No physical bids will be accepted. **All bid responses must be submitted in Adobe Acrobat PDF format via the MITN website.**

Bids received via the MITN website by the specified due date and time will be publicly opened at the due date and time via Zoom. Vendors may attend the bid opening virtually by using the following credentials:

By Computer:

<https://us02web.zoom.us/j/82294127641>

By Phone:

Phone (312) 626-6799

Webinar ID: 822 9412 7641

The City reserves the right to reject in or in part any and all bids received, to waive any irregularities or informalities or both; as it is determined to be in the best interests of the City of Livonia to do so.

The City of Livonia officially distributes bid documents through the Michigan Intergovernmental Trade Network (BidNet). **Bid documents obtained from any other source are not considered official copies.** The City of Livonia cannot guarantee the accuracy of any information not obtained from the MITN website and is not responsible for any errors contained by any information received from alternate sources. Only those firms who obtain the RFB documents from the MITN system are guaranteed access to receive addendum information, if such information is issued. If you obtained this document from a source other than the source indicated, it is recommended that you register on the MITN site, www.mitn.info and obtain an official copy.

QUESTIONS:

Questions regarding the Request for Bid must be submitted **in writing** to the attention of Gus Kandah, Purchasing Manager, via email at: gkandah@livonia.gov. All questions received by 2:00 p.m. on **OCTOBER 29, 2025** will be responded to in writing in the form of an addendum which will be posted on the MITN website. No phone calls will be accepted. All inquiries regarding this solicitation shall be submitted to the Purchasing Manager.

INSTRUCTIONS TO BIDDERS
FOR
WATER MAIN REPAIR CLAMPS

1. Sealed bids will be received by the City of Livonia, Michigan, as owner, until 2:00 p.m., local time, on NOVEMBER 11, 2025 VIA UPLOAD TO THE MITN WEBISTE (WWW.MITN.INFO) at which time said proposals will be opened and publicly read. Late bids will not be considered.
2. Bids shall be for items as specified on attached Specifications and Proposal Form. A Manufacturer Specification Sheet for each model or style of item to be supplied shall accompany the bid when applicable.
3. Bids shall uploaded to the MITN website (www.mitn.info) in PDF Adobe Acrobat format. Physical bid submission is prohibited. Proposals shall be submitted in strict accordance with the City of Livonia specifications for the items listed herein. Any and all variations from the specifications are to be stated in the bids. Bids submitted by FAX are not acceptable.
4. If any figure already entered on the proposal form by the bidder is to be altered, it shall be crossed out with ink and the new unit price entered above it or below it and initialed by the bidder.
6. The unit price shall be entered where indicated.
7. Bids from City-Based Firms.1.In comparing bids, the bid of any city-based firm may be deemed a better bid than the bid of any competing firm which is not city-based, whenever the bid of such competing firm shall be less than three (3) percent lower than the bid of the city-based firm on any contract bid in an amount of two hundred thousand dollars (\$200,000.00) or less, and less than one (1) percent lower on any amount bid in excess thereof. The foregoing percentages shall each be deemed to apply to the city-based bid and, as the case may be, to the full and complete amount of the contract bid, e.g., the equalization credit of one (1) percent would apply to the full contract amount bid, and not merely to the amount in excess of two hundred thousand dollars (\$200,000.00). The firm making the lowest bid thus evaluated shall be deemed the lowest bidder. No contract hereafter awarded by reason of an equalization percentage credit shall be sublet to any subcontractor which is not a city-based firm. Any bidder who claims entitlement to an equalization percentage credit shall agree to make available to the city the records necessary to establish eligibility. Section 3.04.140(E) shall not apply to contracts authorized pursuant to Section 3.04.140(D).2."City-based firm" means a firm which is located within the city and which has made payment of commercial, office, manufacturing or research and engineering property taxes on real or personal property for at least one (1) calendar year.
8. It is understood that the quantities of materials to be furnished as stated in the proposal are approximate and are given only as a basis for comparing bids. It is further understood that this agreement is not for any predetermined quantity but is for the entire requirement for the City of Livonia for **A TWO-YEAR PERIOD, effective January 1, 2026 through December 31, 2027.**
9. Unless otherwise specified, delivery shall be to the Department of Public Works Yard, 12973 Farmington Road, Livonia, Michigan 48150.
10. All invoices shall be submitted monthly by supplier to the City of Livonia on the basis of the unit prices bid within the contract period specified.

FORM OF BID PROPOSAL FOR WATER MAIN REPAIR CLAMPS

Honorable Members of the Council
 33000 Civic Center Drive
 Livonia, Michigan 48150

Dear Council Members:

The undersigned, as a bidder, declares that he has familiarized himself with the type of material desired and has carefully examined the specifications and instructions to bidders, which he understands and accepts as sufficient for the purpose and agrees he will furnish to the City of Livonia the specified items and will accept in full payment therefore the following amounts:

Size	Manufacturer and Model	Est. Qty.	Unit Price	Total Price
1. PIPE SIZE: 3" O.D. range 2.97 minimum; 3.25 maximum. Single-sided bolts.				
3" x 12½" 3 bolt min.		2	128.00	256.00
2. PIPE SIZE: 3" O.D. range 3.46 minimum; 3.70 maximum. Single-sided bolts.				
3" x 12½" 3 bolt min.		2	128.00	256.00
3. PIPE SIZE: 3" O.D. range 3.73 minimum; 4.13 maximum. Single-sided bolts.				
3" x 12½" 3 bolt min.		2	132.00	264.00
4. PIPE SIZE: 3" O.D. range 3.96 minimum; 4.25 maximum. Single-sided bolts.				
3" x 12½" 3 bolt min.		2	132.00	264.00
5. PIPE SIZE: 4" O.D. range 4.45 minimum; 4.73 maximum. Single-sided bolts.				
4" x 12½" 3 bolt min.		2	132.00	246.00
6. PIPE SIZE: 4" O.D. range 4.74 minimum; 5.14 maximum. Single-sided bolts.				
4" x 12½" 3 bolt min.		2	141.00	282.00
7. PIPE SIZE: 4" O.D. range 4.95 minimum; 5.35 maximum. Single-sided bolts.				
4" x 12½" 3 bolt min.		2	141.00	282.00
8. PIPE SIZE: 4" O.D. range 5.22 minimum; 5.62 maximum. Single-sided bolts.				
4" x 12½" 3 bolt min.		2	141.00	282.00
9. PIPE SIZE: 6" O.D. range 6.84 minimum; 7.24 maximum. Single-sided bolts.				
6" x 7½" 3 bolt min.		75	97.00	7275.00
6" x 12½" 5 bolt min.		50	148.00	7400.00
6" x 15" 6 bolt min.		20	176.50	6707.00
6" x 20" 8 bolt min.		8	240.00	1920.00
6" x 30" 12 bolt min.		5	343.00	1715.00
6" x 36" 12 bolt min.		5	454.00	2270.00

10. PIPE SIZE: 6" O.D. range 6.84 minimum; 7.24 maximum. Single-sided bolts <u>with 1" CC tap.</u>					
6" x 7½"	3 bolt min.		15	115.50	1732.50
6" x 12½"	5 bolt min.		20	166.75	3335.00
6" x 15"	6 bolt min.		2	193.00	386.00
6" x 20"	8 bolt min.		4	259.00	1036.00
6" x 30"	12 bolt min.		6	355.00	2130.00
6" x 36"	12 bolt min.		6	495.00	2970.00
11. PIPE SIZE: 6" O.D. range 6.84 minimum; 7.24 maximum. Single-sided bolts <u>with 2" CC tap.</u>					
6" x 15"	6 bolt min.		2	220.00	440.00
12. PIPE SIZE: 8" O.D. range 8.99 minimum; 9.39 maximum. Single-sided bolts_					
8" x 7½"	3 bolt min.		75	107.00	8025.00
8" x 12½"	5 bolt min.		50	159.00	7950.00
8" x 15"	6 bolt min.		20	192.00	3840.00
8" x 20"	8 bolt min.		8	255.00	2040.00
8" x 30"	12 bolt min.		5	416.00	2080.00
8" x 36"	12 bolt min.		5	482.00	2410.00
13. PIPE SIZE: 8" O.D. range 8.99 minimum; 9.39 maximum. Single-sided bolts <u>with 1" CC tap.</u>					
8" x 7½"	3 bolt min.		20	122.75	2455.00
8" x 15"	6 bolt min.		5	206.00	1236.00
8" x 20"	8 bolt min.		5	276.00	1656.00
8" x 30"	12 bolt min.		2	433.00	866.00
8" x 36"	12 bolt min.		2	523.00	1046.00
14. PIPE SIZE: 8" O.D. range 8.99 minimum; 9.39 maximum. Single-sided bolts <u>with 2" CC tap.</u>					
8" x 20"	8 bolt min.		2	316.00	632.00
15. PIPE SIZE: 10" O.D. range 10.70 minimum; 11.50 maximum. <u>Single-sided bolts or Double band.</u>					
10" x 20"	8 bolt min.		2	466.00	932.00
16. PIPE SIZE: 12" O.D. range 13.10 minimum; 13.50 maximum. Single-sided bolts_					
12" x 7½"	3 bolt min.		25	139.00	3475.00
12" x 12½"	5 bolt min.		25	205.00	5125.00
12" x 15"	6 bolt min.		20	248.00	4960.00
12" x 20"	8 bolt min.		15	323.00	4845.00
12" x 30"	12 bolt min.		4	440.00	1760.00
12" x 36"	12 bolt min.		4	630.00	2520.00

Proposal for Water Main Repair Clamps

17. PIPE SIZE: 12" O.D. range 13.10 minimum; 13.50 maximum. Single-sided bolts <u>with 1" CC tap.</u>				
12" x 12½"	5 bolt min.		5	225.00
12" x 15"	6 bolt min.		5	261.00
12" x 20"	8 bolt min.		6	336.00
12" x 30"	12 bolt min.		2	530.00
12" x 36"	12 bolt min.		2	666.00
18. PIPE SIZE: 12" O.D. range 13.10 minimum; 13.50 maximum. Single-sided bolts <u>with 2" CC tap.</u>				
12" x 15"	6 bolt min.		2	285.00
12" x 20"	8 bolt min.		2	365.00
19. PIPE SIZE: 18" O.D. range 19.23 minimum; 19.98 maximum. <u>Double band type.</u>				
18" x 10"	8 bolt min.		2	316.00
18" x 15"	12 bolt min.		2	433.00
18" x 30"	24 bolt min.		2	840.00
20. PIPE SIZE: 18" O.D. range 19.23 minimum; 19.98 maximum. <u>Double band type with 2" CC tap.</u>				
18" x 10"	8 bolt min.		2	365.00
21. ROMAC MACRO				
6"			20	409.00
8"			20	464.00
12"			20	705.00
TOTAL FOR ALL ITEMS LISTED			\$139,266.50	

THE LOW BIDDER WILL BE DETERMINED BY THE TOTAL PRICE FOR ALL MATERIAL LISTED

% OF TOTAL American contents (mined, assembled or manufactured 100 %)

All prices shall hold firm for **a TWO-YEAR PERIOD, effective January 1, 2026 through December 31, 2027.**

State maximum time required for delivery F.O.B. Livonia after order unless otherwise stated
3-WEEKS

State terms Net 30

In submitting this sealed bid, it is understood that the City of Livonia reserves the right to reject or accept any or all proposals in whole or in part and waive any irregularities or formalities therein. It is agreed that this bid may not be withdrawn for ninety (90) days from the opening thereof.

The contractor and his subcontractors agree that they will not discriminate against any employee or applicant for employment, to be employed in the performance of this contract with respect to his hire, tenure, terms, conditions or privileges of employment, or any matter directly or indirectly related to employment, because of his sex or age, except when based on a bona fide occupational qualification, or because of his race, color, religion, national origin or ancestry (Act 251 P.A. 1955, as amended). The contractor further agrees that he 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 covenant may be regarded as a material breach of the 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.

Extension of Award to the MITN Purchasing Cooperative or Other Governmental Agencies:**Extension of Award to the MITN Purchasing Cooperative or Other Governmental Agencies.**

All vendors awarded contracts from this Quotation may, upon mutual agreement, extend pricing to the Michigan Intergovernmental Trade Network (MITN) Purchasing Cooperative or other governmental agencies.

Each entity is responsible for its own payments and is to be considered individually for billing and collection purposes. Each entity will provide their own purchase order and delivery location(s) and must be invoiced separately to the address indicated on their purchase order.

The City of Livonia is a member of the MITN Purchasing Cooperative. If your company is awarded item(s) referenced in the Request for Quotation, the cooperative governmental entities or other governmental agencies may wish to use this contract and will issue a purchase order for the item(s) awarded in the quotation. Each entity is responsible for its own payments and is to be considered individually for billing and collection purposes. Each entity will provide its own purchase order and delivery location(s) and must be invoiced separately to the address indicated on their purchase order.

Proposal for Water Main Repair Clamps

_____ If an award is made by the City of Livonia, it is agreed that the contract will be extended to the MITN Purchasing Cooperative or other governmental agencies, under the same prices, terms and conditions.

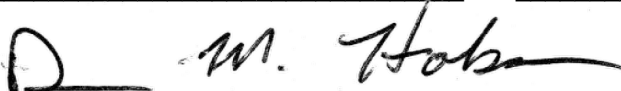
X _____ Our company is NOT interested in extending the contract.

Firm Name Ferguson Enterprises LLC
(If corporation, partnership, or assumed name)

Address 4040 Eagles Nest Dr.

City/State/Zip Flushing, MI 48433

Phone 810 691-2823 FAX _____

Signature  Date 11/11/2025
(Person executing bid and official capacity)

(Names of principal officers and designate
official capacity)

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

CITY OF LIVONIA
DEPARTMENT OF PUBLIC WORKS
PUBLIC SERVICE DIVISION

SPECIFICATIONS FOR WATER MAIN REPAIR CLAMPS

A. **GENERAL**

1. The repair clamp must be available in standard sizes for permanently repairing or reconnecting asbestos, cement, cast iron, steel, ductile, plastic, and other types of pipe.
2. The repair clamp furnished must be a factory-assembled unit and of current manufacture.

B. **SIDE BARS (LUGS)**

1. The side bars or lugs shall be of a low profile, mutually supporting sliding finger type. They shall be capable of applying pressure to all areas of the band to compress the gasket against the pipe, insuring adequate sealing pressure.
2. The clamp design must be such that the lugs will produce a straight line motion as the bolts are tightened. The bolts shall not be subjected to stresses tending to bend the bolts.
3. The side bars or lugs shall be ductile iron per ASTM-A-536 or ASTM-A-395 or malleable iron per ASTM-A-47, Grade 32510.

C. **BAND**

1. The band material shall be stainless steel per ASTM specifications A-167-70, Type 304.
2. The stainless steel band shall be a continuous piece of circumferential flexible member, except in double-sided bolt repair clamp.
3. The band shall be secured in the side bars the full width of the sleeve.

D. **GASKET**

1. The gasket shall be a lap type, molded tapered ends and bonded onto bridge plate.
2. The gasket shall be processed from new materials.
3. The gasket shall be compounded for use with water, salt solutions, mild acids, bases and natural gas.
4. The gasket shall have a temperature range of -40° to 150°F.

E. BRIDGE PLATE

1. Bridge plate shall be of stainless steel, Type 304.
2. Bridge plate shall be flush-mounted and vulcanized to gasket to assure even distribution of gasket pressure.

F. BOLTS

1. The bolts and nuts shall be of STAINLESS STEEL, Type 304 or better (NOT low alloy type). Double radius head and square neck design facilitate easy installation and maximum tightening. Course series rolled threads are supplied. The stainless steel nuts are Teflon (or fluoropolymer) coated to prevent galling.
2. The bolts shall be drop-in type to insure easy replacement. Permanently attached or welded-on bolts will NOT be acceptable.

G. SPECIAL NOTICE

1. Prior to placement of order, vendor who is awarded bid shall display a sample of each repair clamp to the City of Livonia Water Section Supervisor for approval.
2. Prices to remain firm for **a TWO-YEAR period, at which time a change in price may be submitted for consideration by the City of Livonia as per the instructions included in the bid documents.**
3. All clamps must be either ROMAC or FORD brand.

CERTIFICATION OF COMPLIANCE

**CITY OF LIVONIA SPECIFICATIONS
for
WATER MAIN REPAIR CLAMPS**

City of Livonia
Livonia, Michigan 48154

Gentlemen:

I, David M. Hobson, Municipal Sales
(Name) (Title)
an authorized representative of Ferguson Enterprises LLC
(Company)
do hereby certify to the City of Livonia that the bid amount of \$ \$139,266.50
for Water Main Repair Clamps

- ☒ Meets or exceeds all requirements in the City's specifications.
- ☐ Meets or exceeds all requirements in the City's specifications with the following noted exceptions:

- ☐ Does not comply with the City's specifications (see detailed explanation attached).
- ☐ A copy of the above-referenced specifications is attached.

Very truly yours,

11/11/2025
(Date)
810 691-2823
(Phone Number)

Ferguson Enterprises LLC
(Company)
D. M. Hobson
(Signature)

NOTE: This certification is a part of the bidding documents and must accompany bidder's proposal and any other information useful to the City in determining satisfactory compliance.

BID OPENING**WATER MAIN REPAIR CLAMPS****BID DUE DATE 11/10/2025**

VENDOR NAME	Core and Main	Etna Supply Company
CITY/STATE	6575 23 Mile Rd, Shelby Twp., MI 48316	1090 36 th Street SE, Suite 630, Grand Rapids, MI 49508
TOTAL COST	\$143,683.92 Did not provide manufacturer.	\$160,830.55 Did not provide manufacturer.

VENDOR NAME	Ferguson Water Works	Michigan Pipe and Valve Grand Rapids
CITY/STATE	4040 Eagles Nest, Flushing, MI 48433	510 East 16 th St., Holland, MI 49323
TOTAL COST	\$139,266.50 Did not provide manufacturer.	\$227,147.45 Not all items available Included all manufacturer's.

CITY REPRESENTATIVES: AARON LINDENMUTH, OFFICE OF THE CITY CLERK; GUS KANDAH, PURCHASING MANAGER



LETTER TO THE LIVONIA CITY COUNCIL

7.

DPW

November 14, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Douglas L. Moore, MSA, Assistant Director of Public Works

AGENDA ITEM

REQUEST TO EXTEND CONTRACT: Department of Public Works, re: for the 2026 Municipal Park Mowing Program, which involves approximately 136 acres of parks, cemetery and fire station property, from budgeted funds.

BACKGROUND DETAILS

In 2024, the Public Works Department went out for bid on our parks mowing contract, providing park mowing service of approximately 136 acres which includes parks, cemetery, and Fire Station property in accordance with the requirements of the Finance Ordinance. The winning bidder was Brantley Development.

Brantley has performed the requested services in a timely and professional manner. They have reached out to us and offered to extend their contract with the City of Livonia for another year (2026) without a price increase. Given their performance these last two years, we would like to extend the contract another year. Funds for this service are in the 2026 approved budget for the Parks Maintenance Section (Account No. 101-524-818-015).

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

RESOLVED, that having considered the report and recommendation of the Assistant Director of Public Works, dated November 14, 2025, 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 agree to extend the current contract and pricing to Brantley Development, 2648 Bayhan, Inkster, MI 48141 for performing all work required in connection with the City's 2026 Municipal Park Mowing Program, which includes approximately 136 acres of parks, cemetery, and fire station property, in a total annual amount not to exceed \$87,276.00, **FURTHER**, the Council does hereby authorize an expenditure of the foregoing amount(s) from funds budgeted in Account No. 101-524-818-015 (Parks Maintenance Section) for this purpose.

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

Funds provided in the Parks Maintenance Section: account 101-524-818-015 in the amount of \$87,276.00 annually.

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

\$87,276.00 annually

DETAILED WORK BEING PERFORMED

Provide the mowing of approximately 136 acres of parks, cemetery, and Fire Station properties

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

101-524-818-015 \$87,276.00 annually

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

Extend current award with no price increase for 2026

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

ATTACHMENTS

1. 2026 Brantley Extension

APPROVED BY



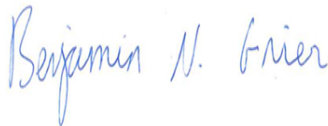
Date: November 14, 2025

Douglas L. Moore, MSA, Assistant Director of Public Works



Date: November 19, 2025

Don Rohraff, Director of Public Works



Date: November 20, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: November 21, 2025

Maureen Miller Brosnan, Mayor



Brantley Development LLC

Landscape & Construction

October 28, 2025

City of Livonia
Purchasing Division
12973 Farmington Road
Livonia, Michigan 48150

Re: Parks Mowing

Dear Mr. Moore,

With this letter, we are informing the City of Livonia that Brantley Development would like to continue providing mowing services for the 2026 season based on the 2024/2025 contract.

If you have any questions or require any additional information, please contact me at (810) 610-0427.

Sincerely,

Stanley Brantley, Owner



LETTER TO THE LIVONIA CITY COUNCIL

8.

DPW

November 20, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Douglas L. Moore, MSA, Assistant Director of Public Works

AGENDA ITEM

REQUEST TO APPROVE CONTRACT WITH ETNA SUPPLY COMPANY, THE SOLE SOURCE PROVIDER OF SENSUS METERS IN MICHIGAN: Public Works Division, re: for water meters and supplies in an amount not to exceed \$1,500,000.00; from budgeted funds.

BACKGROUND DETAILS

At the April 1, 2024, meeting, per resolution #120-24, City Council awarded a contract extension from April 1, 2024, through December 31, 2025, to Etna Supply Company for supplying the Public Works Division with water meters and supplies. The Department of Public Works has been working diligently at installing water meter endpoints (radio frequency reading devices) as well as installing new Sensus meters to update our equipment throughout the City. On average, the department has been installing 400 new endpoints and 125 meters per month. The process of updating our meters and endpoints will help maintain minimal water loss, improve efficiency in meter reading and water billing. The department will continue its diligent approach to installing endpoints and meters. We have currently installed almost 25,000 endpoints throughout the city. The attached is the pricing, held at last year's prices with no increase, for a one-year quote for calendar year 2026.

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

Authorize the purchase of water meters and supplies in an amount not to exceed \$1,500,000 annually from Etna Supply Co., 529 32nd Street SE, Grand Rapids, MI 49548 for the period December 31, 2025, through December 31, 2026, at the unit pricing per the attached quote. The budgeted funds are available in account #592-559-787-040 of the Water and Sewer Budget. Waive the formal bidding process in accordance with Section 3.04.140.E.3 of the Livonia Code of Ordinances, as amended, since no advantage to the City would result from competitive bidding for this specific type of meter.

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

Sensus Water Meters, end points and applicable installation supplies

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

\$1,500,000.00 annually (pricing varies based on meter size) Pricing is good from December 31, 2025

through December 31, 2026.

DETAILED WORK BEING PERFORMED

N/A

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

592-559-787-040 = \$1,500,000 annually from budgeted funds

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

N/A

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): The practice of using a standard meter system through Sensus meters has allowed our Department to reduce parts inventory while increasing efficiency for repairs and installations. Etna Supply Company is the sole supplier of Sensus meters in the State of Michigan and has provided the City with exceptional service and been very responsive to our needs.

ATTACHMENTS

1. ETNA Meter Pricing (11-19-2025)
2. CR 120-24

APPROVED BY



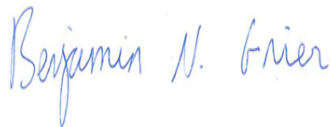
Douglas L. Moore, MSA, Assistant Director of Public Works

Date: November 20, 2025



Don Rohraff, Director of Public Works

Date: November 20, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 20, 2025



Maureen Miller Brosnan, Mayor

Date: November 21, 2025



ETNA SUPPLY - GRAND RAPIDS
4901 CLAY AVENUE SW
GRAND RAPIDS, MI 49548-3038
616 241 5414
Fax 616 241 4786



Quotation

QUOTE DATE	QUOTE NUMBER
11/19/2025	S106603873
ETNA SUPPLY PO BOX 772107 DETROIT, MI 48277-2107 P-616 248 9182 F-616 245 9940	PAGE NO.
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QUOTE TO:

SHIP TO:

CITY OF LIVONIA
12973 FARMINGTON RD
PUBLIC SERVICE - WATER DPW
LIVONIA, MI 48150-4202

CITY OF LIVONIA
12973 FARMINGTON RD
PUBLIC SERVICE - WATER DPW
LIVONIA, MI 48150-4202

CUSTOMER NUMBER		JOB NAME / PO NUMBER		JOB NAME / RELEASE NUMBER		SALESPERSON		
377		METER QUOTE				Jason McClanahan		
WRITER			SHIP VIA		TERMS		EXPIRE DATE	FREIGHT EXEMPT
Dalton Potgeter					NET 25TH		11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION				UNIT PRICE		EXT PRICE
1	1ea	MTR 1-1/2" OMNI+ R2 - 100 CF; 100 CUBIC FT TRPL LAY LENGTH (13") *** R1X1XX2FXU0XXSD *** *Nonstock - Restock Policy Applies* Pn: 173362				715.000/ea		715.00
2	1ea	MTR 2" OMNI+ R2 - 100 CF (17"); 100 CUBIC FT TRPL LAY LENGTH (17") *** R2X1XX2FXU0XXSD *** *Nonstock - Restock Policy Applies* Pn: 242503				975.000/ea		975.00
3	1ea	MTR 1-1/2" OMNI+ T2 - 100 CF; 100 CUBIC FEET TRPL 20FT CABLE TURBO DRS LAY LENGTH (13") ***T1X1XX2FXU0XXSD*** Pn: 52942				1055.000/ea		1055.00
4	1ea	MTR 2" OMNI+ T2 - 100 CF (17") 100 CUBIC FT TRPL 20FT CABLE TURBO DRS LAY LENGTH (17") *** T2X1XX2FXU0XXSD *** Pn: 64965				1245.000/ea		1245.00
5	1ea	MTR 3" OMNI+ T2 - 100 CF (19"); 100 CUBIC FEET TRPL 20FT CABLE TURBO DRS LAY LENGTH (19") *** T3X1XX2FXS0XXSD *** Pn: 39732				1555.000/ea		1555.00

** Continued on Next Page **

Subtotal	
S&H Charges	
Amount Due	

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Prices are firm for 3 days. Price subject to change after 3 days.



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Fax 616 241 4786



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Dalton Potgeter		NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
6	1ea	MTR 4" OMNI+ T2 - 100 CF (20"); 100 CUBIC FEET TRPL 20FT CABLE COMPOUND LAY LENGTH (20") **** T4X3XX2FXS0XXSD **** Pn: 26397	3015.000/ea	3015.00
7	1ea	MTR 6" OMNI+ T2 - 100 CF (27"); 100 CUBIC FEET TRPL 20FT CABLE TURBO LAY LENGTH (27") *** T6X1XX2FXS0XXSD *** Pn: 45118	5050.000/ea	5050.00
8	1ea	MTR 8" OMNI+ T2 - 100 CF; 100 CUBIC FT TRPL 20FT CABLE TURBO LAY LENGTH (30-1/8") ***T8X1XX2FXS0XXSD*** *Nonstock - Restock Policy Applies* Pn: 137314	7625.000/ea	7625.00
9	1ea	MTR 10" OMNI+ T2 - 100 CF; 100 CUBIC FT TRPL 20FT CABLE TURBO LAY LENGTH (41-1/8") ***TAX1XX2FXD0XXSD*** *Nonstock - Restock Policy Applies* Pn: 140641	10515.000/ea	10515.00

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Dalton Potgeter					NET 25TH		11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION				UNIT PRICE		EXT PRICE
10	1ea	^MTR 4" OMNI+ F2 - 100 CF (33"); 100 CUBIC FEET TRPL 20FT CABLE CFL LAY LENGTH (33") *** F4XCXX2FXA0XXSD *** *Nonstock - Restock Policy Applies* Pn: 559456				8590.000/ea		8590.00
11	1ea	MTR 6" OMNI+ F2 - 100 CF (45"); 100 CUBIC FEET TRPL 20FT CABLE CFL LAY LENGTH (45") *** F6XCXX2FXS0XXSD *** *Nonstock - Restock Policy Applies* Pn: 116805				11415.000/ea		11415.00
12	1ea	MTR 8" OMNI+ F2 - 100 CF (53"); 100 CUBIC FEET TRPL 20FT CABLE CFL LAY LENGTH (53") *** F8XCXX2FXS0XXSD *** *Nonstock - Restock Policy Applies* Pn: 161407				14000.000/ea		14000.00
13	1ea	^MTR 10" OMNI+ F2 - 100 CF (68"); 100 CUBIC FEET TRPL 20FT CABLE CFL LAY LENGTH (68") *** FAXCXX2GXR0XXSD *** *Nonstock - Restock Policy Applies* Pn: 758563				20595.000/ea		20595.00

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Dalton Potgeter		NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
14	1ea	MTR 1-1/2" OMNI+ C2 - 100 CF; 100 CUBIC FT TRPL 20FT CABLE TURBO DRS LAY LENGTH (13") ***C1X1XX2FXU0XXSD*** Pn: 119815	1580.000/ea	1580.00
15	1ea	MTR 2" OMNI+ C2 - 100 CF (17") 100 CUBIC FT TRPL 20FT CABLE TURBO DRS LAY LENGTH (17") ****C2X1XX2FXU0XXSD**** Pn: 154589	1805.000/ea	1805.00
16	1ea	MTR 3" OMNI+ C2 - 100 CF (19"); 100 CUBIC FT TRPL 20FT CABLE TURBO DRS LAY LENGTH (19") ***C3X1XX2FXS0XXSD*** *Nonstock - Restock Policy Applies* Pn: 119677	2285.000/ea	2285.00
17	1ea	MTR 4" OMNI+ C2 - 100 CF (23"); 100 CUBIC FT TRPL 20FT CABLE TURBO DRS LAY LENGTH (23") ***C4X1XX2FXS0XXSD*** *Nonstock - Restock Policy Applies* Pn: 125899	4170.000/ea	4170.00

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Dalton Potgeter		NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
18	1ea	MTR 6" OMNI+ C2 - 100 CF (24"); 100 CUBIC FT TRPL 20FT CABLE COMPOUND LAY LENGTH (24") ** C6X3XX2FXS0XXSD ** *Nonstock - Restock Policy Applies* Pn: 223673	6810.000/ea	6810.00
19	1ea	MTR 8" OMNI+ C2 - 100 CF; 100 CUBIC FT TRPL 20FT CABLE TURBO LAY LENGTH (30-1/8") ***C8X1XX2FXS0XXSD*** *Nonstock - Restock Policy Applies* Pn: 326479	11000.000/ea	11000.00
20	1ea	MTR 10" OMNI+ C2 - 100 CF; 100 CUBIC FEET TRPL 20FT CABLE TURBO LAY LENGTH (41-1/8") *****CAX1XX2GXT0XXSD***** *Nonstock - Restock Policy Applies* Pn: 321714	14200.000/ea	14200.00
21	1ea	MTR HYD METER 3" OMNI+ H2 - 100 CUBIC FT W/STRAINER & COUPLINGS 2-1/2" NST & 6FT TRPL CABLE *** H3X1XX1FXS0X1SD *** Pn: 388272	2090.000/ea	2090.00

** Continued on Next Page *

Subtotal
S&H Charges

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Dalton Potgeter			NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION		UNIT PRICE	EXT PRICE
22	1ea	SMARTPOINT 510M TC 1-PORT (LEAK); SENSUS MODEL 510M SINGLE PORT M2 METER TRANSCIEVER UNIT NON-PIT VERSION TOUCHCOUPLE INTREGAL TOUCHREAD HOURLY READS LEAK DETECTION 5396353751201MI Pn: 21752		180.000/ea	180.00
23	1ea	SMARTPOINT 510M TC 2-PORT (LEAK); SENSUS MODEL 510M DUAL PORT M2 METER TRANSCIEVER UNIT NON-PIT VERSION TOUCHCOUPLE INTREGAL TOUCHREAD HOURLY READS LEAK DETECTION 5396353751203MI Pn: 21900		200.000/ea	200.00
24	2ea	C38-23-2.5-NL-GS 5/8X3/4 & 3/4 COUP 3/4" X 2-1/2" IMPORT GS WITH GASKET NO LEAD Pn: 8579		15.000/ea	30.00
25	2ea	IMPORT C38-44-2.625-NL - 1" METER COUPLING 1" X 2-1/2" WITH GASKETS NO LEAD Pn: 25480		20.000/ea	40.00

** Continued on Next Page **

THIS QUOTE HAS BEEN PREPARED BASED ON OUR INTERPRETATION OF THE PROJECT DOCUMENTS PROVIDED. WE RESERVE THE RIGHT TO REVIEW AND AMEND QUOTATION PRICES IN THE EVENT PROJECT DOCUMENTS PROVIDED ARE INCOMPLETE, UNCLEAR OR CONTAIN CONFLICTING INFORMATION.

Prices are firm for 3 days. Price subject to change after 3 days.



ETNA SUPPLY - GRAND RAPIDS
4901 CLAY AVENUE SW
GRAND RAPIDS, MI 49548-3038
616 241 5414
Fax 616 241 4786



Quotation

QUOTE DATE	QUOTE NUMBER
11/19/2025	S106603873
ETNA SUPPLY PO BOX 772107 DETROIT, MI 48277-2107 P-616 248 9182 F-616 245 9940	PAGE NO.
	7 of 8

QUOTE TO:

SHIP TO:

CITY OF LIVONIA
12973 FARMINGTON RD
PUBLIC SERVICE - WATER DPW
LIVONIA, MI 48150-4202

CITY OF LIVONIA
12973 FARMINGTON RD
PUBLIC SERVICE - WATER DPW
LIVONIA, MI 48150-4202

CUSTOMER NUMBER	JOB NAME / PO NUMBER	JOB NAME / RELEASE NUMBER	SALESPERSON	
377	METER QUOTE		Jason McClanahan	
WRITER	SHIP VIA	TERMS	EXPIRE DATE	FREIGHT EXEMPT
Dalton Potgeter		NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
26	2ea	C38-66-2.875-NL METER COUPLING FOR 11/2" METER NO LEAD FORD *Nonstock - Restock Policy Applies* Pn: 178853	70.000/ea	140.00
27	1ea	11/2 METER FLG SET INCLUDES BRASS FLG BOLTS/NUTS GASKET NO LEAD 431T07PLF Pn: 57083	75.000/ea	75.00
28	1ea	2 METER FLG SET INCLUDES BRASS FLG BOLTS/NUTS GASKET(SET OF 2) NO LEAD 431T08PLF Pn: 15550	80.000/ea	80.00
29	1ea	3" METER FLG SET INCLUDES BRASS FLG BOLTS/NUTS GSKT (SET OF 2) LEAD FREE Pn: 15558	405.000/ea	405.00
30	1ea	4" METER FLG SET INCLUDES BRASS FLG BOLTS/NUTS GSKT (SET OF 2) LEAD FREE Pn: 15597	545.000/ea	545.00
31	1ea	SENSUS FLEXNET COMMAND LINK 2 SMART POINT COMMAND LINK 2 CL200 Pn: 667678	950.000/ea	950.00

** Continued on Next Page **

Subtotal	
S&H Charges	
Amount Due	

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ETNA SUPPLY - GRAND RAPIDS
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Quotation

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PAGE NO.	
8 of 8	

QUOTE TO:

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CITY OF LIVONIA
12973 FARMINGTON RD
PUBLIC SERVICE - WATER DPW
LIVONIA, MI 48150-4202

CUSTOMER NUMBER		JOB NAME / PO NUMBER	JOB NAME / RELEASE NUMBER		SALESPERSON		
377		METER QUOTE				Jason McClanahan	
WRITER			SHIP VIA		TERMS	EXPIRE DATE	FREIGHT EXEMPT
Dalton Potgeter					NET 25TH	11/22/2025	No
LINE#	ORDER QTY	DESCRIPTION				UNIT PRICE	EXT PRICE
32	1ea	MTR 5/8" IPERL+ 100 CF ECR; 100 CF ECR REG L/CONN *** IX1S3FLXXXXXXD *** Pn: 127240				145.000/ea	145.00
33	1ea	MTR 3/4" IPERL+ 100 CF ECR (SB); SHORT BODY (7-1/2") LENGTH 100 CF ECR REG L/CONN *** IX2S3FLXXXXXXD *** Pn: 138774				190.000/ea	190.00
34	1ea	MTR 3/4" IPERL+ 100 CF ECR (9"); 100 CF ECR REG L/CONN *** IX3S3FLXXXXXXD *** Pn: 139065				180.000/ea	180.00
35	1ea	MTR 1" IPERL+ 100 CF ECR; 100 CUBIC FT ECR REG L/CONN *** IX4S3FLXXXXXXD *** Pn: 130997				220.000/ea	220.00
36	1ea	^MTR 3/4" IPERL+ - BRZ 100 CF TR/PL (SB);SHORT BODY (7-1/2") LENGTH 100CF TR/PL REG W/ 6FT WIRE L/CONN Pn: 867319				275.000/ea	275.00
37	1ea	^MTR 1" IPERL+ - BRZ 100 CF TR/PL REG W/ 6FT WIRE L/CONN Pn: 867322				345.000/ea	345.00

This Quotation is expressly conditioned and controlled by Seller's standard terms and conditions of sale found at www.etnasupply.com/tcsale. All other terms are expressly rejected. To the extent there is a conflict between any of the terms appearing on the face of this Quotation and ETNA's Standard Terms, the terms appearing on the face of the Quotation control. TAXES ARE NOT INCLUDED ON THIS QUOTE!

THIS QUOTE HAS BEEN PREPARED BASED ON OUR INTERPRETATION OF THE PROJECT DOCUMENTS PROVIDED. WE RESERVE THE RIGHT TO REVIEW AND AMEND QUOTATION PRICES IN THE EVENT PROJECT DOCUMENTS PROVIDED ARE INCOMPLETE, UNCLEAR OR CONTAIN CONFLICTING INFORMATION.

Prices are firm for 3 days. Price subject to change after 3 days.

Printed By: DPOTGETE on 11/19/2025 2:24:42 PM

Subtotal	134290.00
S&H Charges	0.00
Amount Due	134290.00

#120-24 RESOLVED, that having considered a communication from the Director of Public Works, dated February 27, 2024, submitted pursuant to Council Resolution 136-23, adopted on May 8, 2023, which bears the signature of the Director of Finance and is approved for submission by the Mayor, the Council does hereby accept the bid of **Etna Supply Company**, 529 32nd Street SE, Grand Rapids, Mi 49548, for supplying the Public Works Division with **water meters** and supplies based upon the unit prices set forth in the attachment to said communication, for the period April 1, 2024 through December 31, 2025, at a total cost not to exceed \$1,500,000.00 annually; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$1,500,000.00 from funds already budgeted in Account No.: 592-559-787-040 of the Water and Sewer Budget for this purpose; FURTHER, the Council does hereby determine to authorize the purchase of said items without competitive bidding inasmuch as Etna Supply Company is the sole source provider of Sensus Meters for the State of Michigan 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.3 of the Livonia Code of Ordinances, as amended.



LETTER TO THE LIVONIA CITY COUNCIL

9.

DPW

November 17, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Douglas L. Moore, MSA, Assistant Director of Public Works

AGENDA ITEM

REQUEST FOR AUTHORIZATION TO PURCHASE JACK UNIT REPLACEMENT THROUGH HOUSTON GALVESTON AREA COUNCIL (HGAC-BUY) COOPERATIVE PURCHASING CONSORTIUM: Department of Public Works, re: to replace Front Hoist #9 leaking jack unit, from budgeted funds.

BACKGROUND DETAILS

Authorize an expenditure and approve payment to Vehicle Service Group, LLC, 2700 Lanier Drive, Madison, Indiana 47250 in the amount of \$31,646.75 to replace the Front Hoist #9 leaking jack unit. Purchase would be made through the Houston-Galveston Area Council (HGAC-Buy) Contract FL 10-24A cooperative purchasing consortium.

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

It is respectfully requested that the City Council:

Waive the formal bidding process in accordance with Section 3.04.140.D.3-4 of the Livonia Code of Ordinances, as amended, since no advantage to the city would result from competitive bidding with this specialized type of equipment.

Authorize payment to Vehicle Service Group, LLC, 2700 Lanier Drive, Madison, Indiana 47250 in the amount of \$31,646.75, from Account No. 101-443-933-050, from budgeted funds.

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

Front replacements with multi-locks, front jack, aire operated, multi-position mechanics, saddle with

standard adapters, front jack hose, attachment bolts, installation and freight.

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

\$31,646.75, from Account No. 101-443-933-050, from budgeted funds.

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

n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Purchasing consortium.

ATTACHMENTS

1. Vehicle Service Group Quote & H-GAC Contractor Agreement

APPROVED BY



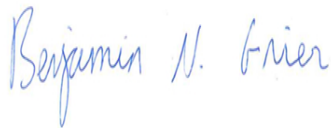
Douglas L. Moore, MSA, Assistant Director of Public Works

Date: November 18, 2025



Don Rohraff, Director of Public Works

Date: November 19, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 20, 2025



Maureen Miller Brosnan, Mayor

Date: November 21, 2025

Rotary Lift HGAC Equipment Quotation

Quote # : 2025911

Date: 11/10/2025

Requested By: Buzz Kirby

Quote Expires: 3/10/2026

Payment Terms: NET 60

Warranty: 1yr. Parts & Labor

Prepared By: Tammy Boldery

If completion of installation is delayed more than one month due to governmental entity delays (i.e. electrical, etc.), Rotary can request partial payment for work completed. (both equipment and installation).



Note: Quote for Equipment & Installation

Project Name: City of Livornia DPW, MI

Pull from stock not allowed

Model No.	Description	Per Unit Price	Qty.	Extended Price
FM8ML	Front Replacements with Multi-Locks	\$ 20,168.56	1	\$ 20,168.56
	Includes: Front Jack, Aire Operated, Multi-Position Lock Mechanics, Saddle w/ Standard Adapters, Front Jack Hose, Attachment Bolts			
XXX01CTT	Installation	\$ 9,461.34	1	\$ 9,461.34
XXX82	Freight	\$ 2,016.85	1	\$ 2,016.85
	*Does not include any applicable fees or taxes			

TOTAL PRICE: \$ 31,646.75

ADDITIONAL TERMS AND CONDITIONS: By submitting a purchase order to Vehicle Service Group, LLC. (VSG), customer accepts and agrees to these terms and conditions as additional terms to the existing agreement between the parties referenced on the face of this quotation (Existing Agreement), notwithstanding anything to the contrary contained therein. All additional or different terms and conditions contained in Customer's purchase order are hereby rejected. No additional or different terms or conditions, or any modifications, changes, or amendments to these terms of the existing agreement shall be binding on VSG, unless expressly accepted by VSG in writing.

DISCLAIMER: Notwithstanding anything to the contrary in the Existing Agreement, VSG shall not be liable for any loss, damage or additional costs arising from unforeseen conditions affecting installation, including but not limited to contaminated soil, bed rock, in-floor heating system, high water conditions, or any other type of in-ground conditions. Customer acknowledges and agrees that Customer shall be responsible for any additional costs due to such conditions, in addition to the installation price set forth herein.

DELAY: Notwithstanding anything to the contrary in the Existing Agreement, if delivery of the equipment or completion of the work is delayed by more than thirty (30) days due to the acts or omission of Customer or any third party other than VSG or its sub-contractors, VSG may require Customer to render payment for equipment manufactured or delivered, and portions of the work completed, within thirty (30) days from the date of VSG's invoice, in the amounts set forth in such invoice.

*Cancelled orders are subject to 20% restocking fee.

HGAC Contract #:	FL10-24A	Vehicle Service Group, LLC
Contract Period	5/1/25-9/30/28	2700 Lanier Dr.
CAGE#:	7K311	Madison, IN 47250
Tax ID #	90-0501347	Tammy Boldery, Government Sales Leader
EIN	E6L7P8EBDHC7	800.445.5438 x 5655
		tboldery@rotarysolutions.com

H-GAC

Houston-Galveston Area Council

P.O. Box 22777 · 3555 Timmons · Houston, Texas 77227-2777

Cooperative Agreement - Contract - Vehicle Service Group, LLC. - Public Services - ID: 14116 - FL10-24A

MASTER GENERAL PROVISIONS

This Master Agreement is made and entered into, by and between the Houston-Galveston Area Council hereinafter referred to as H-GAC having its principal place of business at 3555 Timmons Lane, Suite 120, Houston, Texas 77027 and Vehicle Service Group, LLC., dba Rotary Lift hereinafter referred to as the Contractor, having its principal place of business at 2700 Lanier Drive, Madison, IN 47250.

WITNESSETH:

WHEREAS, H-GAC hereby engages the Contractor to perform certain services in accordance with the specifications of the Master Agreement; and

WHEREAS, the Contractor has agreed to perform such services in accordance with the specifications of the Master Agreement;

NOW, THEREFORE, H-GAC and the Contractor do hereby agree as follows:

ARTICLE 1: LEGAL AUTHORITY

The Contractor warrants and assures H-GAC that it possesses adequate legal authority to enter into this Master Agreement. The Contractor's governing body, where applicable, has authorized the signatory official(s) to enter into this Master Agreement and bind the Contractor to the terms of this Master Agreement and any subsequent amendments hereto.

ARTICLE 2: APPLICABLE LAWS

The Contractor agrees to conduct all activities under this Master Agreement in accordance with all federal laws, executive orders, policies, procedures, applicable rules, regulations, directives, standards, ordinances, and laws, in effect or promulgated during the term of this Master Agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the Contractor shall furnish H-GAC with satisfactory proof of its compliance therewith.

ARTICLE 3: PUBLIC INFORMATION

Except as stated below, all materials submitted to H-GAC, including any attachments, appendices, or other information submitted as a part of a submission or Master Agreement, are considered public information, and become the property of H-GAC upon submission and may be reprinted, published, or distributed in any manner by H-GAC according to open records laws, requirements of the US Department of Labor and the State of Texas, and H-GAC policies and procedures. In the event the Contractor wishes to claim portions of the response are not subject to the Texas Public Information Act, it shall so; however, the determination of the Texas Attorney General as to whether such information must be disclosed upon a public request shall be binding on the Contractor. H-GAC will request such a determination only if Contractor bears all costs for preparation of the submission. H-GAC is not responsible for the return of creative examples of work submitted. H-GAC will not be held accountable if material from submissions is obtained without the written consent of the contractor by parties other than H-GAC, at any time during the evaluation process.

ARTICLE 4: INDEPENDENT CONTRACTOR

The execution of this Master Agreement and the rendering of services prescribed by this Master Agreement do not change the independent status of H-GAC or the Contractor. No provision of this Master Agreement or act of H-GAC in performance of the Master Agreement shall be construed as making the Contractor the agent, servant, or employee of H-GAC, the State of Texas, or the United States Government. Employees of the Contractor are

+1 User



CLOSED

Fleet Services Equipment-A

Request For Proposal

Public Services - HGACBuy/Cooperative Purchasing Program

92800

Close Date: No Close Date  No Retention Policy 

Project ID: FL10-24A

Release Date: Wednesday, February 12, 2025

Due Date: Thursday, March 6, 2025 12:00pm

Posted  Wednesday, February 12, 2025 5:00am

 Bid Unsealed Thursday, March 6, 2025 12:17pm by Allison Cruz

 Pricing Unsealed Thursday, March 6, 2025 12:17pm by Allison Cruz

All dates & times in Central Time

Viewing Phase 3 (current) 

5. Specifications/Categories/Scope of Work

This is an indefinite quantity/indefinite delivery offerings contract – The HGACBuy Customer is responsible to ensure adequate competition is performed between the various contractors or contractors outside of HGACBuy to determine price reasonableness that might be required per any funding agency. Customer will need to ensure compliance with any funding agency requirements before proceeding with a purchase order under this contract. Please consult legal counsel regarding questions concerning compliance as a contractor under this solicitation.

5.1. Categories

This solicitation is a supplement to the previously awarded contracts for FL10-24. Current FL10-24 contract holders do not need to submit a response to this solicitation.

This Solicitation is divided into separate product categories. Respondent may choose to submit a response to any of the categories or all of them. No additional weighted value will be assigned to a response that addresses more than one or all categories listed. All equipment must be the manufacturer's new and current models and must be fully operational upon delivery to the Customer.

Categories are as follows:

- A. **Vehicle Lifts and Support Equipment – Heavy Duty**: Mobile and stationary heavy duty hydraulic vehicle lift equipment, covering such configurations as 2 and 4-post lifts, scissor lifts, parallelogram lifts, and related equipment

- B. **Vehicle Lifts and Support Equipment – Smaller Shop Designs:** Such as jacks, cranes, dollies, and associated smaller shop material handlers
- C. **Tire and Wheel Equipment:** Tire changers, wheel balancers, brake lathes, alignment machines, and related equipment
- D. **Exhaust Extraction Equipment:** Exhaust extraction equipment as is commonly associated with fire stations and fleet facilities and associated with emergency vehicles, and related equipment
- E. **Lubrication and Fluid Management Equipment:** Automated and/or manual shop lubrication equipment (e.g. fuel, brake, transmission, power steering, coolant, and refrigerant fluid exchange equipment), and related equipment
- F. **Stationary Vehicle Wash Systems:** At a minimum, these must be presented as complete manufacturer's catalogs, with pricing on all equipment and manufacturer options. Additionally, H-GAC strongly encourages pricing of complete application-specific solutions as well. Such priced packages must be priced to include all standard and necessary manufacturer wash equipment components for basic operation, such as standard operator controls, control valves, float switches rails, water and detergent pumps, brushes, et cetera (H-GAC Member may use this as-is or customize with Respondents' priced catalog options). Such base wash system package's pricing must be **exclusive** of additional site work, such as installation, demolition, additional plumbing, electrical work, et cetera, which Respondent **must price separately**. This category also accommodates stand-alone drying systems for standard to commercial sized vehicles.
- G. **GPS Fleet Tracking Solutions:** Complete equipment list pricing must be included and listed on solicitation pricing worksheet. Additionally, complete solutions/packages must be priced, and include, in a turn-key presentation: (1) all hardware (including digital recorders and standard GPS in-vehicle transponder-sender unit, standard wiring, cabling, harnesses, et cetera, for a single vehicle base system application, and (2) where applicable, associated, required standard "home office" software and mobile applications (Application Service Provider (ASP)/Single-Instance, Single-Tenant Legacy application, Software-as-a-Service (SaaS), or similar). Any required activation, service / monitoring, and maintenance fees **must** be detailed as such and included in Response. Such mandatory fees (and optional ones as well) that are staggered (e.g. monthly) must be presented as annual figures (calculated as the extended 12-month total) to accommodate the H-GAC purchase order system. Options, such as multi-seat licenses, additional vehicle pricing (e.g. 2+, 5+, 10+ vehicles, et cetera) **must** be priced as well. In this regard, Respondent may include supplemental clarification / itemization as needed. Additionally, Respondent must include a separate quotation document detailing all the components, software, required fees / licensing that are included in each base unit packed solution system priced.
- H. **Vehicle Video Systems:** Complete solutions / packages designed for recording video (and audio, where applicable) inside and/or external to vehicles (cars, buses, et cetera). Follow the general guidelines and level of detail as shown in subsection 5.1.G.
- I. **Miscellaneous Catalogs:** Portable and stationary, cold and hot water pressure washers and shop recovery systems (gas, oil/diesel, electric, natural gas, and liquefied petroleum); part washers; air compressors (portable, stationary, piston, rotary screw, et cetera); hose reels and related; undercarriage cleaners; waste oil heaters; shop/garage equipment falling under similar designs/solutions as listed herein.

NOTE 1: Response cannot include pricing on equipment represented in other H-GAC contracts. Such equipment will be disallowed on any contract award.

NOTE 2: Accounting / inventory and/or fleet type software is outside the scope of this solicitation. HGACBuy has as separate Office Management Software contract for such solutions.

5.2. Manuals and Manufacturers' Specifications

- A. Contractor must supply at the time of delivery, at least one complete owner's manual (the price of which must be included in Respondent's pricing) and any applicable operations and service documentation covering the completed products as delivered and accepted.
- B. Respondent must supply technical specifications which clearly show all the standard features and capabilities of the equipment in the response listing. For more response-specific "packaged" system solutions (e.g. specific vehicle wash systems), detailed quote sheets **must** also be included.

5.3. Heavy Lifting Equipment

At the time of Response submittal, for all applicable lifts, the associated equipment manufacturers must be members of the Automotive Lift Institute (ALI). Respondent must present evidence of current ALI membership and which specific models are certified. Respondent must also include the status of any pending ALI-ETL model certification(s) and the anticipated approval date.

5.4. Final Contract Deliverables

Contractor agrees to submit written quarterly reports to H-GAC detailing all transactions during the previous three (3) month period. Reports must include, but are not limited, to the following information:

- Customer Name and address
- HGACBuy confirmation number
- Product/Service purchased
- Customer Purchase Order Number
- Purchase Order Date
- Product/Service dollar amount
- HGACBuy Order Processing Charge amount

Reports must be provided to H-GAC in Excel or other acceptable electronic format by the 30th day of the month following the quarter being reported. If Contractor defaults in providing Products or Services reporting as required by the contract, recourse may be exercised through cancellation of the contract and other legal remedies as appropriate.

Attachment-A
Vehicle Service Group, LLC
Contract: FL10-24A
Fleet Services Equipment

Manufacturer	Products/Services	Catalog Description	HGACBuy Discount Off List Price
Vehicle Service Group, LLC	Vehicle lifts & support, freon extraction, and wheel equipment	"Rotary Solutions 2025 Rotary Lift Automotive Price Sheet" document; "Rotary Price Sheet 2025 Heavy Duty Products" document; "2024 Wheel Service Price Sheet" document; and "Service Parts and Accessories Price Book" document, effective March 6, 2025	40.00%; 25.00 % on accessories
		H-GAC FL10-24A "Response Price List" document	



LETTER TO THE LIVONIA CITY COUNCIL

10.

Engineering
November 12, 2025

MEETING DATE

S120325/R121725

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO AMEND THE QBS ENGINEERING CONTRACT WITH OHM ADVISORS FOR CONSTRUCTION ENGINEERING (CE) SERVICES FOR THE 2025 TRAFFIC SIGNAL MODERNIZATION PROJECTS: Engineering Division, re: at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road, in the amount of \$133,413.00, from budgeted funds. (CR 336-21)

BACKGROUND DETAILS

The City Council approved Qualification Based Selection (QBS) firms pursuant to Council Resolution (CR) #336-21, adopted November 22, 2021, to perform all professional engineering services on various federal, state and locally funded projects through fiscal year 2026. Under this procedure, we are recommending that OHM Advisors (OHM) provide construction engineering and administrative services for the 2025 Traffic Signal Modernization Project at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road including traffic signal modernization, concrete curb and gutter, sidewalk, sidewalk ramps, and pavement markings. See the attached letter dated November 12, 2025, from OHM Advisors.

This project was submitted for consideration under the Highway Safety Improvement Program (HSIP) in 2023 and was selected. OHM Advisors provided design for the two (2) traffic signals in the amount of \$76,000 per CR #404-23 in which Wayne County will reimburse the City in the amount of \$20,400. The project was awarded via the MDOT Local Agency Program (LAP) Safety Program that was bid out on October 3, 2025. The construction funding is from the FY25 Safety Program, with a 10% local match for construction costs. Rauhorn Electric, Inc. 14140 33 Mile Road, Bruce Township, MI 48065 was the low bidder and MDOT awarded the contract on October 27, 2025 in the amount of \$660,435.39. Levan Road at Five Mile Road intersection is under Wayne County's jurisdiction and Newburgh Road at Lyndon Avenue is under the City of Livonia's jurisdiction. The local share of project costs will be paid by the City of Livonia and Wayne County Department of Public Service, each contributing \$17,653.00 for construction engineering and quality control testing and \$38,067.00 for 10% of the construction work. Wayne County has committed \$55,720 on the project per Wayne County IGA WO #47253 related to the Levan Road at Five Mile Road Traffic Signal Improvements. The City of Livonia will be paying the remaining portion for the intersection at Newburgh Road at Lyndon Road where mast arms will be installed. OHM Advisors subcontractor consultant SME will be required to travel to inspect the welds of the mast arms as part of the requirements along with material coordination and testing.

In order to proceed with these projects, it is respectfully recommended that the Council take the

following actions:

- Authorize the Mayor and the City Clerk to execute an amendment to the Engineering contract with OHM Advisors, 34000 Plymouth Road, Livonia, Michigan 48150 in the amount of \$133,413.00 for construction engineering (CE) for the 2025 Traffic Signal Modernization Projects at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road.
- Authorize an appropriation and expenditure in the amount of \$133,413.00 from budgeted funds in Account Number 204-447-818-102 (Contractual Services - Engineering Consultant)
- Authorize the Finance Department to invoice Wayne County Department of Public Services (DPS) in the amount of \$55,720 (\$17,653.00 related to the Construction Engineering (CE) costs related to Levan Road at Five Mile Road and \$38,067.00 for 10% of the construction costs) per IGA WO #47253.
- Authorize the City Engineer to approve minor adjustments in the work, as required.

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

In order to proceed with these projects, it is respectfully recommended that the Council take the following actions:

- Authorize the Mayor and the City Clerk to execute an amendment to the Engineering contract with OHM Advisors, 34000 Plymouth Road, Livonia, Michigan 48150 in the amount of \$133,413.00 for construction engineering (CE) for the 2025 Traffic Signal Modernization Projects at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road.
- Authorize an appropriation and expenditure in the amount of \$133,413.00 from budgeted funds in Account Number 204-447-818-102 (Contractual Services - Engineering Consultant)
- Authorize the Finance Department to invoice Wayne County Department of Public Services (DPS) in the amount of \$55,720 (\$17,653.00 related to the Construction Engineering (CE) costs related to Levan Road at Five Mile Road and \$38,067.00 for 10% of the construction costs) per IGA WO #47253.
- Authorize the City Engineer to approve minor adjustments in the work, as required.

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)

\$133,413.00

DETAILED WORK BEING PERFORMED

Construction engineering and administrative services for the 2025 Traffic Signal Modernization Project at the intersections of Levan Road at Five Mile Road along with Lyndon Avenue at Newburgh Road including traffic signal modernization, concrete curb and gutter, sidewalk, sidewalk ramps, and pavement markings.

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

\$133,413.00 from budgeted funds in Account Number 204-447-818-102 (Contractual Services - Engineering Consultant)

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

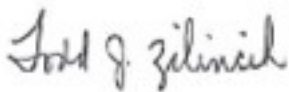
n/a

REASON TO WAIVE BID PROCESS (Emergency, Professional services, No advantage to City and why, Consortium package, etc): Qualification Based Selection (QBS) Firm

ATTACHMENTS

1. 2025_11_13_CE_Signal_Modernizationrev
2. MDOT Award Letter Traffic Sign Modernization 5 Mile Levan Lyndon Newburgh
3. MDOT HSIP Award Letter - 5 Mile Levan Lyndon Newburgh
4. CR 336-21

APPROVED BY



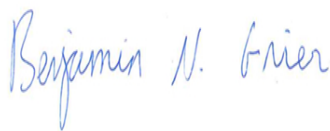
Todd Zilincik, P.E., City Engineer

Date: November 13, 2025



Don Rohraff, Director of Public Works

Date: November 14, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: November 20, 2025



Carter Fisher, City Attorney

Date: November 20, 2025

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

Date: November 21, 2025

Maureen Miller Brosnan, Mayor

November 13, 2025

Todd Zilincik, PE
City of Livonia
12973 Farmington Road
Livonia, MI 48150

Regarding: Proposal for Construction Services
Traffic Signal Modernization at 5 Mile Road at Levan Road and on Newburgh Road at Lyndon St

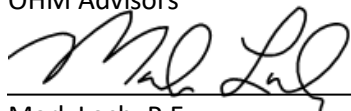
Dear Mr. Zilincik,

It is our understanding that the City would like OHM to provide construction engineering (CE) and construction administration (CA) services to support the City during construction of the traffic signal modernization at the two above-mentioned intersections. The work includes traffic signal modernization, concrete curb and gutter, sidewalk, sidewalk ramps, and pavement markings.

We have worked with City staff to define the schedule for completing the proposed improvements. Based on that effort, we have prepared the attached Scope of Services, Schedule and Proposed Fees to assist the City with the effort necessary to deliver the improvements. We have based our proposal on the terms and conditions of the current Professional Services agreement. The proposed project Supplements (A-C) for this project, as well as a draft of the Exhibit A, are included.

We appreciate this opportunity to provide professional services to the City. If you have any questions, please give us a call.

Sincerely,
OHM Advisors



Mark Loch, P.E.
Senior Project Manager

CC: Clay Stokes, OHM Advisors
Rhett Gronevelt, P.E., OHM Advisors

Attachments: Supplements A, B, & C
Exhibit A

EXHIBIT A
PROJECT SPECIFIC SCOPE OF SERVICES, PROJECT SCHEDULE, PAYMENTS
TO CONSULTANT

The information contained in this Exhibit applies only to the following project:

Project Title:

2025 CITY OF LIVONIA TRAFFIC SIGNAL MODERNIZATION
(5 MILE ROAD AT LEVAN ROAD AND NEWBURGH ROAD AT LYNDON STREET)

Dated: _____, 2025

This is an Exhibit to the Professional Services Contract dated December 1, 2016, and extended on November 22, 2021, between the City of Livonia, and Orchard, Hiltz & McCliment, Inc. (OHM Advisors), whose address is 34000 Plymouth Road, Livonia, MI 48150.

This Exhibit acts as a duly executed written instrument that amends, supplements, modifies, or cancels certain portions of the contract, as provided in Article 8.01 of the contract.

A. SCOPE OF SERVICES

CONSULTANT is requested to provide Construction Phase Services for the proposed improvements in accordance with attached Supplement A, dated November 13, 2025.

B. PROJECT SCHEDULE

The Project Schedule is attached as Supplement B, dated November 13, 2025.

C. PAYMENTS TO CONSULTANT

CONSULTANT shall be paid on an hourly basis up to an amount not-to-exceed one hundred thirty three thousand four hundred thirteen dollars (\$133,413.00) in accordance with the tasks and payment terms on Supplement C, dated November 13, 2025.

In Witness Whereof, the City and Consultant, by and through their duly authorized officers and representatives, have executed this Contract.

In the Presence of:

CITY OF LIVONIA, a Michigan
Municipal Corporation

By: _____
Maureen Miller Brosnan, Mayor

By: _____
Lori L. Miller, City Clerk

In the Presence of:

OHM Advisors



Mark Loch, PE
Witness

By: 

Rhett Gronevelt, PE

Approved:

Its: Principal

Donald R. Rohraff
Director of Public Works

Approved:

Todd J. Zilincik, PE
City Engineer

Pursuant to Council Resolution

Approved:

No.: _____

Benjamin N. Grier
Director of Finance

Adopted on: _____

Approved:

Carter Fisher
Department of Law

CITY OF LIVONIA**2025 CITY OF LIVONIA TRAFFIC SIGNAL MODERNIZATION
(5 MILE ROAD AT LEVAN ROAD AND NEWBURGH ROAD AT LYNDON STREET)****PROJECT UNDERSTANDING**

We understand this project to include the construction of a Traffic Signal Modernization at 5 Mile Road at Levan Road and on Newburgh Road at Lyndon Street . The work includes traffic signal modernization, concrete curb and gutter, sidewalk, sidewalk ramps, and pavement markings.

SCOPE OF SERVICES

The scope of work for this project will be consistent with our Agreement for Civil Engineering Consulting Services between the City and OHM Advisors. This includes items related to the construction phase of work as follows:

ENGINEERING CONSTRUCTION SURVEY

Under this task the team will observe the construction efforts on the project and assist with any necessary field changes to successfully complete the work. Specific work efforts include:

- ▼ Verify/Establish Project Control to be used throughout construction.
- ▼ Provide Engineering construction stakes for curb and gutter, sidewalk, and signal foundations to be scheduled around the contractor's survey staking request form submittals.
- ▼ Provide Cut Sheets with cuts and fills to proposed improvements with 24-hours of staking

CONSTRUCTION OBSERVATION

Under this task the team will observe the construction efforts on the project and assist with any necessary field changes to successfully complete the work. Specific work efforts include:

- ▼ Provide daily observation of the project when significant construction work is occurring to verify that materials, installation, and construction methods used are in conformance with the project plans and specifications as well as applicable standards.
- ▼ Provide observation of the contractor's maintenance of traffic staging.
- ▼ Coordinate with the Materials testing and Geotechnical Sub-Consultant for the material testing needs of the project.
- ▼ Conduct soil erosion inspections within the project area and generate reports per requirements.
- ▼ Produce daily field reports to document work and record quantities of contract pay items.

CONSTRUCTION ENGINEERING

This task will consist of providing project engineering services required to address and resolve construction issues when they arise as well as providing project oversight. Specific work efforts include:

- ▶ Regular site visits by the project engineer to oversee and supervise the observer and to attend to problems if they arise.
- ▶ Prepare construction pay estimates to meet MDOT, Wayne County, and the City requirements for estimate submittal.
- ▶ Prepare contract modifications (change orders) should the need arise.
- ▶ Address Contractor's construction concerns and resolve conflicts with the executed contract specifications.
- ▶ Arrange and attend regularly scheduled progress meetings during the construction phase.
- ▶ Coordinate with the materials testing consultant on materials related items.
- ▶ Coordinate with the residents and other stakeholders in the construction area regarding access, traffic staging, schedule, and other pertinent items for the duration of the project.

CONTRACT ADMINISTRATION

Under this task, the project team will complete services necessary to administer the contract. Specific work efforts include:

- ▶ Coordinate with MDOT, Wayne County, and the City regarding award of the project.
- ▶ Arrange and attend one (1) pre-construction meeting prior to the start of the project.
- ▶ Review Contractor's submittals, shop drawings, construction schedules, materials certifications, and other project submittals.
- ▶ Review Contractor's construction progress for compliance with the approved project schedule.
- ▶ Review construction claims and coordinate claim resolution with Contractor and MDOT, Wayne County, and the City.
- ▶ Complete items required for project closeout, including final site inspection, project documentation review, final estimate generation, and closeout paperwork.
- ▶ Prepare and deliver record (As-Built) plans that include the constructed location of all installed underground utilities. Record plans will be delivered electronically in PDF format.

MATERIALS COORDINATION AND TESTING (SME – USA)

This task will consist of providing project engineering services required to address and resolve construction issues when they arise as well as providing project oversight. Specific work efforts include:

- ▶ Engineered Fill and Backfill.
 - The geotechnical sub-consultant will perform a level of material testing necessary to ensure conformance with the contract documents during the Contractor's construction operations.
 - In-place density (compaction) testing using nuclear method.
 - Material sampling and laboratory testing.
 - Maximum density determination in the laboratory (proctor).
- ▶ Concrete.
 - Review of mix design submittals and Contractor Quality Control Plan.
 - Prepare concrete Quality Assurance Plan.
 - Sampling and testing of fresh plastic concrete.
 - Laboratory testing of compressive strength field-molded test cylinders.

FABRICATION INSPECTION AND TESTING (SME – USA)

- ▼ Fabrication Testing or Specialty Items as per the final contract documents and plans, and as directed and coordinated with MDOT, Wayne County and the city of Livonia.
 - Mast arm as coordinated with the contractor's selected fabricator.

SERVICES NOT INCLUDED

Changes in scope by Owner will result in additional services and will be billed accordingly. We will provide a proposal for the work at the time of the changes prior to proceeding with the revisions.

- ▼ Additional Site Survey
- ▼ Additional Permit Packages
- ▼ Permit Fees
- ▼ Easement Documents
- ▼ Regulatory and client meetings not specifically referenced



CITY OF LIVONIA

**2025 CITY OF LIVONIA TRAFFIC SIGNAL MODERNIZATION
(5 MILE ROAD AT LEVAN ROAD AND NEWBURGH ROAD AT LYNDON STREET)**

CONSULTANT shall provide services for the Phases and Tasks outline on Supplement A according to the approximate timeframe below.

Key dates are shown in the following schedule:

<u>Milestone</u>	<u>Date</u>
Construction State Date	Winter of 2025
Substantial Completion Date	June 26, 2026
Final Completion & Closeout Date	October 16, 2026

The contractors' progress schedule is unknown at the time of this price submission; the typical OHM Advisors' hours estimated are based on an assumed contractor's progress schedule and will be billed monthly based on actual hours worked per classification member:

- The estimated OHM Advisors' schedule is as follows but subject to change:
 - Project Set up – 1 week
 - Signal Location One – 4 weeks
 - Signal Location Two – 4 weeks
 - Punchlist – 1 week
 - MDOT Project closeout – 2 weeks



CITY OF LIVONIA

**2025 CITY OF LIVONIA TRAFFIC SIGNAL MODERNIZATION
(5 MILE ROAD AT LEVAN ROAD AND NEWBURGH ROAD AT LYNDON STREET)**

Construction Phase

The CITY agrees to pay the CONSULTANT for construction services on an hourly basis, billed monthly, per the 2025 Rate Schedule at the not-to-exceed amount of one hundred thirty-three thousand four hundred thirteen dollars and zero cents (\$133,413.00).

Construction Engineering Services* \$133,413.00

The above total is estimated based on the following assumptions:

Engineering Survey (4 Days)	\$ 12,008.00
Construction Observation (50 Days)	\$ 43,700.00
Construction Engineering (48 days)	\$ 25,456.00
Contract Administration (36 days)	\$ 6,524.00
Materials Coordination and Testing (SME-USA)	\$ 20,650.00
<u>Fabrication Inspection and Testing (SME-USA)</u>	<u>\$ 25,075.00</u>
Construction Services Total	\$133,413.00

Additional Services

Additional services, if approved by City Council, shall be paid at the current hourly rate schedule or at an agreed upon price between the CITY and CONSULTANT.

Notes

- Invoices shall be submitted monthly.
- 2026 Hourly Rate Schedule is attached for reference.



Supplement C – Payments to Consultant

OHM ADVISORS 2026 HOURLY RATE SCHEDULE



Classification	Level				
	I	II	III	IV	V
Professional Engineer	\$167	\$179	\$194	\$214	\$224
Graduate Engineer	\$145	\$156	\$161	\$169	\$182
Architect/Interior Designer	\$115	\$150	\$175	\$210	\$230
Landscape Architect	\$132	\$142	\$156	\$172	\$188
Planner	\$120	\$141	\$167	\$182	\$193
Project Coordinator/Urban Designer	\$93	\$125	\$142	\$162	\$182
Design Technician	\$115	\$134	\$151	\$170	\$188
Technician	\$109	\$128	\$146	\$163	\$172
Project Specialist	\$138	\$175	\$205	\$229	\$250
Professional Surveyor	\$156	\$173	\$189	\$203	\$215
Surveyor	\$112	\$132	\$144	\$158	\$170

Classification	I	II	III
Administrative Support	\$89	\$110	\$135
Technical Aide	\$85	\$89	\$94
Subject Matter Expert	\$250	\$300	\$375

Classification	
Principal	\$247

Rates as reflected subject to review and adjustment on an annual basis.
2026 Public Rates 25-1028 (MI OH Public)



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 28, 2025

Rauhorn Electric, Inc.
14140 33 Mile Rd
Bruce Township, MI 48065

Contract ID: **82000-220125**
Item: **2510 023**
Region: **Metro Region**
Description: *Traffic signal modernization, concrete curb and gutter, sidewalk, sidewalk ramps and pavement markings on 5 Mile Road at Levan Road and on Newburgh Road at Lyndon Street in the city of Livonia, Wayne County. This is a Local Agency project.*

The contract for work to be performed on the above noted project was awarded on **10/27/2025** at your low bid price: **\$660,435.39**

The subject contract has been approved and signed. You are authorized to begin work on this project in accordance with your contract and the MDOT approved progress schedule.

All construction materials must be inspected and approved before they are used in the work. To facilitate such inspection, it is required that you furnish the producers with the correct project numbers and give instructions that these numbers must be used in connection with all materials shipped.

If you have any questions, please contact MDOT-Awards@Michigan.gov.

Enclosures



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
ACTING DIRECTOR

November 17, 2023

**MDOT Local Agency Safety Program:
Fiscal Year (FY) 2025 Highway Safety Improvement Program Awards**

The Michigan Department of Transportation (MDOT) is pleased to inform you that the attached projects have been approved for federal Highway Safety Improvement Program (HSIP) funding. All agencies were previously notified by email and approved projects are posted on MDOT's website at www.michigan.gov/mdotlap.

Please find all pertinent project details on the attached spreadsheet- including MDOT job number, project limits, project description, total project cost, federal/local split amounts, and approved preliminary engineering amounts (if applicable).

Please Note: Upon discussion and written approval, some agencies have elected to have their awarded projects programmed for FY 2024. The attached spreadsheet states which FY is applicable.

Unless otherwise approved in writing by MDOT at the time of obligation, the federally participating project costs are limited to the project costs submitted with the application and listed in the spreadsheet, plus the lesser of an increase of 20 percent or \$20,000 above the total project cost. If such an increase results in federal funds exceeding \$750,000, the federal funds will be capped at \$750,000.

Awarded preliminary engineering work will be funded with 50 percent federal funds and 50 percent local funds. The preliminary engineering has been programmed for FY 2024. No extra federal funds will be allowed for preliminary engineering work above the listed approved preliminary engineering amount. Preliminary engineering must have federal approval (obligation) before costs are eligible for reimbursement.

Construction engineering and right-of-way costs are not eligible for reimbursement. Nonparticipating construction items of work may be included in the overall project estimate but are not reimbursable for federal funding. Items such as decorative lighting, brick sidewalks, street pavers, or any items that are not safety related in nature are not eligible for federal aid. These items will be reviewed once the preliminary plans are developed.

Funds for these projects must be obligated in FY 2024 or FY 2025- as applicable. Federal funds cannot be obligated until the following steps have been completed (links to forms can be located at www.michigan.gov/mdotlap):

- Environmental/historical clearance (NEPA) is received and approved.
- The Program Application has been completed (Form 0260)
- GI meeting has been held
- Permits are obtained and included in the project package
- Right-of-way issues are cleared and approved
- A complete biddable package is submitted and accepted

MDOT has programmed the selected projects into JobNet for the area's Transportation Improvement Program (TIP). Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

Provided MDOT has obligation authority remaining, federal funds will be obligated up through September 1 of the applicable FY. Therefore, to ensure funds are obligated prior to this date, **it is imperative that the project's final package is completed and submitted to MDOT by August 18 of the applicable FY.** Please note that a complete biddable package contains all permits, right-of-way, signed and sealed final plans and any pertinent specifications or special provisions.

Once posted, the Local Agency Programs FY 2025 Project Planning Guide can be accessed at www.michigan.gov/mdotlap and contains the milestone dates required for a GI submittal to obligate your project for the FY (the guide for FY 2024 is currently posted). If your local agency wishes to obligate and construct your project prior to the FY for which it was selected, they may do so by utilizing the advance construct process. The Local Agency is responsible for ensuring the project is listed in the (S)TIP for both FYs (the year obligated, and the year federal funds are converted).

Every effort has been given to maintain a fiscally constrained program and maximize the use of limited available funds. Projects will be handled on a first come, first served basis, so please make every effort to stay on the schedule outlined in the Project Planning Guide.

Funding for any FY 2024 or FY 2025 project not obligated by the end of the assigned FY will be rescinded unless it receives written approval from the LAP Safety Engineer to be carried over to another FY. Any local agency that fails to obligate a project in the assigned FY will be scored significantly lower on subsequent project submittals for two years.

Any changes in the scope of work or significant changes in project cost which cannot be justified will be denied. Any scope of work or limit changes must be approved in writing by the LAP Safety Engineer.

Please send the programming application form, NEPA form, GI package and final plans electronically to MDOT-DesignLAP-Safety@Michigan.gov and Landon Johnson JohnsonL26@Michigan.gov.

If you have any questions, please contact Ryan Doyle, LAP Road Team Leader, at DoyleR3@Michigan.gov or 989-220-9447.

Sincerely,

A handwritten signature in black ink that reads "Ryan P. Doyle". The signature is written in a cursive, flowing style.

Ryan Doyle, Road Team Leader
Local Agency Programs

FY Programmed	Job Number	CS	Lead Agency	Project Limits	Project Description	Construction			Prel. Engineering	
						Project Total	Federal	Local	Federal	Local
2025	220102	39000	City of Kalamazoo	1. Park at Maple, 2. Park at Balch/Crosstown, 3. Park at Vine, 4. Park at Dutton, 5. Park at Walnut, 6. Park at Lovell, 7. Park at South, 8. King Highway at Gibson	Safety Improvements for VRU - RRFB's, special emphasis pavement markings, ADA ramp improvements, bulbouts/bumpouts, and pedestrian refuge islands.	\$ 293,557	\$264,201	\$ 29,356		
2025	220113	82000	City of Detroit	1. Alter at Kercheval 2. Arnold at Lonyo 3. Forest at Grand Blvd 4. McGraw at Trenton 5. Morang at Roxbury	Signal Modernizations and Intersection Improvements	\$ 824,931	\$742,438	\$ 82,493		
2025	220114	82000	City of Detroit	1. Forest at McClellan 2. Griswold at Larned 3. Harper at McClellan 4. Kelly at Morang 5. Larned at St Aubin 6. Fairfield at McNichols	Signal Modernizations and Intersection Improvements	\$ 803,651	\$723,286	\$ 80,365		
2025	220115	39000	City of Kalamazoo	1. Park at Howard, 2. Park at Burr Oak, 3. Park at Cedar, 4. Park at Academy, 5. S. Westnedge at Hutchinson, 6. S. Westnedge at Pleasant.	Safety Improvements for VRU - RRFB's, special emphasis pavement markings, ADA sidewalk improvements, bumpouts/bulbouts, and pedestrian refuge islands.	\$ 513,024	\$461,722	\$ 51,302		
2025	220119	63000	City of Farmington Hills	1. 13 Mile Road at Farmington Road 2. 13 Mile Road at Halsted Road 3. Halsted Road at 11 Mile Road	Signal Modernization	\$1,000,939	\$750,000	\$250,939		
2024	220121	39000	City of Kalamazoo	1. Bronson at Edgemoor, 2. Bronson at Duchess, 3. Bronson at Parker, 4. Mills at KVRT, 5. Crosstown Parkway at Trail Crossing, 6. Crosstown Parkway at John	Safety Improvements for VRU - RRFB's, special emphasis pavement markings, ADA sidewalk ramp improvements, and pedestrian refuge islands.	\$ 474,190	\$256,816	\$217,374		
2024	220122	39000	City of Kalamazoo	1. Arboretum at Wynding Oaks (West), 2. Arboretum at Wynding Oaks (East), 3. Arboretum at Theoreau's Woods, 4. Lovers Lane at Foley, 5. Portage at Royce, 6. Portage at Banbury, 7. Crosstown Parkway at Maple, 8. Campus Drive #1, 9. Campus Drive #2 at Tech Circle, 10. Campus Drive #3 at Dipharma Inc	Safety Improvements for VRU - RRFB's, special emphasis pavement markings, and pedestrian refuge islands.	\$ 646,577	\$517,262	\$129,315		
2024	220123	63000	City of Lathrup Village	Southfield Rd between Margate Ave and Kilbirnie Ave	High-Intensity Activated Crosswalk (HAWK) installation	\$ 324,089	\$291,680	\$ 32,409		
2025	220124	41000	City of Grand Rapids	1. Covell Ave NW at Tremont Blvd NW 2. Walker Ave NW at Fremont Ave NW 3. Lafayette Ave NE at Creston Plz NE 4. Diamond Ave SE at Baldwin St SE 5. MLK Jr St SE at Benjamin Ave SE 6. Madison Ave SE at Hoyt St SE 7. 32nd St SE at Park Entrance	Roadway crossing Improvements and treatments for VRU	\$ 540,000	\$432,000	\$108,000		
2025	220125	82000	City of Livonia	5 Mile Road and Levan Road	Signal Modernization	\$ 353,058	\$317,752	\$ 35,306		
2025	220126	82000	City of Livonia	Newburgh Road at Lyndon Ave	Signal Modernization	\$ 271,953	\$244,758	\$ 27,195		
2025	220127	63000	City of Northville	Seven Mile Road at Sheldon Road/Center Street	New Roundabout	\$ 745,000	\$670,500	\$ 74,500		
2025	220129	73000	City of Saginaw	Genesee Avenue from Janes Ave to Hess Ave	Road Safety Audit for VRU	\$ 25,000	\$ 20,000	\$ 5,000		
2024	220131	73000	Saginaw County Road Commission	Dixie Highway at Burt Road	Signal Modernization	\$ 450,000	\$405,000	\$ 45,000	\$22,500.00	\$22,500.00

2025	220136	41000	City of Grand Rapids	1. Richmond St NW at Powers Ave NW 2. Fuller Ave NE at Northlawn NE 3. Fulton St E at Midblock at GRCC 4. Madison Ave SE at Pleasant SE 5. Alger St SE at Blaine Ave SE 6. Lane Ave NW at Sibley St NW 7. Walker Ave NW at Garfield Ave NW	Roadway crossing Improvements for treatments for VRU	\$ 610,000	\$488,000	\$ 122,000		
2025	220137	38000	City of Jackson	Morrell St at Brown St, Morrell St at Wisner St	Signal Modernization	\$ 695,222	\$625,700	\$ 69,522		
2025	220151	63000	City of Pontiac	1. Arlene Ave at Madison Ave and 2. Arlene Ave at Tennyson Ave 3. University Drive between Melrose Dr and Jordan Road	Signal Modernization, Install HAWK, Pedestrian refuge, ADA Ramps	\$ 836,165	\$752,548	\$ 83,617		
2025	220153	73000	Saginaw County Road Commission	Tittabawassee at River Road	New Roundabout	\$ 600,000	\$353,040	\$246,960		
2025	220154	77000	St Clair County Road Commission	Wadhams at Griswold Road	Signal Modernization with Reflectorized Backplates	\$ 202,345	\$182,110	\$ 20,235		
2025*	220155	17000	City of Sault Ste.Marie	Meridian Street at West Easterday Avenue	Signal Modernization, Pedestrian countdown signals	\$ 440,000	\$352,000	\$ 88,000	\$ 22,000.00	\$ 22,000.00
2025	220156	77000	St Clair County Road Commission	Wadhams at St. Clair Highway	New Roundabout	\$ 420,000	\$336,000	\$ 84,000		
2025	220158	50000	City of Warren	Hoover Road at Common Road	Signal Modernization	\$ 295,038	\$265,534	\$ 29,504		
2025	220159	82000	City of Westland	Wayne Road at Hunter Road	Signal Modernization	\$ 293,697	\$264,327	\$ 29,370		
2025	220161	47000	Livingston County Road Commission	Rushton at Doane Road	Intersection Realignment and new Center Left-turn Lane	\$ 815,000	\$733,500	\$ 81,500		
2025	220162	41000	Kent County Road Commission	Pine Island at 10 Mile	New Roundabout	\$1,454,584	\$750,000	\$704,584		
2025	220163	19000	Clinton County Road Commission	Shepardsville Road between Maple Rapids Road and North County Line	Guardrail Improvements	\$ 120,000	\$108,000	\$ 12,000		
2025	220171	25000	Genesee County Road Commission	Carpenter Road at Belsay Road	Ground Mounted Solar Beacon Installation	\$ 28,000	\$ 25,200	\$ 2,800		
2025	220173	25000	Genesee County Road Commission	Davison at Irish Road	Signal Modernization and ADA Upgrades	\$ 250,000	\$225,000	\$ 25,000		
2025	220174	25000	Genesee County Road Commission	Wilson at Clio Road	Approaches Reconstruction and Addition of Left Lane	\$ 300,000	\$270,000	\$ 30,000		
2025	220175	26000	Gladwin County Road Commission	1. Pratt Lake at Chappel Dam 2. Beaverton at Bard Road 3. Shock at Knox Road 4. Freeman at Dale Road 5. Hockaday at Wagarville Road	1 Intersection New Beacon installation, 4 Intersection Beacon replacements	\$ 115,000	\$ 92,000	\$ 23,000		
2025*	220176	28000	Grand Traverse County Road Comm.	Zimmerman Rd from 600' south of Panorama Dr to Heritage Way	Installation of a high friction treatment course	\$ 343,151	\$164,929	\$178,222	\$17,158.00	\$17,157.00
2025	220177	34000	Ionia County	Zahm Rd at Krupp Rd Intersection- 300' east and west of the intersection, 700' north of the intersection	Horizontal Curve Flattening, corrugation placements, advanced warning signs	\$ 444,910	\$400,419	\$ 44,491		
2025	220178	38000	Jackson County Department of Trans.	Robinson Road at Spring Arbor Road	Upgrade Signal Heads and Equipment	\$ 151,435	\$136,291	\$ 15,144		
2025	220179	38000	Jackson County Department of Trans.	Ackerson Lake Road at Hart Road, Napoleon Township, Jackson County	Installation of Guardrail, Flashing LED Stop Sign, Stop and Stop Ahead Signage Upgrade, Reflective panels, Stop Bar pavement markings	\$ 56,044	\$ 42,134	\$ 13,910		
2025	220182	39000	Kalamazoo County Road Commission	G Avenue from M-343 to 38th Street	Center Left Lane Construction	\$ 998,000	\$750,000	\$248,000		
2025	220184	39000	Kalamazoo County Road Commission	Sprinkle Road from 0.11 miles north of Lake Street to I-94 BL	Sprinkle Road from 0.11 miles north of Lake Street to I-94 BL Centerline, Rumble Strips, Shoulder Widening	\$1,115,000	\$750,000	\$365,000		
2025	220185	41000	Kent County Road Commission	Myers Lake at 10 Mile Road	New Roundabout	\$1,454,584	\$750,000	\$704,584		
2025	220186	50000	Macomb County Department of Roads	1. Jefferson at Crocker Road 2. 32 Mile Road at North Ave 3. 15 Mile Road at Garfield Road 4. 21 Mile Road at North Ave 5. Garfield Road at Millar 6. 32 Mile Road at Romeo Plank	Signal Modernization	\$ 975,000	\$750,000	\$225,000		
2025	220187	50000	Macomb County Department of Roads	1. 15 Mile Road at Beaconsfield Road 2. 21 Mile Road at Van Dyke 3. 21 Mile Road at Shelby 4. 15 Mile Road at Klein/Bobcean 5. 23 Mile Road at E Russell Schmidt	Signal Modernization	\$ 947,000	\$750,000	\$197,000		
2025	220188	58052	Monroe County Road Commission	1. Curve on Carleton Rockwood Road from Armstrong to Village of Carleton Rockwood, Berlin Twp; 2. Curve on Ida West Road near Dixon Road, Summerfield Twp; 3. Curve on Post Road near War Road, Frenchtown Twp; 4. Intersection of Bates Road & Stewart Road, Frenchtown Twp; 5. Intersection of Douglas Road & Rauch Road, Bedford/Ida Twp; 6. Intersection of Dunbar Road & Herr, Monroe Twp; 7. Intersection of Samaria Road & Summerfield Road, Whiteford Twp	Intersection Signing Upgrades	\$ 308,000	\$277,200	\$ 30,800		
2025*	220189	77000	St Clair County Road Commission	Dove Road at Michigan Road.	Signal Improvements	\$ 204,045	\$183,640	\$ 20,405	\$10,202.00	\$10,202.00

Regular Minutes of November 22, 2021

AND BE IT FURTHER RESOLVED THAT the street is an approved public street and is open for public purposes; and FURTHER, that said street is accepted into the City's local street system and is located within a right-of-way under the control of the City of Livonia and that said street was open to the public as of December 31, 2021.

#336-21 RESOLVED, that having considered the report and recommendation of the City Engineer, dated October 26, 2021, submitted pursuant to Council Resolution No. 365-16, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, requesting to extend the Qualification-Based Selection (QBS) contracts with OHM Advisors, Hubbell, Roth and Clark, Inc., Spalding Dedecker Associates, Inc. and Anderson, Eckstein and Westrick, Inc., for a period of five (5) years, for future proposals relating to professional engineering consulting services, the Council does hereby accept the proposal to extend the qualification based-selection (qbs) contracts with OHM Advisors, 34000 Plymouth Road, Livonia, MI 48150, Hubbell, Roth and Clark, Inc., 555 Hulet Drive, Bloomfield Hills, MI 48303-0824, Spalding Dedecker Associates, Inc., 905 South Boulevard East, Rochester Hills, MI 48307-5358, and Anderson, Eckstein and Westrick, Inc., 51301 Schoenherr Road, Shelby Township, MI 48315, for a five (5) year period ending November 30, 2026, to perform Professional Engineering Services on various Federal, State and Locally funded roads, bridges, storm sewers, sanitary sewers, water mains, traffic signal modernization and pedestrian signal upgrades and other related projects; FURTHER, the Mayor and City Clerk are hereby authorized to execute contracts for and on behalf of the City of Livonia with the aforesaid companies and to do all other things necessary or incidental to the full performance of this resolution; and all QBS contracts based on scope and contract amount for each future individual project will be brought before the City Council for funding approval.

#337-21 RESOLVED, that having considered the report and recommendation of the City Engineer, dated October 29, 2021, 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 approve the proposed 2022 Road Repair Program as proposed by the Department of Public Works and as reviewed by the Citizens Advisory Committee on Roads for the tenth year of the ten-year road paving millage approved by Livonia residents, as shown in the attachment to that report.

#338-21 WHEREAS, the Mayor and City Council of the City of Livonia believe quality roads are a vital part of any community; and

WHEREAS, the City of Livonia has a Citizens Advisory Committee on Roads which identifies City streets most in need of repair in order to

OFFICE OF THE COUNCIL

MARTHA PTASHNIK,
VICE PRESIDENT
ROB GJONAJ-DONOVIC
SCOTT MORGAN
LYNDA SCHEEL

Livonia City Council



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2254
FAX: (734) 421-4388

President Brandon McCullough,

Prior to the December 3rd, 2025th City Council regular voting meeting, Councilman Scott Morgan notified the City Council that he would be unable to attend the meeting due to a work-related conflict. He later asked that item #11, the subject matter of petition 2025-07-02-15 (CR 340-25) be moved to the following December 17th regular voting meeting of the Livonia City Council.

The long-standing decorum of the Council has been rescheduling items to a later meeting when an excused absent member expresses their desire to vote on a specific matter. In this case, it is important to note that the Council President, exercising his authority, is not willing to add this item to the agenda as requested.

Consequently, this situation necessitates that at least three members of the Council formally request the addition or removal of an item from the agenda. Therefore, we, the undersigned, respectfully request that item #11, related to petition 2025-07-02-15 (CR 340-25), be included in the agenda for the December 17th regular voting meeting under unfinished business.

Thank you,

Signed by:

7F142913325F4DB...

DocuSigned by:

866EB80E74874ED...

Signed by:

AB917961FC8D436...

Signed by:

871C2AFA65AD491...

From: [Donovic, Rob](#)
To: [Michael Soranno](#); [CityCouncil](#)
Subject: Re: Car Wash Concerns
Date: Thursday, December 4, 2025 5:15:28 PM

Hello sir,

Thank you for the email, Mr. Commissioner!

The City of Livonia mails written notices to private property owners within 300ft of a proposed rezoning.

The petitioner, in partnership with Schoolcraft college (and a group of businesses on the campus) are proposing to add a traffic signal to the intersection at their cost. They're also proposing to remove the center boulevard's to add turning lanes so you can safely turn left (south side) onto 6 mile westbound, and turn left (north side) onto 6 mile eastbound. Also turning left into your neighborhood from 6 mile. This has been approved by Wayne County engineering. This will only happen is the proposed project is approved. If it's not approved, it will stay a restaurant and the entrance will stay in the same place and traffic will be just as bad and worse. Additionally, the other nearby signals will be adjusted and the signals flow will improve.

The residents can get a 1.2 million dollar plus investment into that intersection that will never happen otherwise. It won't happen for economical reasons, but also because of physical ones. The car wash petitioner is shifting the new building over to the west, adding an 18ft green belt buffer to the neighboring cemetery to respect the dead (no real buffer exists now, just parking blocks and alot of sticks & weeds) by doing so moving the parking/ drive isles over as well. You cannot do this if it stays a restaurant building and you definitely can't move the entrance for proper egress. Additionally, I believe if that were to happen, the property owner would have to add underground storm water detection (currently it does not exist) and that's hundreds of thousands of dollars, which will never happen.

All this to say, the traffic will absolutely improve and I'd be praying for the city council to approve this so plan so traffic improvements will happen. I'd also like to note that a new restaurant, which doesn't come before planning or council as it's already existing, would be a destination and attract cars. A car wash is a quick convenience for people local to that particular location for home or work, you don't go out of your way for a car wash, you do for a restaurant.

I will be in support of this petition because it will improve the lives of residents in that area. I believe a restaurant will attract more traffic, no improvement will ever physically be possible to buffer the cemetery next-door, and no traffic/intersection improvements will happen.

Merry Christmas and happy new year!

Thank you

Rob Gjonaj Donovic
Council Member
City of Livonia | City Council
(734) 466-2254
rdonovic@livonia.gov

From: Michael Soranno <mike52@prodigy.net>
Sent: Thursday, December 4, 2025 4:40:52 PM
To: CityCouncil <CityCouncil@Livonia.gov>
Subject: Car Wash Concerns

To Livonia City Council Members:

My name is Michael Soranno and I live in the Quakertown Subdivision, directly across 6 Mile Rd. from the recently-closed Buca di Beppo restaurant. It's come to my attention (via casual conversation with a neighbor) that the City Council is considering approval of a Clean Express Car Wash on the aforementioned site.

First of all, I'm puzzled why nearby residents were not formally notified of potential changes to adjacent property. In times not so long ago, this was the case. And with the Livonia Observer newspaper no longer in print publication, I'm not certain how a resident even finds out about major property revisions that could potentially affect their day-to-day lives. Such was also the case when the property at the NE corner of 6 Mile and Haggerty was approved for major commercial and residential redevelopment.

Let me say, however, that I generally support new developments...commercial, residential, and even industrial...once I am reassured that attention has been given to the impacts which those developments would have on surrounding residents and businesses. Aspects such as lighting, noise, traffic patterns, hours of operation, landscaping and overall aesthetics must be addressed well in advance of approval by the Council. As a former member of the Livonia Planning Commission under then-mayor Ed McNamara, I have scrutinized many new and replacement site developments in Livonia's past; so I'm somewhat familiar with the task you face as a Council member.

My primary concern about the potential approval of a car wash on the Buca di Beppo site has to do with traffic...specifically, the ability (or inability) of Quakertown residents to get in and out of our subdivision on 6 Mile. It already is extremely difficult at certain times of the day to make a left turn from westbound 6 Mile into the sub. And with the arrival of Whole Foods, multi-family housing, a potential hotel, and other likely sources of heavy traffic, that left turn could become nearly impossible to make safely on any given day or time. I'm hoping there will be a traffic light installed along 6 Mile to accommodate the increased volume of cars and trucks from the development along Haggerty. The addition of a car wash just east of that 6 Mile & Haggerty development will most likely exacerbate the difficulty Quakertown residents will face on a go-forward basis within the next year or two.

I may be after-the-fact expressing these concerns, since I just recently (and inadvertently) discovered that the car wash is being considered; and I really don't know where the Council stands on the issue at this point. I'm hearing that it's in Committee-of-the-Whole which, if I'm correct, may still warrant additional considerations. At the very least, I would ask that an on-site traffic study be conducted to observe the traffic patterns at various times of day along 6 Mile, including the flow from the office building on the SE corner of Haggerty, which further complicates the ingress and egress of Quakertown residents.

Thank you for your time and consideration to this matter.

Sincerely,

Michael Soranno
mike52@prodigy.net
(734) 775-6475

From: [Grysko, Brandon](#)
To: [Kasprowicz, Sara](#); [Dennis Miller](#)
Cc: jrilett@manniksmithgroup.com; [Taormina, Mark](#)
Subject: RE: Clean Express Auto Wash Petition 2025-07-02-15 for 38888 Six Mile Road Livonia, MI
Date: Wednesday, December 3, 2025 6:00:32 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
Importance: High

Good evening and apologies for the multiple emails on this topic.

It is my understanding that one or more council members may have requested this be moved to Dec 17th, which is obviously the petitioner's preference per Dennis's email below.

Representatives of the petitioner and the property owner will be in attendance to see what the council decides to do.

Sorry for the confusion.

Brandon M. Grysko
Managing Partner
Fausone & Grysko PLC
bgrysko@thefgfirm.law
(248) 912-3240

From: Grysko, Brandon
Sent: Wednesday, December 3, 2025 5:24 PM
To: Kasprowicz, Sara <skasprowicz@livonia.gov>; Dennis Miller <dennismiller@mkiezi.com>
Cc: jrilett@manniksmithgroup.com; Taormina, Mark <mtaormina@livonia.gov>
Subject: RE: Clean Express Auto Wash Petition 2025-07-02-15 for 38888 Six Mile Road Livonia, MI

Sara the petitioner will leave it on for tonight

thx

Brandon M. Grysko
Managing Partner
Fausone & Grysko PLC
bgrysko@thefgfirm.law
(248) 912-3240

From: Kasprowicz, Sara <skasprowicz@livonia.gov>
Sent: Wednesday, December 3, 2025 4:22 PM
To: Dennis Miller <dennismiller@mkiezi.com>
Cc: jrilett@manniksmithgroup.com; Grysko, Brandon <bgrysko@thefgfirm.law>; Taormina, Mark

<mtaormina@livonia.gov>

Subject: RE: Clean Express Auto Wash Petition 2025-07-02-15 for 38888 Six Mile Road Livonia, MI

If you are firm to move the item off of tonight's agenda, President McCullough prefers to hold off until the January 14th Regular meeting.
Please let me know if you still want to move the item and he will make the announcement tonight.
Sara



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



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From: Dennis Miller <dennismiller@mkiezi.com>
Sent: Wednesday, December 3, 2025 3:32 PM
To: Taormina, Mark <mtaormina@livonia.gov>
Cc: Kasprovicz, Sara <skasprovicz@livonia.gov>; jrilett@manniksmithgroup.com
Subject: Clean Express Auto Wash Petition 2025-07-02-15 for 38888 Six Mile Road Livonia, MI

Hi Mark,

Regarding Petition 2025-07-02-15 for 38888 Six Mile Road, the Petitioner respectfully requests this matter be moved to the December 17th, 2025, City Council meeting for consideration by the full city council. Thank-you.

Dennis Miller
DMC Real Estate Advisors
412 W. 14 Mile Road
Troy, MI 48083
Cell: 248-342-1426
dennismiller@mkiezi.com

**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.

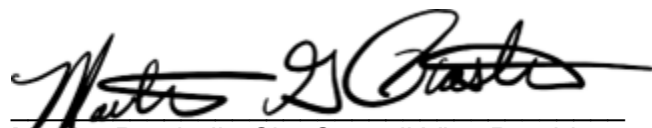
The Committee meeting adjourned at 7:02 PM.

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 Tunis

Livonia

Eileen McDonnell

SHARON MOREAU

11

Patrick Brockway

11

NEIL MURAWSKI

11

Jim Baga

Danise Muka

Akya

Regular Meeting Minutes of November 05, 2025

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

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



Side (East) Elevation
Scale: None



Side (West) Elevation
Scale: None



Rear (South) Elevation
Scale: None



Entry (North) Elevation
Scale: None

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,

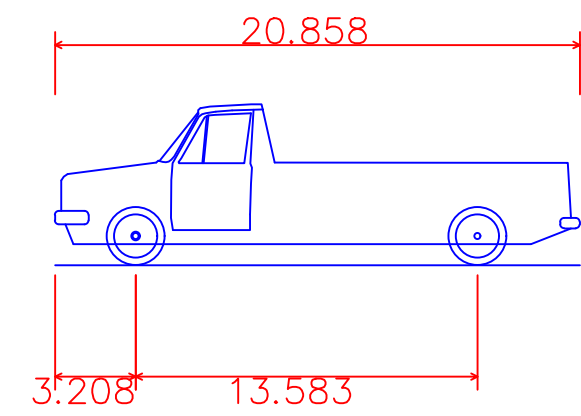
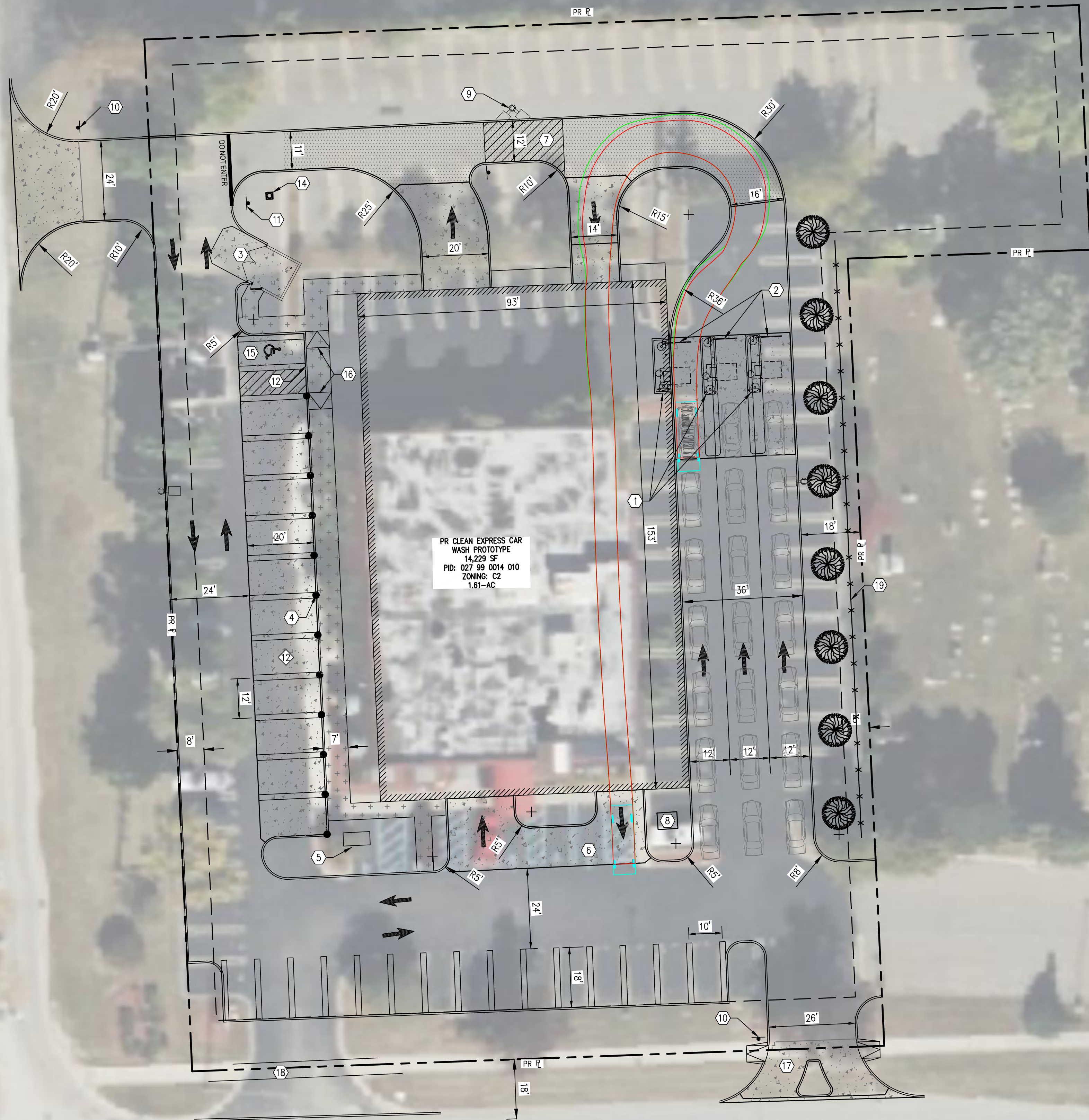
Please see the attached new data for the Clean Express carwash petition, including revised building elevations showing additional glazing on the south façade, and brick roll locks along the top of the building and above the overhead doors on all four sides, and a revised site plan showing the setback 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

W:\Projects\2025\300-388\300388\CAUSH\15250206_C00X_Site Plan.dwg last saved: 10/22/2025 2:38 PM by Phin; plotted 10/22/2025 2:38 PM



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

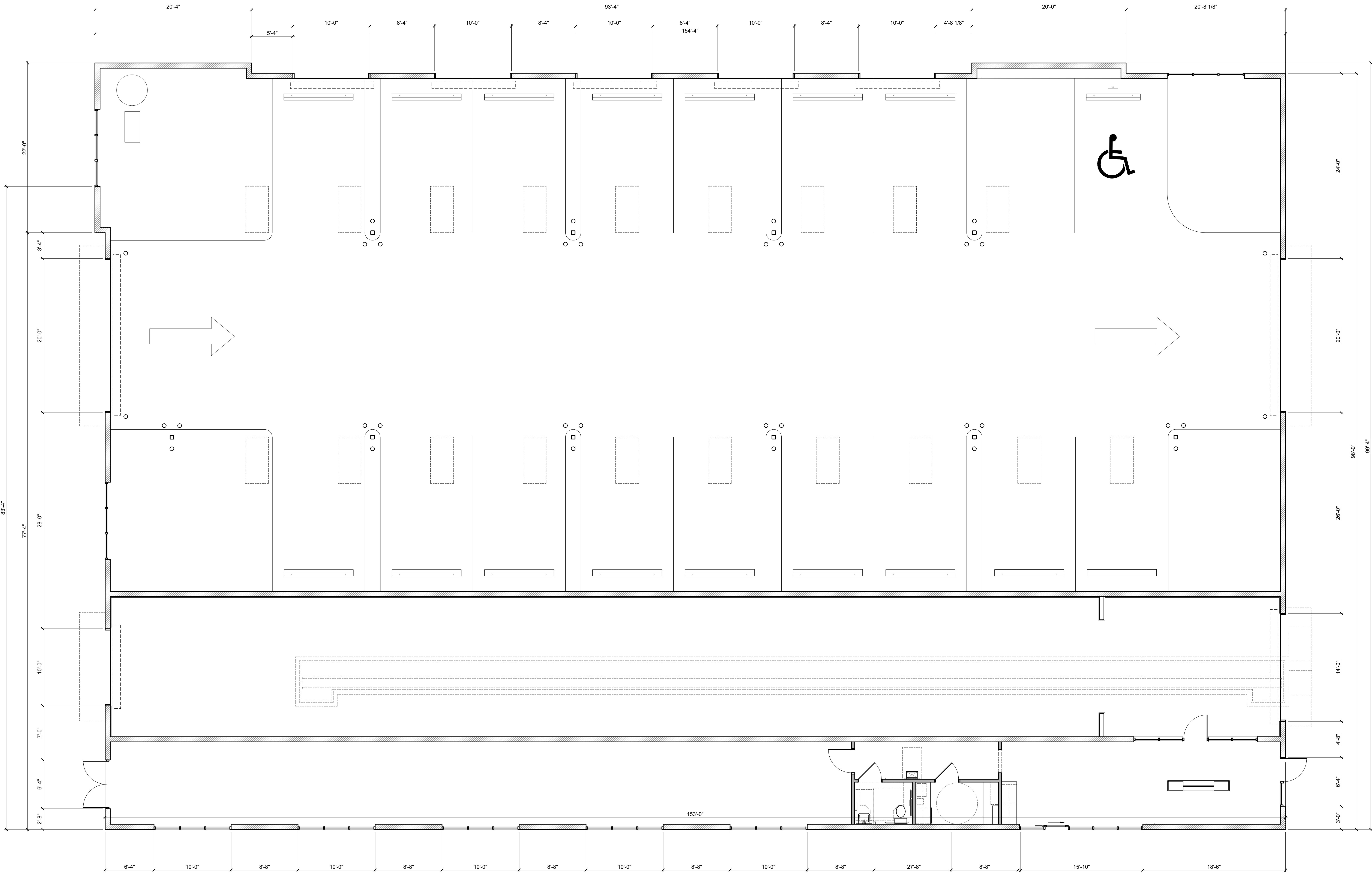
LEGEND

---	EX CONCRETE CURB
---	PR CONCRETE CURB
---	PR PROPERTY LINE
---	PR ASPHALT PAVEMENT
---	PR CONCRETE PAVEMENT
---	PR 5' SIDEWALK
---	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

C200	SITE PLAN	CLEAN EXPRESS AUTO WASH	38888 SIX MILE RD, LIVONIA, MI 48152	 EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43088	 Mannik Smith GROUP www.MannikSmithGroup.com	TECHNICAL SKILL: CREATIVE SPIRIT:	SUITE 100	
							COLUMBUS, OH 43215	
							TEL: 614.441.4222	
							FAX: 614.441.4222	
							FAX: 888.488.7340	
							PROJECT DATE: 07/09/2025	
							PROJECT NO: 250286	
							DRAWN BY: HTK/JAR	
							CHECKED BY: ESP	



FLOOR PLAN CODED NOTES

1. WALL MOUNTED FIRE EXTINGUISHER. EXTINGUISHER TO BE RED ENAMELED 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-BRICK 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 4 7/8"	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 4 7/8"	1 HR	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ MEZZANINE DECKING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"

DATE ISSUED WITH: CHANGE DESCRIPTION

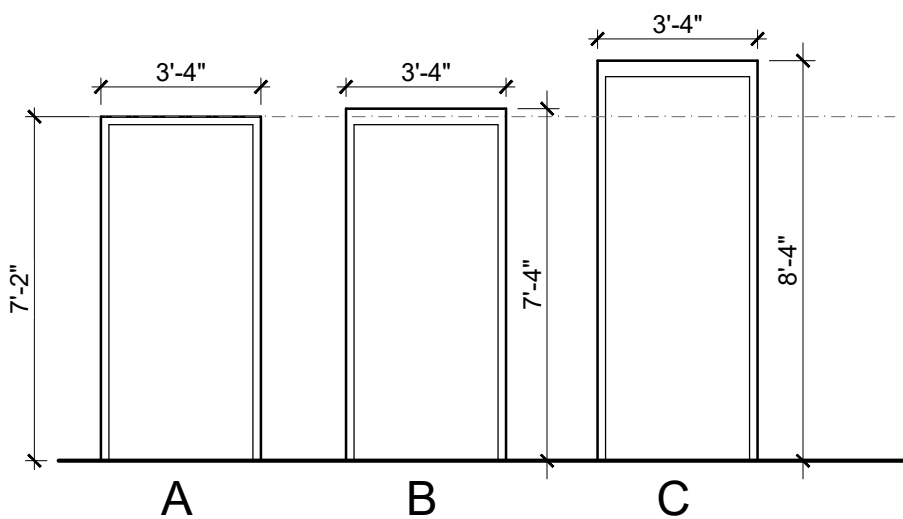
CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

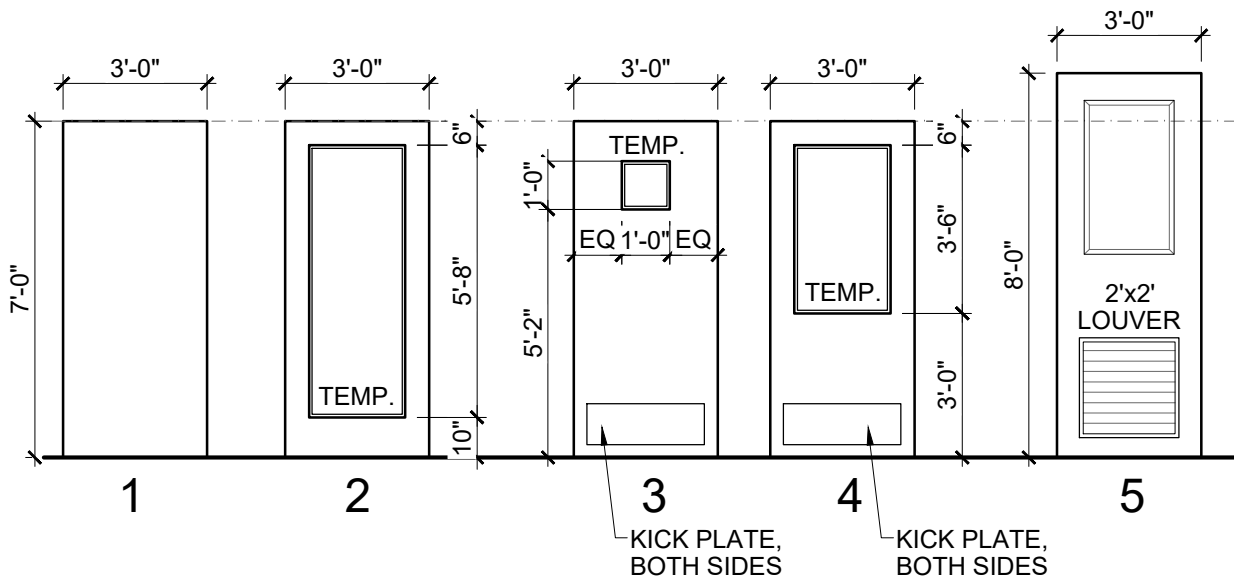
SBA
STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

SCALE: 3/16" = 1'-0" (UN.O.)
SHEET # / DESCRIPTION
FLOOR PLAN
A1-1
DATE: 08.11.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

5 FLOOR PLAN



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



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

DOOR											FRAME		REMARKS	SPACE		FLOOR		WALLS				CLG	REMARKS
NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT		NO.	ROOM NAME		MAT	BASE	NORTH	EAST	SOUTH	WEST	MAT			
1.01	STAFF	3070	01	H.M.	0-HR	N/A	SET 01	A	H.M.		1.01	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP				
1.02	CLOSET	3070	01	H.M.	0-HR	N/A	SET 02	A	H.M.		1.02	CLOSET	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP				
1.03	OFFICE	(3) 3070	02	ALUM.	0-HR	TEMP	SET 05	B	ALUM.		1.03	OFFICE	WD	VB	PT-1	PT-1	PT-1	PT-1	NO	PAINT BAR JOISTS & ROOF DECK			
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.		1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	PT-1	GYP	6" VINYL BASE			
1.05A	MECHANICAL	3070	04	H.M.	0-HR	N/A	SET 04	A	H.M.		1.05	EQUIPMENT	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK			
1.05B	MECHANICAL	(2) 3080	05	H.M.	0-HR	N/A	SET 05	C	H.M.		1.06	WASH BAY	CONC	NO	WL	WL	WL	WL	NO	PAINT BAR JOISTS & ROOF DECK			
1.05C	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.		1.07	VACUUMS	CONC	NO	PT-2	PT-2	PT-2	PT-2	NO	PAINT BAR JOISTS & ROOF DECK			
1.06	WASH BAY	3070	04	H.M.	0-HR	N/A	SET 04	B	H.M.														
1.07A	VACUUMS	3070	01	H.M.	0-HR	N/A	SET 04	B	H.M.														
1.07B	VACUUMS	3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.														

DOOR GENERAL NOTES										DOOR HARDWARE SETS															
1.	ALL DOOR HARDWARE TO BE: ANSI COMPLIANT LEVER STYLE	SET 01: OFFICE LOCKSET								SET 02: STORAGE LOCKSET															
2.	ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.	SET 03: PRIVACY LOCKSET								SET 04: PASSAGE LOCKSET															
3.	ALL GLAZING IN NEW DOORS TO BE TEMPERED	SET 05: EXIT LOCKSET								SET 06: PUSH / PULL															
4.	ALL DOORS TO RECEIVE (3) HINGES	KEY ALL DOORS ALIKE																							
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.																								

FLOORING	BASE	WALLS	CEILING
WD SIM WOOD FLR NO NO FLOORING	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

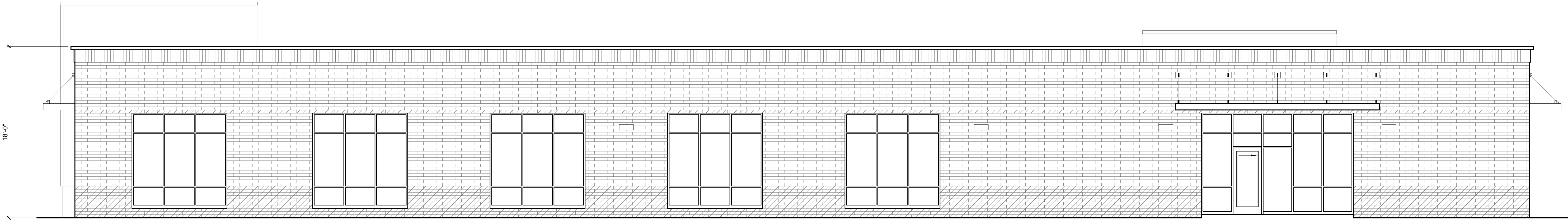
SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE			
--	--	--	--

4 DOOR FRAMES

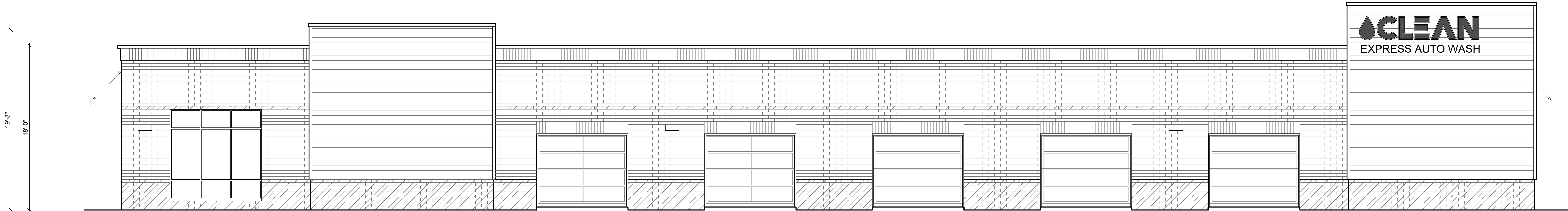
3 DOOR ELEVATIONS

2 DOOR SCHEDULE

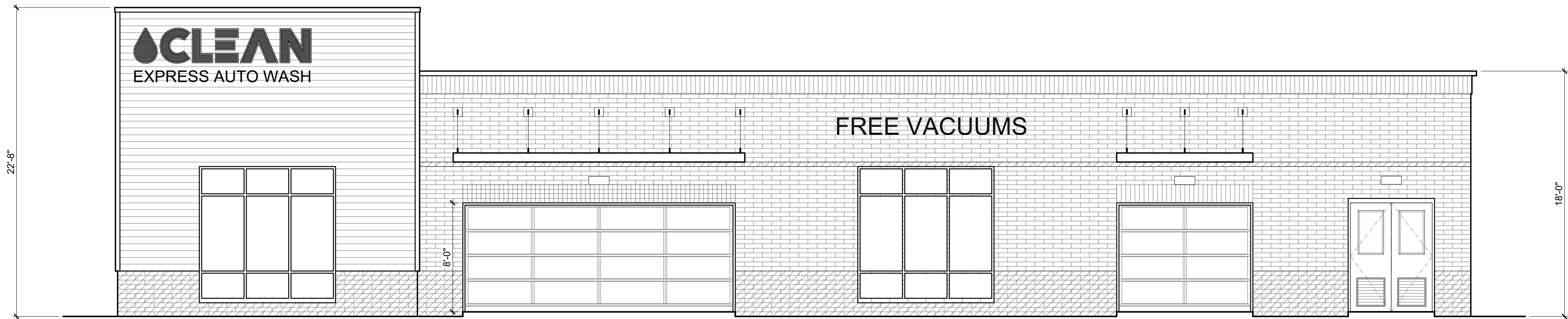
1 FINISH SCHEDULE



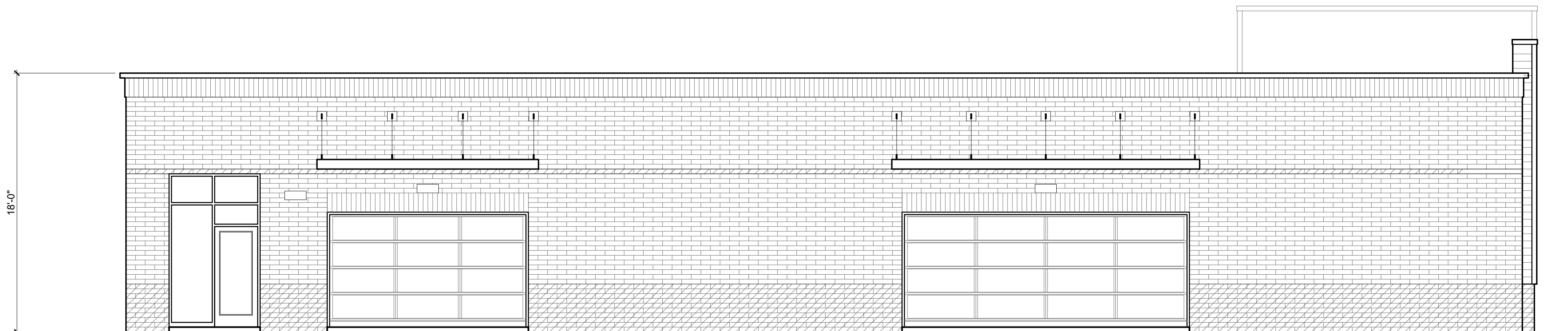
4 SIDE (EAST) ELEVATION



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. 1/4" COMPOSITE CORNER TRIM, TYP.
8. GRADE, COORDINATE W/ CIVIL DRAWINGS.
9. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
10. NICHIA 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)
- NICHIA 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

DATE OF REVIEW
08/11/2025
BY
CHAD D. BAKER
PROJECT #
1901072033
EXPIRATION DATE
08/09/2026

PREPARED BY
CHAD D. BAKER
PROJECT #
1901072033
EXPIRATION DATE
08/09/2026

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

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: [Committee 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 answer 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](tel: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

TECHNICAL SKILL.
CREATIVE SPIRIT.

**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

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)	<i>Field not completed.</i>
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.](#)

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 <pewsdn2@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

S102025/R110525

PRESENTED BY

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



Mark Taormina, Planning and Economic Development Director

Date: October 08, 2025



Maureen Miller Brosnan, Mayor

Date: October 09, 2025

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 RD 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
DIVISION OF ROADS
29900 GODDARD ROAD
DETROIT, MI 48242
PHONE: 734.955.2161
FAX: 734.955.2338
EMAIL: ELENLTZ@WAYNECOUNTY.COM

WAYNE COUNTY DPS
HKMAT KASSEM, P.E.
ASSISTANT DIVISION PERMIT ENGINEER
33809 MICHIGAN AVENUE
WAYNE, MI 48184
PHONE: 734.595.5504, EXT. 2038
FAX: 734.595.6356
EMAIL: HKASSEM@WAYNECOUNTY.COM

MICHIGAN TAYLOR TSC
ANDREA L. JONES
UTILITY AND PERMIT TECHNICIAN
6510 TELEGRAPH ROAD
TAYLOR, MI 48180
PHONE: 313.375.2402
FAX: 313.295.0822
EMAIL: JONESAN@MICHIGAN.GOV

CSX TRANSPORTATION, INC.:
CHARLIE MYERS
500 WATER STREET, J180
JACKSONVILLE, FL 32202
PHONE: 904.633.1503
FAX: 904.306.5037
EMAIL: CHARLIE_MYERS@CSX.COM
EMAERGENCY: 1.800.232.0144

BUCKEYE PARTNERS, L.P.:
TERIANN WILLIAMS
6161 HAMILTON BOULEVARD
ALLENSTOWN, PA 18106
PHONE: 610.904.4418
EMERGENCY: 800.331.4115

SUNOCO LOGISTICS
JASON ADAMS - PIPELINE INSPECTOR
7155 INKSTER ROAD
TAYLOR, MI 48180-1481
PHONE: 313.969.9478
MOBILE: 313.319.9645

MIDWEST FIBER NETWORKS, LLC
MATT HEBEL
VICE PRESIDENT, OPERATIONS
6070 N FLINT ROAD
GLENDALE, MI 53209
PHONE: 414.459.3575
MOBILE: 414.349.3722
EMAIL: MHEBEL@MIDWESTFIBERNETWORKS.COM
WEBSITE: MIDWESTFIBERNETWORKS.COM

TELEPHONE-AT&T (ENGINEERING/PERMIT CONCERNS):
ANTHONY HOOVER
17651 MICHIGAN AVENUE, ROOM 201
DEARBORN, MI 48126
PHONE: 313.240.5498
EMAIL: AH1865@ATT.COM

TELEPHONE-AT&T (R.O.W./CONST. CONCERNS):
MARC GOODELL
1700 CICOTTE AVENUE, ROOM 111
LINCOLN PARK, MI 48146
PHONE: 313.405.0574
EMAIL: MG6557@ATT.COM

GAS - CONSUMERS ENERGY
CHRIS SCHNEIDER
11801 FARMINGTON ROAD
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 HADGERTY SOUTH
BELLEVILLE, MI 48111
PHONE: 734.394.8662
EMAIL: TRACIE.DUNCAN@DTEENERGY.COM

ITO - LOCAL GOVERNMENT & COMMUNITY AFFAIRS:
ERIKA DAVIS
27175 ENERGY WAY, NOVI, MI 48377
PHONE: 248.946.3688
CELL: 248.910.5148
EMAIL: EDAVIS@ICTRANSCO.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
300 MERIDIAN CENTRE
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
4074 S. LINDEN
FLINT, MI 48507
PHONE: 810.691.1035
EMAIL: DIRKWELTE@WINSTREM.COM

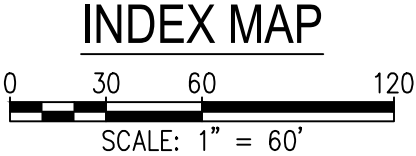
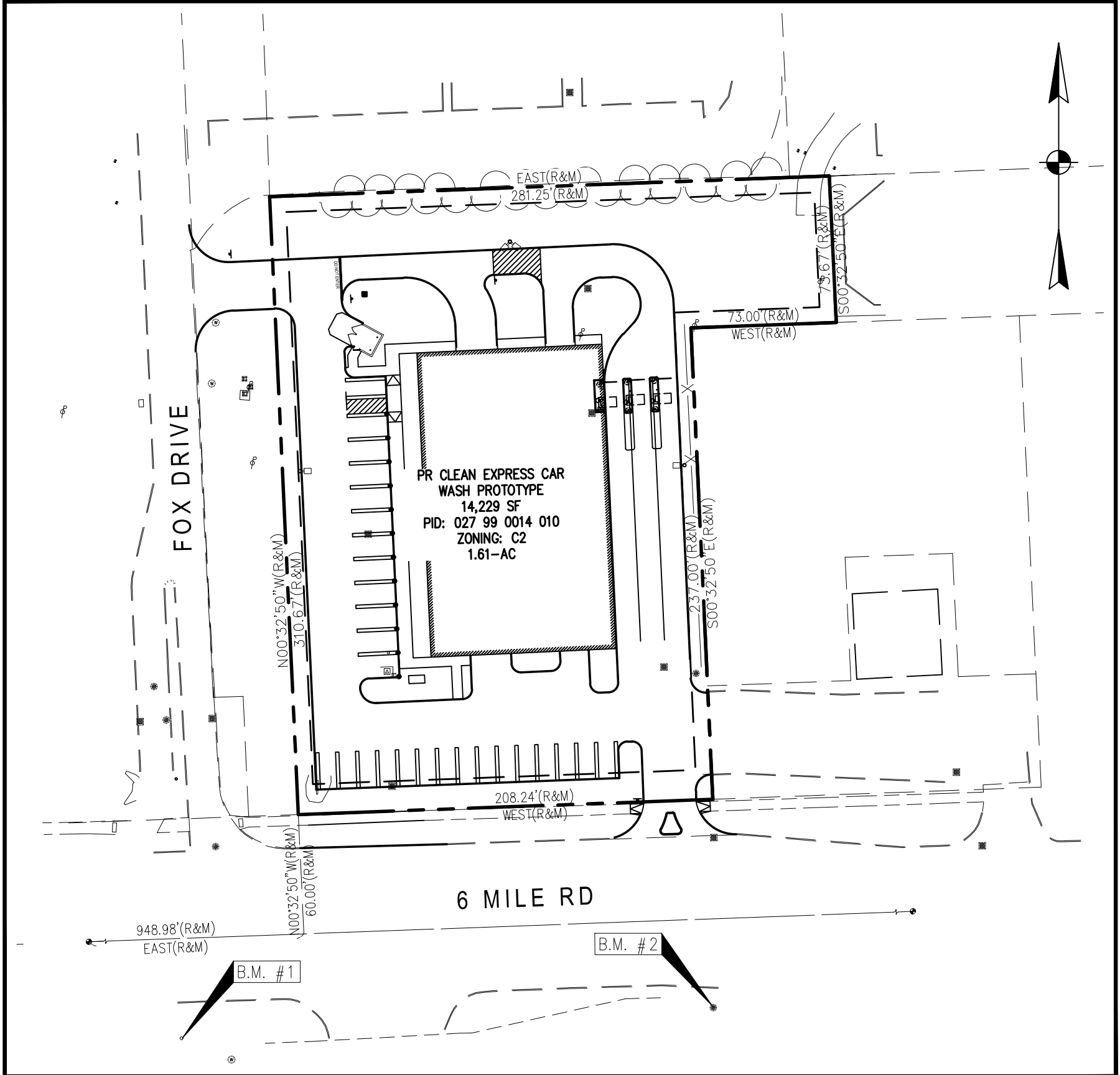
EXTENET SYSTEM, INC.:
3030 WARRENVILLE ROAD, SUITE 340
LISLE, IL 60532
PHONE: 630.505.3800
FAX: 630.505.1332
DAVID SCHNIDER
152 DANSIN
MILFORD TOWNSHIP, MI 48381
PHONE: 734.536.3081
EMAIL: S-D@SCHNIDER@EXTENETSYSTEMS.COM

VERIZON WIRELESS
DAVID HASLINGER
24242 NORTHWESTERN HIGHWAY
SOUTHFIELD, MI 48075
PHONE: 248.672.9698
EMAIL: DAVID.HASLINGER@VERIZONWIRELESS.COM

WINDSTREAM COMMUNICATIONS, INC.
AUSTRY L. MECKER-SR ANALYST
OSP ENGINEERING
11101 ANDERSON DRIVE
LITTLE ROCK, AR 72212
PHONE: 501.745.5234
EMAIL: AUTRY.MECKER@WINDSTREAM.COM

WOW! INTERNET & CABLE
JOHN HAJEC-CONSTRUCTION WNGINEER
37150 PLYMOUTH ROAD
LIVONIA, MI 48150
PHONE: 734.237.4319
EMAIL: J_HAJEC30@WIDOPENWEST.COM

WOW! INTERNET & CABLE:
BRUCE ROACH - FIELD CONTACT
32650 NAVIS DR
MADISON HEIGHTS, MI 48071
PHONE: 886.453.3553
FAX: 248.677.9021
EMAIL: BRUCE.ROACH@WOWINC.COM



DESIGN CONSULTANT

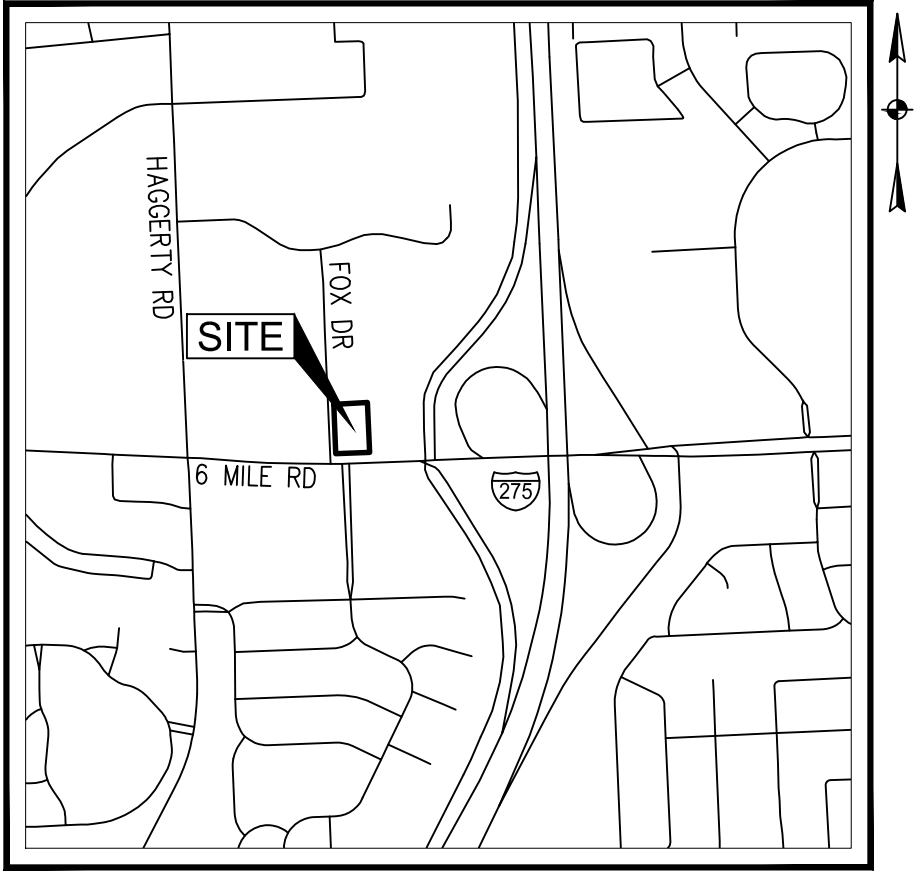
THE MANNIK & SMITH GROUP, INC.
607 SHELBY ST, SUITE 300
DETROIT, MI 48226
CONTACT: EUPONINE PIERRE, P.E.
PHONE: 313-961-9500
EMAIL: EPIERRE@MANNIKSMITHGROUP.COM

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
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LANDSCAPE PLAN	L100
LANDSCAPE DETAILS	L101



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

ENGINEER OF RECORD



CONTACT: EUPONINE PIERRE, P.E.
ADDRESS: 607 SHELBY ST, SUITE 300
DETROIT, MI 48226
PHONE: 269-363-9748
EMAIL: EPIERRE@MANNIKSMITHGROUP.COM

PLANS PREPARED BY OR UNDER THE SUPERVISION OF:



EUPONINE S. PIERRE, PE
REGISTERED PROFESSIONAL ENGINEER

7/30/2025

DATE

MICHIGAN
Utility Notification
CENTER

811 or
1-800-482-7171
Know What's Below. Call Before You Dig.



NEW PLANNING
COMMISSION
DATA
RECEIVED

REV	DATE	BY	REVISION DESCRIPTION

PROJECT DATE: 07/9/2025

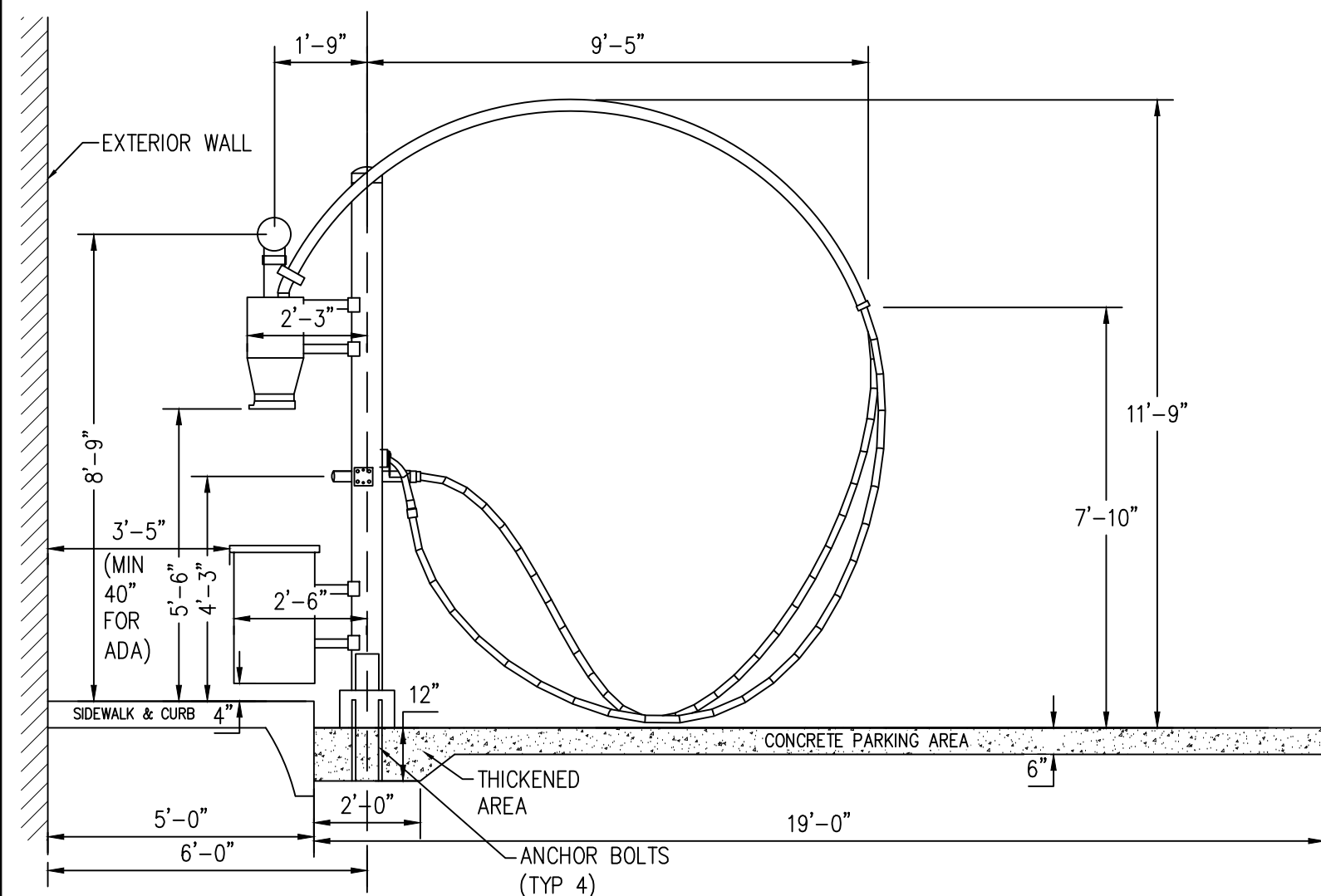
PROJECT NO.: 2500286

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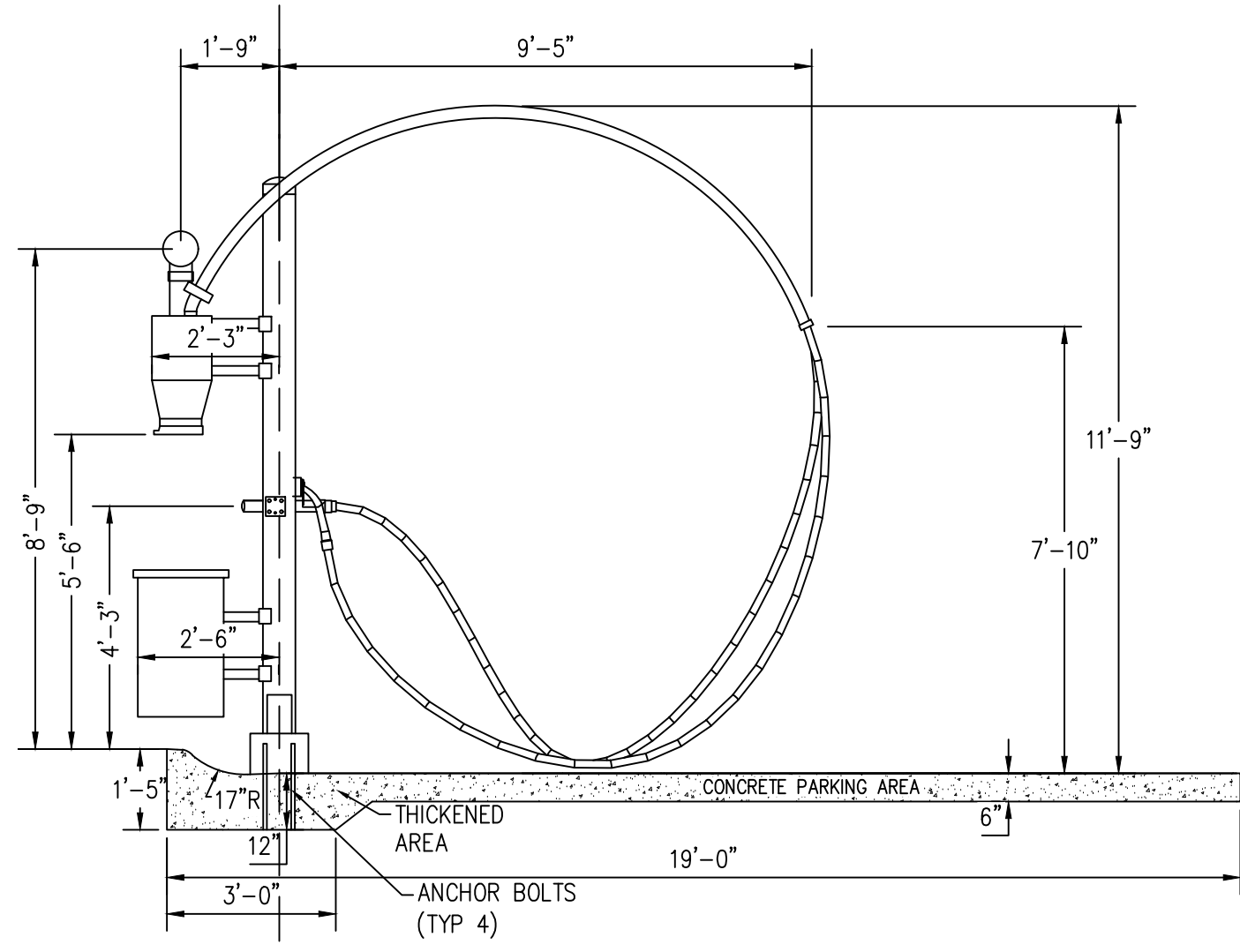
GENERAL CONSTRUCTION NOTES:										DESCRIPTION		BY		DATE		NO		1160 DUBLIN ROAD COLUMBUS, OH 43215 TEL: 614-441-4222 FAX: 888-488-7340		PROJECT DATE: 07/09/2025 PROJECT NO: 250086 DRAWN BY: HTK/JAR CHECKED BY: ESP		TECHNICAL SKILL CREATIVE SPIRIT.		PREPARED FOR:  EXPRESS WASH CONCEPTS 1375 NATIONAL ROAD SW ETNA, OHIO 43068		SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH 38888 SIX MILE RD, LIVONIA, MI 48152		GENERAL NOTES															
1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, FEDERAL, STATE AND LOCAL REGULATIONS. THE CURRENT CITY OF LIVONIA 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 1-800-482-7117 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.										2. SANITARY LATERAL SHALL BE A MINIMUM 6" DIAMETER OF PVC PIPE, ASTM D3034 SDR 26 WITH RUBBER GASKET JOINTS OR APPROVED EQUAL. LATERALS SHALL BE CONSTRUCTED WITH A MINIMUM 1% SLOPE, AND HAVE A MINIMUM OF 3 FT. COVER. PVC PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAIL, ASTM D2321 AND MANUFACTURERS RECOMMENDED PROCEDURE.		3. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER ARE PROHIBITED.		4. MANHOLE SECTION AND CONSTRUCTION SHALL CONFORM TO ASTM C-478.		5. THE CONTRACTOR SHALL TEST FLEXIBLE PIPING FOR DEFLECTION THAT PREVENTS PASSAGE OF BALL OR CYLINDER OF SIZE NOT LESS THAN 95 PERCENT OF PIPING DIAMETER. DEFLECTION OF 5% SHALL NOT BE EXCEEDED.		6. THE CONTRACTOR SHALL TEST SANITARY SEWERAGE ACCORDING TO REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION. PERFORM AIR TESTS ON SANITARY SEWERAGE ACCORDING TO REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION IN ACCORDANCE WITH UNI-B-6. TEST PLASTIC GRAVITY SEWER PIPING ACCORDING TO ASTM F 1417 AND CONCRETE GRAVITY SEWER PIPING ACCORDING TO ASTM C-924.		7. THE CONTRACTOR SHALL PERFORM HYDRAULIC TEST IN MANHOLES ACCORDING TO ASTM C-969.		WATER UTILITY NOTES																					
										1. ALL BACK FLOW PREVENTION DEVICES SHALL BE APPROVED BY THE CITY OF LIVONIA UTILITY DEPARTMENT.		2. ALL FIRE SERVICE MAINS SHALL BE INSTALLED BY AN INDIVIDUAL WITH APPROPRIATE CERTIFICATION BY THE STATE OF MICHIGAN.		3. IN THOSE AREAS WHERE IT IS REQUIRED TO LOWER THE WATER LINE TO CLEAR AN OBSTACLE AND THE DEFLECTION WILL BE GREATER THAN 18", THE USE OF BENDS WILL BE REQUIRED TO CLEAR THE OBSTACLE AND BRING THE WATER MAIN UP TO THE STANDARD FIVE (5) FEET OF COVER.		4. WATER MAIN SHALL BE MANUFACTURED AND TESTED IN ACCORDANCE WITH AWWA STANDARD C900 FOR POLYVINYL CHLORIDE (PVC) PRESSURE PIPE AND FABRICATED FITTINGS, 4-INCH, THROUGH 12-INCH, FOR WATER DISTRIBUTION, OR AWWA STANDARD C909 FOR MOLECULARLY ORIENTED POLYVINYL CHLORIDE (PVC0) PRESSURE PIPE, 4-INCH THROUGH 12-INCH, FOR WATER DISTRIBUTION AND CLEARLY MARKED AS SUCH. PVC WATER PIPE SHALL BE CERTIFIED TO NSF INTERNATIONAL STANDARD NO. 61.		5. WATER METER AND BACKFLOW PREVENTER TO BE INSTALLED WITHIN THE BUILDING. REFERENCE BUILDING PLANS FOR DETAIL.		6. MINIMUM DEPTH OF WATER MAIN COVER SHALL BE FIVE (5) FEET BELOW FINISH GRADE.		SITE MAINTENANCE & RESTORATION NOTES																					
										1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY EROSION, POLLUTION, AND DUST CONTROL MEASURES THROUGHOUT THE ENTIRE CONSTRUCTION PROJECT. REFERENCE THE SWPPP PLAN, NOTES AND DETAILS.		2. MUD, SOIL, OR OTHER DEBRIS IS DEPOSITED ON ADJACENT STREETS, ROADS, OR OTHER PROPERTY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF SUCH AT THE END OF EACH WORK DAY, OR AS REQUIRED DURING THE WORK DAY.		3. ALL ROAD SURFACES, EASEMENTS, OR RIGHT-OF-WAY DISTURBED BY THE CONSTRUCTION OF ANY PART OF THESE IMPROVEMENTS ARE TO BE RESTORED ACCORDING TO THE CITY OF LIVONIA REQUIREMENTS.		4. ALL DISTURBANCE INCURRED TO CITY OR STATE PROPERTY DUE TO CONSTRUCTION SHALL BE RESTORED TO ITS PREVIOUS CONDITION OR BETTER, TO THE SATISFACTION OF THE CITY, LOCAL, AND/OR STATE DOT.		5. THE CONTRACTOR SHALL RESTORE ANY STRUCTURES, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, LANDSCAPED AREAS, ETC. WITHIN THE SITE OR ADJOINING PROPERTIES DISTURBED DURING DEMOLITION OR CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER, AND TO THE SATISFACTION OF THE OWNER, LOCAL MUNICIPALITY, AND STATE.		6. FINAL CLEANUP: THE CONTRACTOR SHALL CLEAN-UP ALL DEBRIS AND MATERIALS RESULTING FROM CONSTRUCTION AND SHALL RESTORE ALL SURFACES, STRUCTURES, DITCHES AND PROPERTY TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER AND ALL APPLICABLE GOVERNMENTAL AND REGULATORY AGENCIES.		STORM UTILITY NOTES																					
										1. NORTHINGS AND EASTINGS FOR CATCH BASINS, AREA DRAINS, AND MANHOLES GIVEN IN SITE PLANS ARE UNDERSTOOD TO REPRESENT THE CENTER OF THE INLET STRUCTURE. COORDINATES AT CURB INLETS ARE TO BE AT THE FACE OF CURB. HEADWALL COORDINATES ARE AT THE FACE.		2. ALL CATCH BASINS/MANHOLES, UNLESS STATED OTHERWISE IN STRUCTURE SCHEDULE SHALL BE AS FOLLOWS OR APPROVED EQUAL:		2.1. CURB INLETS: EAST JORDAN IRON WORKS 7045 WITH TYPE M1 SINUSOIDAL GRATE AND 7050 T1 BACK. ALL CATCH BASINS SHOWN ADJACENT TO CURBS ARE TO BE CURB INLETS.		2.2. CATCH BASINS IN CONCRETE PAVEMENT: EAST JORDAN IRON WORKS 5110 WITH TYPE M3 HEAVY DUTY SINUSOIDAL GRATE.		2.3. CATCH BASINS IN ASPHALT PAVEMENT: EAST JORDAN IRON WORKS 5100 WITH TYPE M1 5105 GRATE.		2.4. CATCH BASINS IN GRASS: EAST JORDAN IRON WORKS 6500 BEEHIVE DITCH GRATE.		2.5. SANITARY SEWER MANHOLE: EAST JORDAN IRON WORKS 1040 HEAVY DUTY CASTING AND COVER WITH TYPE A SOLID COVER WITH "SANITARY SEWER" ON COVER.		3. ALL STORM SEWER PIPES SHALL BE HDPE OR PVC UNLESS STATED OTHERWISE ON THE PLANS.		3.1. HIGH DENSITY POLYETHYLENE (HDPE) STORM SEWER PIPE SHALL HAVE A SMOOTH INTERIOR AND CORRUGATED EXTERIOR AND MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS: AASHTO M252, TYPE S FOR 4-INCH THROUGH 10-INCH PIPE, AASHTO M294, TYPE S FOR 12-INCH THROUGH 36-INCH PIPE, ASTM F2306 FOR 12-INCH THROUGH 60-INCH PIPE, OR ASTM F2648 FOR 4-INCH THROUGH 60" PIPE. JOINTS SHALL BE SILT-TIGHT BELL AND SPIGOT CONNECTIONS. HDPE PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAIL, ASTM D2321 AND MANUFACTURERS RECOMMENDED PROCEDURE.		3.2. POLY VINYL CHLORIDE (PVC) PIPE FOR STORM SHALL HAVE BUILT-IN RUBBER GASKET JOINTS. PVC PIPE SHALL CONFORM TO ASTM D3034 SDR35 WITH COMPRESSION JOINTS AND APPROPRIATE FITTINGS. PVC PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAIL, ASTM D2321 AND MANUFACTURERS RECOMMENDED PROCEDURE.		3.3. RE-INFORCED CONCRETE PIPE (RCP) SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-76; ALL RCP SHALL BE CLASS IV UNLESS OTHERWISE SHOWN. JOINTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-443.		4. ALL STORM SEWERS, INLET BASINS AND MANHOLES SHALL BE CLEANED PRIOR TO ACCEPTANCE.		SANITARY UTILITY NOTES									
										1. THE LOCATION, SIZE, AND DEPTH OF THE EXISTING SANITARY LATERAL OR MAIN SHALL BE VERIFIED IN THE FIELD IN THE PRESENCE OF THE CITY OF LIVONIA INSPECTOR. THE SLOPE OF THE LATERAL TO THE BUILDING WILL THEN BE DETERMINED. THE CITY OF LIVONIA MUST APPROVE THE TYPE AND LOCATION OF ANY CONNECTION PRIOR TO INSTALLATION. THE EXISTING SANITARY LATERAL SHALL BE TELEVIEWED PRIOR TO INSTALLATION OF ANY SANITARY SEWER SYSTEM COMPONENTS. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER IS THE EXISTING LATERAL IS NOT FOUND TO BE IN GOOD CONDITION.																																	

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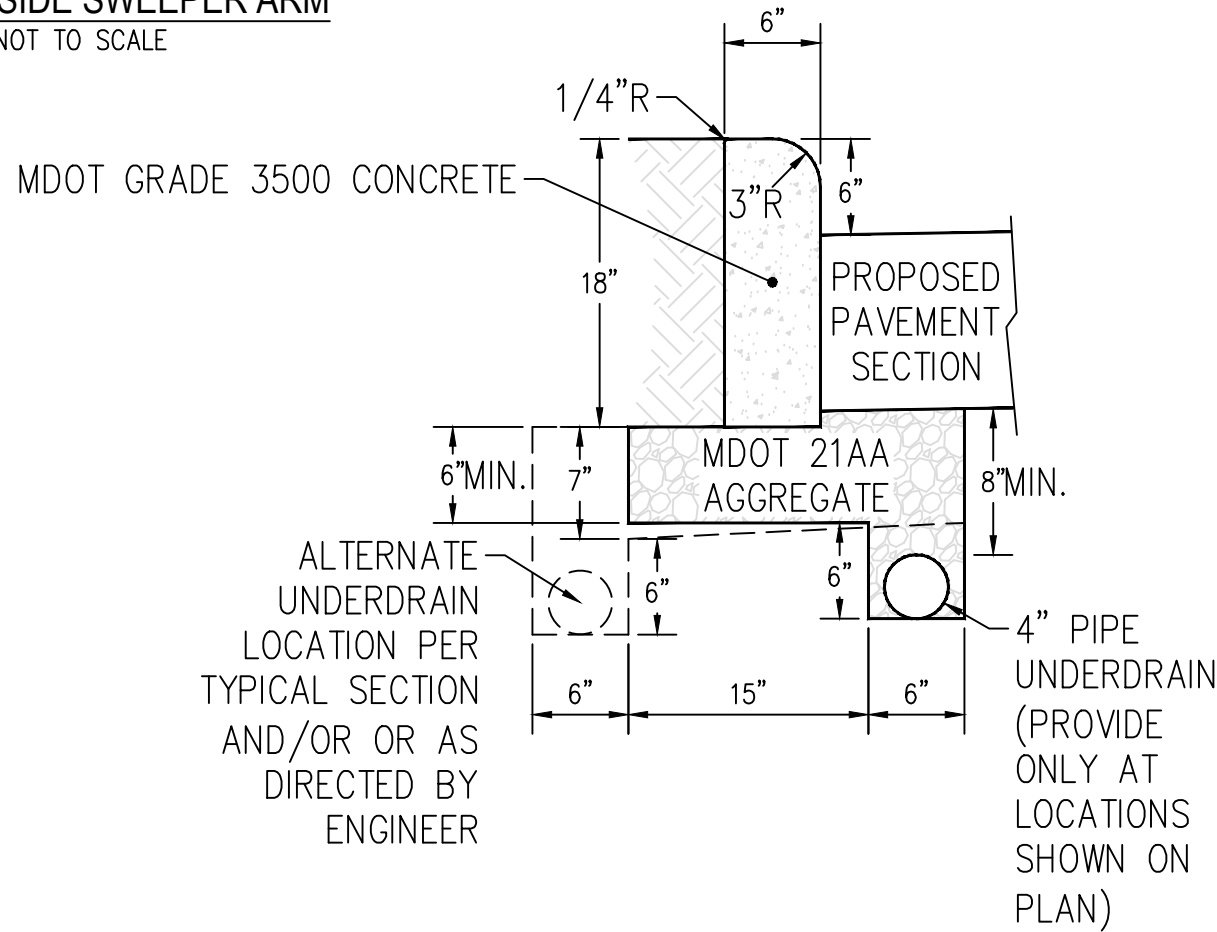
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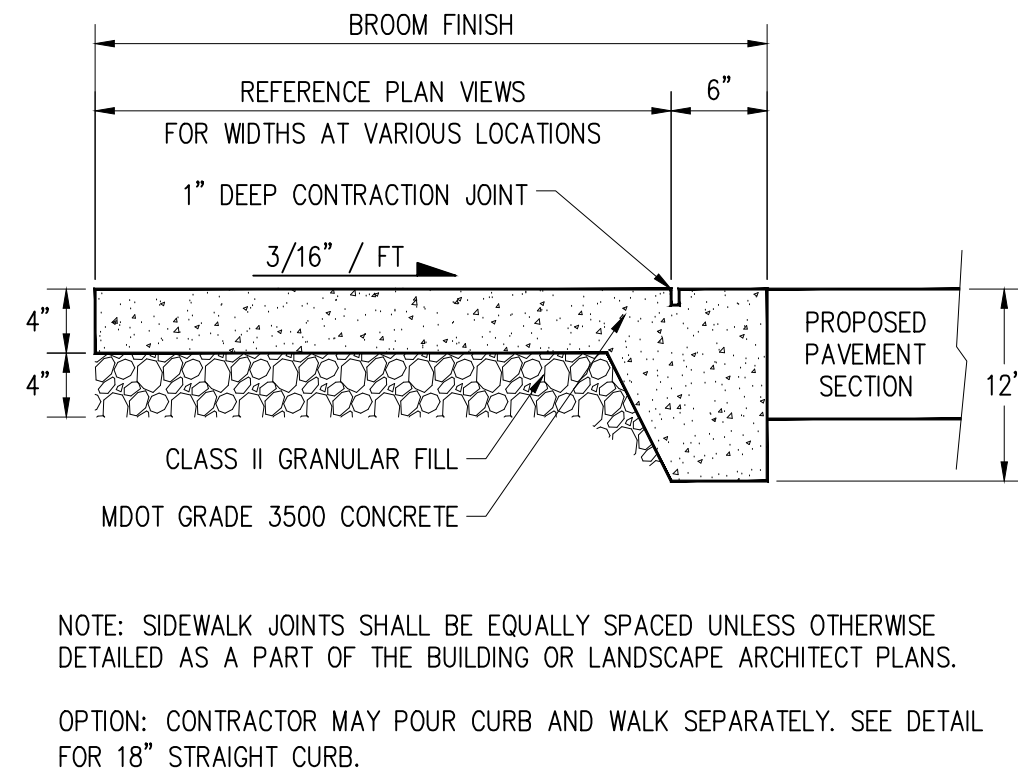
BUILDING SIDE SWEEPER ARM
NOT TO SCALE



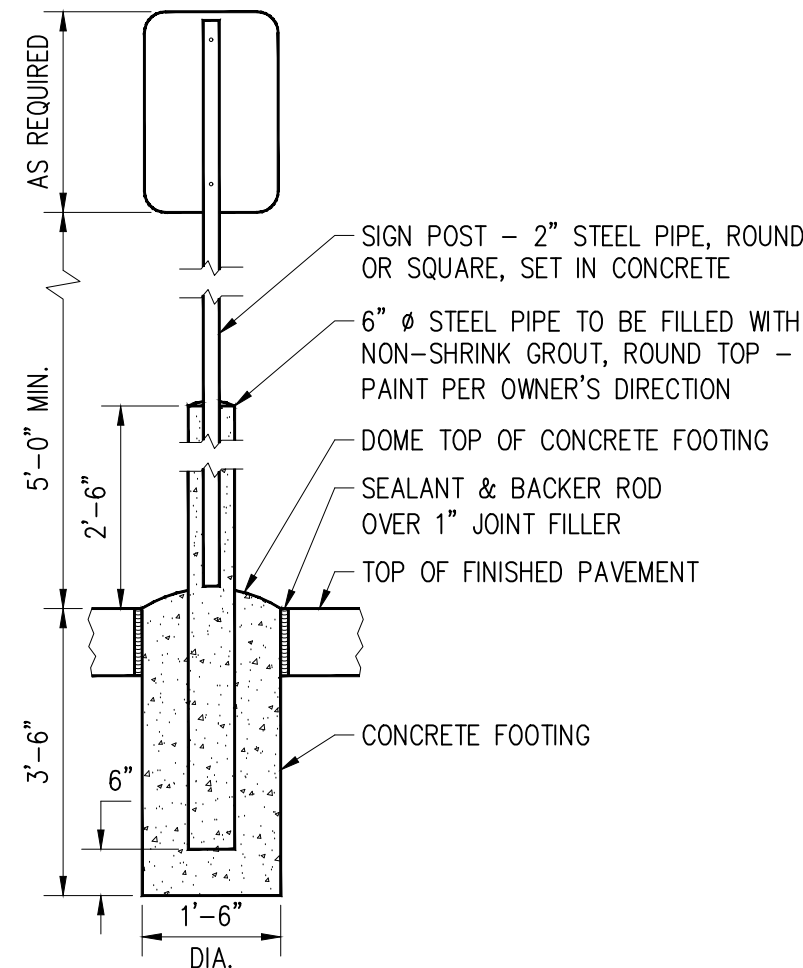
ROLL CURB SWEEPER ARM
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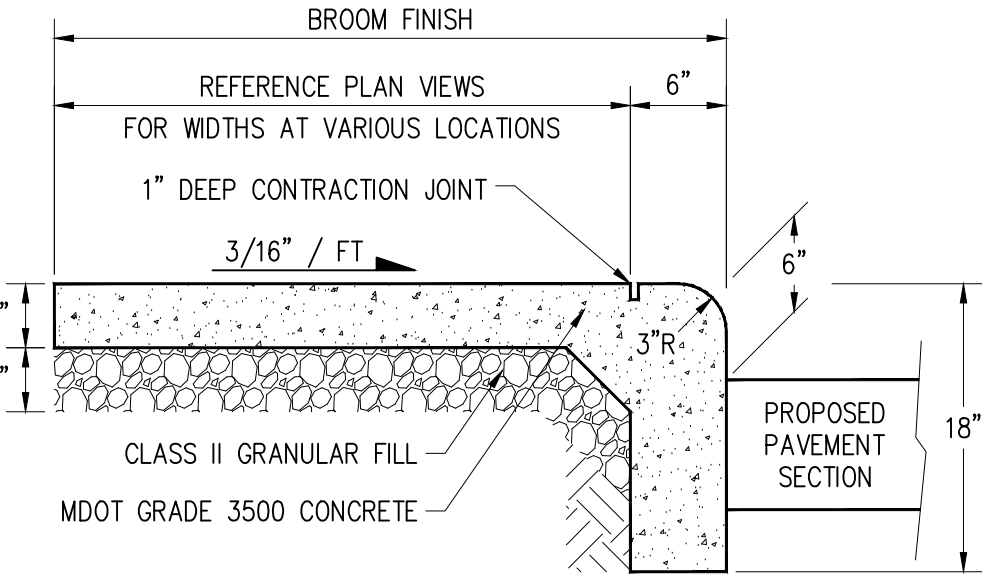
18" STRAIGHT CONCRETE CURB
NOT TO SCALE



FLUSH WALK AND PAVEMENT
NOT TO SCALE



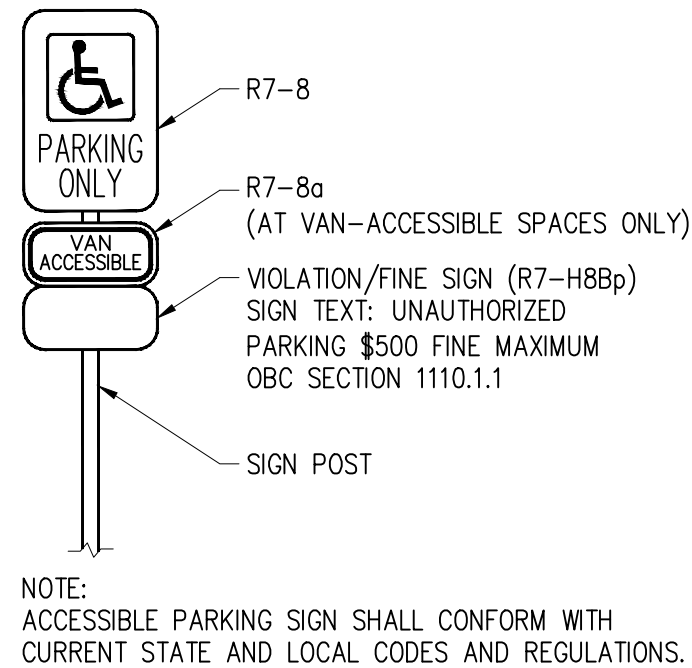
TYPICAL SIGN POST IN PAVEMENT
NOT TO SCALE



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.

INTEGRAL WALK AND CURB
NOT TO SCALE



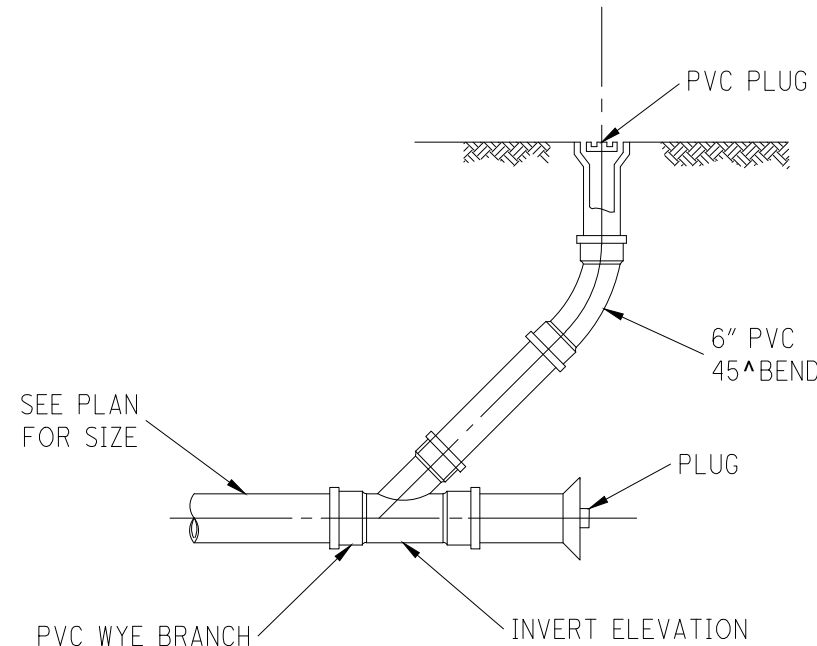
ACCESSIBLE PARKING SPACE SIGN
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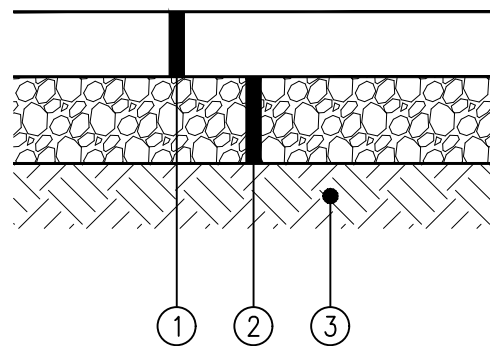
STOP SIGN
NOT TO SCALE



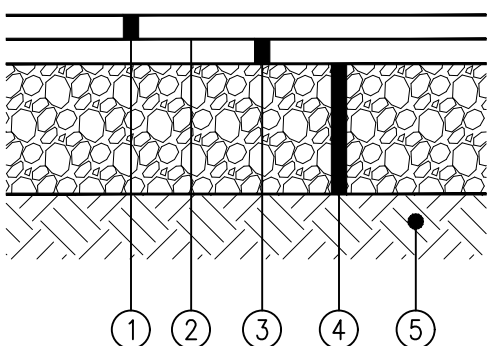
DO NOT ENTER SIGN
NOT TO SCALE



CLEANOUT DETAIL
NOT TO SCALE



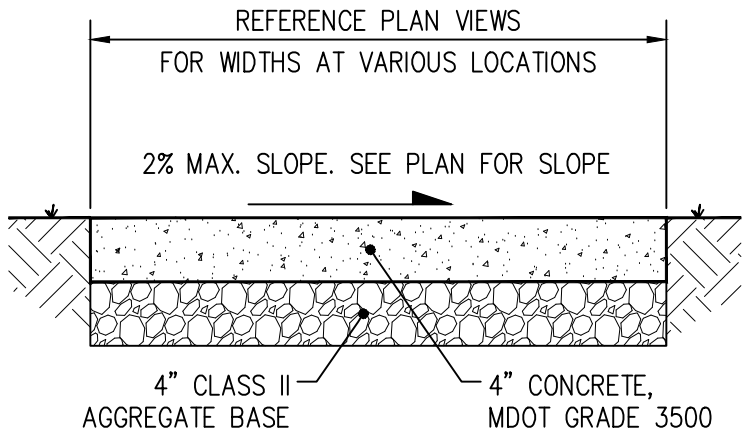
- 1 MDOT GRADE 3500 CONCRETE PAVEMENT, 6"
- 2 MDOT 21AA AGGREGATE BASE, 8" - EXTEND 1' MIN BEYOND THE PAVED EDGE
- 3 SUBGRADE COMPACTION



- 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	NO.	DATE	BY	DESCRIPTION
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1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7940	PROJECT DATE: 07/09/2025 PROJECT NO: 250286 DRAWN BY: HTK/AR CHECKED BY: ESP
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TECHNICAL SKILL
CREATIVE SPIRIT.

Mannik Smith Group

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PREPARED FOR:

EXPRESS
WASH CONCEPTS

13375 NATIONAL ROAD SW
ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR

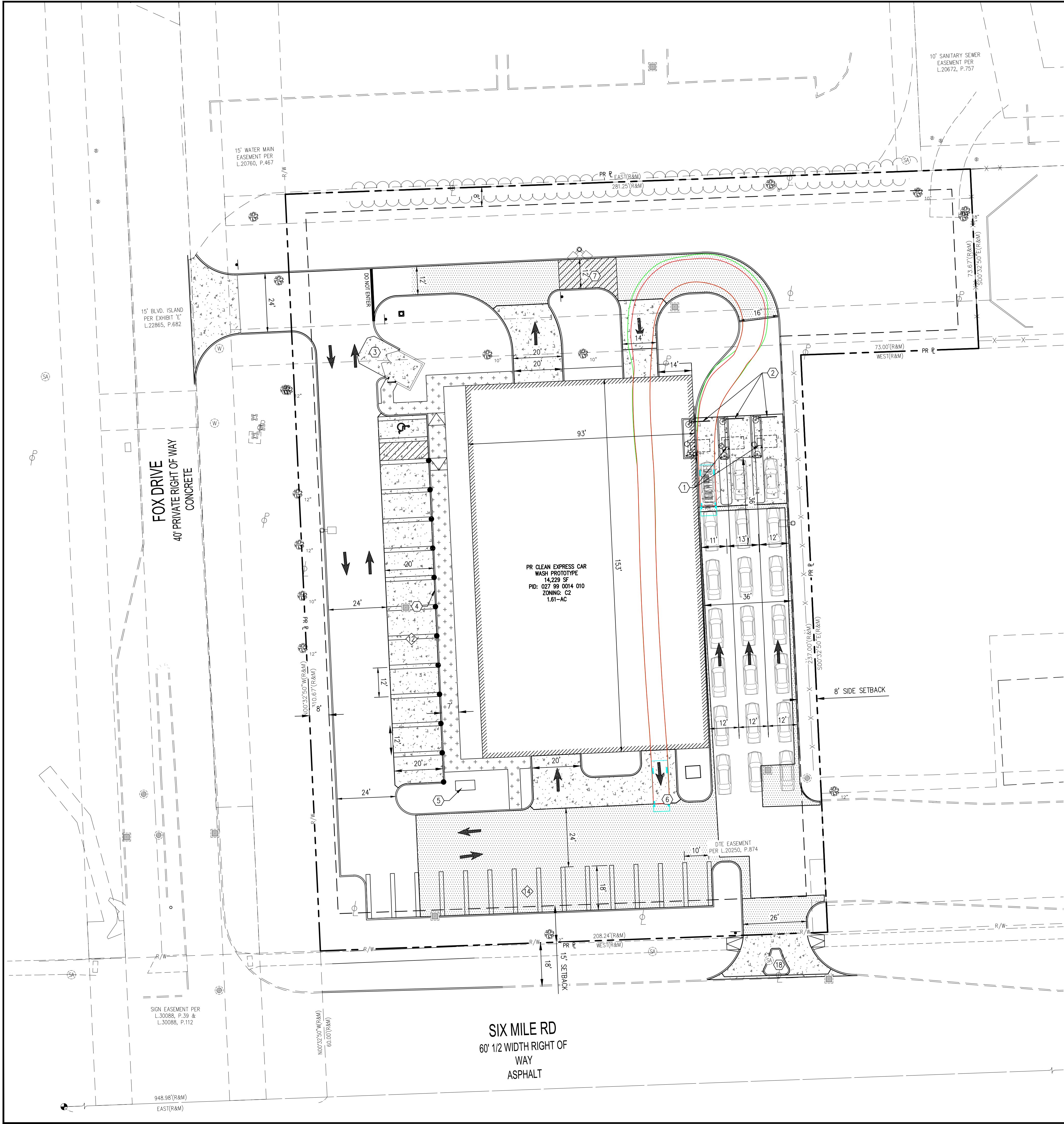
**CLEAN EXPRESS
AUTO WASH**

38888 SIX MILE RD., LIVONIA, MI 48152

GENERAL DETAILS

C002

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LEGEND

- EX CONCRETE CURB
- PR CONCRETE CURB
- PR PROPERTY LINE
- PR ASPHALT PAVEMENT
- PR CONCRETE PAVEMENT
- PR 5' SIDEWALK
- 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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1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7940			PROJECT NO. 07090205 PROJECT DATE: 07/09/2025 DRAWN BY: HTKUAR CHECKED BY: ESP
TECHNICAL SKILL: CREATIVE SPIRIT.			
Mannik Smith GROUP www.MannikSmithGroup.com			
PREPARED FOR: EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43068			
SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH			
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
 $V_{WQ-1\text{ inch}} = 3630 \times A \times C$
 $V_{WQ-1\text{ inch}} =$ 4,112 cubic feet
 $Q_{WQ} = C \times I_1 \times A$
 $T(\text{min})$ 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
 $I_{100} = \frac{101}{(12.33 + T)^{0.84}}$
 $T(\text{min})$ 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
 $V_s = V_r \times \text{Storage Ratio}$
 $V_s =$ 9,728 cubic feet

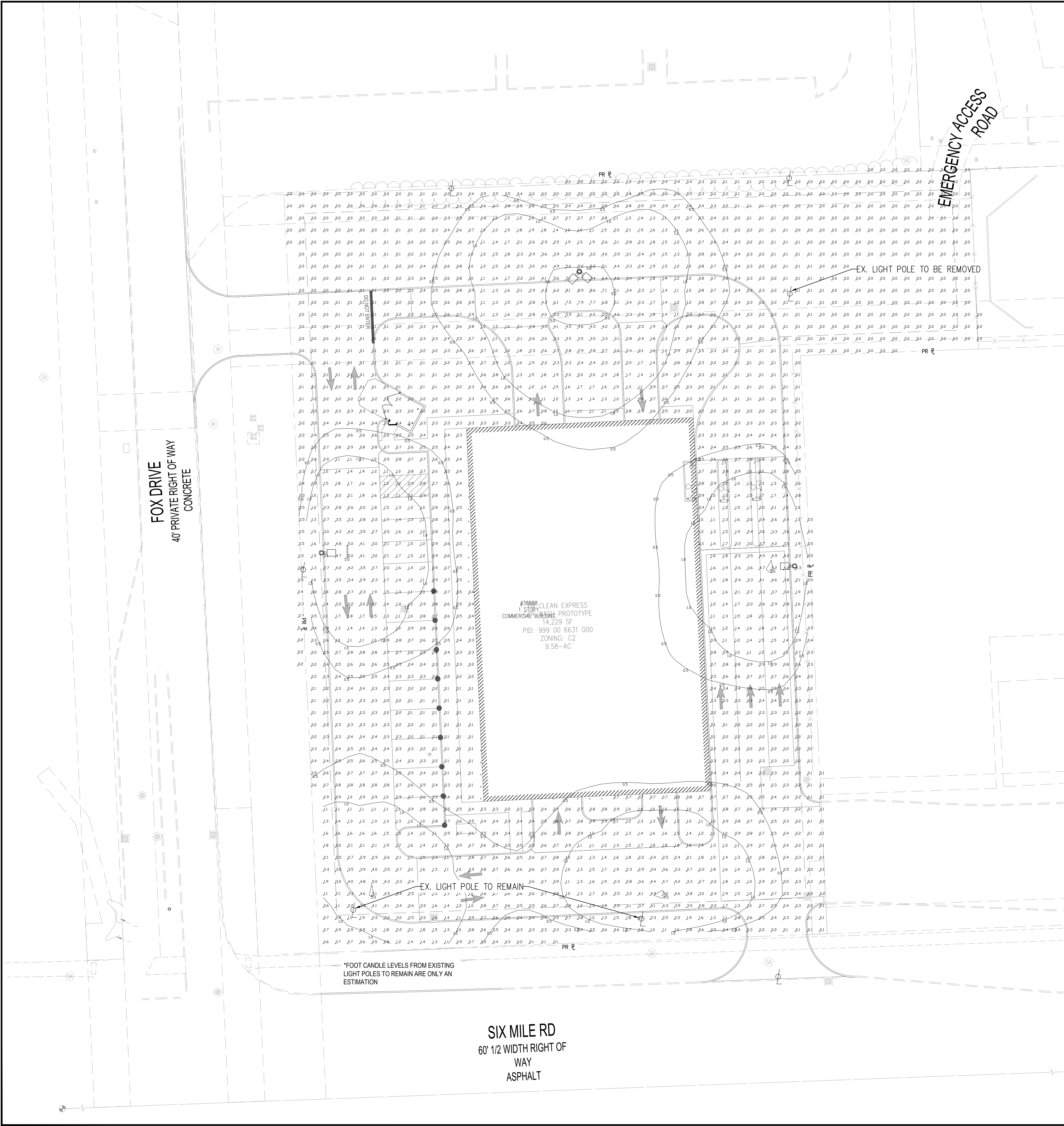
Design Volumes
 $V_{CPVC} =$ 4,112 cubic feet
 $V_{CPRC} =$ 7,814 cubic feet
 $V_s =$ 9,728 cubic feet
 $V_{provided} =$ 9,728 cubic feet

LEGEND	
— OE —	EX OH ELECTRIC LINE
— SA —	EX SANITARY LINE
— W —	EX WATER LINE
— ST —	EX STORM LINE
— UE —	EX UNDERGROUND ELECTRICAL LINE
— COMM —	EX COMMUNICATION LINE
	EX SANITARY MANHOLE
	EX STORM MANHOLE
	EX UTILITY POLE
	EX CATCH BASIN
— ST —	PR STORM
— SS —	PR 6" ROOF DRAIN @ 1.0% MIN SLOPE
— E —	PR SANITARY SERVICE
— G —	PR UNDERGROUND ELECTRIC
— G —	PR GAS SERVICE
	PR CLEANOUT
	PR LIGHT POLE SEE PHOTOMETRIC PLANS
	PR WATER VALVE
	PR FIRE HYDRANT (AWWA STANDARD C502)

UTILITY NOTES

- EXISTING ON-SITE SANITARY TO BE EVALUATED PRIOR TO ENGINEERING APPROVAL.
- 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.
- ALL PROPOSED UTILITIES ARE CONSIDERED PRIVATE AND SHALL NOT CONTAIN THE CITY OF LIVONIA LOGO ON THE STRUCTURE COVERS.
- NO CONNECTION RECEIVING STORM WATER, SURFACE WATER OR GROUND WATER SHALL BE MADE TO THE SANITARY SEWER.
- NO FOOTING DRAINS SHALL BE CONNECTED TO THE BUILDING SEWER.
- 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.
- DIFFERENTIAL OF EXCAVATION AROUND EXISTING MANHOLES SHALL NOT EXCEED SIX FEET.

SITE IMPROVEMENT PLAN FOR	CLEAN EXPRESS AUTO WASH	DETENTION PLAN	C400		
PREPARED FOR:		DESCRIPTION			
EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43068		NO. DATE BY			
TECHNICAL SKILL: CREATIVE SPIRIT.		PROJECT NO. 07090205			
www.MannitSmithGroup.com		PROJECT DATE: 07/09/2025			
		PROJECT NO. 250286			
		DRAWN BY: HTKUAR			
		CHECKED BY: ESP			



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-TYPE 4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105
	1	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-TYPE 4 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)
LITHONIA LIGHTING SINGLE FIXTURE	2	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE	4.5	0.120
LITHONIA LIGHTING DOUBLE FIXTURE	1	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE (1 AT 90° ONE AT 180°)	4.5	0.120

*FOOT CANDLE LEVELS FROM EXISTING LIGHT POLES TO REMAIN ARE ONLY AN ESTIMATION

SIX MILE RD
60' 1/2 WIDTH RIGHT OF WAY
ASPHALT

DESCRIPTION

NO

DATE

BY

1160 DUBLIN ROAD
SUITE 100
COLUMBUS, OH 43215
TEL: 614.441.4222
FAX: 614.441.4222

PROJECT NO: 07090205
PROJECT NAME: 250256
DRAWN BY: HTK/AR
CHECKED BY: ESP

TECHNICAL SKILL:
CREATIVE SPIRIT.

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PREPARED FOR:

EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW
ETNA, OHIO 43068

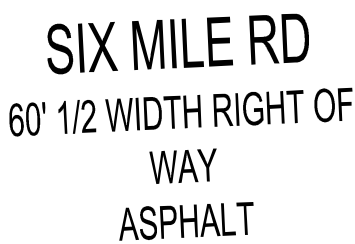
SITE IMPROVEMENT PLAN FOR

CLEAN EXPRESS
AUTO WASH

PHOTOMETRIC PLAN

C600

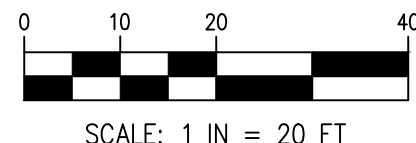
38686 SIX MILE RD., LIVONIA, MI 48152



REQUIRED:	PROVIDED:
SECTION 10.03 LANDSCAPING DESIGN REQUIREMENTS	
(1) FRONTAGE LANDSCAPING. WHERE THE SITE ADJUTS 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. 1) 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 SPACES 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

ACR.	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	REMARKS	TYPE	
CC	GI	6	CERATEGUS ORUS-GALLI INERMIS	3" CAULPER	B&B	ORNAMENTAL TREE	
CC	PT	7	CERCIS CANADENSIS 'PINK TRIM'	2" CAULPER	B&B	ORNAMENTAL TREE	
PL	AC	2	PLATANUS ACERFOLIA 'LIBERTY'	3" CAULPER	B&B	DECIDUOUS TREE	
FA	GF	3	FAGUS GRANDIFLORA	3" CAULPER	B&B	DECIDUOUS TREE	
BE	NI	5	BETULA NIGRA 'HERITAGE'	3" CAULPER	B&B	DECIDUOUS TREE	
NY	SY	3	NYSSA SYLVATICA 'WILDFIRE'	3" CAULPER	B&B	DECIDUOUS TREE	
TO	NP	23	THUJA OCCIDENTALIS 'ART BOE'	5' HEIGHT	CONTAINER	EVERGREEN TREE	
CL	AL	30	CLETHRA ALINIFOLIA	1 GALLON	CONTAINER	DECIDUOUS SHRUB	
DI	LO	39	DIERILLA LONICERA	NATIVE BUSH HONEYSUCKLE	3 GALLON	CONTAINER	DECIDUOUS SHRUB
RA	QM	19	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRANT	3 GALLON	CONTAINER	DECIDUOUS SHRUB
CS	KE	18	CORNUS SERICEA 'KELSEY'	KELSEY 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 CESPOSITA	TUFTED HAIR GRASS	1 GALLON	CONTAINER	ORNAMENTAL GRASS
HE	BR	97	HEMEROCALLIS 'BESS ROSS'	DAYLILY 'BESS ROSS'	1 GALLON	CONTAINER	FLOWERING PERENNIAL

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.



1187 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 688.485.7340		NO.	DATE	BY	DESCRIPTION
PROJECT DATE: 07/09/2025					
PROJECT NO: 2502096					
DRAWN BY: HT/KJAR					
CHECKED BY: ESP					

PREPARED FOR:



EXPRESS
WASH CONCEPTS

13375 NATIONAL ROAD SW
ETNA, OHIO 43068

L100	LANDSCAPE PLAN
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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.

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).

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

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 INCLUDE 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.

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 THROUGH OCTOBER 1. DURING THE PERIOD OF ESTABLISHMENT, FOLLOW STANDARD HORTICULTURAL PRACTICES TO ENSURE THE PROPER GROWTH OF THE PLANTS. WEEDING, FERTILIZING, PRUNING, MULCHING, RESTING, GULY, AND CULTIVATE AS NECESSARY. PERFORM AT LEAST TWO WEEDING AND MOWING PROGRAMS (AROUND TREES, GUY STAKES, SHRUBS, AND BED EDGES) WITH 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.

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.

12. PLACE "DEWITT 15 YEAR WEED BARRIER" WOVEN POLYPROPYLENE OR APPROVED EQUAL IN ALL PLANTED BEDS AND AT EACH TREE RING.



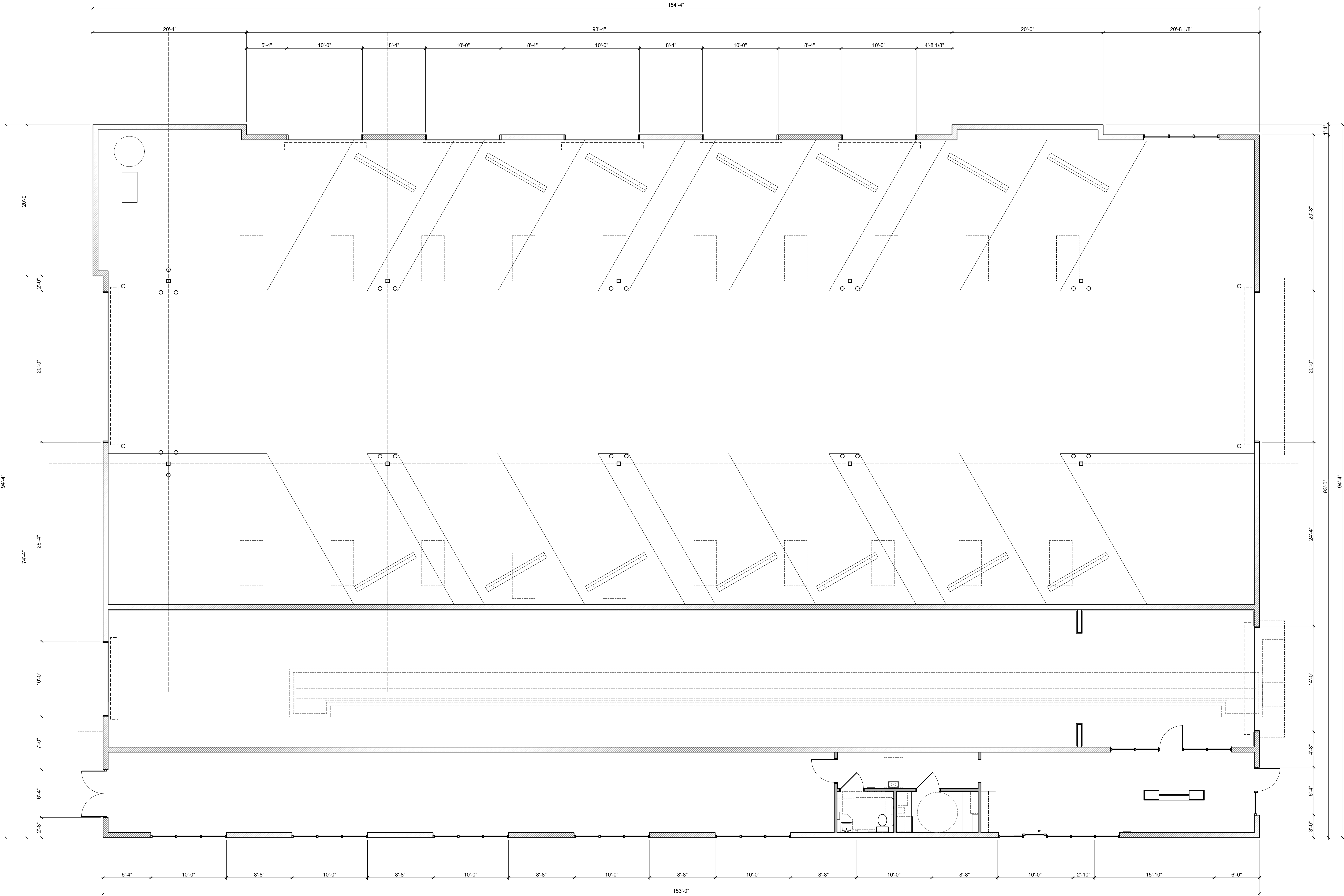
DECIDUOUS TREE PLANTING DETAIL

NOTES:

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

NO SCALE

L101	LANDSCAPE NOTES & DETAILS	SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH 38888 SIX MILE RD, LIVONIA, MI 48152	PREPARED FOR:  EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43088	 www.MannikSmithGroup.com	TECHNICAL SKILL, CREATIVE SPIRIT.	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7540 PROJECT DATE: 07/09/2025 PROJECT NO: 2500286 DRAWN BY: HTK/JAK CHECKED BY: ESP	NO. DATE BY DESCRIPTION
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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
181	3 5/8" METAL STUDS, @ 16" O.C. 5/8" GYP BD 3" SOUND BATT 4 7/8"	0 HR	PARTIAL HEIGHT PARTITION, TERMINATE GYPSUM BOARD 6" ABOVE FINISH CEILING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"
182	3 5/8" METAL STUDS, @ 16" O.C. 5/8" TYPE 'X' GYP BD 4 7/8"	1 HR	FULL HEIGHT PARTITION, TERMINATE GYPSUM BOARD @ MEZZANINE DECKING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"

DATE ISSUED WITH: CHANGE DESCRIPTION

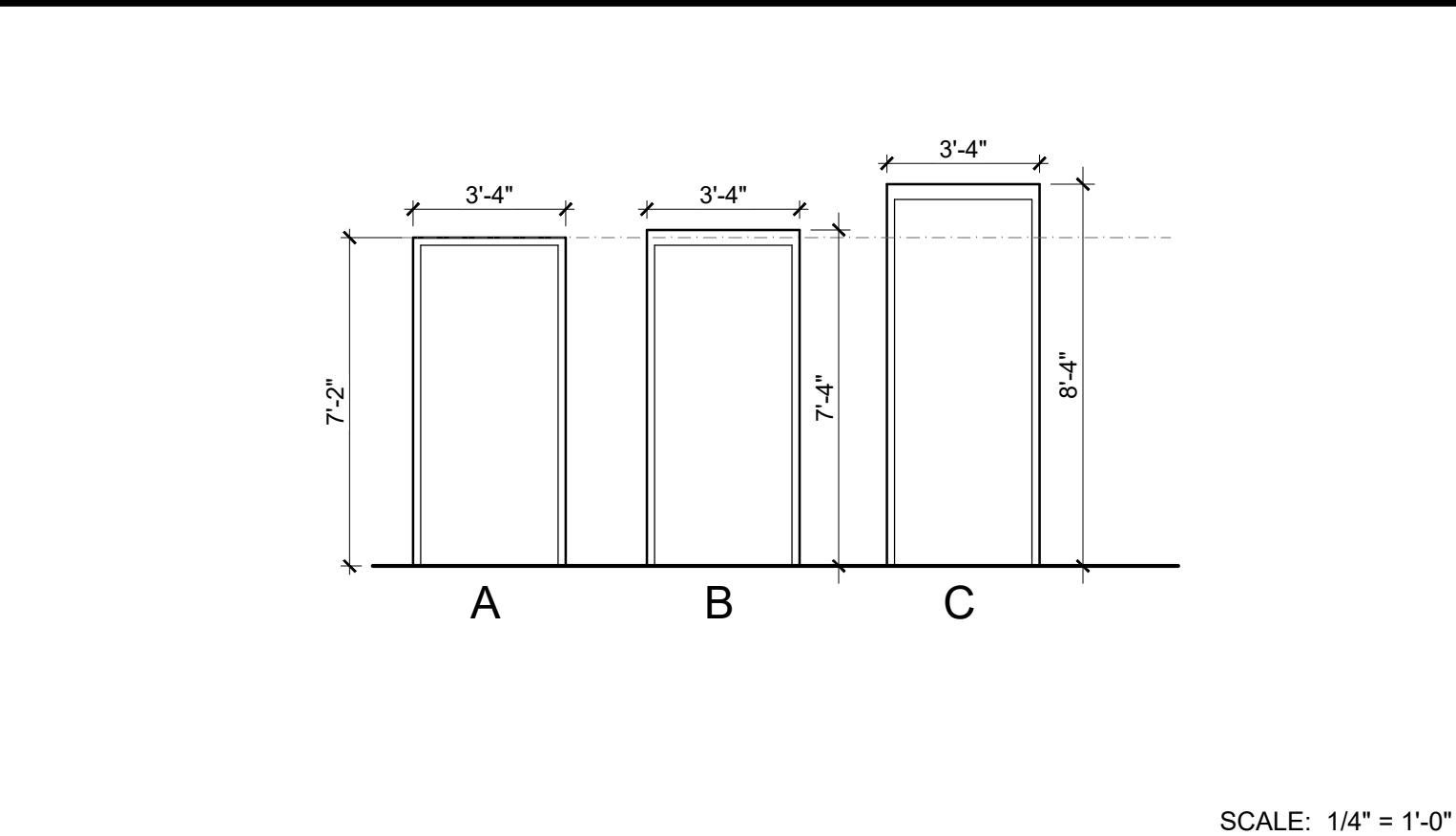
CLEAN EXPRESS CAR WASH
38888 SIX MILE ROAD
LIVONIA, MI 48152

CLEAN
EXPRESS AUTO WASH

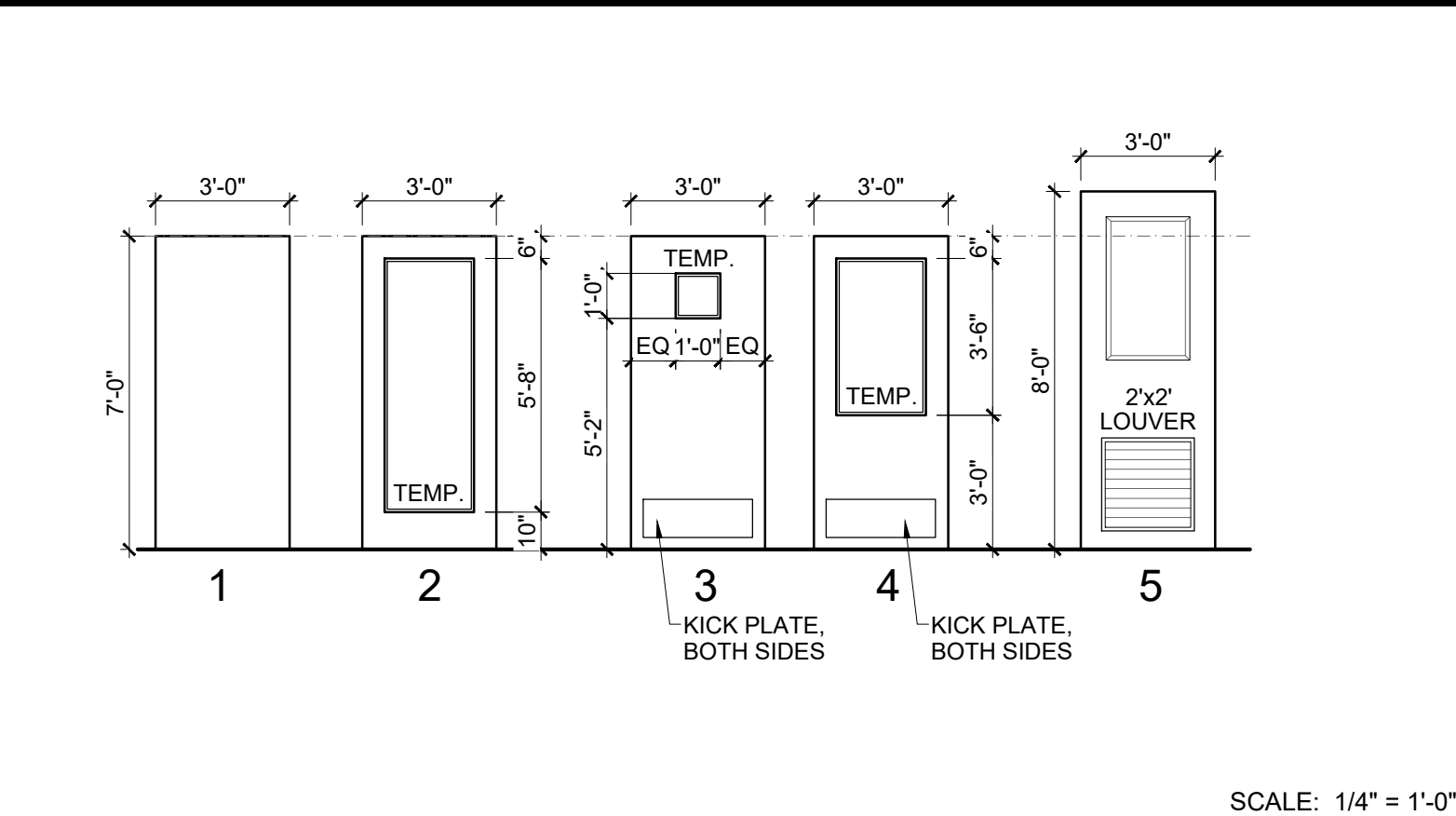
SBA
STUDIOS
ARCHITECTURAL DESIGN
614.562.7761 WWW.SBA-STUDIOS.COM

SCALE: 3/16" = 1'-0" (UNO.)
SHEET # / DESCRIPTION
FLOOR PLAN
A1-1
DATE: 07.10.2025
PLANNING COMMISSION
SBA STUDIOS PROJECT # 2025-371

5 FLOOR PLAN



4 DOOR FRAMES



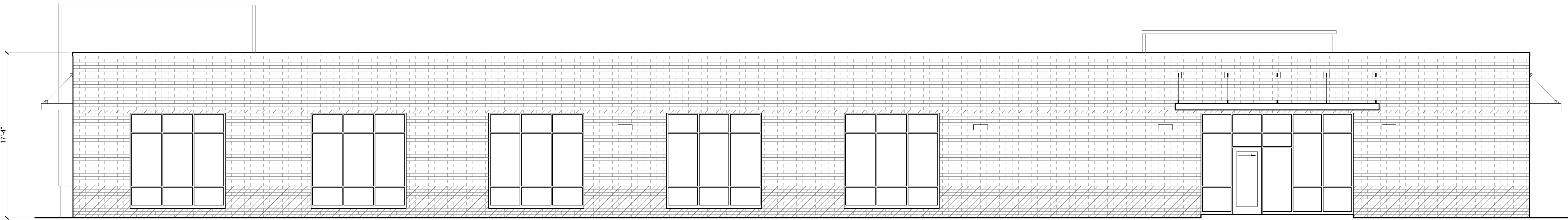
3 DOOR ELEVATIONS

DOOR										FRAME		REMARKS
NO	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT			
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												

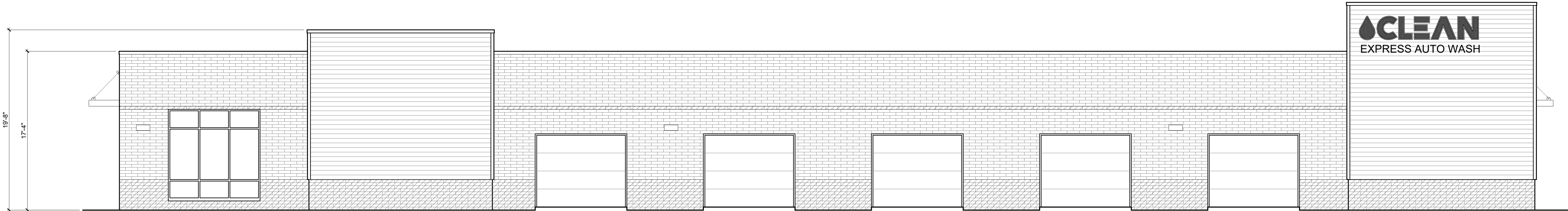
2 DOOR SCHEDULE

SPACE	FLOOR	WALLS					CLG	REMARKS
NO	ROOM NAME	MAT	BASE	NORTH	EAST	SOUTH	WEST	
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	VB	VINYL BASE	PT-1	WHITE PAINT	PT-2	BLONDE PAINT	CEILING
NO	NO FLOORING	NO	NO BASE	SW 6128	WL	WALL LINER PANEL	NO	NO CEILING
SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE								

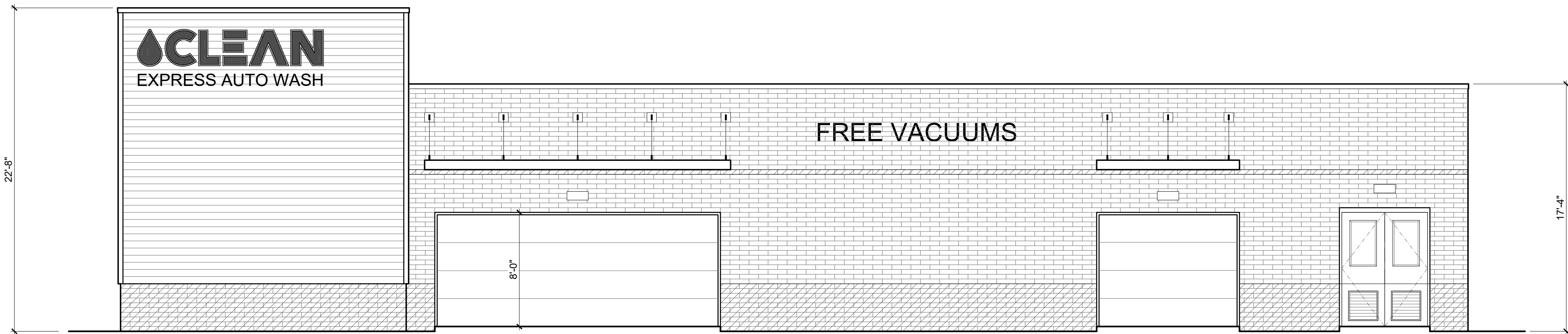
1 FINISH SCHEDULE



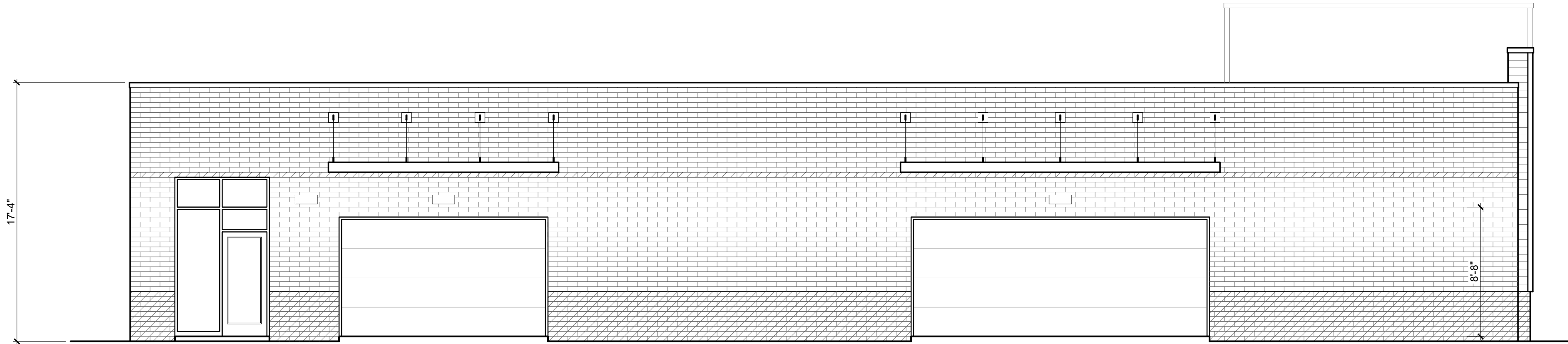
4 SIDE (WEST) ELEVATION



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. 1/4\"/>

ELEVATION MATERIAL LEGEND

- QUIK-BRIK (LIGHT FINISH)
- QUIK-BRIK (DARK FINISH)
- NICHIA 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

DATE OF REVIEW
07/10/2025
BY
CHRISTOPHER BAKER
SBA ARCHITECTS

PREPARED BY
CHRISTOPHER BAKER
SBA ARCHITECTS

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

1

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.

UNAPPROVED MINUTES

2

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. In 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 vacuum 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

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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: They 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 you 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. Doves 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

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

RECEIVED
JUL 16 2025
CITY OF LIVONIA
PLANNING COMMISSION

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

FEE COMPUTATION	\$700.00	(\$400 publication fee plus \$300 base review fee) plus
<u>14,229</u> 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

112 ROOMS

C-4

Hotel
17350
103 Rooms

38910

C-1

C-1

C-2

38888

RUF

Cemetery
38900

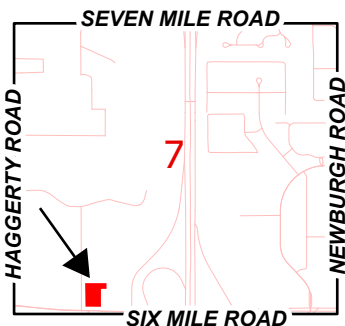
38880

P 38840

38870

FOX DRIVE

SIX MILE ROAD



Address & Zoning Map

Petition 2025-07-02-15
Clean Express Car Wash
38888 Six Mile Road



Not to Scale

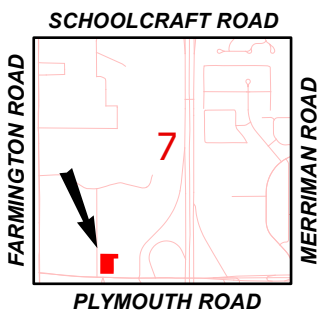


City of Livonia
Planning Department



FOX DRIVE

SIX MILE ROAD



Aerial Map

Petition 2025-07-02-15
Clean Express Car Wash
38888 Six Mile Road



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-

PUBLIC HEARING

ITEM 1 Petition 2025-07-02-15 – Clean Express Car Wash

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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 ($\frac{3}{4}$ top) and dark finish (bottom $\frac{1}{4}$). 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 is 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.

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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.

PUBLIC HEARING

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.

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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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:
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TRAFFIC OPERATIONS SECTION
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29900 GODDARD ROAD
DETROIT, MI 48242
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FAX: 734.955.2338
EMAIL: ELENITZ@WAYNECOUNTY.COM

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HKMAT KASSEM, P.E.
ASSISTANT DIVISION PERMIT ENGINEER
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ANDREA L. JONES
UTILITY AND PERMIT TECHNICIAN
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FAX: 904.306.5037
EMAIL: CHARLIE_MYERS@CSX.COM
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ALLENTOWN, PA 18106
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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

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PHONE: 810.691.1035
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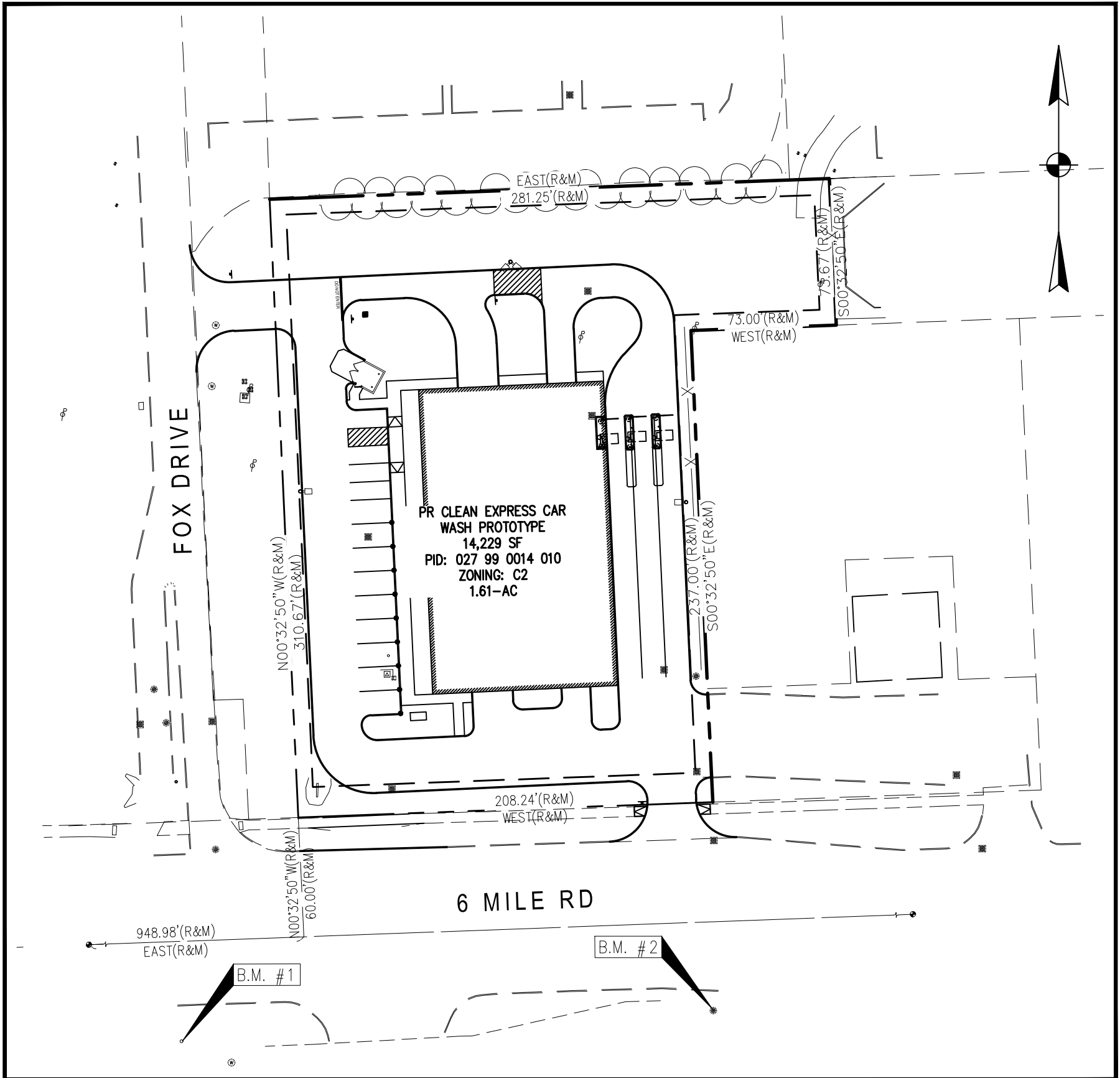
EXTENT SYSTEM, INC.:
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FAX: 630.505.1332
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INDEX MAP

0 30 60 120
SCALE: 1" = 60'

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EMAIL: EPIERRE@MANNIKSMITHGROUP.COM

OWNER/DEVELOPER

EXPRESS WASH CONCEPTS
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ETNA, OHIO 43068
CONTACT: JEFF GILGER
PHONE: (614) 751-9274
EMAIL: JEFF@EXPRESSWASHCONCEPTS.COM

INDEX OF SHEETS

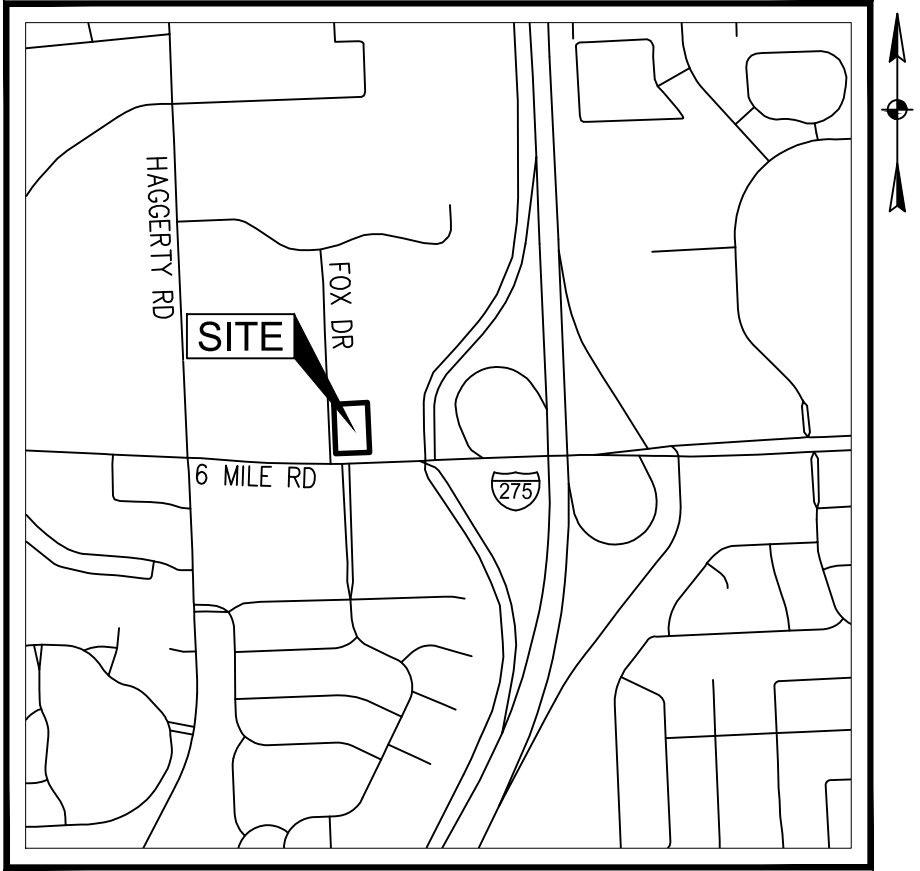
COVER SHEET	C000
GENERAL NOTES	C001
GENERAL DETAILS	C002
EXISTING CONDITIONS	C100
DEMOLITION PLAN	C101
SITE PLAN	C200
PHOTOMETRIC PLAN	C600
LANDSCAPE PLAN	L100
LANDSCAPE DETAILS	L101

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.

PRELIMINARY SITE PLANS FOR CLEAN EXPRESS CAR WASH

38888 SIX MILE ROAD LIVONIA, MI 48152



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

ENGINEER OF RECORD



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

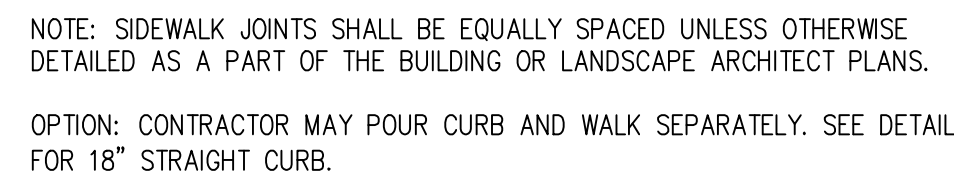
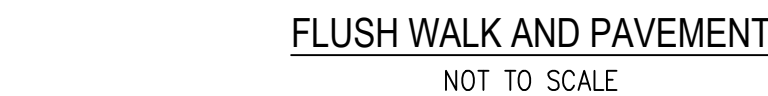


811 or
1-800-482-7171
Know What's Below. Call Before You Dig.

REV	DATE	BY	REVISION DESCRIPTION

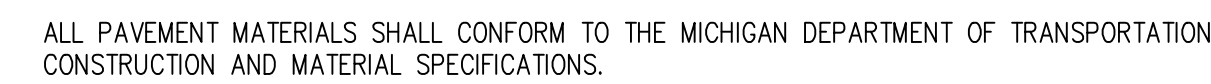
PROJECT DATE: 07/9/2025
PROJECT NO.: 2500286

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INTEGRAL WALK AND CURB

NOT TO SCALE

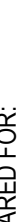


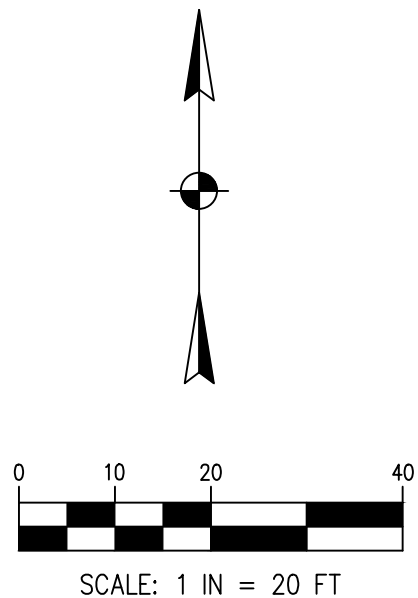
TYPICAL PAVEMENT SECTIONS

NOT TO SCALE



NOT TO SCALE

C002	GENERAL DETAILS	SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH 38888 SIX MILE RD., LIVONIA, MI 48152	PREPARED FOR:  EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43068	 Mannik Smith GROUP www.MannikSmithGroup.com	TECHNICAL SKILL: CREATIVE SPIRIT:	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	<table><thead><tr><th>NO.</th><th>DATE</th><th>BY</th><th>DESCRIPTION</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> 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LEGEND

	PROPERTY LINE
	RIGHT-OF-WAY
	STORM
	SANITARY
	COMMUNICATION
	OVERHEAD ELECTRIC
	UNDERGROUND ELECTRIC
	WATER
	GAS
	CATCH BASIN
	EX STORM MANHOLE
	EX SANITARY MANHOLE
	EX TREE
	EX LIGHT/POWER POLE

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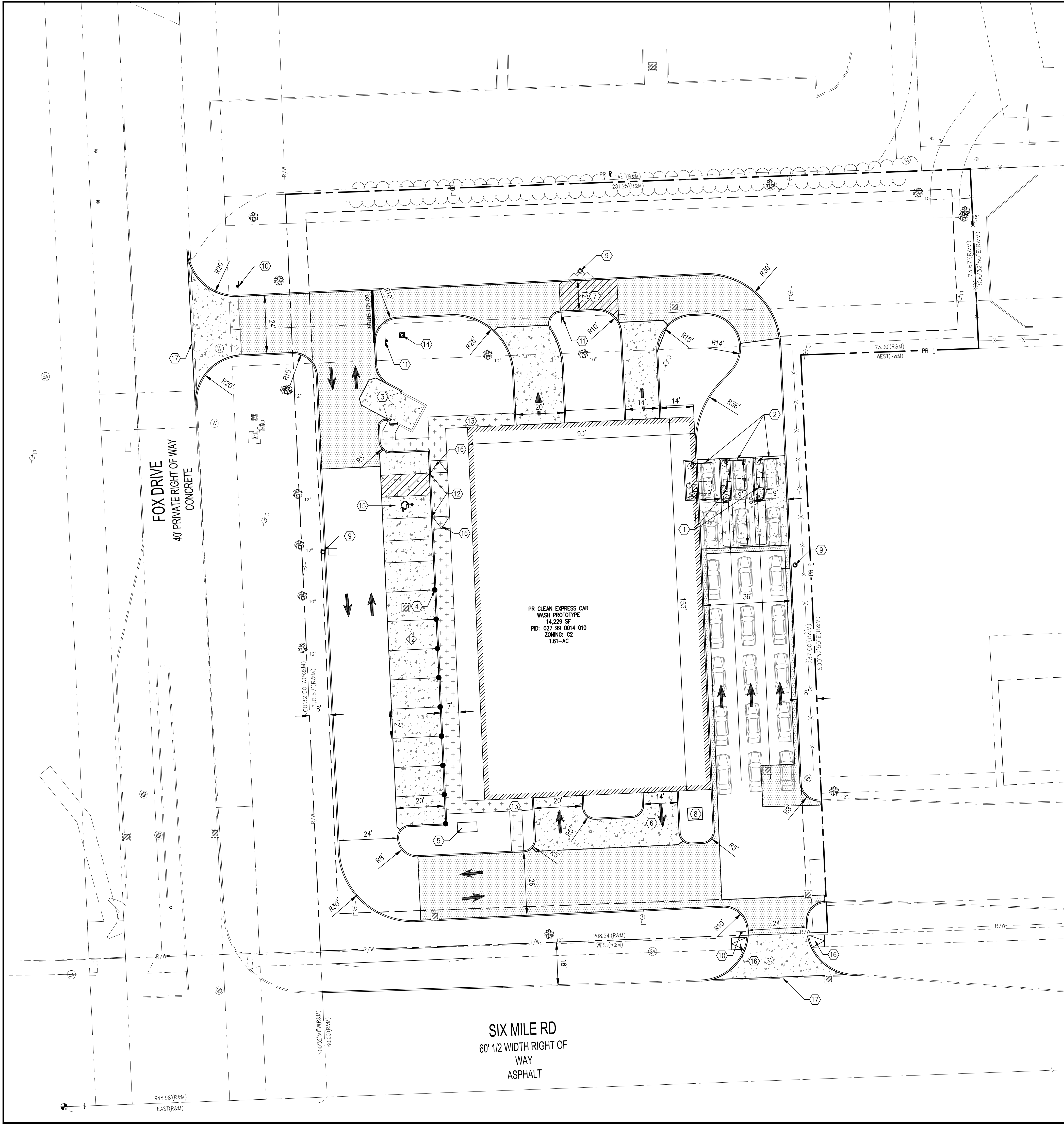


C101		DEMOLITION PLAN	SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH	PREPARED FOR: EXPRESS WASH CORPORATION 13375 NATIONAL ROAD SW ETNA, OHIO 43068	Mannik Smith GROUP www.MannikSmithGroup.com	TECHNICAL SKILL, CREATIVE SPIRIT.	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888-488-7340 PROJECT DATE: 07/09/2005 PROJECT NO.: 2303266 DRAWN BY: HTK/JAK CHECKED BY: ESP	NO. DATE BY	DESCRIPTION
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DEMOLITION PLAN

C101

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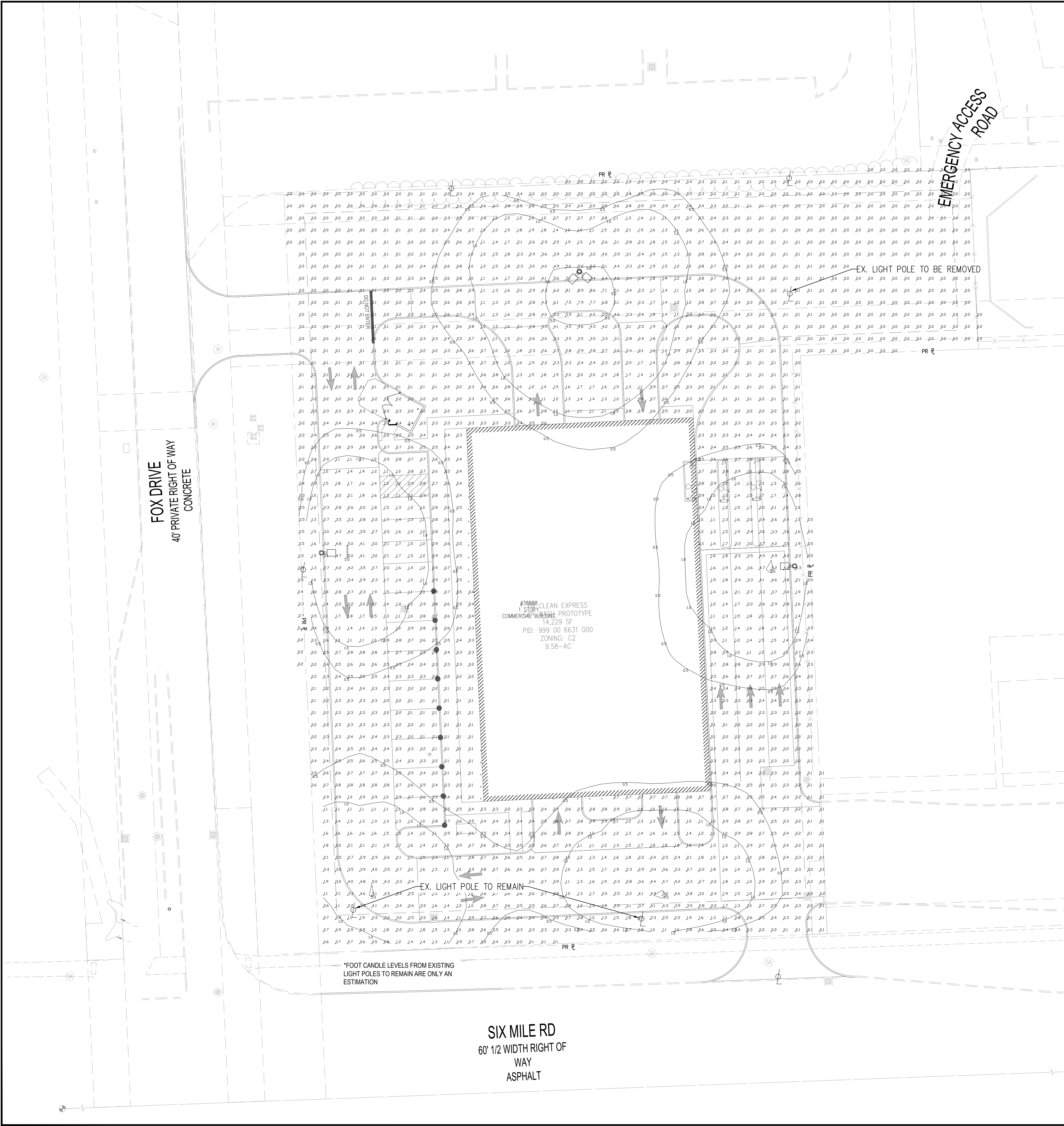
- EX CONCRETE CURB
- PR CONCRETE CURB
- PR PROPERTY LINE
- PR ASPHALT PAVEMENT
- PR CONCRETE PAVEMENT
- PR 5' SIDEWALK
- PARKING COUNT

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



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-TYPE 4 WIDE-MVOLT-RPA-WITH EXTERNAL GLARE SHIELD-BLACK	ABSOLUTE	105
	1	ACUITY BRANDS	RSX2 LED-P1-30K-R4	RSX2 LED-P1-TYPE 4 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)
LITHONIA LIGHTING SINGLE FIXTURE	2	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE	4.5	0.120
LITHONIA LIGHTING DOUBLE FIXTURE	1	RSS 18 4B DBLXD	18' POLE ON A 2' CONCRETE BASE (1 AT 90° ONE AT 180°)	4.5	0.120

*FOOT CANDLE LEVELS FROM EXISTING LIGHT POLES TO REMAIN ARE ONLY AN ESTIMATION

SIX MILE RD
60' 1/2 WIDTH RIGHT OF WAY
ASPHALT

DESCRIPTION

NO

DATE

BY

1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7440

PROJECT DATE: 07/09/2025 PROJECT NO: 250256 DRAWN BY: HTKUAR CHECKED BY: ESP

TECHNICAL SKILL: CREATIVE SPIRIT.

Mannik Smith Group
www.MannikSmithGroup.com

PREPARED FOR:

EXPRESS WASH CONCEPTS
13375 NATIONAL ROAD SW ETNA, OHIO 43068

SITE IMPROVEMENT PLAN FOR

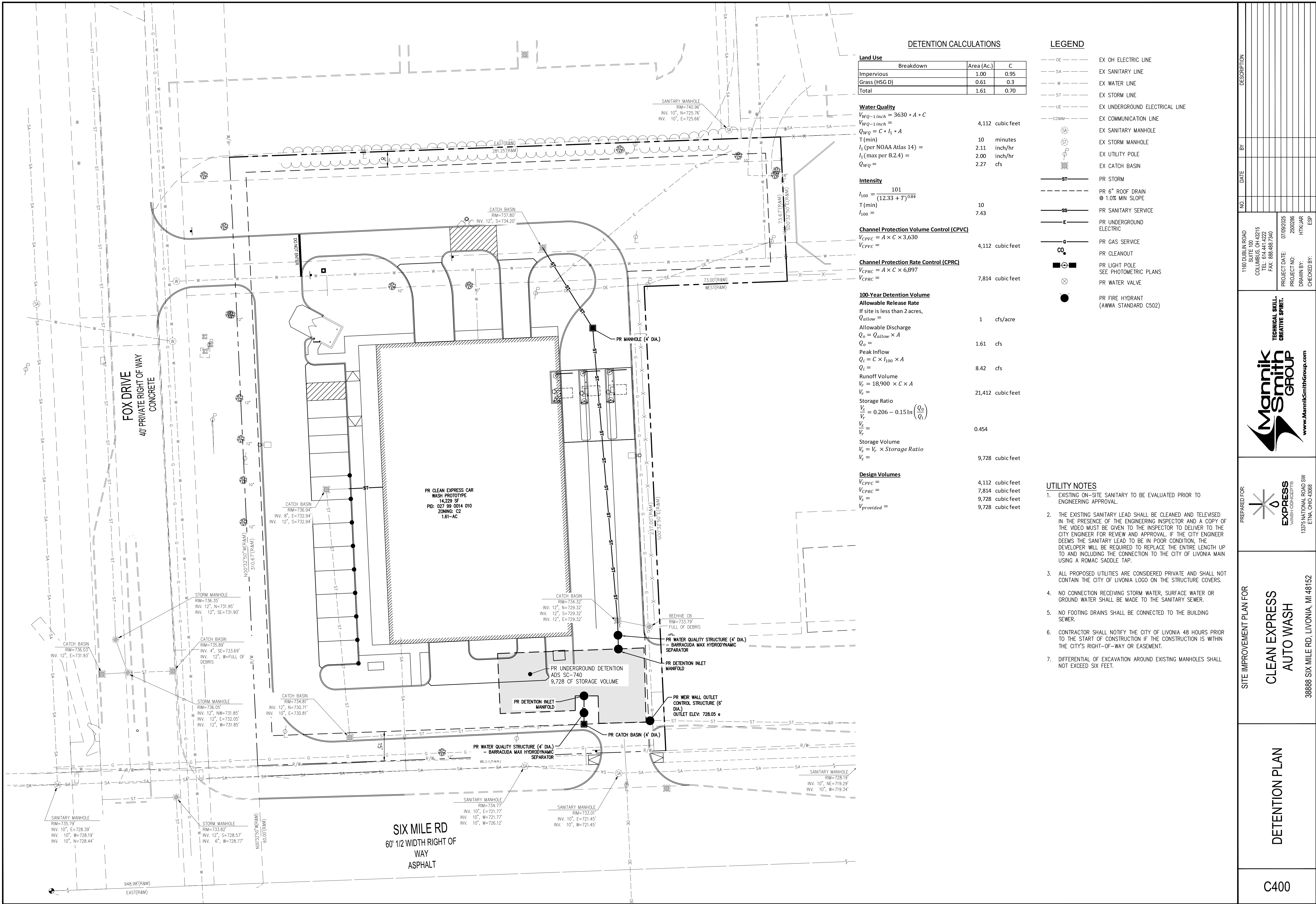
CLEAN EXPRESS AUTO WASH

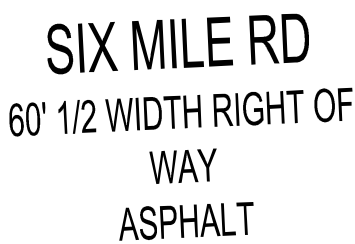
PHOTOMETRIC PLAN

C600

38888 SIX MILE RD., LIVONIA, MI 48152

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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.

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).

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

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 INCLUDE 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.

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 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 NATURE AS TO COMPLETELY REMOVE ALL WEEDS AND MULCHED AREAS OF WEEDS AND GRASSES, BEGINNING WITH THE FIRST PROGRAM ABOUT JUNE AND THE SECOND APPROXIMATELY ONE MONTH OR ABOUT AUGUST 15. THE FIRST MOWER MUST INCLUDE JUMPING AND THE SECOND APPROXIMATELY ONE MONTH OR ABOUT AUGUST 15. THE ENGINEER WILL INSPECT AND APPROVE THE WORK. THE CONTRACTOR WILL BE RESPONSIBLE FOR WEEDING AND MOWING 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.

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.

12. PLACE "DEWITT 15 YEAR WEED BARRIER" WOVEN POLYPROPYLENE OR APPROVED EQUAL IN ALL PLANTED BEDS AND AT EACH TREE RING.



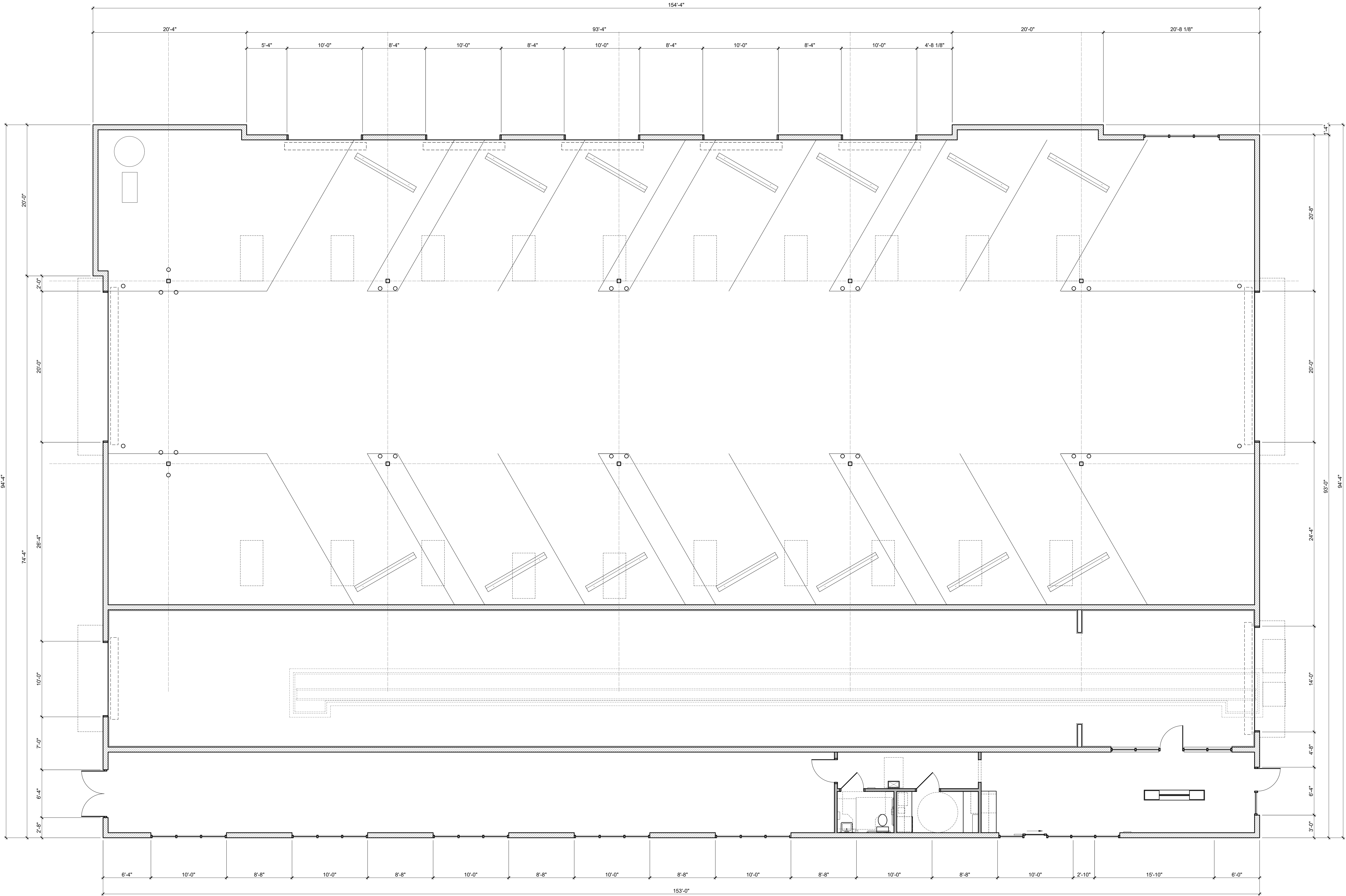
DECIDUOUS TREE PLANTING DETAIL

NOTES:

SHRUBS SHALL BEAR SAME RELATION TO FINISH GRADE AS THEY BORE TO EXISTING GRADE IN THE PREVIOUSLY PLANTED CONDITION.

NO SCALE

L101	LANDSCAPE NOTES & DETAILS	SITE IMPROVEMENT PLAN FOR CLEAN EXPRESS AUTO WASH 38888 SIX MILE RD, LIVONIA, MI 48152	PREPARED FOR:  EXPRESS WASH CONCEPTS 13375 NATIONAL ROAD SW ETNA, OHIO 43088	 www.MannikSmithGroup.com	TECHNICAL SKILL, CREATIVE SPIRIT.	1160 DUBLIN ROAD SUITE 100 COLUMBUS, OH 43215 TEL: 614.441.4222 FAX: 888.488.7540 PROJECT DATE: 07/09/2025 PROJECT NO: 2500286 DRAWN BY: HTK/JAK CHECKED BY: ESP	NO. DATE BY DESCRIPTION
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FLOOR PLAN CODED NOTES

- 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.
- INTERIOR WALL LINER PANEL, TYP. @ WASH BAY
- 14'-0" x 8'-0" OVERHEAD DOOR
- 10'-0" x 8'-0" OVERHEAD DOOR
- 20'-0" x 8'-0" OVERHEAD DOOR
- CAR WASH TRENCH, SEE MANUFACTURER'S DRAWINGS
- DECORATIVE AWNING, CENTER OVER WINDOWS / DOORS
- DEDICATED COMMERCIAL GRADE SINK FOR UTILITY SINK
- ANSI COMPLIANT WATER BOTTLE FILLER
- 12" DEEP SHELVING W/ STANDARDS AND BRACKETS
- WIND WALL, P.T. 2x6 WALL W/ 7/16" OSB SHEATHING & LINER PANEL BOTH SIDES, BUILD WALL TO BOTTOM OF BAR JOISTS.
- TIRE SHINE GRATE, COORDINATE W/ EQUIPMENT SHOP DRAWINGS.
- UNDER COUNTER REFRIGERATOR
- SERVER RACK, SEE SHEET A5-1
- NOT USED
- ALUMINUM STOREFRONT SYSTEM, SEE EXTERIOR ELEVATIONS, PROVIDE 1" INSULATED GLASS
- CORRULATOR, SEE EQUIPMENT SHOP DRAWINGS
- ANSI COMPLIANT STAFF DESK, SEE A5-1
- PROVIDE 2 1/2" METAL Z-FURRING STRIPS @ 24" HORIZONTAL W/ MIN R-13 RIGID INSULATION IN FURRING CAVITIES W/ 5 MIL VAPOR BARRIER
- ANSI COMPLIANT SIGNAGE DESIGNATING UNISEX TOILET ROOM, SEE A5-1
- COFFEE MAKER, SEE INTERIOR ELEVATION
- MICROWAVE, SEE INTERIOR ELEVATION
- ANSI COMPLIANT STACKABLE WASHER / DRYER
- ANSI COMPLIANT SIGNAGE DESIGNATING MAXIMUM OCCUPANCY OF 24 PERSONS
- QUICK-BRICK MASONRY CONSTRUCTION, TYP @ EXTERIOR WALLS.
- ANSI COMPLIANT EXIT SIGNAGE, SEE A5-1
- STORAGE CABINETRY BY OWNER.
- 8" CMU WALL
- ROOF ACCESS LADDER, CENTER BELOW ROOF HATCH ABOVE, SEE DETAIL ON A5-1
- 30"x30" CLEAR LANDING SPACE, CENTERED ON LADDER
- INSTALL SMOOTH, HARD, NON ABSORBANT FRP PANEL, SIM. TO WASH BAY LINER PANEL, FULL HEIGHT OVER THIS WALL.
- PRODUCT DISPLAY RACK PROVIDED BY OWNER.
- VACUUM EQUIPMENT.
- SKYLIGHT ABOVE.
- 6" CONCRETE FILLED PIPE BOLLARD.
- PRECAST CONC. PARKING WHEEL STOP.
- ACCESSIBLE PARKING SIGNAGE.
- VAN ACCESSIBLE PARKING STALL PER ANSI SECTION 502, ANSI COMPLIANT VACUUM TO BE PROVIDED AT THIS STALL.
- 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
181	3 5/8" METAL STUDS, @ 16" O.C. 5/8" GYP BD 3" SOUND BATT 4 7/8"	0 HR	PARTIAL HEIGHT PARTITION, TERMINATE GYPSUM BOARD 6" ABOVE FINISH CEILING. BRACE PARTITION TO DECK. ASSEMBLY THICKNESS = 4 7/8"
182	3 5/8" METAL STUDS, @ 16" O.C. 5/8" TYPE 'X' GYP BD 4 7/8"	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

SCALE: 3/16" = 1'-0" (UNO.)

SHEET # / DESCRIPTION

FLOOR PLAN

A1-1

DATE: 07.10.2025

PLANNING COMMISSION

SBA STUDIOS PROJECT # 2025-371

SCALE: 3/16" = 1'-0" (UNO.)

SHEET # / DESCRIPTION

FLOOR PLAN

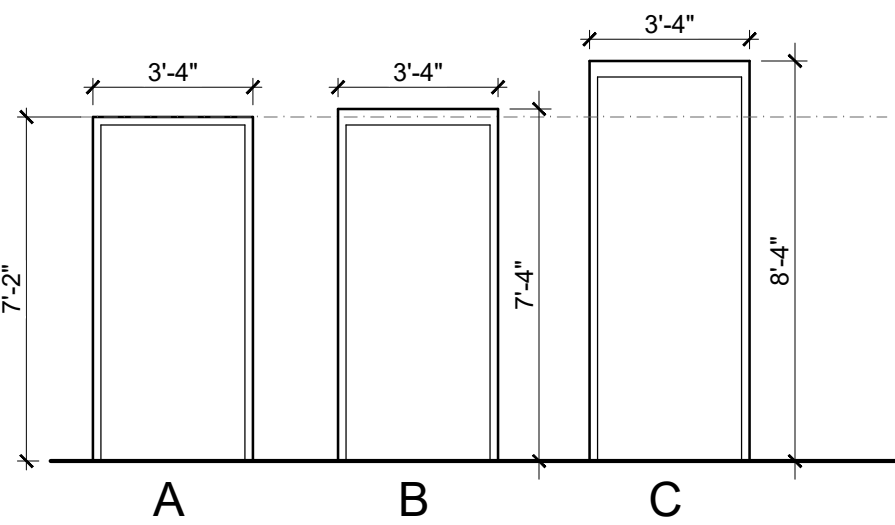
A1-1

DATE: 07.10.2025

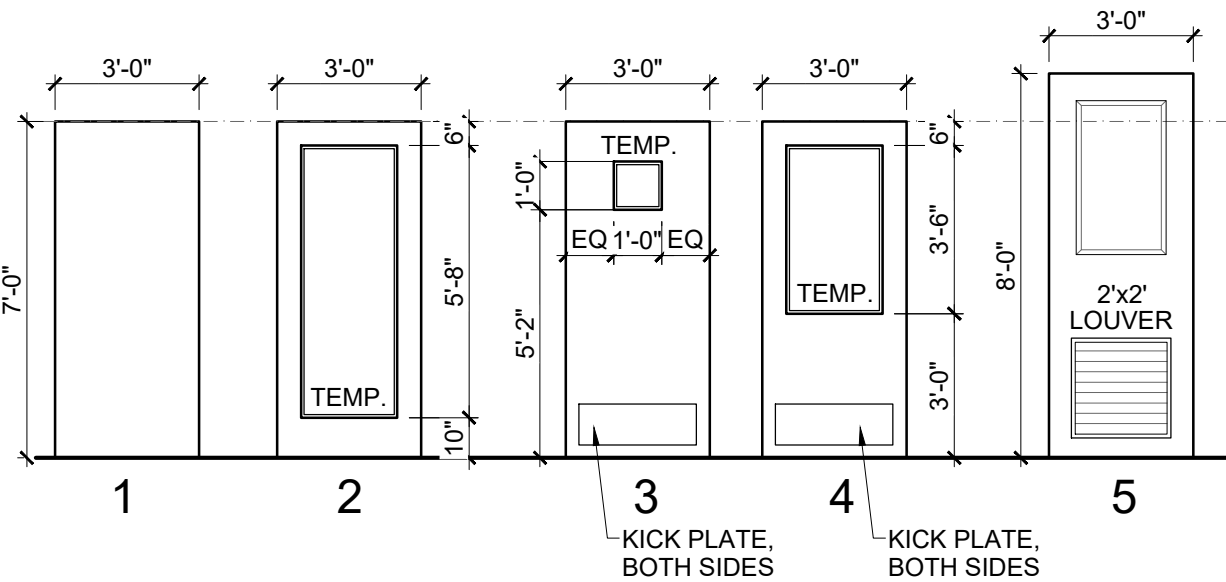
PLANNING COMMISSION

SBA STUDIOS PROJECT # 2025-371

5 FLOOR PLAN



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



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

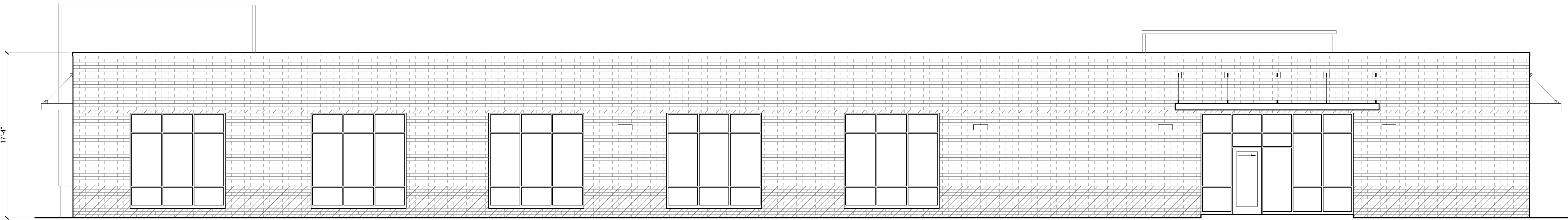
DOOR												FRAME		REMARKS	SPACE		FLOOR		WALLS				CLG		REMARKS
NO.	ROOM NAME	SIZE	ELEV	MAT	RATING	GLASS	HDWR	ELEV	MAT		NO.	ROOM NAME	MAT		BASE	NORTH	EAST	SOUTH	WEST	MAT					
1.01	STAFF	3070	01	H.M.	0-HR	N/A	SET 01	A	H.M.		1.01	STAFF	WD	VB	PT-1	PT-1	PT-1	PT-1		GYP					
1.02	CLOSET	3070	01	H.M.	0-HR	N/A	SET 02	A	H.M.		1.02	CLOSET	WD	VB	PT-1	PT-1	PT-1	PT-1		GYP					
1.03	OFFICE	(3) 3070	02	ALUM.	0-HR	TEMP	SET 05	B	ALUM.		1.03	OFFICE	WD	VB	PT-1	PT-1	PT-1	PT-1		NO		PAINT BAR JOISTS & ROOF DECK			
1.04	UNISEX	3070	01	H.M.	0-HR	N/A	SET 03	A	H.M.		1.04	UNISEX	WD	VB	PT-1	PT-1	PT-1	WL		GYP		6" VINYL BASE			
1.05A	MECHANICAL	3070	04	H.M.	0-HR	N/A	SET 04	A	H.M.		1.05	EQUIPMENT	CONC	NO	PT-2	PT-2	PT-2	PT-2		NO		PAINT BAR JOISTS & ROOF DECK			
1.05B	MECHANICAL	(2) 3080	05	H.M.	0-HR	N/A	SET 05	C	H.M.		1.06	WASH BAY	CONC	NO	WL	WL	WL	WL		NO		PAINT BAR JOISTS & ROOF DECK			
1.05C	MECHANICAL	3070	02	ALUM.	0-HR	N/A	SET 04	B	ALUM.		1.07	VACUUMS	CONC	NO	PT-2	PT-2	PT-2	PT-2		NO		PAINT BAR JOISTS & ROOF DECK			
1.06	WASH BAY	3070	04	H.M.	0-HR	N/A	SET 04	B	H.M.																
1.07A	VACUUMS	3070	01	H.M.	0-HR	N/A	SET 04	B	H.M.																
1.07B	VACUUMS	3070	04	H.M.	0-HR	N/A	SET 05	B	H.M.																
DOOR GENERAL NOTES													DOOR HARDWARE SETS												
1. ALL DOOR HARDWARE TO BE ANSI COMPLIANT LEVER STYLE													SET 01: OFFICE LOCKSET												
2. ALL DOOR HARDWARE TO BE MOUNTED BETWEEN 34" - 48" A.F.F.													SET 02: STORAGE LOCKSET												
3. ALL GLAZING IN NEW DOORS TO BE TEMPERED													SET 03: PRIVACY LOCKSET												
4. ALL DOORS TO RECEIVE (3) HINGES													SET 04: PASSAGE LOCKSET												
5. ALL DOORS TO RECEIVE (3) SILENCERS													SET 05: EXIT LOCKSET												
6. ALL DOORS TO RECEIVE DOOR STOP													SET 06: PUSH / PULL												
7. ALL EXTERIOR DOORS TO RECEIVE CLOSER													KEY ALL DOORS ALIKE												
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.													SIM WOOD FLOOR = AXISCOR PRO12 12x24 URBAN CONCRETE												
													FLOORING		BASE		WALLS				CEILING				
													NO NO FLOORING		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				

4 DOOR FRAMES

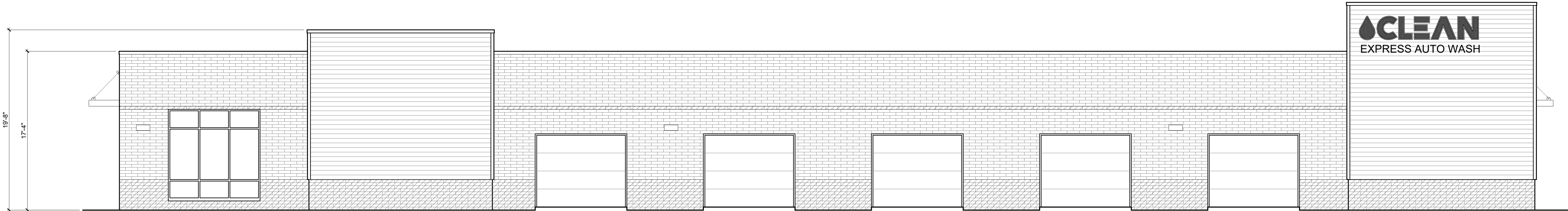
3 DOOR ELEVATIONS

2 DOOR SCHEDULE

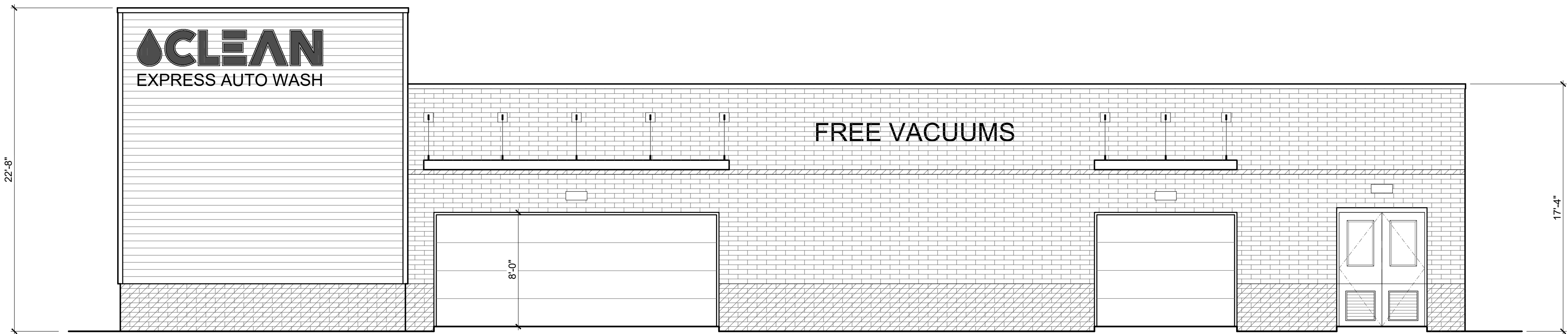
1 FINISH SCHEDULE



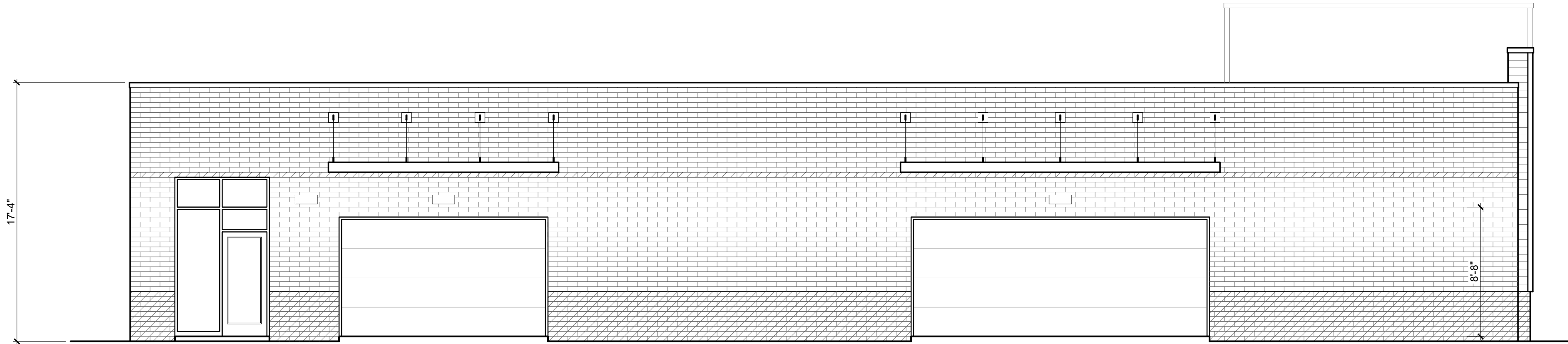
4 SIDE (WEST) ELEVATION



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. 1/4" COMPOSITE CORNER TRIM, TYP.
8. GRADE, COORDINATE W/ CIVIL DRAWINGS.
9. PRE-MANUFACTURED ALUMINUM AWNING. INSTALL PER MANUFACTURER'S INSTRUCTIONS.
10. NICHIA 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)
- NICHIA FIBER CEMENT AWP181 HORIZONTAL SIDING

EXTERIOR MATERIAL NOTES:
1. COLOR OF METAL COPING TO MATCH STOREFRONT SYSTEM COLOR

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SHEET # / DESCRIPTION

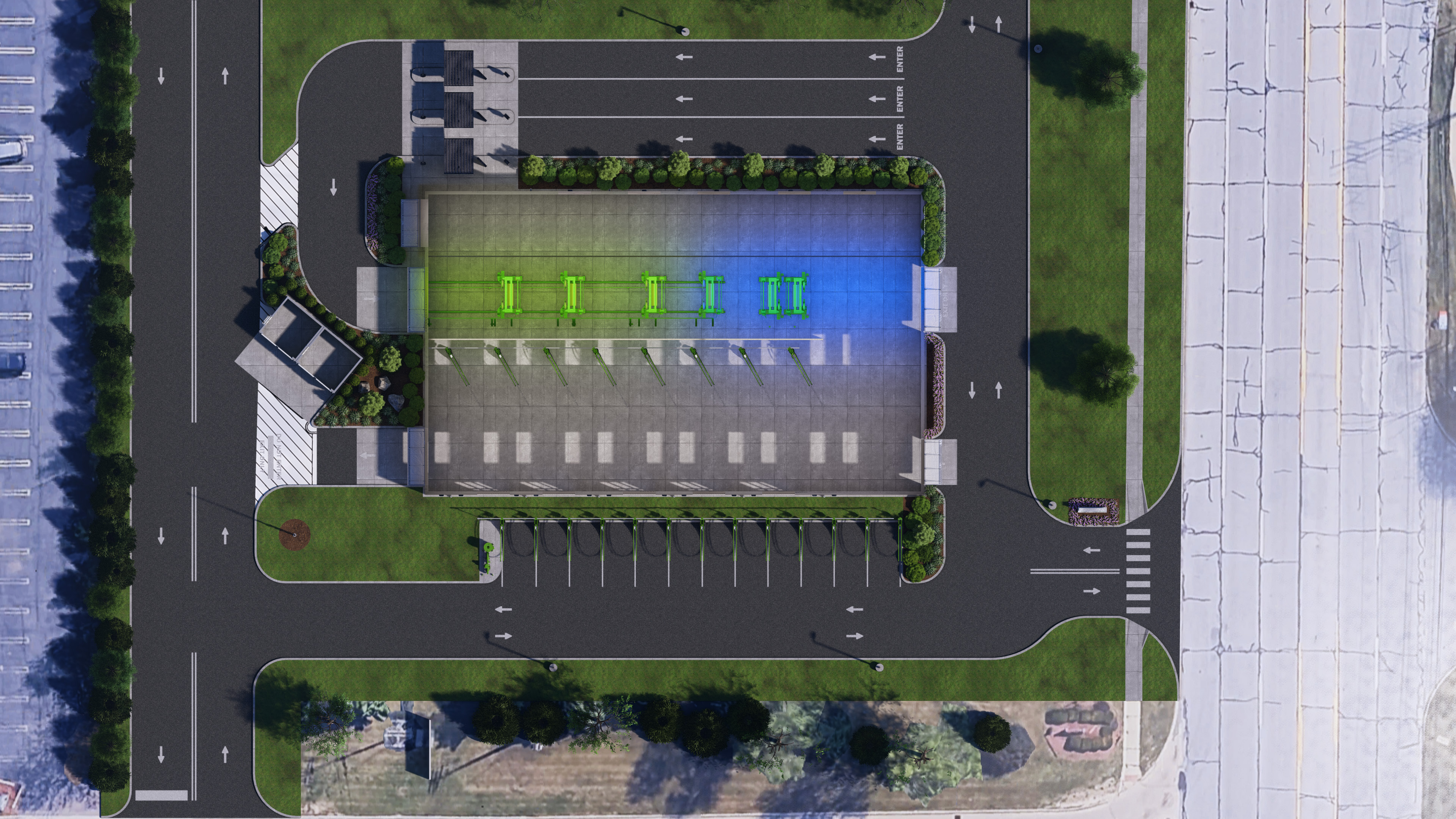
EXTERIOR ELEVATIONS

A2-1

DATE: 07.10.2025

PLANNING COMMISSION

SBA STUDIOS PROJECT # 2025-371







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FREE VACUUMS

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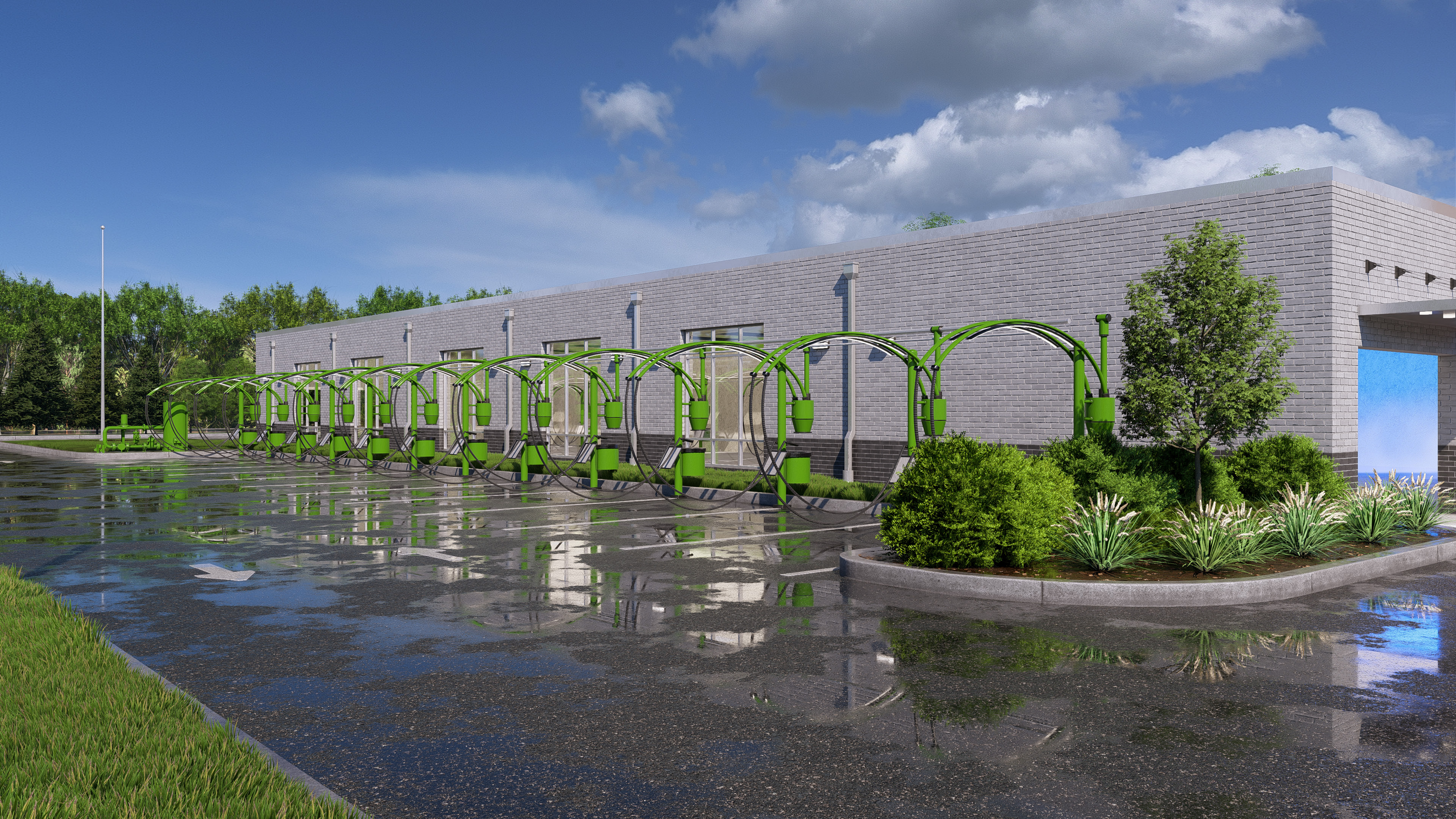














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FREE VACUUMS



HUBBELL, ROTH & CLARK, INC.
CONSULTING ENGINEERS SINCE 1915

555 HULET DRIVE **P.O. BOX 824**
BLOOMFIELD HILLS, MICH. **48303 - 0824**

PHONE: (248) 454-6300
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FAX (2nd. Floor): (248) 454-6359

WEB SITE: [http:// www.hrcengr.com](http://www.hrcengr.com)

[illegible]

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DRAWN	HFA
CHECKED	
APPROVED	

CITY OF LIVONIA

SCHOOLCRAFT TIS CONCEPTUAL ALTERNATIVES

6 MILE RD
FOX DR & QUAKERTOWN LN
CONCEPT ALTERNATIVE 1
SIGNAL

IJC JOB NO. 20211149	SCALE 1"=40'
DATE October 2023	SHEET NO. 1 OF 5



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.

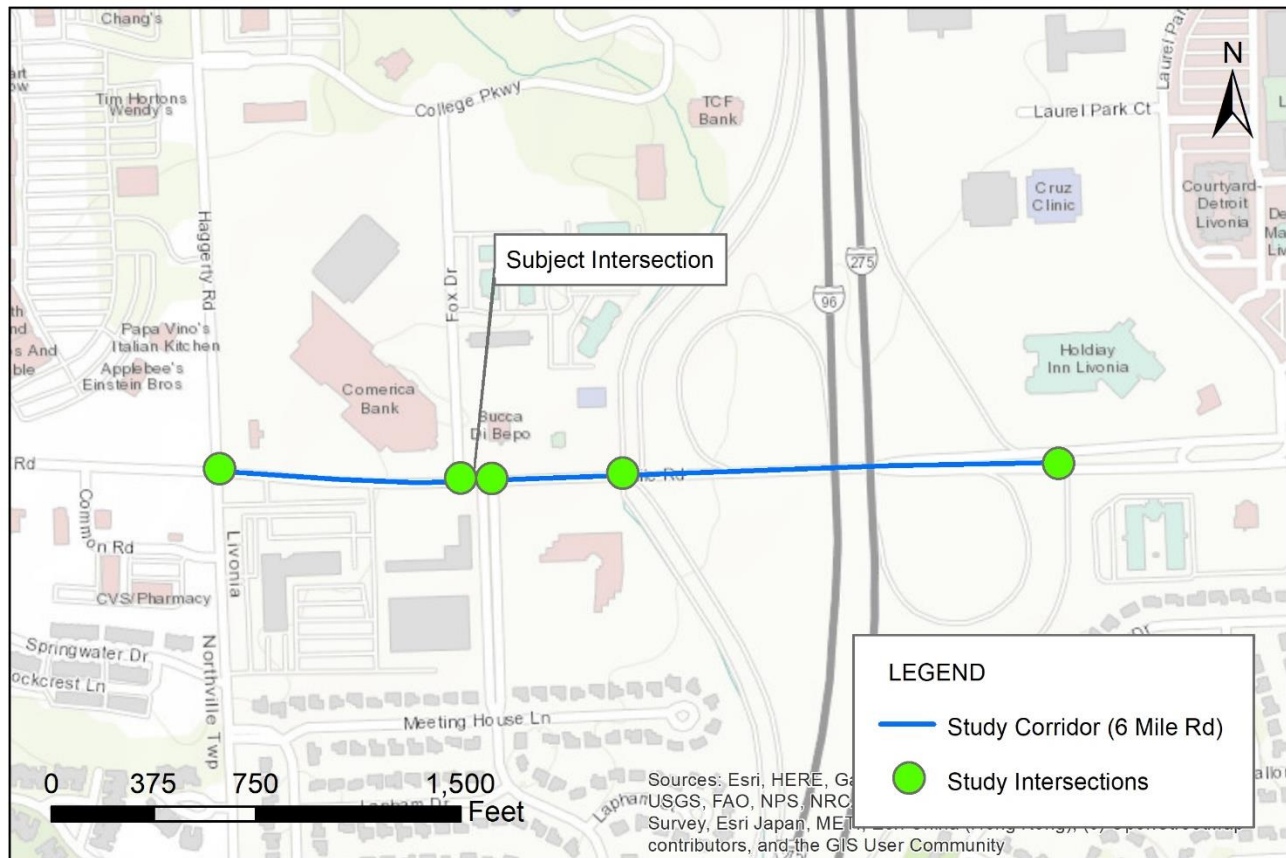


Figure 1: Study Area

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:

$$\text{Growth Factor} = (1 + r)^y$$

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	$> 10 \text{ to } \leq 20$
C	$> 20 \text{ to } \leq 35$
D	$> 35 \text{ to } \leq 55$
E	$> 55 \text{ to } \leq 80$
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
		LT	C	29.2	C	29.5	C	29.5
	SB	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
		LT	C	30.4	C	30.8	C	30.8
	SB	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 Quakertown 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



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 Association (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 categories 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 susceptible 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 surrounding 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 / Quakertown
Intersection:	6 Mile at Fox Dr / Quakertown 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

Turning Movement Data

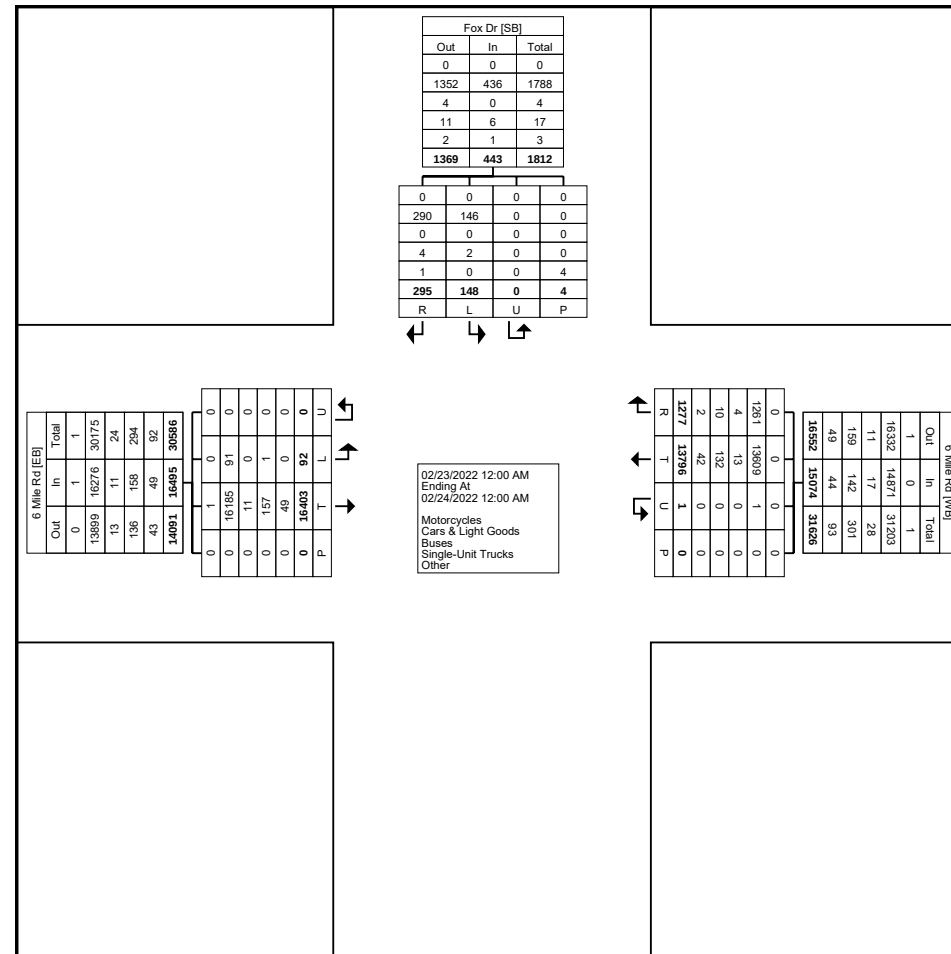
Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:00 AM	1	18	0	0	19	15	1	0	0	16	0	1	0	0	1	36
12:15 AM	0	19	0	0	19	10	1	0	0	11	0	0	0	0	0	30
12:30 AM	0	14	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	-	-	-

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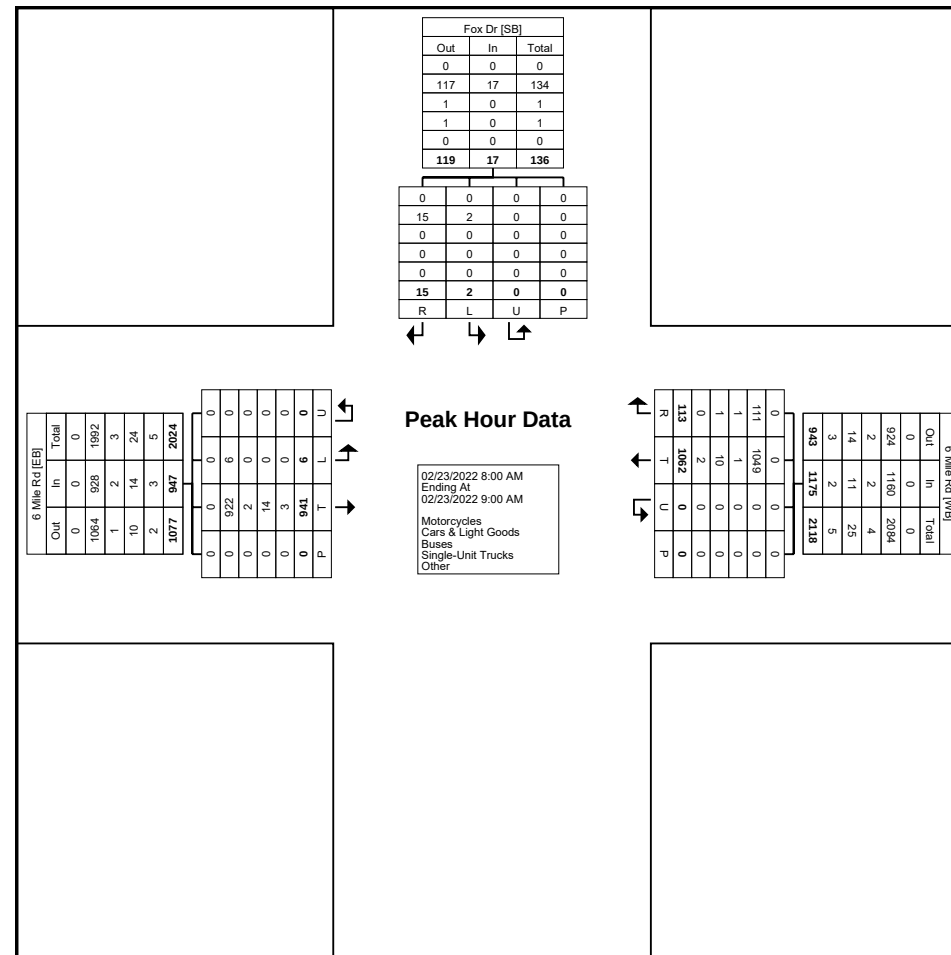
Count Name: 6 Mile Rd and Fox Dr
Site Code:
Start Date: 02/23/2022
Page No: 4



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

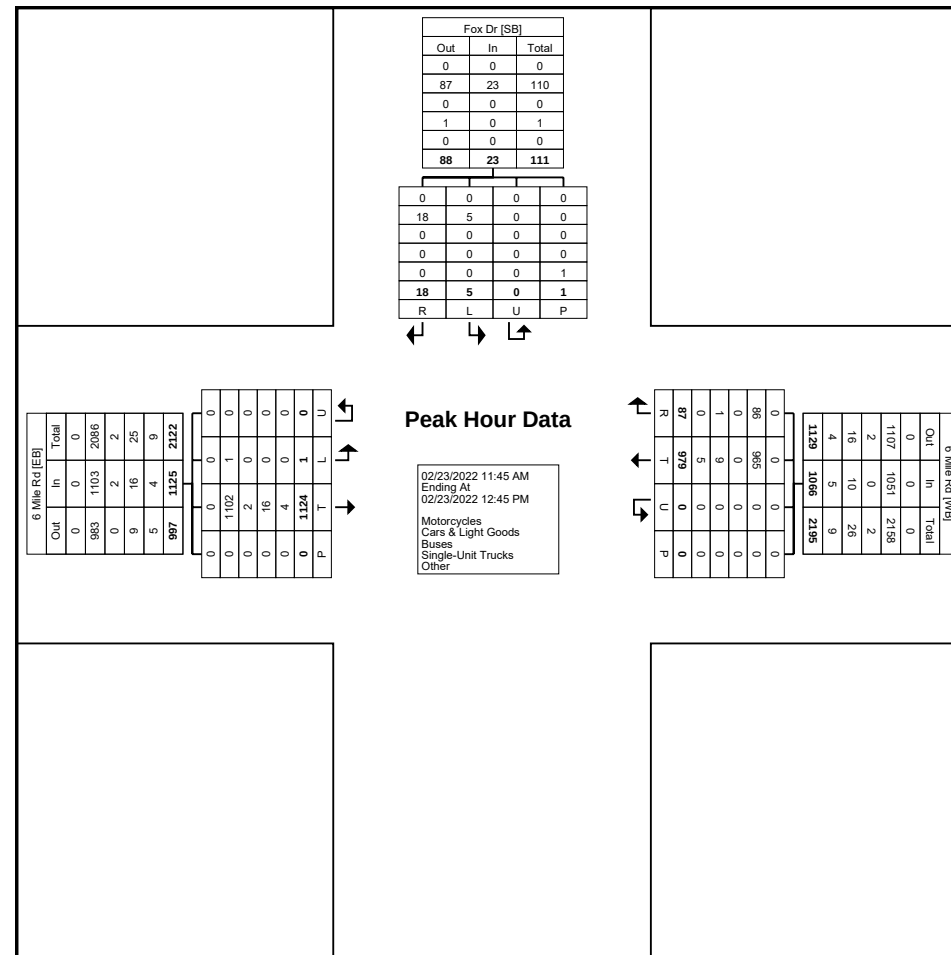
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Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (11:45 AM)

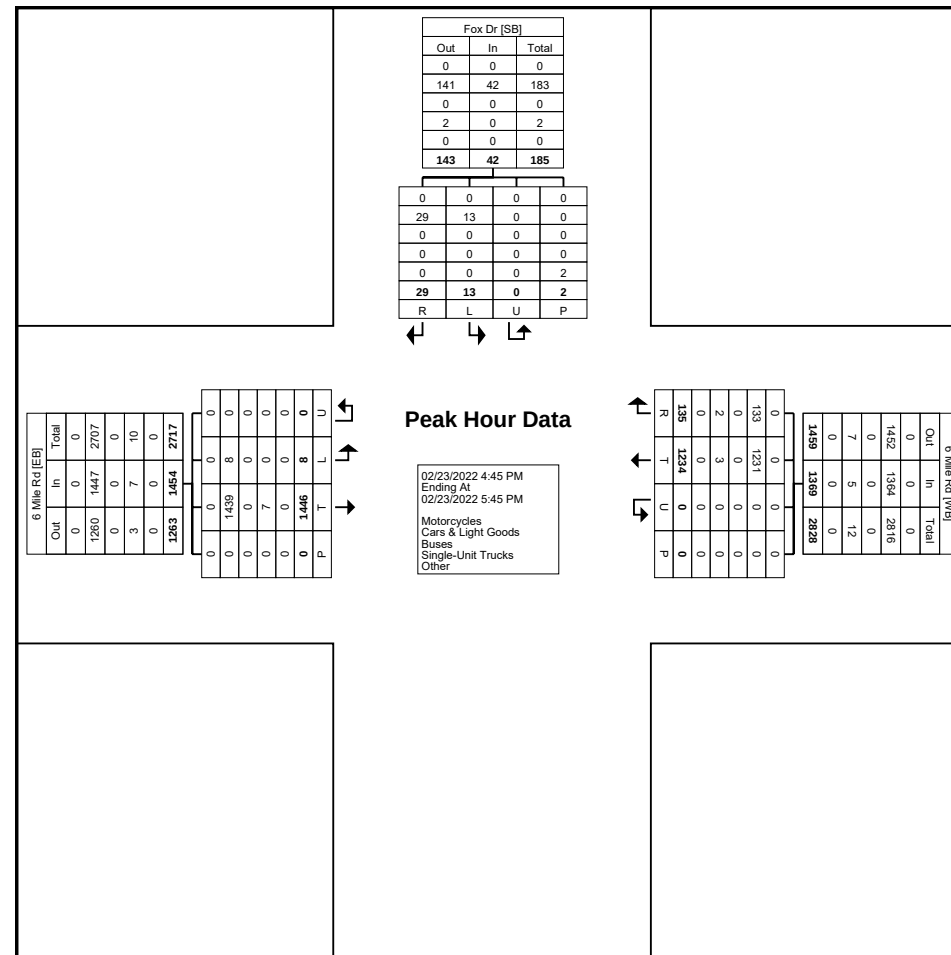
Start Time	6 Mile Rd Eastbound					6 Mile Rd Westbound					Fox Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
11:45 AM	0	278	0	0	278	260	23	0	0	283	1	2	0	0	3	564
12:00 PM	1	286	0	0	287	232	28	0	0	260	3	4	0	0	7	554
12:15 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	-	-



Turning Movement Peak Hour Data Plot (11:45 AM)

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	-	-



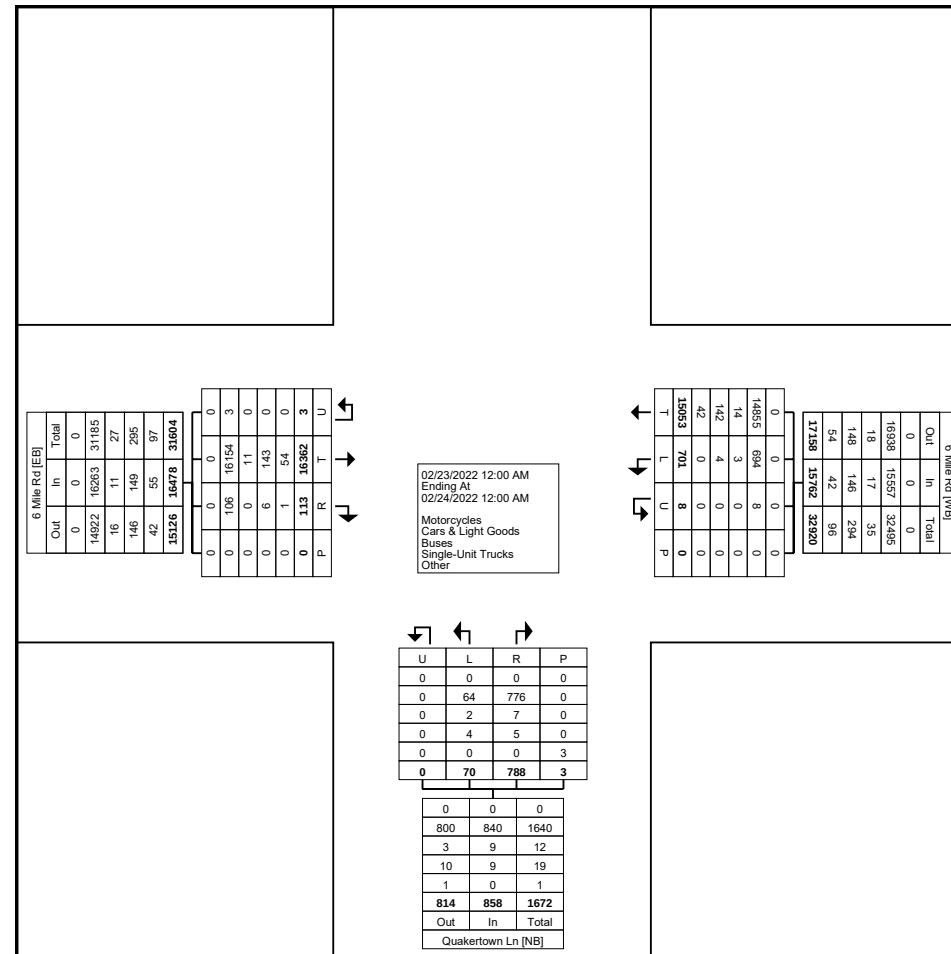
Turning Movement Peak Hour Data Plot (4:45 PM)

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

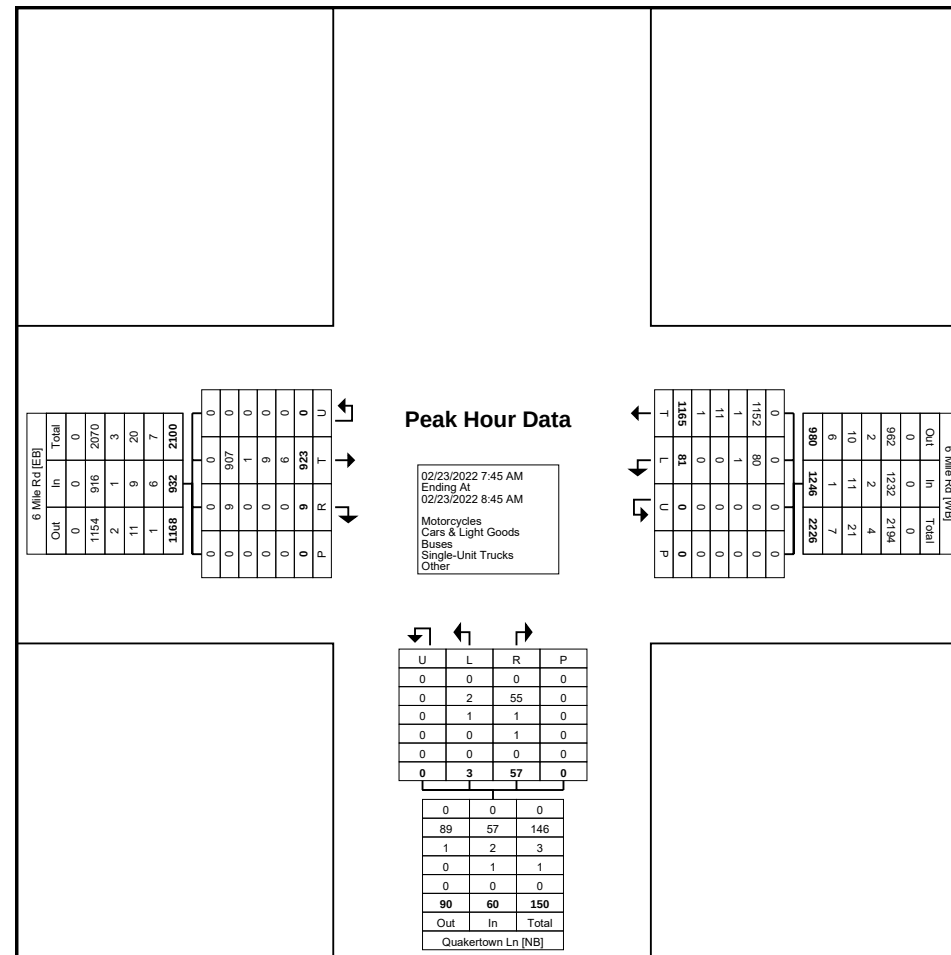
5:45 PM	322	1	0	0	323	14	385	0	0	399	0	17	0	0	17	739
Hourly Total	1407	3	0	0	1410	60	1389	0	0	1449	7	81	0	0	88	2947
6:00 PM	316	0	0	0	316	14	309	0	0	323	2	13	0	3	15	654
6:15 PM	274	1	0	0	275	14	316	0	0	330	2	17	0	0	19	624
6:30 PM	263	3	0	0	266	11	285	0	0	296	3	15	0	0	18	580
6:45 PM	240	2	0	0	242	8	265	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	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

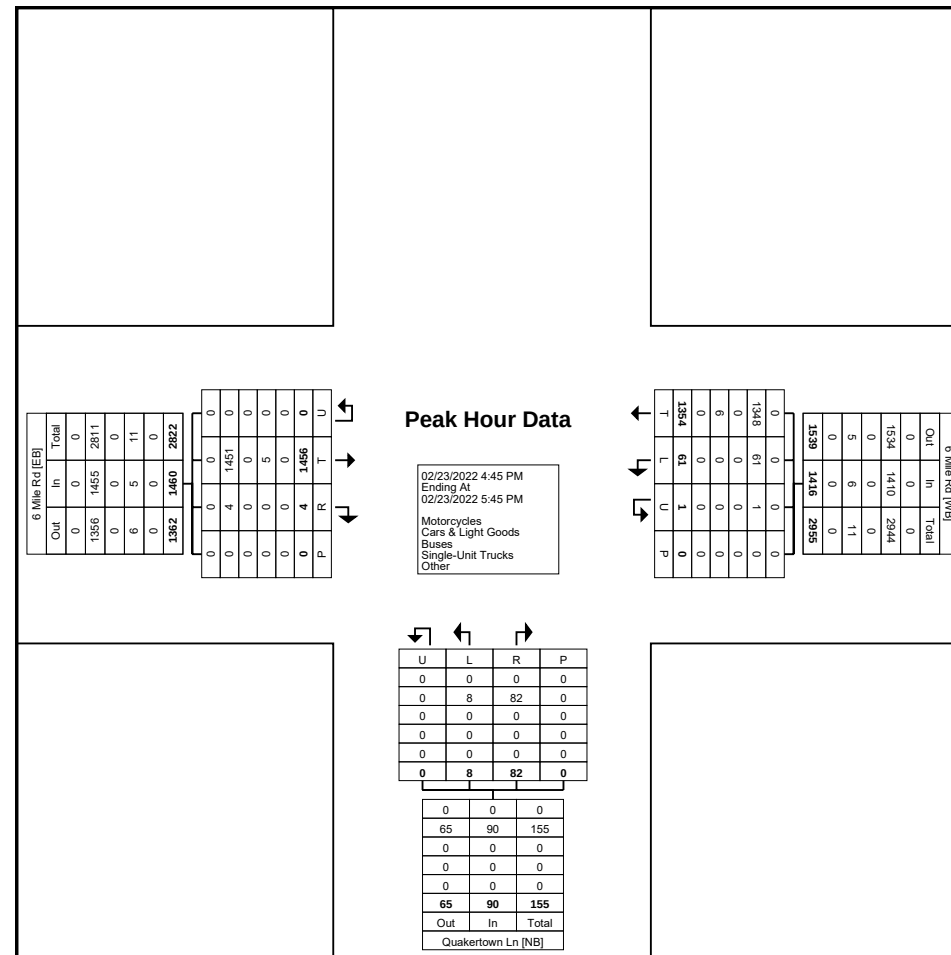
[illegible]



Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:45 PM)

[illegible]



Turning Movement Peak Hour Data Plot (4:45 PM)

ATTACHMENT B – SYNCHRO HCM REPORTS

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Existing
AM Peak

												
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 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			81.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Existing
AM Peak

												
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			0.25					0.15		
v/s Ratio Perm			0.10									0.23
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							12.2		
Intersection Capacity Utilization			73.7%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Existing
AM Peak

	→	↘	↙	←	↖	↗
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Existing
AM Peak



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		TWLT	TL				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Existing
AM Peak

	→	↘	↙	←	↖	↗	
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	TWLT			TWLT			
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Existing
OFF Peak

												
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												

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Existing
OFF Peak

												
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		0.26			0.23					0.16		
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							12.2		
Intersection Capacity Utilization			67.5%									ICU Level of Service C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Existing
OFF Peak

	→	↘	↙	←	↖	↗
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Existing
OFF Peak



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		TWLT	TWLT				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Existing
OFF Peak

	→	↘	↙	←	↖	↗	
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	TWLT			TWLT			
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Existing
PM Peak

												
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

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Existing
PM Peak

												
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		0.32			0.28					0.18		
v/s Ratio Perm			0.17									0.29
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							12.2		
Intersection Capacity Utilization			77.0%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Existing
PM Peak

	→	↘	↙	←	↖	↗
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Existing
PM Peak



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		TWLT	TL				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Existing
PM Peak

							
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				
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Background (2024)

AM Peak

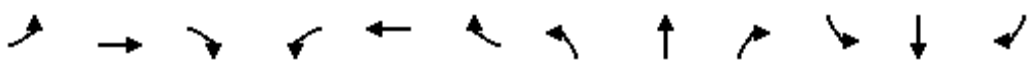
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Future Volume (vph)	139	560	49	269	400	296	64	315	255	127	188	92
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane 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 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			82.0%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Background (2024)

AM Peak

												
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							12.2		
Intersection Capacity Utilization			74.3%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

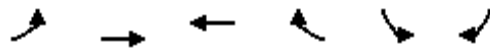
Background (2024)
AM Peak

	→	↘	↙	←	↖	↗
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Background (2024)
AM Peak



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		TWLT	TL				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Background (2024)
AM Peak

	→	↘	↙	←	↖	↗	
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	TWLT			TWLT			
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Background (2024)

OFF Peak

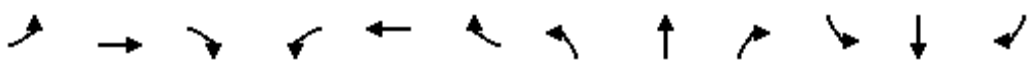
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Future Volume (vph)	150	460	80	272	375	325	77	543	302	344	480	120
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
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												

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Background (2024)

OFF Peak

												
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							12.2		
Intersection Capacity Utilization			67.9%									ICU Level of Service C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

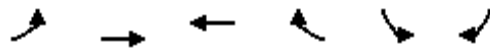
Background (2024)
OFF Peak

						
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Background (2024)
OFF Peak



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		TWLT	TL				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Background (2024)
OFF Peak

	→	↘	↙	←	↖	↗	
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	TWLT			TWLT			
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Background (2024)

PM Peak

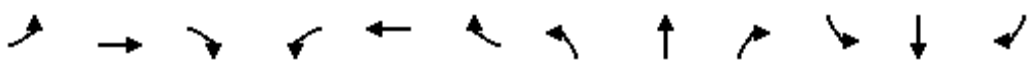
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Future Volume (vph)	128	617	48	308	550	378	87	448	397	387	505	127
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
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												

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Background (2024)

PM Peak

												
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							12.2		
Intersection Capacity Utilization			77.6%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

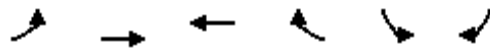
Background (2024)
PM Peak

						
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						

HCM Unsignalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr

Background (2024)
PM Peak



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		TWLT	TL				
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				

HCM Unsignalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Background (2024)
PM Peak

	→	↘	↙	←	↖	↗	
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				

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Alternative (2024)
AM Peak

												
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												

HCM Signalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr (PB)

Alternative (2024)
AM Peak



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						

HCM Signalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Alternative (2024)
AM Peak

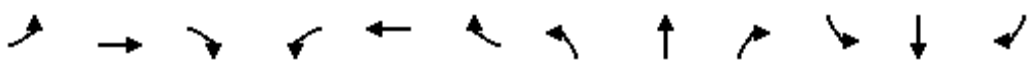
	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	934	9	81	1179	3	57
Future Volume (vph)	934	9	81	1179	3	57
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000
Lane Width	12	12	11	12	12	12
Total Lost time (s)	7.9		7.9	7.9	6.1	6.1
Lane Util. Factor	0.95		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						

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Alternative (2024)

AM Peak

												
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							12.2		
Intersection Capacity Utilization			74.3%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Alternative (2024)
AM Peak

						
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						

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

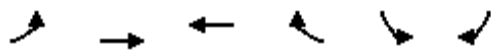
Alternative (2024)
OFF Peak

												
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												

HCM Signalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr (PB)

Alternative (2024)
OFF Peak



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						

HCM Signalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Alternative (2024)
OFF Peak

	→	↘	↙	←	↖	↗
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						

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Alternative (2024)

OFF Peak

												
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												

HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Alternative (2024)
OFF Peak

	→	↘	↙	←	↖	↗
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						

HCM Signalized Intersection Capacity Analysis

813: Haggerty Rd (PB) & 6 Mile Rd (PB)

Alternative (2024)
PM Peak

												
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 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			90.0									
Intersection Capacity Utilization			85.0%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1001: 6 Mile Rd & Fox Dr (PB)

Alternative (2024)
PM Peak



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						

HCM Signalized Intersection Capacity Analysis

1002: Quakertown Ln & 6 Mile Rd

Alternative (2024)
PM Peak

	→	↘	↙	←	↖	↗
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						

HCM Signalized Intersection Capacity Analysis

1485: I-275 SB On-Ramp/I-275 SB Off-Ramp & 6 Mile Rd

Alternative (2024)

PM Peak

												
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							12.2		
Intersection Capacity Utilization			77.6%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

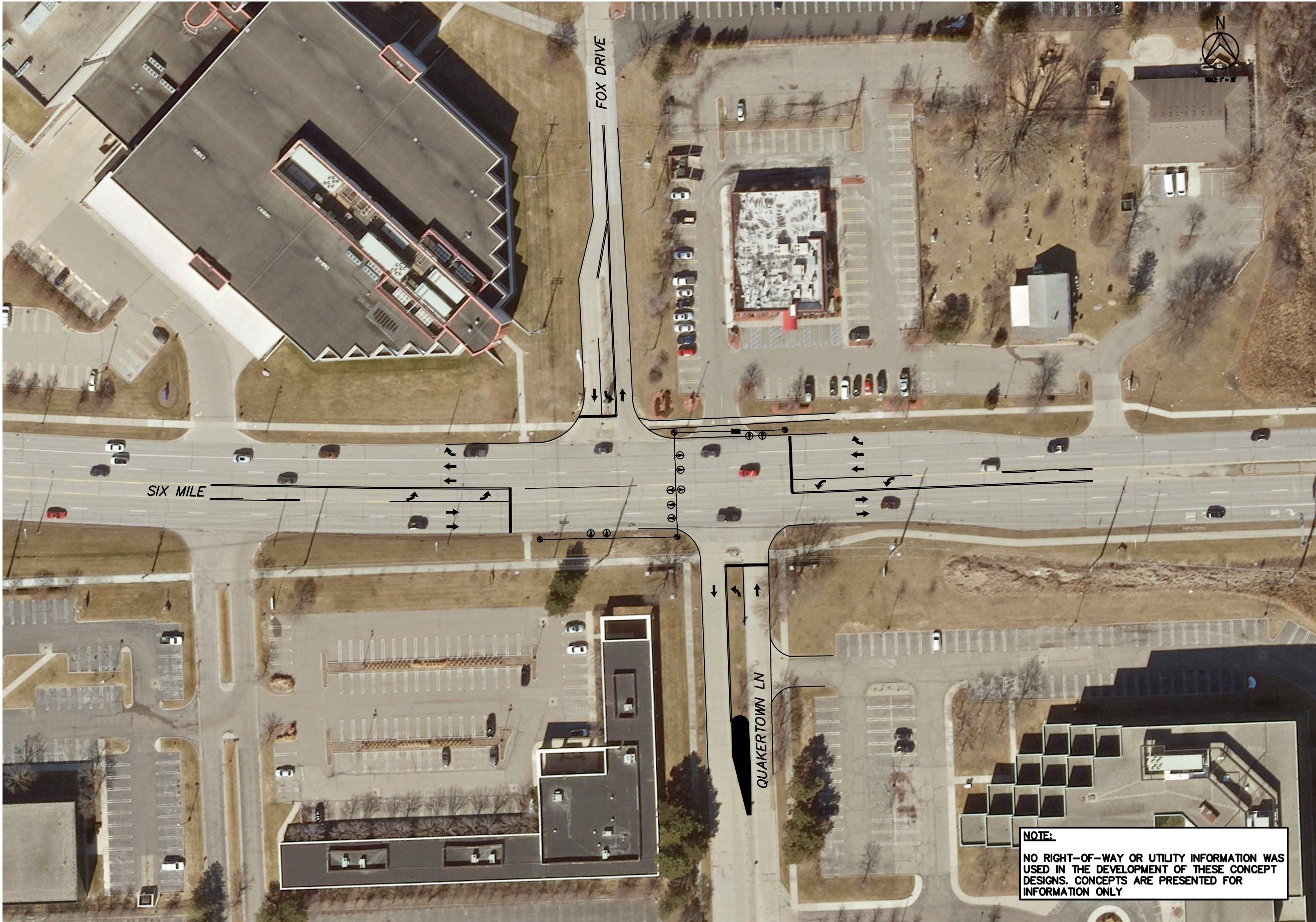
HCM Signalized Intersection Capacity Analysis

1678: I-275 NB Off-Ramp & 6 Mile Rd

Alternative (2024)
PM Peak

	→	↘	↙	←	↖	↗
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



HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: [http:// www.hrcengr.com](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

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



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 HULEY DRIVE
BLOOMFIELD HILLS, MICH.

PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359

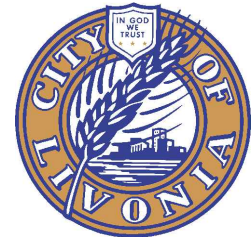
WEB SITE: www.hrcengr.com

P.O. BOX 824
48303 - 0824



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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 ZILINCIAK, 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

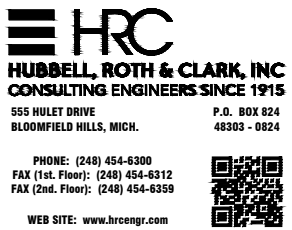
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2/16/24	ISSUED FOR WAYNE COUNTY PERMIT	
1/30/24	OWNER FINAL REVIEW	
DATE	ADDITIONS AND/OR REVISIONS	

HRC JOB NO. 20230293	SCALE NO SCALE
DATE January 2024	SHEET NO. 2 of 24

3. 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 ZILINCK 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.

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 MDT 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 MDT 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.

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



02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
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





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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HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD
MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR
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CONSULTING ENGINEERS SINCE 1915

**555 HULET DRIVE
BLOOMFIELD HILLS, MICH.**

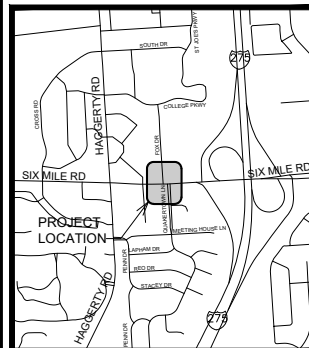
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48303 - 0824

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FAX (1st. Floor): (248) 454-6312
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02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
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DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	GH
DRAWN	GH
CHECKED	LFM
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**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

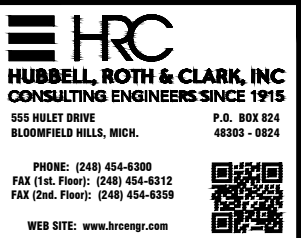
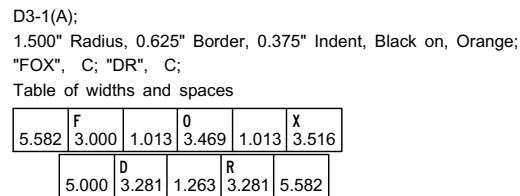
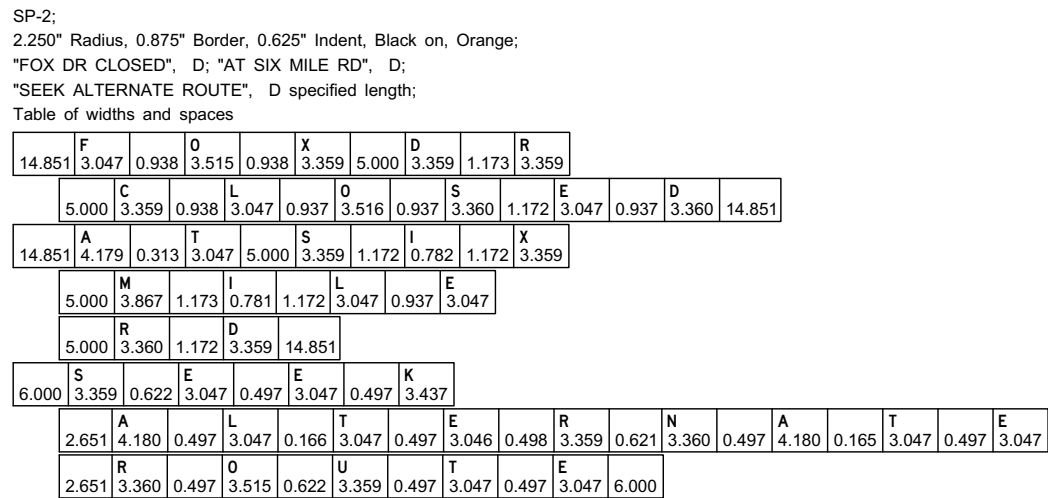
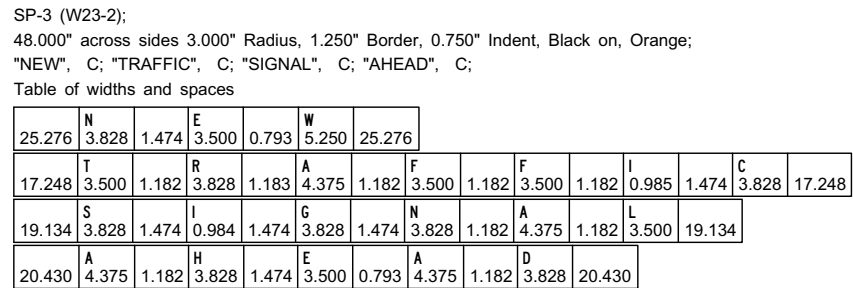
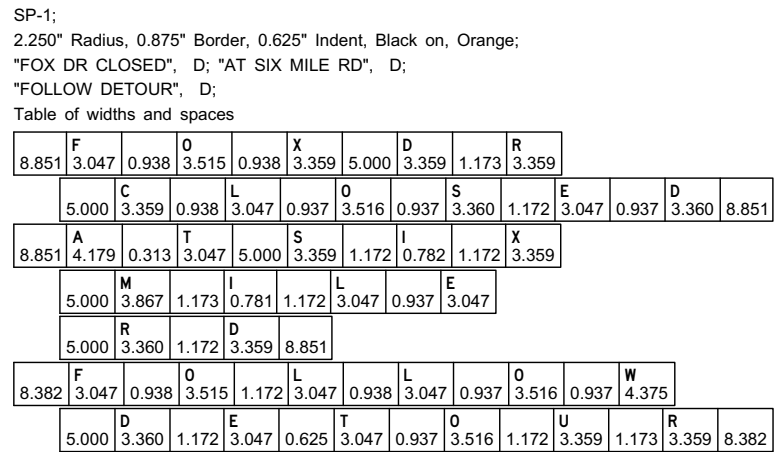
HRC JOB NO. 20230293	SCALE 1" = 100'
DATE January 2024	SHEET NO. 6 of 24



R9-11 (R)
(24"x12")

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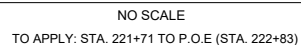
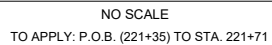
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**SCHOOLCRAFT COLLEGE
CITY OF LIVONIA
SIX MILE RD AND FOX DR /
QUAKERTOWN LN
INTERSECTION
IMPROVEMENTS
SC 23MM13**

MAINTENANCE OF TRAFFIC SPECIAL DETAILS

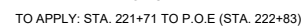
HRC JOB NO. 20230293	SCALE N.T.S.
DATE January 2024	SHEET NO. 8 of 24



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SHEET
NO. 9 of 24

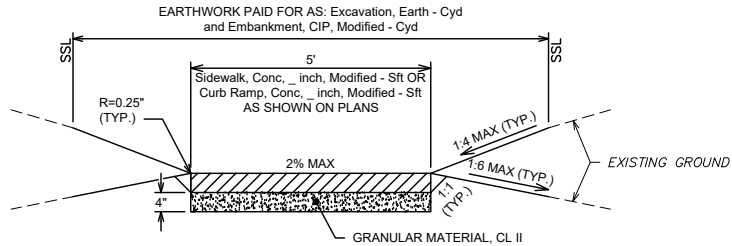


- 1 ROADSIDE RESTORATION TO BE INCLUDED IN THE FOLLOWING PAY ITEM:
Sodding, Modified - Syd
- 2 SEE DETAIL " 6" ROLLED CONCRETE CURB AND GUTTER"

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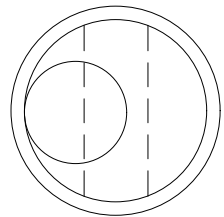
TYPICAL SECTIONS

HRC JOB NO. 20230293	SCALE NOT TO SCALE
DATE February 2024	SHEET NO. 10 of 24



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.



PLAN

SEAL ALL JOINTS PER SECTION 403.03 OF THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION

EX. STORM AS SHOWN ON PLANS

HEIGHT BASED ON EXISTING PIPE SIZE, INVERT, AND 2-FT SUMP

PRECAST CONCRETE BASE SLAB

WIDTH BASED ON EXISTING PIPE SIZE

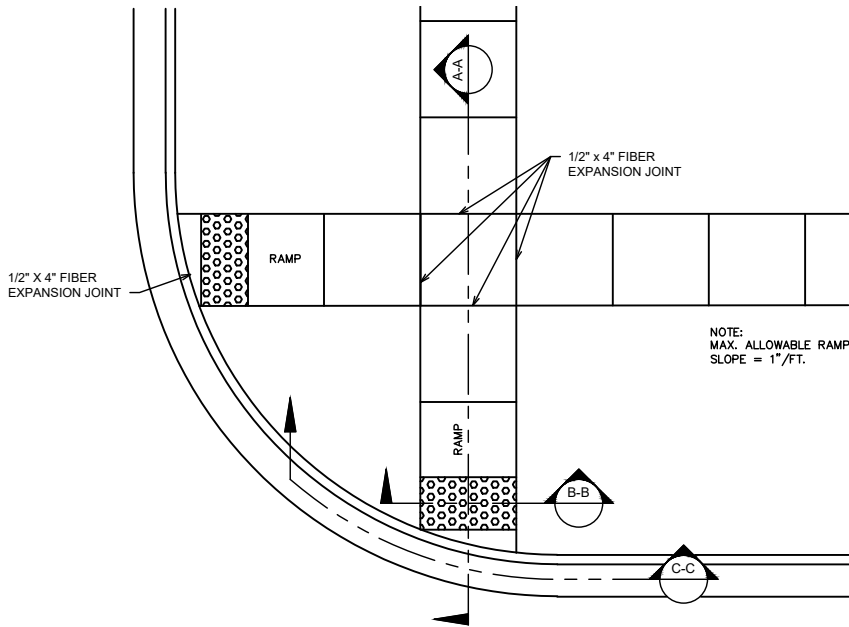
CONSTRUCT MASONRY AROUND PIPES PER SECTION 403.03 OF THE CURRENT MDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION

SECTION K-K

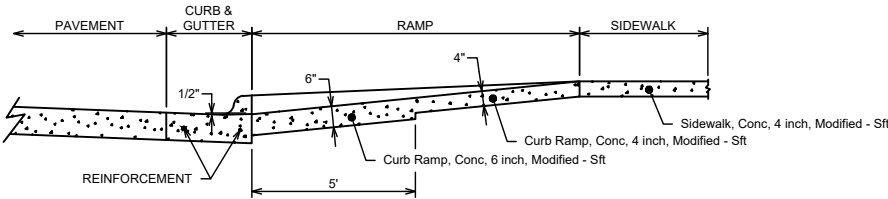
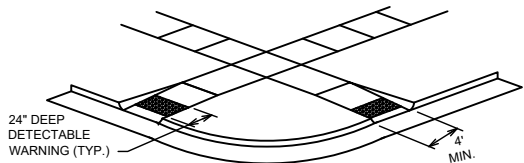
DR STRUCTURE, 48 INCH DIA, MODIFIED DETAIL
NOT TO SCALE

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

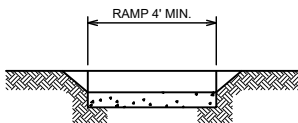


PLAN VIEW
NO SCALE



SECTION A-A
NO SCALE

SLOPE EARTH TO MEET RAMP ELEVATIONS

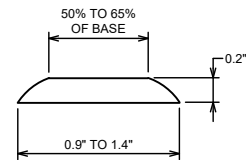


SECTION B-B
NO SCALE

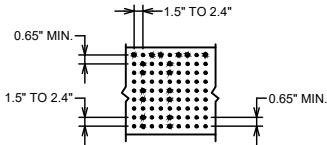


SECTION C-C
NO SCALE

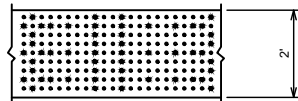
CURB REMOVAL AND REPLACEMENT DETAIL FOR SIDEWALK RAMP
NO SCALE



DOME SECTION
NO SCALE



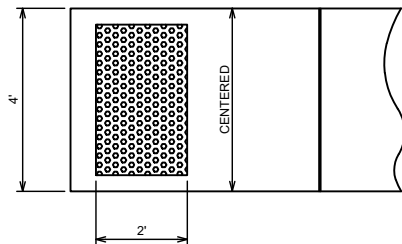
DOME SPACING
NO SCALE



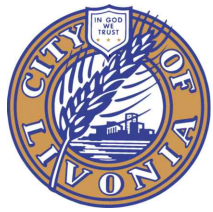
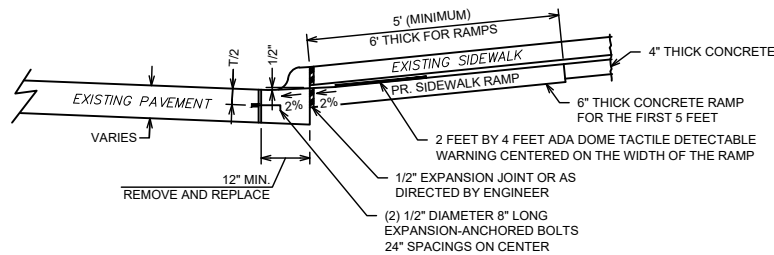
DOME ALIGNMENT
NO SCALE

*COLOR OF DOME SHALL CONTRAST THE CONCRETE COLOR

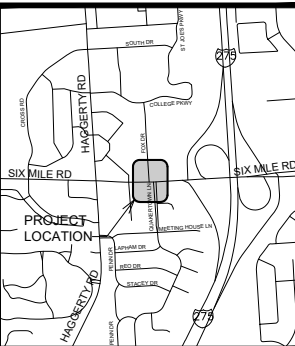
DETECTABLE WARNING DETAILS
NO SCALE



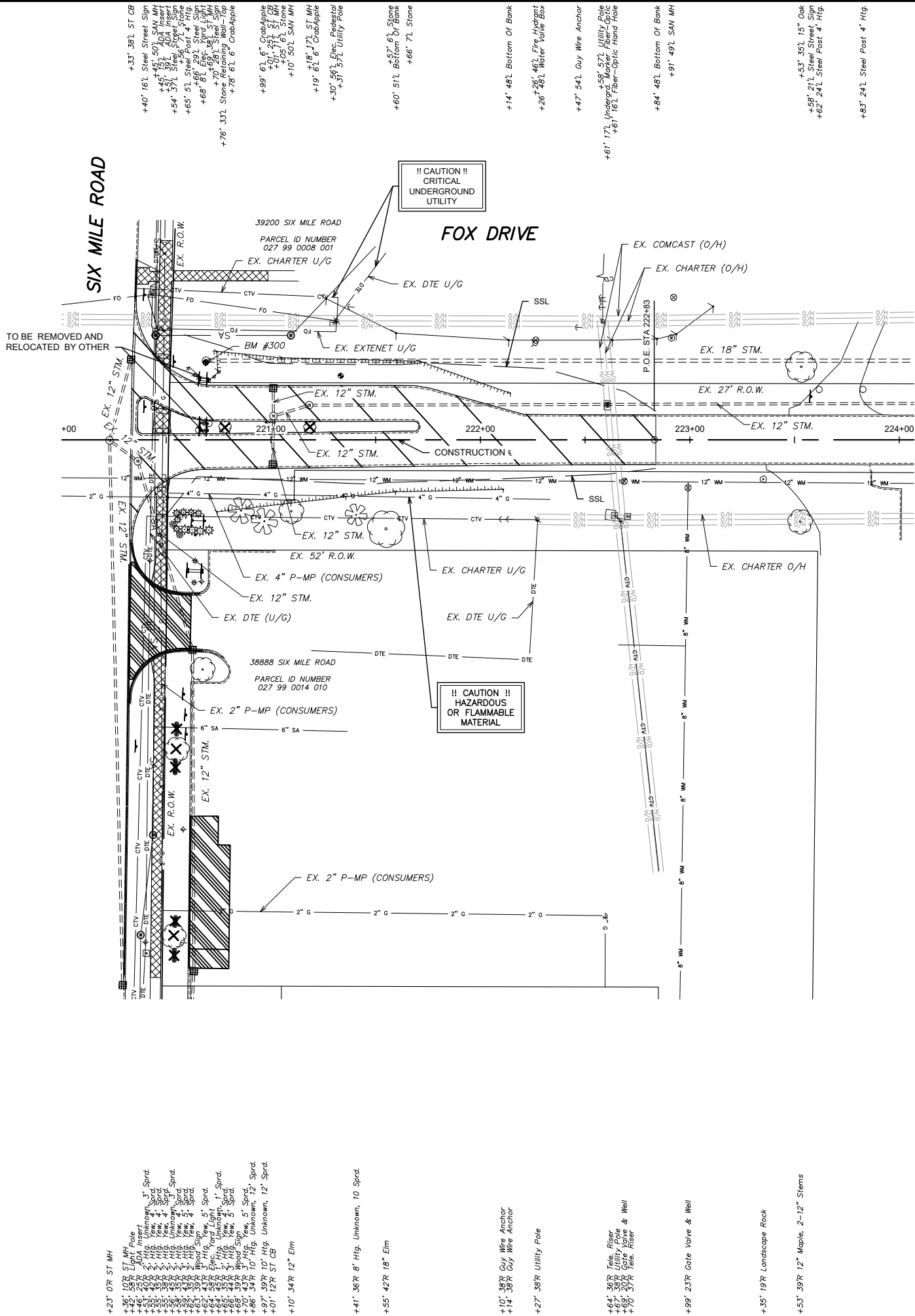
PLAN VIEW
NO SCALE



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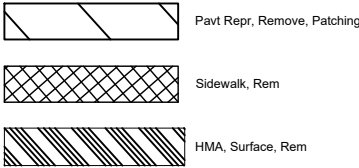




BENCHMARK		
BM. #	DESCRIPTION	ELEV.
300	E RIM ST MANHOLE @ NW CORNER OF 6 MILE AND FOX DRIVE.	739.22

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

LEGEND



× × × × × × × × × × Curb, Rem

(R) REMOVALS

X TREE/SHRUB/STUMP REMOVAL

— — — — — SLOPE STAKE LINE (SSL)

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

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SCHOOLCRAFT COLLEGE
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REMOVAL PLAN FOX DRIVE P.O.B. TO P.O.E.	
HRC JOB NO. 20230293	SCALE 1" = 30'
DATE February 2024	SHEET NO. 15 of 24



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, CI 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 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

*GRADING LIMITS MEASURED FROM CURB LINE

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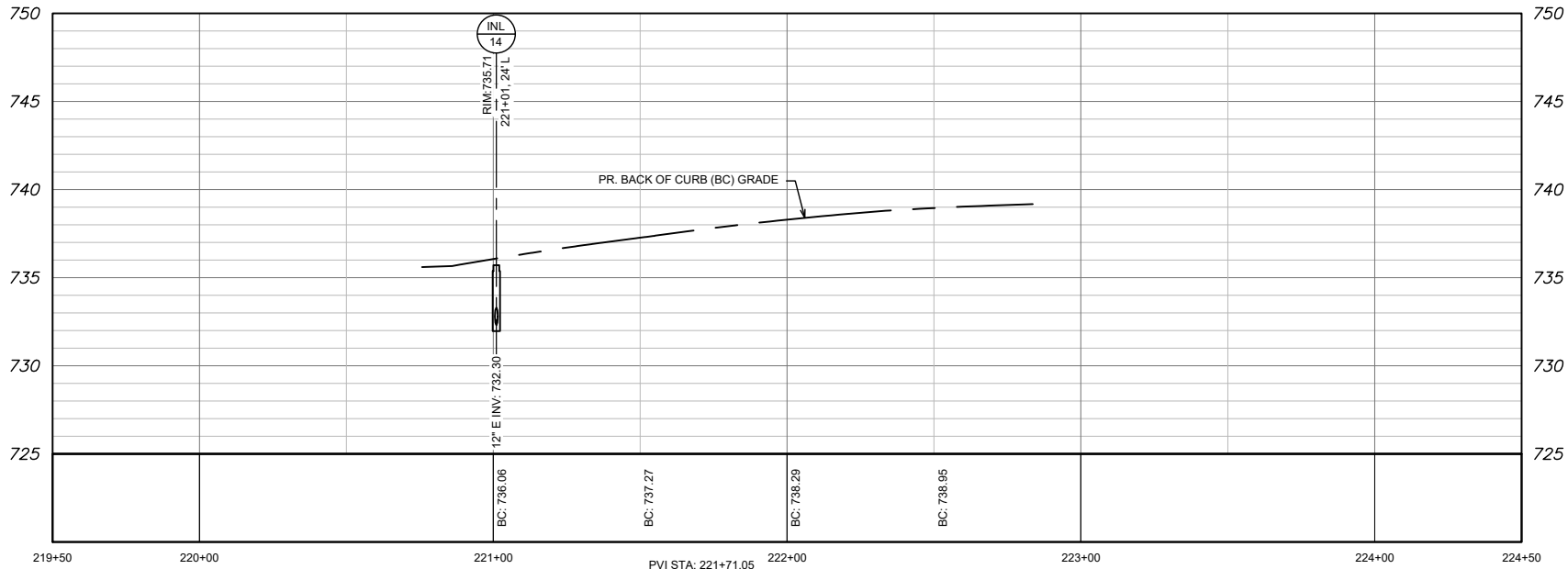
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SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

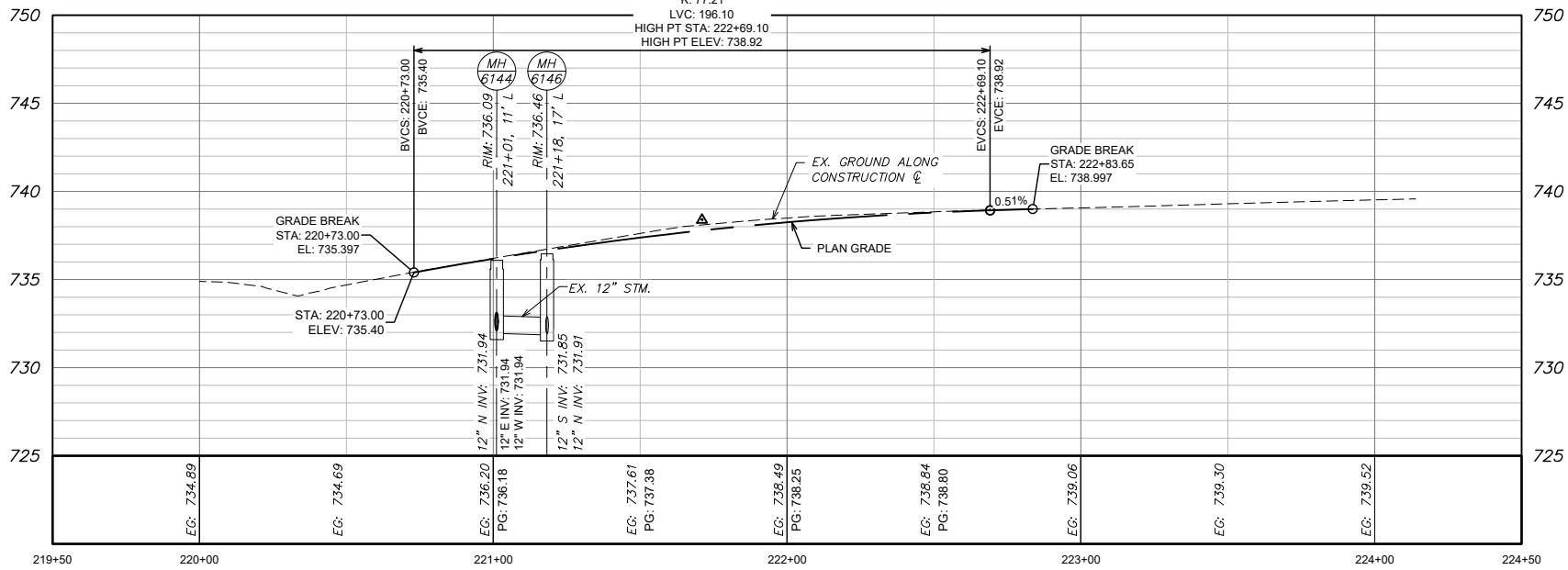
SC 23MM13

CONSTRUCTION PLAN
FOX DRIVE
P.O.B. TO P.O.E.

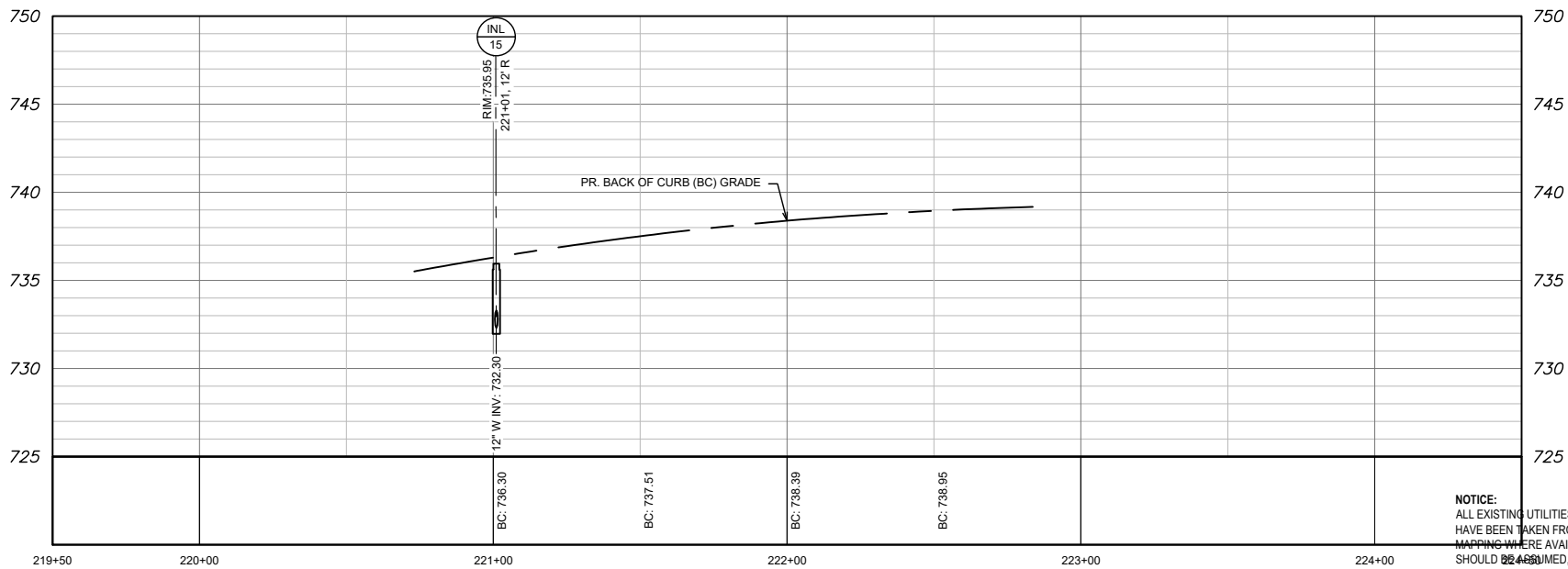
HRC JOB NO. 20230293	SCALE 1" = 30'
DATE February 2024	SHEET NO. 16 of 24



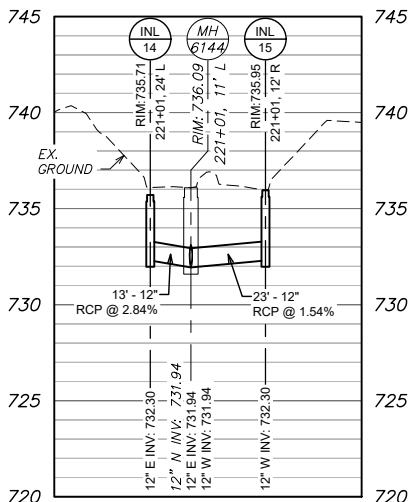
LEFT



CENTER



RIGHT



LATERAL
STA. 221+01

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CONSTRUCTION PROFILE
FOX DRIVE
P.O.B. TO P.O.E.

HRC JOB NO. 20230293	SCALE 1" = 30'
DATE January 2024	SHEET NO. 17 of 24

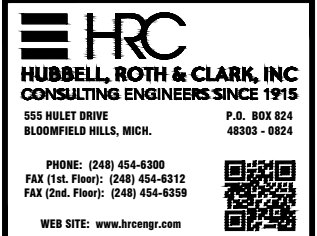


SHEET
NO. 18 of 24

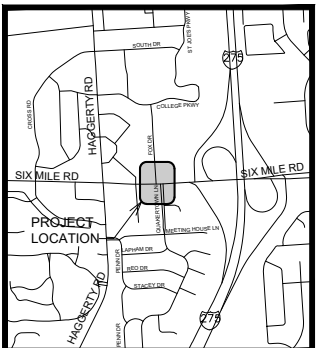




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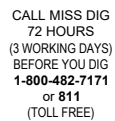
DETAILED GRADES

HRC JOB NO. 20230293	SCALE 1" = 10'
DATE January 2024	SHEET NO. 19 of 24



CONSTRUCTION QUANTITIES - THIS SHEET		
PAY ITEM	QTY	UNIT
Sign, Type B, Perm	6	Sft
Pavt Mrkg, Ovly Cold Plastic, 6 inch, Crosswalk	450	Sft
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

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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 WEEKEND ADDRESS OR RTE.MISSDIG.ORG, A MINIMUM OF 3 BUSINESS DAYS PRIOR TO EXCAVATING, EXCLUDING WEEKENDS AND HOLIDAYS.

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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PROPERLY IDENTIFIED EXISTING WATER MAINS AND/OR EXISTING SEWERS DURING THE CONSTRUCTION OF THIS PROJECT.

WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES (DPS): 734-858-2780

CONTACT WAYNE COUNTY SEVEN WORKING DAYS PRIOR TO START OF CONSTRUCTION AND SEVEN WORKING DAYS PRIOR TO SIGNAL ACTIVATION.

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.

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.

EXISTING O.H. & T.S. FACILITIES ARE NOT NECESSARILY SHOWN ON PLANS.

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.

A MINIMUM CLEARANCE OF 3'-6" HORIZONTAL & 1'-0" VERTICAL MUST BE MAINTAINED BETWEEN PROPOSED FACILITIES & EXISTING U.G. WATER FACILITIES.

DISPOSAL OF ALL TRAFFIC SIGNAL EQUIPMENT IS INCLUDED IN THE REMOVAL PAY ITEMS AND SHALL ALSO INCLUDE THE FOLLOWING:

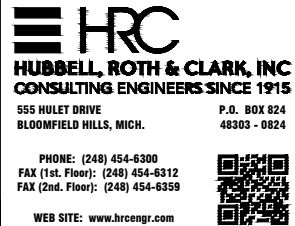
- NOTIFICATION TO WAYNE COUNTY DPS THAT TRAFFIC SIGNAL EQUIPMENT IS BEING REMOVED.
- TEMPORARY STORAGE OF EQUIPMENT IN A DUMPSTER ON SITE (OR AS DIRECTED BY THE ENGINEER) ALLOWING WAYNE COUNTY DPS 48 HOURS TO SALVAGE ANY EQUIPMENT.
- PROPER DISPOSAL OF ANY EQUIPMENT CONTAINING ENVIRONMENTALLY SENSITIVE MATERIALS (MERCURY RELAY SWITCHES FOR EXAMPLE)
- DISABLING OR DESTRUCTION OF ALL REMAINING EQUIPMENT TO THE SATISFACTION OF THE ENGINEER SUCH THAT IT CANNOT BE REUSED OR RESOLD.
- PROPER DISPOSAL OF ALL REMAINING EQUIPMENT.

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.

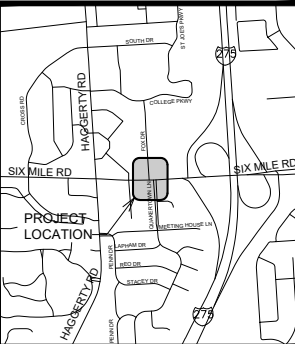
THE CURRENT BASIS OF ACCEPTANCE FOR THIS MATERIAL IS NOW PART OF THE MDOT QPL (QUALIFIED PRODUCT LIST). THIS CAN BE FOUND IN THE MATERIALS ACCEPTANCE REQUIREMENTS TABLE, PUBLISHED IN THE MQAP AND REPEATED FOR CONVENIENCE IN THE MATERIALS SOURCE GUIDE.

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.

ENSURE EACH TRAFFIC SIGNAL HEAD ASSEMBLY HAS ITS OWN LANDING POINT WITH ALL NEUTRALS CONNECTED TOGETHER WITH A METAL TYPE JUMPER.



02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	GH
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



SC 23MM13

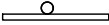
TRAFFIC SIGNAL NOTE SHEET

HRC JOB NO. 20230293	SCALE N.T.S.
DATE February 2024	SHEET NO. 21 of 24

- | | |
|---|-----------------------|
|  | CIRCUIT BREAKER |
|  | COILED WIRE |
|  | FUSE |
|  | FUSE SWITCH |
|  | GROUND |
|  | ILLUMINATED CASE SIGN |
|  | METER |
|  | SERVICE DISCONNECT |
|  | SIGNAL HEAD |

- | | |
|---|--------------------------------|
|  | EXIT SIGN WITH EMERGENCY LIGHT |
|  | LIGHT RECESSED FIXTURE |
|  | MOTOR |
|  | OUTLET BOX |
| | OUTLET SINGLE |
|  | OUTLET TELEPHONE |
|  | SERVICE DISCONNECT |
|  | SERVICE METER |
|  | SWITCH |
|  | SWITCH THREE WAY |
|  | WALL BRACKET FIXTURE |

- | | |
|----------------|--|
| ☒ | 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 |

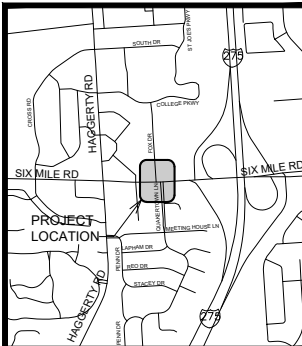
- | | |
|---|---|
|  | DYNAMIC MESSAGE SIGN-EXISTING |
|  | DYNAMIC MESSAGE SIGN |
|  | ENVIRONMENTAL SENSOR STATION |
|  | FIBER OPTIC SPLICE CABINET |
|  | HANDHOLE, ROUND, 3 FOOT DIAMETER |
|  | HANDHOLE, ROUND, COMMUNICATIONS |
|  | HANDHOLE, ROUND, ELECTRIC |
|  | HANDHOLE, TYPE D |
|  | ITS CABINET-EXISTING |
|  | 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 |

- 

- | | |
|---|--|
|  | 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.

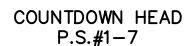
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**SCHOOLCRAFT COLLEGE
CITY OF LIVONIA**

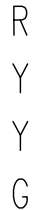
**SIX MILE RD AND FOX DR /
QUAKERTOWN LN
INTERSECTION
IMPROVEMENTS**

TRAFFIC SIGNAL LEGEND SHEET

HRC JOB NO. 20230293	SCALE N.T.S.
DATE December 2023	SHEET NO. 22 of 24

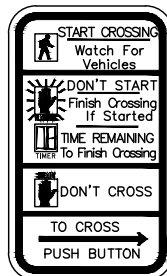


R10-3e(R)

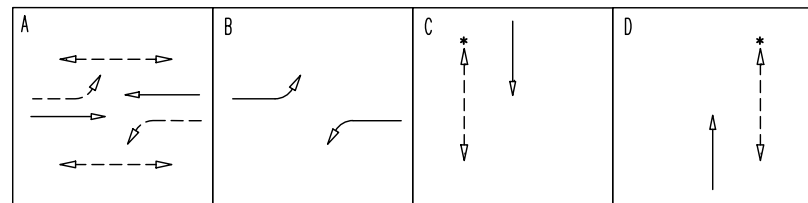


G

FACING SOUTH T.S.#2
FACING NORTH T.S.#9



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

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

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.

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



**CALL MISS DIG
72 HOURS
(3 WORKING DAYS
BEFORE YOU DIG
1-800-482-7171
or 811
(TOLL FREE)**



HRC
HUBBELL, ROTH & CLARK, INC.
CONSULTING ENGINEERS SINCE 1915

555 HULET DRIVE
BLOOMFIELD HILLS, MICH.

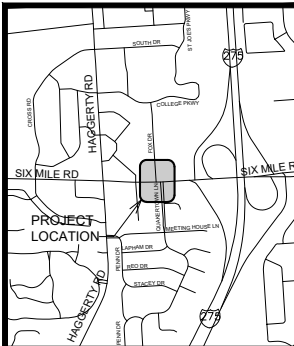
P.O. BOX 824
48303 - 0824

PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359

WEB SITE: www.hrcengr.com

[illegible]

02-16-2024	ISSUED FOR WAYNE COUNTY PERM
01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
DESIGNED	GH
DRAWN	GH
CHECKED	LFM
APPROVED	LFM



**SCHOOLCRAFT COLLEGE
CITY OF LIVONIA**

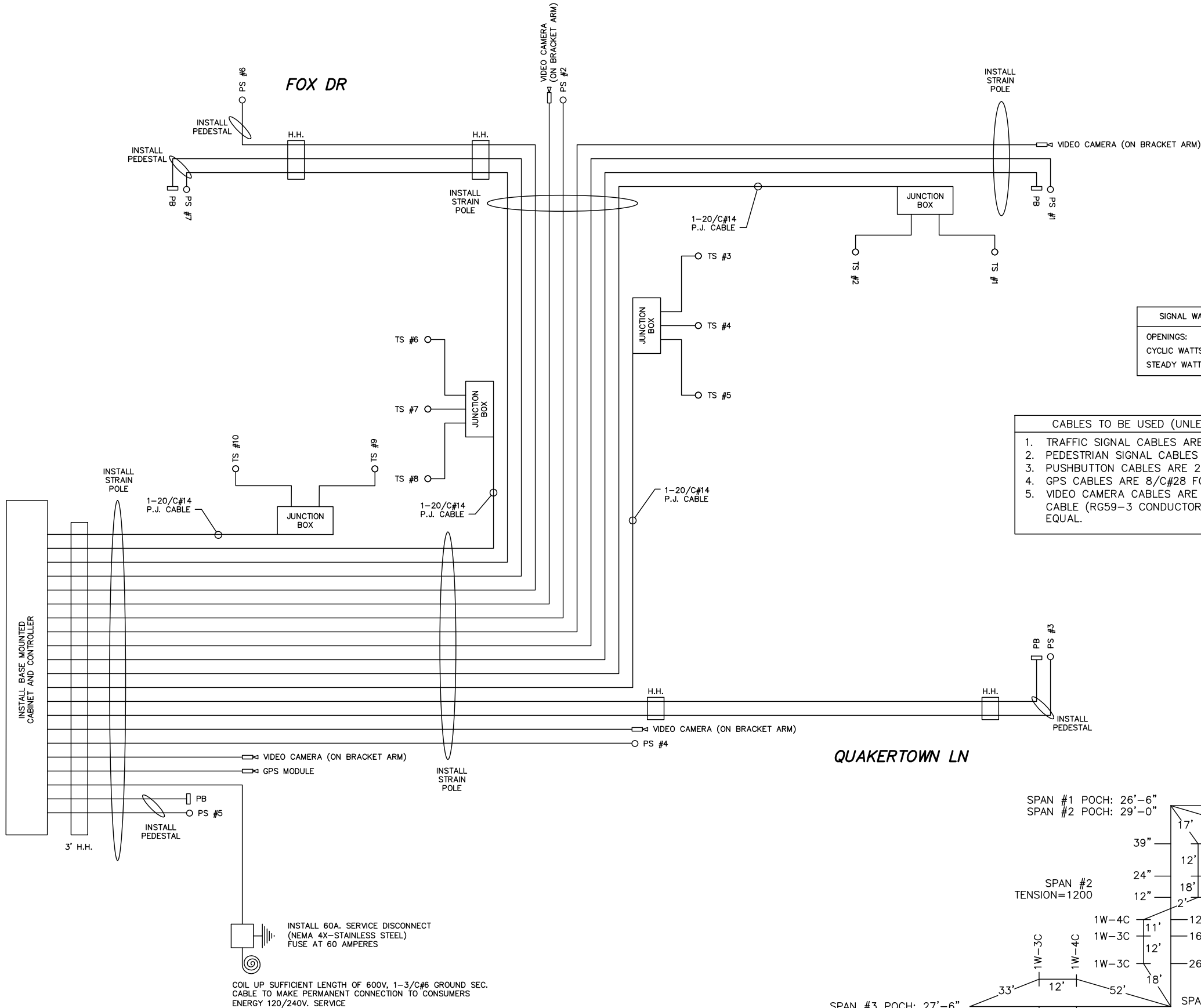
SIX MILE RD AND FOX DR / QUAKERTOWN LN INTERSECTION IMPROVEMENTS

SC 23MM13

TRAFFIC SIGNAL INSTALL PLAN

HRC JOB NO. 20230293	SCALE 1" = 20'
DATE February 2024	SHEET NO. 23 of 24

SIX MILE RD



SIGNAL WATTAGE	
OPENINGS:	48
CYCLIC WATTS:	530
STEADY WATTS:	0

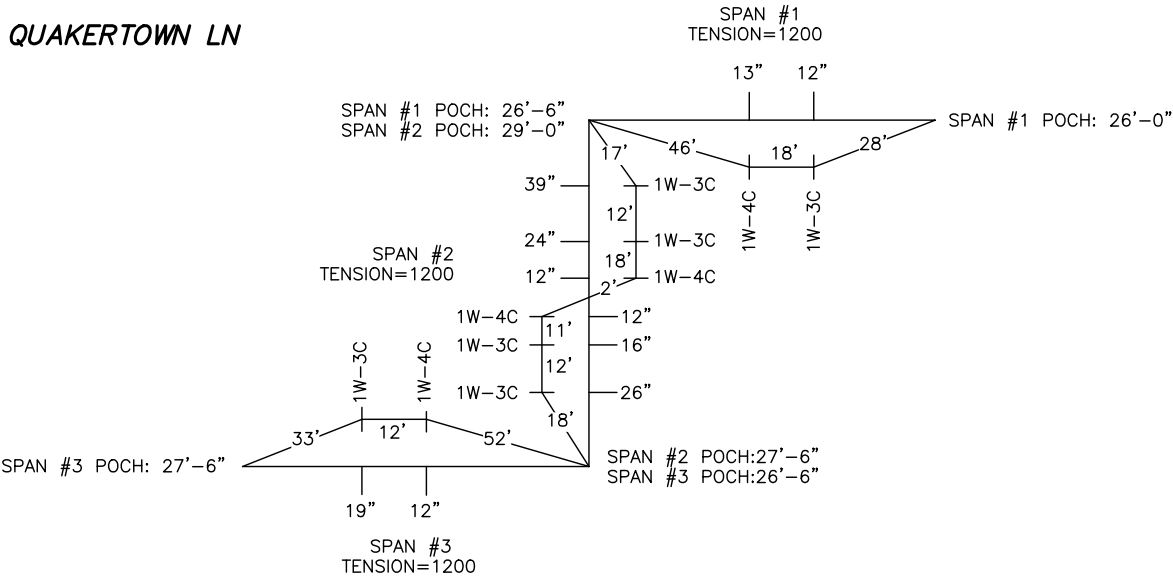
- CABLES TO BE USED (UNLESS OTHERWISE INDICATED)
1. TRAFFIC SIGNAL CABLES ARE 7/C#14 P.J.
 2. PEDESTRIAN SIGNAL CABLES ARE 7/C#14 P.J.
 3. PUSHBUTTON CABLES ARE 2/C#16 SHIELDED P.J.
 4. GPS CABLES ARE 8/C#28 FOIL SHIELDED P.J.
 5. VIDEO CAMERA CABLES ARE COMBINATION POWER/COAXIAL CABLE (RG59-3 CONDUCTOR 16 AWG) OR APPROVED EQUAL.

INSTALL 60A. SERVICE DISCONNECT
(NEMA 4X-STAINLESS STEEL)
FUSE AT 60 AMPERES

COIL UP SUFFICIENT LENGTH OF 600V, 1-3/C#6 GROUND SEC.
CABLE TO MAKE PERMANENT CONNECTION TO CONSUMERS
ENERGY 120/240V. SERVICE

CABLE INSTALL DIAGRAM
NOT TO SCALE

QUAKERTOWN LN



SPAN CALCULATIONS
NOT TO SCALE



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

02-16-2024	ISSUED FOR WAYNE COUNTY PERMIT
01-31-2024	OWNER FINAL REVIEW
DATE	ADDITIONS AND/OR REVISIONS
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
CABLE INSTALL DIAGRAM

HRC JOB NO. 20230293	SCALE N.T.S.
DATE January 2024	SHEET NO. 24 of 24

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.

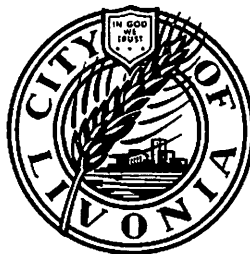
Sincerely,

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

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

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

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

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

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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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

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

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

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	tedandjudylfarrell@yahoo.com
Email Address	tedandjudylfarrell@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)	<i>Field not completed.</i>

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

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 NOT 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

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

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

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

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.

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

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](#)

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

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

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

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

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!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

--

Proposed car wash near Quakertown subdivision

From Kruzzar <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

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,

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, 5 Mile 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

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

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

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

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>

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

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

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 wash 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

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

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 Comerica 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

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

Car wash

From Denise Pew <pewsdn2@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

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

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

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

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](#)

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 6 Mile 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

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.



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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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

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,

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,

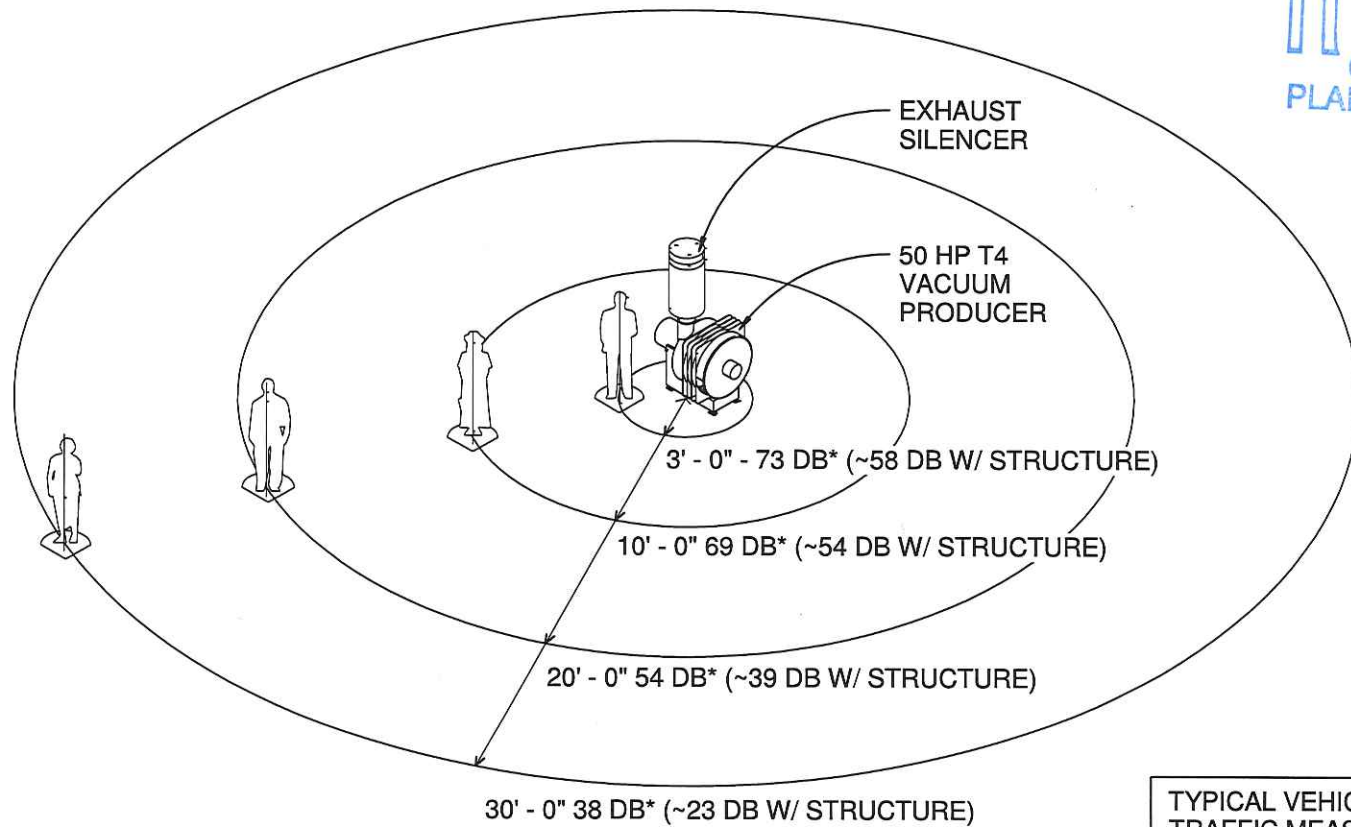
We are residents of the Quakertown subdivision located at 6 mile/Haggerty. We recently learned that someone has applied to put a car wash where the Buca Di Beppo building is located. We are pleading with whoever makes this decision to deny this request. This is not a good location for a car wash. Not 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

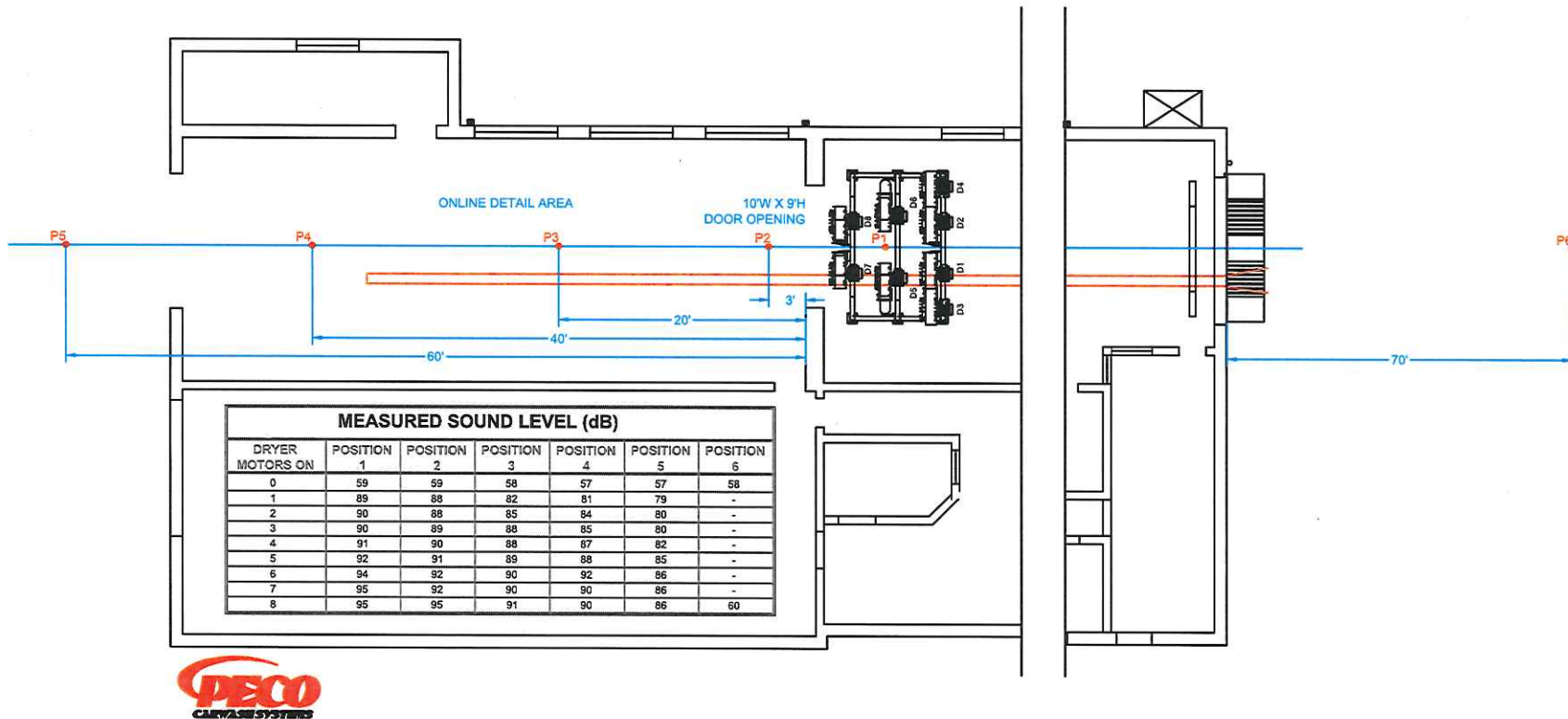
RECEIVED
AUG 19 2025
CITY OF LIVONIA
PLANNING COMMISSION



*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



RECEIVED
AUG 19 2025
CITY OF LIVONIA
PLANNING COMMISSION

TECHNICAL MEMORANDUM

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.

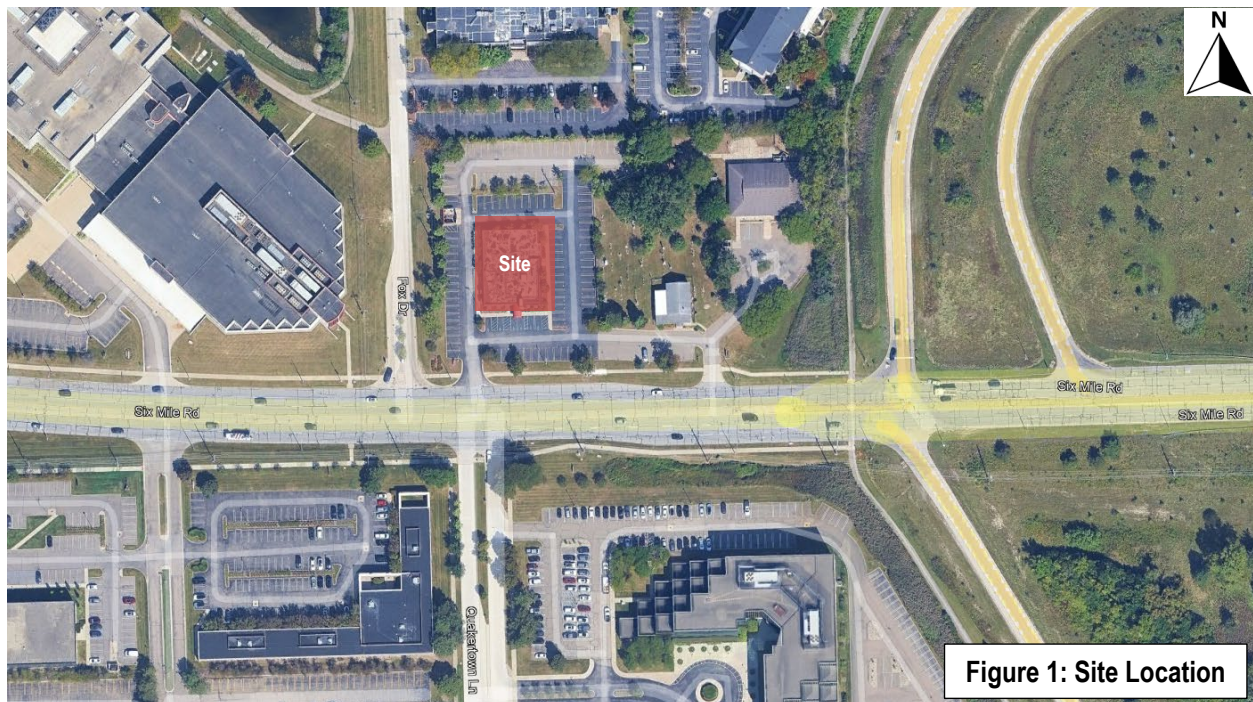


Figure 1: Site Location

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

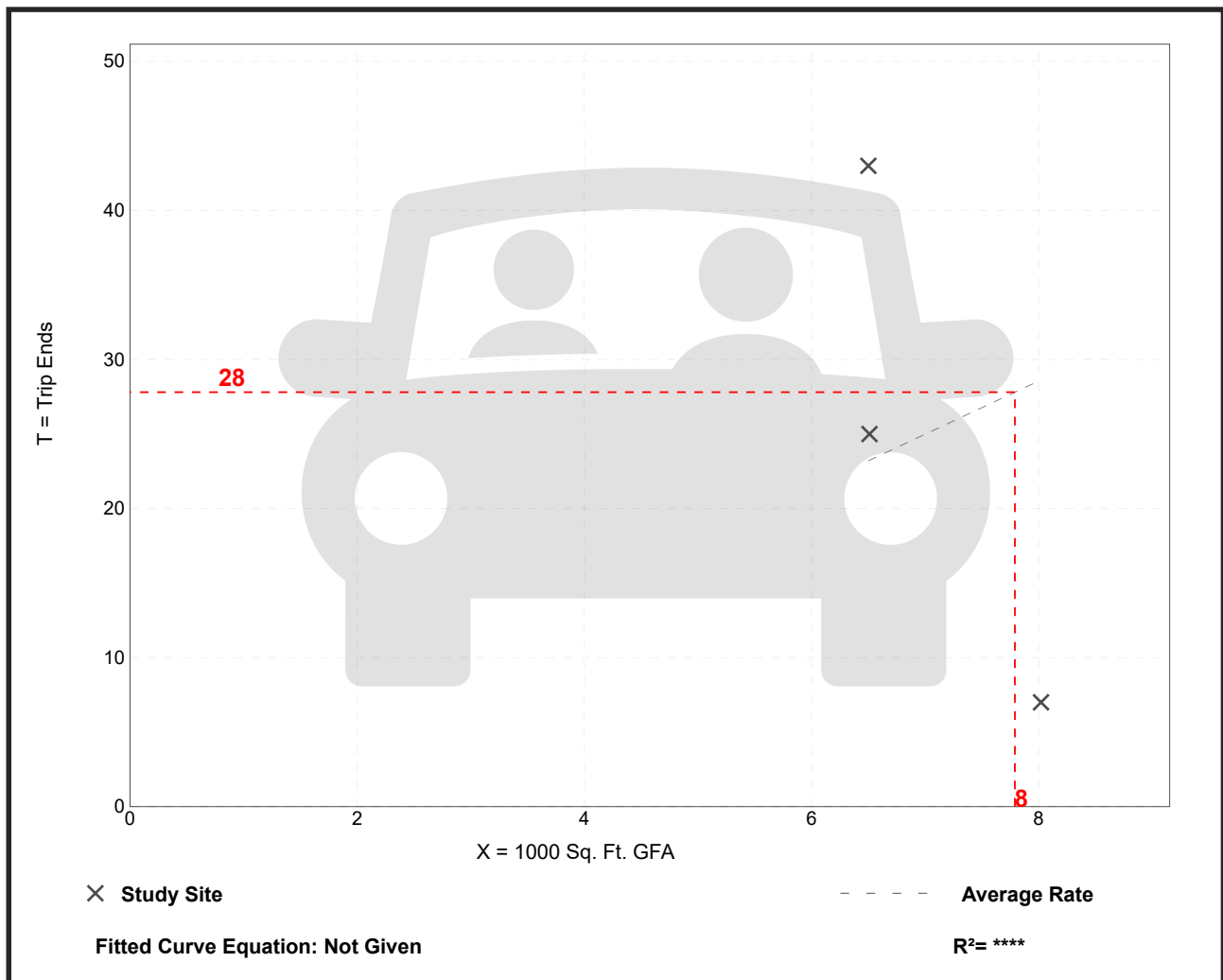
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 7
 Directional Distribution: 82% entering, 18% exiting

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)

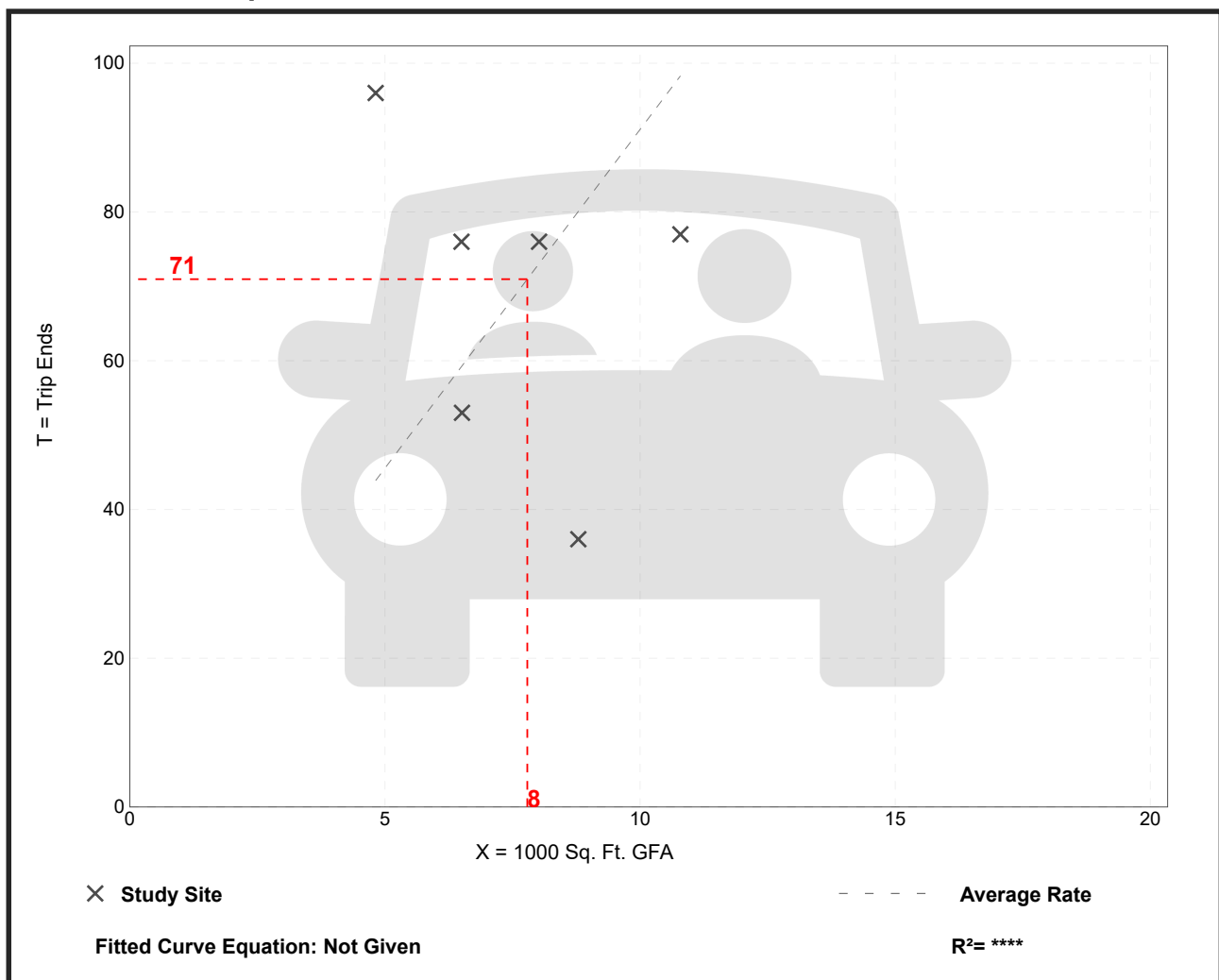
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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



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)

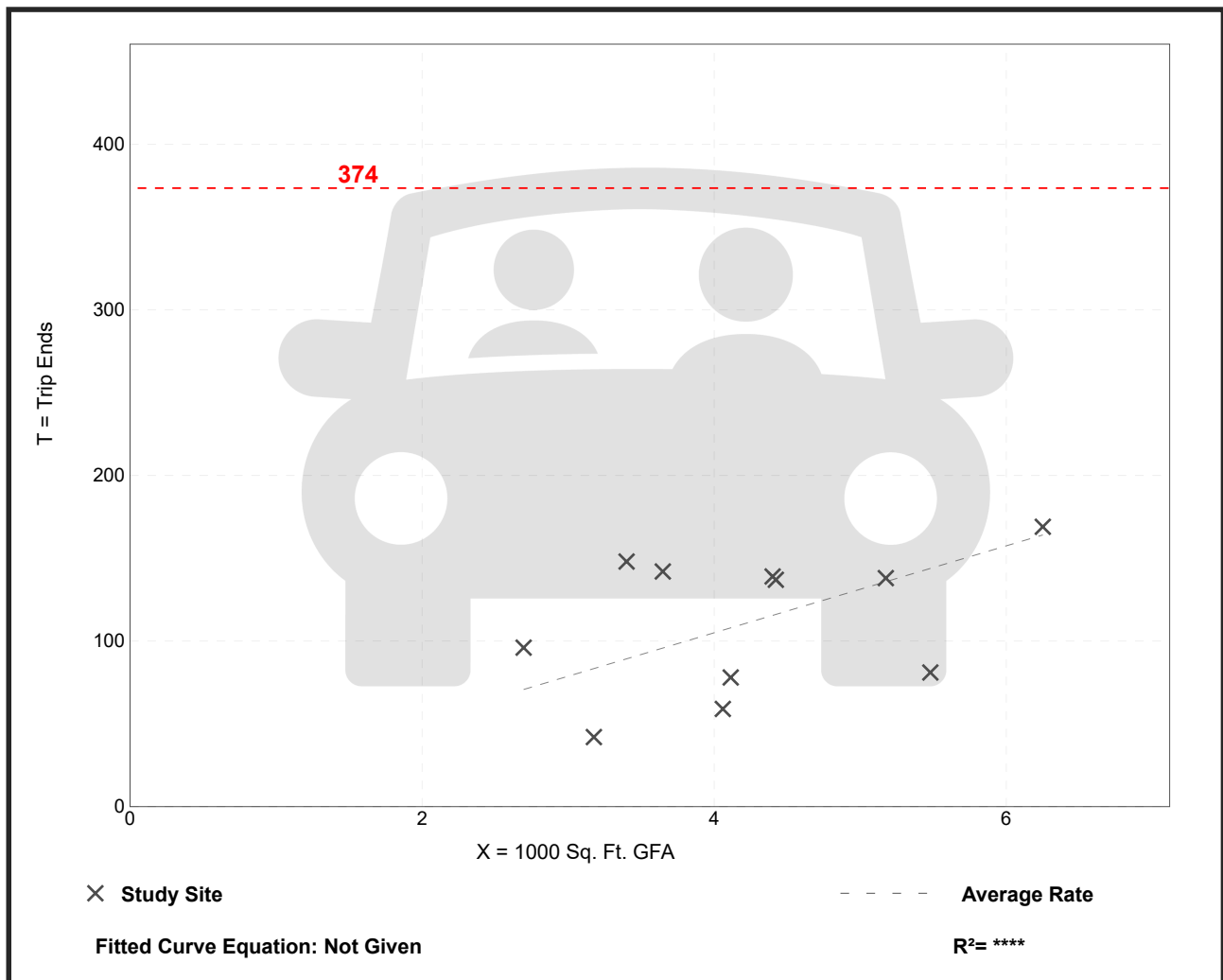
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

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



Automated Car Wash (948)

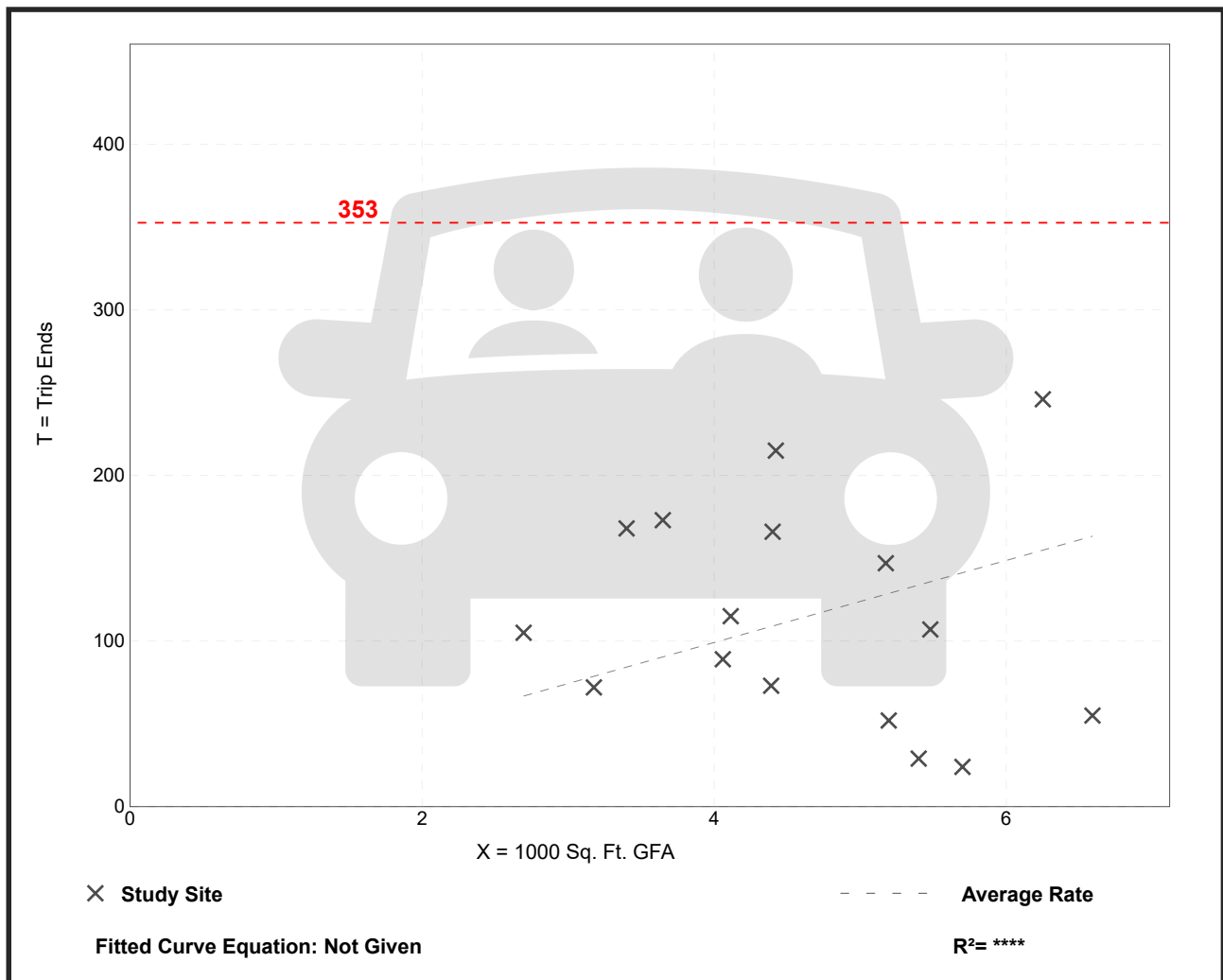
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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





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

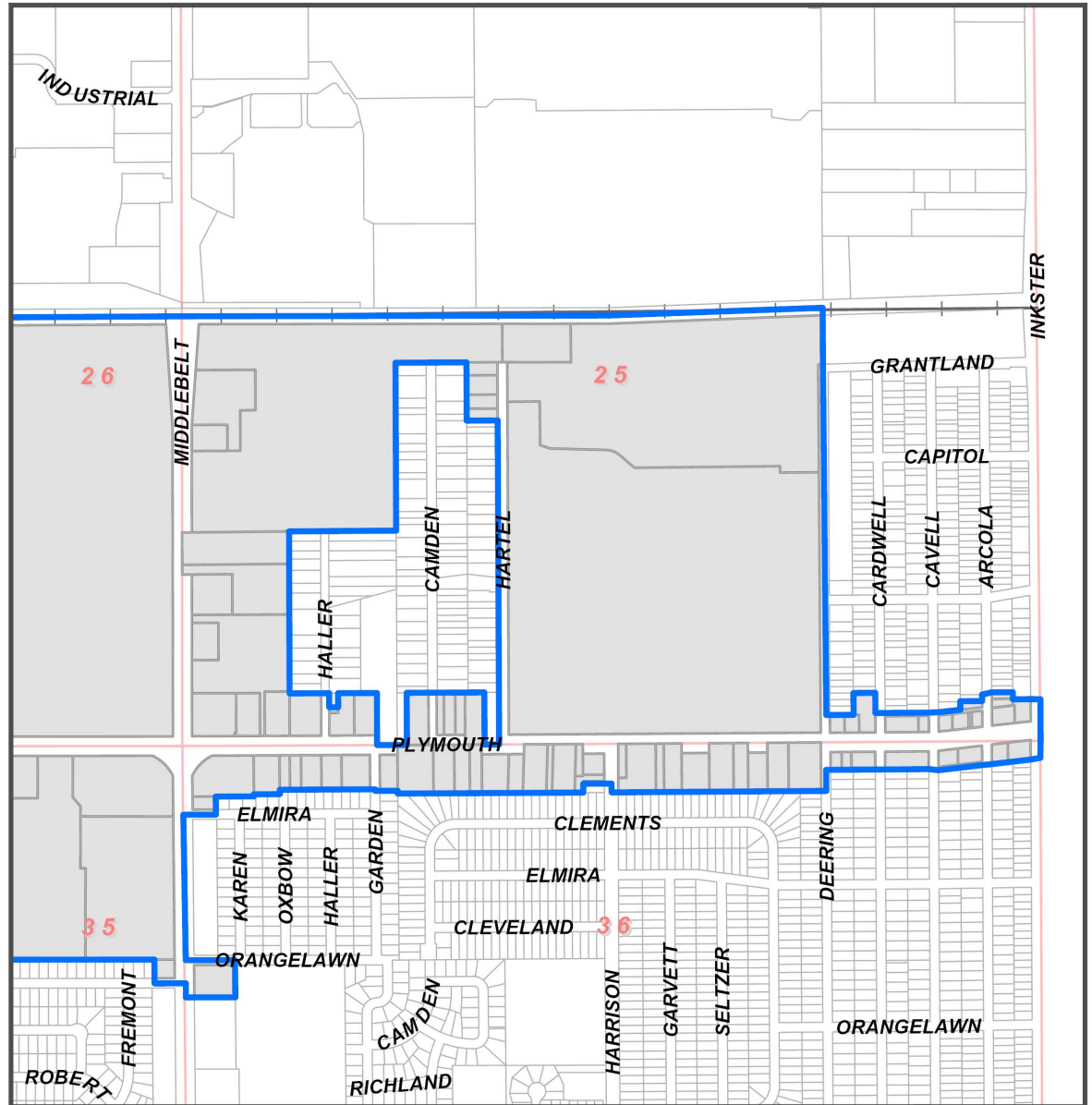
EXHIBIT A
DISTRICT BOUNDARY

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



0 500 1,000 2,000 Feet



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

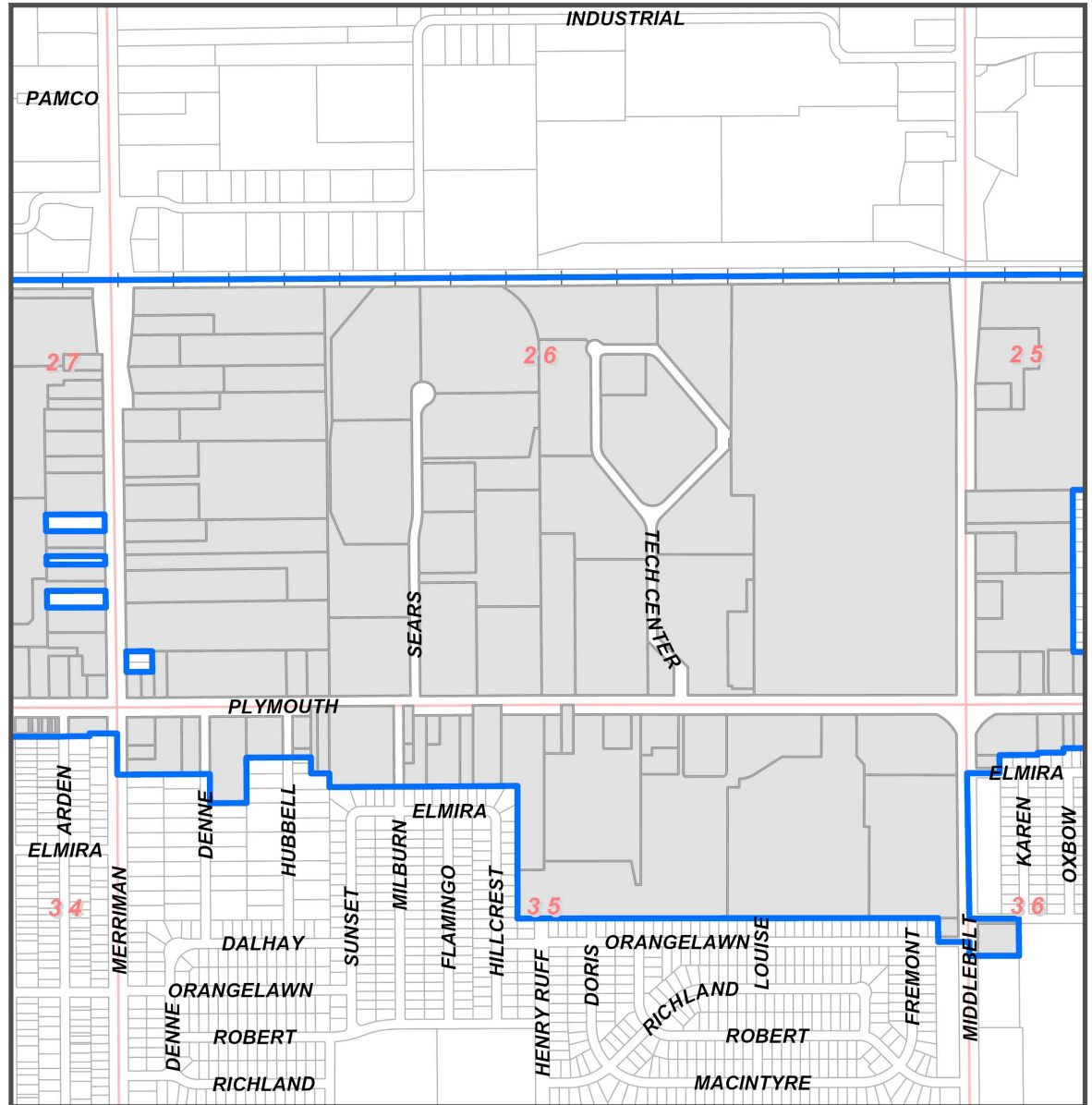
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City of Livonia

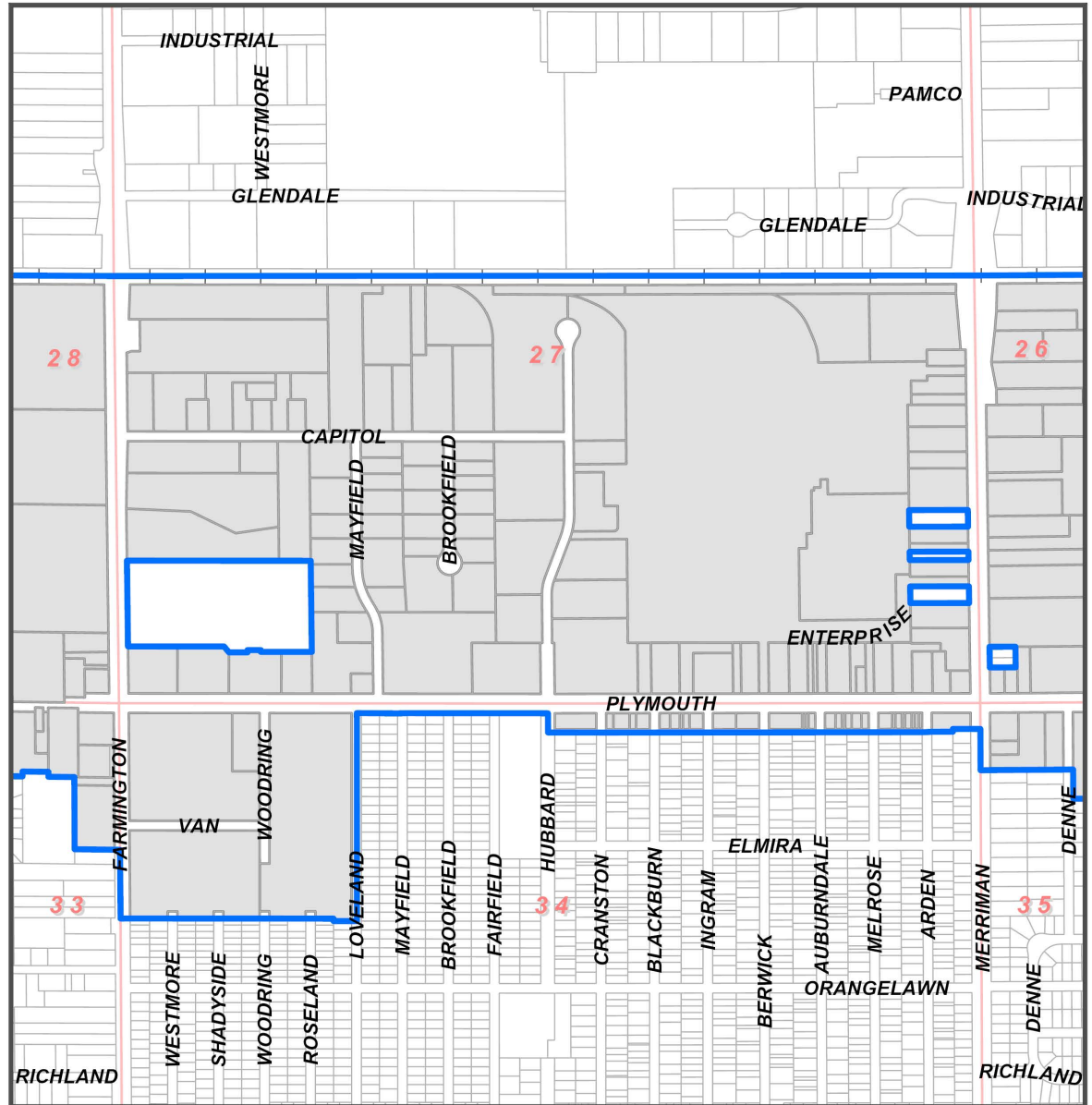
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0 500 1,000 2,000 Feet



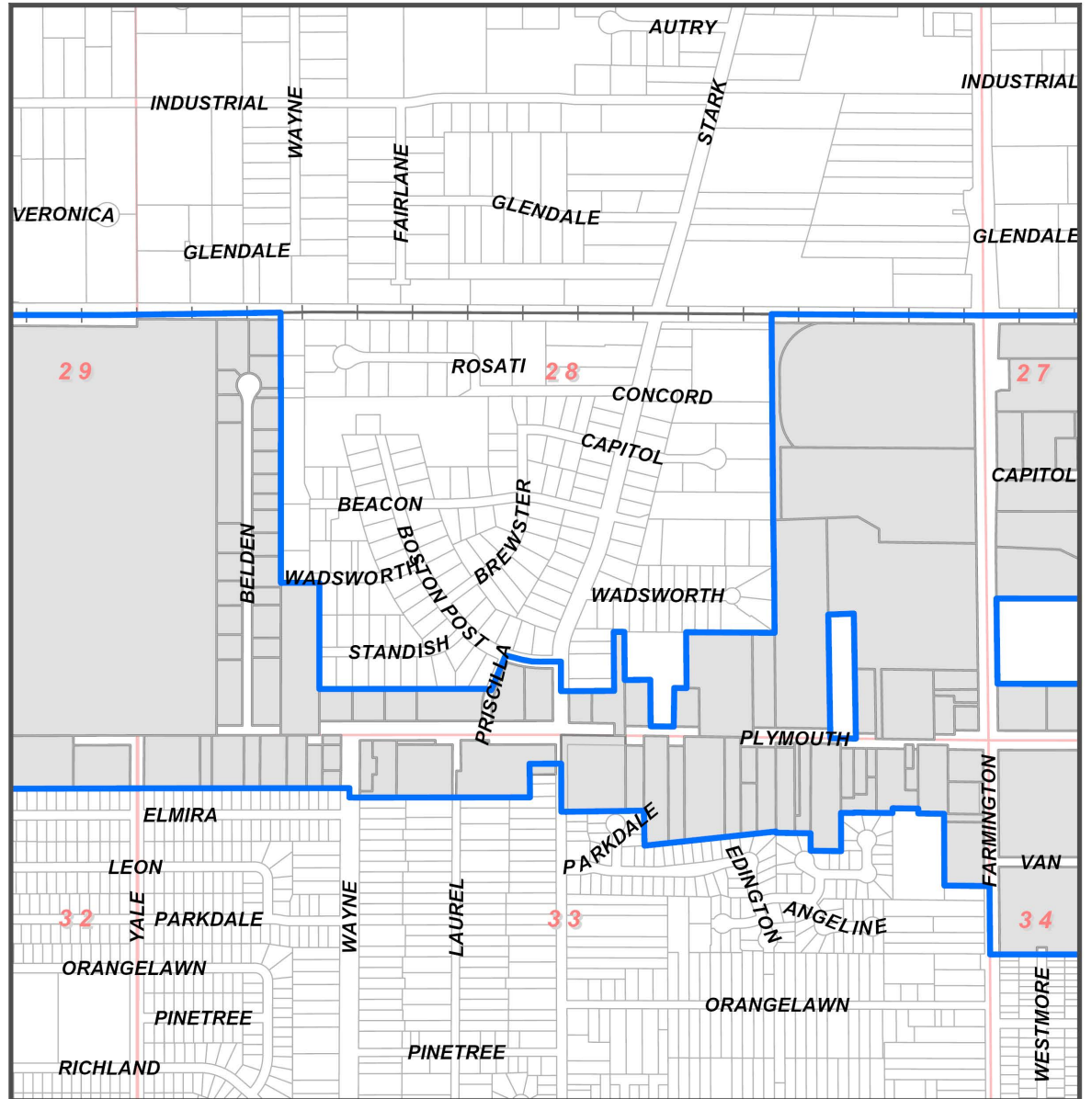
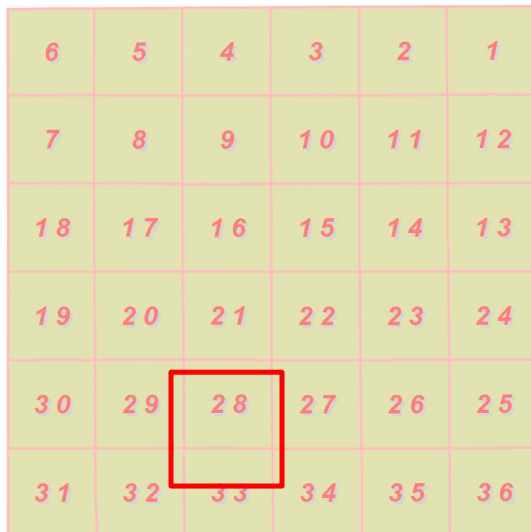
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City of Livonia

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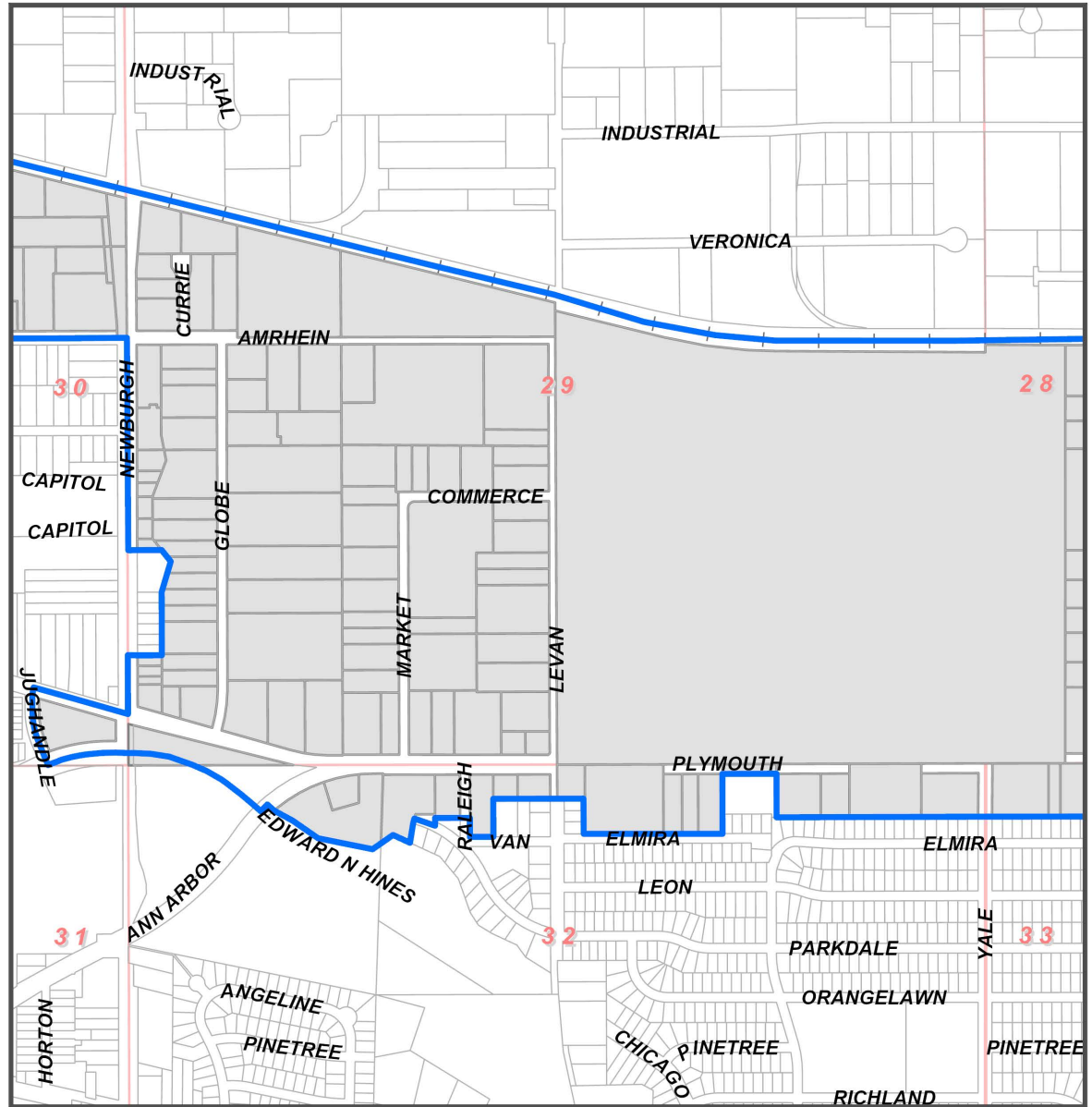
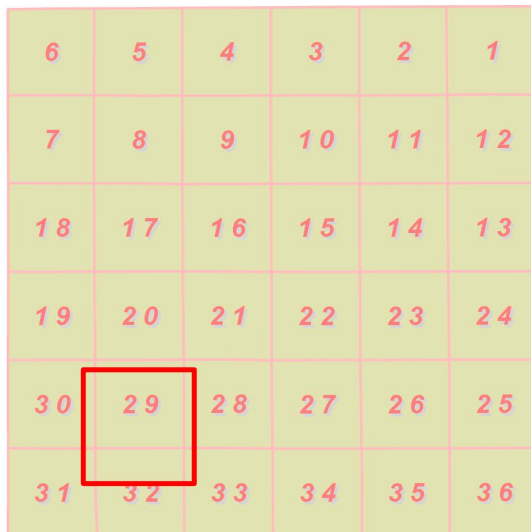
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City of Livonia

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DISTRICT BOUNDARY

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LOCATION MAP



0 500 1,000 2,000 Feet



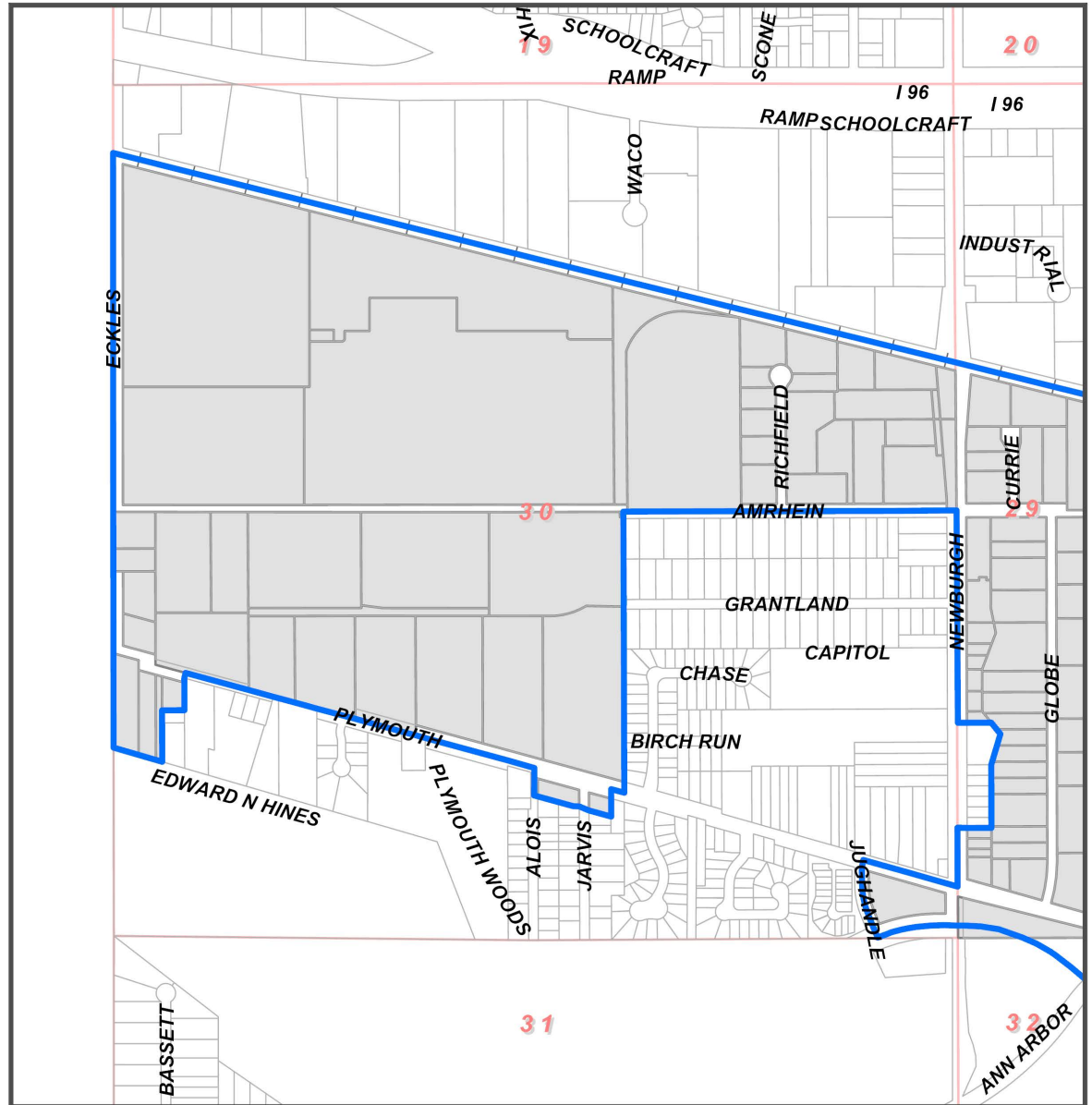
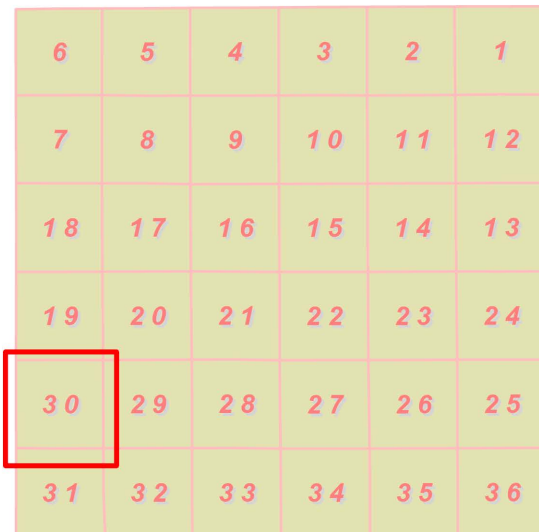
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City of Livonia

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DISTRICT BOUNDARY

Legend

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LOCATION MAP



0 500 1,000 2,000 Feet

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.

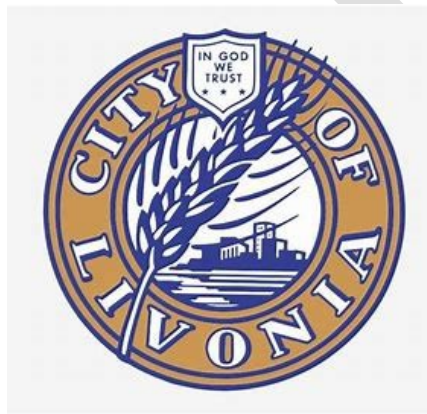
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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

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

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.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

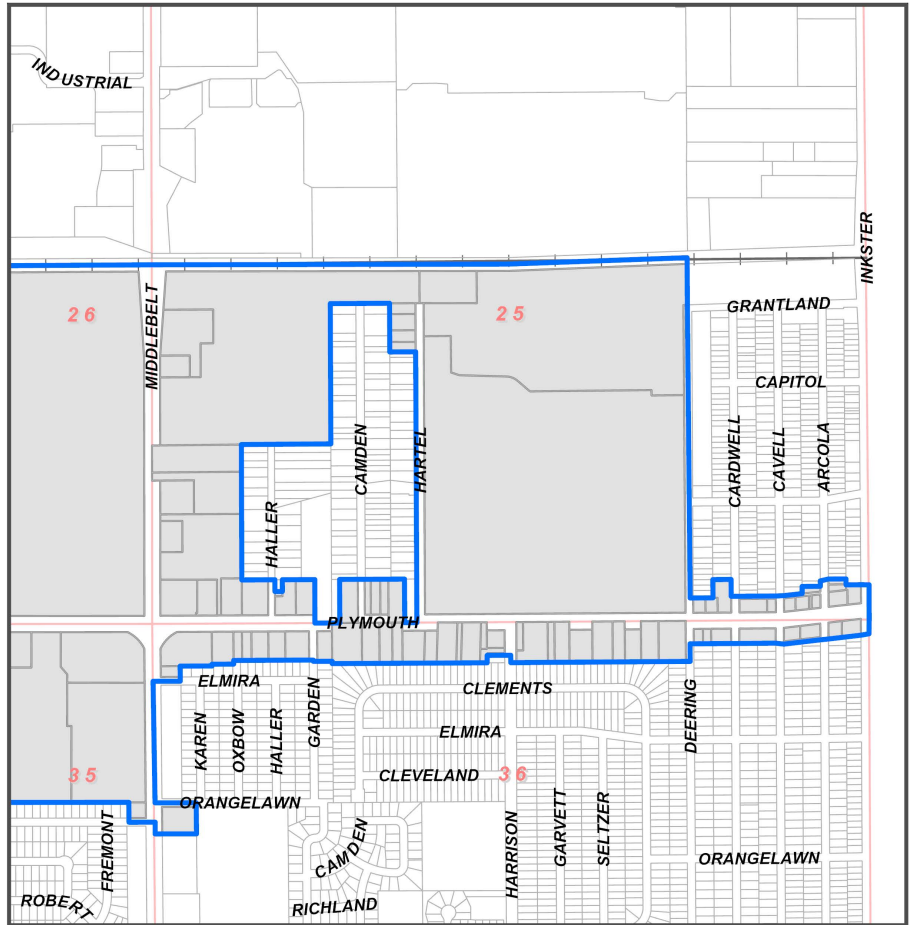
**EXHIBIT A
DISTRICT BOUNDARY**

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



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
November 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

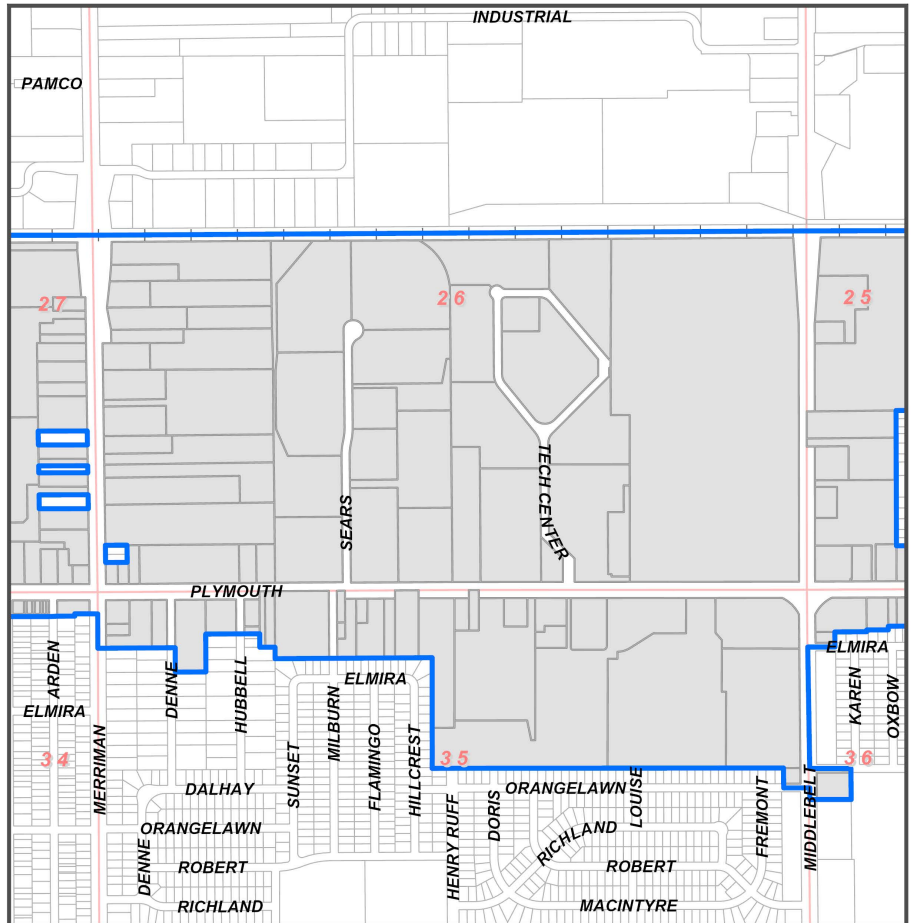
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

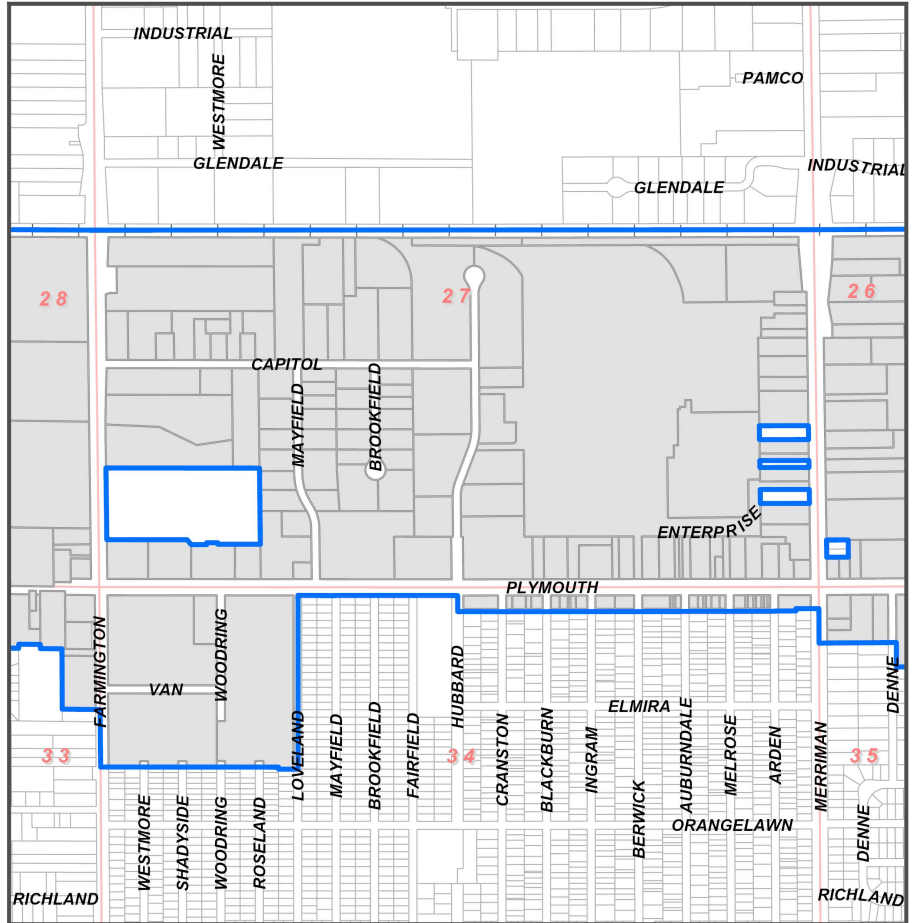
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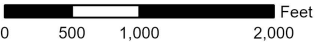
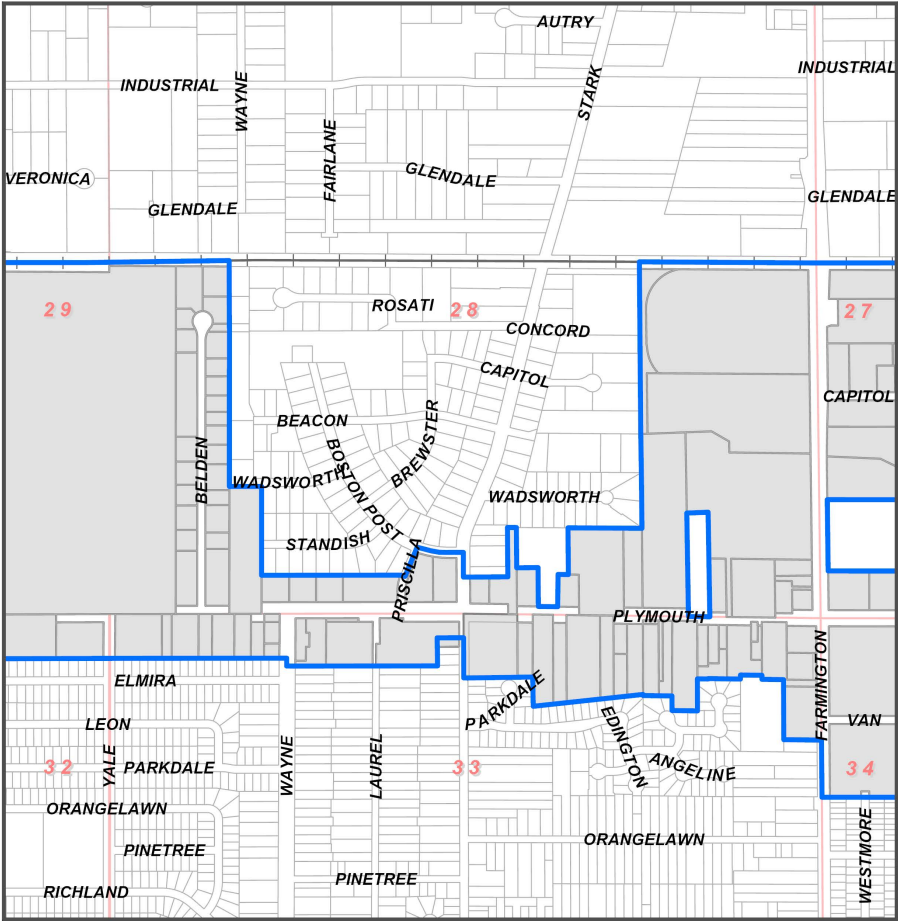
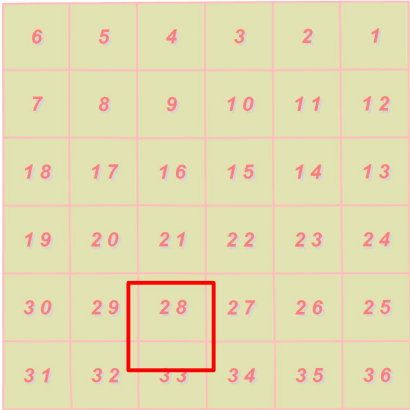
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia
EXHIBIT A
DISTRICT BOUNDARY

Legend

PRDA District Boundary

Parcels in the PRDA District

LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

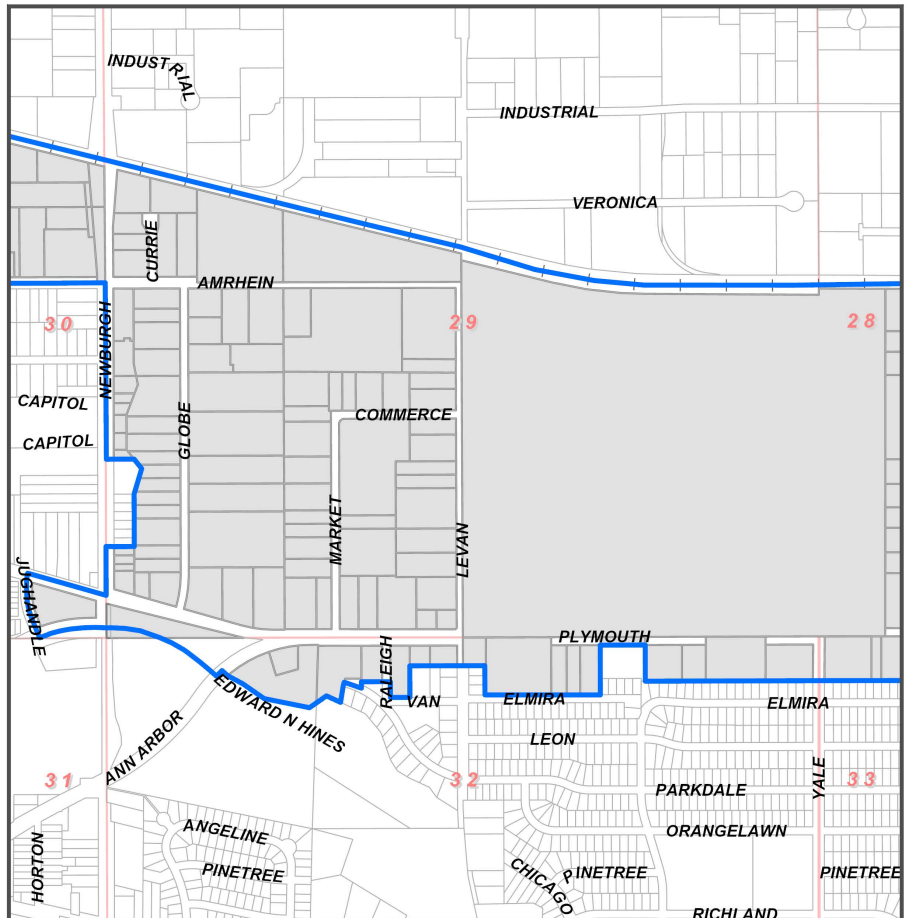
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia
EXHIBIT A
DISTRICT BOUNDARY

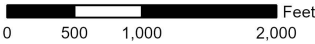
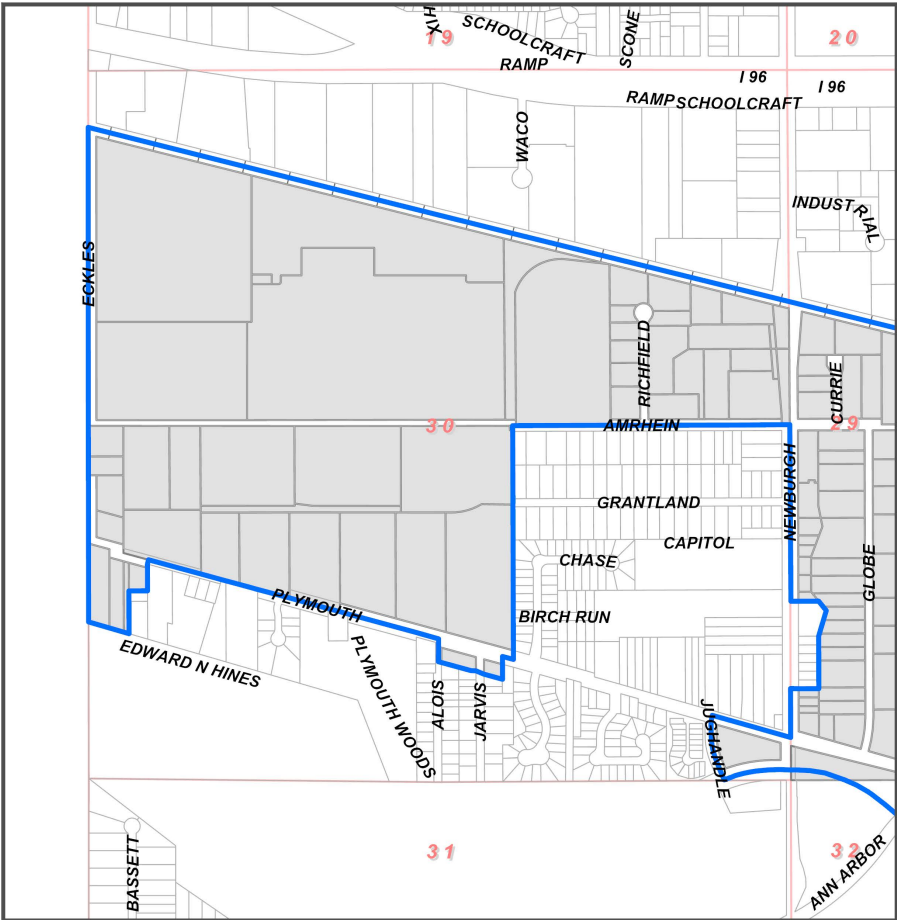
Legend

PRDA District Boundary

Parcels in the PRDA District

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

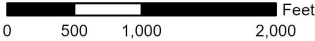
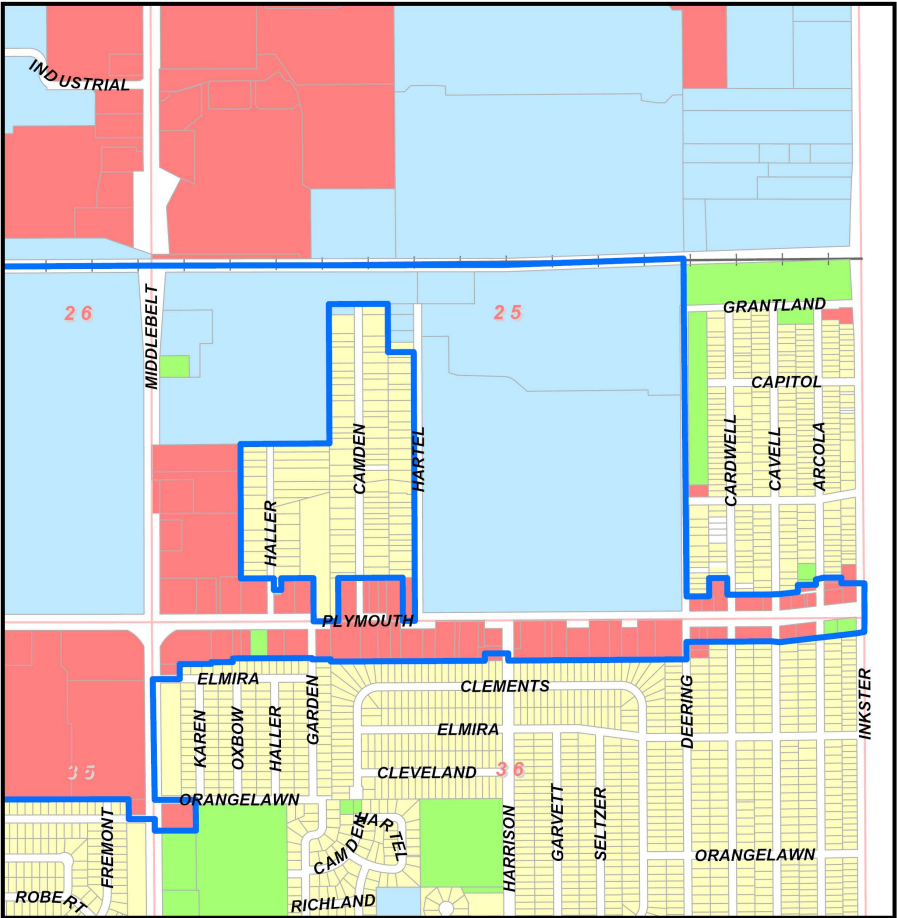
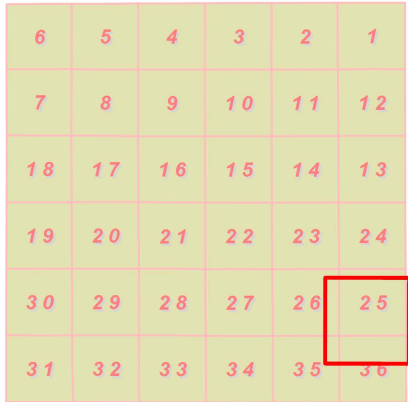
Legend

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





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

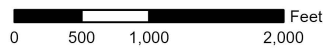
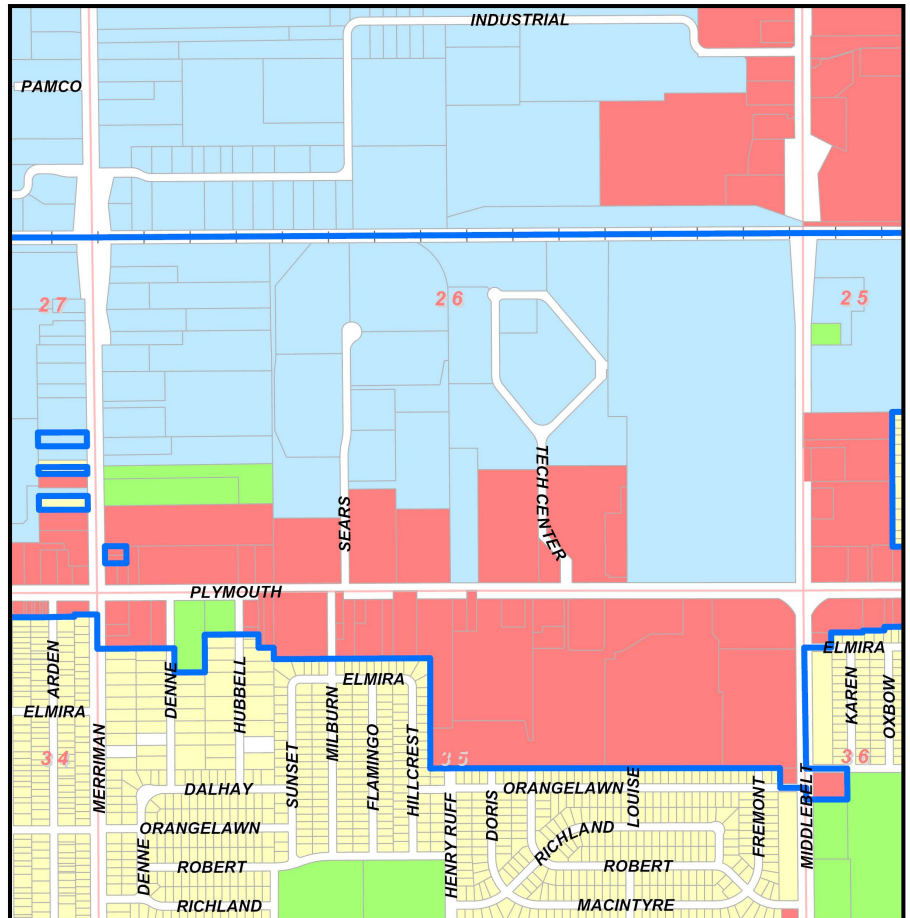
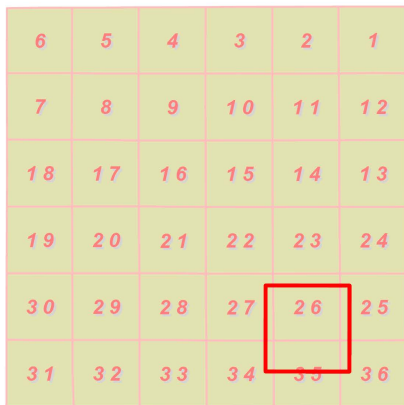
Legend

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Land Use

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LOCATION MAP





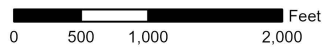
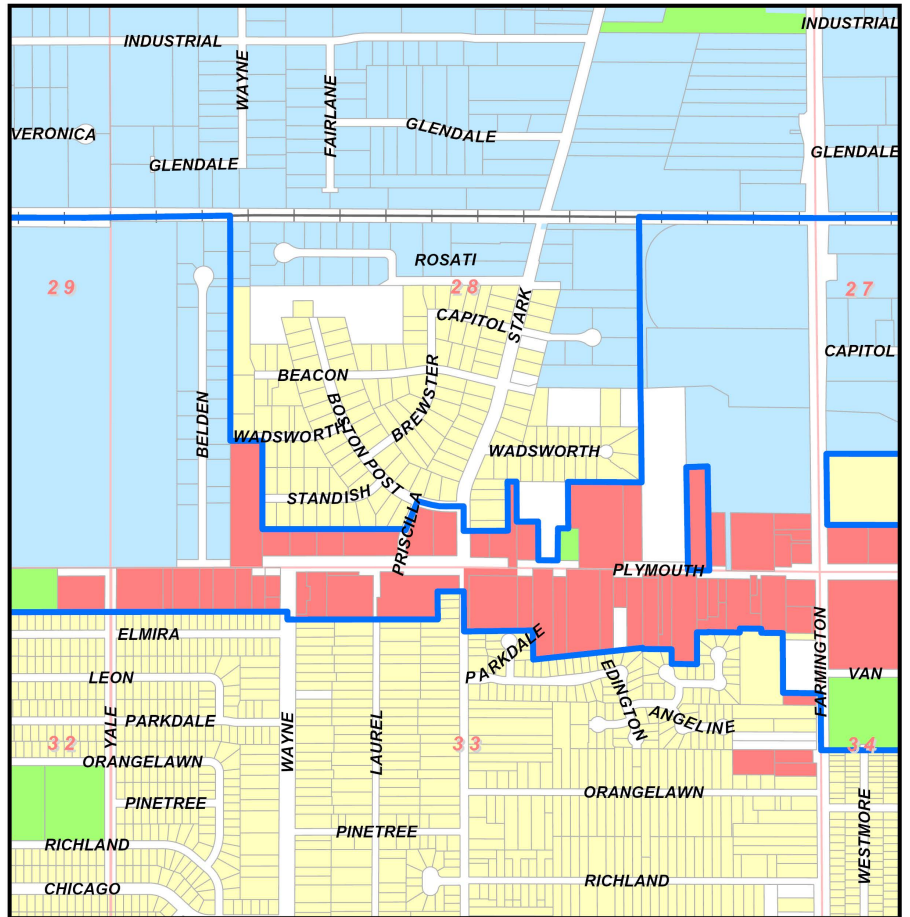
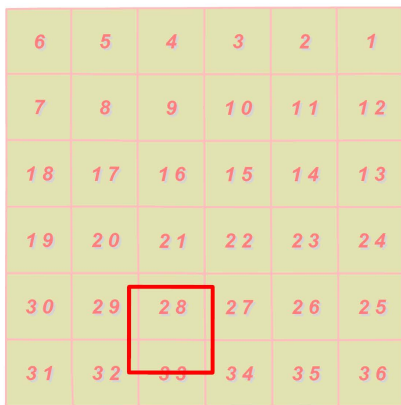
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

Legend

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LOCATION MAP





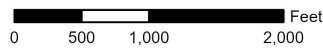
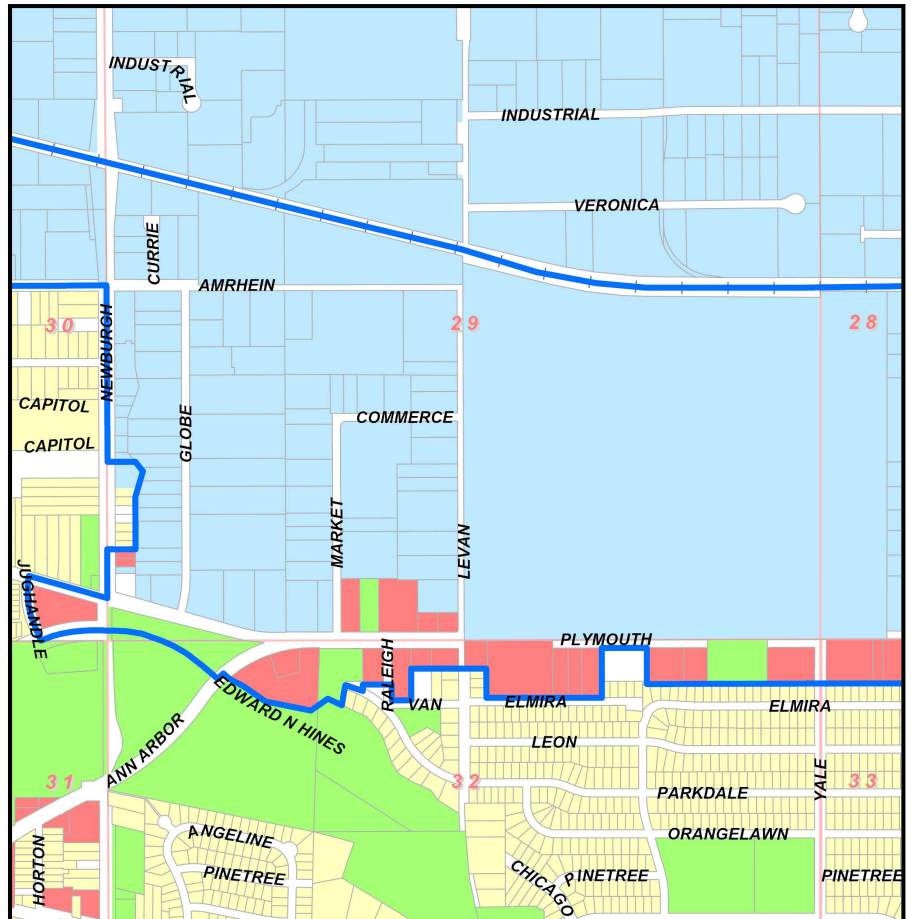
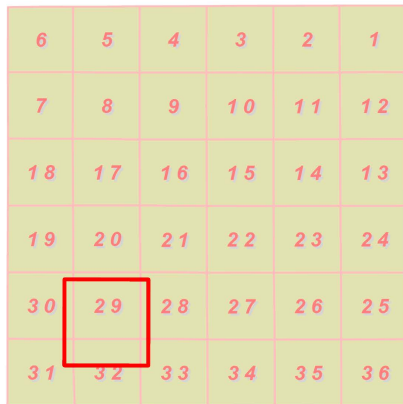
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

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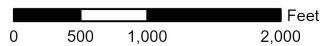
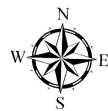
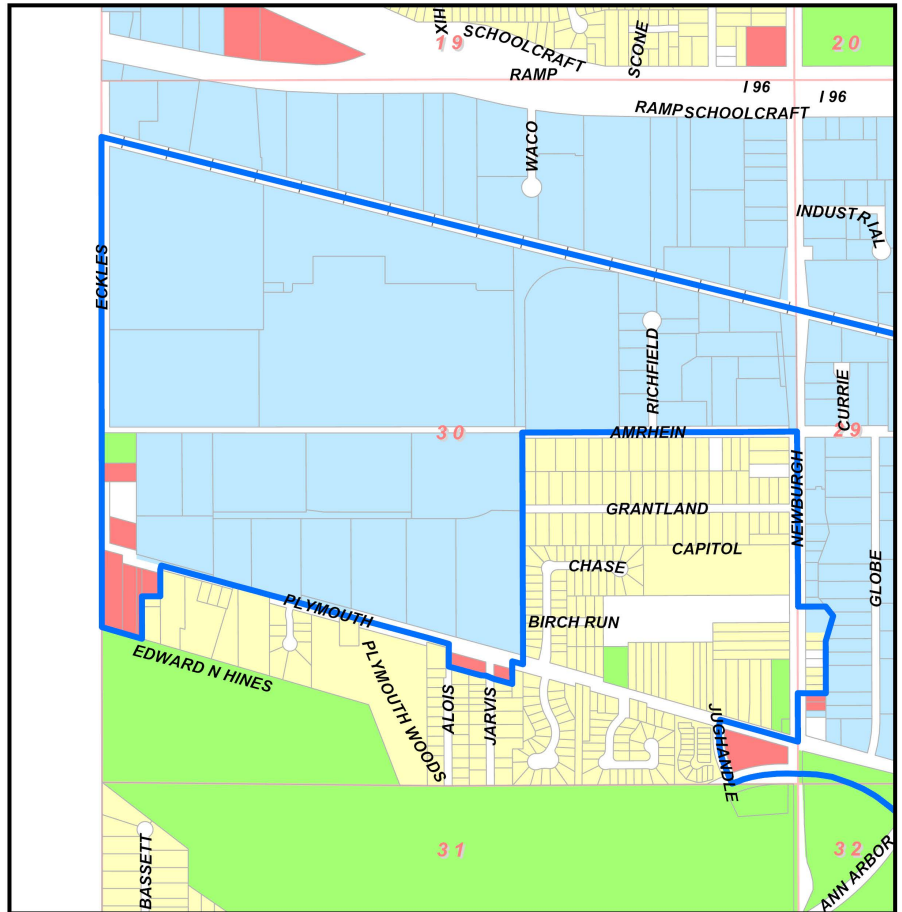
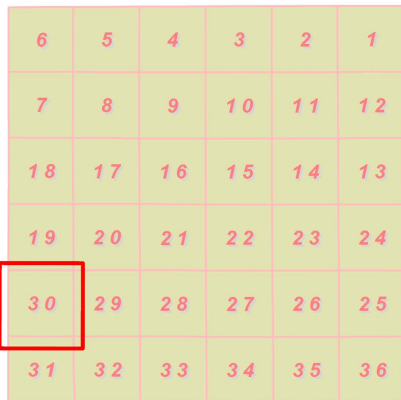


PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**



LOCATION MAP



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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 $\frac{1}{4}$ 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Parcel #46-112-99-0028-000; That part of the SE $\frac{1}{4}$ 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 $\frac{1}{4}$ 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**

<u>TAX</u> <u>YEAR</u>	<u>BASE YEAR</u> <u>TAXABLE VALUE</u>	<u>TAXABLE</u> <u>VALUE</u> ¹	<u>CAPTURED</u> <u>TAXABLE VALUE</u>	<u>CITY LEVY</u> <u>(13.1638)</u>	<u>COUNTY LEVY</u> <u>(7.7177)</u>	<u>COLLEGE</u> <u>LEVY</u> <u>(2.2700)</u>	<u>HCMA LEVY</u> <u>(0.2062)</u>	<u>TOTAL TIF</u> <u>REVENUE</u>
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

EXHIBIT A
DISTRICT BOUNDARY

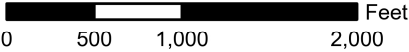
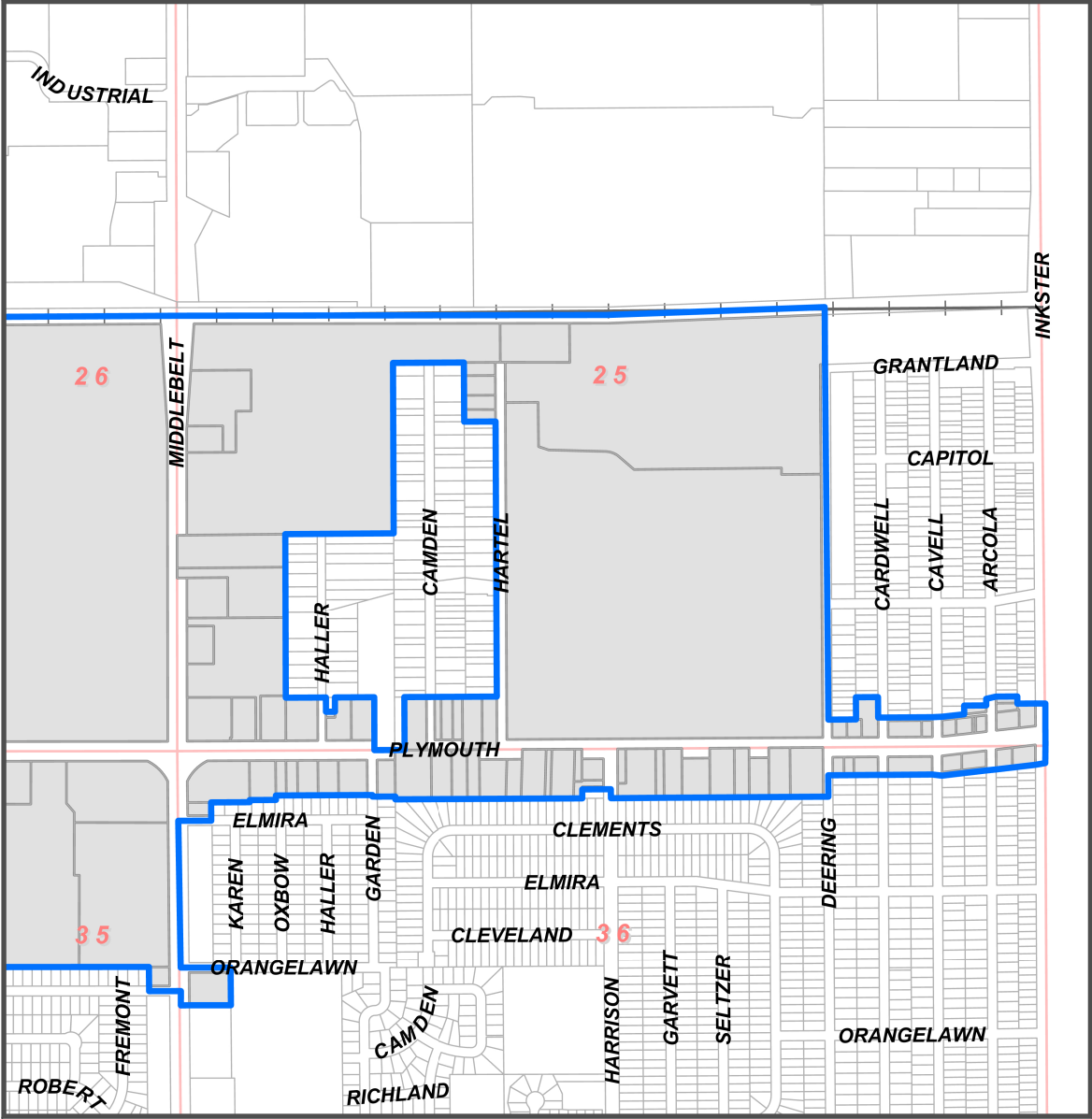
Legend

 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





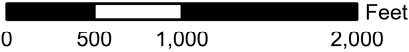
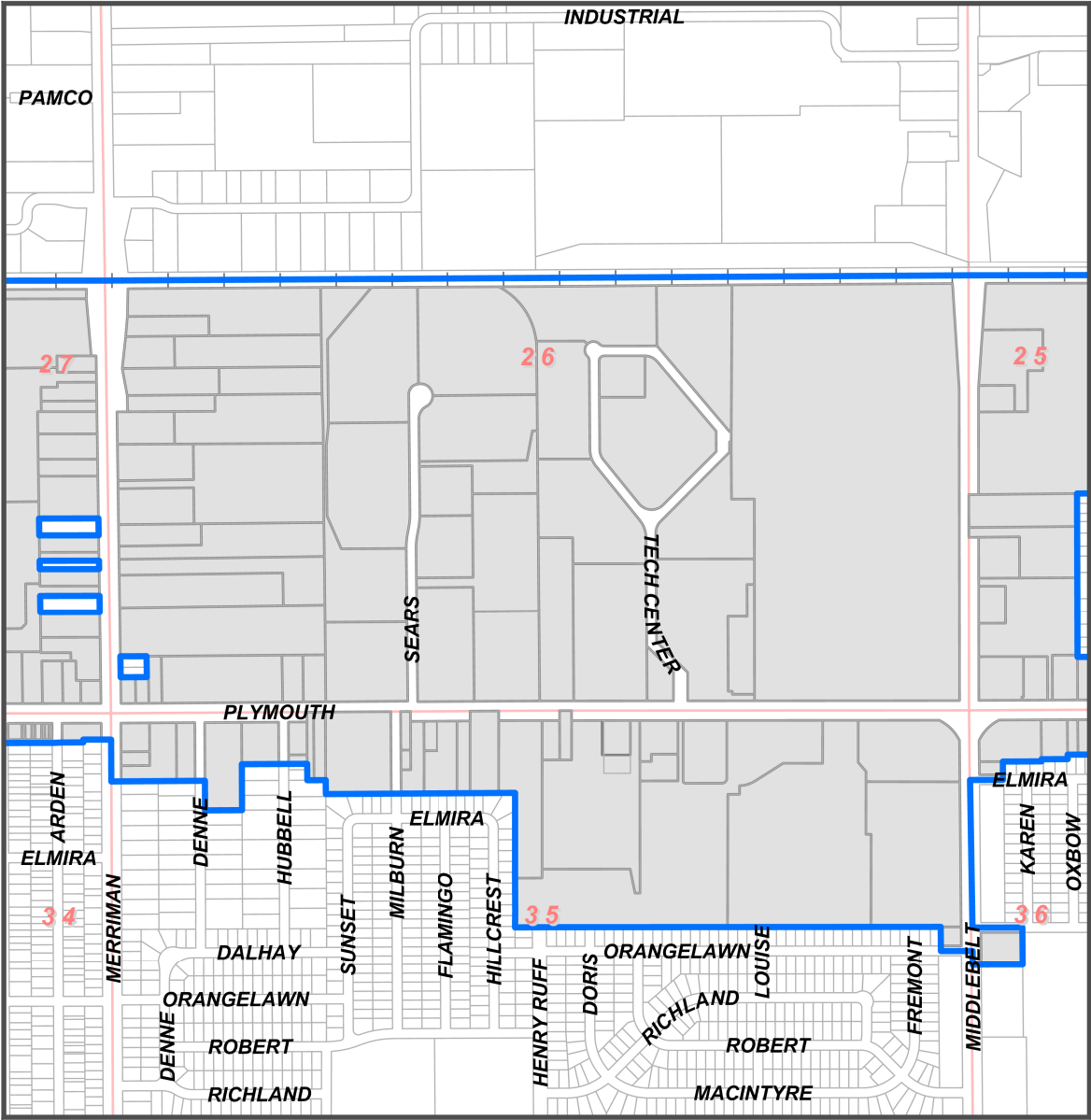
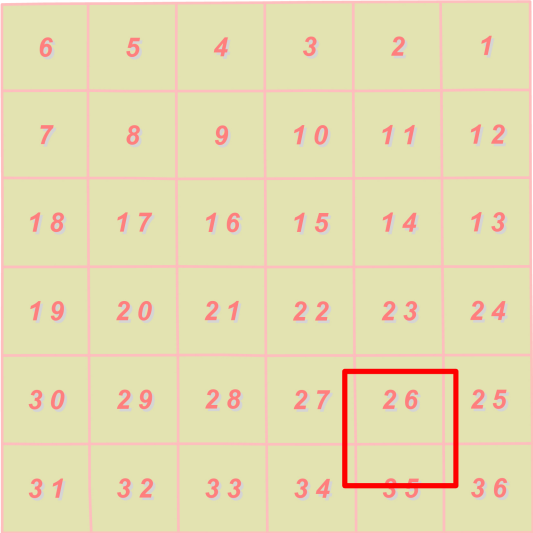
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Parcels in the PRDA District

LOCATION MAP





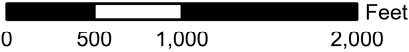
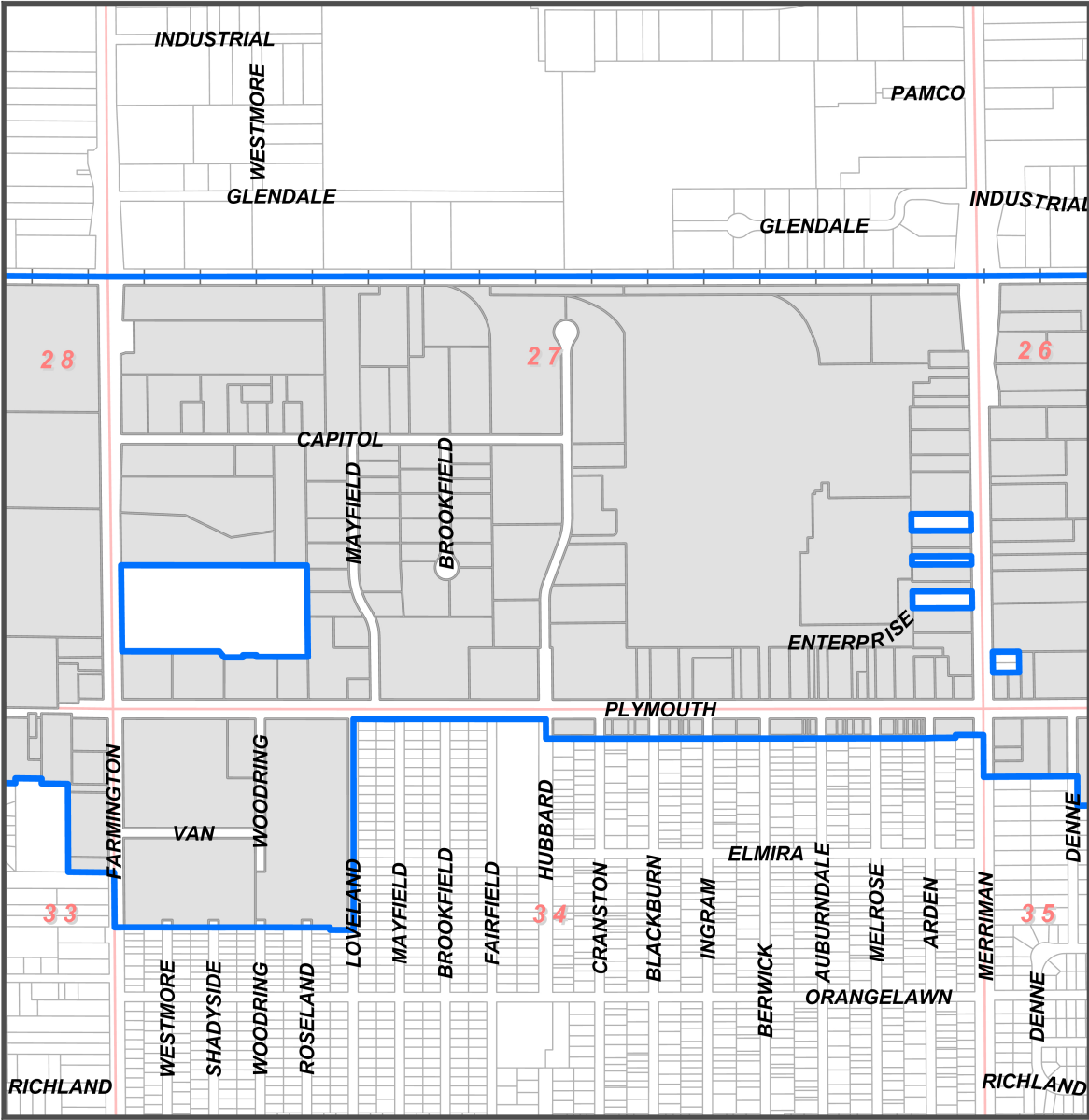
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Parcels in the PRDA District

LOCATION MAP





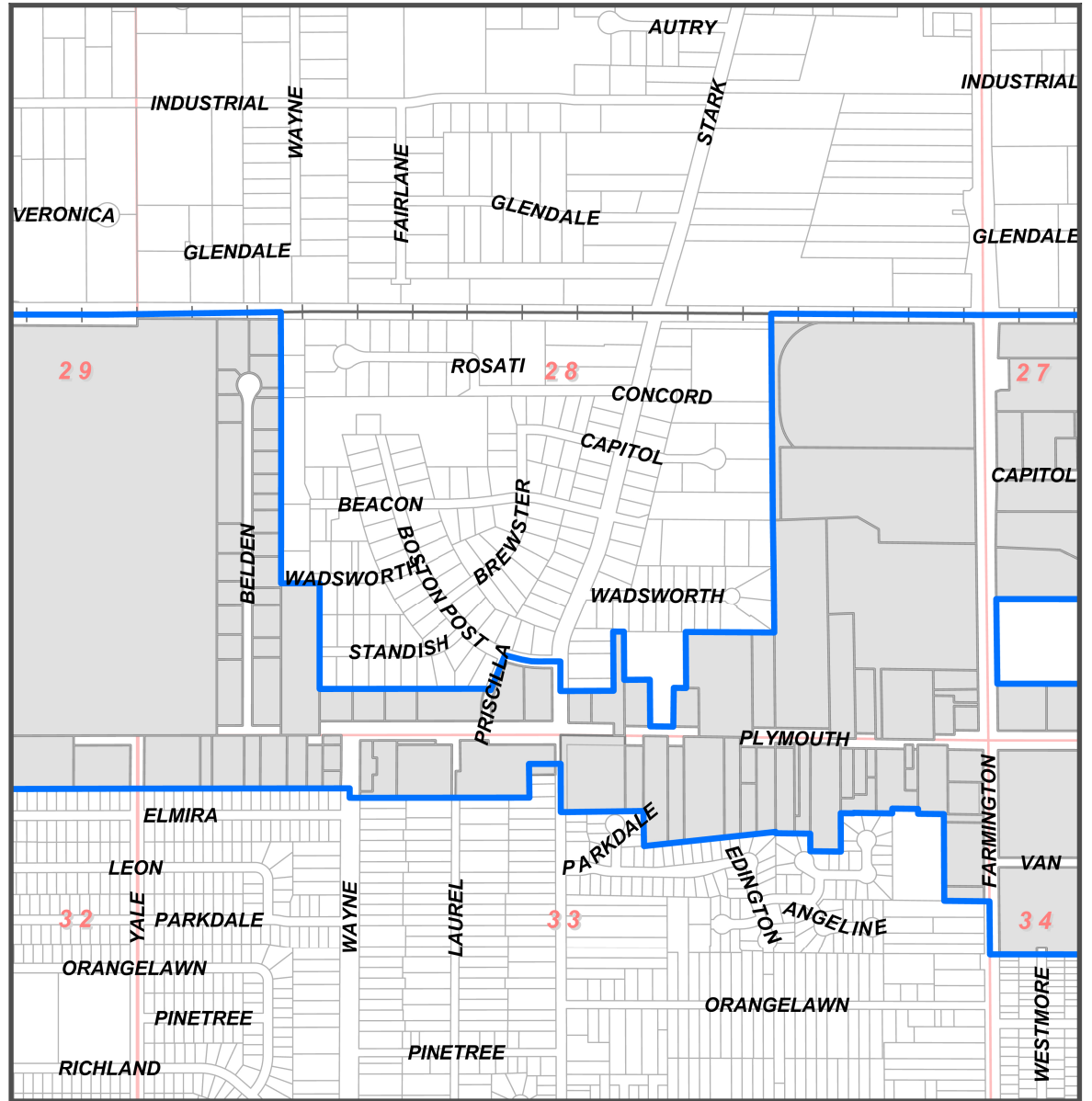
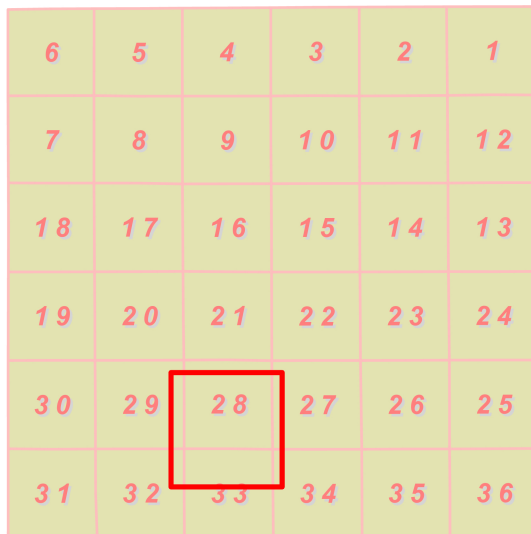
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

-  PRDA District Boundary
-  Parcels in the PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet



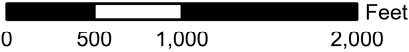
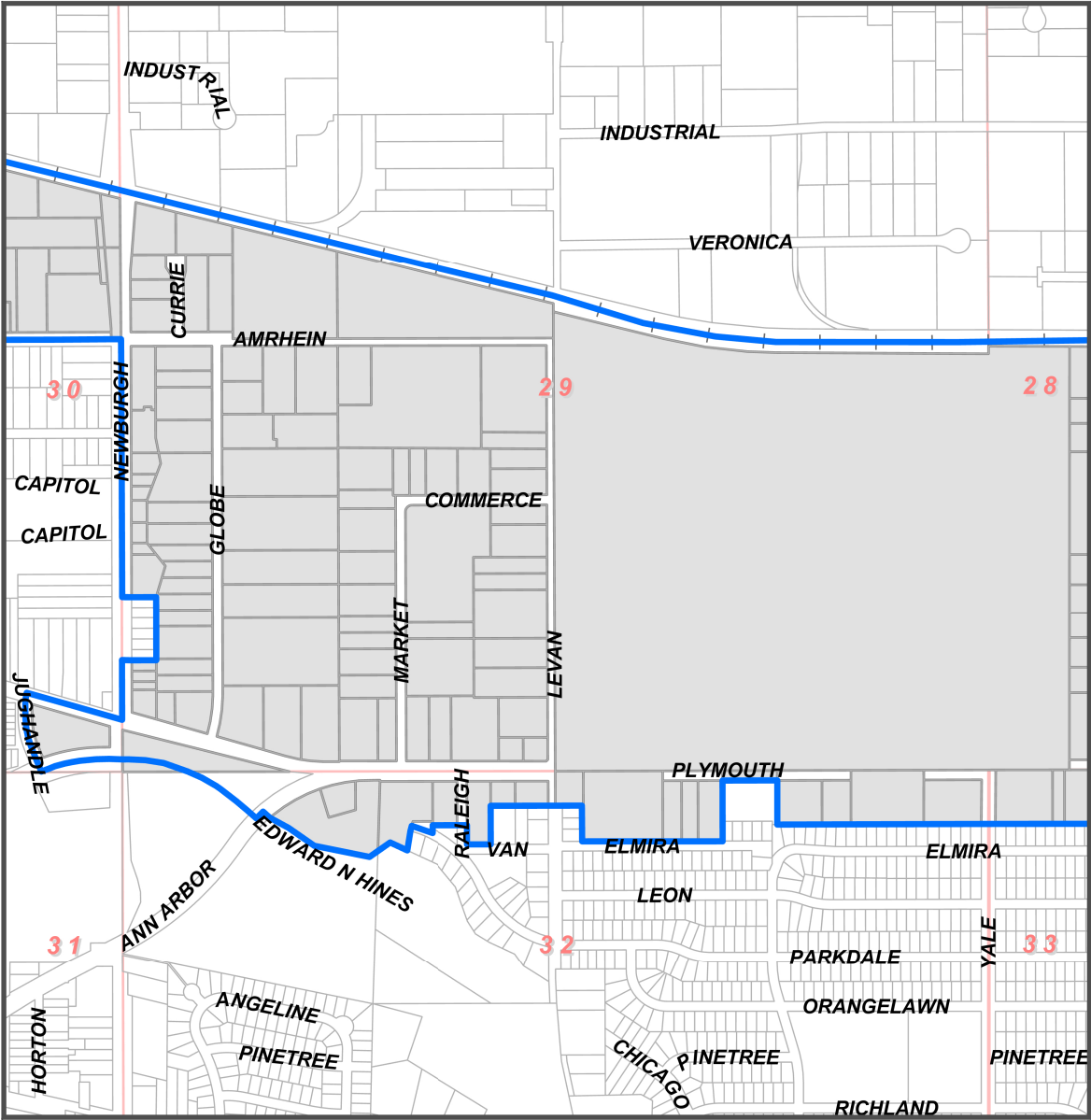
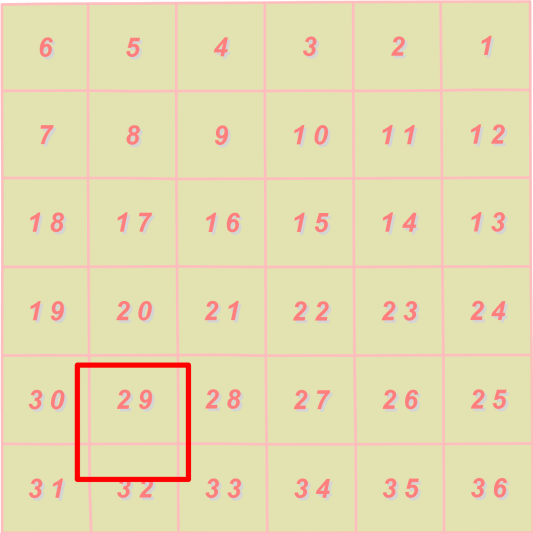
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Parcels in the PRDA District

LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Parcels in the PRDA District

LOCATION MAP

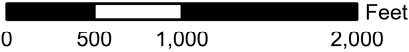
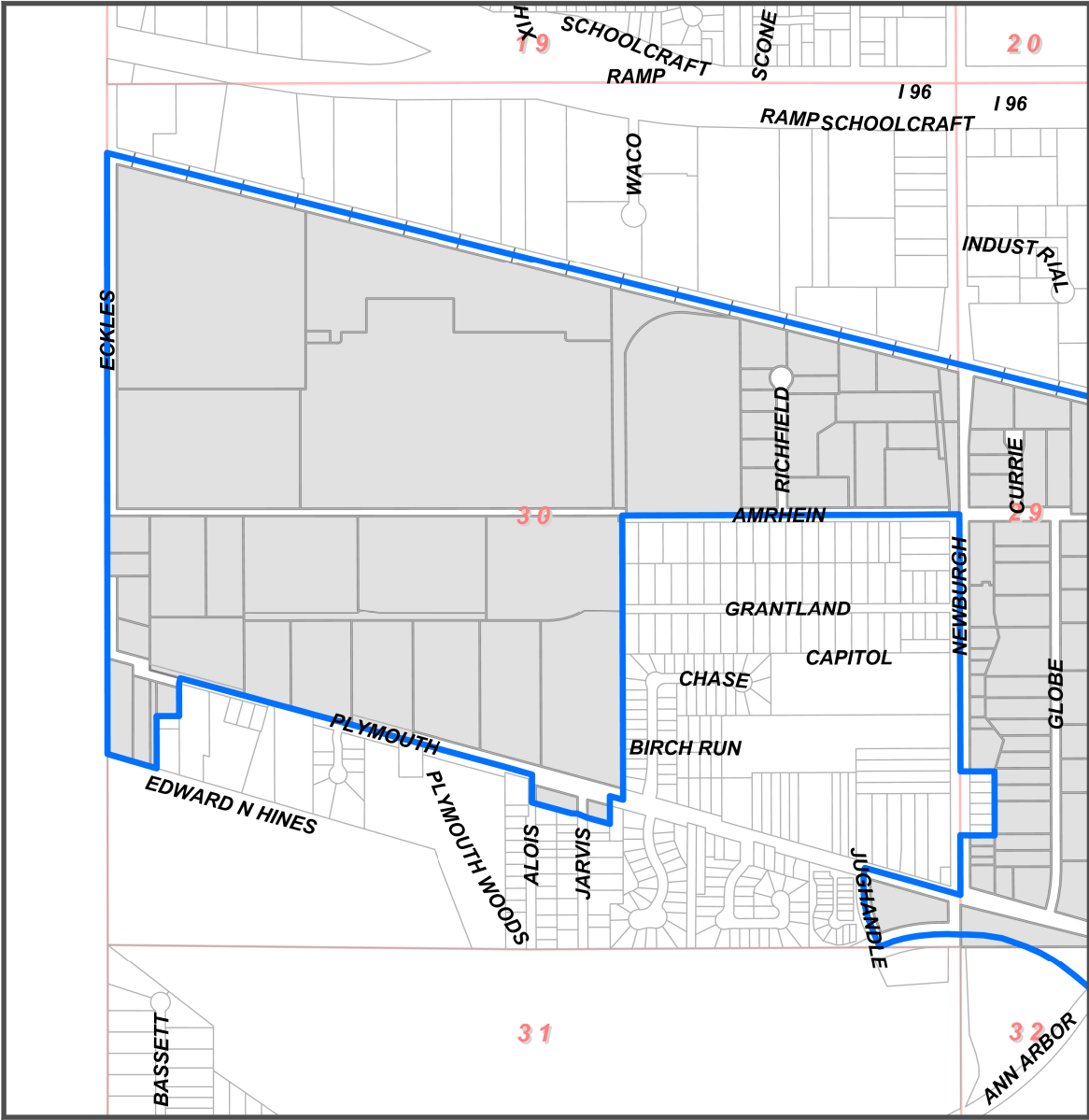
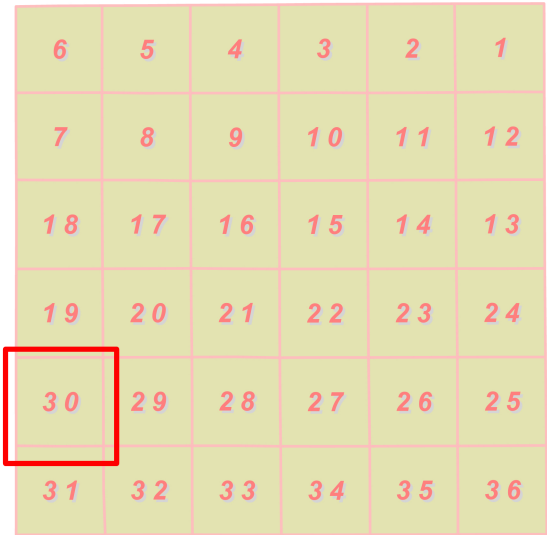


EXHIBIT C

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. corner 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. Thence 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ of Section 27, except the East, 60.0 thereof, 0.86 acres.

Part of the Southwest $\frac{1}{4}$ 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 VALUE¹	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

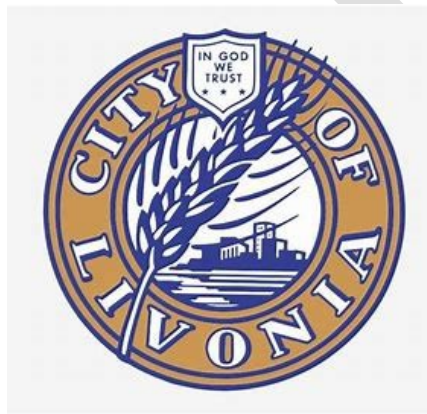
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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

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

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.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

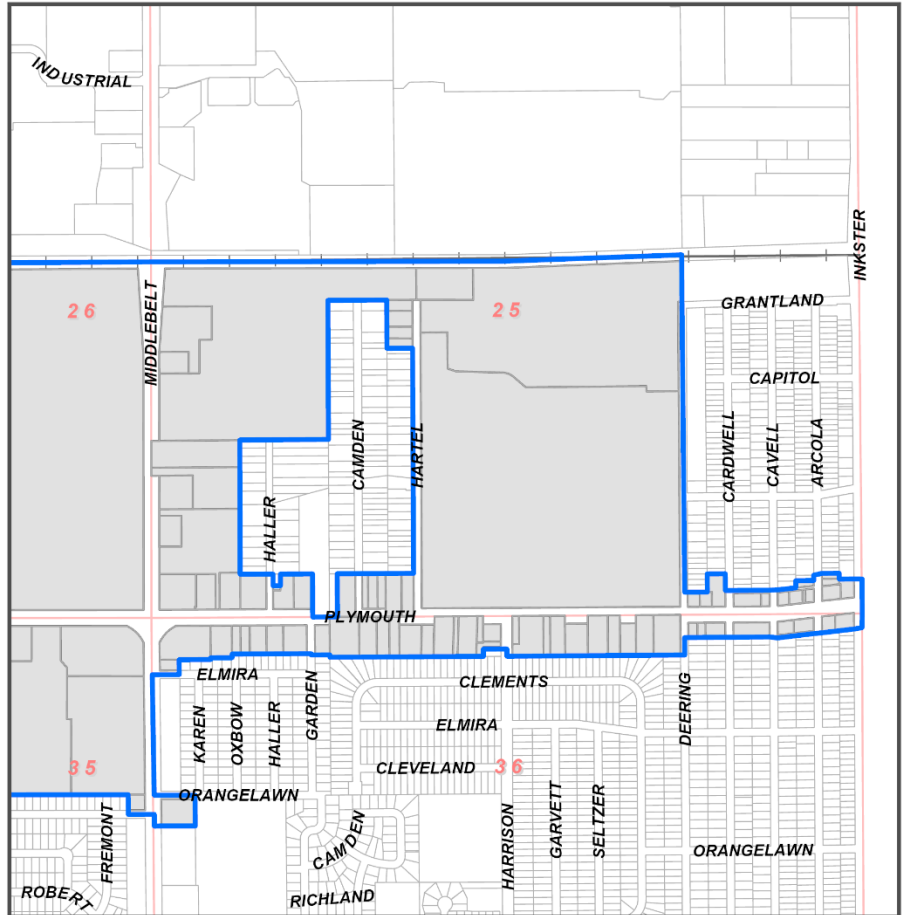
EXHIBIT A
DISTRICT BOUNDARY

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
September 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

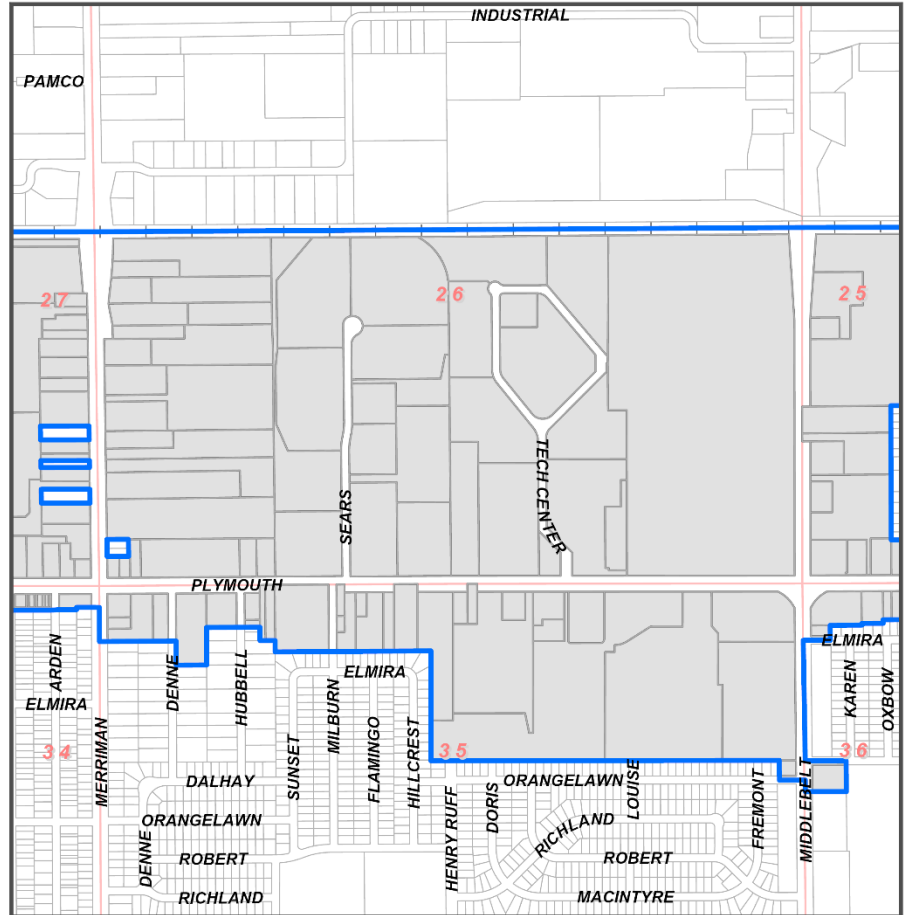
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

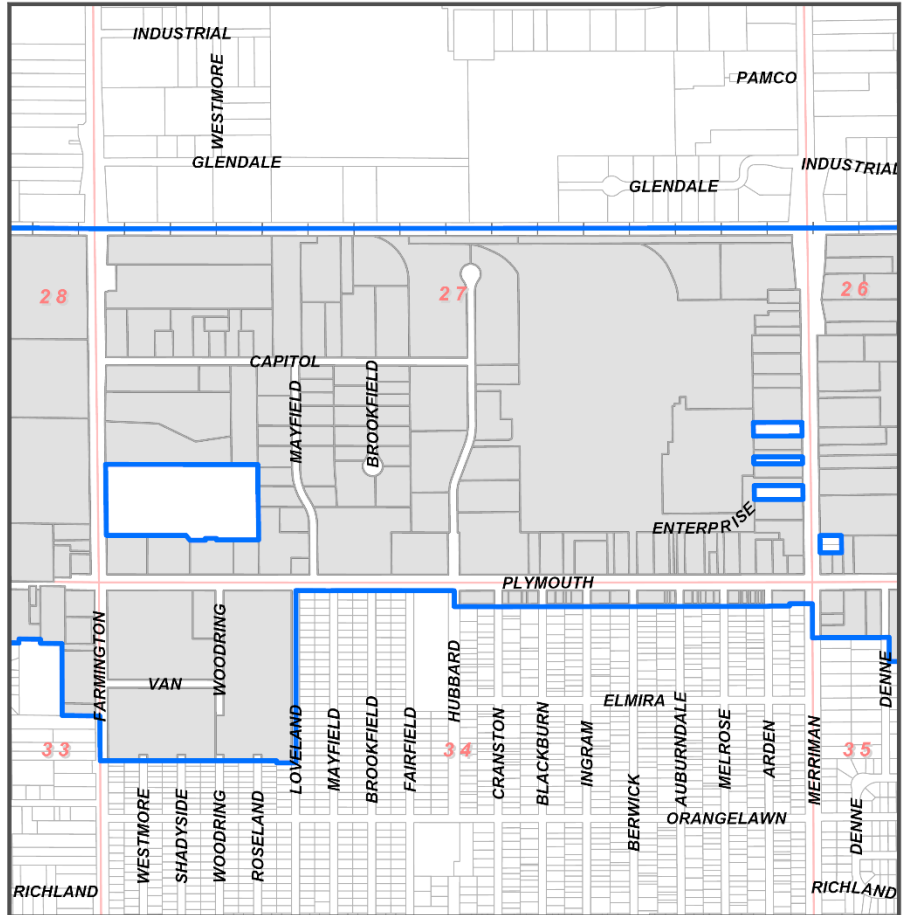
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City of Livonia

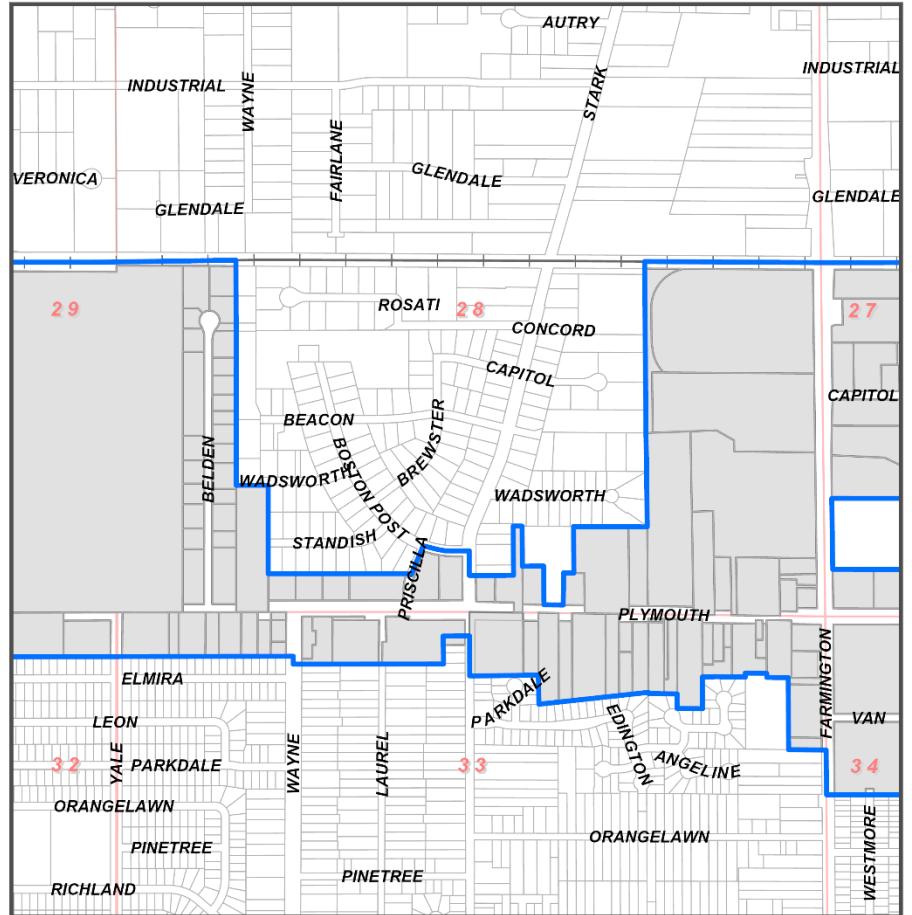
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

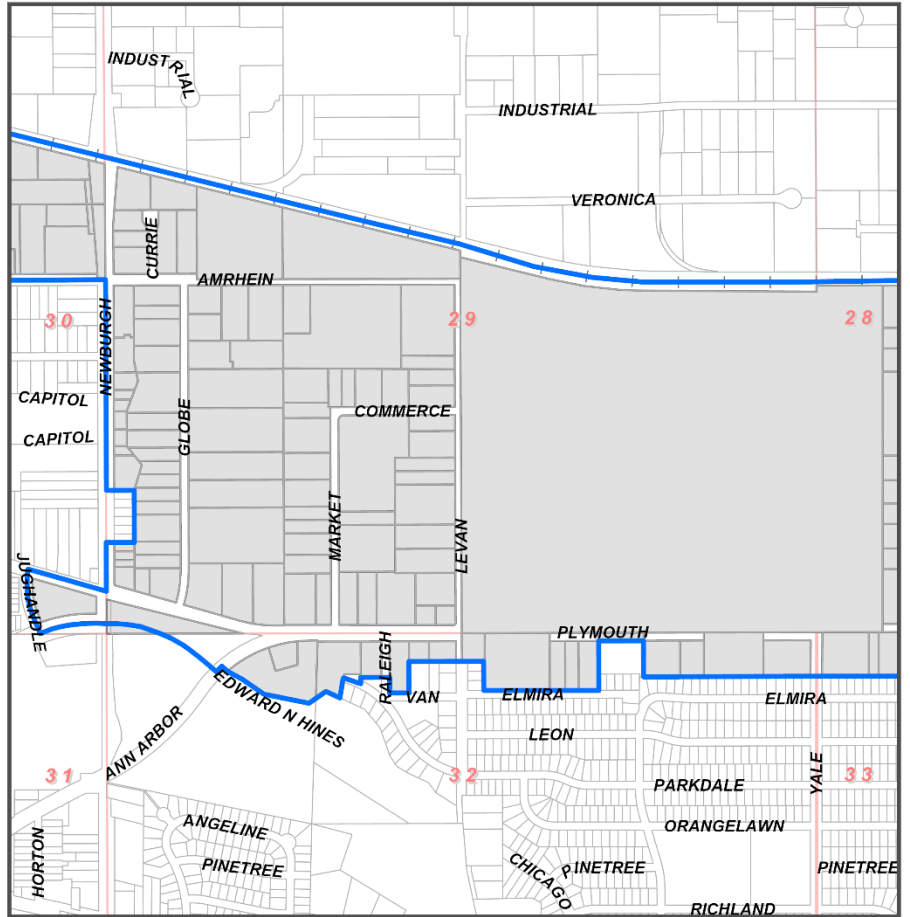
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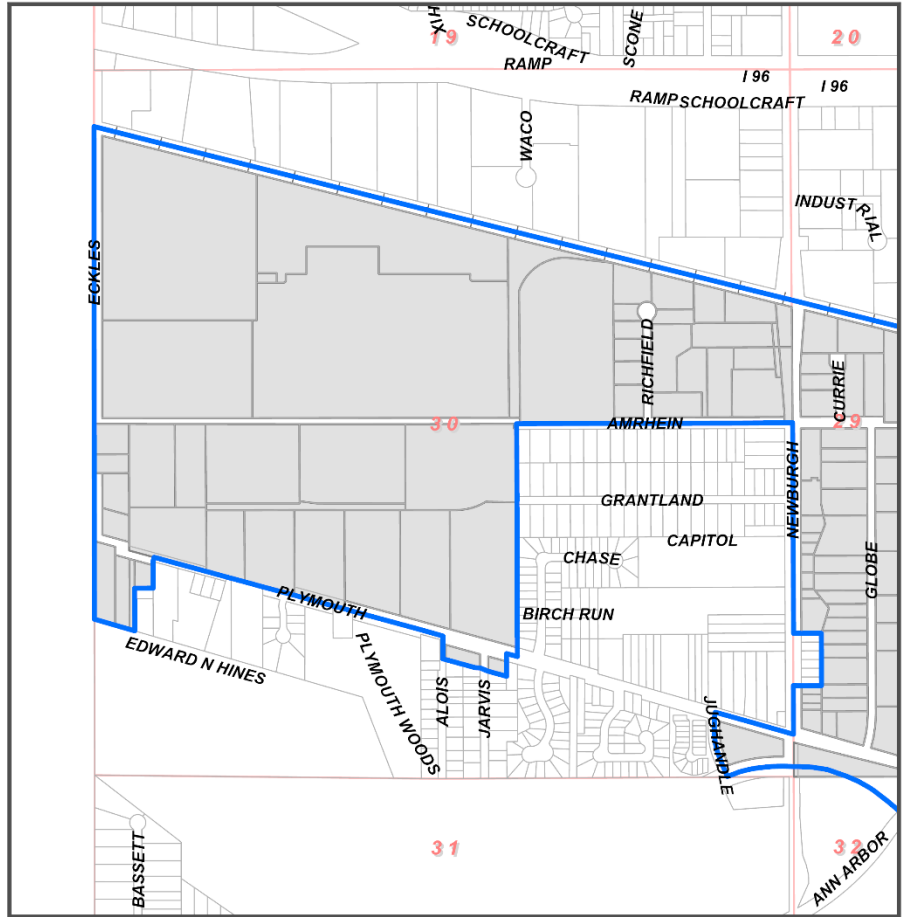
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Prepared by the City of Livonia Planning Department
September 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

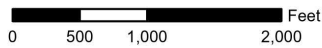
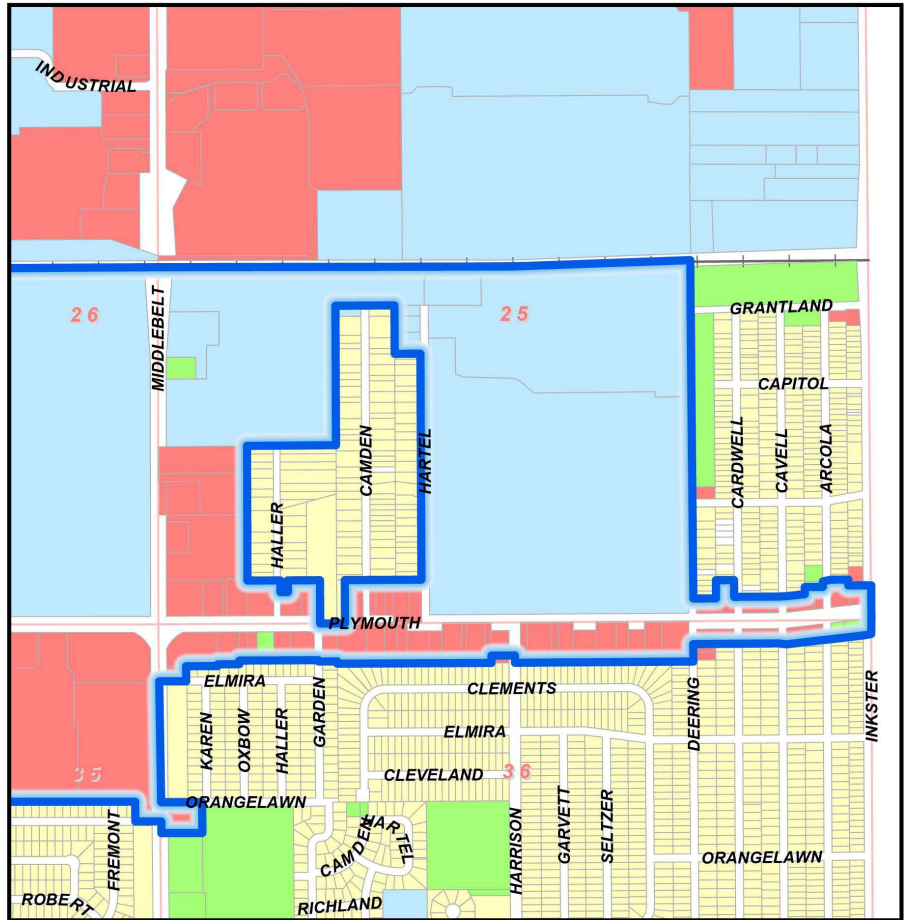
Legend

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

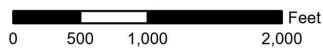
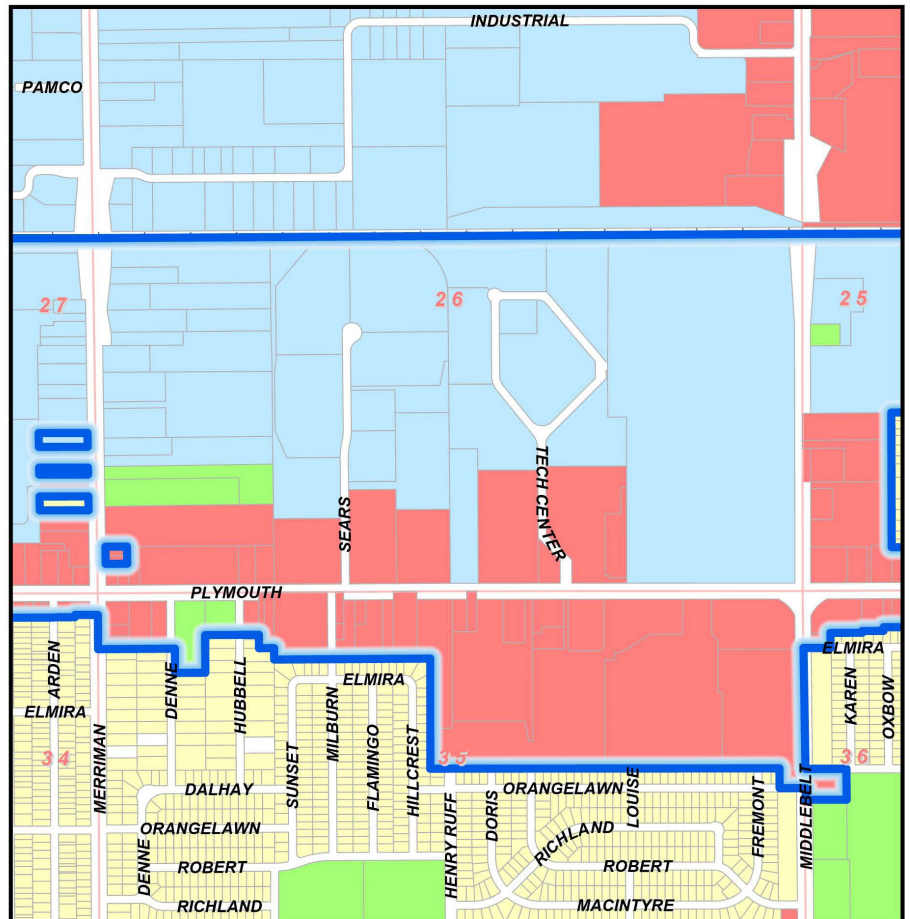
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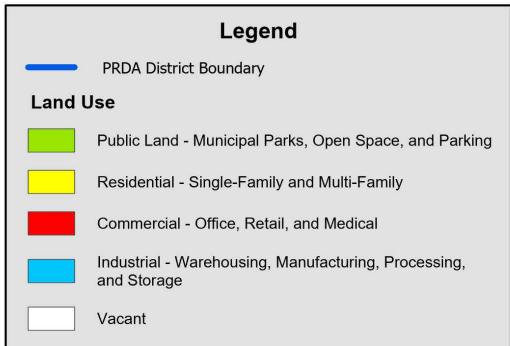
LOCATION MAP



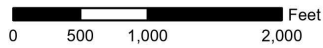
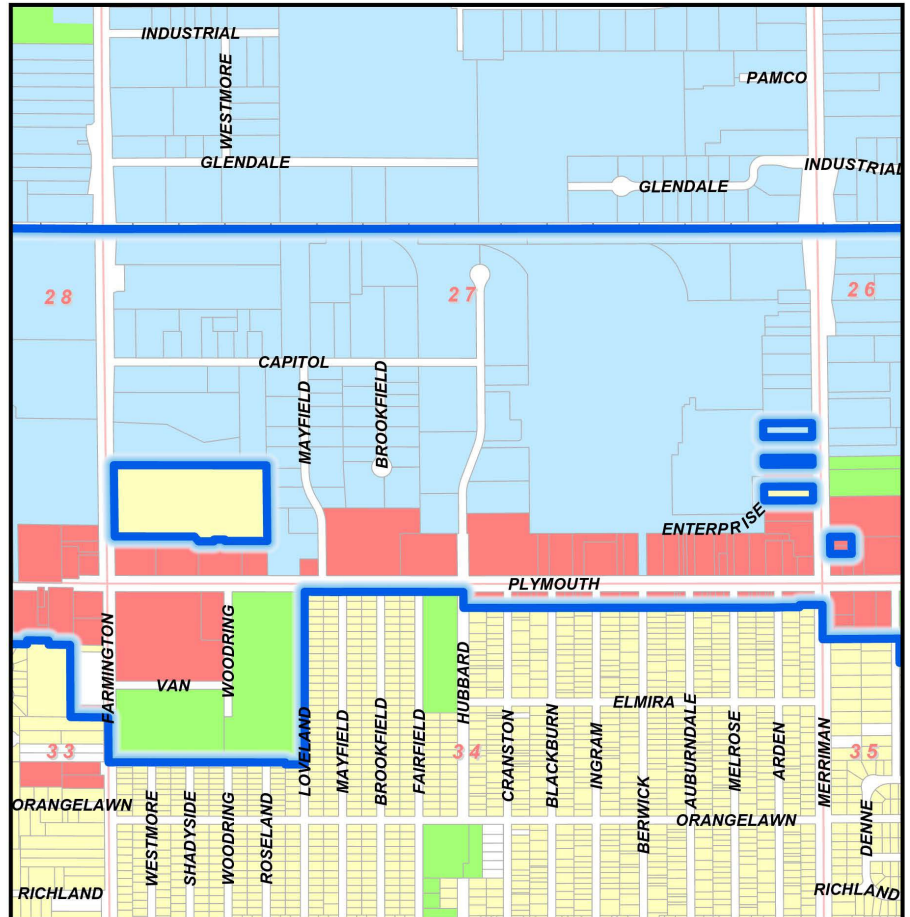


PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP



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

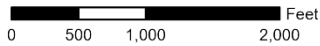
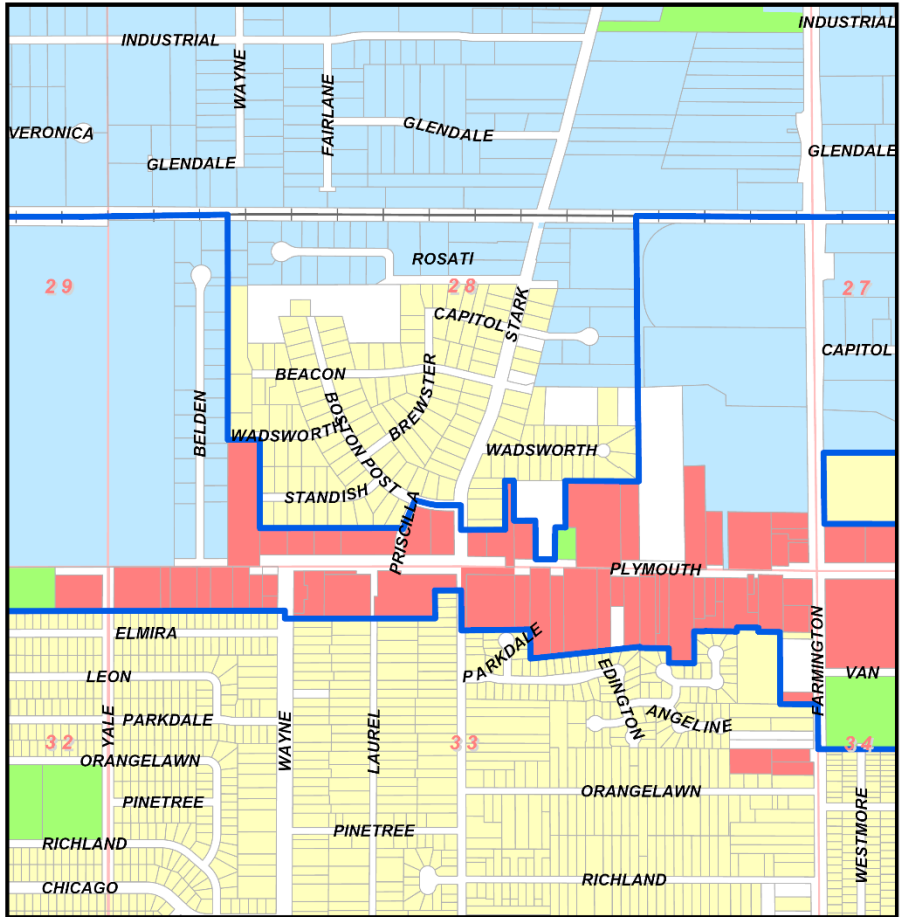
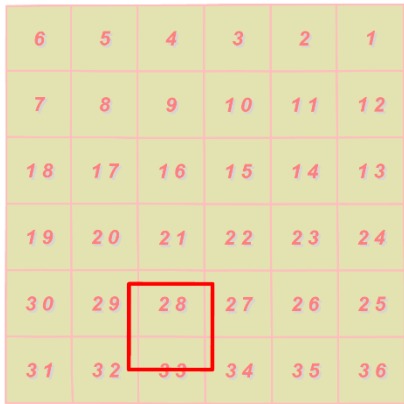
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PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
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- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

Legend

PRDA District Boundary

Land Use

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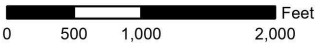
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Commercial - Office, Retail, and Medical

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Vacant

LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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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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Vacant

LOCATION MAP

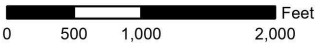


EXHIBIT C

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

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

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 1/2 of the SW 1/4 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 1/2 of the SW 1/4 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 1/4 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 1/4 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 1/4 of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Part of the Southwest 1/4 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**

<u>TAX</u>	<u>BASE YEAR</u>	<u>TAXABLE</u>	<u>CAPTURED</u>	<u>CITY LEVY</u>	<u>COUNTY LEVY</u>	<u>COLLEGE</u>	<u>HCMA LEVY</u>	<u>TOTAL TIF</u>
<u>YEAR</u>	<u>TAXABLE VALUE</u>	<u>VALUE¹</u>	<u>TAXABLE VALUE</u>	<u>(13.1638)</u>	<u>(7.7177)</u>	<u>LEVY</u>	<u>(0.2062)</u>	<u>REVENUE</u>
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

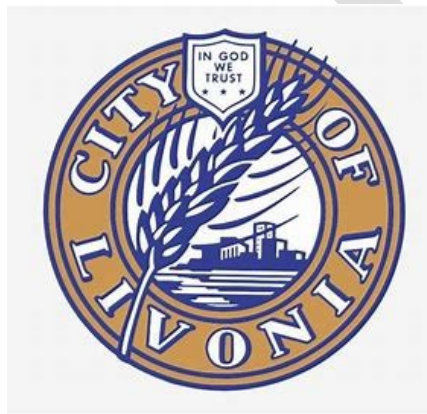
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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 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 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.



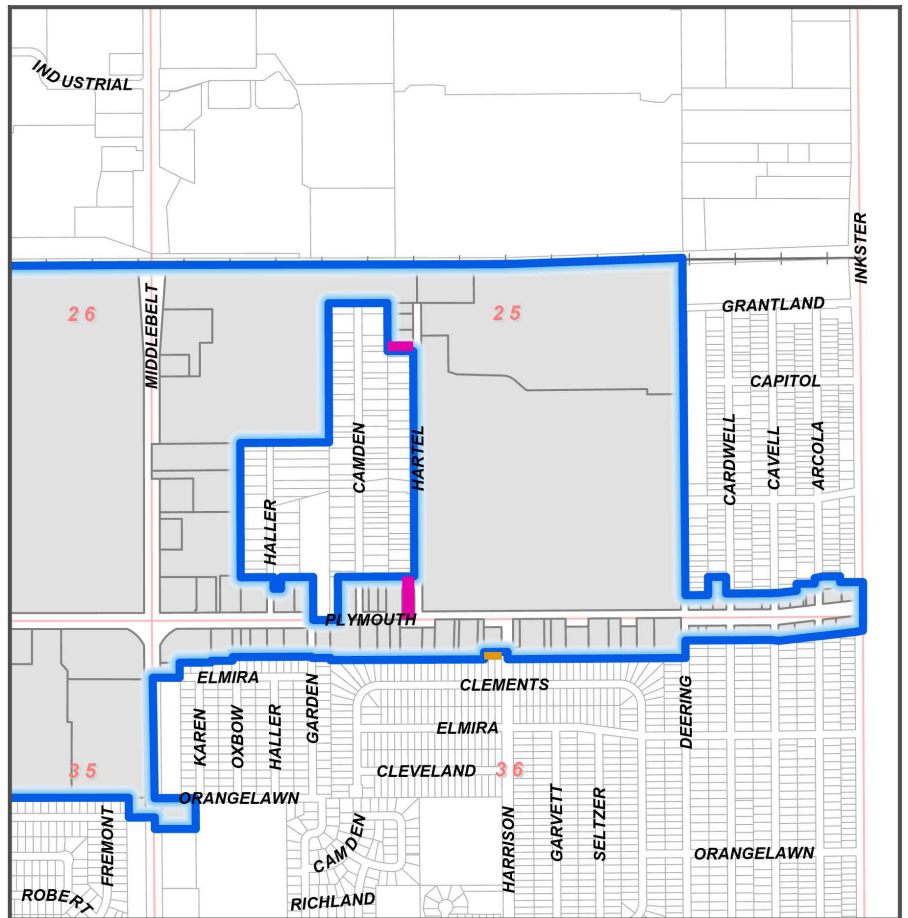
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025



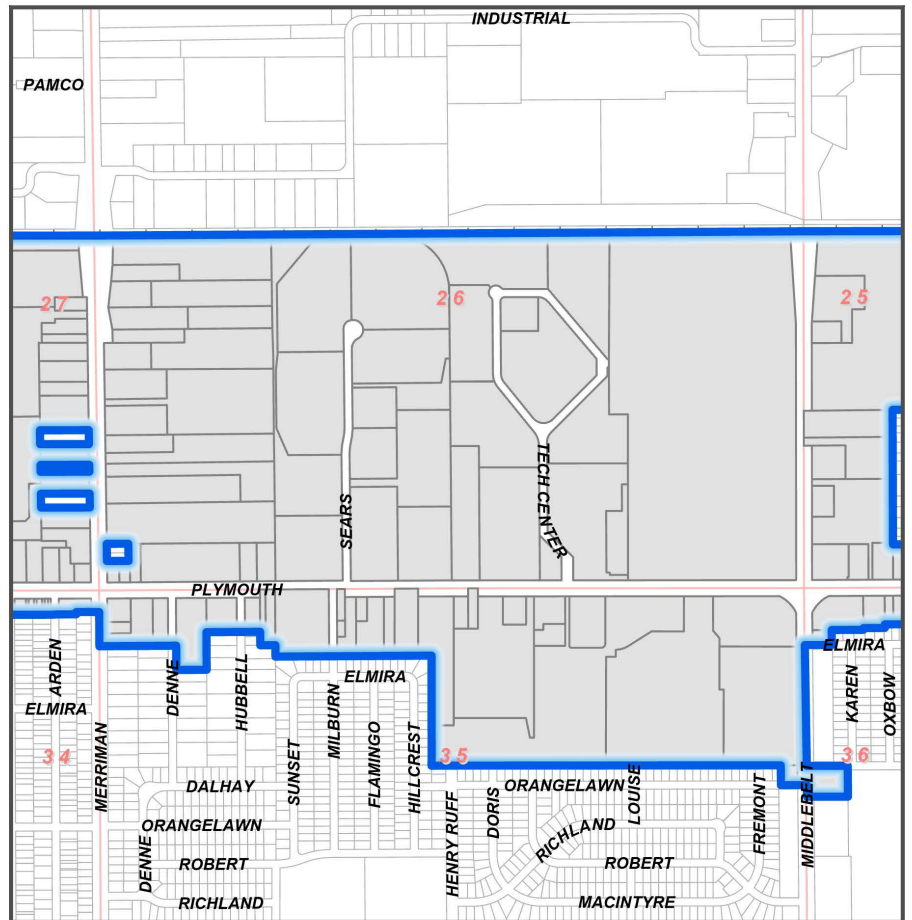
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PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025



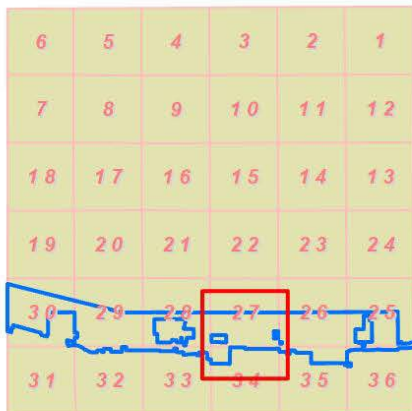
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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PAGE 3 OF 6

Prepared by the City of Livonia Planning Department
June 2025



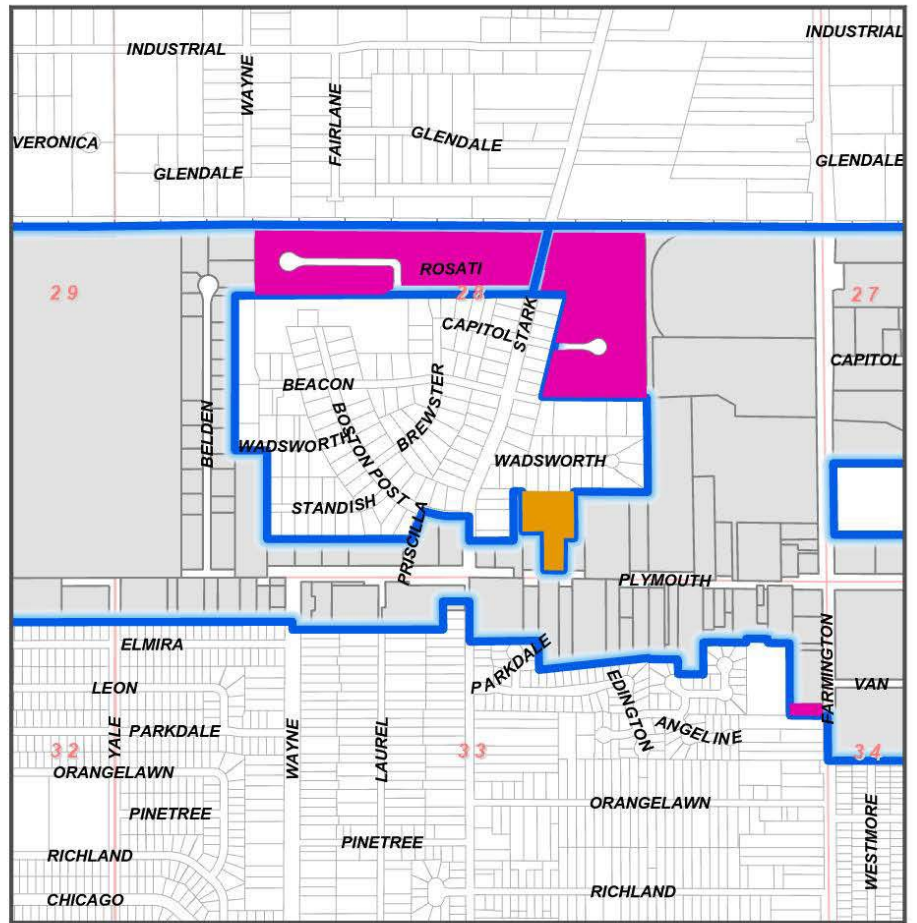
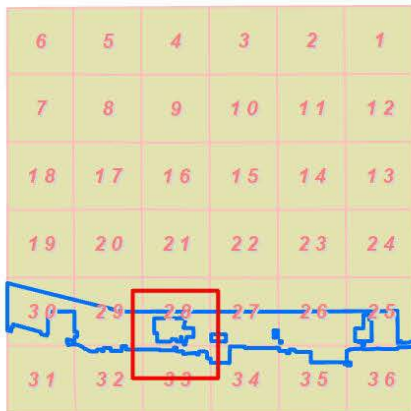
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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0 500 1,000 2,000 Feet

PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



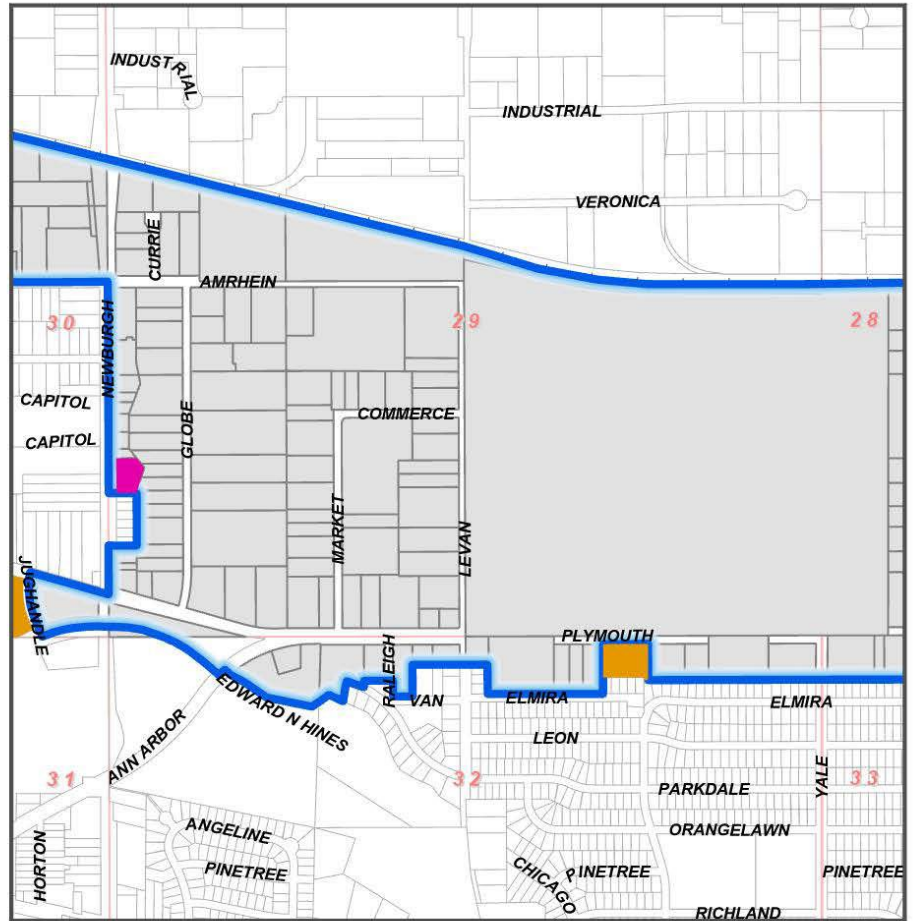
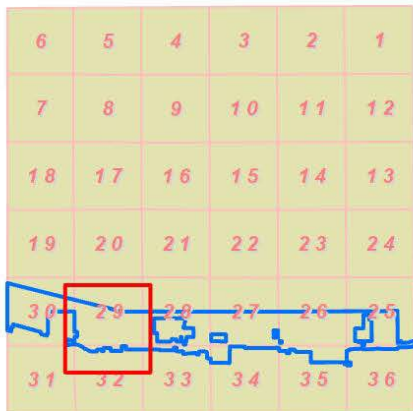
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT A
DISTRICT BOUNDARY**

Legend

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 5 OF 6

Prepared by the City of Livonia Planning Department
June 2025



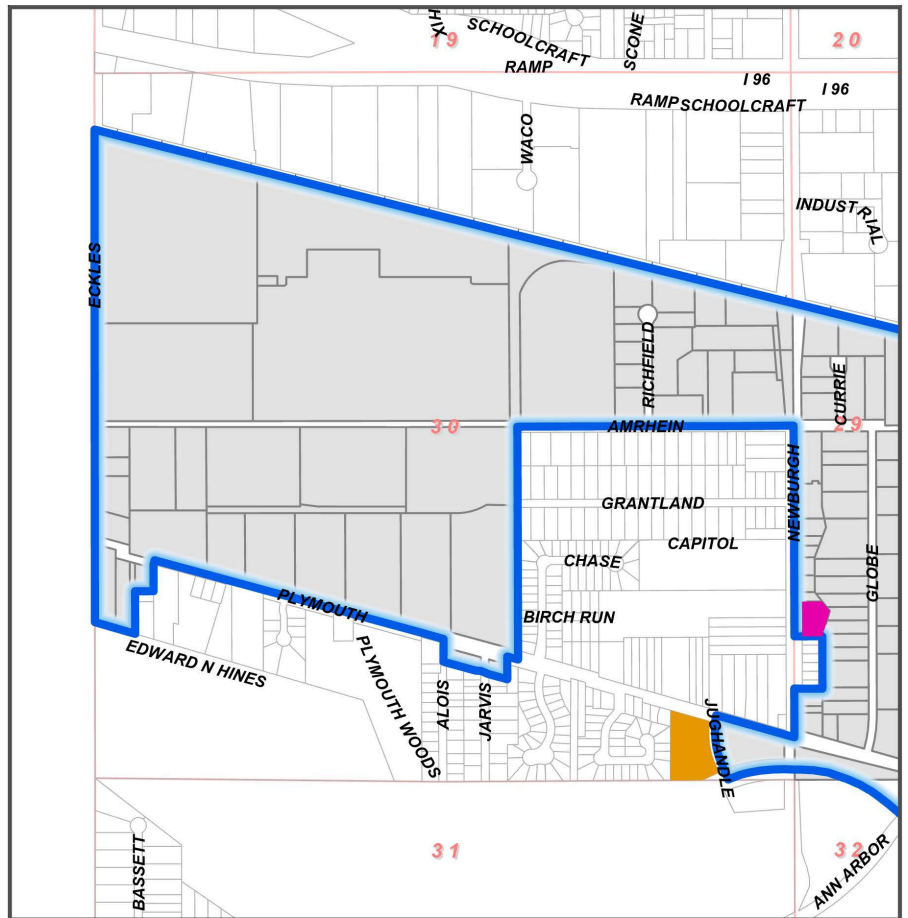
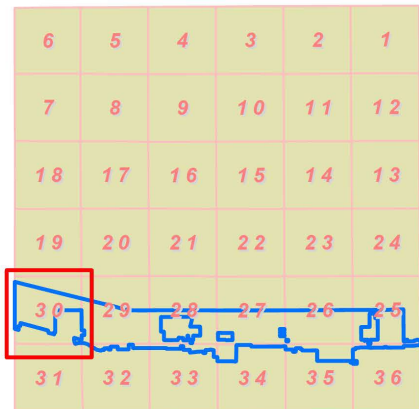
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

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- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

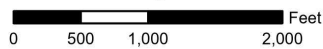
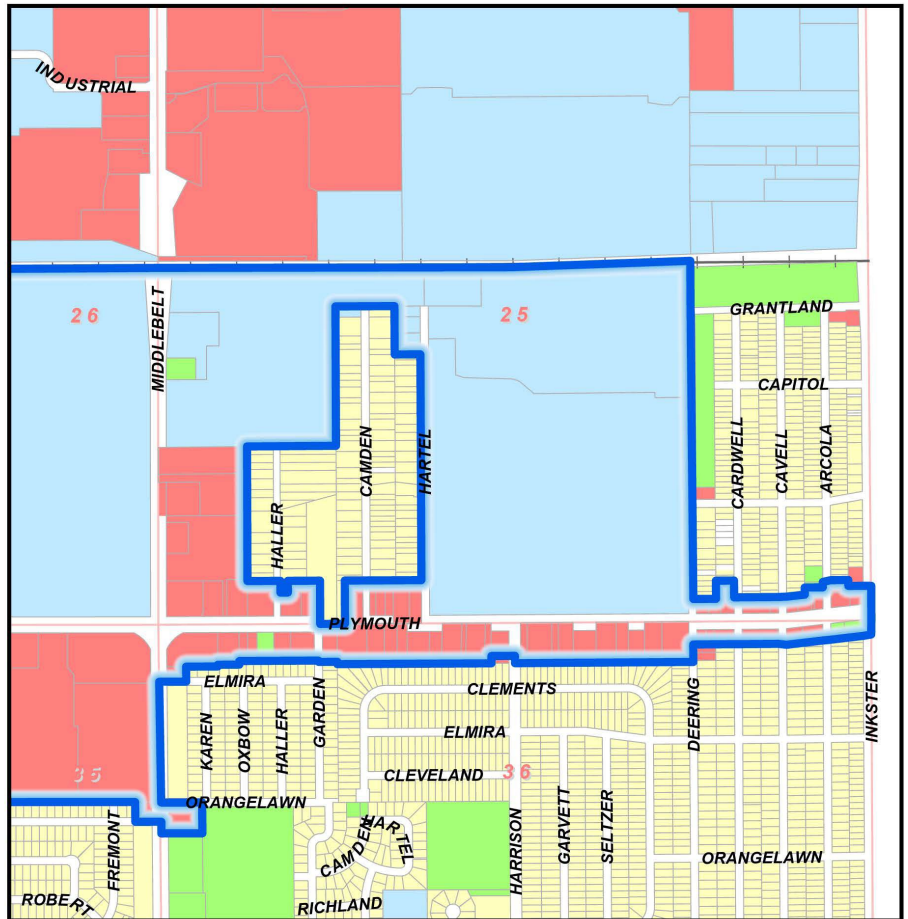
Legend

— 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

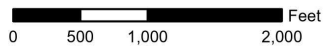
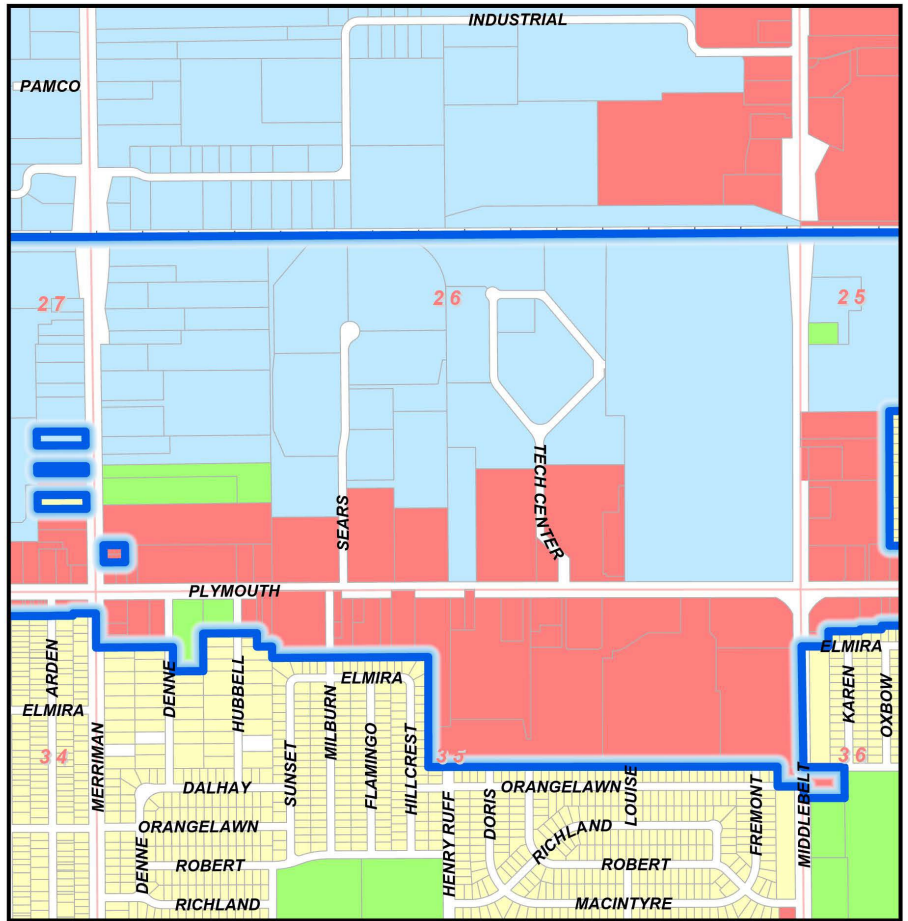
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

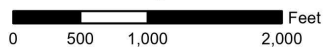
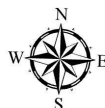
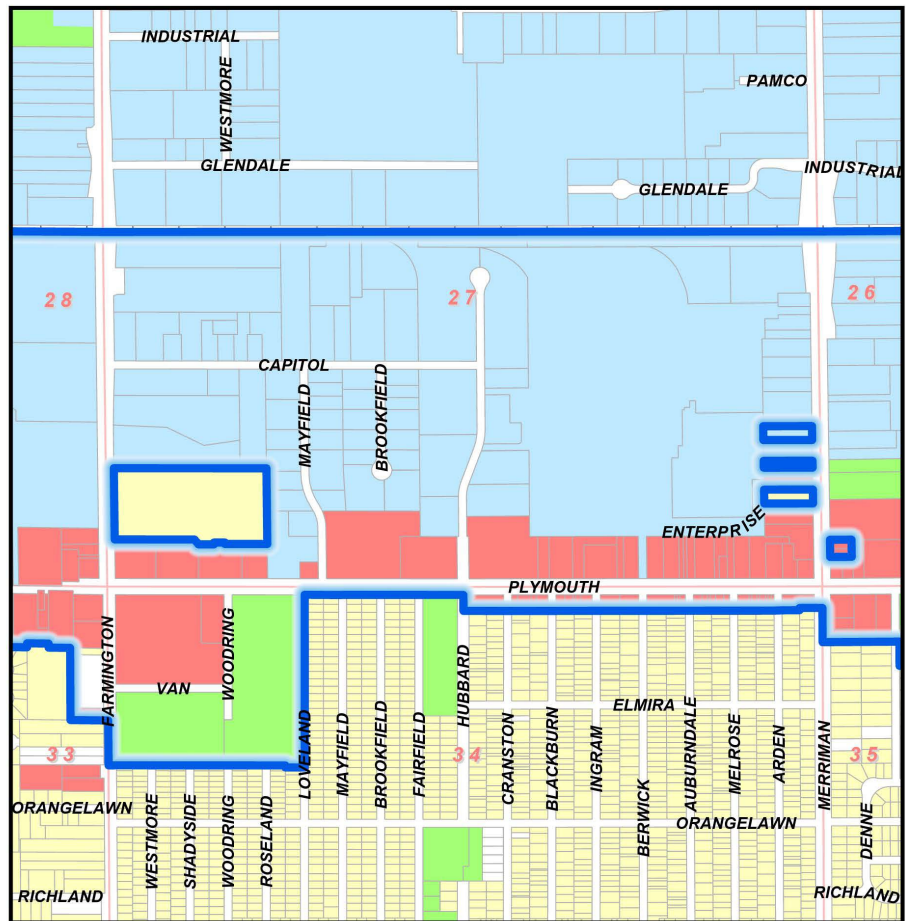
Legend

— 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**

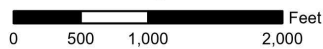
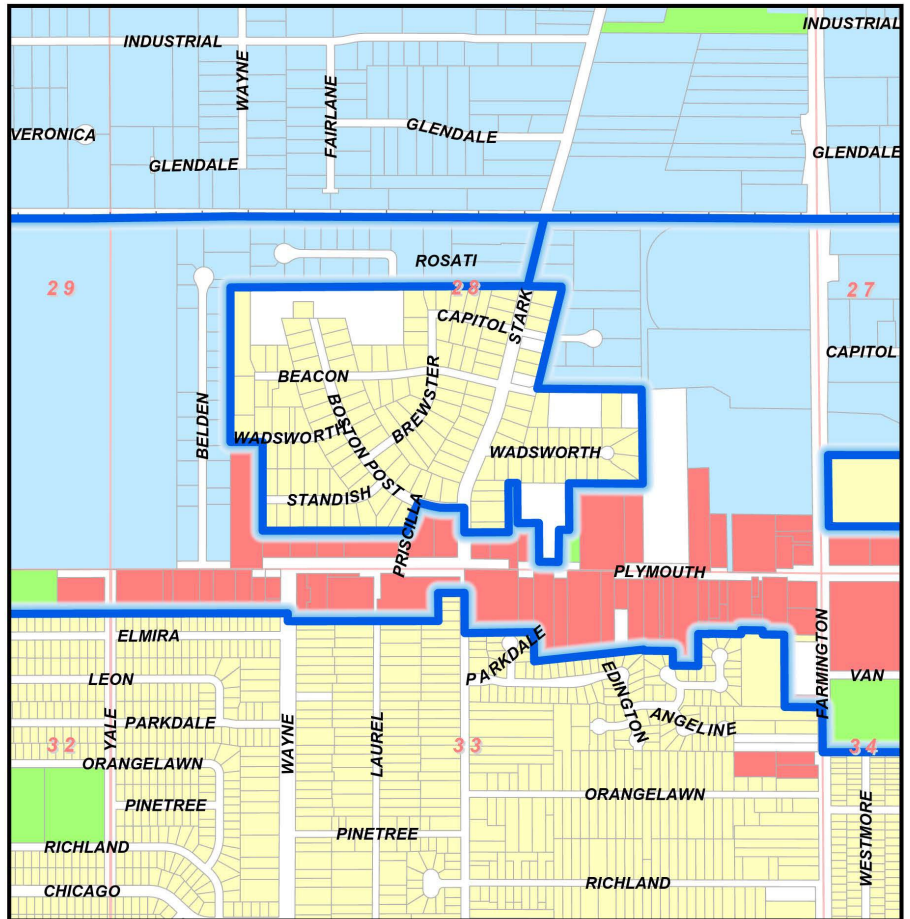
Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP



PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



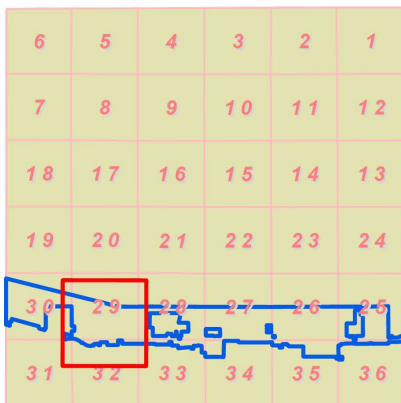
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**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



0 500 1,000 2,000 Feet



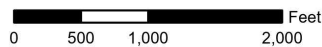
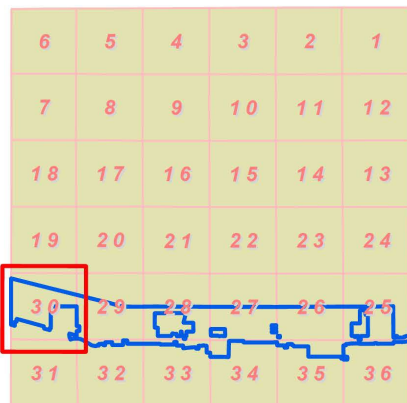
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**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 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. corner 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 Alden 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 Stark Road centerline 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 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 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 feet 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.

EXHIBIT D

**PLYMOUTH ROAD DEVELOPMENT AUTHORITY
CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 2025 TO 2055**

TAX	BASE YEAR	TAXABLE	CAPTURED	CITY LEVY	COUNTY LEVY	COLLEGE	HCMA LEVY	TOTAL TIF
YEAR	TAXABLE VALUE	VALUE¹	TAXABLE VALUE	(13.1638)	(7.7177)	LEVY	(0.2062)	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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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

R082525/PH092925/R102025

PRESENTED BY

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

Carter Fisher, City Attorney

Date:

Maureen Miller Brosnan, Mayor

Date:

**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 PRDA's 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, is 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

1.

Planning
August 19, 2025

MEETING DATE

R082525

PRESENTED BY

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:

#2025-10 **RESOLVED** that the Plymouth Road Development Authority does hereby approve 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.

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. Mr. 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

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 its 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,

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

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%

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

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,

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

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
PETER H. VENTURA
WAFU DINARO
PATRICK DROZE



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

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:

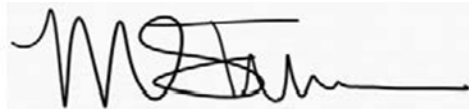
The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City 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,

A handwritten signature in black ink, appearing to read 'M. Taormina', is displayed on a light gray rectangular background.

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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KRISTOFFER CANTY
PLANNER IV

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:

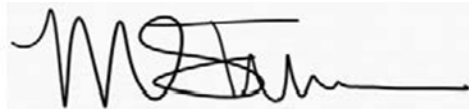
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ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

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:

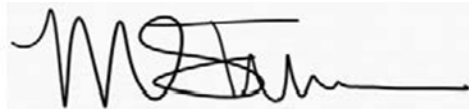
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Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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.

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. ~~Additional information is available from the Planning and Economic Development Department, City of Livonia.~~

INTRODUCTION

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-sizecommunity-sized shopping centers, and several as well as six manufacturing facilities, including owned by the Ford Motor Company and the General Motors CorporationLivonia 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 for~~ 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.

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. [REDACTED]~~, and as the same may be amended in the future and from time to time. (See ~~Exhibit A - PRDA district~~ Exhibit A - PRDA District map, ~~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 bounded 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.

~~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 ~~vehicular~~ vehicle north/south access to and from the Development Area. There are on- and off-ramp ~~off-ramps~~ to the I-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~~ 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 pPublic 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, ~~I-park~~ located 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.

- ~~The former~~ Alfred Noble Branch ~~of the~~ Public Library, ~~located on the south side of Plymouth Road, east of Farmington Road.~~
- ~~City park site, Sheldon 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.

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 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

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 AND ESTIMATED 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

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.

~~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.~~

- ~~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:~~

~~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:~~

- 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.~~

- ~~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 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.~~

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:

~~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~~

Section ~~2~~17(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.

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
~~SPORTIONS 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~~ such terms as ~~the City shall deem it deems~~ appropriate.

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).

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 design of the development and financing, costs is estimated not to exceed in the aggregate \$3035,000,000 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

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.~~

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.

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.

Section ~~2~~17(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.

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 INDIVIDUALSESTIMATES 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.

Section ~~2~~17(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 ~~2~~17(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 ~~2~~17(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.

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. 19757, 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.

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-occurring~~ 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.

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 ~~19757~~. 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 ~~19757~~, 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.

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 ~~19757~~, 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.

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. corner 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 Chesapeake 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~~

~~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~~

~~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~~

~~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.)~~

~~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.~~

~~EXHIBIT D~~

~~PLYMOUTH ROAD DEVELOPMENT AUTHORITY CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 1997 TO 2026~~

	<u>IN (000'S)</u>	<u>LIVONIA</u>	<u>WAYNE</u>	<u>S'CRAFT</u>		

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(1) Assumes 1.0% annual growth in taxable values.

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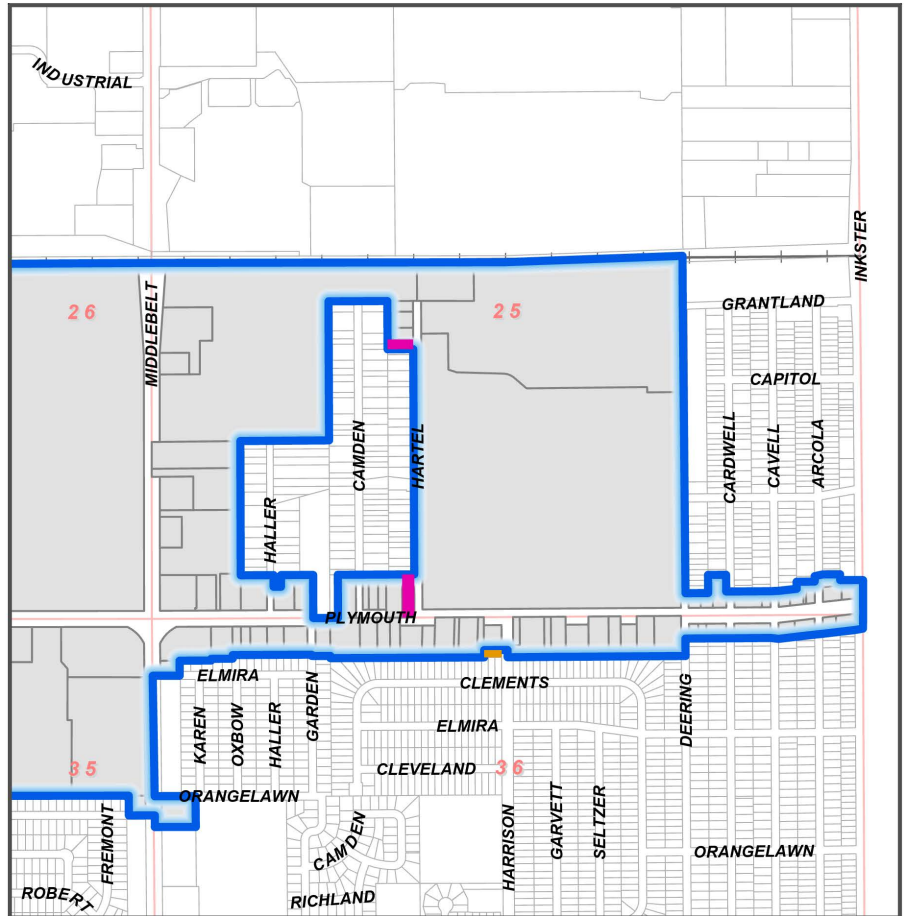
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025



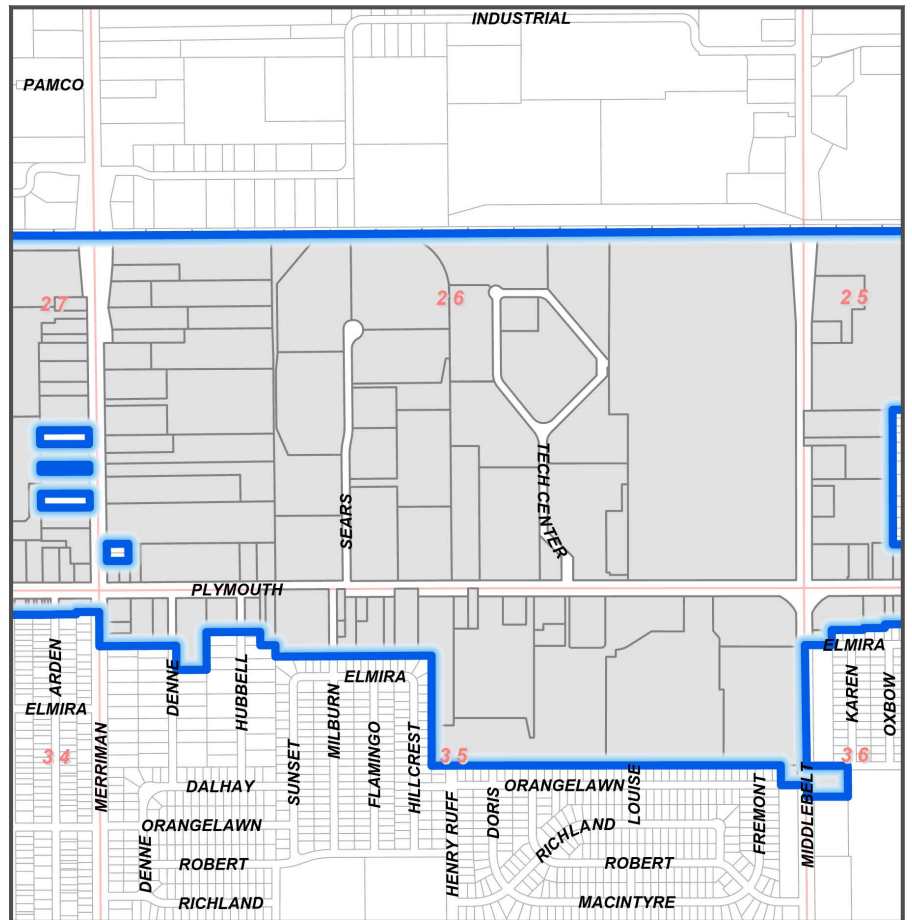
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
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LOCATION MAP



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PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025



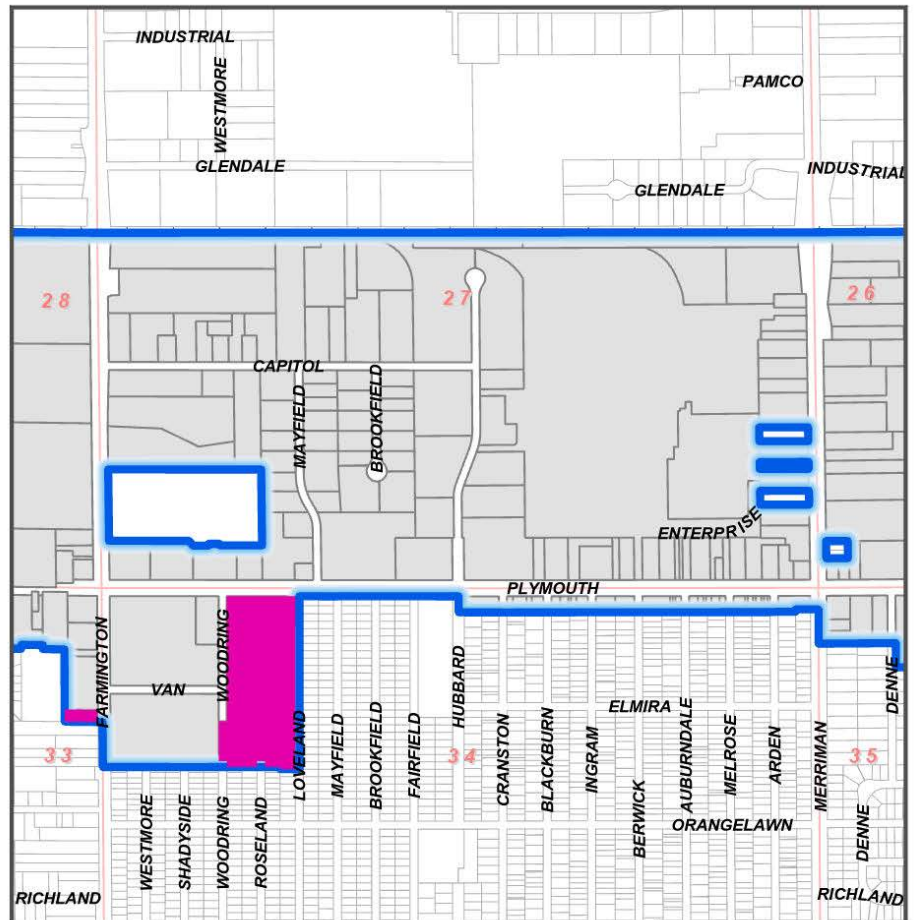
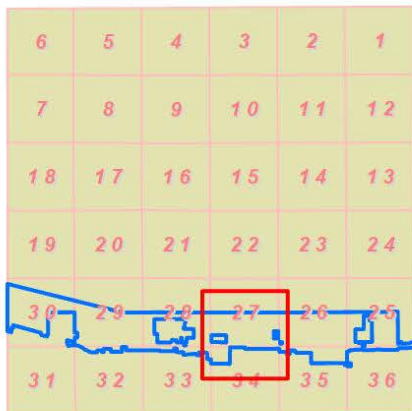
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 3 OF 6

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June 2025



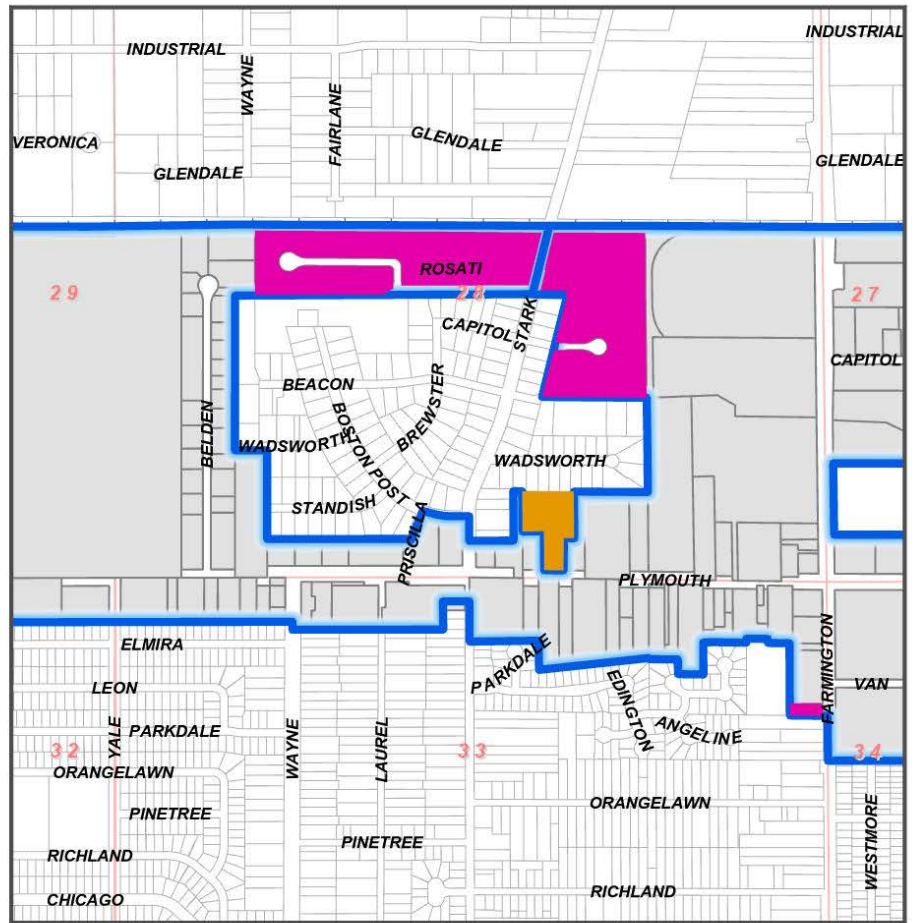
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

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- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



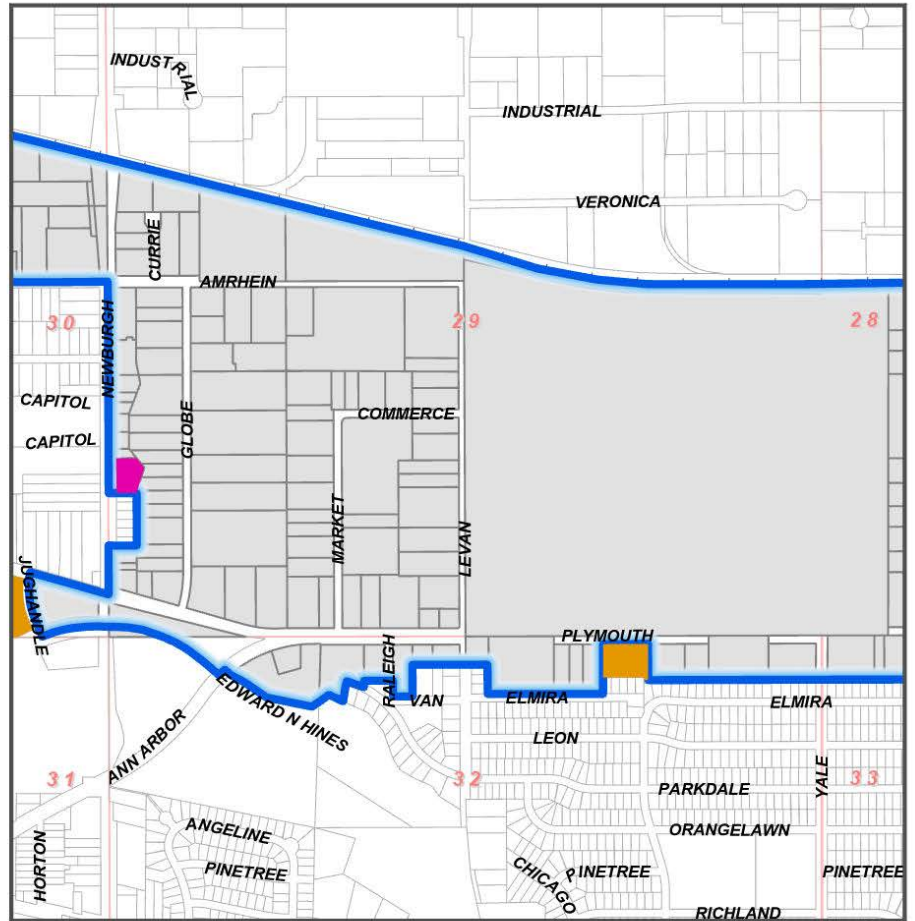
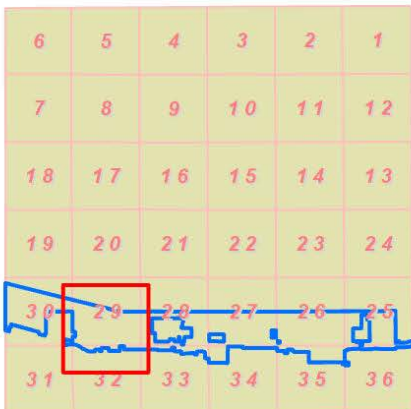
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT A
DISTRICT BOUNDARY**

Legend

- PRDA District Boundary
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LOCATION MAP



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PAGE 5 OF 6

Prepared by the City of Livonia Planning Department
June 2025



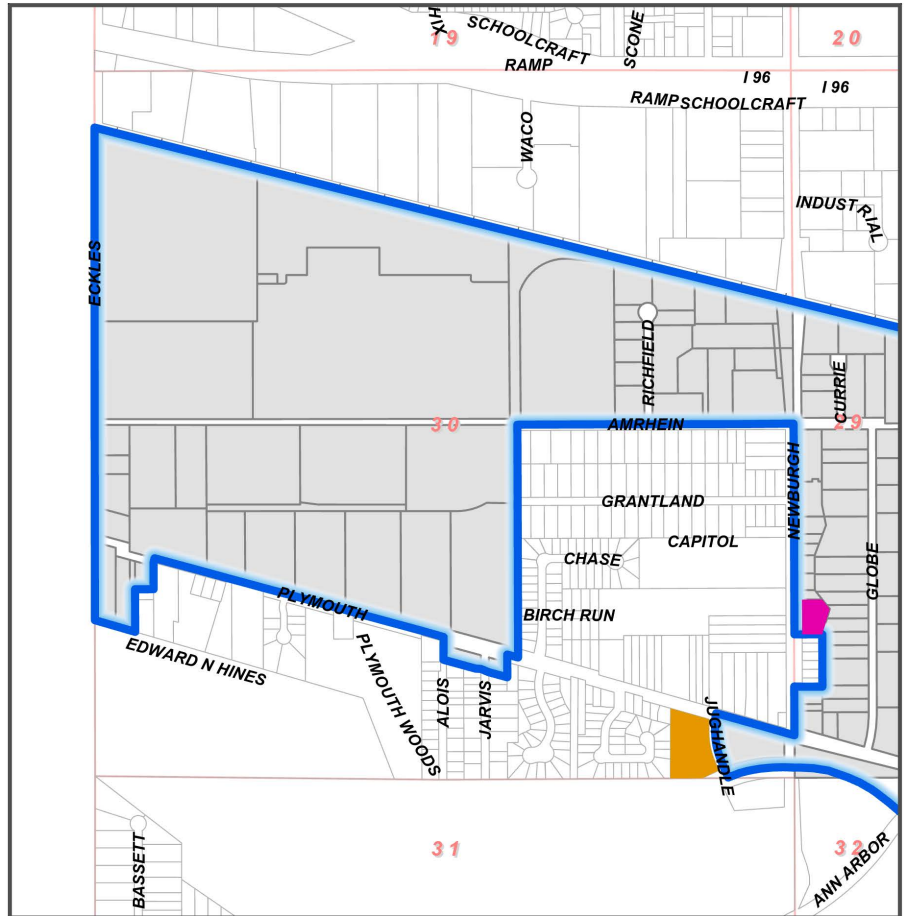
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT A
DISTRICT BOUNDARY**

Legend

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- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

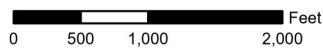
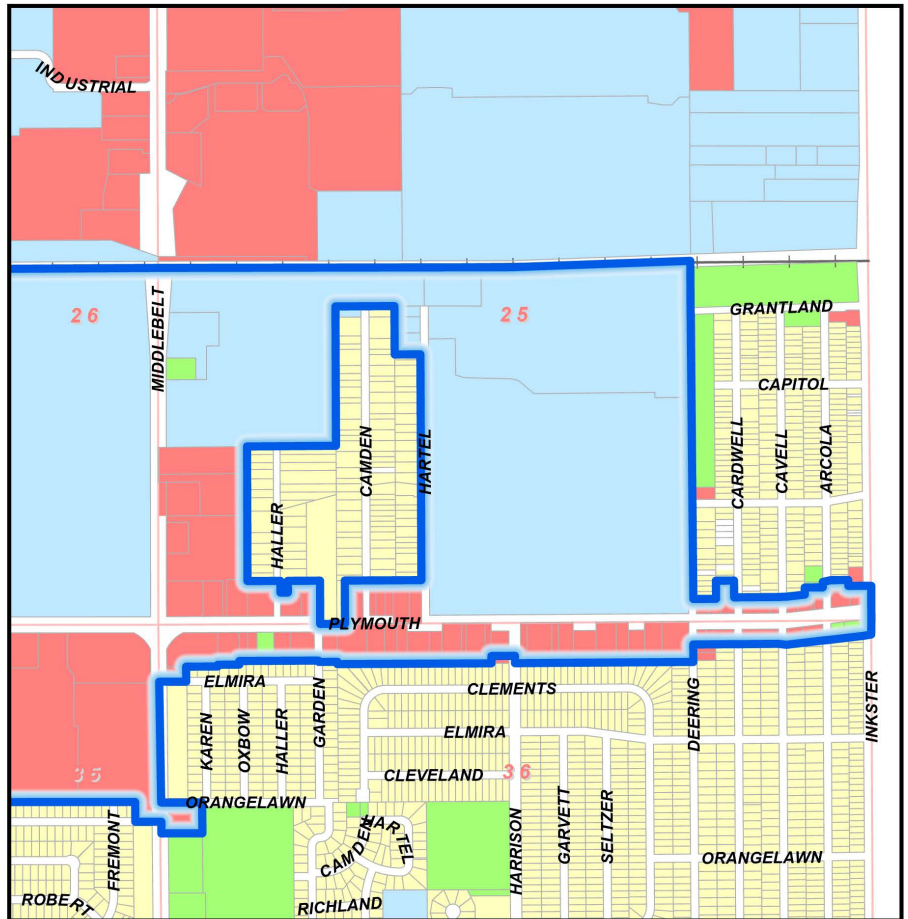
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— PRDA District Boundary

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

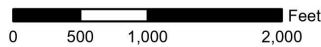
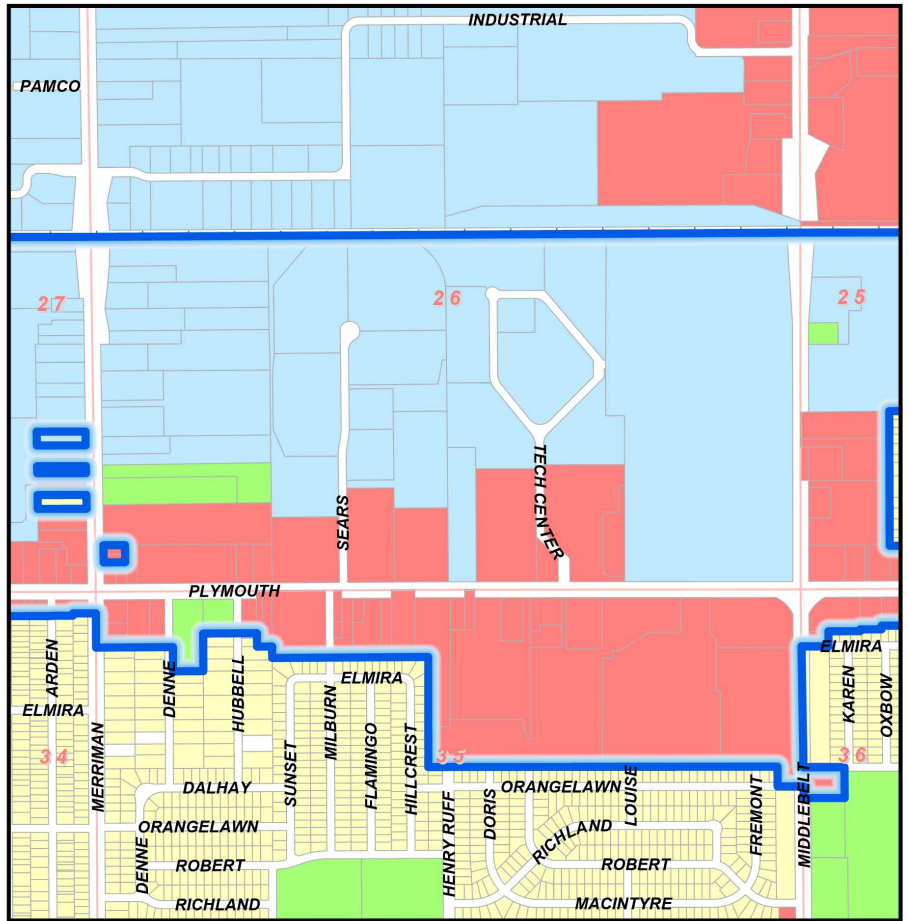
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PRDA District Boundary

Land Use

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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

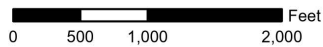
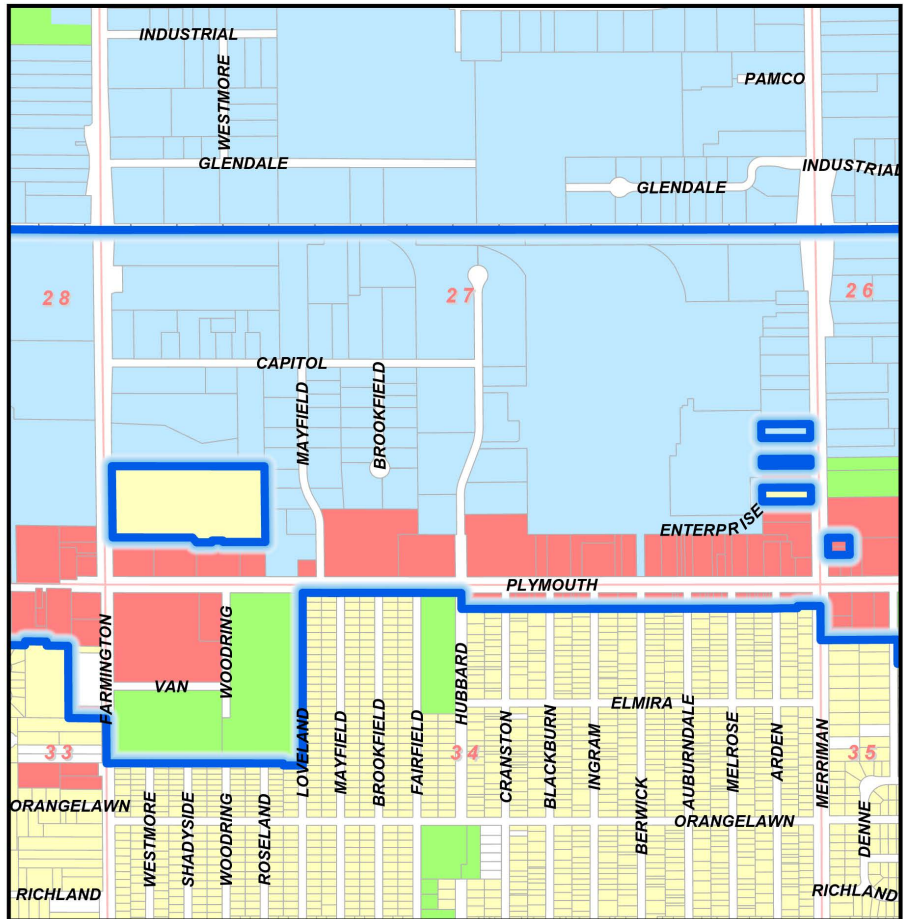
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PRDA District Boundary

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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

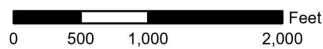
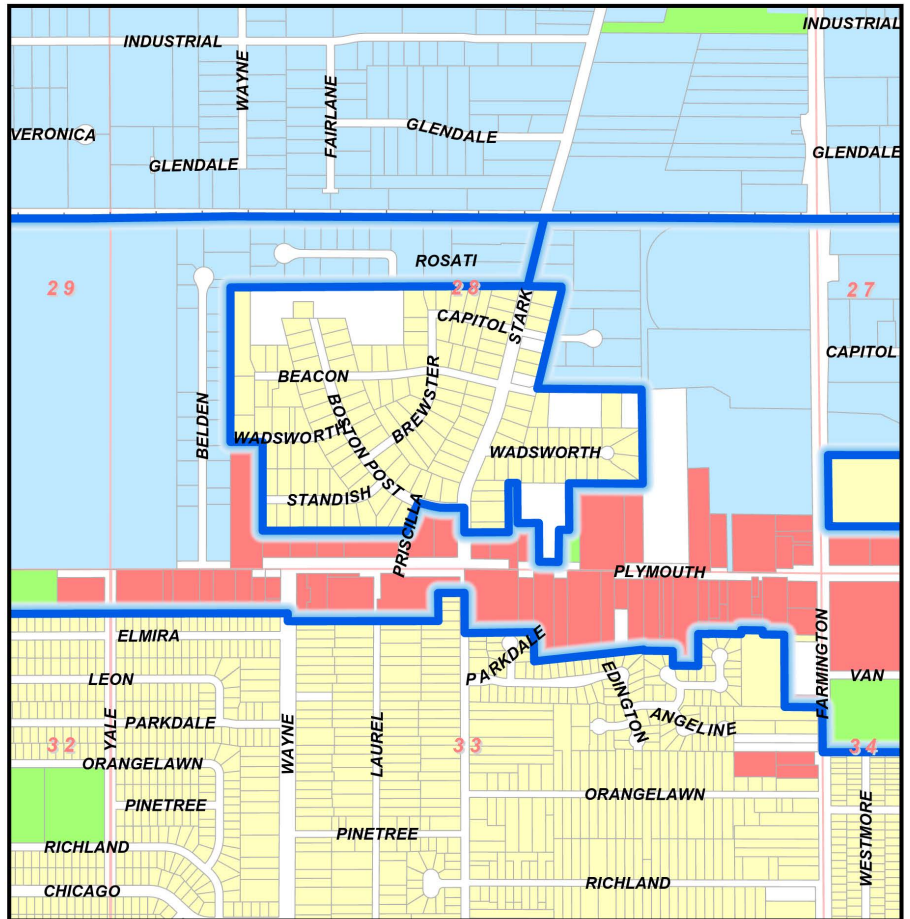
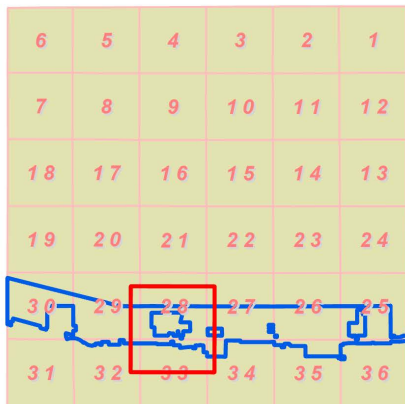
Legend

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Land Use

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LOCATION MAP



PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



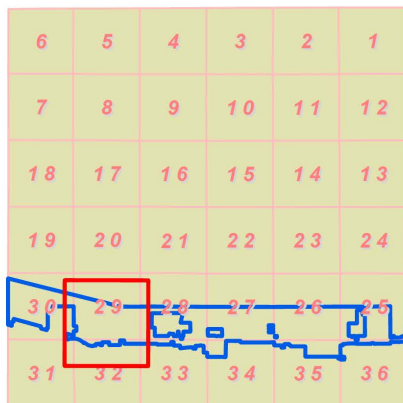
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

Legend

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 5 OF 6

Prepared by the City of Livonia Planning Department
June 2025



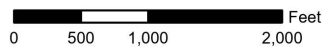
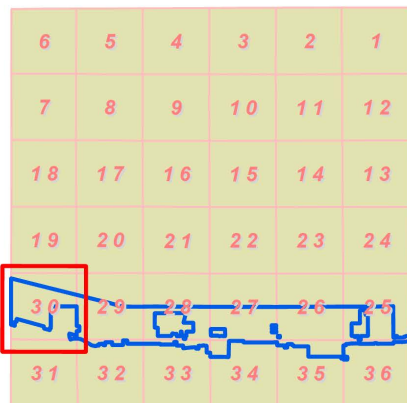
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

Legend

- PRDA District Boundary
- Land Use**
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LOCATION MAP



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 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

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.

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 feet 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.

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 VALUE¹	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.

Regular Meeting Minutes of August 25, 2025

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.

Regular Meeting Minutes of August 25, 2025

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,

Regular Meeting Minutes of August 25, 2025

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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

Regular Meeting Minutes of August 25, 2025

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:

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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

Regular Meeting Minutes of August 25, 2025

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

Regular Meeting Minutes of August 25, 2025

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

Regular Meeting Minutes of August 25, 2025

_____ 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]

<i>UNFINISHED BUSINESS ITEM 18. (Regular Meeting of August 25, 2025)</i>
--

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

R082525

PRESENTED BY

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

Maureen Miller Brosnan

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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:

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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
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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

44339277.1/053428.00098

PUBLIC HEARING

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's 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 deterioration 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 deterioration 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 occurred.

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-horticulture 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 through 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 public 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 commitment 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 occurring 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't 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 homeowners 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. Our 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 stream 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, it's 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 if 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 it's 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 than 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 are 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 attest to how disastrous 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

**AN ORDINANCE AMENDING TITLE 3, CHAPTER 16,
SECTIONS 020, 030, 040, 050, 080 (PLYMOUTH ROAD
DEVELOPMENT AUTHORITY) OF THE LIVONIA CODE OF
ORDINANCES, AS AMENDED.**

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 020 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.020 - Determination of necessity; purpose.

The city council hereby determines that it is necessary for the best interests of the public to create a public body corporate and to amend and to extend the boundaries of the district so as to enable the Plymouth Road Development Authority to operate to halt property value deterioration, eliminate the causes of that deterioration, increase property tax valuation where possible in the district, as extended, of the city, and promote economic growth, pursuant to Act 57, of the Public Acts of Michigan, 2018 (formerly Act 197 of the Public Acts of Michigan, 1975) , as amended.

Section 2. Section 030 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.030 - Definitions.

The terms used in this chapter shall have the same meaning as given to them in Act 57 or as hereinafter in this section provided unless the context clearly indicates to the contrary. As used in this chapter:

- A. "Authority" means the Plymouth Road development authority created by this chapter.
- B. "Act 57" means Act No. 57, of the Public Acts of Michigan of 2018, as amended.
- C. "Board" or "board of directors" means the board of directors of the authority, the governing body of the authority.
- D. "Chief executive officer" means the mayor of the city.
- E. "City" means the city of Livonia, Michigan.
- F. "Council" or "city council" means the city council of the city.
- G. "Downtown district" or "district" means the business district designated by this chapter, as now existing or hereafter amended, and within which the authority shall exercise its powers.

Section 3. Section 040 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.040 - Creation of authority.

There is hereby created pursuant to Act 57 a downtown development authority for the city. The authority shall be a public body corporate and shall be known and exercise its powers under title of the "Plymouth Road development authority." The authority may adopt a seal, may sue and be sued in any court of this state and shall possess all of the powers necessary to carry out the purposes of its incorporation as provided by the ordinance codified in this chapter and Act 57. The enumeration of a power in the ordinance codified in this chapter or in Act 57 shall not be construed as a limitation upon the general powers of the authority.

Section 4. Section 050 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.050 - Description of district.

The district shall consist of the territory in the city described in Exhibit A, as amended, attached hereto and made a part hereof, subject to such changes as may hereinafter be made pursuant to this chapter and Act 57.

Section 5. Section 080 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.16.080 - Fiscal year—Adoption of budget.

A. The fiscal year of the authority shall begin on December 1st of each year and end on November 30th of the following year, or such other fiscal year as may hereafter be adopted by the council.

B. The board shall prepare annually a budget and shall submit it to the council for approval in the manner and at the time, and which budget shall contain the information, required of municipal departments. The board shall not finally adopt a budget for any fiscal year until the budget has been approved by the council. The board may, however, temporarily adopt a budget in connection with the operation of any improvements which have been financed by revenue bonds where required to do so by the ordinance authorizing the revenue bonds.

C. The authority shall submit finance reports to the council at the same time and on the same basis as departments of the city are required to submit reports. The authority shall be audited annually by the same independent auditors auditing the city and copies of the audit report shall be filed with the council.

D. All expense items of the authority shall be publicized monthly and the financial records shall always be open to the public in accordance with Act 57.

Section 6. 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 7. 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.

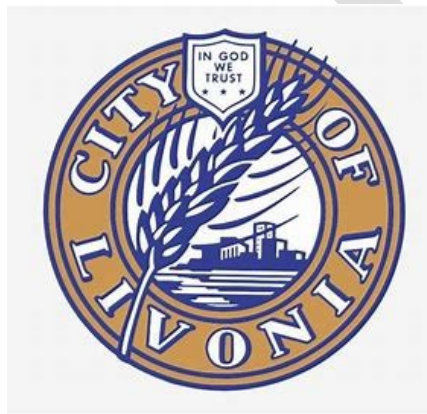
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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

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

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.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

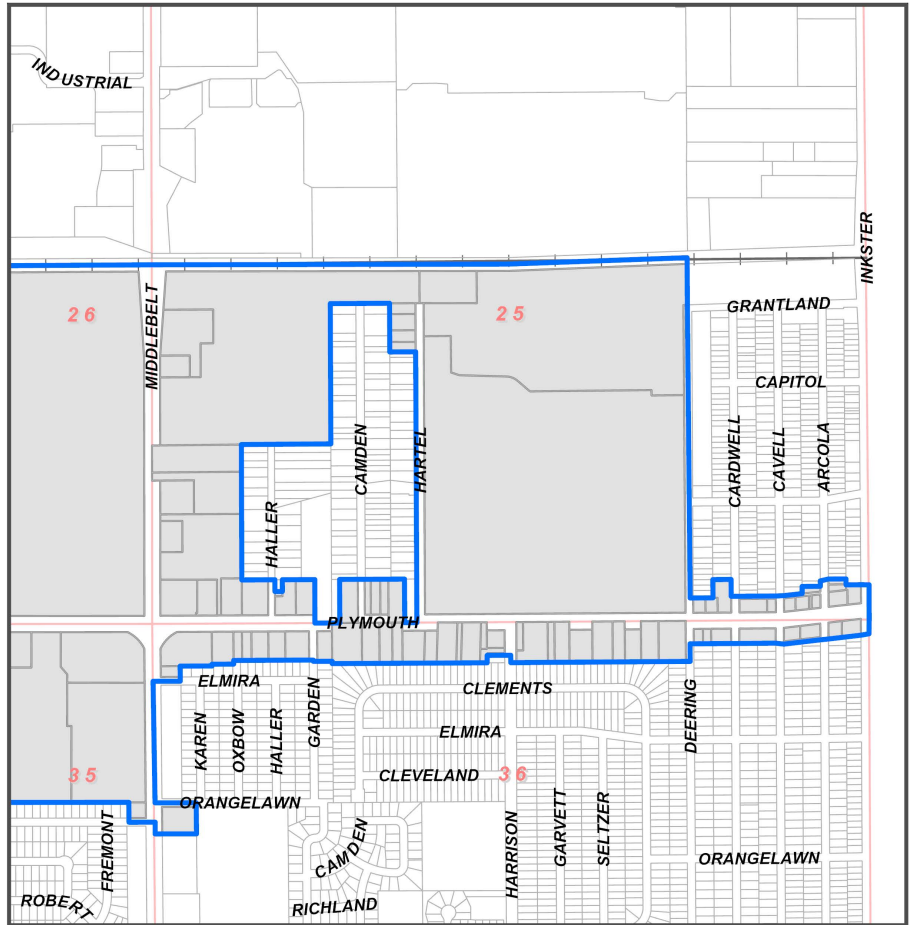
**EXHIBIT A
DISTRICT BOUNDARY**

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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Prepared by the City of Livonia Planning Department
November 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

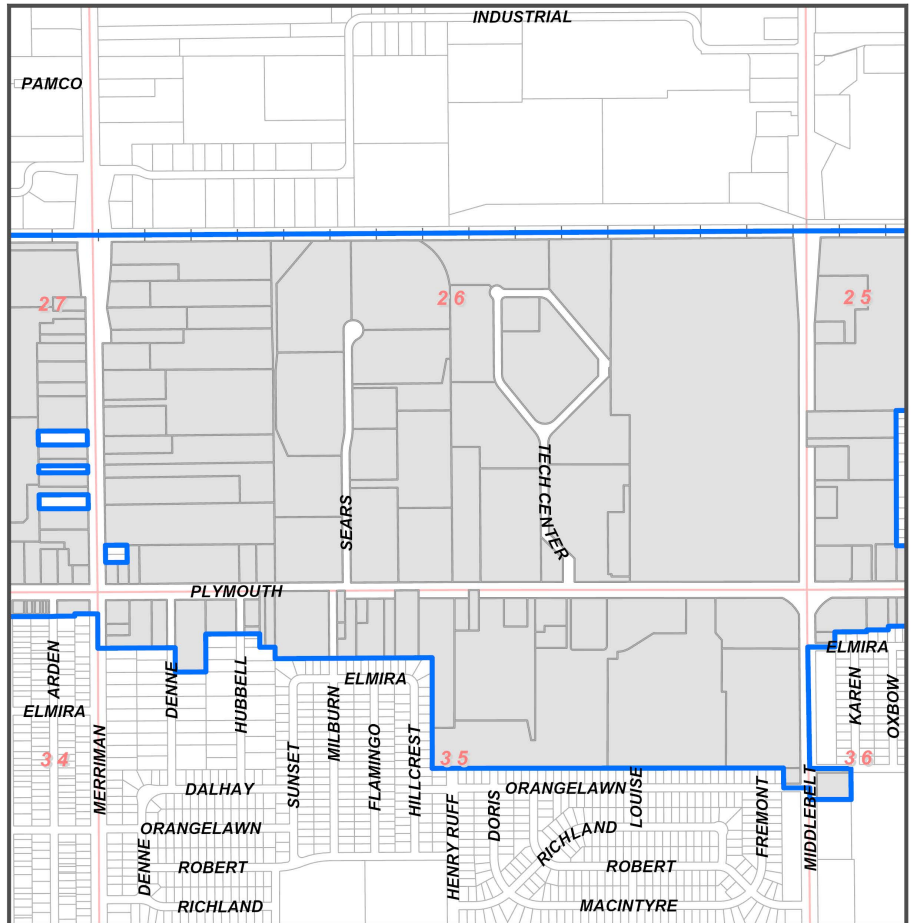
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

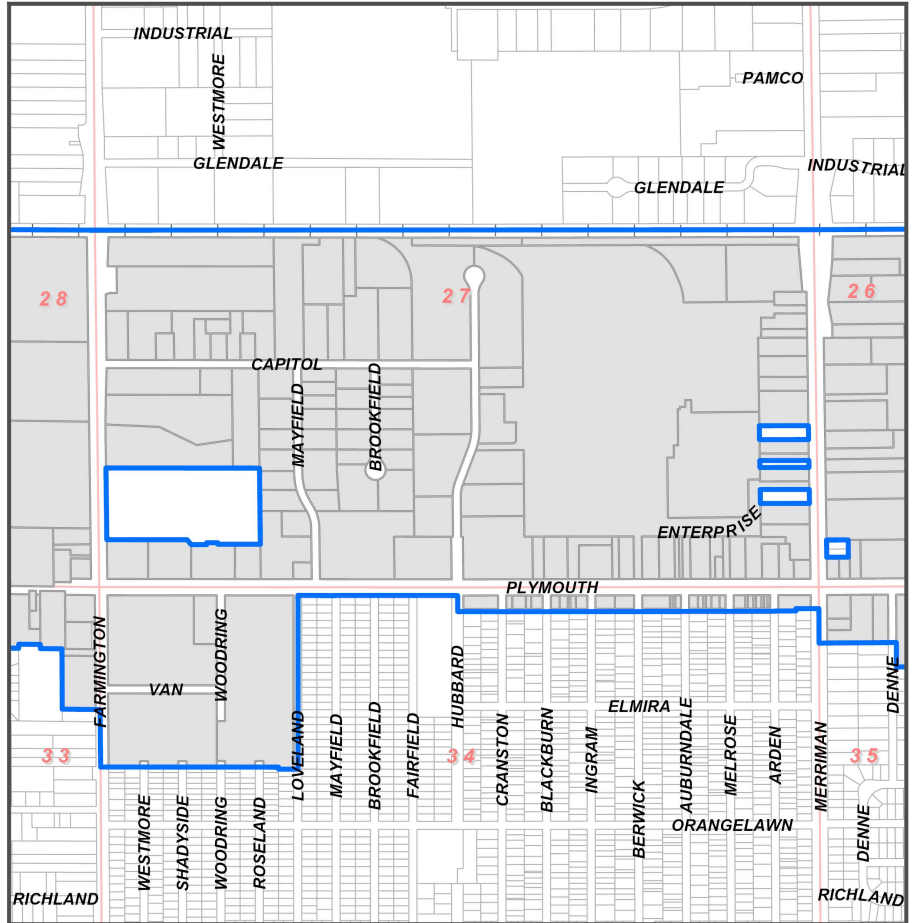
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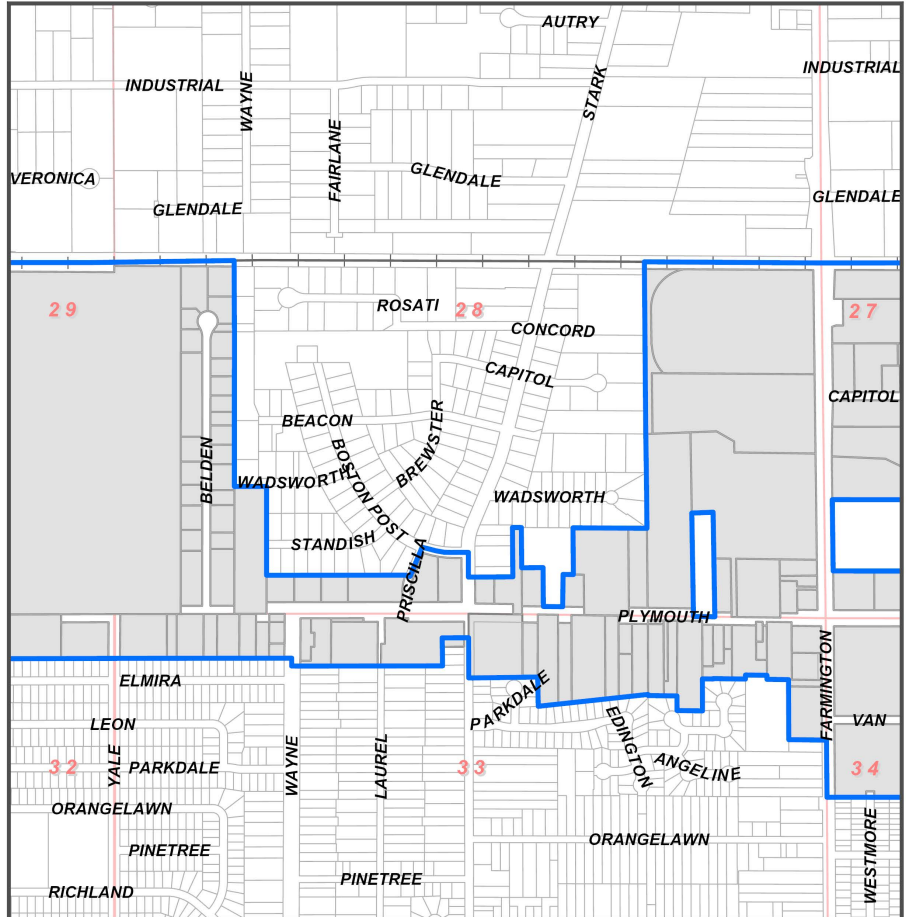
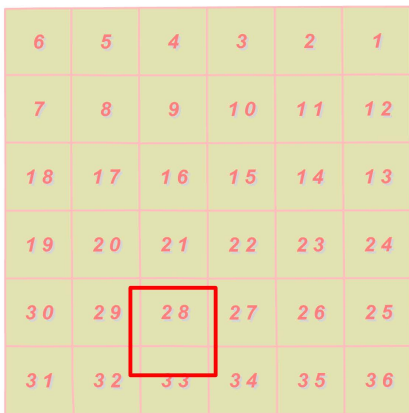


PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia
EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Parcels in the PRDA District

LOCATION MAP



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City of Livonia

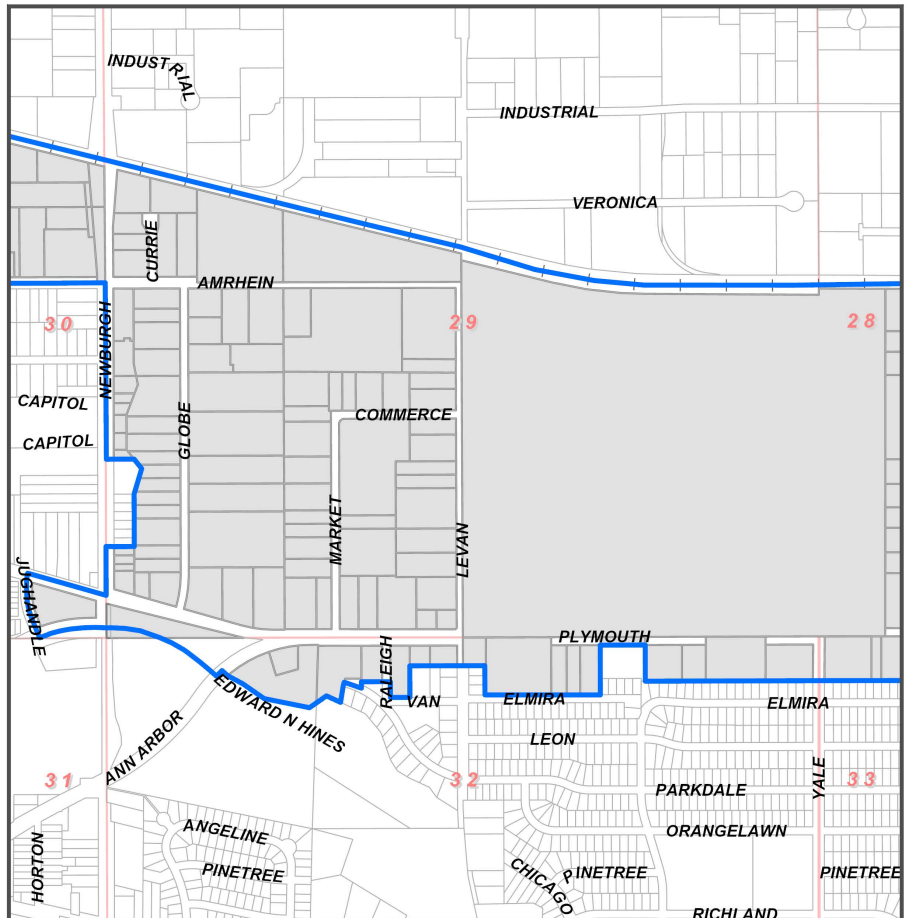
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia
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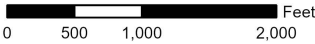
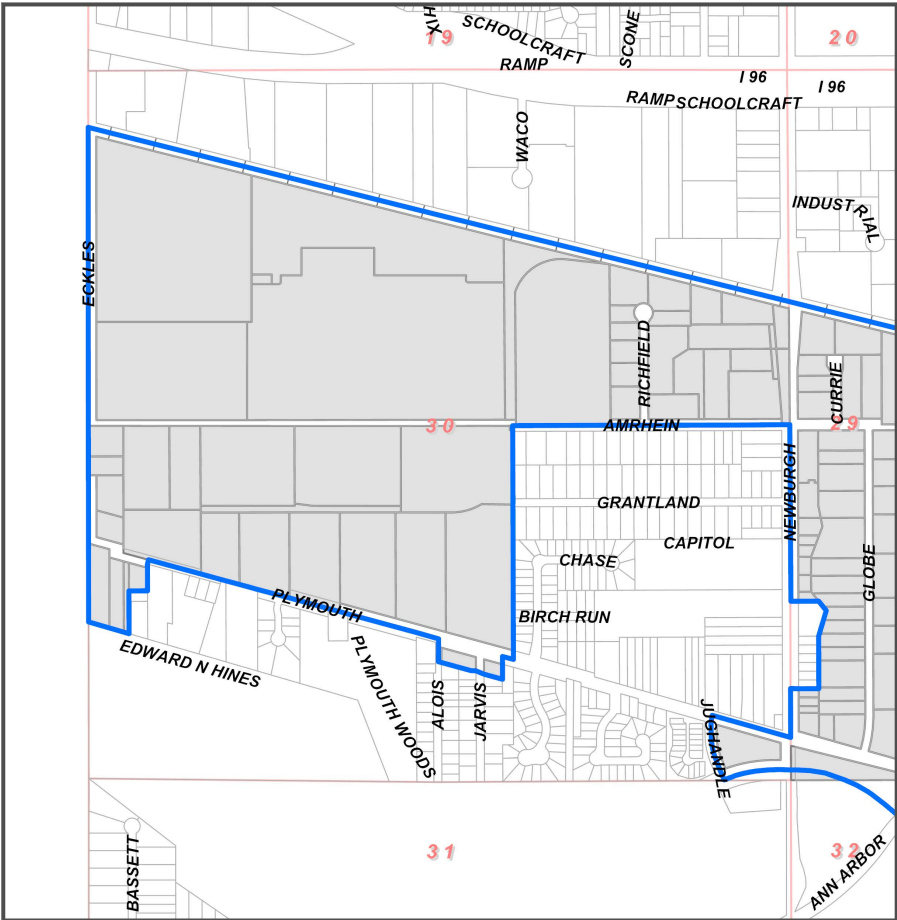
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Parcels in the PRDA District

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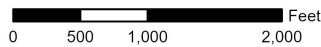
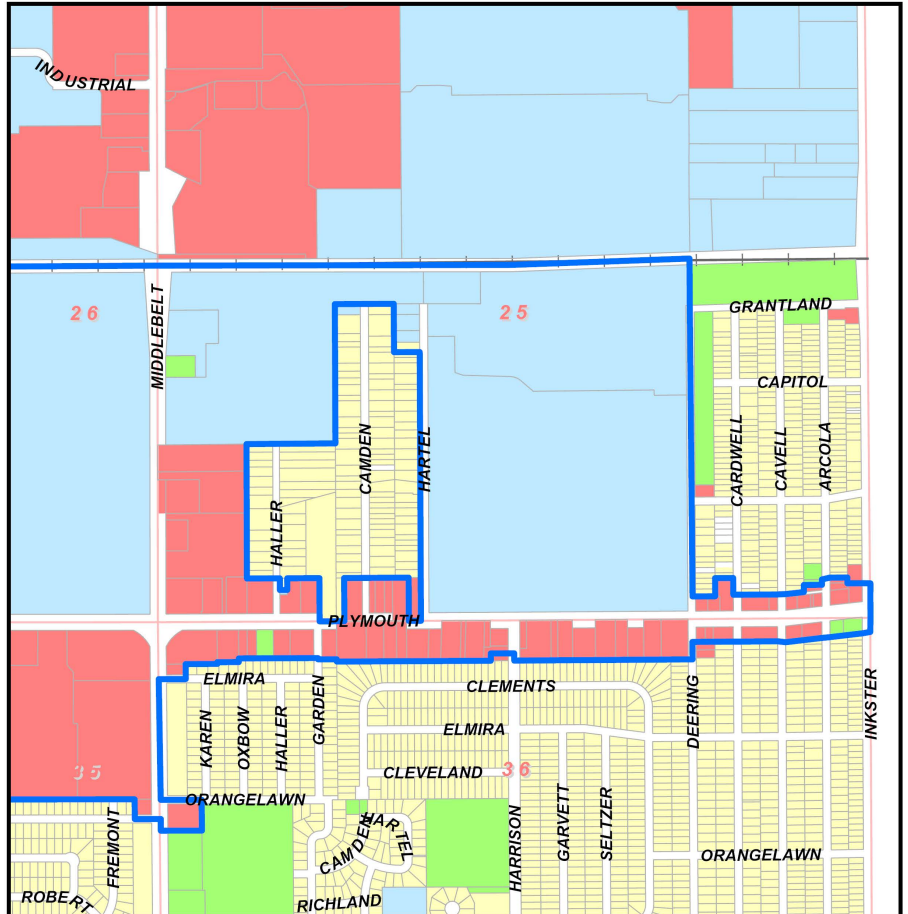
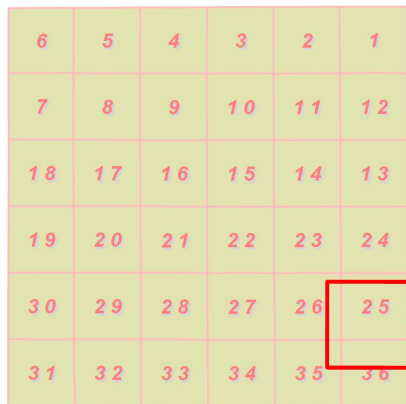
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**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





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

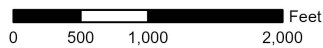
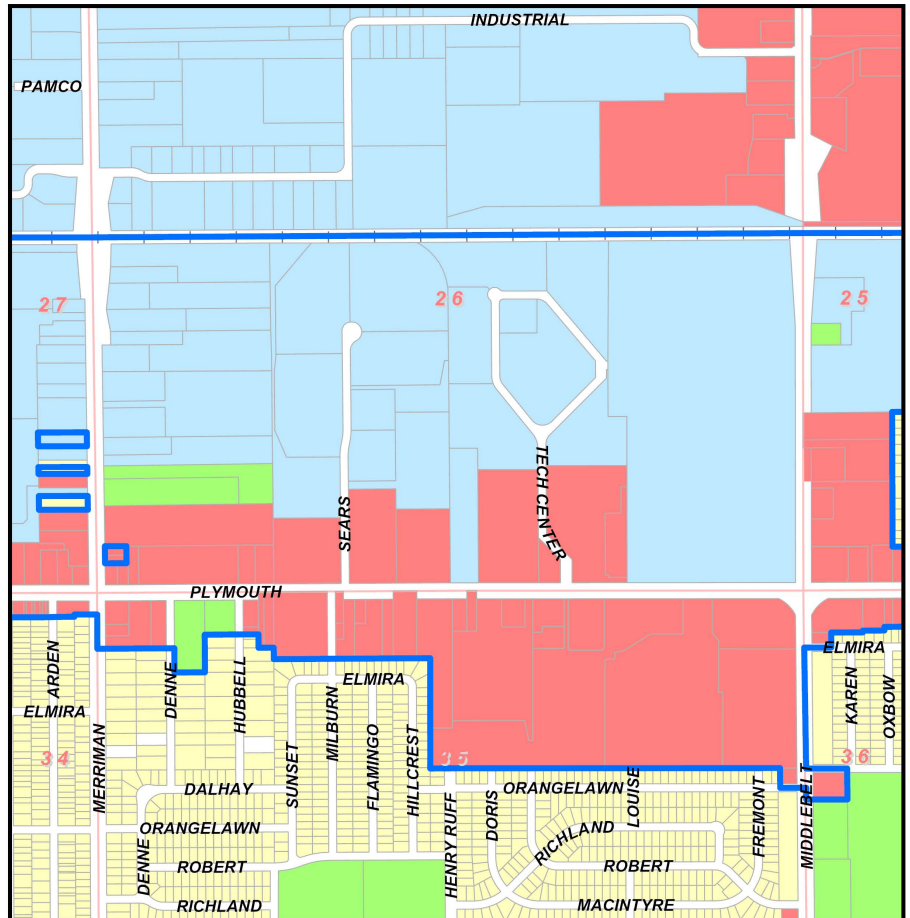
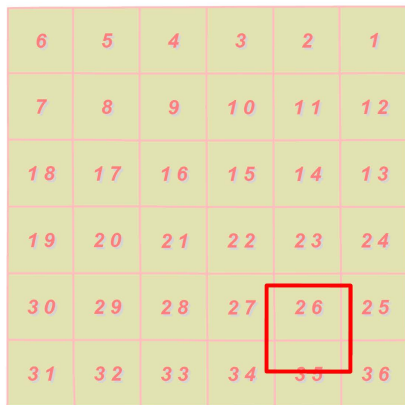
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LOCATION MAP





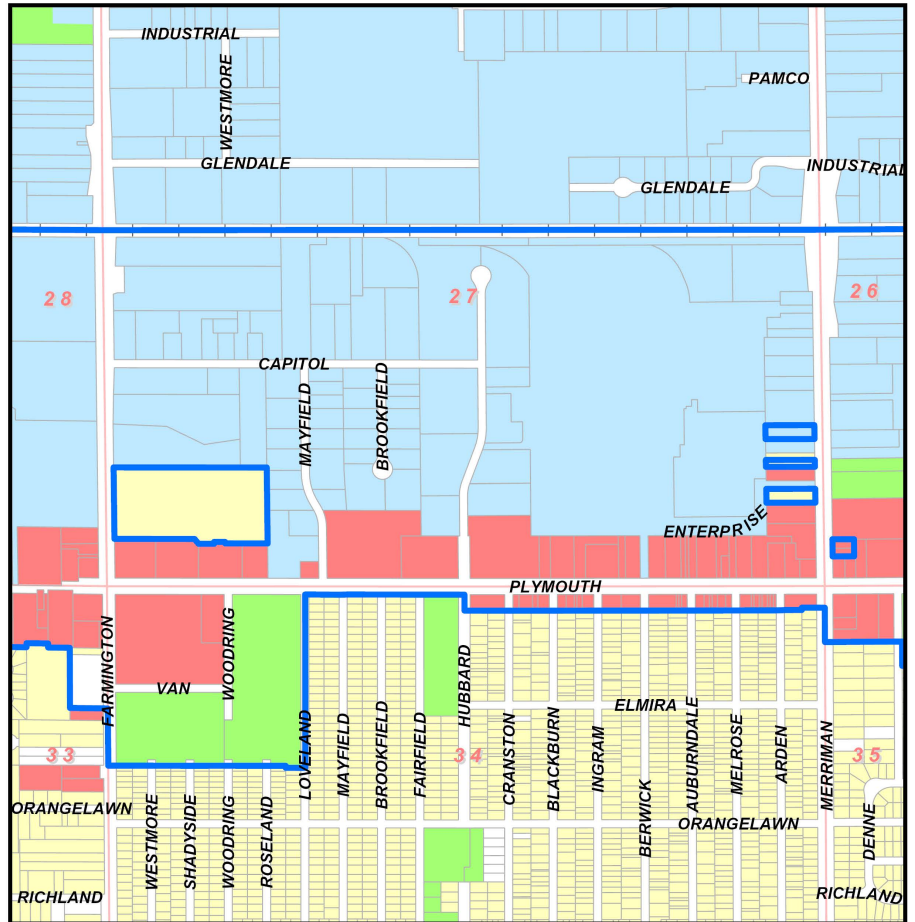
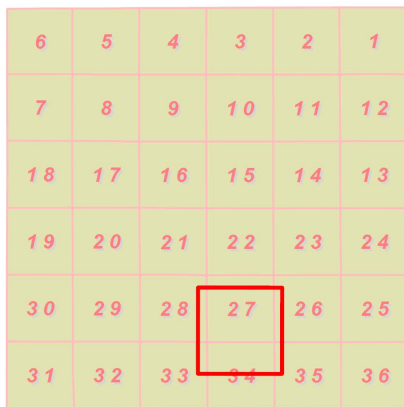
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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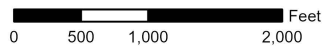
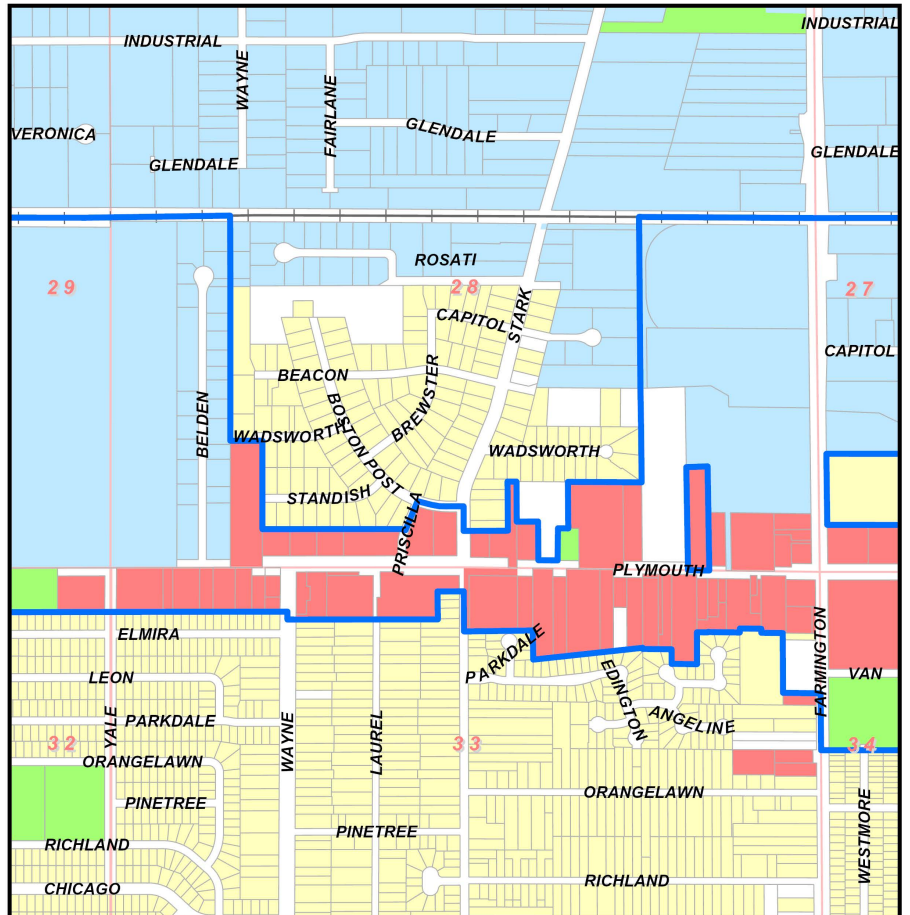
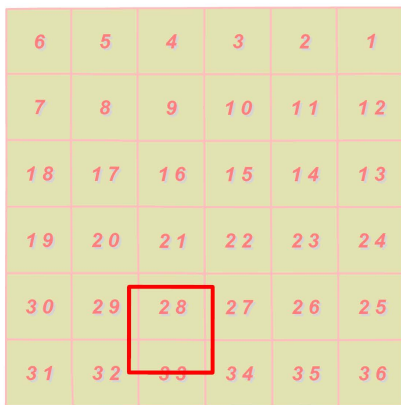
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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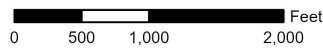
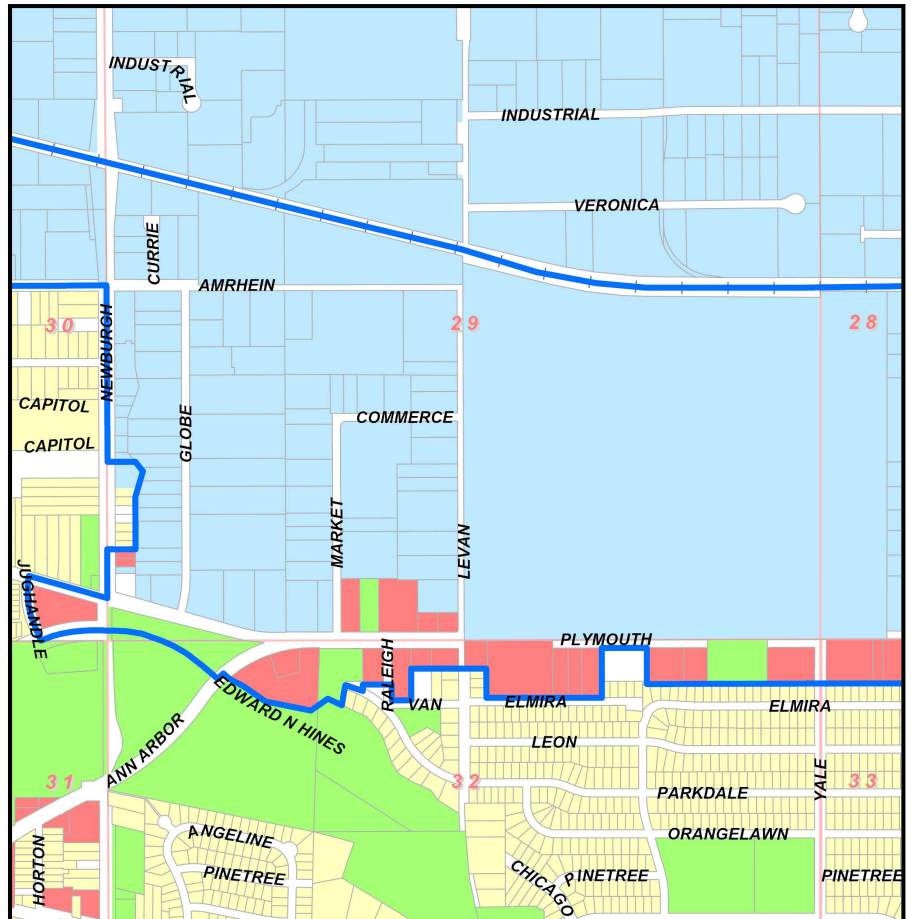
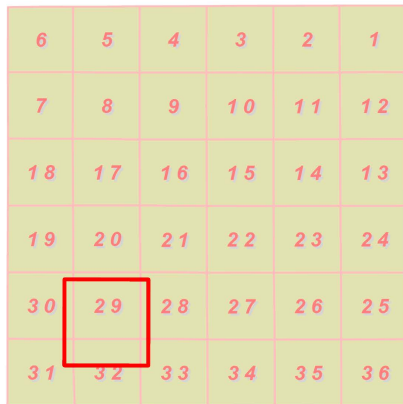
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

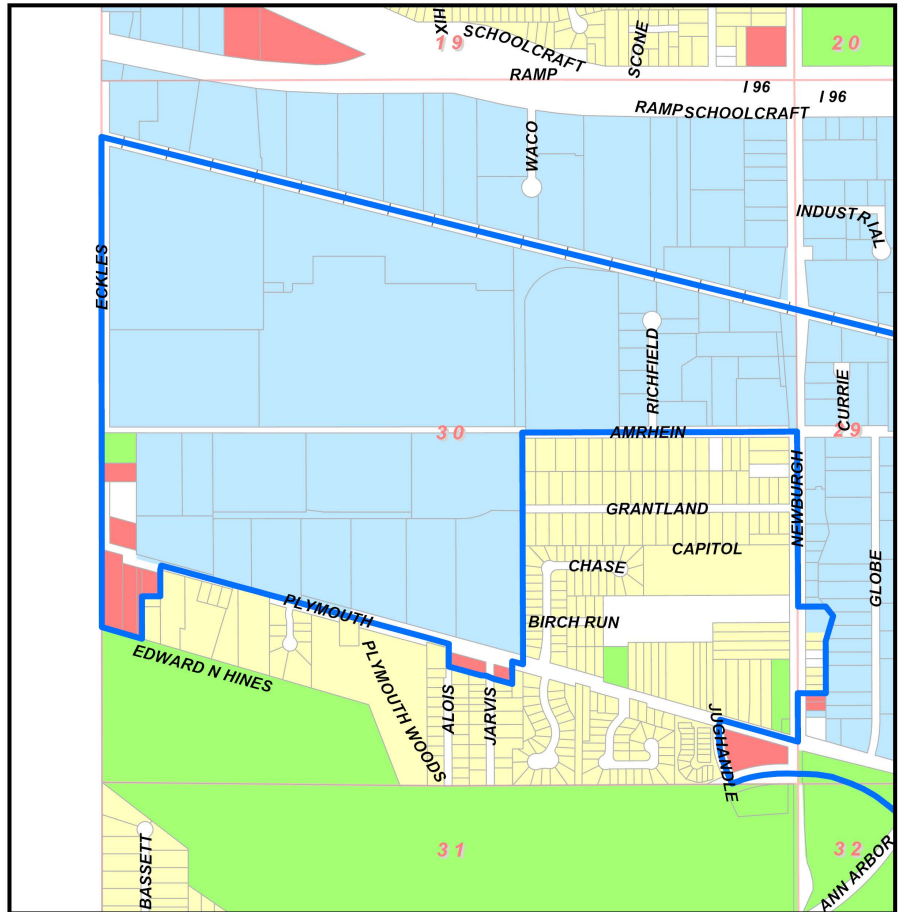
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EXHIBIT C

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**

<u>TAX</u> <u>YEAR</u>	<u>BASE YEAR</u> <u>TAXABLE VALUE</u>	<u>TAXABLE</u> <u>VALUE</u> ¹	<u>CAPTURED</u> <u>TAXABLE VALUE</u>	<u>CITY LEVY</u> <u>(13.1638)</u>	<u>COUNTY LEVY</u> <u>(7.7177)</u>	<u>COLLEGE</u> <u>LEVY</u> <u>(2.2700)</u>	<u>HCMA LEVY</u> <u>(0.2062)</u>	<u>TOTAL TIF</u> <u>REVENUE</u>
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

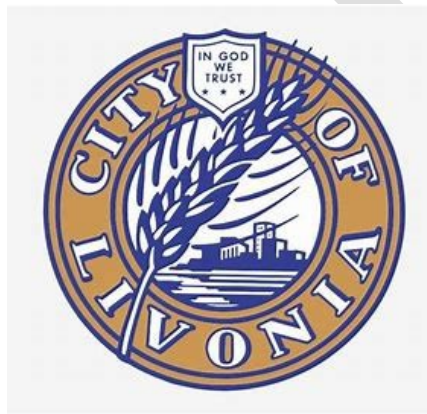
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

PLYMOUTH ROAD DEVELOPMENT AUTHORITY

Maureen Miller Brosnan, Mayor

Daniel Laible, Chair
Patrick Mies
Susan Harvey
David Veselenak

Rhett Gronevelt, Vice Chair
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City Council

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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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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

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

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.



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

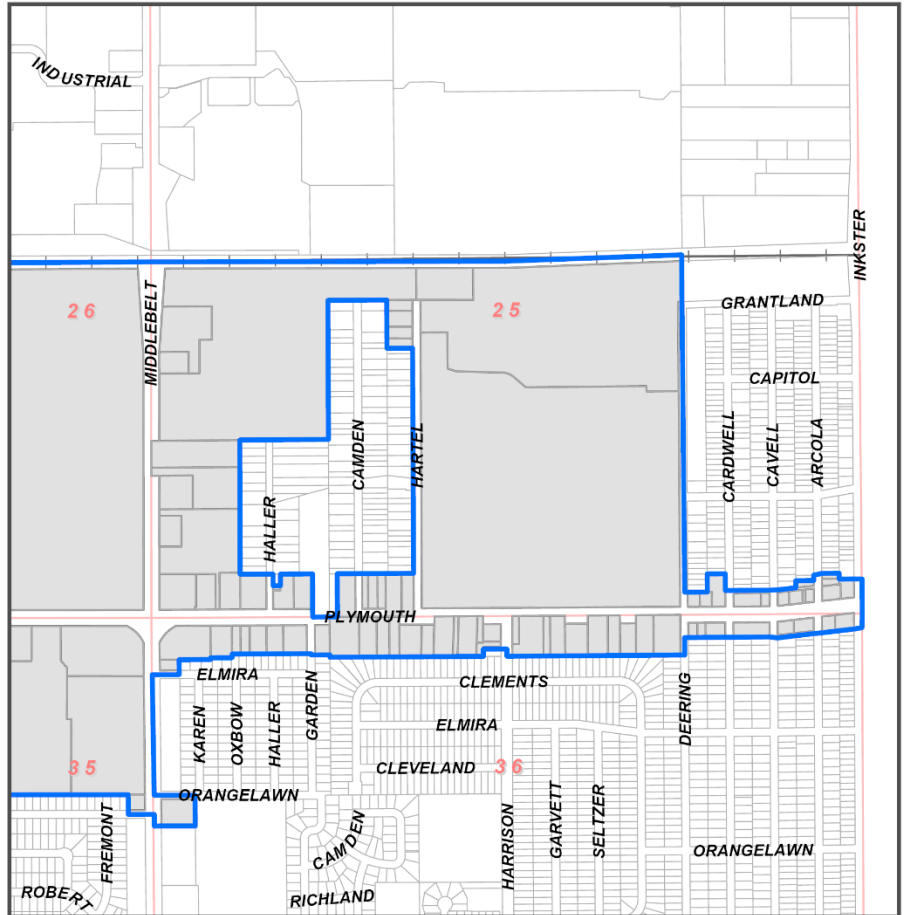
EXHIBIT A
DISTRICT BOUNDARY

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



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
September 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

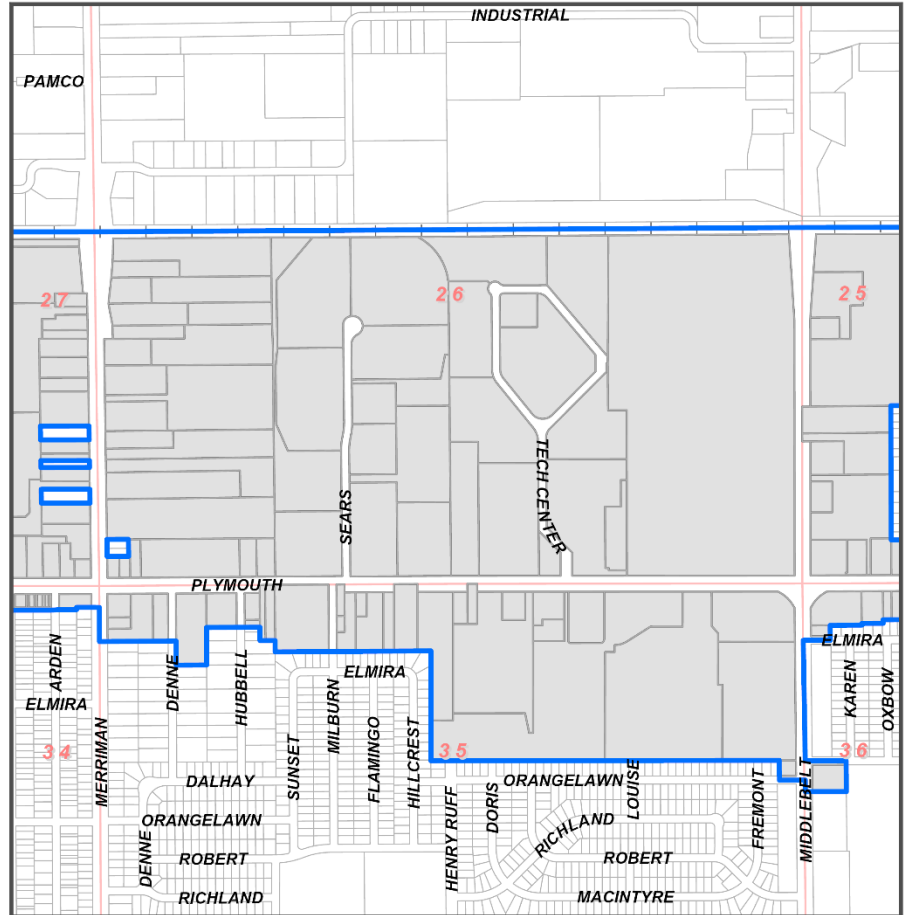
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0 500 1,000 2,000 Feet

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Prepared by the City of Livonia Planning Department
September 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

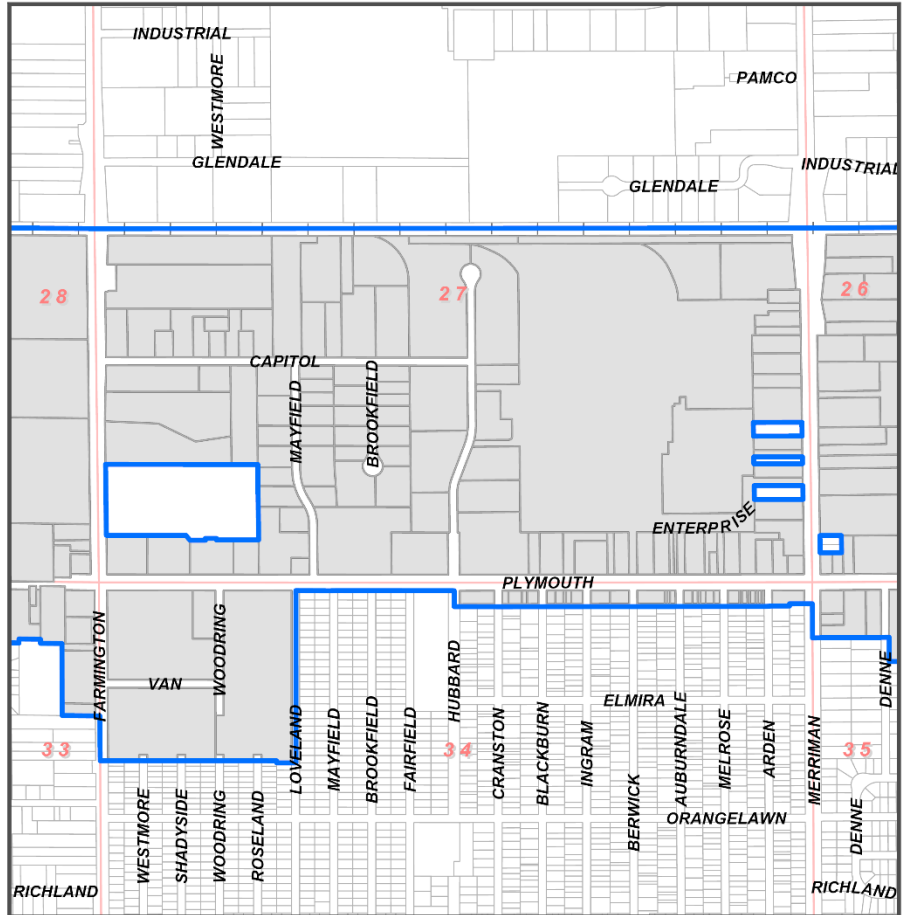
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

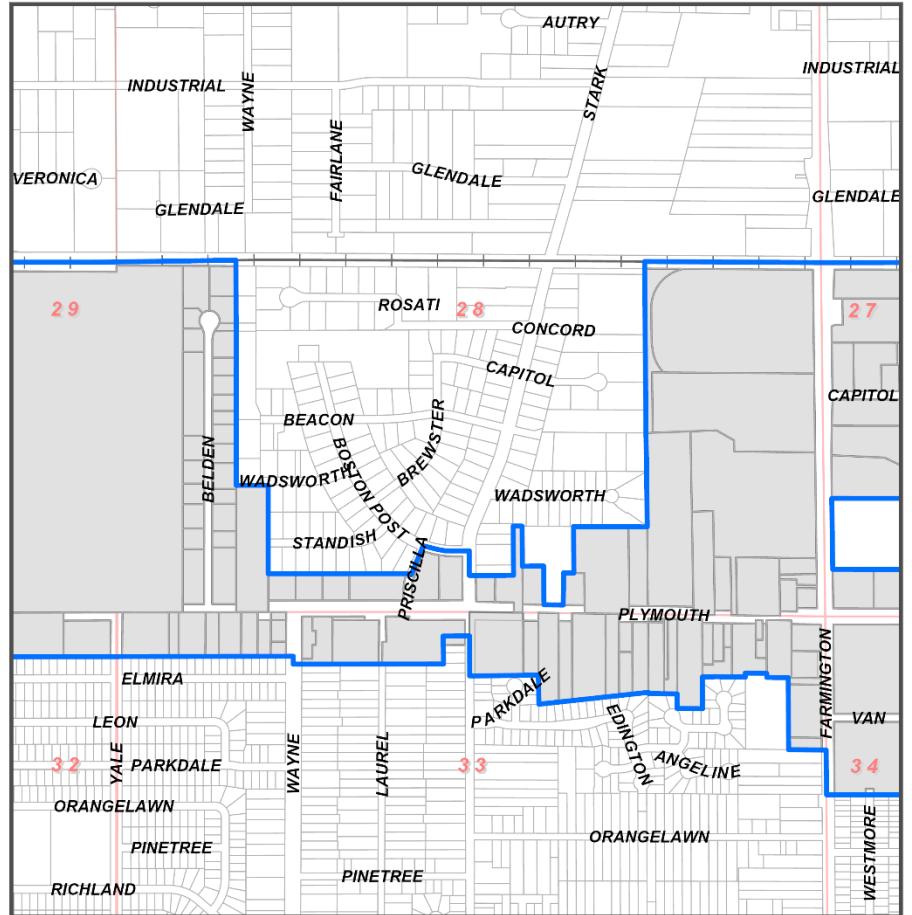
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Prepared by the City of Livonia Planning Department
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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

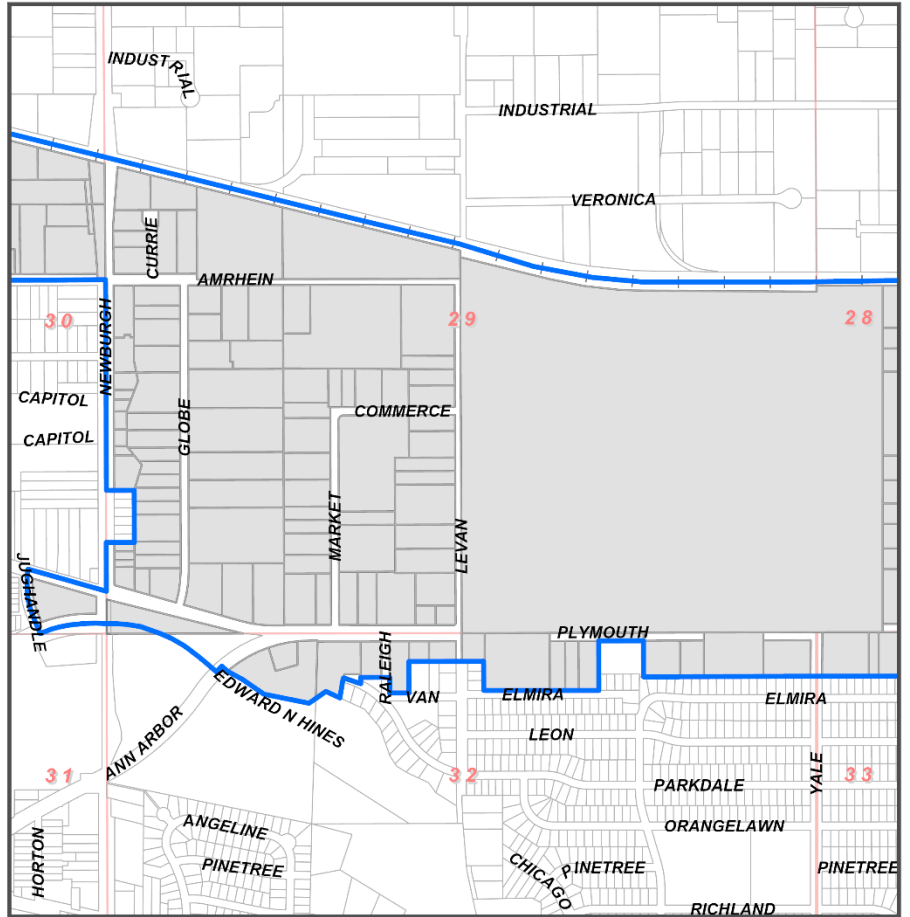
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DISTRICT BOUNDARY**

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- Parcels in the PRDA District

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PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

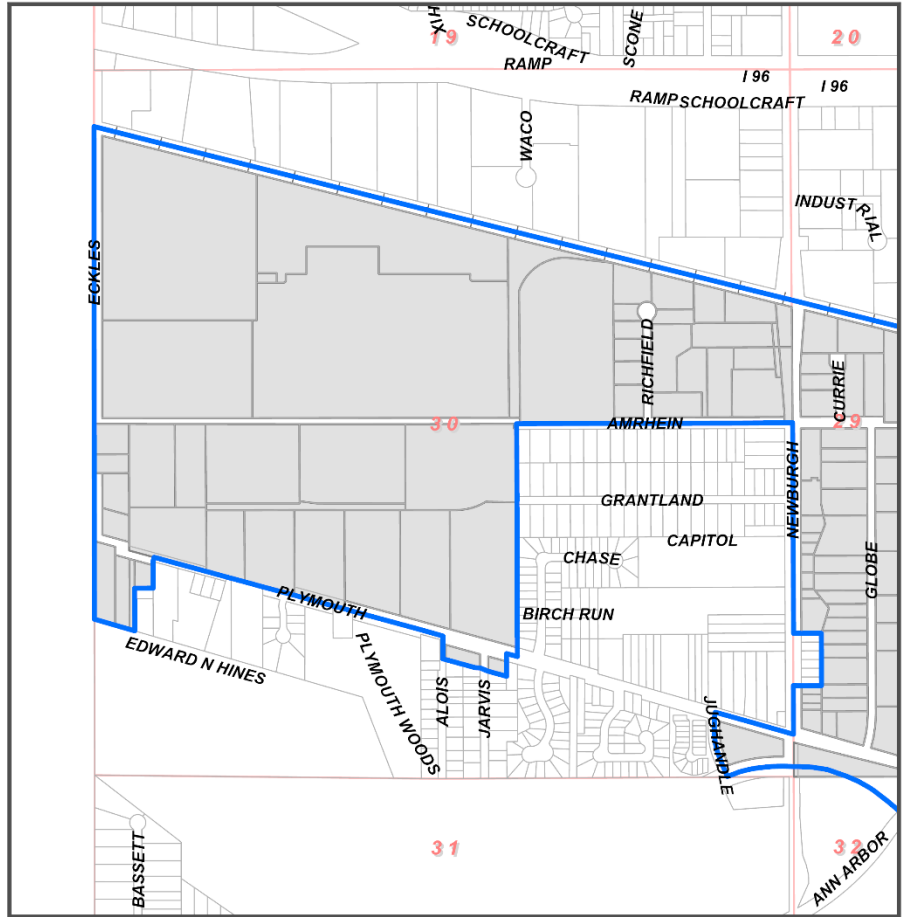
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0 500 1,000 2,000 Feet

PAGE 6 OF 6

Prepared by the City of Livonia Planning Department
September 2025



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

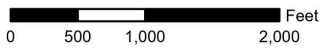
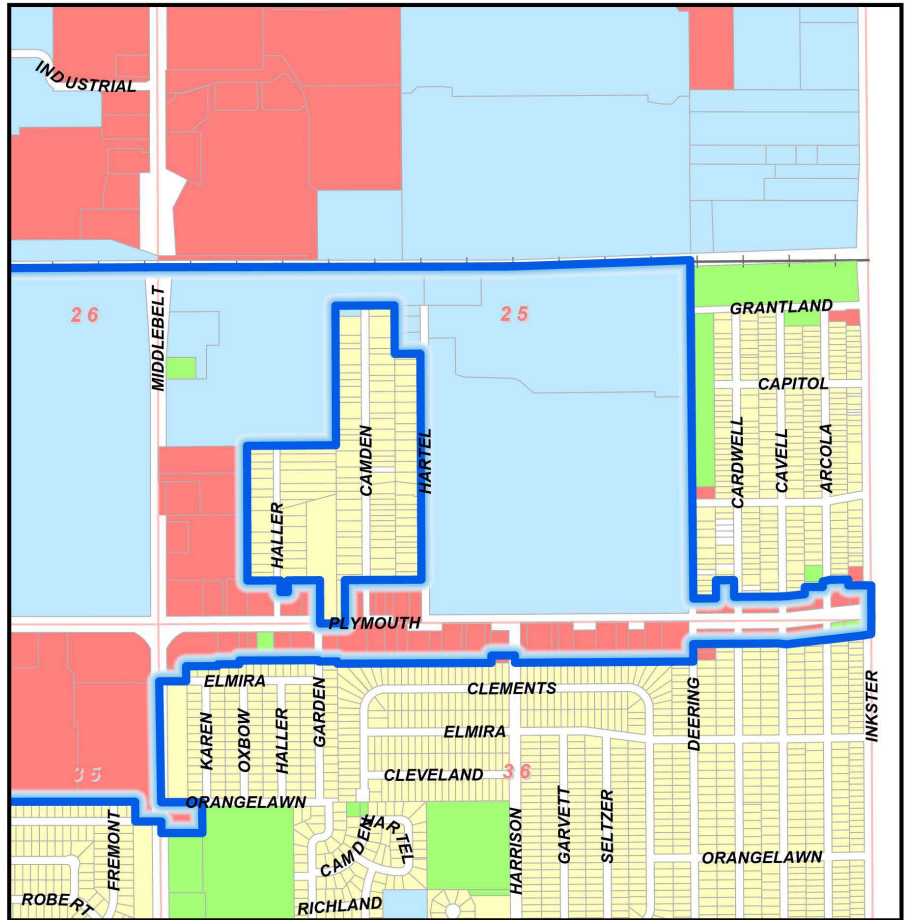
Legend

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





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

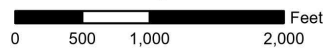
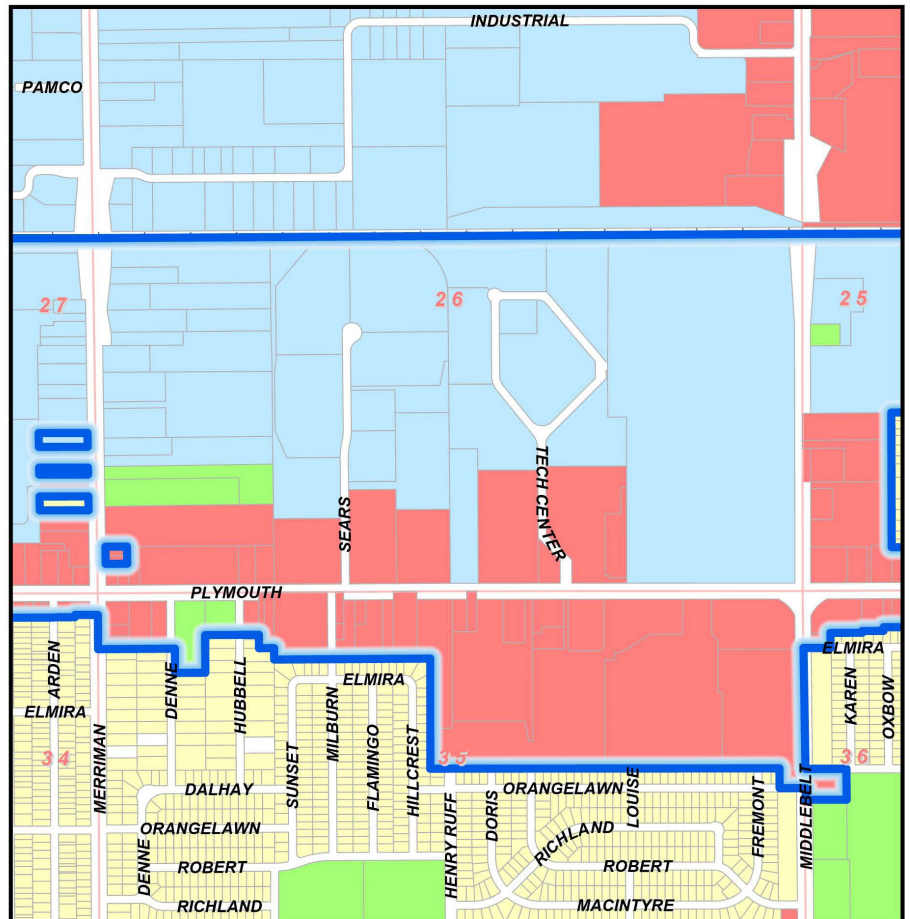
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

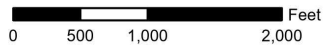
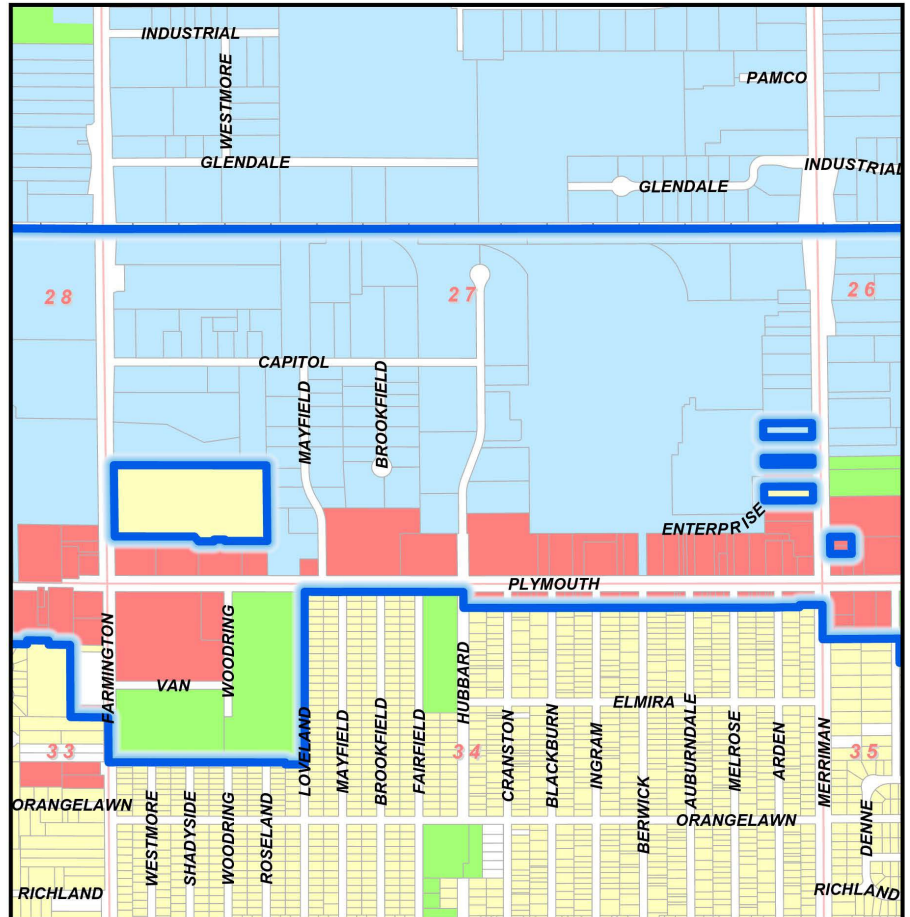
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

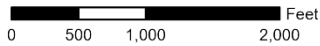
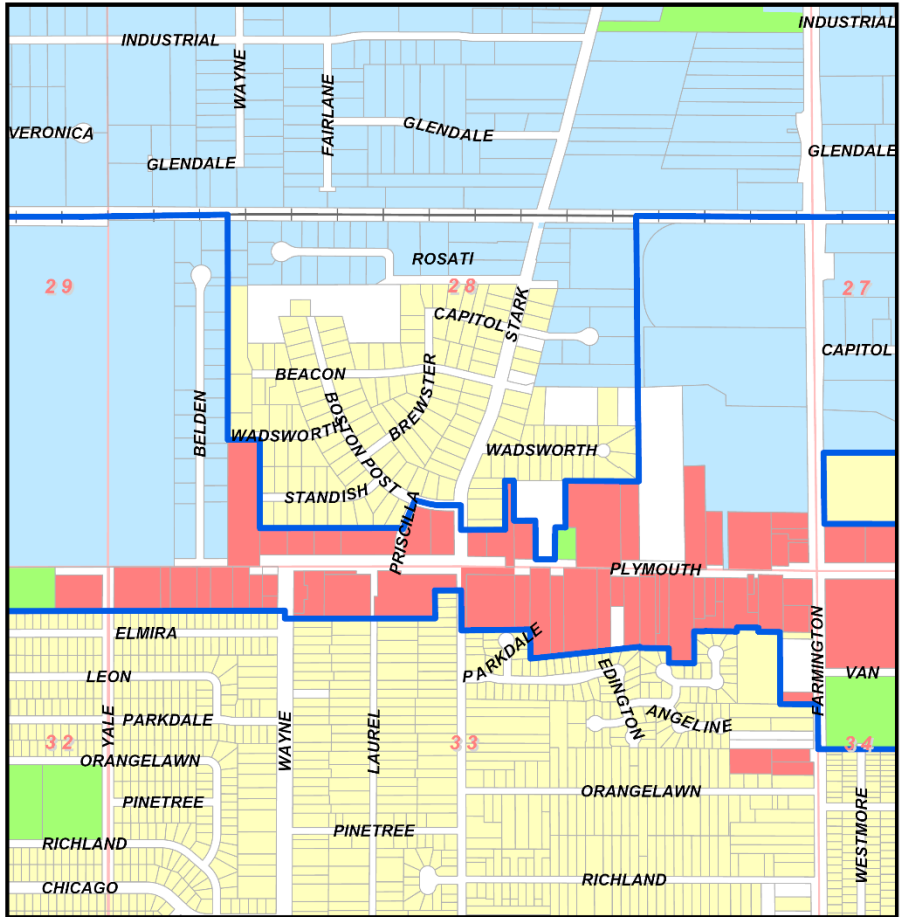
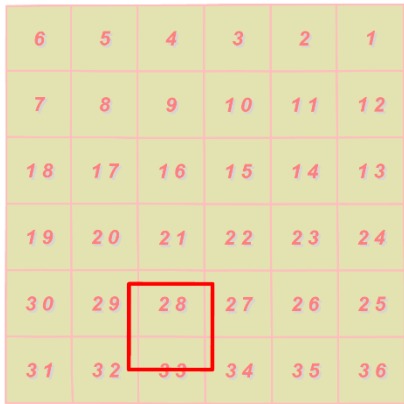
Legend

PRDA District Boundary

Land Use

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- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





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

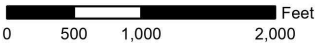
Residential - Single-Family and Multi-Family

Commercial - Office, Retail, and Medical

Industrial - Warehousing, Manufacturing, Processing, and Storage

Vacant

LOCATION MAP





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

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Vacant

LOCATION MAP

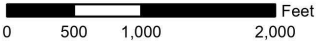
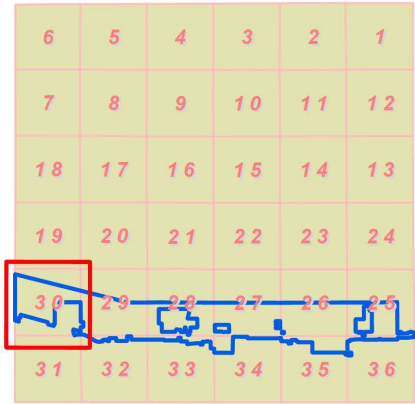


EXHIBIT C

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

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

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 1/2 of the SW 1/4 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 1/2 of the SW 1/4 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 1/4 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 1/4 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 1/4 of Section 27, except the East, 60.0 feet thereof, 0.86 acres.

Part of the Southwest 1/4 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**

<u>TAX</u>	<u>BASE YEAR</u>	<u>TAXABLE</u>	<u>CAPTURED</u>	<u>CITY LEVY</u>	<u>COUNTY LEVY</u>	<u>COLLEGE</u>	<u>HCMA LEVY</u>	<u>TOTAL TIF</u>
<u>YEAR</u>	<u>TAXABLE VALUE</u>	<u>VALUE¹</u>	<u>TAXABLE VALUE</u>	<u>(13.1638)</u>	<u>(7.7177)</u>	<u>LEVY</u>	<u>(0.2062)</u>	<u>REVENUE</u>
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

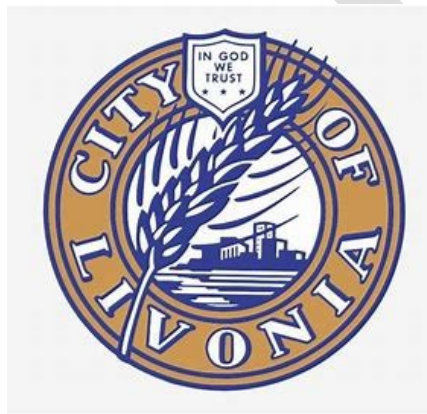
PLYMOUTH ROAD DEVELOPMENT AUTHORITY

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 [REDACTED], 2025.

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.

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. [REDACTED], 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.

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 I-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.

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 Sheldon 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.

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.

- 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.

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).

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.

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.

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).

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

- 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.

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.

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.

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.

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.

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(I)

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 occurring 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 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 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.



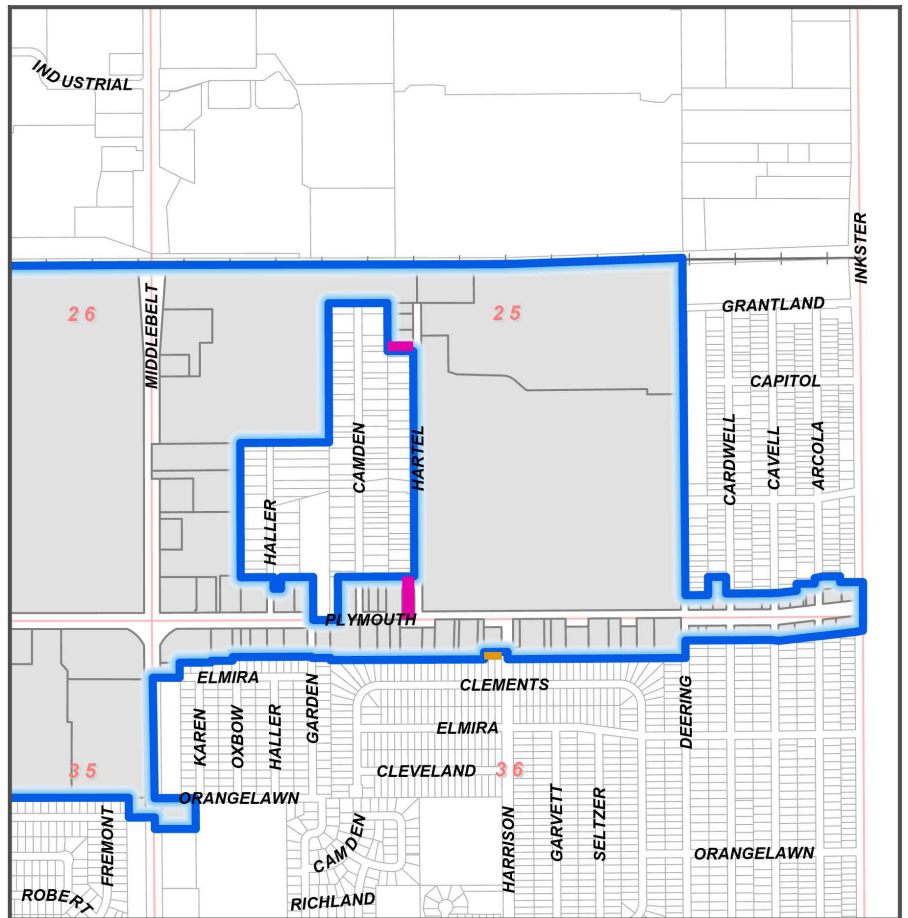
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025



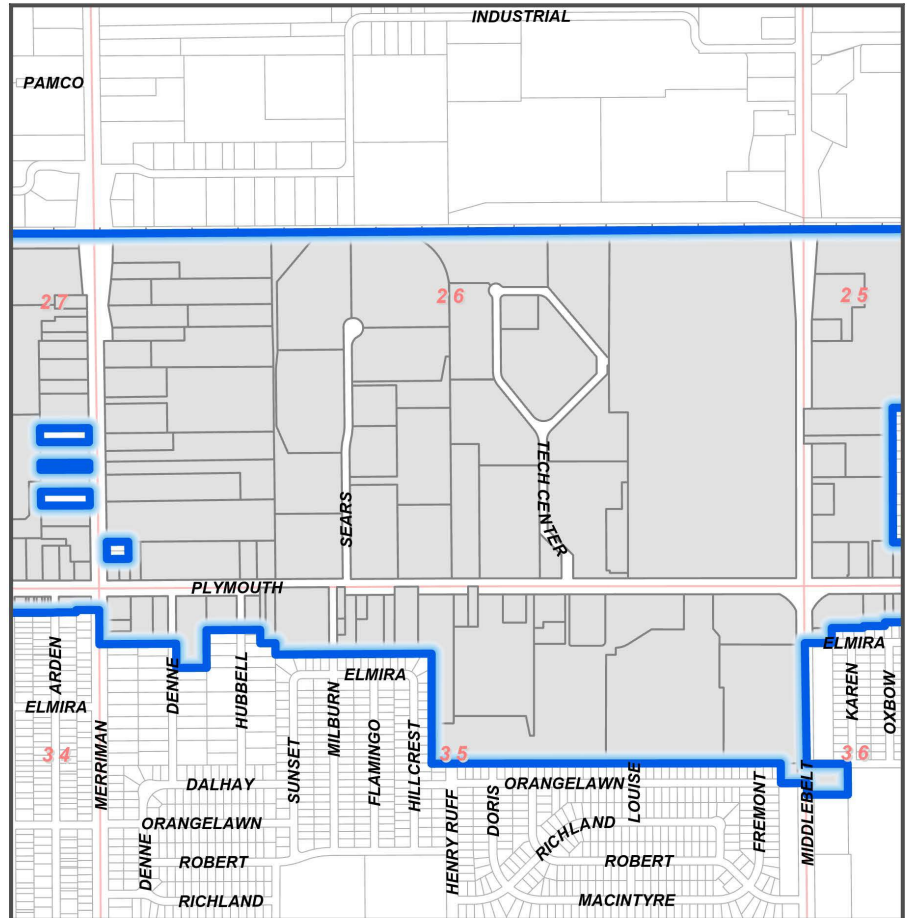
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025



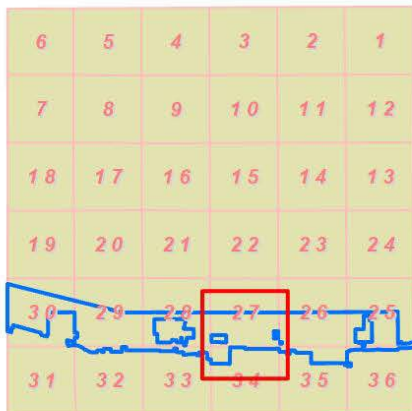
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 3 OF 6

Prepared by the City of Livonia Planning Department
June 2025



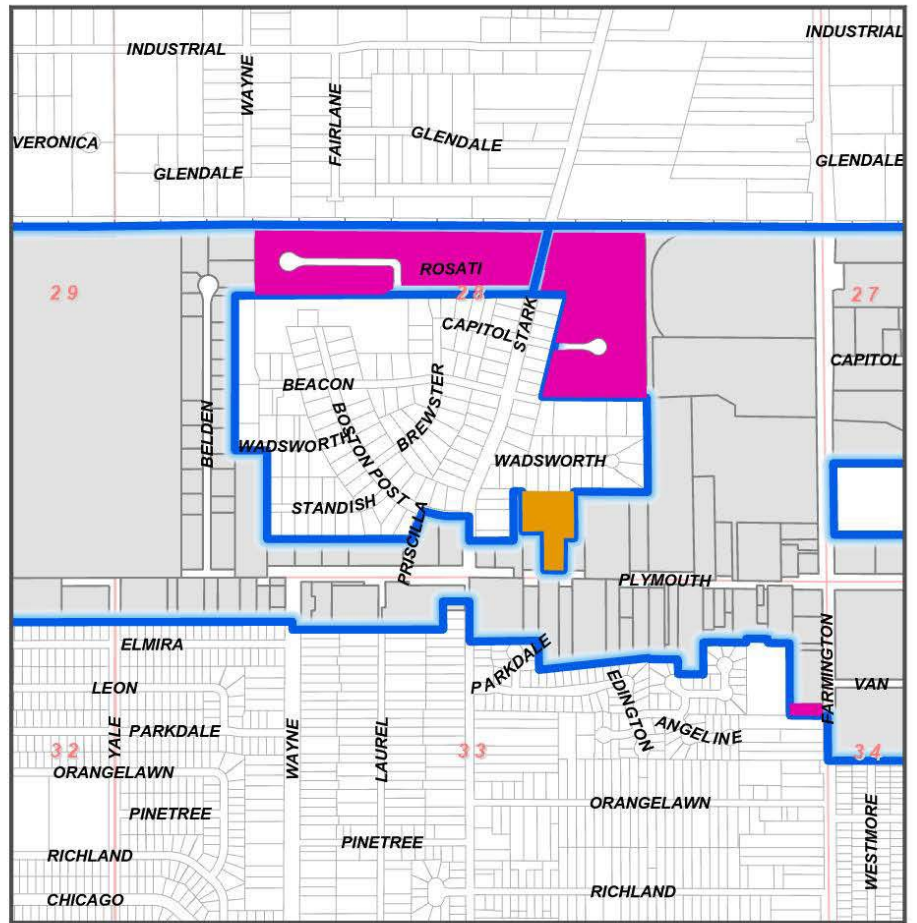
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



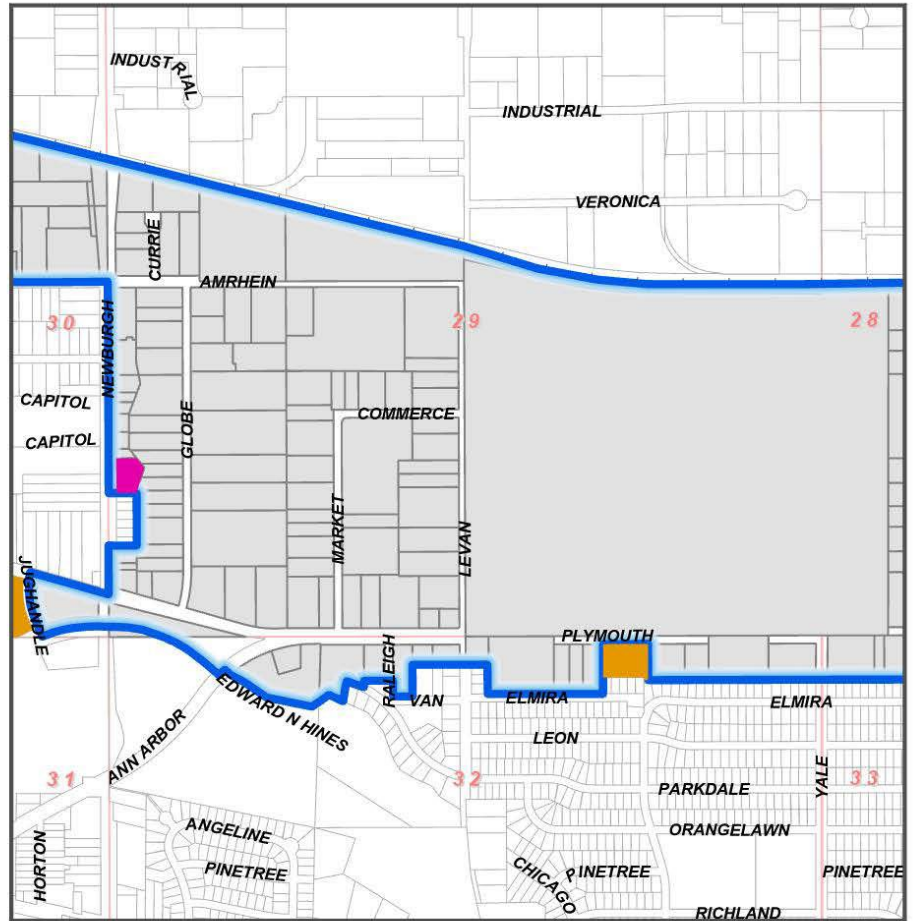
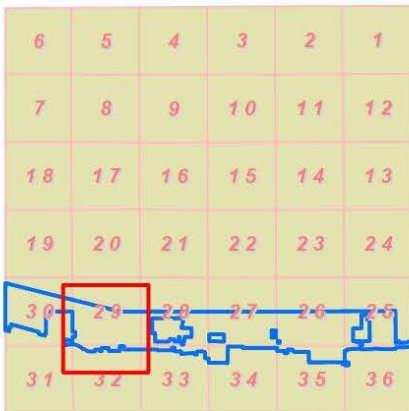
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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LOCATION MAP



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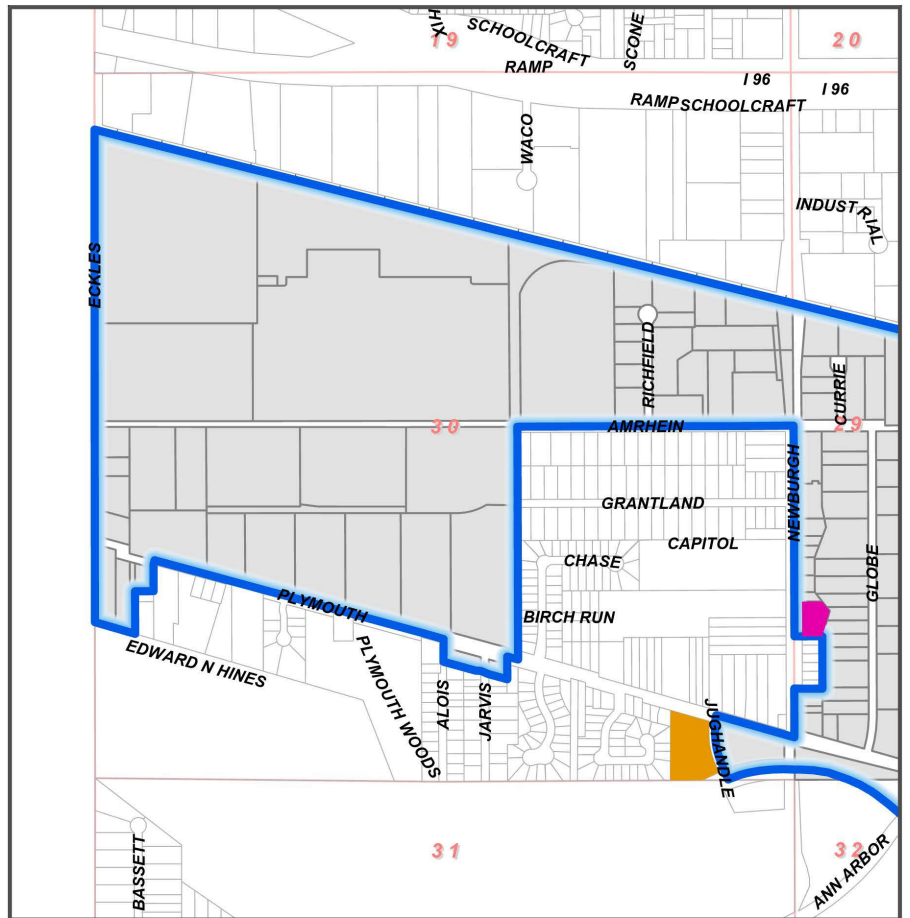
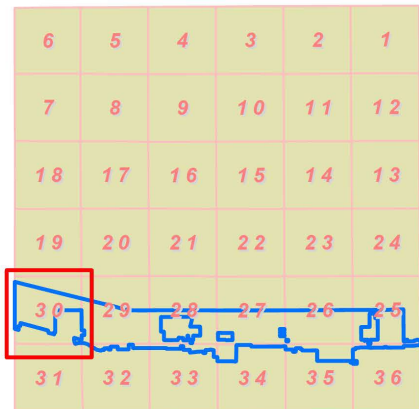
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

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- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

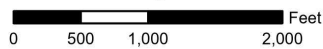
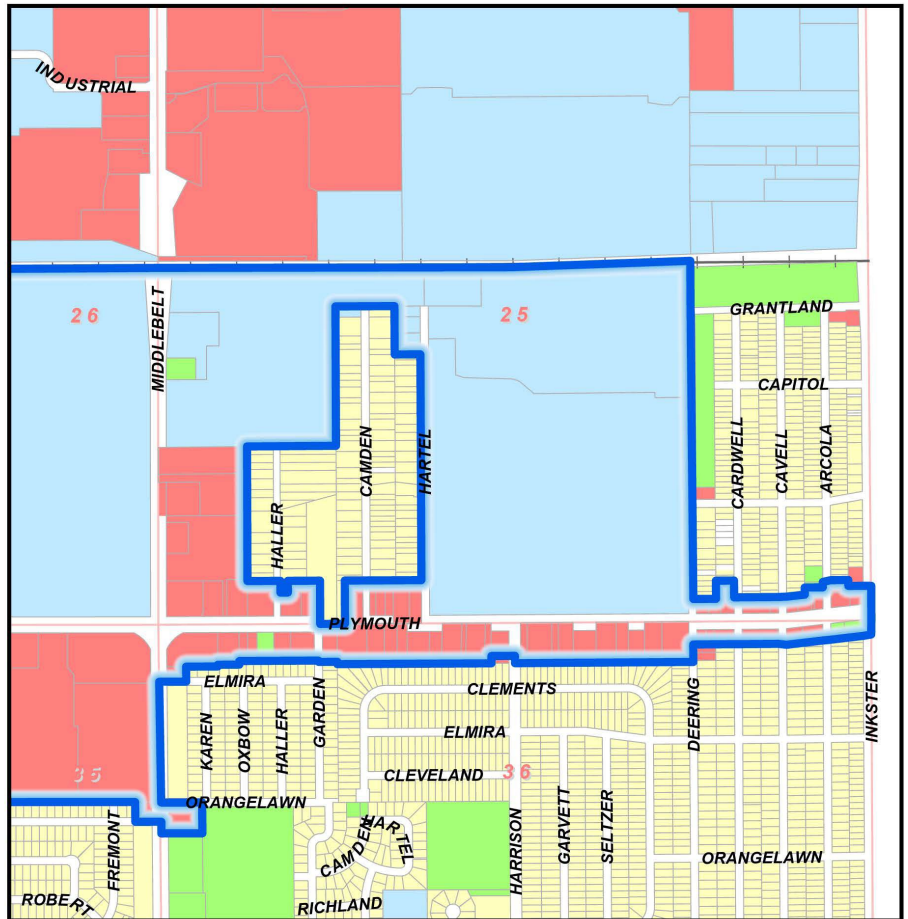
Legend

— 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**

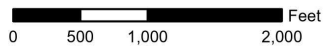
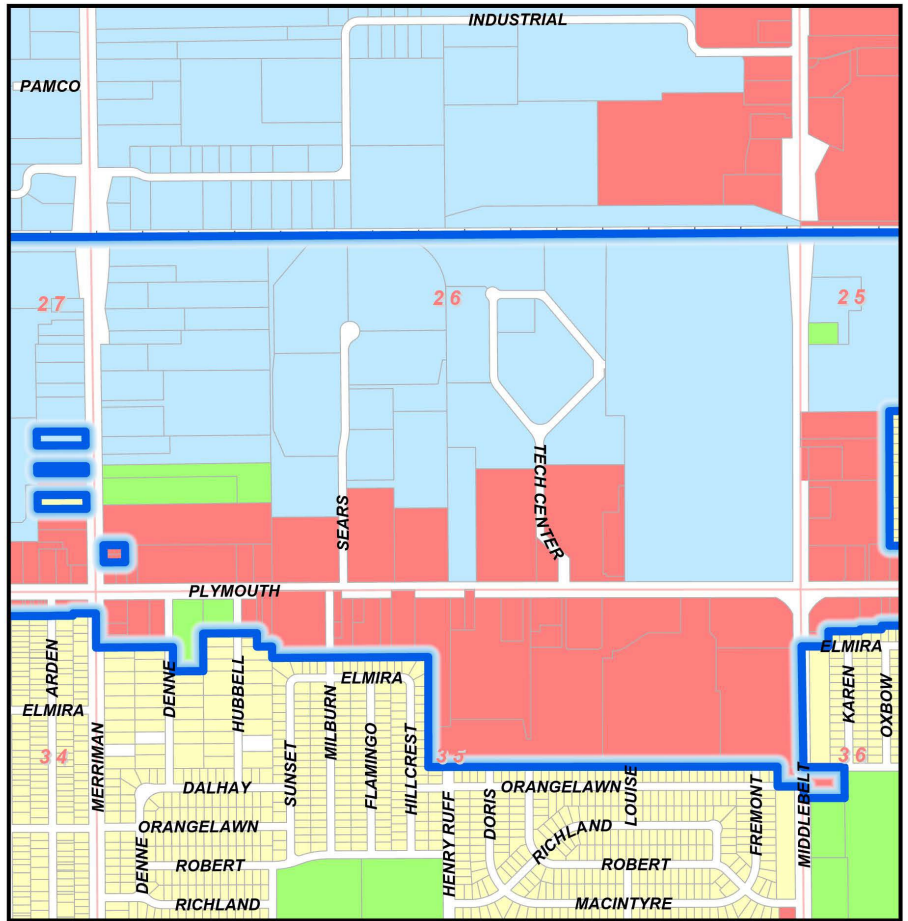
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

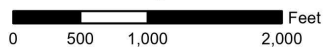
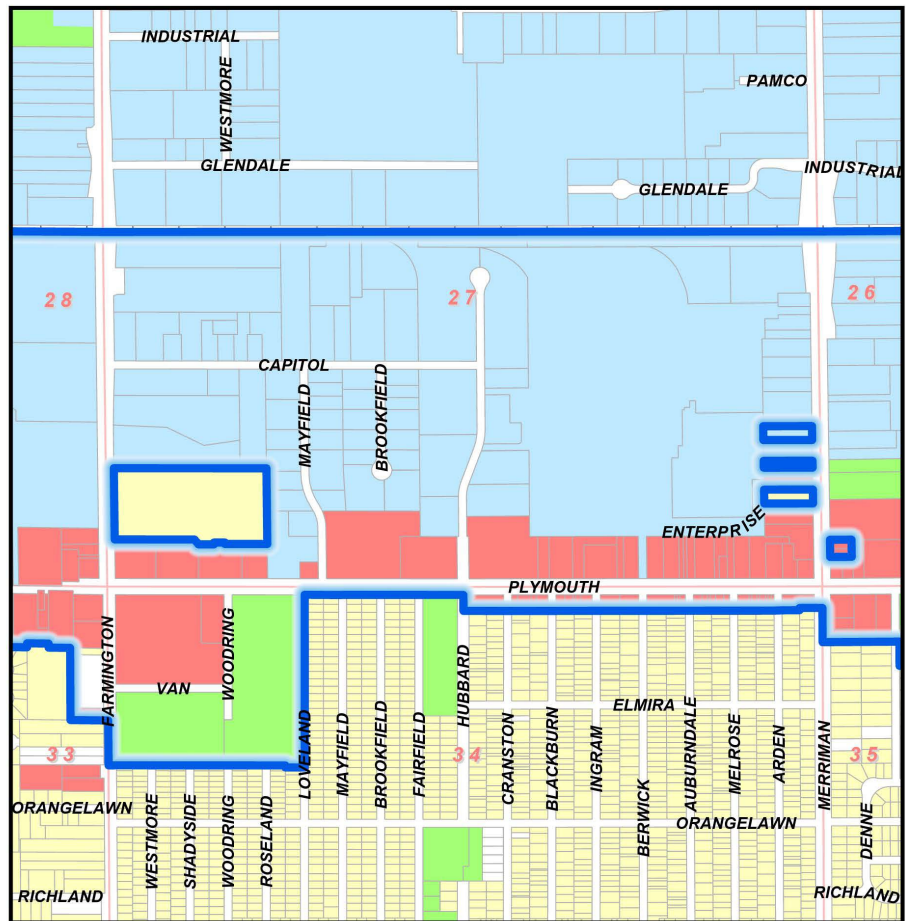
Legend

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**

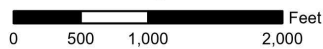
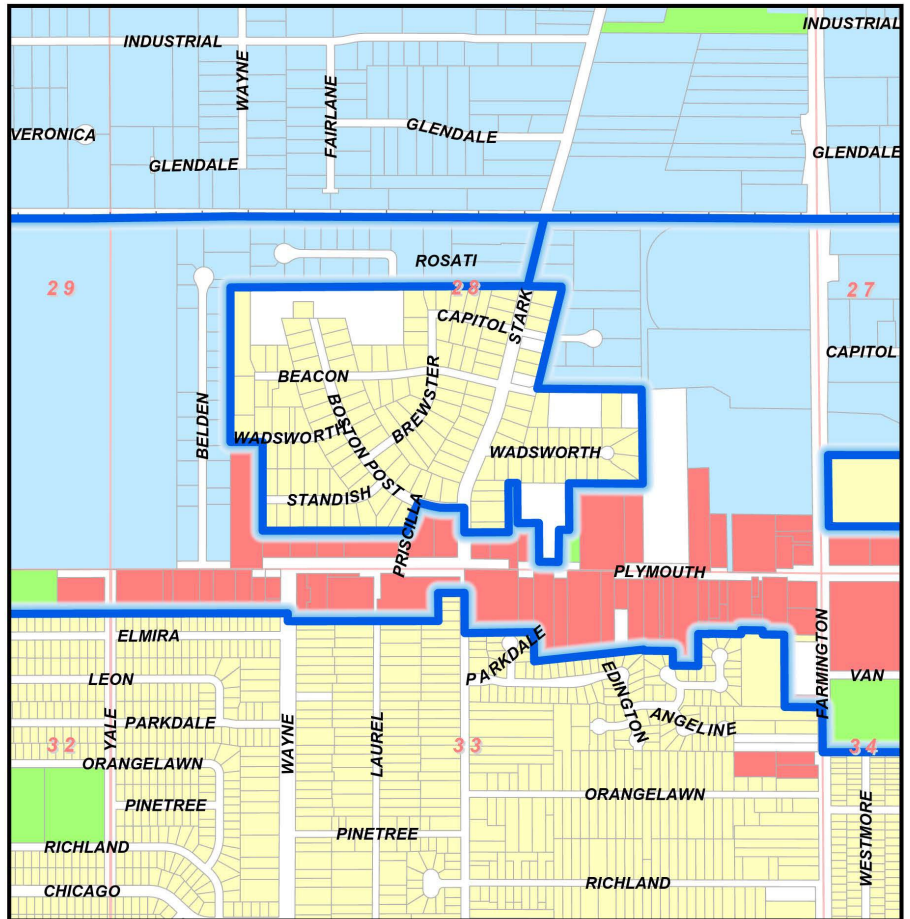
Legend

PRDA District Boundary

Land Use

- Public Land - Municipal Parks, Open Space, and Parking
- Residential - Single-Family and Multi-Family
- Commercial - Office, Retail, and Medical
- Industrial - Warehousing, Manufacturing, Processing, and Storage
- Vacant

LOCATION MAP





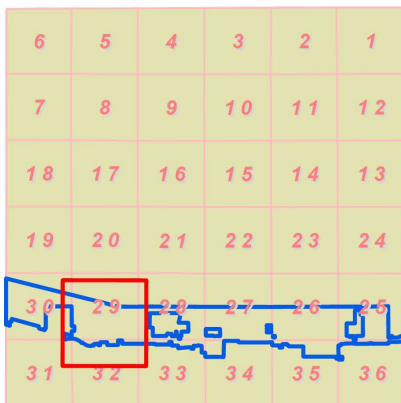
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**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



0 500 1,000 2,000 Feet



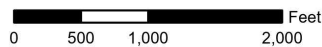
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**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 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. corner 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 Alden 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 Stark Road centerline 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 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 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 feet 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.

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 VALUE¹	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

R082525/PH092925/R102025

PRESENTED BY

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 Emling, 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

R082525

PRESENTED BY

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.

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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:

#2025-10 **RESOLVED** that the Plymouth Road Development Authority does hereby approve 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.

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. Mr. 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

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 its 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,

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

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%

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

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,

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

PLANNING COMMISSION

IAN WILSHAW, Chairman
GLEN W. LONG, JR., Vice Chairman
SAM CARAMAGNO, Secretary
DAVID BONGERO
PETER H. VENTURA
WAFU DINARO
PATRICK DROZE



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
(734) 466-2290 Fax (734) 466-2108

MAUREEN MILLER BROSNAN
MAYOR

MARK TAORMINA
PLANNING & ECONOMIC
DEVELOPMENT DIRECTOR

JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

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:

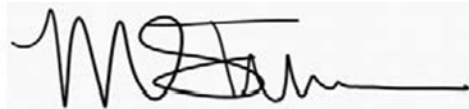
The Plymouth Road Development Authority, County of Wayne, State of Michigan (the "PRDA") has approved an amendment to the boundaries of the downtown district and an amendment to the Development Plan and termination and adoption of a Tax Increment Financing Plan (together, the "Amendments") for the City 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,

A handwritten signature in black ink, appearing to read 'M. Taormina', is displayed on a light gray rectangular background.

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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JACOB UHAZIE
ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

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:

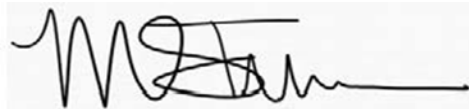
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ASSISTANT PLANNING DIRECTOR

KRISTOFFER CANTY
PLANNER IV

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:

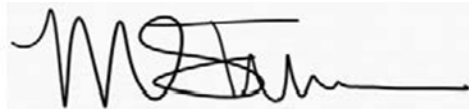
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Mark S. Taormina, AICP/PCP
Planning & Economic Development Director

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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.

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

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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

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-sizecommunity-sized shopping centers, and several as well as six manufacturing facilities, including owned by the Ford Motor Company and the General Motors CorporationLivonia 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 for~~ 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.

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. [REDACTED]~~, and as the same may be amended in the future and from time to time. (See ~~Exhibit A - PRDA district~~ Exhibit A - PRDA District map, ~~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 bounded 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.

~~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 ~~vehicular~~ vehicle north/south access to and from the Development Area. There are on- and off-ramp ~~off-ramps~~ to the I-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~~ 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 pPublic 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, ~~I-park~~ located 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.

- ~~The former~~ Alfred Noble Branch ~~of the~~ Public Library, ~~located on the south side of Plymouth Road, east of Farmington Road.~~
- ~~City park site, Sheldon 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.

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 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

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 AND ESTIMATED 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

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.

~~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.~~

- ~~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:~~

~~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:~~

- 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.~~

- ~~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 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.~~

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) 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:

~~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~~

Section ~~2~~17(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.

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
~~SPORTIONS 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~~ such terms as ~~the City shall deem it deems~~ appropriate.

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).

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 design of the development and financing, costs is estimated not to exceed in the aggregate \$3035,000,000 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

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.~~

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.

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.

Section ~~2~~17(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.

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 INDIVIDUALSESTIMATES 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.

Section ~~2~~17(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 ~~2~~17(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 ~~2~~17(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.

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. 19757, 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.

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-occurring~~ 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.

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.

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 ~~19757~~. 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 ~~19757~~, 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.

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 ~~19757~~, 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.

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. corner 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 Chesapeake 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~~

~~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~~

~~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~~

~~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.)~~

~~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.~~

~~EXHIBIT D~~

~~PLYMOUTH ROAD DEVELOPMENT AUTHORITY CITY OF LIVONIA, MICHIGAN
SCHEDULE OF ESTIMATED TAX INCREMENT REVENUES - 1997 TO 2026~~

	<u>IN (000'S)</u>	<u>LIVONIA</u>	<u>WAYNE</u>	<u>S'CRAFT</u>		

DRAFT

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(1) Assumes 1.0% annual growth in taxable values.

A:\VOL1997-A\Prdarev.wk.1



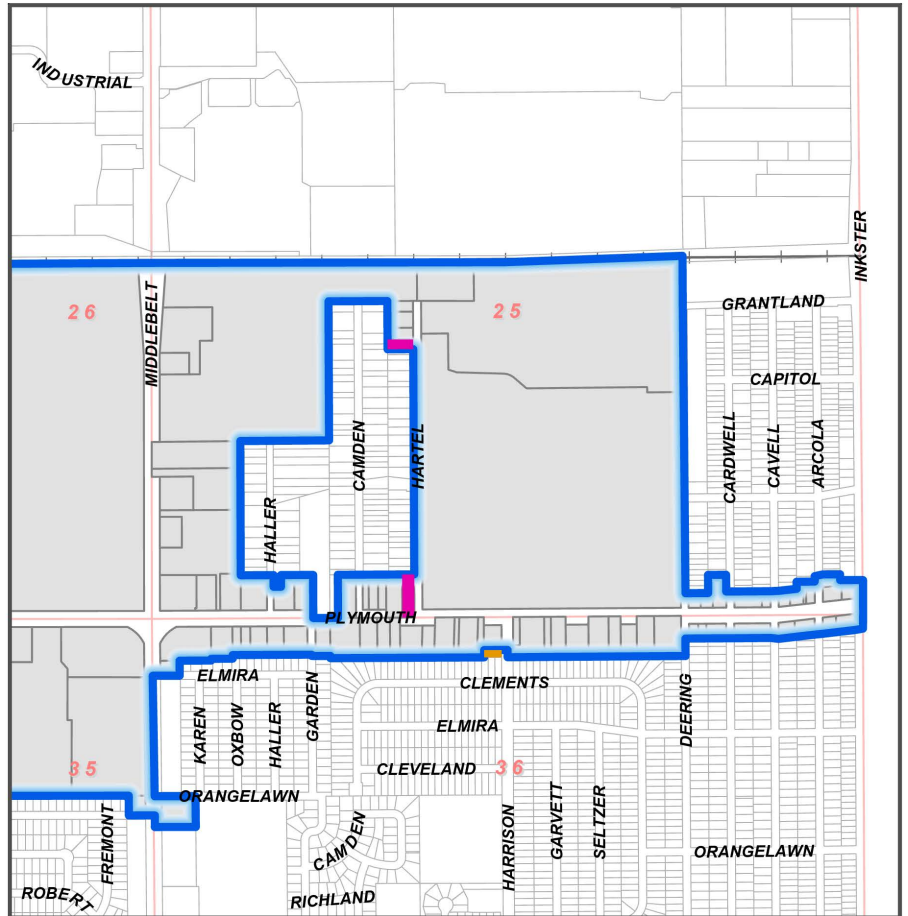
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 1 OF 6

Prepared by the City of Livonia Planning Department
June 2025



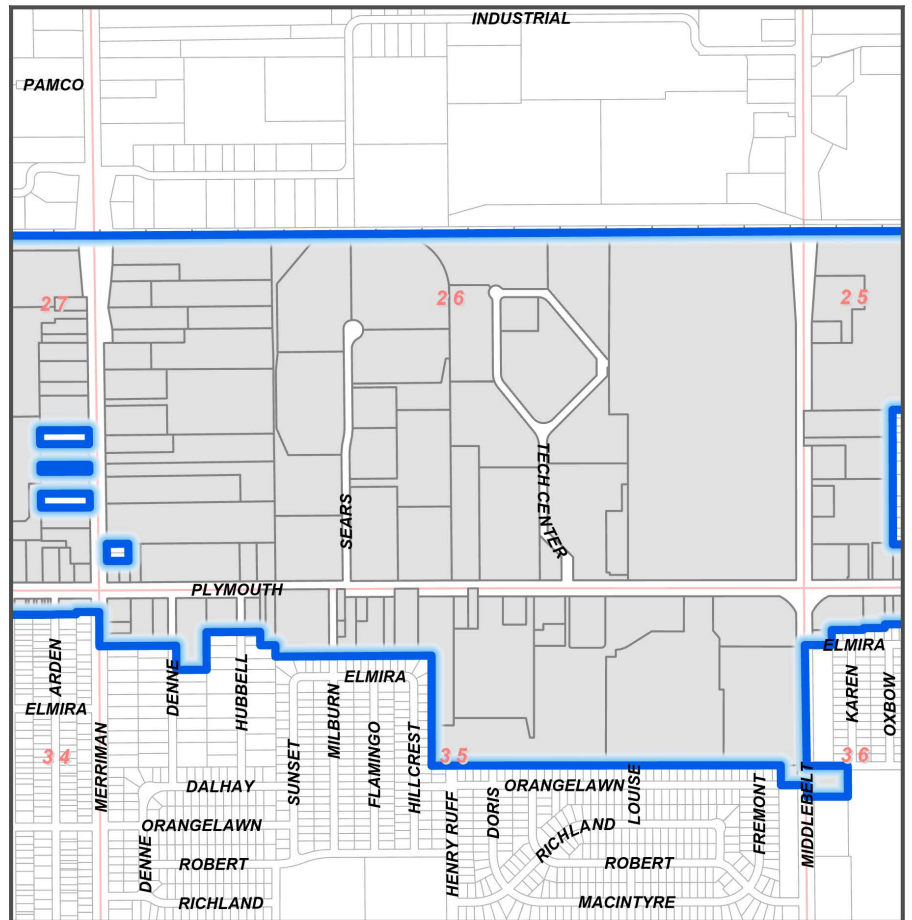
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 2 OF 6

Prepared by the City of Livonia Planning Department
June 2025



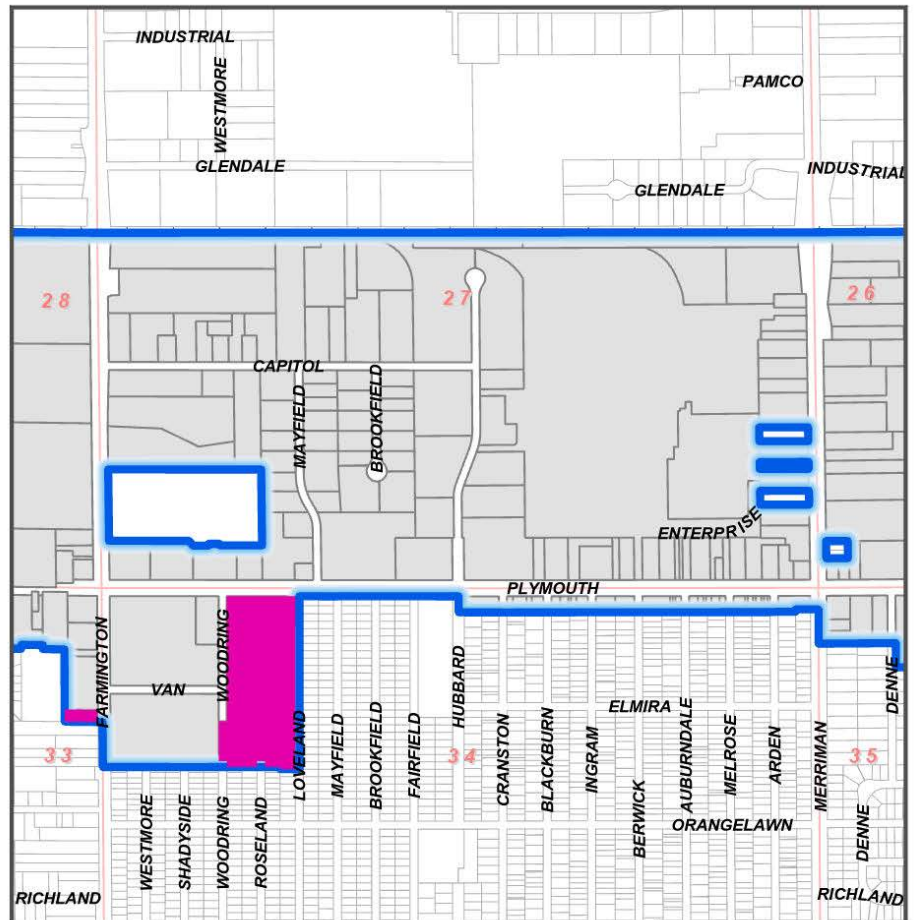
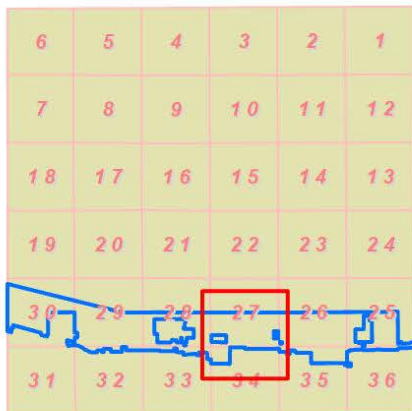
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 3 OF 6

Prepared by the City of Livonia Planning Department
June 2025



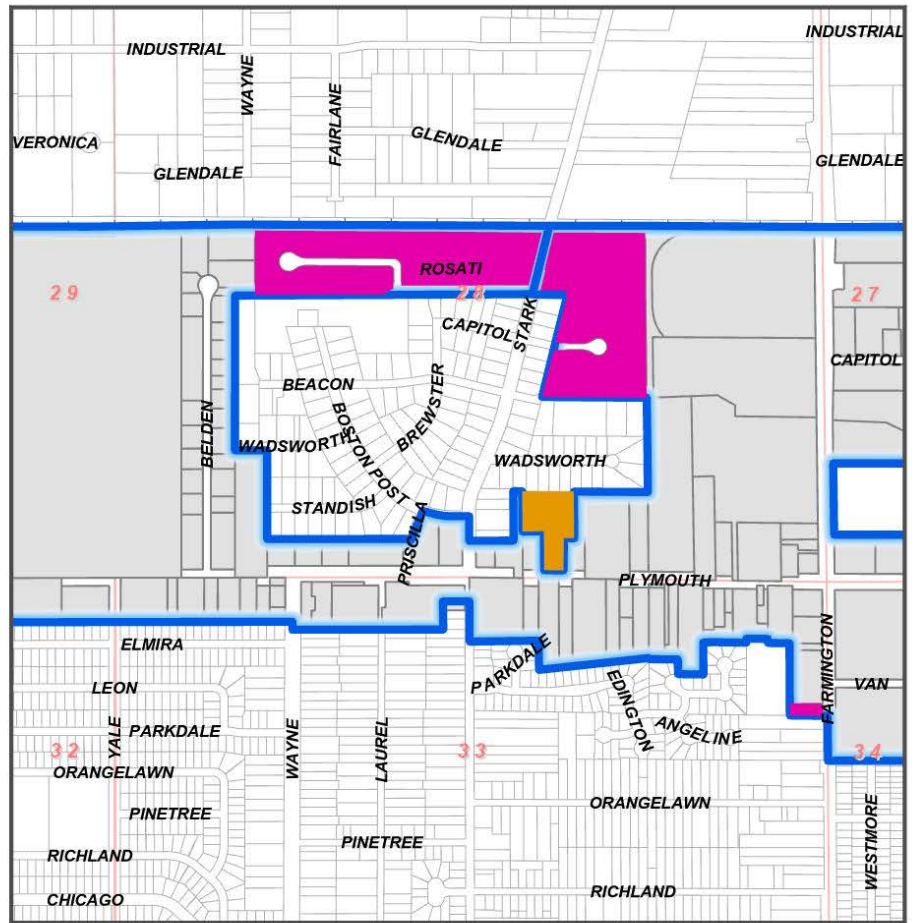
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT A
DISTRICT BOUNDARY

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



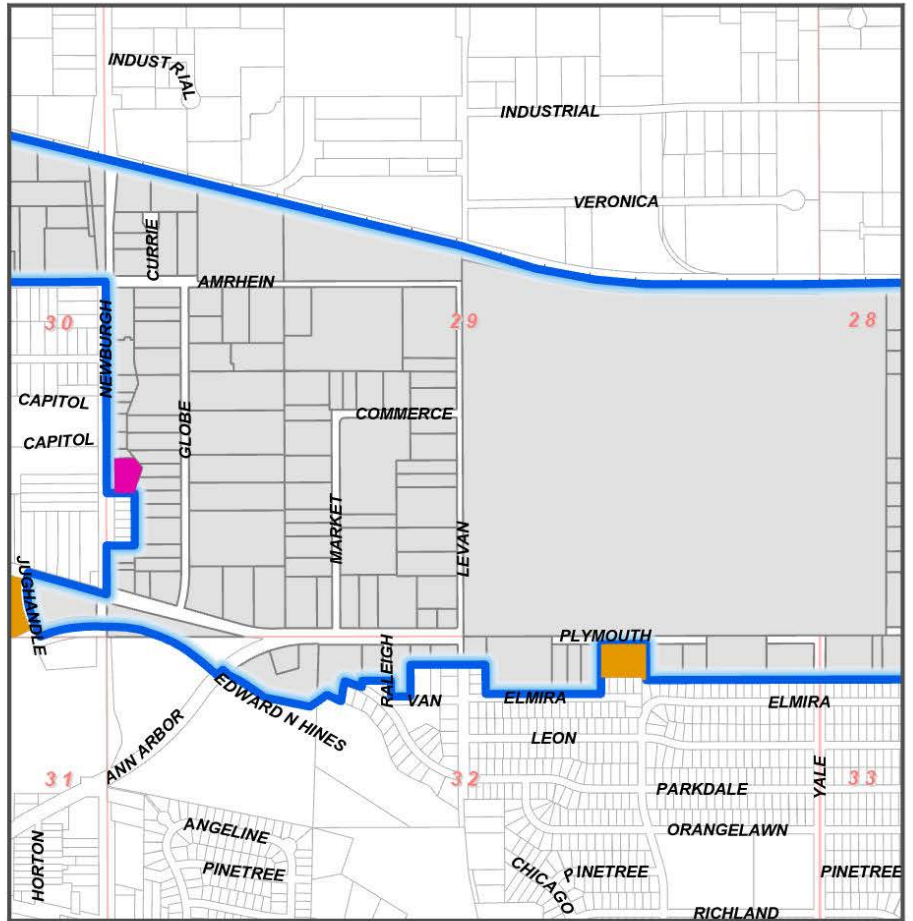
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

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LOCATION MAP



0 500 1,000 2,000 Feet

PAGE 5 OF 6

Prepared by the City of Livonia Planning Department
June 2025



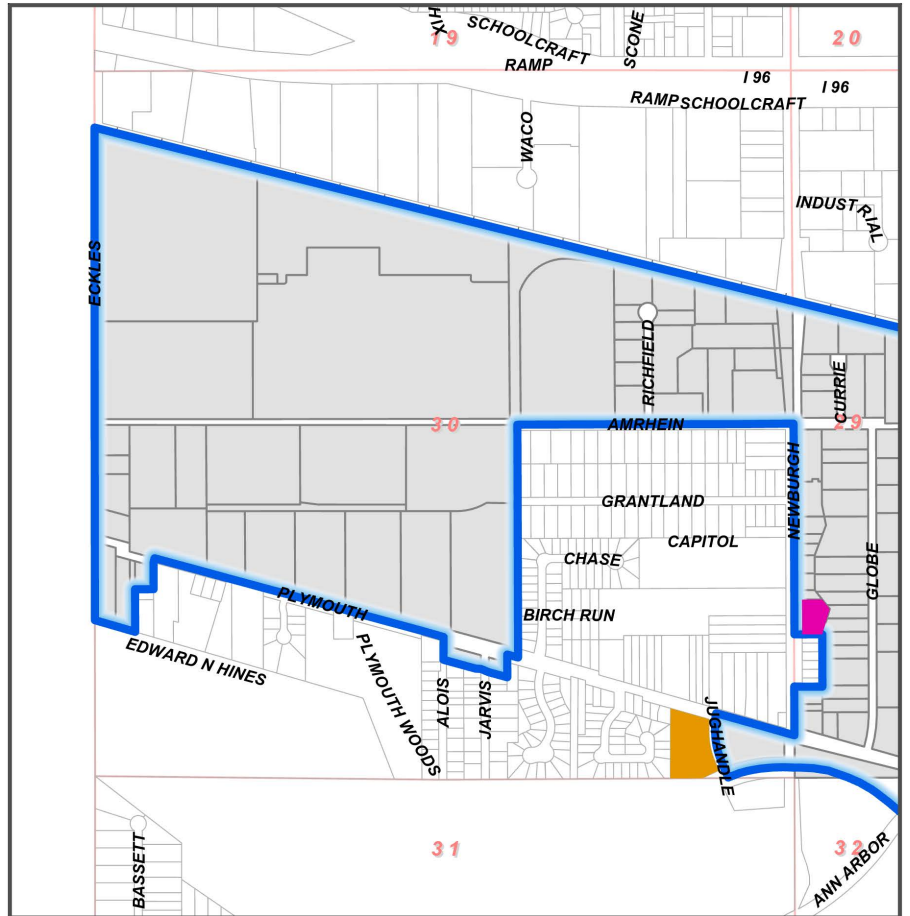
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT A
DISTRICT BOUNDARY**

Legend

- PRDA District Boundary
- Existing Parcels in PRDA District
- Parcels Added to PRDA District
- Parcels Removed from PRDA District

LOCATION MAP



0 500 1,000 2,000 Feet



PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

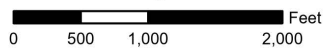
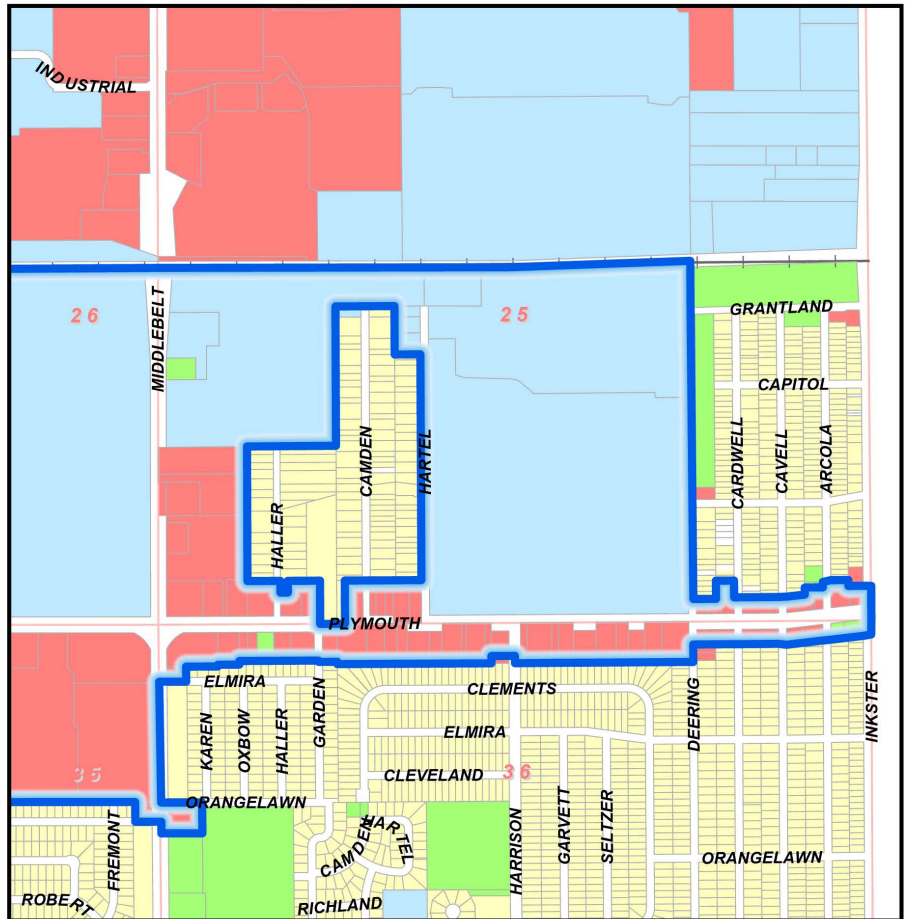
Legend

— 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

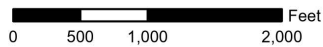
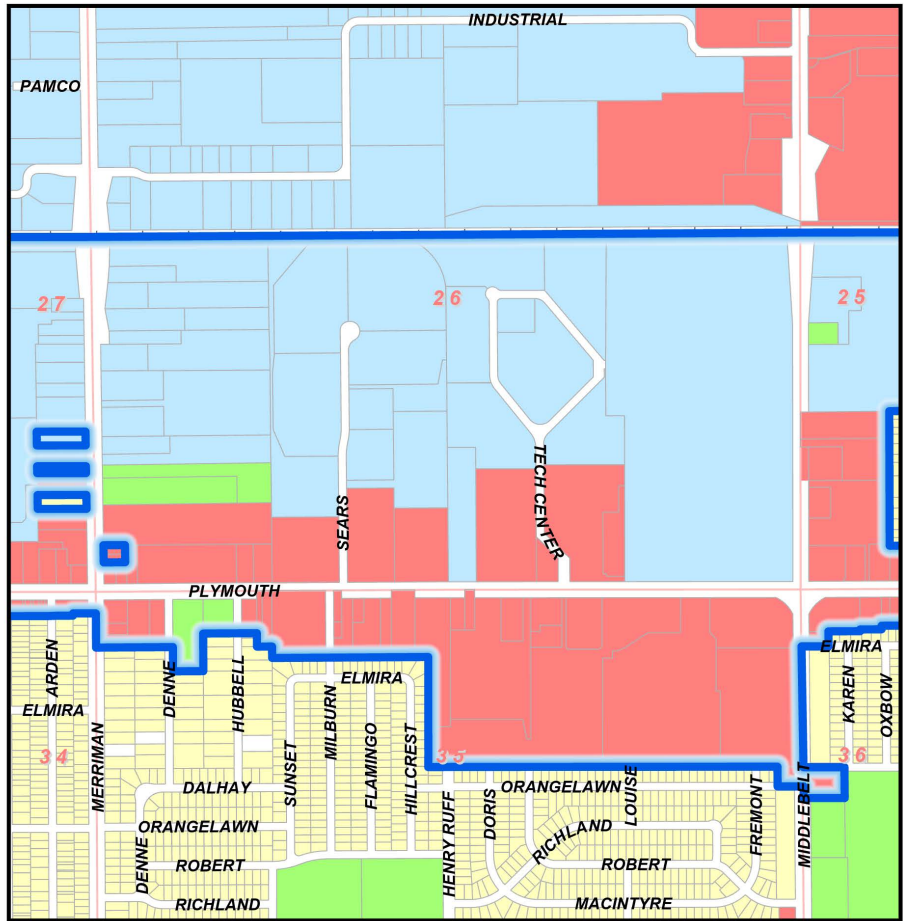
Legend

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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

EXHIBIT B
LAND USE MAP

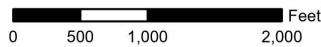
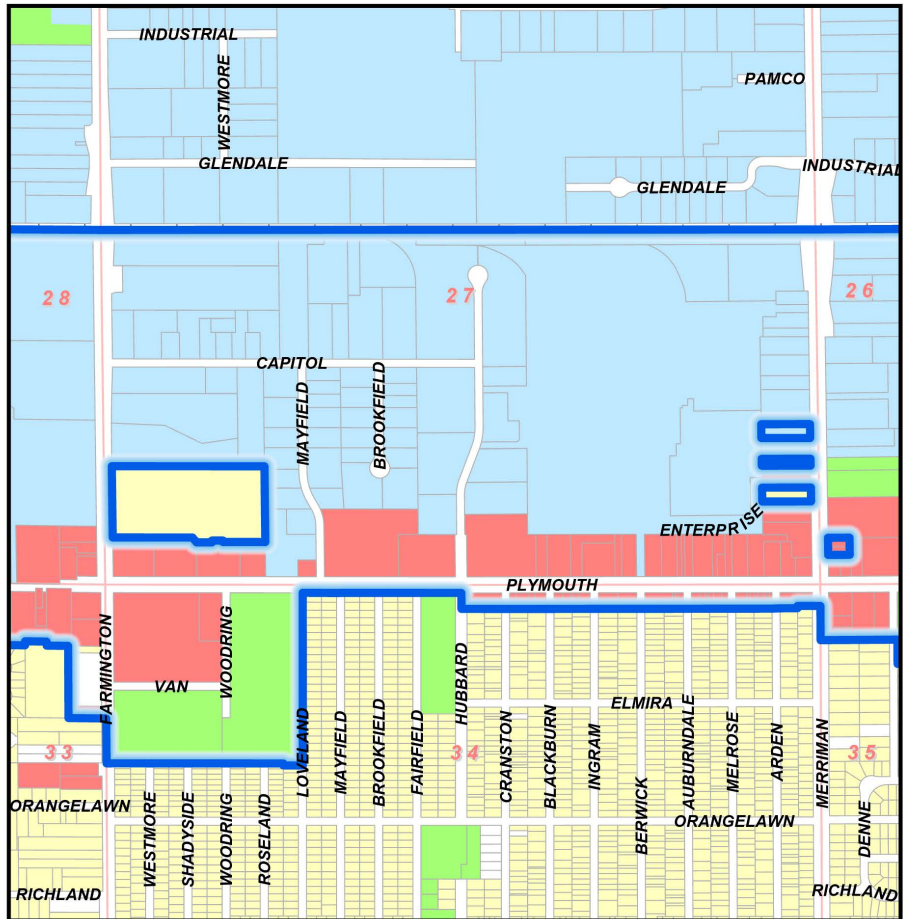
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LOCATION MAP





PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

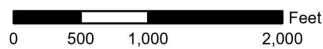
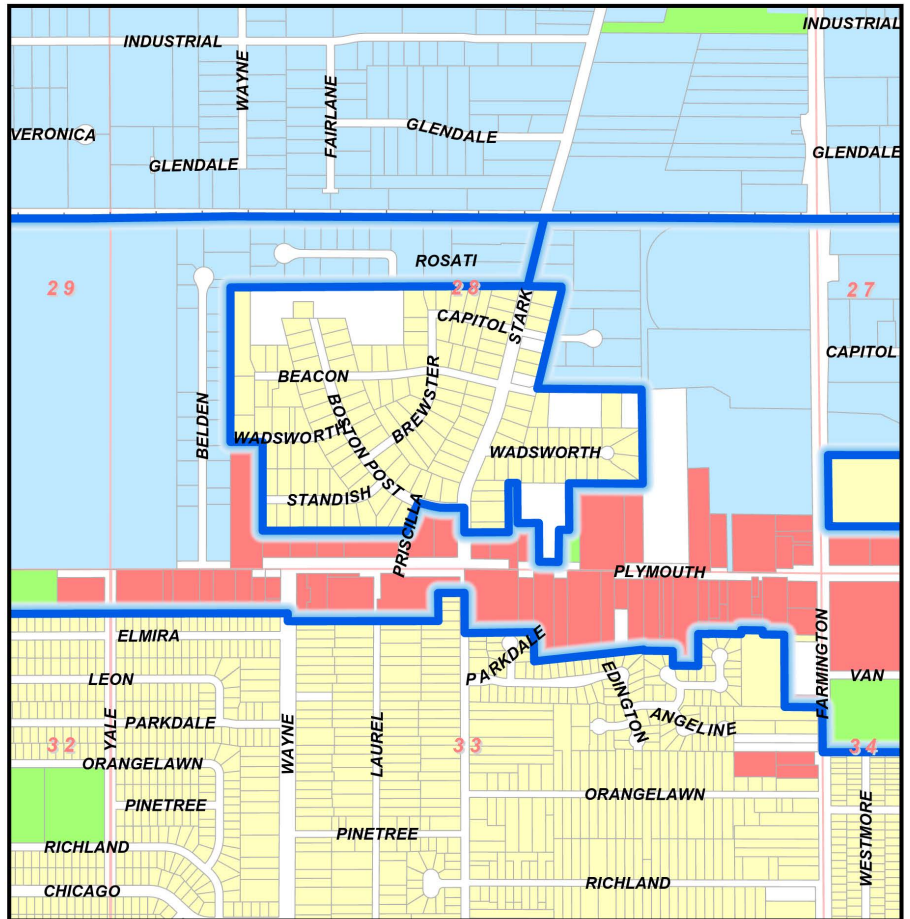
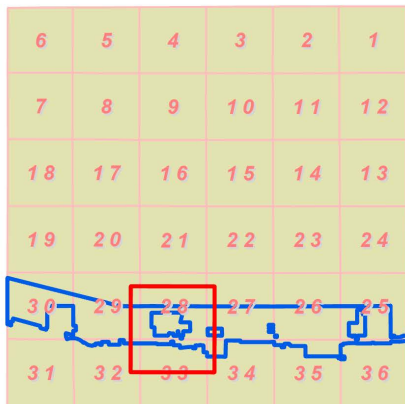
Legend

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Land Use

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LOCATION MAP



PAGE 4 OF 6

Prepared by the City of Livonia Planning Department
June 2025



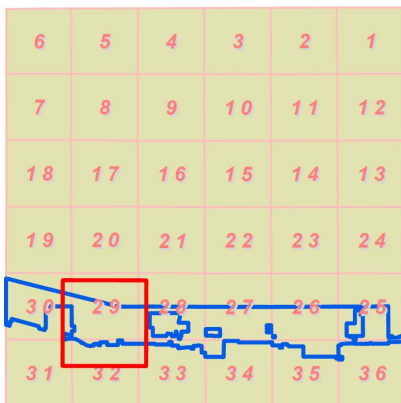
PLYMOUTH ROAD DEVELOPMENT AUTHORITY
City of Livonia

**EXHIBIT B
LAND USE MAP**

Legend

- PRDA District Boundary
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 - Vacant

LOCATION MAP



0 500 1,000 2,000 Feet



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

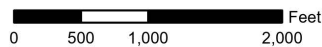
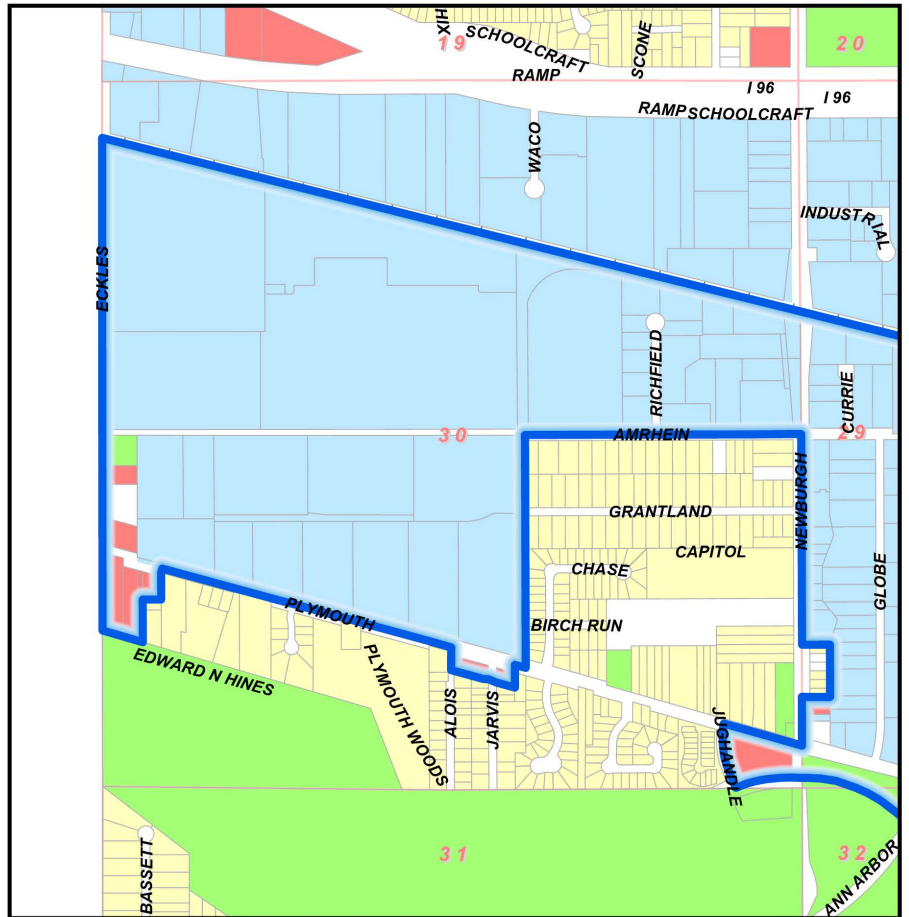


EXHIBIT C

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

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.

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 feet 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.

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 VALUE¹	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.

Regular Meeting Minutes of August 25, 2025

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

Regular Meeting Minutes of August 25, 2025

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

Regular Meeting Minutes of August 25, 2025

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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

Regular Meeting Minutes of August 25, 2025

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.

<i>UNFINISHED BUSINESS ITEM 19. (Regular Meeting of August 25, 2025)</i>

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

R082525

PRESENTED BY

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

Handwritten signature of Mark Taormina.

Date: August 13, 2025

Mark Taormina, Planning and Economic Development Director

Handwritten signature of Chairman Chris Brown.

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

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
111 03 0001 000	34409 ROSATI	112 99 0006 001	12408 STARK
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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: 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

PUBLIC HEARING

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's 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 deterioration 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 deterioration 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 occurred.

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-horticulture 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 through 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 public 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 commitment 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 occurring 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't 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 homeowners 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. Our 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 stream 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, it's 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 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 if 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 it's 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 than 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 are 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 attest to how disastrous 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

R082525

PRESENTED BY

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.

<u>PARCEL ID</u>	<u>ADDRESS</u>	<u>PARCEL ID</u>	<u>ADDRESS</u>
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

**AN ORDINANCE AMENDING TITLE 3, CHAPTER 18,
SECTIONS 020, 030, 050, 060 (PLYMOUTH ROAD
DEVELOPMENT AUTHORITY DEVELOPMENT PLAN AND
TAX INCREMENT FINANCING PLAN) OF THE LIVONIA
CODE OF ORDINANCES, AS AMENDED.**

THE CITY OF LIVONIA ORDAINS:

Section 1. Section 020 of Title 3, Chapter 18 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.18.020 - Definitions.

The following terms, when used in this chapter, shall have the respective meanings as set forth in the definitions given below:

- A. "Act 57" means Act 57 of the Public Acts of Michigan, 2018, as amended.
- B. "Authority" means the Plymouth Road development authority, a Michigan public body corporate duly established pursuant to the provisions of Act 57 by Chapter 3.16 Section 40 of the Code of Ordinances of the City of Livonia.
- C. "City" means the city of Livonia, Michigan.
- D. "Development area" means the district of the Authority as defined in Chapter 3.16 Section 50 of the Code of Ordinances of the City of Livonia.
- E. "Development plan" means the development plan prepared by the Authority pursuant to Section 217 of Act 57 and which is part of the Plan.
- F. "Ordinance No. 2165" means Ordinance No. 2165 of the city adopted on April 7, 1993, as amended by Ordinance No. 2187 of the city.
- G. "Ordinance No. 2284" means Ordinance No. 2284 of the city adopted on May 3, 1995.
- H. "Original plan" means the development plan and tax increment financing plan adopted by the Authority, as approved by Ordinance No. 2284.
- I. "Plan" means the Original Plan, as amended by the Plan Amendment.
- J. "Plan amendment" means the amendment to the development plan, the termination of the existing tax increment financing plan and the adoption of a new tax increment financing plan adopted by the Authority on July 23, 2025, as approved by this ordinance.

K. "Tax increment financing plan" means the tax increment financing plan prepared by the Authority pursuant to Section 214 of Act 57 and which is part of the Plan.

Section 2. Section 030 of Title 3, Chapter 18 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.18.030 - Preamble.

The city previously has created the Authority pursuant to Ordinance No. 2165. The city previously has approved the Original Plan pursuant to Ordinance No. 2284. The Authority has submitted the Plan Amendment to the city council pursuant to the provisions of Act 57 after solicitation of public input from business and property owners within the Authority District, from other governmental units and from residents. The city council has conducted a public hearing on the proposed Plan Amendment, with notice thereof given in accordance with Section 218 of Act 57, has reviewed the proposed Plan Amendment, and desires to approve the proposed Plan Amendment.

Section 3. Section 050 of Title 3, Chapter 18 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.18.050 - Approval considerations.

The city council hereby bases its determination respecting the proposed Plan Amendment upon the following considerations:

A. The city council has considered the comments made by business owners, property owners, other governmental units and residents at the public hearing on the Plan Amendment held in accordance with the provisions of Act 57 and at other public forums.

B. The development plan meets the requirements set forth in Section 217(2) of Act 57 and the Tax Increment Financing Plan meets the requirements set forth in Section 214 of Act 57.

C. The proposed method of financing the projects as described in the Plan is feasible and the Authority has the ability to arrange the financing.

D. The development plan and the tax increment financing plan are reasonable and it is necessary to adopt the Plan Amendment in order to carry out the purposes of Act 57.

E. The estimated amount of captured assessed value resulting from adoption of the Plan Amendment is reasonable.

F. The land included within the Authority's development area to be acquired under the development plan is reasonably necessary to carry out the purposes of the development plan and of Act 57 in an efficient and economically satisfactory manner.

G. The development plan is in reasonable accord with the Master Plan of the city.

H. All public services, including fire and police protection and utilities, are or will be adequate to service the project area.

I. All changes in zoning, streets, street levels, intersections and utilities, to the extent required under the development plan, are reasonably necessary for the project and for the city.

J. The findings of the Legislature set forth in Section 201a of Act 57 are hereby made and repeated with respect to the city and the Authority District, and the provisions of Section 201a of Act 57 are hereby incorporated herein by reference as if set out in full.

Section 4. Section 050 of Title 3, Chapter 16 of the Livonia Code of Ordinances, as amended, is hereby amended to read as follows:

3.18.060 - Plan Amendment approval.

Based on the foregoing considerations, the city council hereby determines that it is in the best interest of the health and welfare of the city and necessary for the achievement of the purposes of Act 57 to adopt the Plan Amendment as proposed.

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.



LETTER TO THE LIVONIA CITY COUNCIL

1.

Clerk
October 22, 2025

MEETING DATE

S120325/R121625

PRESENTED BY

Lori Miller, MiPMC Level 2, CMC, City Clerk

AGENDA ITEM

DETERMINATION OF THE LOCAL OFFICERS COMPENSATION COMMISSION: Office of the City Clerk, re: the salaries of elected officials for the calendar years 2026 and 2027, in accordance with Section 2.48.030 of Chapter 2.48 of the Livonia Code of Ordinances as amended.

BACKGROUND DETAILS

Recommendations made by the Local Officers Compensation Commission for the salaries of elected officials for the years 2026 and 2027.

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

Accept the recommendations made by the Local Officers Compensation Commission as presented in the Minutes of their meeting held November 10, 2025.

ATTACHMENTS

1. 2025 LOCC Minutes

APPROVED BY

Handwritten signature of Lori Miller in black ink.

Lori Miller, MiPMC Level 2, CMC, City Clerk

Date: November 14, 2025

Handwritten signature of Benjamin N. Grier in blue ink.

Benjamin N. Grier, JD, CPA, Finance Director

Date: November 20, 2025

Handwritten signature of Maureen Miller Brosnan in black ink.

Maureen Miller Brosnan, Mayor

Date: November 21, 2025

**MINUTES OF THE THIRTY-FOURTH MEETING OF THE
LOCAL OFFICERS COMPENSATION COMMISSION OF THE CITY OF LIVONIA**

On Monday, November 10, 2025, the above meeting was held at Livonia City Hall, 33000 Civic Center Drive, Livonia, Michigan, and was called to order by Glen W. Long, Jr. the acting Chairperson at 6 p.m. Roll was called with the following result:

MEMBERS PRESENT: Michael Marihugh
Glen W. Long, Jr.
Martha Foley

MEMBERS ABSENT: John Murphy
David Cash

CITY OFFICIALS PRESENT: Lori L. Miller, City Clerk
Susan Nash, City Treasurer
Jeannine Laible, Human Resources Director

OTHERS PRESENT: Janell Hoffman
Doris DeMarco, City Deputy Clerk

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#01-25 **RESOLVED**, that the minutes of the November 28, 2023, Local Officers Compensation Commission are hereby approved.

On a motion by Commissioner Marihugh, seconded by Commissioner Foley, unanimously adopted, it was:

#02-25 **RESOLVED**, that Glen W. Long, Jr., is elected to serve as the Chairperson of the Local Officers Compensation Commission for the year 2025.

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#03-25 **RESOLVED**, that David Cash, is elected to serve as the Vice Chairperson of the Local Officers Compensation Commission for the year 2025.

Chairperson Long noted the correspondence from the Mayor and asked what percentage increases were given to the employees. Ms. Laible provided the information requested.

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#04-25 RESOLVED, the Local Officers Compensation Commission hereby determines to change the salary for the Office of the Mayor from its current rate of \$144,954.00, to a 3.5% increase for 2025 and a 4.5% increase for 2027, to the following paid on a bi-weekly basis:

Effective January 1, 2026	\$150,027.00
Effective January 1, 2027	\$156,778.00

The Commissioners discussed the salary of the City Council President. A 3.5% increase for 2026 and a 4.5% increase for 2027, in line with the union contracts, was presented.

On a motion by Commissioner Marihugh, seconded by Commissioner Foley, unanimously adopted, it was:

#05-25 RESOLVED, the Local Officers Compensation Commission hereby determines to change the salary for the City Council President from its current rate of \$21,070.00, to a 3.5% increase for 2026 and a 4.5% increase for 2027, to the following paid on a bi-weekly basis:

Effective January 1, 2026	\$21,807.00
Effective January 1, 2027	\$22,788.00

The Commissioners discussed the salary of the City Council. A 3.5% increase for 2026 and a 4.5% increase for 2027, in line with the union contracts, was presented.

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#06-25 RESOLVED, the Local Officers Compensation Commission hereby determines to change the salary for the City Council members from its current rate of \$19,155.00, to a 3.5% increase for 2026 and a 4.5% increase for 2027, to the following paid on a bi-weekly basis:

Effective January 1, 2026	\$19,825.00
Effective January 1, 2027	\$20,717.00

The Commissioners discussed the salary of the City Clerk and Treasurer. Chairperson Long referenced the minutes from 2023, where the commission had a similar conversation regarding the Clerk and Treasurer positions and recommending a higher increase.

Taking the Mayor's recommendation, a 3.5% increase for 2026 and a 4.5% increase for 2027, in line with the union contracts, was presented. Commissioner Foley stated in the future they would like to see the wage gap continuing to narrow.

On a motion by Commissioner Marihugh, seconded by Commissioner Foley, unanimously adopted, it was:

#07-25 RESOLVED, the Local Officers Compensation Commission hereby determines to change the salary for the City Clerk from its current rate of \$107,243.00, to a 3.5% increase for 2026 and a 4.5% increase for 2027, to the following paid on a bi-weekly basis:

Effective January 1, 2026	\$110,997.00
Effective January 1, 2027	\$115,992.00

The Commissioners discussed the salary of the City Treasurer. A 3.5% increase for 2026 and a 4.5% increase for 2027, in line with the union contracts, was presented.

Chairperson Long noted they will continue to keep the City Clerk and City Treasurers' salaries in line with one another.

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#08-25 RESOLVED, the Local Officers Compensation Commission hereby determines to change the salary for the City Treasurer from its current rate of \$107,243.00, to a 3.5% increase for 2026 and a 4.5% increase for 2027, to the following paid on a bi-weekly basis:

Effective January 1, 2026	\$110,997.00
Effective January 1, 2027	\$115,992.00

During Audience Communication, a clarifying question was asked regarding the termination or departure of an elected official prior to their term ending and when does their pay officially end. Chairperson Long stated it stops on the same day of departure, pro rata as of that day.

On a motion by Commissioner Marihugh, seconded by Commissioner Foley, unanimously adopted by, it was:

#09-25 RESOLVED, that the payroll stop date for a departed or terminated elected official will be the same date of their departure or termination.

A second clarifying question was asked regarding how to handle the overage in pay.

On a motion by Commissioner Foley, seconded by Commissioner Marihugh, unanimously adopted, it was:

#10-25 RESOLVED, that if a departed or terminated elected official receives any pay beyond their departure or termination date, they are required to repay the City that overage in pay.

On a motion by Commissioner Marihugh, seconded by Commissioner Foley, and unanimously adopted, the meeting was adjourned at 6:22 p.m.

A handwritten signature in blue ink, appearing to be "Glen W. Long, Jr.", written in a cursive style.

Glen W. Long, Jr., Chairperson

OFFICE OF THE MAYOR

MAUREEN MILLER BROSNAN
MAYOR



33000 CIVIC CENTER DRIVE
LIVONIA, MICHIGAN 48154-3097
mayor@livonia.gov
(734) 466-2201

November 10, 2025

TO: Livonia Officers Compensation Commission
RE: Nov. 10 Meeting Agenda

Dear Commissioners,

At the last LOCC meeting on Nov. 28, 2023, the Commission approved resolutions to provide 5 percent salary increases for City Clerk and City Treasurer for both 2024 and 2025. These were higher than the 3 percent increase for 2024 and 2.5 percent increase for 2025 that had been provided to other city employees, in recognition of the wage disparity those positions had with better-paid surrounding communities and among other department heads.

While there is ample justification for the LOCC to consider continuing to address that wage disparity, I recommend the commission provide no increase beyond the cost-of-living adjustment already approved for other city employees for the coming two years. My recommendation is based on the difficulty in creating this year's balanced budget this year. In a general fund budget of almost \$78 million, revenues exceed expenses by just \$8,593.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Maureen Miller Brosnan". The signature is fluid and cursive, with the first and last names being more prominent.

Maureen Miller Brosnan
Mayor



LETTER TO THE LIVONIA CITY COUNCIL

14.

Engineering
December 2, 2025

MEETING DATE

R121725

PRESENTED BY

Todd Zilincik, P.E., City Engineer

AGENDA ITEM

REQUEST TO AUTHORIZE ADDITIONAL EXPENDITURE: Engineering Division, re: for the 2025 Concrete Road Program (Contract 25-C), from budgeted funds. (CR 65-25)

BACKGROUND DETAILS

Pursuant to Council Resolution No. 65-25, adopted February 24, 2025, funding for the 2025 Concrete Road Program, Contract 25-C was approved in the amount of \$4,538,170.86 with Hard Rock Concrete, Inc.

AEW has provided the Engineering Department with the final contract amount for this project, which is \$4,873,170.86 now that all items have been posted, including restoration along with any outstanding sprinkler repairs. The amount is over the approved contract by \$335,000 or 7.4%. The reason for the additional costs was related to the following street segments: Brentwood north of Dover extending the limits, changing Vargo west of Bennett to a reconstruct instead of maintenance, adding Williams (Ladywood to Rayburn) and additional concrete removal at the intersection, reconstruction of Whitcomb between Westbrook and Parklane over the Denmark Drain, patching on Riverside between Navin and Fargo along with Gary Lane from St. Martins to Fairfax Drive, including additional miscellaneous items during the course of construction on the concrete streets.

We respectfully request that an additional expenditure of \$335,000 be approved from funds budgeted for the Road Program. This will bring the final total contract amount to \$4,873,170.86.

In order to take advantage of the unit pricing from Contract 25-C and to close out this project, we respectfully request that the City Council approve the following:

- Approve an additional appropriation from fund balance in the form of a one-sided budget amendment into Account #204-463-818-110 in the amount of \$411,000 for Contract 25-C, 2025 Concrete Road Paving Program to Account #204-463-818-110 (Reconstruction).
- Approve a budget transfer of funds in the amount of \$30,000 from budgeted funds in Account #204-463-818-119 (Contractual Services – Pav & Catch Repair) to Account #204-463-818-110 (Reconstruction) for Contract 25-C, 2025 Concrete Road Repair Program.
- Approve a budget transfer of funds in the amount of \$35,000 from budgeted funds in Account #204-447-818-102 (Engineering Consultant) from Contract 25-A, CR #64-25 adopted on February

24, 2024, to Account #204-463-818-110 (Reconstruction) for Contract 25-C, 2025 Concrete Road Repair Program.

- Approve a payment to Hard Rock Concrete, Inc. 38146 Abruzzi Drive, Westland, MI 48185 in a not-to-exceed amount of \$335,000 from Account # 204-463-818-110 (Reconstruction) and increasing the overall contract amount for 25-C from \$4,538,170.86 to \$4,873,170.86 to close out the contract for the work performed.
- Approve an expenditure and payment in the amount of \$40,200 from Account #204-447-818-102 (Engineering Consultant) to Anderson, Eckstein & Westrick, Inc., 51301 Schoenherr, Shelby Township, Michigan, 48315 for the additional construction engineering (CE) for the project, increasing their contract approved on February 25, 2025, per CR #66-25 from \$544,581.00 to \$584,781.00.

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

We respectfully request that an additional expenditure of \$335,000 be approved from funds budgeted for the Road Program. This will bring the final total contract amount to \$4,873,170.86.

In order to take advantage of the unit pricing from Contract 25-C and to close-out this project, we respectfully request that the City Council approve the following:

- Approve an additional appropriation from fund balance in the form of a one-sided budget amendment into Account #204-463-818-110 in the amount of \$411,000 for Contract 25-C, 2025 Concrete Road Paving Program to Account #204-463-818-110 (Reconstruction).
- Approve a budget transfer of funds in the amount of \$30,000 from budgeted funds in Account #204-463-818-119 (Contractual Services – Pav & Catch Repair) to Account #204-463-818-110 (Reconstruction) for Contract 25-C, 2025 Concrete Road Repair Program.
- Approve a budget transfer of funds in the amount of \$35,000 from budgeted funds in Account #204-447-818-102 (Engineering Consultant) from Contract 25-A, CR #64-25 adopted on February 24, 2024, to Account #204-463-818-110 (Reconstruction) for Contract 25-C, 2025 Concrete Road Repair Program.
- Approve a payment to Hard Rock Concrete, Inc. 38146 Abruzzi Drive, Westland, MI 48185 in a not-to-exceed amount of \$335,000 from Account # 204-463-818-110 (Reconstruction) and increasing the overall contract amount for 25-C from \$4,538,170.86 to \$4,873,170.86 to close out the contract for the work performed.
- Approve an expenditure and payment in the amount of \$40,200 from Account #204-447-818-102 (Engineering Consultant) to Anderson, Eckstein & Westrick, Inc., 51301 Schoenherr, Shelby Township, Michigan, 48315 for the additional construction engineering (CE) for the project, increasing their contract approved on February 25, 2025, per CR #66-25 from \$544,581.00 to \$584,781.00.

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

N/A

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

N/A

DETAILED WORK BEING PERFORMED

N/A

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

Additional appropriation from fund balance in the form of a one-sided budget amendment into Account #204-463-818-110 in the amount of \$411,000; budget transfer of funds in the amount of \$30,000 from budgeted funds in Account #204-463-818-119 (Contractual Services – Pav & Catch Repair) into Account #204-463-818-110; budget transfer of funds in the amount of \$35,000 from budgeted funds in Account #204-447-818-102 (Engineering Consultant) into Account #204-463-818-110.

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

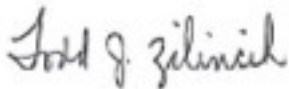
N/A

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

ATTACHMENTS

1. CR 65-25

APPROVED BY



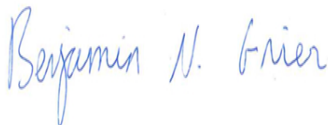
Todd Zilincik, P.E., City Engineer

Date: December 03, 2025



Don Rohraff, Director of Public Works

Date: December 04, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: December 08, 2025

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

Date: December 09, 2025

Maureen Miller Brosnan, Mayor

of Livonia and OHM Advisors, 34000 Plymouth Road, Livonia, Michigan 48150 for the 2025 Asphalt Road Program (Contract 25-A), the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute the attached contract amendment between the City of Livonia and OHM Advisors, 34000 Plymouth road, Livonia, Michigan 48150, to provide construction engineering services for the 2025 asphalt road program (contract 25-a) in an amount not to exceed \$513,093.00, said amount being based on the preliminary cost estimates and subject to adjustment based on the actual bids; FURTHER, the aforesaid proposal is accepted without competitive bidding pursuant to Livonia Code of Ordinances Section 3.04.140.E.2.b; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$513,093.00 from funds budgeted in Account No. 204-441-818-102 (Road, Sidewalk and Tree Fund) for this purpose, and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties.

#65-25 RESOLVED, that having considered the report and recommendation of the City Engineer, dated January 29, 2025, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby accept the unit price bid of Hard Rock Concrete, inc., 38146 Abruzzi drive, Westland, Michigan 48185 for performing all work required in connection with the 2025 concrete road program (contract 25-c), at their contract 24-c bid unit prices, with the exception of revised unit prices for bid Item 3 - Mobilization, Item 8 – Tree Removal (6 inch to 18 inch), Item 9 – Tree Removal (19 inch to 36 inch) and Item 10 – Tree Removal (37 inch and larger), and the agreed upon 250 inspector days based on the recommendation of Anderson, Eckstein and Westrick, Inc. ("AEW"), said amount to be adjusted based upon the quantities of work actually completed, for the estimated total cost of \$4,538,170.86; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$4,538,170.86 for the 2025 Concrete Road Program (Contract 25-C) from budgeted road funds in the following accounts:

Account No.204-463-818-110 (Reconstruction) \$4,513,170.86
Account No.204-463-818-114 (Maintenance) \$25,000.00

and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other

parties; FURTHER, such action is taken without competitive bidding for the reason that Hard Rock Concrete, Inc. has shown itself to be the most competitive market participant by, among other things, honoring their 2024 pricing, such that the City would receive no advantage from competitive bidding per Code of Ordinances Section 3.04.140.E.3; and the Mayor and City Clerk are hereby authorized for and on behalf of the City of Livonia to execute a contract with the aforesaid company, approved 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.

#66-25 RESOLVED, that having considered the report and recommendation of the City Engineer, dated January 29, 2025, submitted pursuant to Council Resolution 336-21, adopted on November 22, 2021, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, to which is attached a proposed amendment to the Engineering contract between the City of Livonia and Anderson, Eckstein and Westrick, Inc., 51301 Schoenherr Road, Shelby Township, Michigan 48315 for the 2025 Concrete Road Program (Contract 25-C), the Council does hereby authorize the Mayor and City Clerk, for and on behalf of the city of Livonia, to execute the attached contract amendment between the City of Livonia and Anderson, Eckstein and Westrick, Inc., to provide construction engineering services for the 2025 concrete road program (contract 25-C) in an amount not to exceed \$544,581.00, said amount being based on the preliminary cost estimates and subject to adjustment based on the actual bids; FURTHER, the aforesaid proposal is accepted without competitive bidding pursuant to Code of Ordinances Section 3.04.140.E.2.b; FURTHER, the Council does hereby authorize an expenditure in an amount not to exceed \$544,581.00 from funds budgeted in Account No. 204-447-818-102 (Road, Sidewalk and Tree Fund) for this purpose; and the City Engineer is hereby authorized to approve minor adjustments in the work as it becomes necessary but this authorization does not entitle the City Engineer to authorize any increase in the not to exceed amount or to contract with other parties.

#67-25 RESOLVED, that having considered the report and recommendation of the City Engineer, dated January 28, 2025, submitted pursuant to Council Resolution 106-23, adopted on March 22, 2023, which bears the signatures of the Director of Public Works, the Director of Finance and the City Attorney, and is approved for submission by the Mayor, the Council does hereby accept the unit price bid of Great Lakes Contracting Solutions, LLC, 2300 Edinburgh, Waterford, Michigan 48328 for performing all work required in connection with the 2025 sidewalk and pavement



LETTER TO THE LIVONIA CITY COUNCIL

15.

Engineering
December 8, 2025

MEETING DATE

R121725

PRESENTED BY

David Lear, Assistant City Engineer

AGENDA ITEM

REQUEST TO AUTHORIZE APPROPRIATION AND BUDGET AMENDMENT: Engineering Division, re: to allow payment for emergency concrete repairs on Newburgh Road (Ann Arbor Road to Amrhein Road). (CR 428-24)

BACKGROUND DETAILS

Pursuant to Council Resolution No. 73-24, adopted February 28, 2024, the City Council approved a contract with Great Lakes Contracting Solutions, LLC for the 2024 Concrete Maintenance/Selective Slab Program, Contract 24-J, utilizing these unit prices for emergency repairs on Newburgh Road (Ann Arbor Road to Amrhein Road).

City Council approved payment in the amount of \$99,349.25 for Emergency Repairs by Great Lakes Contracting Solutions, LLC, per CR #428-24. Emergency repairs were along Newburgh Road from Amrhein Road to Ann Arbor Road. There were three (3) storm inlets on Newburgh Road northbound lane (just north of Ann Arbor Road) that required emergency repairs along with concrete patching at the intersection for the left turn lane at Amrhein at Newburgh Road. Finally, new concrete road replacement was placed in the southbound lane on Newburgh Road that was severely deteriorated just before Plymouth Road and in front of Newburgh Village. This was necessary prior to the \$20 million dollar Michigan Department of Transportation (MDOT) Project that started on January 5, 2025, for Ann Arbor Road to Plymouth Road, including the Hines Bridge Replacement.

There was confusion about whether this was paid with Contract 24-J or separately. After reviewing records from both the City of Livonia and Great Lakes Contracting Solutions, LLC, it was confirmed that it had not been paid.

In order to provide payment to Great Lakes Contracting Solutions, LLC, at this time, we respectfully request that the City Council approve the following:

- Approve an additional appropriation from fund balance in the form of a one-sided budget amendment into Account #204-463-818-114 (Maintenance) in the amount of \$99,350.00 for the Emergency Concrete Repairs on Newburgh Road (Ann Arbor Road to Amrhein Road).
- Approve a payment to Great Lakes Contracting Solutions, LLC, 2300 Edinburgh, Waterford, Michigan, 48328, from Account # 204-463-818-114 (Maintenance) in a not-to-exceed amount of \$99,349.45

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

In order to provide payment to Great Lakes Contracting Solutions, LLC, at this time, we respectfully request that the City Council approve the following:

- Approve an additional appropriation from fund balance in the form of a one-sided budget amendment into Account #204-463-818-114 (Maintenance) in the amount of \$99,350.00 for the Emergency Concrete Repairs on Newburgh Road (Ann Arbor Road to Amrhein Road).
- Approve a payment to Great Lakes Contracting Solutions, LLC, 2300 Edinburgh, Waterford, MI 48328 from Account # 204-463-818-114 (Maintenance) in a not-to-exceed amount of \$99,349.45

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)

A not-to-exceed amount of \$99,349.45 from Account # 204-463-818-114 (Maintenance)

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

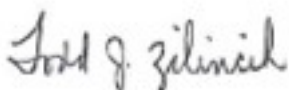
N/A

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

ATTACHMENTS

1. Inv_24NEWBURGH_from_Great_Lakes_Contracting_Solutions_LLC_47956
2. Inv_24NEWB02_from_Great_Lakes_Contracting_Solutions_LLC_47956
3. CR 428-24

APPROVED BY



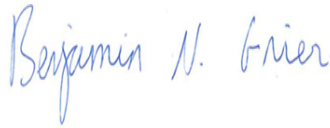
Date: December 08, 2025

Todd Zilincik, P.E., City Engineer



Date: December 08, 2025

Don Rohraff, Director of Public Works



Date: December 08, 2025

Benjamin N. Grier, JD, CPA, Finance Director



Date: December 09, 2025

Maureen Miller Brosnan, Mayor

2300 Edinburgh
Waterford, MI 48328

Date	Invoice #
10/31/2024	24-NEWBURGH

Bill To
Todd Zilincik, City Engineer City of Livonia 12973 Farmington Road Livonia, MI 48150

P.O. No.	Terms	Project
	Net 30	24-0601 Newburgh Road

			Total	\$69,440.17
Phone #	Fax #	E-mail		
313-962-0400	313-962-0404	invoices@greatlakescont.com		

2300 Edinburgh
Waterford, MI 48328

Date	Invoice #
11/21/2024	24-NEWB-02

Bill To
Todd Zilincik, City Engineer City of Livonia 12973 Farmington Road Livonia, MI 48150

P.O. No.	Terms	Project
	Net 30	24-0601 Newburgh Road

Phone #	Fax #	E-mail
313-962-0400	313-962-0404	invoices@greatlakescont.com

since no advantage to the City would result from competitive bidding in this type of service.

#428-24 RESOLVED, that having considered the report and recommendation of the City Engineer, dated November 21, 2024, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, regarding additional expenditure in connection with the Newburgh Road Emergency Concrete Repairs (Ann Arbor Road to Amrhein Road), pursuant to Council Resolution 73-24, adopted on February 28, 2024, the Council does hereby authorize an expenditure in an amount not to exceed \$99,349.25, payable to Great Lakes Contracting Solutions, LLC, 2300 Edinburgh, Waterford, MI 48328, for performing all work required in connection with the emergency concrete repairs on Newburgh Road (Amrhein Road to Ann Arbor Road) from funds budgeted in Account No. 204-463-818-114 (Maintenance) for this purpose.

#429-24 RESOLVED, that having considered a communication from the Assistant Director of Public Works and the City Attorney, dated November 20, 2024, which bears the signatures of the Director of Public Works and the Director of Finance, and is approved for submission by the Mayor, to which is attached a proposed Settlement and Release Agreement between the City of Livonia and Great Lakes Water Authority (GLWA), in connection with costs incurred due to water main breaks as a result of work performed by GLWA on Eight Mile Road, the Council does hereby accept the proposed settlement and release agreement between the City of Livonia and GLWA, in the amount of \$170,698.60, to credit the City's GLWA Water Account No. 592-230-070 for water main break expenses incurred due to the GLWA Water Main Project, and authorizes the Mayor and City Clerk, for and on behalf of the City of Livonia, to execute said agreement, subject to approval as to form and substance by the Department of Law; and the City Clerk is hereby requested to do all things necessary or incidental to the full performance of this resolution.

#430-24 RESOLVED, that having considered a communication from the City Attorney, dated November 19, 2024, wherein it is requested that Council Resolution 326-24, adopted on September 23, 2024, be amended to include shipping costs for the previously approved purchase of waste/recycling carts from Toter in connection with solid waste/recycling services for the period December 1, 2024 through November 30, 2029, the Council does hereby amend and revise Council Resolution 326-24 so as to read as follows:



LETTER TO THE LIVONIA CITY COUNCIL

16.

Law
December 4, 2025

MEETING DATE

R121725

PRESENTED BY

Carter Fisher, City Attorney

AGENDA ITEM

REQUEST TO APPROVE OR DENY SETTLEMENT: Department of Law, re: Belmond Properties, LLC v City of Livonia; U.S. District Court Case No. 2:25-cv-11720.

BACKGROUND DETAILS

Please be advised that the attorneys for the parties in the above-referenced case have agreed, subject to City Council approval, to resolve this case.

For the reasons discussed in the Closed Committee of the Whole meeting held on December 3, 2025, the Law Department recommends approval of this settlement.

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

Approve settlement

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

None

APPROVED BY

A handwritten signature in blue ink, appearing to read "Carter Fisher", written over a horizontal line.

Carter Fisher, City Attorney

Date: December 09, 2025

A handwritten signature in black ink, appearing to read "Maureen Miller Brosnan", written over a horizontal line.

Maureen Miller Brosnan, Mayor

Date: December 09, 2025



LETTER TO THE LIVONIA CITY COUNCIL

17.

Parks and Recreation December 10, 2025

MEETING DATE

R121725

PRESENTED BY

Ted Davis, CPRP, Superintendent of Parks and Recreation

AGENDA ITEM

AWARD OF BID: Department of Parks and Recreation, re: for the construction of a pavilion and restrooms at Rotary Park, from budgeted funds.

BACKGROUND DETAILS

As the pavilion/restroom facility bids were proposed at the August 11, 2025, Regular Meeting of the City Council and further discussed at the September 15, 2025, Capital Outlay and Infrastructure Committee meeting. The consensus was that the proposed design and corresponding bids received were too expensive.

To provide residents with similar amenities to those destroyed by the storm in June 2024, the Parks and Recreation Department worked with our architectural firm, Hubbell, Roth, and Clark (HRC), on value engineering the project to meet the proposed budget from the October 13, 2025, Capital Outlay and Infrastructure Committee meeting.

The Department prepared specifications, and an advertisement for bids was placed on MITN on November 12, 2025. Bids were opened at 2 p.m. on December 9, 2025. The results of the bid opening are attached for the Council's review.

Thanks to our state-level elected officials, we have received a \$300,000 appropriation from the State of Michigan. As this project was not included in our 2025 or 2026 budget, we request a budget amendment of \$575,000 to cover all associated expenses, to be accounted for in account 101-758-976-000. The amendment is funded from the state appropriation and \$275,000 from the 401 Unexpended Fund Balance, with reimbursement of \$260,828.60 from MMRMA applied to the project cost and placed in the 401 Unexpended Fund Balance.

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

Based on the bids that we have received, we would recommend that the City Council authorize the Mayor and City Clerk to execute a contract with George H. Pastor and Sons, 34018 Beacon St., Livonia, MI 48150, in an amount not to exceed \$568,245.

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)

in an amount not to exceed \$568,245.

DETAILED WORK BEING PERFORMED

Construction of a pavilion and restrooms.

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

Thanks to our state-level elected officials, we have received a \$300,000 appropriation from the State of Michigan. As this project was not included in our 2025 or 2026 budget, we request a budget amendment of \$575,000 to cover all associated expenses, to be accounted for in account 101-758-976-000. The amendment is funded from the state appropriation and \$275,000 from the 401 Unexpended Fund Balance, with reimbursement of \$260,828.60 from MMRMA applied to the project cost and placed in the 401 Unexpended Fund Balance.

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

This was the lowest bid received.

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

ATTACHMENTS

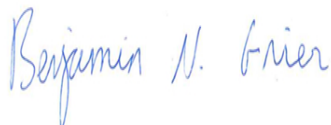
1. 2026 GHP Bid Rotary Park (1)

APPROVED BY



Ted Davis, CPRP, Superintendent of Parks and Recreation

Date: December 10, 2025



Benjamin N. Grier, JD, CPA, Finance Director

Date: December 12, 2025



Carter Fisher, City Attorney

Date: December 12, 2025

BID OPENING

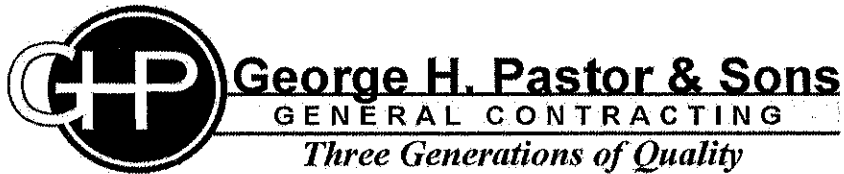
ROTARY PARK PAVILION BID

BID DUE DATE 12/9/2025

VENDOR NAME	DEANGELUS DIAMOND	DECIMA LLC
CITY/STATE	39555 ORCHARD HILL, NOVI, MI 48375	16870 SCHAEFER HWY., DETROIT, MI 48235
TOTAL COST	\$676,949	\$1,127,933

VENDOR NAME	GEORGE H PASTORS AND SON	STERLING CONSTRUCTION
CITY/STATE	34018 BEACON ST., LIVONIA 48150	13311 STARK RD., LIVONIA, MI 48150
TOTAL COST	\$568,245	\$612,744

VENDOR NAME	NRC BUILDERS	SHAW CONSTRUCTION AND MANAGEMENT
CITY/STATE	24404 CATHERINE INDUSTRIAL DR STE 300, NOVI, MI 48375	13980 FARMINGTON, LIVONIA, MI 48154
TOTAL COST	\$760,000	\$808,510



December 9, 2025

Ted Davis, CPRP
Superintendent of Parks & Recreation
15100 Hubbard Street
Livonia, MI 48154
734-466-2298
edavis@livonia.gov

Hubbell, Roth & Clark, Inc.
555 Hulet Drive
Bloomfield Hills, MI 48303

Re: Construction of Rotary Park Pavilion 1, City of Livonia, Michigan

George H. Pastor & Sons is pleased to submit our proposal for the construction of Rotary Park Pavilion 1 Project, Livonia, MI. After reviewing the construction plans from Hubbell, Roth & Clark dated November 2025, GHP proposes a budget of \$568,245.00 for the specified scope of work

Notes:

- This is an open Shop bid
- Interest may be charged on any overdue amounts at the lower of: (a) the highest permissible rate, or (b) 18% per annum, charged at 1.5% per month from the date on which such amount fell due until the date of payment. You acknowledge that any delay in payment may result in termination or interruption of products and services at our sole discretion.
- GHP's bid proposal is good for 90 days due to the volatile fluctuations in construction materials. Increases in material pricing prior to the contract date will be the financial responsibility of the owner.
- Bid does not include any revisions/changes that are not highlighted or noted as being different from the original issued plans
- Exterior concrete work done between November 15th and April 15th will not be under warranty due to frost and salt pitting
- All associated city/county/DOT fees will be paid for by the owner
- No extra construction taxes are included, sales tax only



- Normal working hours will be utilized, Monday-Friday 8:00AM to 6:00PM, the site superintendent will not be available after these hours
- GC will furnish and install temporary electrical, gas, and phone for construction services only; all other utilities will be by the owner
- GC is not responsible for removing, providing or installing and exterior signs, sign faces, sign lighting, menu board, pre menu board, clearance bar, ect. this includes all components of these items. These will be purchased and installed by the owner
- G.C is not responsible for additional costs associated with temporary utilities, including but not limited to temporary power, generator, gas for generator, propane heating, etc.
- G.C is not fiscally responsible for any delays due to damaged, mis-sized, or missing material sent by Taco Bell
- Any necessary modifications to the building to get equipment inside, all cost incurred will be billed to the owner
- GHP bid is per print and spec. Nothing will be assumed.
- GC excludes any and all winter conditions.
- All local, B & O, Parking, Enterprise Zone, or historic fees/taxes are excluded
- Building permit and all tap/utility service fees are to be paid by owner
- Anything unforeseen and/or not specified on the plans must be submitted as a change order and approved by owner prior to commencement of work on these items
- Progress payments will be due to the GC within 14 days after the invoice is issued
- Work will be halted if G.C does not receive payment after 15 days of sending the invoice, and will commence when payment is up to date. This delay may or may not affect the agreed upon project timeline.
- G.C can start within 28 days of a signed contract pending a permit
- All change orders will be cost plus 10% and will not be completed until signed approval is given by the owner.



George H. Pastor & Sons

GENERAL CONTRACTING

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- Time associated with the owner review and approval of change orders submitted which delays completion of the project will result in the extension of the previously agreed upon completion date
- G.C is not responsible for the payment or procurement of any DOT/County/DEQ/State/ or Soil Erosion Permits. This is the responsibility of the owner.
- G.C is not responsible for additional cost associated with solid rock, frost, existing solid concrete foundations, contaminated or unsuitable soil encountered while excavating. If this occurs, all costs incurred for the removal of the rock or concrete foundations, contaminated or unsuitable soil will be charged to the owner
- G.C is not responsible for additional costs associated with site dewatering; all expenses incurred will be charged to the owner
- G.C is not responsible for additional costs or time lost associated with delays in materials or labor due to Covid 19 or construction industry shutdowns as well as restrictions enacted by any governing authorities
- G.C is not responsible for additional costs associated with digging deeper footing depths than specified on the prints which may be the result of bad or non-compactable soil. All charges incurred for any associated additional work will be billed to the owner
- G.C is not responsible for additional costs associated with temporary utilities, including but not limited to temporary power, generator, gas for generator, propane heating, etc.
- All Utility and tap fees by owner
- Any return trips made by the GC after the job and punch list are 100% complete. Besides warranty items. A \$750.00 surcharge per day will be charged to the owner plus labor and materials.
- GC is not fiscally responsible for delays with DOT permits, or 3rd party utilities, such as gas and water, and electric. These delays will not count in the overall project timeline.
- Additional days will be added to the construction schedule for exterior and site work delays caused by inadequate weather i.e. temperature below 40 degrees Fahrenheit, rainfall, lighting, hail, tornados, or other acts of God.

We are a third-generation builder who specializes in building restaurants, along with various other projects backed by 30 years of experience as a general contractor. We feel that George H. Pastor can provide the knowledge and expertise to make your building experience pleasant and successful.

34018 Beacon, Livonia, MI 48150 * Phone: 734-522-3800, Fax: 734-458-1988

www.ghpastor.com



George H. Pastor & Sons

GENERAL CONTRACTING

Three Generations of Quality

We look forward to potentially having the opportunity to serve your organization in their construction needs and continue building a strong relationship.

Sincerely,

John R. Pastor
President

General project notes:

- The following assumptions were made regarding concrete demolition:
 - a. Sidewalks are 4" thick
 - b. Site flat work is 6" thick
 - c. Approaches are 8" thick
 - d. No over pouring of sign bases, light poles, etc., is included
 - e. Interior concrete is 4" thick in commercial locations and 6" thick in industrial locations
- Asphalt - Demolition of existing lot – 3" thick asphalt is assumed
- **Concrete – needs a full 28 days to cure. Pitting can occur if salt is on concrete prior to it curing which will not be covered under project warranty. Exterior concrete work done between November 15th and April 15th will not be under warranty due to frost and salt pitting that occurs during that time of year from winter elements.**
- Mold, rotten wood and damaged areas in walls that cannot be seen will be charged as extras.
- Open Shop Bid.

The follow items are EXCLUDED from this proposal:

- Removal or remediation of any underground or unknown grease traps, footings, concrete, asphalt, septic fields, fill materials, rocks, boulders, any hidden materials not specified on the plan to be removed, etc.
- Asphalt Base Repair
- Low voltage/phone/security/audio wiring
- Fixing block retaining wall
- Any items not marked on the plan to be done by general contractor.

34018 Beacon, Livonia, MI 48150 * Phone: 734-522-3800, Fax: 734-458-1988

www.ghpastor.com



George H. Pastor & Sons

GENERAL CONTRACTING

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- Development or payment for any architectural, engineering or shop drawing plans needed to obtain permit
- Bid Bond, City Bonds, DOT Bond, Electrical, water, gas meter or service request and associated fees.
- No Building, Health Department or any other permits or fees included. Permits by owner.
- Any Architectural or Engineering addendums not listed above.
- Any revisions due to City review and/or County Health Department review.
- Signs by others, conduits and electrical to sign location only.
- Canopies and awnings by others
- Sound system by owner, security system by owner.
- No contaminated materials testing, handling or Soil Borings.
- No extra footing depths due to poor soil conditions.
- Unforeseen Architectural, Structural, and Engineering problems.
- No Structural Engineering
- No Utility Fees or service
- No special inspections
- **No Winter Conditions**
- No Dewatering
- Temporary power by power company. Up charges for power will only incur if a generator is needed.
- We will use PEX piping
- Start up cost for any equipment and installation.
- If project goes over its allotted time due to weather or any other conditions out of our control add \$750 per day for site superintendent and out of town expenses.

LIVONIA ROTARY PARK 1 PAVILION REPLACEMENT

BID TABLE

BASE BID

	Item	Quantity	Unit	Unit Price	Total Cost
1	General Conditions, Bonds & Insurance, Permits	1	LS	75,000	\$ 75,000 -
2	Materials Testing	1	LS	2,500	\$ 2,500
3	Property Protection Fence	1	LS	3,500	\$ 3,500
4	Soil Erosion & Sedimentation Control	1	LS	3,150	\$ 3,150
5	Excavation, Grading, and Site Utilities	1	LS	22,950	\$ 22,950
6	Dewatering	1	LS	NIC	\$ NIC -
7	Site Restoration, Topsoil, and Seeding	1	LS	5,500	\$ 5,500 -
8	Concrete Sidewalks	1	LS	28,250	\$ 28,250
9	Concrete Foundations and Slabs	1	LS	32,500	\$ 32,500 -
10	Masonry	1	LS	68,950	\$ 68,950
11	Structural Steel	1	LS	21,500	\$ 21,500 -
12	Siding and Trim	1	LS	14,500	\$ 14,500
13	Doors, Door Frames and Door Hardware	1	LS	13,900	\$ 13,900
14	Roof Trusses & Wood Framing	1	LS	6,500	\$ 6,500
15	Metal Roofing and Soffits	1	LS	36,000	\$ 36,000
16	Ceilings	1	LS	7,100	\$ 7,100 -
17	Insulation	1	LS	6,500	\$ 6,500 -
18	Toilet Room Accessories and Partitions	1	LS	11,820	\$ 11,820
19	Electrical	1	LS	29,250	\$ 29,250
20	Mechanical	1	LS	6,900	\$ 6,900 -
21	Plumbing	1	LS	49,125	\$ 49,125 -
22	Miscellaneous - Signage, Sealant, Paint	1	LS	24,350	\$ 24,350
23	Provisional Allowance for Unforeseen Conditions	1	ALLOW	\$ 40,000	\$ 40,000
Total					

ALTERNATES

	Item	Quantity	Unit	Unit Price	Total Cost
A1	Photovoltaic System, Complete	1	LS		NIC
Total					

Grand Total \$ 568,245.00

PROJECT MUST BE COMPLETED BY JUNE 1, 2026.

Company Name:

George H Pastor & Sons

Company Address:

34018 Beacon Livonia MI 48150

Phone Number:

734 522-3800

Company Representative and Title:

John R Pastor President

Signature:

J R Pastor

Date:

12-9-2025

THE AMERICAN INSTITUTE OF ARCHITECTS



AIA Document A310

Bid Bond

Bond No.: 515665

KNOW ALL MEN BY THESE PRESENTS, that we George H. Pastor & Sons, Inc.

34018 Beacon, Livonia, MI 48150

as Principal, hereinafter call the Principal, and Merchants National Bonding, Inc.

P.O. Box 14498, Des Moines, IA 50306-3498

a corporation duly organized under the laws of the State of Iowa

as Surety, hereinafter called the Surety, are held and firmly bound unto City of Livonia

as Obligee, hereinafter called the Obligee, in the sum of Five Percent of Bid Amount

Dollars (\$ 5 %),
for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for New Pavillion with Restrooms & Storage @ Rotary Park

NOW THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and materials furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this

9th

day of

December

2025

XXX

George H. Pastor & Sons, Inc.

Carol L. Johnson
CAROL L. JOHNSON (Witness) SEAL ID.

(Principal)

(Seal)

President
(Title)

Merchants National Bonding, Inc.

Alexandra Johnson

(Witness)

(Surety)

(Seal)

Michelle Graham Attorney-in-Fact
(Title)

MERCHANTS
BONDING COMPANY™
POWER OF ATTORNEY

Bond #: 515665

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa, and MERCHANTS NATIONAL INDEMNITY COMPANY, an assumed name of Merchants National Bonding, Inc., (herein collectively called the "Companies") do hereby make, constitute and appoint, individually,

Michelle Graham

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the By-Laws adopted by the Board of Directors of the Companies.

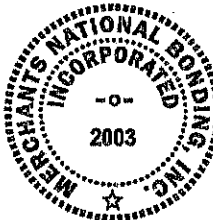
"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner - Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 9th day of December, 2025.



MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.
MERCHANTS NATIONAL INDEMNITY COMPANY

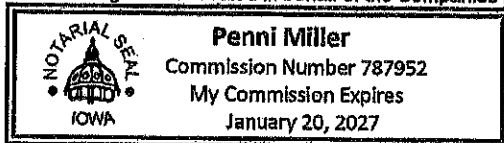
By

Larry Taylor

President

STATE OF IOWA
COUNTY OF DALLAS ss.

On this 9th day of December, 2025, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.



(Expiration of notary's commission
does not invalidate this instrument)

Penni Miller

Notary Public

I, Elisabeth Sandersfeld, Secretary of MERCHANTS BONDING COMPANY (MUTUAL), MERCHANTS NATIONAL BONDING, INC., and MERCHANTS NATIONAL INDEMNITY COMPANY do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 9th day of December, 2025.



Elisabeth Sandersfeld

Secretary

